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BRM

APRIL 2017

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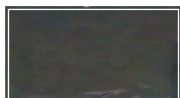
Water System



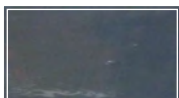
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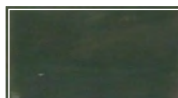
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Deep Blue
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Navy Blue
WCW4531



Hunter Green
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Moss Green
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Sage Green
WCW4522



Olive Drab
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Yellow Silt
WCW4524



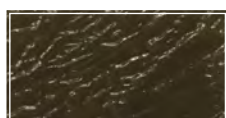
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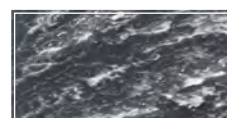
Water Effects™
WC1212



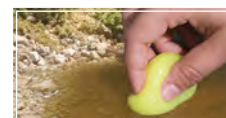
Water Ripples
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HELJAN CLASS 40

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This diminutive people-carrier can add character to your layout, and is a finishing touch to last month's Wickham shed diorama.

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Andy York reaches for a 21st Century solution when he builds a complex wartime water tower.

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90 NEW GEAR

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Knowledge is shared, opinions are aired and your voices are loudly heard. *We're listening...*

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See what great features and layouts we have planned in next month's issue, on sale April 27.

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You don't have to be a train spotter to work here, but it helps. Our man Andy York brings up the rear with a wistful reminiscence or two.

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On this month's BRM TV DVD: 'The Summit' layout, build a shed diorama, a new layout controller and an interesting bonus...

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BRM DIGITAL

BRM TV

BRITISH RAILWAY MODELLING

IN THIS EPISODE...

Discover one of Britain's largest exhibition layouts in action with our layout of the month 'The Summit'. In the studio, Phil Parker shows how you can add a shed diorama to your layout and Howard Smith tests a new wireless model railway control system.



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

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(You must have a wifi connection to stream video content)



PLAY

Cobalt Alpha

By DCCconcepts



Alpha-Power

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CE and FCC approved and usable with mains voltages from 100 to 240v AC, Alpha Power is suitable for use in most parts of the world.

The natural partner for Alpha-Box, Alpha-Power has both DC output plug and screw terminal connections, so it is also an ideal choice for most DCC systems as well as DC users needing more power.



Alpha-Box

Initially conceived as a way to bring the magic of Cobalt Alpha to ALL modellers, DC or DCC, Alpha-box really IS something special. In fact we think that Alpha-Box is the best power booster available!

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

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

NCE users really love it. Power Cab and Power Pro plug straight in, becoming fully "Cobalt Alpha" compatible systems with the addition of 5 amps of very clean track power. Other brand users really like it too... and "interface adapters" are available where needed!

Cobalt Alpha products are DCC compliant & are carefully designed from the ground up to make the wiring of your control panels very simple. Using them can reduce wiring between the control panel and layout to a single cable.

The Cobalt Alpha range and all other DCCconcepts products are distributed world-wide by DCCconcepts Pty Ltd. Our products are also distributed in the UK by Gaugemaster Controls Ltd.

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Falkirk Model Railway Club's colourful 'Graemeston Quay' is a touching tribute to the chap it's named after. But it's just one of four great layouts on show in this issue.



Hello there, I'm Andy McVittie – the new managing editor. It isn't always easy being the *new broom*, especially given the attendant suggestion that things must need to be swept clean in some way. Well, I'm happy to report this really is not necessary with BRM. Our mission to deliver a Reithian mix of informative and entertaining content remains on-track. However, we're not the sorts to rest on our laurels, and the team and I will be working hard to finesse the title over the coming months to ensure that it remains at the very heart of the hobby. To which end, I look forward to getting out and about, and hearing as many of your views as possible.

This is bound to be a learning experience for me too, given the admittedly modest level of my railway-modelling experience. I'm a keen student, though, and if I've learned anything during my brief tenure it's that this is a friendly and welcoming sector, and there is plainly no shortage of teachers out there.

In the meantime, my education is off to a flying start, with a whole day spent in the company of the good folks at Bachmann, a highly enjoyable tour of Geoff Taylor's stunning Welsh dioramas and, by the time you're reading this, two of the nation's largest model railway events under my belt. It's been a bit of whirlwind, to say the very least, and it doesn't show any sign of abating in the near future.

But back to reality, and there's plenty to delight in this latest issue. We have four spectacular layouts for you to enjoy, including a bucolic East Anglian vista, a more contemporary diesel scene and a steam-era goods yard whose loco names suggest a fondness for French wines. And then our selection ends on a rather poignant note, as a model railway club builds a detailed layout in the memory of the passing of one of its members who passed on too soon.

Elsewhere, our choice of practical features will bolster your weathering and modelling skills, and BRM stalwart Andy York reaches for the laser-cutter as he creates a wartime water tower. The results might make you think twice about using this advanced technology in your modelling too. On top of all that, we have more news and reviews than you can wave an oily rag at. And that's before we get started on the contents of this month's EXCLUSIVE DVD.

Without further ado, then – *shall we...* ■



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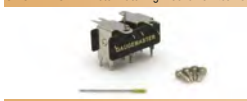
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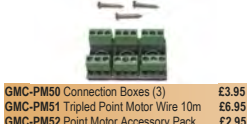
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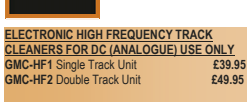
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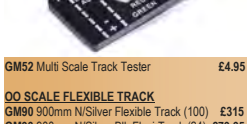
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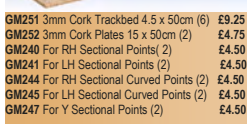
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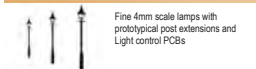
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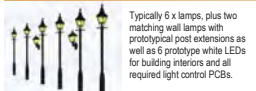
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GM89 Pack of 5 Amp Fuses (5)	£2.75

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NEW FROM METCALFE: N Country Station: PN137 - £11.99

The newly re-designed N Country Station is a re-release of the popular N Scale Red Brick Station. The design is based on standard designs by Cheshire Lines Railway. It is a sturdy building with laser cut components for intricate detail. It also includes an opposite platform shelter. Designed to stand with the Red Brick Platform (PN110).

Country Station also available in 00:
PO237 - £13.75



NEW FROM METCALFE: N Workers Cottages: PN155 - £9.99

NEW: N Workers Cottages. Two complete sets of cottages and outbuildings make up this attractive kit. Based on the Settle Carlisle Railway Workers Cottages, this design lends itself to many uses be it railway, agricultural or industrial.



PN155

Workers Cottages also available
in 00: PO255 - £11.50

00 Stone Corner Shop PO264 - £10.75

The Corner Shop comes with a
variety of signs and interiors

PO264



00 Red Brick Terraced Houses PO261 - £9.99



PO261

Terraced Range

PO261 00/HO Red Brick Terraced Houses - £9.99

PO262 00/HO Stone Terraced Houses - £9.99

PO263 00/HO Red Brick Corner Shop - £10.75

PO264 00/HO Stone Corner Shop - £10.75

PN103 N Red Brick Ter. Houses - £8.25

PN104 N Stone Ter. Houses - £8.25

PN116 N Red Brick Corner Shop & Pub - £8.25

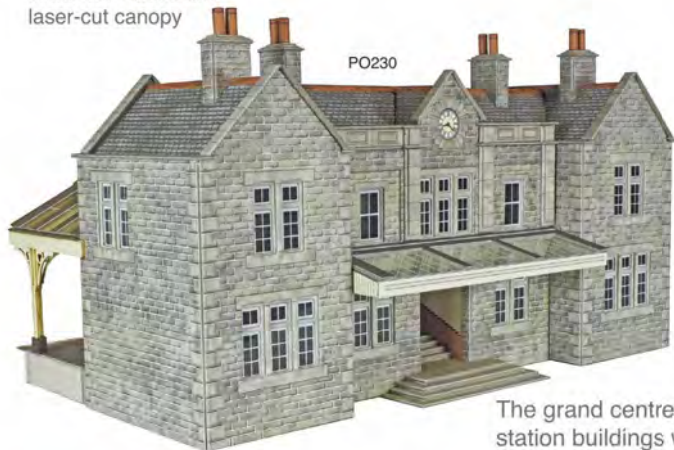
PN117 N Stone Corner Shop & Pub - £8.25

The Corner Shop and Terraced Houses are modular, so that you can build them to stand alongside each other and create long street scenes. Both come in Red Brick or Stone and in either 00 or N scale.

New from METCALFE, The all new 00 Mainline Station Range...



Includes improved stonework detail and laser-cut canopy



00 Booking Hall PO320 - £22.99

Designed to stand alongside Wall-Backed Canopy and Platform Canopy kits



The grand centrepiece and first in a new range of redesigned station buildings with more to follow. New features finely detailed laser-cut platform canopy and fine d recessed windows.

NEW RELEASE

00 Island Platform Building PO322 - £19.99

PLEASE NOTE: Our 'All New Mainline Station' range does NOT match with our older versions PO230, 231 & 234. More add-on kits to go with the new range due out soon.



Island Platform: A centre platform waiting room building with all-round canopy, especially designed to stand next to our Mainline Station Range. This stand alone building has fine laser cut canopy components that match our PO340 Canopy Kit. Platform is not included in this kit, but is designed for use with our PO235 Stone Platform.



Island Platform Building shown here with the Stone Platform Kit (see below). Building does not come with platform.

00 Stone Platform PO235 - £11.99

A truly versatile platform system that can be made to any shape. Straight, curved, islands or bays. One kit contains enough to build 7ft in length max.

NEW RELEASE 00 Parcels Office PO321 - £21.00



Laser-Cut Mini Kits that finish off your Mainline Station Scene...

PO517



00 Mini Kits

PO517 00/HO Kiosk - £5.75
PO501 00/HO GWR Benches - £5.75
PO502 00/HO Platform Benches - £5.75
NEW PO530 00/HO Market Stalls - £6.50



PO501

NEW RELEASE 00 Market Stalls PO530 - £6.50



A great addition to any street scene. Contains two stalls with colourful canopies and merchandise. Laser Cut.

Class 414 2-HAP EMU Pre-order for £186.96 (estimated)



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31-391 6062 in BR blue & grey
31-392 4322 in Network SouthEast livery

Class H2 'Atlantic' 4-4-2 Pre-order for £152.96



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Class 20/3 Pre-order for £129 (estimated)



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



Pre-order at www.hattons.co.uk/bachmann2017

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



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31-741 1303 in LMS black
31-742 58072 in BR black with early emblem

BR 'Prestwin' Twin Silo wagon Pre-order from £39 (estimated)



38-290 BR bauxite
38-291 CQV in BR bauxite
38-292 CQV in BR bauxite - weathered

SECR 60' Birdcage Coaches Pre-Order for £55.21



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39-602 Brake Composite BR Vermillion
39-610 Composite SECR Dark Lake
39-611 Composite SR Olive Green
39-612 Composite BR Vermillion
39-620 Brake 3rd SECR Dark Lake
39-621 Brake 3rd SR Olive Green
39-622 Brake 3rd BR Vermillion



Graham Farish Pre-Orders

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Pre-order for £135 (estimated)



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371-136 31319 in BR railfreight triple grey petroleum sector
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Class A3 4-6-2 Pre-order for £750



A3001 2750 "Papyrus" in LNER Grass green with unstreamlined corridor tender
A3002 4472 "Flying Scotsman" in LNER Grass green with unstreamlined corridor tender
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A3004 60072 "Sunstar" in BR Express blue with unstreamlined non-corridor tender
A3005 60035 "Windsor Lad" in BR green with early crest and unstreamlined non-corridor tender
A3006 60077 "The White Knight" in BR green with late crest and unstreamlined non-corridor tender
A3007 60103 "Flying Scotsman" in BR green with late crest and unstreamlined corridor tender

See the full announcement at
www.hattons.co.uk/recordbreakers

Class A4 4-6-2 Pre-order for £750



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A4001 2509 "Silver Link" in LNER silver with streamlined corridor tender
A4002 4468 "Mallard" in LNER Garter blue with streamlined non-corridor tender (1938 condition)
A4003 4468 "Mallard" in LNER Garter blue with streamlined non-corridor tender (as preserved)
A4004 4489 "Dominion of Canada" in LNER Garter blue with steel numbers/letters and unstreamlined corridor tender
A4005 4464 "Bittern" in LNER Garter blue with streamlined corridor tender
A4006 60007 "Sir Nigel Gresley" in BR express blue with unstreamlined corridor tender
A4007 60012 "Commonwealth of Australia" in BR green with early crest
A4008 60009 "Union of South Africa" in BR green with late crest and unstreamlined corridor tender
A4009 60008 "Dwight D Eisenhower" in BR green with late crest and streamlined non-corridor tender

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TC11502 Diag. 115 Corridor Third in LNER Teak
TC11503 Diag. 115 Corridor Third in BR carmine & cream
TC11504 Diag. 115 Corridor Third in BR carmine & cream
TC11505 Diag. 115 Corridor Third in BR maroon
TC11506 Diag. 115 Corridor Third in BR maroon
TC17501 Diag. 175 Brake Corridor Comp. in LNER Teak
TC17502 Diag. 175 Brake Corridor Comp. in LNER Teak
TC17503 Diag. 175 Brake Corridor Comp. in BR carmine & cream
TC17504 Diag. 175 Brake Corridor Comp. in BR carmine & cream
TC17505 Diag. 175 Brake Corridor Comp. in BR maroon
TC17506 Diag. 175 Brake Corridor Comp. in BR maroon
TC18601 Diag. 186 Open Third in LNER Teak
TC18602 Diag. 186 Open Third in LNER Teak
TC18603 Diag. 186 Open Third in BR carmine & cream
TC18604 Diag. 186 Open Third in BR carmine & cream
TC18605 Diag. 186 Open Third in BR maroon
TC18606 Diag. 186 Open Third in BR maroon

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AA15 'Toad' 20T Brake Van Pre-order for £19



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- R6824 W68571 in BR livery

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- R3553 6231 "Duchess of Atholl" in LMS Crimson Lake
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- H1408 58xx 5816 in BR lined black BRITISH RAILWAYS
- H1409 14xx 1470 in BR lined black early emblem
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Batch 2 - Mar/Apr

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Beilhack



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- 4D-009-HAT04 121020 in Chiltern blue livery
- 4D-009-HAT05 55033 in Revised Network South East livery
- 4D-009-HAT06 960010 in Railtrack "coaching stock" maroon
- 4D-009-HAT07 55022 in Original Network South East livery
- 4D-015-HAT01 TDB975023 in Route Learning BR blue



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Steam locos

J9405 Austerity 0-6-OST "Hurricane" in NCB Bickershaw Colliery lined green - lightly weathered - Ltd Ed of 200 (DJ) £99



J9404 Austerity 0-6-OST 1763 in NCB Peckfield Colliery lined maroon chevrons - very heavily weathered - Ltd Ed of 200 (DJ) £99
 J9402 Austerity 0-6-OST 71515 Mech Navvies maroon - Ltd Ed of 200 (DJ) £99
 J9410 Austerity 0-6-OST No 15 in Wemyss Private Railway lined brown - Ltd Ed of 200 (DJ) £99
 J9407 Austerity 0-6-OST No 4 in NCB Backworth Colliery lined black - Ltd Ed of 200 (DJ) £99
 R3292 Class OF Pug 0-4-OST 56011 in BR black - Hornby 2014 Collectors Club special edition (Hor) £17



31-933 Class 1000 Midland Compound 4-4-0 41157 in BR lined black late crest (Bac) (list £139.95) **BARGAIN** £79
 1300 Class 1361 0-6-OST 1361 GWR photographic grey - Limited edition of 250 (Hel) £124



1304 Class 1361 0-6-OST 1363 in BR black late crest (Hel) £124



1301 Class 1361 0-6-OST 1363 in GWR green shirtbutton emblem (Hel) £124



1302 Class 1361 0-6-OST 1364 in GWR green (Hel) £124



1303 Class 1361 0-6-OST 1365 in BR black early emblem (Hel) £124



1320 Class 1366 0-6-OST 1366 in GWR green shirtbutton (Hel) £124



1323 Class 1366 0-6-OST 1367 in BR black early emblem (Hel) £124



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



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



1322 Class 1366 0-6-OST 1370 in GWR green (Hel) £124



H1409 Class 14xx 0-4-2T 1470 in BR Lined black early emblem (DJ) £99
 31-433 Class 1F 'Hall-Cab' 0-6-OT 1739 in LMS black (Bac) £81.56

31-440 Class 2MT Ivatt 2-6-2T 41243 in BR lined black early emblem (Bac) £110.46



R3459TTS Class 2P Fowler 4-4-0 40626 in BR Black early emblem - TTS sound fitted (Hor) (list £154.99) **BARGAIN** £105
 31-127 Class 30xx 2-8-0 ROD 3023 in BR black early emblem (Bac) (list £129.95) £80
 31-728 Class 3700 City 4-4-0 3708 'Kilmer' Great Western green (Bac) £118.96



R3277 Class 38xx 4-4-0 'County Of Devon' in Great Western Railway green - Railroad range (Hor) (list £89.99) **BARGAIN** £60
 R3235 Class 3F Fowler Jinty 0-6-0 tank 47673 in BR black late crest - weathered (Bac) £80.71



32-227B Class 3F Fowler Jinty 0-6-0 tank 7341 in LMS black (Bac) £72.21



R3334 Class 415 Adams Radial 4-4-2T 30582 in BR black late crest (Hor) (list £119.99) **BARGAIN** £82



R3333 Class 415 Adams Radial 4-4-2T 30584 in BR black early emblem (Hor) (list £119.99) **BARGAIN** £82
 R3335 Class 415 Adams Radial 4-4-2T 488 LSWR (as preserved) (Hor) £111.10



R3462 Class 42xx 2-8-0 4287 in BR Black early emblem (Hor) (list £139.99) **BARGAIN** £83



32-131 Class 45xx 2-6-2 Prairie tank 4539 in Great Western green (Bac) £84.96



R3499 Class 49xx 4-6-0 6947 'Helmingsham Hall' in BR Green late crest - Railroad range (Hor) £75



R3313 Class 4F 0-6-0 4323 in LMS Black (Hor) (list £99.99) **BARGAIN** £58



R3460TTS Class 4F 0-6-0 44198 in BR Black late crest - TTS sound fitted (Hor) (list £139.99) **BARGAIN** £100



R3314 Class 4F 0-6-0 44341 in BR Black early crest (Hor) (list £99.99) **BARGAIN** £58
 R32-880 Class 4MT Fairburn 2-6-4 tank 2278 LMS black - weathered (Bac) (list £110.46)

32-881 Class 4MT Fairburn 2-6-4 tank 42105 BR lined black early emblem - weathered. (Bac) £110.46



32-580A Class 4MT Ivatt 2-6-0 43014 in BR black late crest - weathered (Bac) £127.46



R3276 Class 4P Compound 4-4-0 1072 in LMS Black Fowler tender - Railroad range (Hor) (list £84.99) **BARGAIN** £45
 31-170 Class 5 L&R 2-4-2T 50764 BRITISH RAILWAYS lined black (Bac) £93.45



R3463 Class 52xx 2-8-0 5231 in BR Black early emblem (Hor) (list £139.99) **BARGAIN** £83



H1408 Class 58xx 0-4-2T 5816 in BR Lined black BRITISH RAILWAYS (Gill Sans) (DJ) **NEW** £99



H1410 Class 58xx 0-4-2T 5819 in BR Unlined black early emblem (DJ) **NEW** £99



32-178A Class 5MT Crab 2-6-0 13174 in LMS lined black (Bac) £123.21



32-176 Class 5MT Crab 2-6-0 42765 in BR lined black early emblem (Bac) £123.21



31-691 Class 5P4F Stanier Mogul 2-6-0 2965 in LMS lined black (Bac) **NEW** £135.96



31-691 Class 5P4F Stanier Mogul 2-6-0 42969 in BR lined black early emblem (Bac) **NEW** £135.96



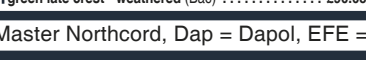
31-188 Class 5XP Jubilee 4-6-0 45565 'Victoria' in BR lined green late crest - weathered (Bac) £127.46



R3409 Class 6000 King 4-6-0 6002 'King William IV' in BR Green late crest (Hor) (list £181.99) **BARGAIN** £109



R3408 Class 6000 King 4-6-0 6016 'King Edward V' in GWR Green Shirtbutton logo (Hor) (list £181.99) **BARGAIN** £109



31-635A Class 64xx 0-6-0PT pannier tank 6424 in GWR green (Bac) £81.55
 R3278 Class 6P Patriot 4-6-0 45518 'Bradshaw' in BR Green early crest - Railroad range (Hor) £84.80
 31-204 Class 6P Patriot 4-6-0 5530 'Sir Frank Ree' LMS crimson (Bac) £140.21



R3420 Class 700 0-6-0 30346 in BR Black late crest (Hor) (list £124.99) **BARGAIN** £72



R3419 Class 700 0-6-0 693 in Southern Railway black (Hor) (list £124.99) **BARGAIN** £72



R3468 Class 7P6F Rebuilt Battle of Britain 4-6-2 34077 '603 Squadron' in BR Lined Green late crest (Hor) £144.50



R3288 Class 9F 2-10-0 92220 'Evening Star' in BR Green late crest (Hor) £89



R3439 Class A1 4-6-2 2554 'Woolwinder' LNER apple green - gloss finish (Hor) £132.50



R3086 Class A1 4-6-2 4472 'Flying Scotsman' in LNER apple green - Railroad Range (Hor) (list £94.99) **BARGAIN** £55



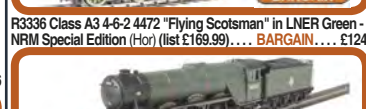
R3284TTS Class A1 4-6-2 4472 'Flying Scotsman' in LNER Green TTS Sound - Railroad range (Hor) (list £119.99) **BARGAIN** £85



R3060 Class A1 4-6-2 60163 'Tornado' in British Railways Apple Green (Railroad Range) (Hor) (list £99.99) **BARGAIN** £68



32-561 Class A1 60122 4-6-2 'Curlew' in BR express blue early emblem (Bac) £152.96



R3132 Class A3 4-6-2 2599 'Book Law' in LNER apple green (Hor) (list £152.99) **BARGAIN** £99



R3336 Class A3 4-6-2 4472 'Flying Scotsman' in LNER Green - NRM Special Edition (Hor) (list £169.99) **BARGAIN** £124



R3312 Class A3 4-6-2 60062 'Minoru' in BR Green early emblem (Hor) (list £154.99) **BARGAIN** £94

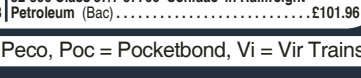
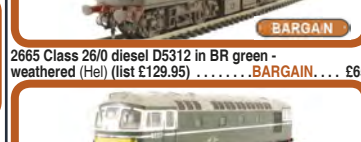
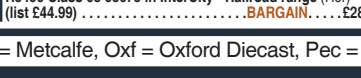
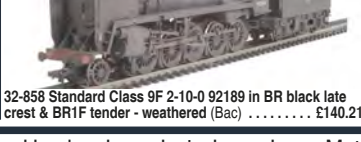
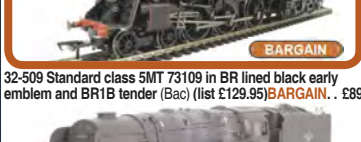
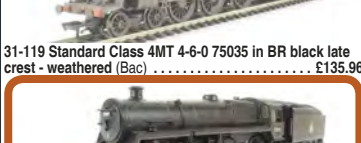
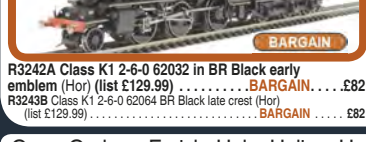
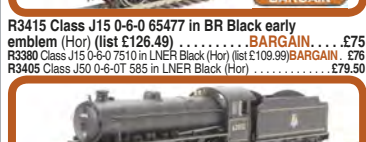


R3371 Class A4 4-6-2 4468 'Mallard' LNER garter blue - Railroad range (Hor) £74.06

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32-391DS Class 37/7 37796 in Railfreight coal sector (DCC Sound Fitted) (Bac)..... £203.96



R3392TTS Class 40 40164 in BR blue - TTS sound fitted - Railroad Range (Hor) (list £99.99).....BARGAIN.....£74



32-483 Class 40 D338 in BR Green small yellow panel (Bac)..... £118.96



R3491 Class 42 Warship D805 'Benbow' in BR green - Railroad Range (Hor) (list £64.99).....BARGAIN.....£39
32-068 Class 43 Warship D638 'Rapid' BR maroon full yellow ends (Bac) £127.46



32-069 Class 43 Warship D841 'Roebuck' in BR green (Bac)..... £127.46
31-659 Class 47/0 47001 in BR Blue - weathered (Bac)..... £127.46



31-656 Class 47/0 47256 in BR Green Full Yellow Ends - weathered (Bac)..... £127.46
31-655 Class 47/3 47301 'Centurion' BR Railfreight Grey Red Strips (Bac)..... £97.71



31-660 Class 47/4 47436 in BR Large Logo Blue (Bac)..... £114.71



R3471 Class 50 50026 'Indomitable' in original Network SouthEast (Hor)..... £145



4D-003-012 Class 52 diesel loco D1026 'Western Centurion' in BR blue full yellow ends - weathered (Dap)..... £113



5311 Class 53 D0280 'Falcon' in BR two tone green - Ltd Ed (Hel)..... £125
5310 Class 53 D0280 'Falcon' original lime green and brown - Ltd Ed (Hel)£125



32-533 Class 55 Deltic D9001 'St. Paddy' in BR green full yellow ends - weathered (Bac)..... £135.96



R3497 Class 55 Deltic D9016 in BR green - Railroad Range (Hor) (list £65.99).....BARGAIN.....£41



32-764 Class 57/3 57305 'Northern Princess' in DRS Northern Belle (Bac)..... £131.71



32-762DS Class 57/3 57312 'The Hood' in Virgin Trains Livery (Weathered & DCC Sound Fitted) (Bac)..... £203.96



32-756 Class 57/6 57603 'Tintagel Castle' in GWR (2015) green (Bac)..... £131.71
R479 Class 50 60066 DB Schenker/Drax Powering Tomorrow silver (Hor)£149.50
32-725U Class 66 66111 in EWS Livery Highland Rail Stag - Ltd Ed (Bac)..... £132



R3486 Class 66 66185 'DP World London Gateway' in DB Schenker (Hor) (list £98.99).....BARGAIN.....£59



32-981 Class 66 66416 in Freightliner Powerhaul (Bac).....£127.46



R3268 Class 67 67003 in Arriva Trains Wales (Hor) (list £139.99).....BARGAIN.....£99
4D-022-005 Class 68 68006 'Daring' in Scotrail (Dap) NEW..... £123.72



4D-022-006 Class 68 68007 'Valiant' in Scotrail (Dap) NEW.....£123.72



4D-022-003 Class 68 68010 in Chiltern Railways (Dap) NEW.....£123.72
4D-022-004 Class 68 68014 in Chiltern Railways (Dap) NEW..... £123.72



4000 Hawker Siddeley Brush HS4000 'Kestrel' prototype diesel electric loco (Hel)..... £150



32-991 Type 27 Wickham Trolley and trailer B30W in BR Maroon (Bac)..... £67.96



32-993 Type 27 Wickham Trolley and trailer MPP0007 in BR engineers yellow wasp stripes (Bac)..... £67.96

Electric locos



7603 Class 76 EM1 Woodhead electric 76014 in BR blue multiple working cables - Ltd Ed for Olivias Trains (Hel)..... £160



7602 Class 76 EM1 Woodhead electric E26049 in BR blue - Ltd Ed for Olivias Trains (Hel)..... £160
7703 Class 77 EM2 Woodhead electric 27002 'Aurora' in BR black - Ltd Ed for Olivias Trains (Hel)..... £165



7702 Class 77 EM2 Woodhead electric 27004 'Juno' in BR electric blue - Ltd Ed for Olivias Trains (Hel)..... £165



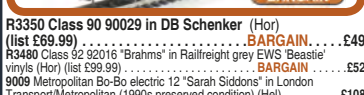
7705 Class 77 EM2 Woodhead electric E27003 'Diana' in BR green half yellow panels - Ltd Ed for Olivias Trains (Hel)..... £165



7701 Class 77 EM2 Woodhead electric E27005 'Minerva' in BR green half yellow panels - Ltd Ed for Olivias Trains (Hel)..... £165
7706 Class 77 EM2 Woodhead electric E27006 'Pandora' in BR electric blue - Ltd Ed for Olivias Trains (Hel)..... £165



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



R3350 Class 90 90029 in DB Schenker (Hor) (list £69.99).....BARGAIN.....£49
R3480 Class 92 92016 'Brahms' in Railfreight grey EWS 'Beastie' vinyls (Hor) (list £99.99).....BARGAIN.....£52
9009 Metropolitan Bo-Bo electric 12 'Sarah Siddons' in London Transport/Metropolitan (1990s preserved condition) (Hel)..... £108
9008 Metropolitan Bo-Bo electric 12 'Sarah Siddons' in Metropolitan (As currently preserved) (Hel)..... £108

HSTs



R3390TTS Pair of Class 43 HST Power Cars in Virgin Trains East Coast - TTS sound fitted (Hor) (list £279.99).....BARGAIN.....£165

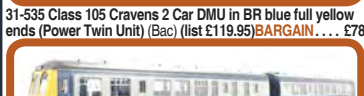
DMUs



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



31-535 Class 105 Ravens 2 Car DMU in BR blue full yellow ends (Power Twin Unit) (Bac) (list £119.95).....BARGAIN.....£78



32-905 Class 108 2-car DMU in BR blue & grey full yellow ends (Bac) (list £139.95)..... £72.50
8920 Class 128 DPU 55991 in BR blue yellow ends 'Parade Service' (Hel) (list £119.95).....BARGAIN.....£59

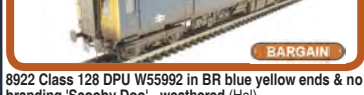


8923 Class 128 DPU 55991 in Royal Mail Letters red (Hel) (list £119.95).....BARGAIN.....£59
8921 Class 128 DPU 55992 Royal Mail Letters red (Hel) (list £119.95).....BARGAIN.....£59
8990 Class 128 DPU in BR green speed whiskers and Midland style fronts M55987 (Hel) (list £119.95).....BARGAIN.....£69



8922 Class 128 DPU W55992 in BR blue yellow ends & no branding 'Scooby Doo' - weathered (Hel) (list £129.95).....BARGAIN.....£59
R3477 Class 153 153321 in Regional Railways (Hor)..... £38

EMUs



R3340 Class 2-HAL 2 Car EMU 2603 in BR green full yellow ends (Hor) (list £130.25).....BARGAIN.....£62
R3260 Class 2-HAL 2 car EMU 2653 in Southern Railway green (Hor) (list £130.25).....BARGAIN.....£104
R3341 Class 2-HAL 2 Car EMU 2677 BR blue (Hor) (list £130.25).....BARGAIN.....£62



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



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



31-030 Class 350/1 Desiro 4 Car EMU 350 111 'Apollo' in Silver Link (unbranded) (Bac) (list £189.95).....BARGAIN.....£89.50



R3215 Class 373 Eurostar 4 car EMU in new (post-2014) Eurostar (Hor) (list £169.99).....BARGAIN.....£94
31-266 Class 419 Motor Luggage Van (MLV) in BR Southern Region green yellow panel (Bac) (list £104.95).....BARGAIN.....£64

DEMUS

31-236X Class 205 2-H 'Thumper' 1121 in BR green small yellow panel - Exclusive to Kermow MRC (Bac)..... £204
31-2392 Class 205 2-H Thumper 205001 in de-branded Network SouthEast (Kermow Exclusive) (Bac)..... £204

Track Maintenance vehicles



B800 Non-motorised OO Track Cleaner motorised cleaning heads & vacuum in blue (Dap)..... £56

Train sets - analogue



R1183 'Master of the Glens' Train Set Class P2 2-8-2 'Cock O' The North' in LNER green and three LNER teak coaches (Hor) (list £184.99).....BARGAIN.....£110



R1151 Caledonian Belle trainset 0-4-0 steam loco in blue 4 wheel coach & open wagon (Hor) (list £49.99).....BARGAIN.....£35
R1167 Flying Scotsman Train Set 3 x LNER coaches (loco has 3-pole motor) (Hor)..... £130
R1177 Gloucester City Pullman Train Set Class 8 4-6-2 71000 'Duke of Gloucester' in BR lined green 3 Pullman coaches (2 x Parlour, 1 x Brake) (Hor) (list £184.99).....BARGAIN.....£144



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



R9283 Thomas the Tank Engine starter Train Set (Hor) (list £64.99).....BARGAIN.....£45

Train sets - DCC



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



R1126 Mixed Freight DCC digital train set Class 08 0-6-0 BR diesel electric loco, steam loco & 4 wagons (Hor)..... £165



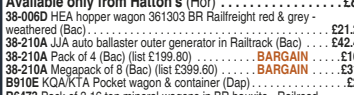
R1125 Somerset Belle train set Class 3F 0-6-0 S&DJR 0-6-0 steam loco & 3 wagons - DCC control (Hor) (list £199.99).....BARGAIN.....£115

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Hall steam loco (Hor) (list £329.99) ... **BARGAIN** ... £199
Coaches39-576 BR Haworth Auto Trailer Maroon (Bac) ... £58.61
39-310C BR Mk1 SP Pullman Second Parlour Umber & Cream 'Car 350'
(With Lighting) (Bac) ... £59.4639-200C BR Mk1 Super BG Full Brake RES -
Weathered (Bac) (list £39.95) ... **BARGAIN** ... £18R4235C ex-LMS Stanier P3 third class M1741M in BR
maroon (Hor) ... £38R4518B Gresley non-vestibled suburban brake third
3738 in LNER teal (Hor) ... £40
R4516B Gresley non-vestibled suburban third class 21022 LNER teal (Hor) ... £4039-580 Haworth Auto-trailer in W231W in BR
chocolate & cream - as preserved (Bac) ... £59.4639-578 Haworth Auto-trailer in W234W in BR crimson
& cream (Bac) ... £59.46
R4693 K-Type Pullman Third Class brake 'Car No.78' (Hor) ... £44
R4695 K-Type Pullman Third Class Parlour Brake 'Car No.80' (Hor) ... £44
39-475A LMS 60' Porthole first open M7481M in BR crimson & cream -
weathered (Bac) **NEW** ... £36.21R4534D Maunsell push-pull coach pack Set 619 in BR
green (Hor) ... £7039-273 Mk1 GUV General Utility Van S86724 in BR
green (Bac) ... £33.9639-282 Mk1 Pullman FK first kitchen 'Robin' in umber &
cream - lights (Bac) **NEW** ... £59.4639-292 Mk1 Pullman FP first parlour 'Pearl' in umber &
cream - lighting (Bac) **NEW** ... £59.4639-056A Mk1 TSO tourist second open 4854 in Regional
Railways - weathered passenger figures (Bac) **NEW** ... £46.71
R4612A Mk2E BSO brake second open M9495 in BR blue & grey -
lights (Hor) (list £29.99) ... **BARGAIN** ... £19
R4655 Mk3 DVT driving van trailer 82146 in D5 Schenker silver (Hor)
(list £42.99) ... **BARGAIN** ... £26R4597 MK3 SLEP Sleeper 10601 in First Great Western
Night Riviera (Hor) (list £28.49) ... **BARGAIN** ... £1739-005 Pack of Mk2A TSO & Class 101 DTCL 'Highlander Pack'
in Kyle Line green and cream passenger figures (Bac) ... £118.9639-003 Pack of two Mk1 coaches in BR blue & grey Network
SouthEast branding and passenger figures (Bac) **NEW** ... £89.2139-004 Pack of two Mk1 coaches in BR blue & grey ScotRail
branding and passenger figures (Bac) **NEW** ... £89.21R4663 Pullman First Class Kitchen Car - K-Type Pullman
Car (Hor) (list £49.99) ... **BARGAIN** ... £33
R4738 Pullman first class Parlour car 'Minerva' Pullman umber & cream (Hor) **NEW** ... £47R4664 Pullman First Class Parlour Car - K-Type Pullman
Car (Hor) (list £49.99) ... **BARGAIN** ... £33
R4742 Pullman Third Class Brake Car 'Car No.16' (Hor) **NEW** ... £49.50
R4741 Pullman Third Class Kitchen Car 'Car No.58' (Hor) **NEW** ... £49.50R4660 Pullman Third Class Kitchen Car - K-Type Pullman
Car (Hor) (list £49.99) ... **BARGAIN** ... £33
R4739 Pullman Third Class Parlour Car 'Car No.34' Pullman umber &
cream (Hor) **NEW** ... £47R4661 Pullman Third Class Parlour Car - K-Type Pullman
Car (Hor) (list £49.99) ... **BARGAIN** ... £33
39-529 SR CCT ADB975276 in BR departmental green (Bac) ... £25.4639-525A SR PLV luggage van 1061 in Southern Railway
olive green (Bac) ... £25.4639-530 SR PMV parcels van S1151S in BR green black
ends (Bac) ... £25.46R4574A Thompson non-corridor brake third 87019 in
LNER teal (Hor) **NEW** ... £38R4572A Thompson non-corridor composite 88426 in
LNER teal (Hor) **NEW** ... £38R4573A Thompson non-corridor third class 82646 in
LNER teal (Hor) **NEW** ... £38

Wagons

38-076C 12T Southern ventilated van in BR bauxite (Bac) **NEW** ... £13.56
38-075B 12T Southern ventilated van Southern Railway brown (Bac) **NEW** ... £13.5637-225H 16 Ton steel mineral wagon top flap doors in BR
grey - weathered (Bac) ... £14.04
37-253B 16 ton steel mineral wagon without top flap doors in BR grey -
weathered (Bac) ... £12.71
37-531 20 ton brake van B951054 in BR bauxite - weathered (Bac) £20.8338-600A 21T grain hopper B885053 in BR grey - heavily
weathered (Bac) ... £23.76
38-085C 34T ZKA Limpet 390312 BR departmental 'Dutch' -
weathered (Bac) ... £13.561154 4-wheel A tank 44290 in Esso grey 1980s Hazchem
symbols - weathered (Hel) **NEW** ... £20.50
1154 Pack of 4 (Hel) (list £99.80) **NEW** ... **BARGAIN** ... £76
4F-018-017 4-wheel salt van 'Distiller's Co' (Dap) **NEW** ... £9.50
4F-018-018 4-wheel salt van 'Distiller's Co' - weathered (Dap) **NEW** ... £10.50
37-587 45 TTA tank wagon in Aviation Fuel green - weathered (Bac) ... £21.21
4F-051-049 5-plank open wagon 'D Ballantyne' (Dap) **NEW** ... £9.50
37-209 8 plank wagon coke rails in BR (Bac) ... £13.56R6783 BR 20 Ton Coke Hopper Wagons - Three Wagon
Pack (Hor) ... £49.49R6367 Coal train pack - pack of 3 open wagons in EWS -
Railroad Range (Hor) (list £19.99) ... **BARGAIN** ... £14
38-501A Covhop in Soda Ash light grey - heavily weathered (Bac) £23.76R6724 Drax 102t biomass hopper in Drax 'powering
tomorrow' - Produced for Drax power station - Limited to
1000 - Available only from Hatton's (Hor) ... £83R6723 Drax 102t biomass hopper in Drax 'Swoosh'
- Produced for Drax power station - Limited to 1000 -
Available only from Hatton's (Hor) ... £8338-066D HEA hopper wagon 361303 BR Railfreight red & grey -
weathered (Bac) ... £21.211170 Pack of four 4-wheel A tanks in Nomix-Chipman
weedkiller train (Hel) **NEW** ... £7533-090 Pack of three 5-plank china clay wagons in GWR
grey flat canvas hoods (Bac) ... £31.41
4F-071-146 Pack of two 7-plank open wagons - 'Ton Phillip, Rhonda and
Bute, Merthyr' (Dap) **NEW** ... £19
4F-071-147 Pack of two 7-plank open wagons - 'Ton Phillip, Rhonda and
Bute, Merthyr' - weathered (Dap) **NEW** ... £21
38-990 Pack of two departmental brake vans in Network SouthEast (Bac) £45.86R6789 RailRoad Fuel Tanker Triple Pack - BP, Texaco,
Total (Hor) ... £16

DCC decoders

36-554 21-pin 3-function 2-sided 1A decoder back EMF for slow running (Bac) £12

36-557 Pack of 5 21-pin E-Z Command 4-function 1A
decoder back EMF (Bac) (list £92.50) ... **BARGAIN** ... £70
36-557 Single (Bac) ... £14.50

X9659 4-pin DCC decoder for Sentinels and Peckett locos (Hor) £12

BPDC27 8 & 21-pin 4-function 1A (1.8A peak) small OMNI
decoder (measures 231 x 27w x 10d mm) x 5 (Gau) ... £71R8249 Box of 6 8-pin 4-function 2-sided 0.5A (1A peak)
decoder (Hor) ... £76
R8249 Single (Hor) ... £14

DCC accessory decoders

R8247 DCC accessory decoder (for points and motors) (Hor) ... £40

DCC controllers

R8214 DCC Elite unit digital controller (Hor) ... £205

R8213 DCC Select unit (boxed) (Hor) ... £90

36-500U EZ Command DCC controller - unboxed (with
instructions) - split from train set (Bac) (list £59) **BARGAIN** ... £59

DCC accessories

R8239 Power and Signal Booster - can be used any DCC
controlled system (Hor) (list £99.99) ... **BARGAIN** ... £25

Switches & Levers

R044 Passing contact lever frame switch (for point motors) (Hor) ... £9

Lighting equipment

CL2 Standard Coach Lighting Strips - Warm White (Tra) ... £17

Accessories

SFX10 Steam loco sound capsule (with built battery, speaker & motion
detector) (Tra) ... £37

Cables & Wires

PL-80 Power feed joiners - Code 100/124 (x4 pairs) (Pec) ... £5.50

Spares

SL-110 Finescale rail joiners/fishplates (for code 70, 75 & 83) for OO &
HO gauge - Pack of 24 (Pec) ... £2SL-11 Insulated rail joiners/fishplates (for OO, HO & O gauge code 100
rails incl. Hornby, Peco & Peco Streamline) - Pack of 12 (Pec) ... £2SL-10 Metal rail joiners/fishplates (for code 100 rails incl. Hornby, Peco &
Peco Streamline) - For OO, HO & O gauge - Pack of 24 (Pec) ... £2.5018KADEE NEM-362 Long Coupler - 10.61 mm (27/64") (w/o Draft Gear
Boxes) (2 pair) (Kad) ... £518KADEE NEM-362 Medium Coupler - 8.63 mm (1/32") (w/o Draft Gear
Boxes) (2 pair) (Kad) ... £5

Buildings - railways

PO213 2 Road Red Brick Engine Shed & Workshop Building (Card Kit) (Met) ... £12.50

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

44-068 Art Deco Subway building (Bac) ... £23.76

PO322 Island Platform Building canopy - card kit (Met) **NEW** ... £17

44-0650 March West signal box (Bac) ... £52.66

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

PO340 Platform canopy (Met) ... £12

Man-made scenic structure - railway-related

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

R083 Box of 6 Buffer Stop (Hor) ... £9.50
R083 Single (Hor) ... £1.80LC-100 Catenary system Start-up pack: 12 masts, 12 registration arms, 2
jigs and 18-page Shows You How Guide (Pec) ... £6944-0054 Depot mess room and toilet (Bac) ... £33.11
R334 Double-track station platform canopy (Hor) ... £19

Visit

www.hattons.co.uk/new

for all new releases



Railway publications



36-2017 Bachmann Branchline 2017 Catalogue (Bac) £6.80

Buses

76RM099 Blackpool Sightseeing open top Routemaster Bus (Oxf) NEW £5.50

NEW



76MW6001 Bristol MW6G Royal Blue (Oxf) NEW £14



38123 Bristol VRTII "City of Oxford" - "82, Aylesbury" (EFE) £29.71

NEW



12311 Harrington Grenadier "Maidstone and District" - "E7, Bournemouth" (EFE) NEW £29.71

36006 Leyland RTL EFE 25th Anniversary - Subscriber Special (EFE) NEW £23

OM46615A New Routemaster, Arriva, 137 Streatham Hill (Cor) £30

Cars

76SET41 5 Piece Ford Set (Oxf) NEW £21

76AMD2002 Aston Martin DB2 Mid DHC Dark British Racing Green (Oxf) NEW £5

NEW



76ASS005 Austin Seven Saloon Black (Oxf) NEW £4.50

76BM02001 BMW 2002 Colorado Orange (Oxf) NEW £5

76MG007 MGB Roadster Chelsea Grey (Oxf) NEW £4.50

76NQ003 Nissan Qashqai Fired Iron (Oxf) NEW £4.50

76RAN004 Range Rover Vogue Indus Silver (Oxf) NEW £4.50

76TS001 Triumph Stag Safari (Oxf) NEW £4.50

76CAV002 Vauxhall Cavalier Camellan Red (Oxf) NEW £4.50

76VP002 Volvo 1800 White (Oxf) NEW £4.50

Commercial vehicles

76STOB016 Ford Cargo curtainside lorry "Eddie Stobart" (Oxf) NEW £12

76FT3005 Ford Transit Mk3 Eddie Stobart (Oxf) NEW £5



76FB001 Fowler BB1 16hp Ploughing Engine No.15145 Rusty Dorset (Oxf) £13

76MB003 Mercedes Actros GSC Flatbed Trailer J R Adams (Oxf) £20

NEW



76SHL02CS Scania Highline Curtainside Stobart Power (Oxf) NEW £19

76TRF002 Thompson Refueller Shell (Oxf) NEW £9

Military ground vehicles

NEW



76TAC003 TACR2 RAF Pink Panther (Oxf) NEW £9

Public Service vehicles

76FG002 Ford Galaxy London Ambulance Service (Oxf) NEW £4.50

76P4003 Rover P4 Black (Cornwall Constabulary) (Oxf) NEW £4.50

Tools

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

N Gauge

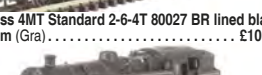
Steam locos

372-310 Class 21C1 Merchant Navy 4-6-2 35024 "East Asiatic Company" BR black early emblem (Gra) £135.96

372-750 Class 4MT Fairburn 2-6-4T 2691 in LMS black (Gra) £97.71



372-535 Class 4MT Standard 2-6-4T 80027 BR lined black early emblem (Gra) £101.96



372-536 Class 4MT Standard 2-6-4T 80119 BR lined black late crest (Gra) £101.96



371-987 Class 64xx 0-6-0 Pannier Tank 6412 in BR Lined Green late crest (Gra) £80.71

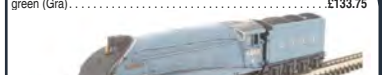
371-986 Class 64xx 0-6-0 Pannier Tank 6417 BR Black early emblem (Gra) £80.71

25-017-003D Class 7MT Britannia 4-6-2 70015 "Apollo" in BR green early emblem, DCC Fitted (Dap) £119



374-710A BR Mk2A TSO Tourist Second Open in blue & grey (Gra) £25.46

372-800A Class A1 4-6-2 60163 "Tornado" BR lined Brunswick green (Gra) £133.75



2S-008-008D Class A4 4-6-2 4468 "Mallard" in LNER garter blue valances - DCC Fitted (Dap) £150.57

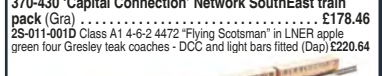
2S-011-001D Class A1 4-6-2 4472 "Flying Scotsman" in LNER apple green four Gresley teak coaches - DCC and light bars fitted (Dap) £220.64

Train packs



370-430 "Capital Connection" Network SouthEast train pack (Gra) £178.46

2S-011-001D Class A1 4-6-2 4472 "Flying Scotsman" in LNER apple green four Gresley teak coaches - DCC and light bars fitted (Dap) £220.64



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

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



2D-013-001D Class 27 diesel loco D5401 in BR green small yellow panels, DCC Fitted (Dap) £110

2D-018-004D Class 35 Hymek D7024 BR green - weathered, DCC Fitted (Dap) £103



2S-011-004 Class A3 4-6-2 60103 "Flying Scotsman" in BR green early emblem four Gresley teak coaches in crimson & cream liver (Dap) £198.90

2S-011-004D Class A3 4-6-2 60103 "Flying Scotsman" in BR green early emblem four Gresley teak coaches in crimson & cream liver (Dap) £220.64

Diesel locos

2D-013-001D Class 27 diesel loco D5401 in BR green small yellow panels, DCC Fitted (Dap) £110

2D-018-004D Class 35 Hymek D7024 BR green - weathered, DCC Fitted (Dap) £103



371-166 Class 37/4 37406 "The Saltire Society" in Railfreight Distribution (Gra) £89.21

371-404 Class 42 Waring D302 Crossrail BR Green - as preserved (Gra) £100.25

371-825B Class 47/0 D1572 in BR Green Small Yellow Panel (Gra) £101.96

371-651A Class 57/0 57008 "Freightliner Explorer" in Freightliner - weathered (Gra) NEW £116.41



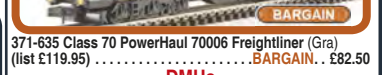
371-650A Class 57/3 57306 "Jeff Tracy" in Virgin Trains (Gra) NEW £106.21



371-635 Class 70 PowerHaul 70006 Freightliner (Gra) (list £119.95) BARGAIN £82.50



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



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

371-880 Class 108 2 Car DMU in BR Green half yellow ends (Gra) £144.46

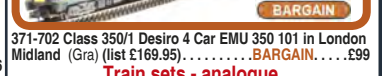


371-329 Class 150/2 150247 in BR Super Sprinter - weathered (Gra) £144.46

EMUs



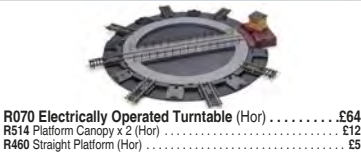
371-702 Class 350/1 Desiro 4 Car EMU 350 101 in London Midland (Gra) (list £169.95) BARGAIN £99



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



Coaches



R070 Electrically Operated Turntable (Hor) £64

R514 Platform Canopy x 2 (Hor) £12

R460 Straight Platform (Hor) £5

Signals

DS1 One Touch two aspect signal (red/green) - DCC fitted (Tra) £22

4L-003-005 Signal - Lattice Type SR Home Platform Starter (Dap) £26

Buildings - general

44-040 Diesel fueling point - Scenecraft range (162 x 37 x 56mm) (Bac) £13

44-081 Portable Offices (Bac) £31.41

PO530 Two Market stalls - card kit (Met) NEW £6.50

Man-made scenic structure - non-railway

R9845 The Butcher's Shop (Hor) NEW £25.19

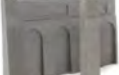
R9847 The Greengrocer's Shop (Hor) NEW £25.19

R9846 The Ironmonger's Shop (Hor) NEW £25.19

R9844 The Off License (Hor) NEW £25.19

Bridges, Tunnels & Walls

R8008 Grand suspension bridge (Hor) £39



44-225 Low Relief Retaining Walls (168 x 10 x 85mm) (Bac) £14.41

People - civil



36-408 12 x Seated Coach Passengers (Bac) £10.16

36-404 1940/50s Station Staff (Bac) £8.46



36-047 Locomotive staff x 6 (Bac) £6.21

Track - Code 100 Setrack

ST-245 Setrack curved double radius left handed point insulfrog (Pec) £14

ST-244 Setrack curved double radius right handed point insulfrog (Pec) £14

ST-241 Setrack No.2 radius left handed point insulfrog (Pec) £9

ST-240 Setrack No.2 radius right handed point insulfrog (Pec) £9

ST-204 Setrack Quad Straight (670mm) (Pec) £3.50

ST-204 Box of 24 (Pec) £76

Track - Code 100 Streamline



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

SL-100 Single (Pec) £3



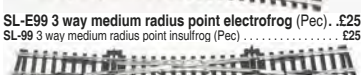
SL-102 Pack of 25 1 yard (91.5cm) length of Nickel Silver concrete-sleeper flexible track (Pec) £70

SL-102 Single (Pec) £3



SL-E99 3 way medium radius point electrofrog (Pec) £25

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



SL-90 Double slip insulfrog (Pec) £31

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

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

SL-E88 Left hand large point electrofrog (Pec) £12

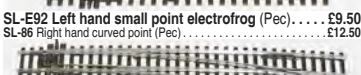
SL-89 Left hand large point insulfrog (Pec) £12

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



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

SL-92 Left hand small point (Pec) £9.50



SL-E92 Left hand small point electrofrog (Pec) £9.50

SL-86 Right hand curved point (Pec) £12.50

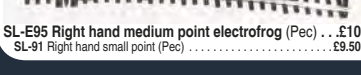


SL-E86 Right hand curved point electrofrog (Pec) £12.50

SL-E88 Right hand large point electrofrog (Pec) £12

SL-88 Right hand large point insulfrog (Pec) £12

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



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

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



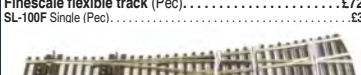
SL-E91 Right hand small point electrofrog (Pec) £9.50

Track - Code 75 Finescale

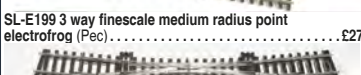


SL-100F Pack of 25 1 yard (91.5cm) length of Nickel Silver Finescale flexible track (Pec) £72

SL-100F Single (Pec) £3



SL-E199 3 way finescale medium radius point electrofrog (Pec) £27



SL-E190 Finescale double slip electrofrog (code 75 Rail) (Pec) £35

SL-E187 Finescale left hand curved point electrofrog (Pec) £12.50

SL-E189 Finescale left hand large point electrofrog (Pec) £12



SL-E196 Finescale left hand medium point electrofrog (Pec) £12



SL-E192 Finescale left hand small point electrofrog (Pec) £10

SL-E186 Finescale right hand curved point electrofrog (Pec) £12.50



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

SL-E195 Finescale right hand medium point electrofrog (Pec) £12

SL-E191 Finescale right hand small point electrofrog (Pec) £10

Track & Points

R8090 1 single yard length of Semi-Flexible Track (Hor) £3.50

R8090 Pack of 24 (Hor) £79

R605 1st radius double curve (8 make a circle) (Hor) £2.40

R605 Circle of 8 (Hor) £15

R607 2nd radius double curve track (8 make a circle) (Hor) £2.25

R607 Circle of 8 (Hor) £18

R609 3rd radius double curve track (8 make a circle) (Hor) £2.60

R609 Circle of 8 (Hor) £20

R8262 Double 4th radius curve (8 make a circle) (Hor) £3



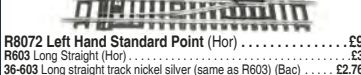
R601 Box of 24 Double Straight (Hor) £47

R601 Single (Hor) £210

R8222 Extension Pack B. Contains 1 x R8073, 2 x R600, 4 x R607, 1 x R636, 1 x R603 (Hor) £24

R8223 Extension Pack C. Contains 1 x R8073, 2 x R600, 4 x R607, 1 x R606 (Hor) £22.50

R8224 Extension Pack D. 1 x R8072, 3 x R605, 1 x R608, 1 x R636, 1 x R603 (Hor) £36



R8072 Left Hand Standard Point (Hor) £9

R603 Long Straight (Hor) £3

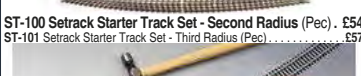
36-603 Long straight track nickel silver (same as R603) (Bac) £2.76

36-603 Box of 10 (Bac) (list £34) BARGAIN £24.80

R8078 Right hand Express point (Hor) £14.50



R8073 Right Hand Standard Point (Hor) £9



ST-100 Setrack Starter Track Set - Second Radius (Pec) £54

ST-101 Setrack Starter Track Set - Third Radius (Pec) £57



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

Commercial vehicles



374-610 Hawksworth Auto Trailer in BR crimson and cream (Gra) **NEW** £29.71



374-612 Hawksworth Auto-Trailer in BR crimson (Gra) **NEW** £29.71

Wagons

377-957 13T high sided steel wagon smooth sides and wooden door in BR grey (Gra) **NEW** £13.56
 377-954A 13T high sided steel wagon smooth sides and wooden door in LNER grey (Gra) **NEW** £13.56
 2F-034-057 21-ton hopper 'British Gas' (Dap) **NEW** £9
 2F-034-058 21-ton hopper 'British Gas' - weathered (Dap) **NEW** £10
 2F-013-049 4-wheel gunpowder van 299035 in LMS grey (Dap) **NEW** £8.50
 2F-013-050 4-wheel gunpowder van 299035 LMS grey - weathered (Dap) **NEW** £9.50
 373-785 Triple pack TTA 45 Tonne tank wagon - weathered (Dap) £34

Lighting equipment

NC040b Light Bar coach lighting unit for older coaches (Yellow) (Dap) £8

Spares

SL-311 Insulated Rail Joiners/Fishplates for N & OO gauge (12 per pack) (Pec) £1.50
 SL-310 Rail Joiners/Fishplates for N & OO gauge (24 per pack) (Pec) £2

Track - Code 80 Setrack

ST-15 No.2 radius double curve (Pec) £1.50
 ST-6 Setrack left hand point insulating (Pec) £8.50
 ST-5 Setrack right hand point insulating (Pec) £8.50
 ST-300 Starter Track Set (Pec) £44

Track - Code 80 Streamline

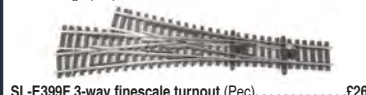


SL-300 Pack of 25 1 yard (91.5cm) length of Wooden-Sleeper Nickel Silver Flexible track (Pec) £64
 SL-300 Single (Pec) £3
 SL-E396 Left hand medium point electrofrog (Pec) £9
 SL-E396 Right hand medium point electrofrog (Pec) £9

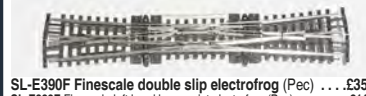
Track - Code 55 Finescale



SL-300F Pack of 30 1 yard (91.5cm) length of Finescale Nickel Silver flexible Wooden Sleeper track (Pec) £84
 SL-300F Single (Pec) £3



SL-E399F 3-way finescale turnout (Pec) £26



SL-E390F Finescale double slip electrofrog (Pec) £35
 SL-E389F Finescale left hand large point electrofrog (Pec) £11



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



SL-E392F Finescale left hand small point electrofrog (Pec) £9



SL-E388F Finescale right hand large point electrofrog (Pec) £11



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



SL-E391F Finescale right hand small point electrofrog (Pec) £9
 SL-E383F Finescale scissors crossover electrofrog (Pec) £58

Buses



NNR002 New Routemaster Go Ahead London Central (Oxt) **NEW** £7



NSHL01ST Scania Highline Nootboom 3 axle Semi Low Loader Stobart Rail (Oxt) **NEW** £13

O Gauge (1:43 Scale)

Steam locos

7S-010-010D Class A1X 'Terrier' 0-6-0T W9 'Fishbourne' in Southern Railway green - DCC Sound Fitted (Dap) £340



7S-010-011 Class A1X 'Terrier' 0-6-0T 32636 in BR black late crest (Dap) £191.25



7S-010-011D Class A1X 'Terrier' 0-6-0T 32636 in BR black late crest - DCC Sound Fitted (Dap) £340

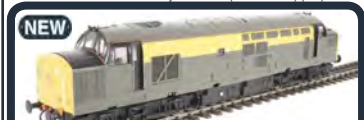
Diesel locos



7D-008-002 Class 08 shunter D3045 in BR blue wasp stripes (Dap) £199.95
 7D-008-001U Class 08 shunter in BR green early emblem and no yellow warning panels - Unnumbered (Dap) £199.95
 7D-008-000U Class 08 shunter in BR green late crest and no yellow warning panels - Unnumbered (Dap) £199.95



2553 Class 25/1 in BR blue (unnumbered) (Hel) £470
 2552 Class 25/1 in BR Green full yellow ends (unnumbered) (Hel) £470



3715 Class 37/0 in BR Civil Engineers 'Dutch' centre headcode box (unnumbered) (Hel) **NEW** £470



3716 Class 37/0 in BR Railfreight coal sector triple grey centre headcode box (unnumbered) (Hel) **NEW** £470



3714 Class 37/0 in BR Railfreight red stripe centre headcode box (unnumbered) (Hel) **NEW** £470
 3717 Class 37/0 in BR Railfreight speedlink sector triple grey centre headcode box (unnumbered) (Hel) **NEW** £470
 6002 Class 60 diesel in EWS (Supplied un-numbered separate waterslide numbers, sector emblems and, a selection of nameplates.) (Hel) £499

DMUs

8890 AC Cars Railbus W79976 in BR light green speed whiskers (Hel) £400
 8892 AC Cars Railbus W79978 in BR dark green speed whiskers (Hel) £400

Coaches



4912 BR Mk1 SO 2nd open in blue & grey (Hel) £250



4913 BR Mk1 SO 2nd open in chocolate & cream (Hel) £250

Wagons



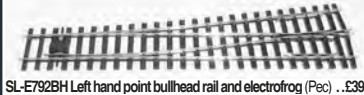
BL99043 20 Ton Brake Van in LNER brown working rear light (Bas) (list £64.50) **BARGAIN** £25

1003 33xx class B tank in Regent black (Hel) £63
 7F-051-021 5-plank open wagon 'George & Sons' (Dap) **NEW** £37.75
 7F-051-021W 5-plank open wagon 'George & Sons' (Dap) **NEW** £37.75
 7F-051-020 5-plank open wagon 'John Arnold' (Dap) **NEW** £37.75
 7F-051-020W 5-plank open wagon 'John Arnold' - weathered (Dap) **NEW** £37.75
 7F-051-035 5-plank open wagon 24380 in LMS (Dap) **NEW** £37.75
 7F-051-035W 5-plank open wagon 24380 LMS - weathered (Dap) **NEW** £37.75
 7F-071-034 7-plank open wagon W73150 in BR (Dap) **NEW** £37.75
 7F-071-034W 7-plank open wagon W73150 BR - weathered (Dap) **NEW** £37.75

Track - Code 124 Bullhead Streamline



SL-700BH Box of 12 1 Yard O Gauge Flexible Nickel Silver Track (Bullhead Nickel Silver Rail) (Pec) £73
 SL-700BH Single (Pec) £6.50
 SL-E790BH Double slip (8 degree angle), Electrofrog (Pec) £83



SL-E792BH Left hand point bullhead rail and electrofrog (Pec) £39



SL-E791BH Right hand point bullhead rail and electrofrog (Pec) £39
 ST-725 Setrack Bullhead 2nd radius standard curve 410mm (16") radius 1020mm (40.5") 15 make a circle (Pec) £6
 SL-E797BH Y Point bullhead rail and electrofrog (Pec) £39

Cars



43RRC001 Rolls Royce Corniche Conv. (Open) Indigo Blue (Oxt) £22
 43VA003 Volvo Amazon Blue Green (Oxt) **NEW** £19

Public Service vehicles

CC02799 Ashes to Ashes Set - Ford Granada Police and Audi quattro - NEW TOOLING (Cor) (list £39.99) **BARGAIN** £19

Any or Multiple Scales

Analogue controllers



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



D Double/Twin track power controller (Gau) £69
 Q Quadruple 4 circuit power controller (Gau) £130
 W Walkabout circuit controller (Gau) £29

Analogue power supplies

M1 Transformer Output 2 x 16v AC 1A (Gau) £37

Analogue point control

CDU Capacitor Discharge Unit (Gau) £11

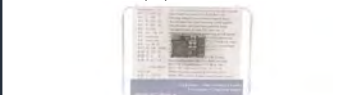


PLS-100 SmartSwitch Set for 4 servo control & operation, switches, control board & digital readout for Analogue operation (Pec) £54

DCC decoders



DCR-21PIN-Direct Box of 10 21-pin 4-function 1.1Amp direct plug decoder back EMF (Hat) £110
 DCR-21PIN-Direct Single (Hat) £12
 DCR-21PIN-Direct Box of 5 (Hat) £57



36-568 6 pin DCC decoder Back EMF and Railcom (Bac) £24.60
 DCR-8PIN-HarnessMini 8-pin (harness) 2-function 1.1Amp small & thin decoder back EMF (Hat) £11
 DCR-8PIN-HarnessMini Box of 5 (Hat) £50
 DCR-8PIN-HarnessMini Box of 10 (Hat) £99



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

36-553 8-pin 3-function 0.75A decoder back EMF (Bac) £15.50
 DCR-8PIN-Direct 8-pin compact direct 4-function 1.1Amp decoder back EMF (Hat) £13
 DCR-8PIN-Direct Box of 5 (Hat) £59
 DCR-8PIN-Direct Box of 10 (Hat) £105
 DCC28 OMNI 6 Pin Decoder Harness (Gau) £17.50

DCC accessory decoders

DCD-ADS2FX COBALT 2 output Accessory Decoder for all Solenoids and other point motors needing momentary power (DCC) £17
 DCD-ADS8FX COBALT 8 output Accessory Decoder for all Solenoids and other point motors needing momentary power (DCC) £56
 DCD-ADBFX COBALT 8 output Accessory Decoder for Cobalt or other motor-drive point motors (DCC) £41

DCC controllers



36-504RC Dynamis Ultima® DCC System Evaluation RailController Software (Bac) £240



524-042 NCE Power Cab 2 Amp DCC controller (NCE) £140
 DCC04 Prodigy 'Advance 2' Wireless starter DCC controller package (Gau) £369
 DCC14 Prodigy Advance 2 Backlit Walkaround controller (Gau) £104



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

Point motors

DCB-CB6IP Cobalt ip slow-action analogue point motor - pack of 6 (DCC) £82



DCP-CB12DIP Cobalt ip slow-action digital point motor - pack of 12 (DCC) £177

DCP-CB6DIP Cobalt ip slow-action digital point motor - pack of 6 (DCC) £94
 PL-10WE High performance turnout point motor extended pin (Pec) £6
 PL-10 Point Motor (Switch Machine) (Pec) £6
 PL-10 Bag of 6 (Pec) £34



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

PL-10E Single (Pec) £6
 PM-2 Seep point motor (Gau) £3.50
 PM-4 Seep point motor Self Latching Switch (Gau) £5



PM-1 Seep point motor accessory switch (Gau) £4



PL-11 Side/surface mounted point motor (Pec) £7.50
 TT300 Slow motion DCC point motor (Tra) £20



HAT-PM-01 Solenoid point motor including pin extension and 2-way arm for use points and signals. Exclusive to Hatton's (Hat) £6.50
 HAT-PM-01 Pack of 6 (Hat) £35

Switches & Levers

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

Accessories

GMC-LT Locomotive Tester for N, OO, HO and OO scales (Gau) £270

SL-14 Track Fixing Pins (Pec) £1.50

Track underlay



JCS18L Cork Sheet - 1/8" Thick - 24" x 36" (Jav) £8

Glues

AD-57 Rocket Card Glue. Clean, Neat & Instant Card Modelling Glue (Ideal For Superquick & Metacalfe) - 50ml (Del) £5.20

Tools

XU2175B Flexible track cutters (XUORO) (Gau) £15
 PL-71 Loco servicing kit - servicing grade, irills, PowerTube, brush & scraper (Pec) £17



DCM-RR12 Rolling Road - Active Set - 12 Way - For OO, N, HO, TT Gauge (DCC) £95
 TC-105 Timber and profile cutter manual cutting tool and adjustable support (Pro) **NEW** £44

BUNTINGFORD

This magnificent east Anglian debut layout proved to be a labour of love for novice modeller Graham Oxborrow.



Factfile

Layout name: Buntingford
Scale/gauge: 4mm:1ft, OO gauge
Size: Scenic 13ft x 3ft; 3ft link to 5ft x 2ft fiddleyard
Era/region: Late-1960s, BR Eastern Region
Location: Attic
Layout type: Fiddleyard to terminus
Words: Graham Oxborrow
Photography: Andy York

“it has been a pleasure to develop the layout slowly over a number of years, dipping in and out as family and work commitments dictate



Derby Sulzer Type 2 D5038 runs round its rake of fitted vans loaded with fertiliser before departing.

One image in Peter Paye's 1980 book, *The Buntingford Branch*, inspired my final decision to model Buntingford. It showed a Class 15 trundling along the branch, hauling a 12T van and brake van. This location met all my requirements for a first layout attempt. It was a terminus station, constrained by the nature of the space available with varied traffic that survived into the BR green diesel era. The use of unusual motive power in the form of Stratford-based Class 15s and Class 16s made it attractive, combined with an environment of terminal decay and decline, and it was just 15 minutes from where I live, with some original buildings still standing. I started modelling it eight years ago, and the layout has developed in fits and starts up to the present time.

The real Buntingford branch in Hertfordshire closed to passengers in November, 1964 and finally to freight in September, 1965. My modelling conceit is that closure was delayed beyond this time and so it is modelled in 1966-1968, on the premise that commuter traffic was showing signs of a resurgence and that a (then) new Sainsbury's distribution centre at Buntingford would stimulate freight traffic! Bridges along the route have been strengthened to allow the use of locomotives other than the unreliable Type 1s.

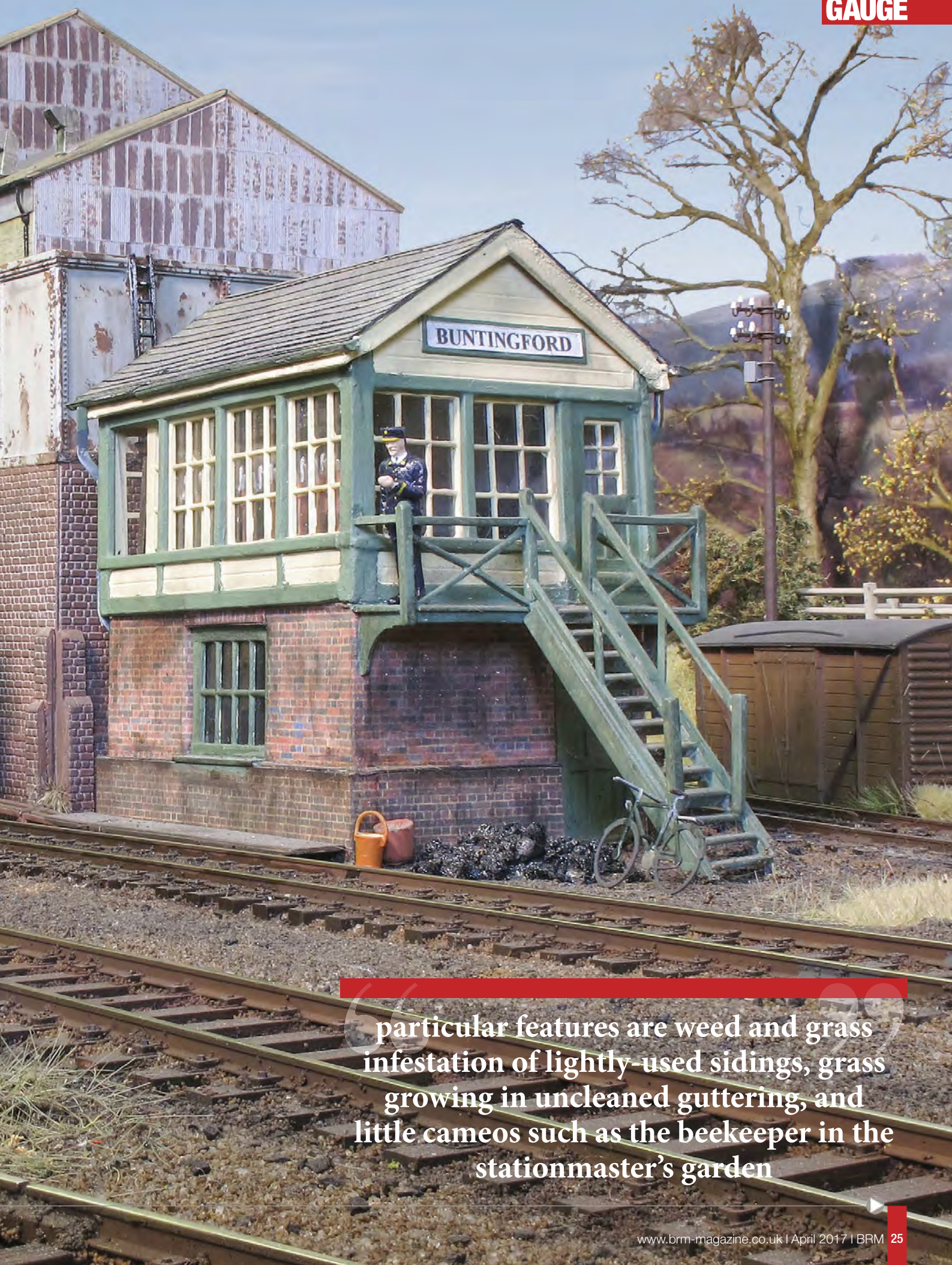
My construction started after I renovated a dilapidated roof space as a modelling room. Investing here proved worthwhile, creating an accessible, largely dust-free space with little temperature variation. My carpentry skills are rudimentary, so I bought baseboards to provide a U-shape around three sides of the room. These have been a sound initial investment, having proved robust and with no tendency to warp.

Meet the Modeller

Graham Oxborrow has lived in East Hertfordshire for 23 years, and returned to railway modelling when a move to his present house presented the opportunity to renovate a roof space into a modelling room. Growing up in a house overlooking the busy railway line at Market Rasen in Lincolnshire fostered Graham's childhood interest in railways, but crude youthful modelling lapsed after leaving home for university aged 18. He has enjoyed the steep learning curve associated with returning to modelling in his 50s and values the hobby as a great way to relax from a busy and stressful professional role.



Derby Sulzer Type 2 D5047, a Sutton locomotive Works model, rests between duties at Buntingford. Note the ex-GER ground signals, although in reality at least some of these were replaced by BR examples.



particular features are weed and grass infestation of lightly-used sidings, grass growing in uncleaned guttering, and little cameos such as the beekeeper in the stationmaster's garden

KEY DETAILS

TRACK

The layout is 4mm/foot OO gauge, using Tillig trackwork. If starting again I would now consider modelling in EM, inspired by wonderful work of the 'EM Gauge 70s' team, but I feel that the fine Tillig track, when ballasted and weathered, does look at least reasonable.

DC OR DCC?

When embarking on the layout, the single biggest decision was to opt for DCC control, eventually opting for a Gaugemaster Prodigy system that has proved reliable and flexible. The layout is therefore wired with all rails connected to a copper strip running on the surface of the baseboard – soldering was new to me and I did not fancy learning this lying on my back under the baseboards! This does mean that the electrics are now covered in scenic materials, and to date they have proved reliable.

POINTS

Tortoise point motors operate all points. Wiring these was initially a challenge to an electrical novice, but their slow movement is a huge virtue.

BUILDINGS

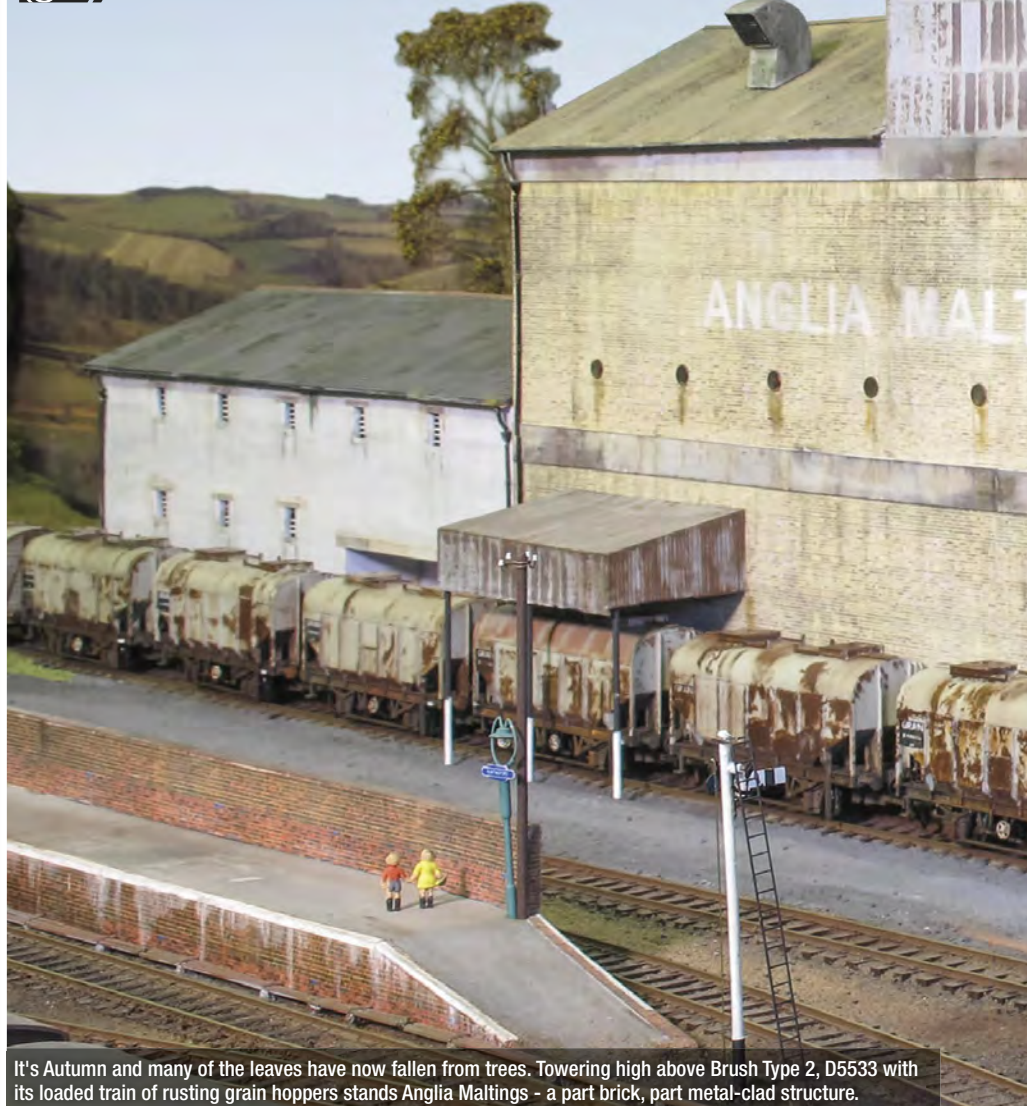
With the exception of the pub, all buildings are scratch-built and are modelled as closely as possible on the original buildings found at Buntingford. I have used Wills and Slaters plastic sheets for buildings close to the front of the layout where brickwork relief (or any lack of it) is more obvious. Buildings further back were constructed primarily using foamboard or card covered with the excellent Scalescenes materials.

I designed the layout to model the track plan as closely as possible to the original and the platform and sidings are therefore to full scale length. My only regret is that this resulted in a curve at the entrance to the scenic section that is sharper than I would like and can cause issues when shunting.

The only major change to the original layout is the 'back siding' that serves the maltings – the siding is more parallel to other tracks than the original. The maltings was added as an additional source of goods traffic to sustain the branch, and was inspired by visits in my youth to relatives who lived close to the grain terminal at Kennett station in Cambridgeshire, and next to the mid-Norfolk line at Hoe where rusty grain wagons trundled daily to North Elmham and Great Ryburgh.

TEETHING PROBLEMS

Initial track-laying and wiring for DCC was a steep learning curve, given my very limited



It's Autumn and many of the leaves have now fallen from trees. Towering high above Brush Type 2, D5533 with its loaded train of rusting grain hoppers stands Anglia Maltings - a part brick, part metal-clad structure.

knowledge of electronics and no experience whatsoever of soldering. I made sure that I researched each element thoroughly – magazines and the internet were both invaluable – before practising techniques in small-scale pilots. I learnt how to solder each track length to the copper tape used as a 'power bus' (all new terminology!) and how to convert Tillig Electrofrog points for DCC operation with Tortoise point motors. When trials were successful layout construction began, and nobody was more surprised than me when eventually, after many long evenings of installation, it all worked with relatively few problems. It just shows that

modellers can learn new tricks – if I can, anyone can!

Ballasting of the track also proved challenging. I wanted to model the ash ballast that was used on the prototype, and resorted to Carr's 'ash ballast'. This is so fine that it has a tendency to float on any application of diluted PVA, however much washing-up liquid was added to reduce surface tension. Flooding the ballast proved eventually to be a crude but effective technique, and I am pleased with the overall outcome when finished with a range of weathering powders for rust and oil effects.

The fine dimensions of the Tillig track combined with ballasting and weathering, I hope, disguises to an extent that the layout is constructed to OO gauge and not finescale.

Top Tip

Annoyed by your ballast floating away when you try to glue it? Add a splash of washing up liquid to your PVA glue to break surface tension and avoid fine ballast from floating.

A SEASONAL AFFAIR

Early on I decided to set the layout in autumn – my favourite season, but one that seems to be modelled relatively rarely. This



would also helpfully provide a rationale for increased flows of coal and fertiliser inwards to Buntingford and grain and other agricultural produce outwards. I have really enjoyed modelling the scenery on this basis, and was lucky that a suitable photographic backscene was published at the appropriate time. I have attempted to blend the modelled scenery with the backscene as carefully as possible, with mistakes hidden by autumnal trees using Gordon Gravett's approach to tree-making for larger specimens. Particular features are weed and grass infestation of lightly-used sidings, grass growing in uncleaned guttering, and little cameos such as the beekeeper in the stationmaster's garden putting his bees away for winter (my Dad keeps bees).

Peter Paye's book and the website *The Bunt* offer extensive but not complete coverage of the original buildings around the station site. Buildings were therefore mostly scratch-built to represent the originals, with dimensions estimated from relevant maps or counting brick courses from photographs as appropriate. The signal box was the first to be completed – I kit-bashed the Wills kit so much to produce the brick base that I might as well have built it from scratch. Next up was my favourite structure – the goods shed at the front of the layout. This utilised Wills materials, although it was a challenge to disguise the joins between the sheets.

The gates protecting the railway entrances to the shed were a labour of love. Buildings

Favourite Layouts

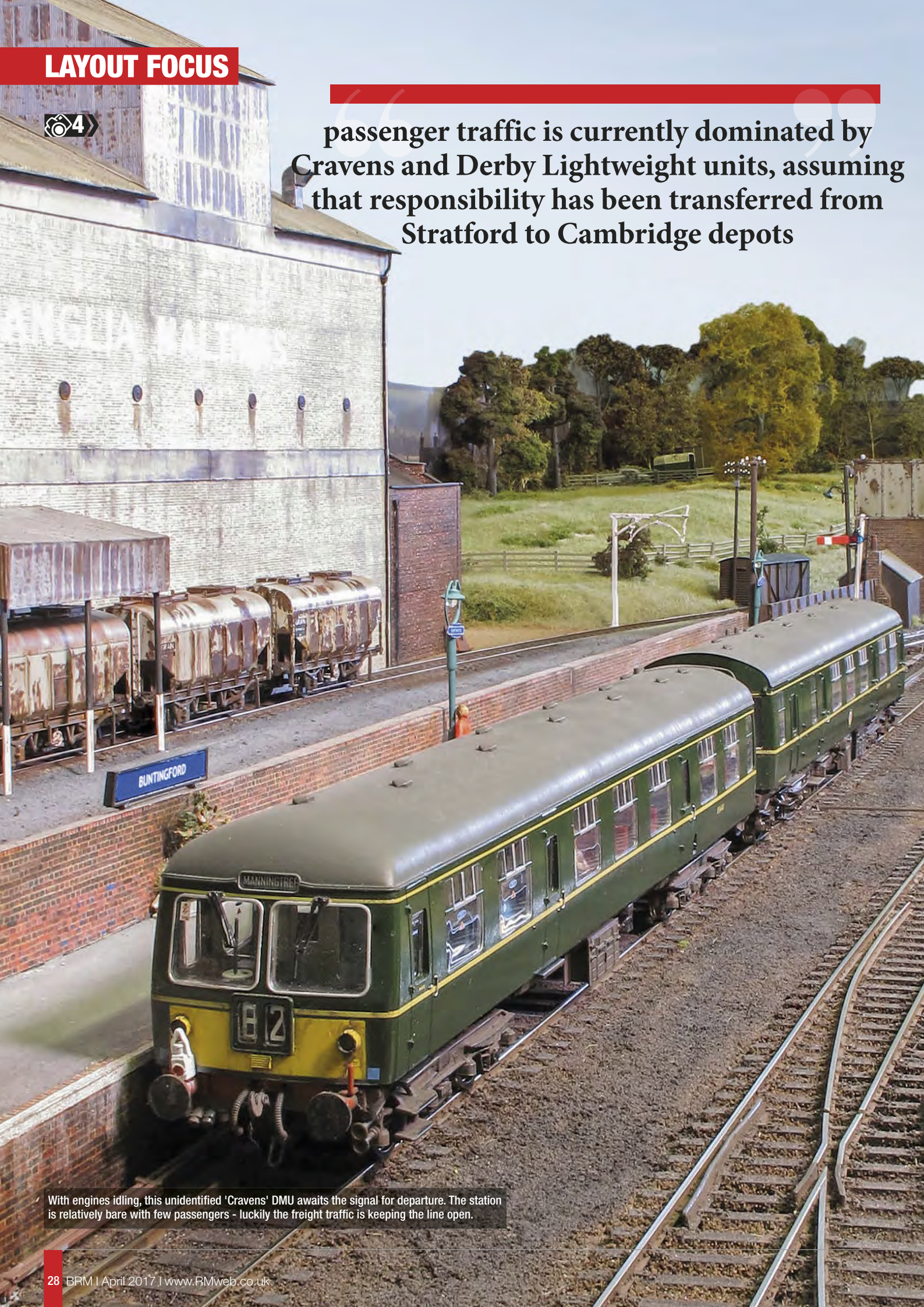
I have been inspired by Gordon Gravett's 'Pempoul' layout, given its exceptional modelling of buildings and landscape. I am still trying to replicate those trees! A visit to the 'EM Gauge 70s' website for their monthly update is a must: 'Hornsey Broadway' and 'Shenston Road' are outstanding, but my current favourite is Pete Johnson's 'Canada Street', given its depiction of 60s/70s railways in decline, the wonderful weathering of locomotives and stock, and the sheer quality of buildings.

See 'Pempoul' in action at Railex on May 27 and 28 at Stoke Mandeville Stadium, HP21 9PP. Visit its website for further information: www.railex.org.uk.

The unmistakable appearance of a French narrow gauge railway in decline was the creation of Gordon and Maggie Gravett. 'Pempoul' is based on the now defunct metre gauge Réseau Breton in Northern France. Scenery and weathering play an important role in this compact scene.



passenger traffic is currently dominated by Cravens and Derby Lightweight units, assuming that responsibility has been transferred from Stratford to Cambridge depots



With engines idling, this unidentified 'Cravens' DMU awaits the signal for departure. The station is relatively bare with few passengers - luckily the freight traffic is keeping the line open.

Locomotives and stock

All locomotives are ready-to-run models, heavily weathered, with some re-numbered. Wagons are a mixture of ready-to-run and kits, again with extensive weathering. Most rolling stock operates with three-link couplings, but as my eyesight declines I'd love to find a realistic automatic alternative.



farther back, such as the station building and the granary, were constructed from foamboard finished with Scalescenes sheets sealed with varnish. All buildings have experienced extensive weathering, based on close observation of current buildings. Note the extensive spillage of whitewash down the platform face – an obvious contemporary feature, caused by enthusiastic and repeated applications of the platform edge stripe, which I really wanted to capture. The construction of some more recent buildings

has been described and illustrated on RMWeb.

PULLING POWER

Operation of the layout features a greater range of motive power than on the original branch, although all were found in East Anglia. Passenger traffic is currently dominated by Cravens and Derby Lightweight units, assuming that responsibility has been transferred from Stratford to Cambridge depots. A W&M



Pile them high and dry. A loaded Leyland Comet truck is ready for departure with bags of fertiliser for the local farms, ensuring next year's crop is a good one. The water tower in the background is a nod to the steam era.

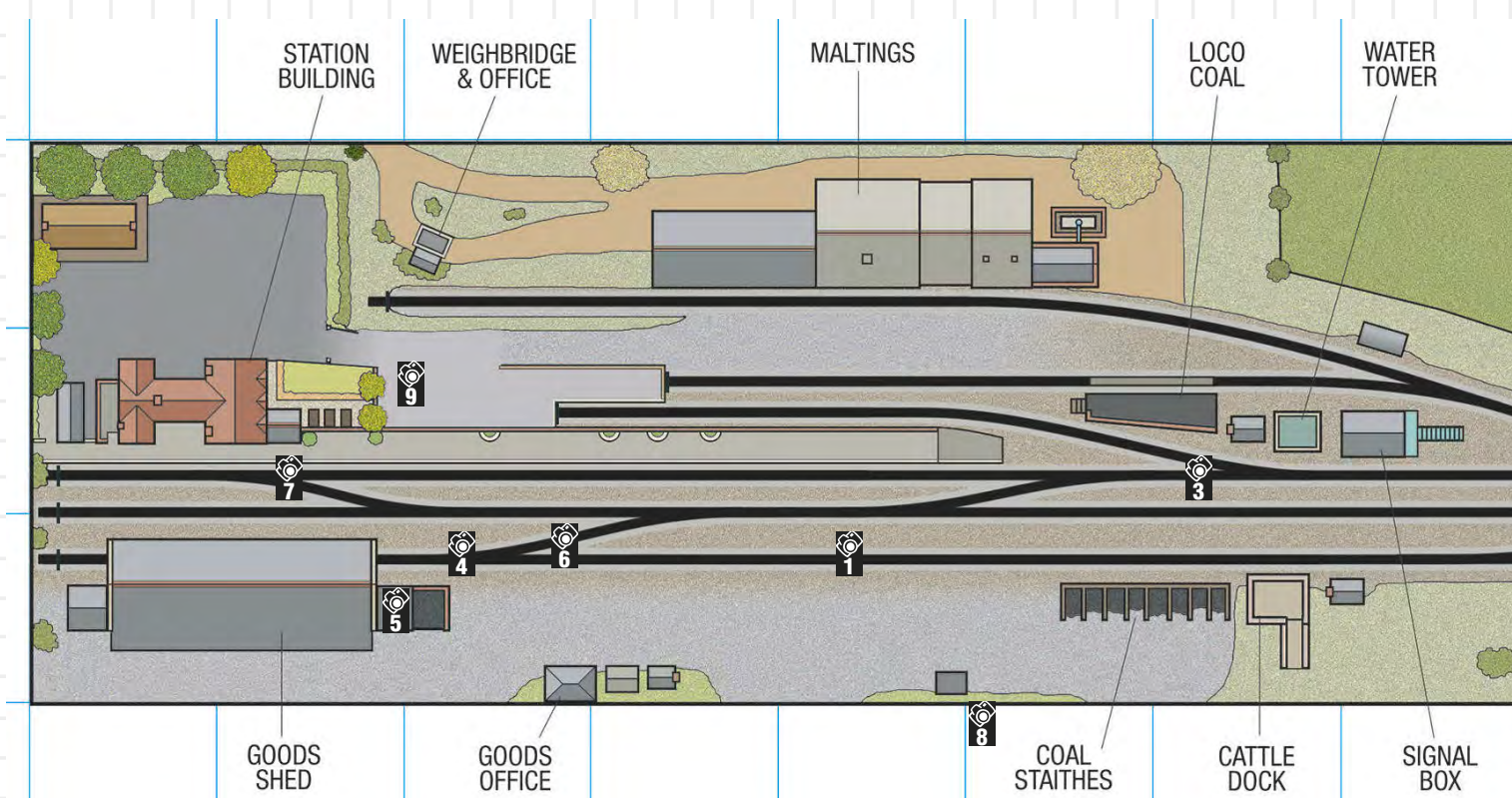


In the background, a 16Ton mineral wagon is left abandoned, whilst the weeds in the surrounding track grow ever taller. Graham runs either Derby Lightweight or, as seen here, Cravens DMUs for passenger services.



Trackplan

BUNTINGFORD



railbus stored at Cambridge even puts in an occasional appearance to take the Cambridge University Railway Society out on a jaunt.

I have bought a more prototypical three-car Derby unit, but it awaits DCC conversion.

Freight trains are hauled by Class 15, Class 16, Class 24 (some, as modelled, did spend time in East Anglia) and Class 31 locomotives. All locomotives and DMUs are fitted with DCC sound. A particular favourite is Sutton Locomotive Works' new Class 24 converted from D5098 to D5047 – the running characteristics and quality of DCC sound of this model are stunning.

Wagons are a mixture of ready-to-run and kits (mostly Parkside) and are mostly converted to run with 3-link or equivalent couplings, which can make shunting time-consuming! All stock is weathered, using a range of techniques developed over the years. I really enjoy this aspect of the hobby.

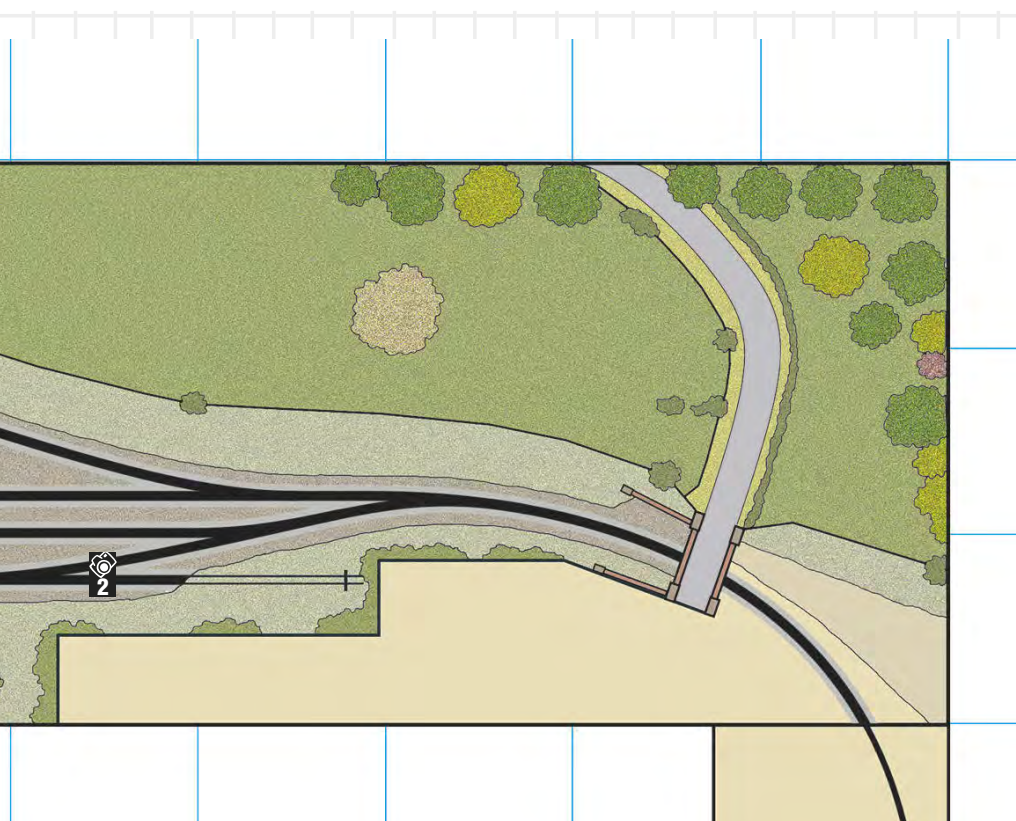
The coal wagons were weathered by hand using brushes and enamel paints which has the advantage of drying slowly and the facility to replicate 'runs' of rust and dirt very effectively. The grain wagons are more recent, using Lifecolour weathering paints which have also proved well-suited to weathering by brush. I use an airbrush more

for larger items of stock, such as locomotives and coaches, but developing this skill is still work in progress. I have always used photographs of original locomotives or wagons to help when weathering, so weathered stock reflects an original somewhere.

Buntingford is finished, in that I can happily spend hours operating it. Indeed, one planned development is to establish a more formal way of doing this. However, there remain lots of small areas that need to be finished, both scenically and in relation to rolling stock. I certainly have no plans yet to rip it up and start again.



Small scenes form a larger picture. The beekeeper attends to his swarm before the onset of winter.



The coal sacks are heavy, but someone has to lift them. The local coal merchant has a deadline to offload the wagons before they are returned for reloading.

FINAL THOUGHTS

It has been a pleasure to develop the layout slowly over a number of years, dipping in and out as family and work commitments dictate, and this has facilitated careful research of both the prototype and the most appropriate techniques to apply. I have learnt a huge amount in terms of modelling skills, and would urge any readers to have a go using the 'research, practice, apply' cycle that has certainly worked well for me.

Finally, a huge thank you to Andy York, whose excellent photographs make Buntingford look better than it is. ■



Jargon Buster

- **Power bus** Two wires or more, running the length of a layout from which power to track, point motors, signals or other accessories can be taken. A power bus can be fed DC or DCC power depending on its uses. Copper wire conducts electricity better than rail across a layout avoiding voltage drops - the primary reason for its use on DC layouts. For DCC layouts, the powerbus acts as a spinal cord into which track and all accessories decoders are connected.

- **Electrofrog** A brand name applied by Peco to its range of powered frog turnouts. Its insulated frog turnouts referred to as 'Insulfrog'.

- **Tortoise point motor** A slow action point motor using a geared motor inside a sealed green plastic unit. Tortoise point motors have two internal switches, activated when the motor is actuated, which can be used to change frog polarity or signals.

- **Kit-bash** A method used by kit builders to deviate from the original design of a kit when building, or, use parts from multiple kits to modify or build an entirely new model. Turn to page 54 to see an example of 'kit bashing'.



An idyllic rural life. Changing the hues of trees and shrubs still in leaf to more autumnal colours captures the season where nights draw in. Some trees are bare and their blown leaves are represented against fences with golden ochre scatter.

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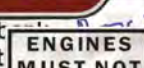
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How to...

MAKE IT GRUBBY



This Ivatt 2MT 2-6-0 is a ready-painted RTR Bachmann Brassworks factory-finished model that has been transformed by rubbing-down, weathering and glazing.

Award-winning theatrical designer Giles Favell shows how to achieve impressive weathering results on any model, whether static or in motion on your layout.

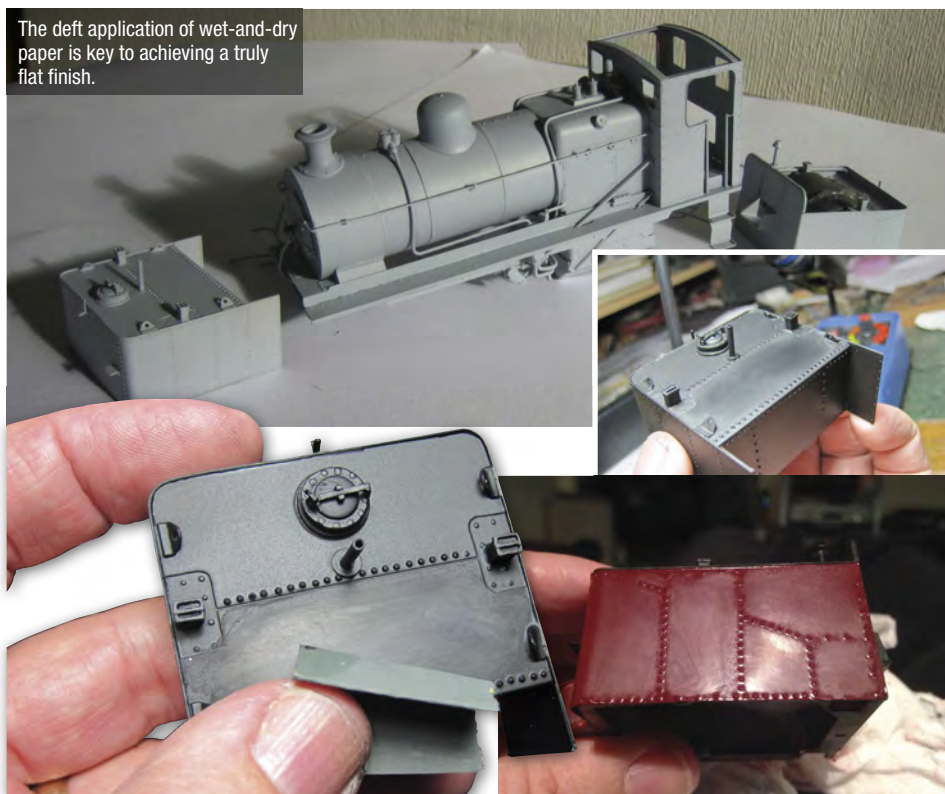
We go to enormous lengths to build accurate miniatures of nature, structures and railways – all portrayed in our chosen moment in time. Every little piece contributes to the overall picture or scene that we are endeavouring to create. Weathering is one of the primary tools to that end.

Factory-finished locomotives stand out a mile on a weathered layout or scene. I don't run locomotives until they've been weathered. They all attract attention on a layout and I believe it's worth spending some time on them.

FLATTENING PAINT

If painting a kit or scratch build it's cleaned and given a coat of primer. I normally use a can of grey primer for anything remotely plastic, or U-Pol Acid 8 Etch Primer for metal – available from numerous outlets online. For smaller scales, getting an airbrush out is worthwhile, but life is too short, and I confess to being lazy. All aerosols are extremely crude, leaving a poor

The deft application of wet-and-dry paper is key to achieving a truly flat finish.



finish, so once dry, I rub surfaces with 1200 grit wet-and-dry paper to get rid of high spots.

Once the top coat is applied, I use 2000 grit wet-and-dry paper to rub it down too so it's truly flat. I fold the wet-and-dry into a 10mm x 10mm square, and use it wet, working the entire panel right up to rivet lines. It is regularly wiped clean so I can see how quickly bumps disappear.

With everything now looking matt, you have a choice - a light buffing will give it a gentle aged gleam for further weathering, or you could give it a full polish to give it an ex-works finish, where it would still benefit from extra distress.

POLISHING MODELS [see pics in folder + leave room for captions]

Buffing with a paper kitchen towel gives enough shine, but I sometimes give models a wipe with Duraglit silver polish. Be quick though, so that solvents don't disturb the paint. Buffing with the kitchen towel after a wipe with a polish gives a brighter shine, so use it with caution.

I find T-Cut extremely coarse and you can remove a great deal of paint that way, so I avoid using it.

If you try this process and your water turns a milky white colour, it's because the model has been varnished. Don't worry, the technique works well on varnish and creates the same effect. Go easy, though - you don't want to break through the varnish layer,



My favourite book

I find Martyn Welch's book *The Art of Weathering* an absolute and unsurpassed bible on the subject, even though most of it is in black and white! *The Art of Weathering*, Martyn Welch, Wild Swan ISBN 978-1874103110



Cut and polish



A few years ago I had a slight penny-drop moment with a little 1:43 Corgi Ford Pop. It was looking decidedly toy-like until I started treating it like a real car. It was all to do with the surface of the paint and the way the light was reflecting off the model that gave the game away. Paint when applied to models, even when done well, is comparatively crude. I experimented with cutting and polishing - a technique used on real cars when painted - and got favourable results. I carried this technique through to locomotives and this technique works best for me. It relies on the careful application of elbow grease rather than a high level of skill I don't necessarily have.



Real-world car polishing techniques were employed to prevent this Ford Popular from looking like a toy car.

PRACTICAL BRM

TIME FOR DIRT

Locomotive dirt is generated by the locomotive, the environment and track, and is partially removed by wind, rain, washing and cleaning. All these factors come into play when we choose how to weather our locomotives. I tend to build up a few layers, rather than just one weathering coat – even if the layers are very subtle. It adds to the depth.

The Garratt was reasonably well cared-for, but is fairly elderly and work-worn. The first treatment was working the boiler, cab and tanks with Winsor and Newton 'Lamp Black'. It's a water-soluble oil paint, which can be moved around with a damp brush or wiped off. When applied to a colour like maroon, it stains the paint, giving it a really nice aged quality.

I use it by brushing small quantities into cracks, joints, rivet lines, bottoms of panels, then wipe most away with kitchen towel – always in a vertical direction. It leaves dirty weathered streaks. Don't over-do it - you can always do more and it takes a day to dry. Enamel washes are a good substitute.

The chassis frames were stippled with a mixture of Humbrol Gunmetal Metalcote (ref.27004), Matt Black (ref.33), Tarmac (ref.112), with rust browns around the brakes. Talcum powder is added to texture the surface. For oily areas, a mixture of the black and gunmetal was worked into the wheels between the spokes.



I wanted a worn black for the plate-work, and my favoured finish is achieved by applying a few small dabs of Humbrol Metalcote Gunmetal, then swamping it in enamel thinners – thus floating the paint around the whole plate, and while still wet, spreading talcum powder all over. Allow it to dry off, brush all the excess talcum off, and polish the plate with a kitchen towel. This gives the effect of clean, but worn black paint, with steel occasionally showing through. Any rust can then be added either with paints or powders as required.

See more...

Visit RMweb.co.uk to see more of Giles' weathering projects.





Using talcum powder on objects can add texture - as demonstrated on this ashpan.

The ash-pan was comprehensively rusted using Humbrol Gunmetal paint and talcum as a foundation, followed by stippling with rust colours. The nickel-silver valve gear was toned down using Humbrol Polished Steel (ref.27003) with a dash of Gloss Tan (ref.9). Details like worn cab rails and wear added to steps were done using Polished Steel (ref.27003).

Copper pipe work was achieved with a mix of Metallic copper (ref.12) and Gunmetal (ref.27004), as unless copper-work has been polished recently it very quickly darkens – especially with hot water passing through it. Fittings, such as safety valves etc. were a mix of Metallic Brass (ref.54) and Gunmetal to darken it down.

Top tips

Here are Giles' top tips for the perfect weathered look...

- Flatten and polish paintwork
- Subtly pick out rivets and panel joints
- Paint and wipe away vertically to create layers
- Use talcum powder as a texture for rust and to matt drying paint

Giles' other weathering projects...



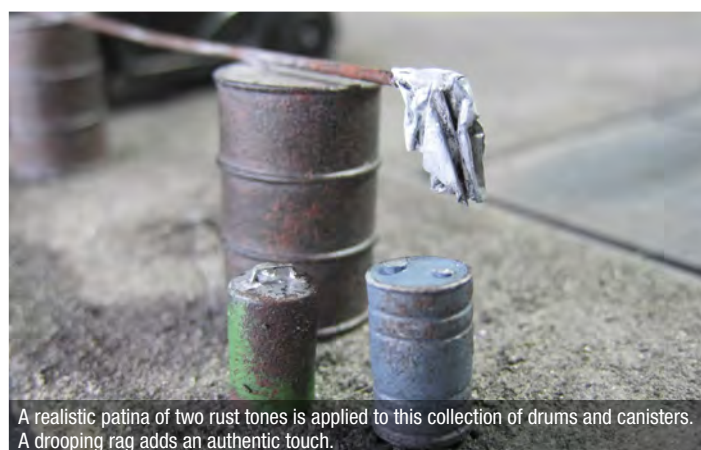
A dilapidated van body completes this rather forlorn diorama on 'End of the Line'. Note the worn faded lettering on the van body and formerly green rusty barrel.



It's not just the grass and weeds surrounding this bufferstop that make it an attractive layout feature in its own right - a multitude of rust stains complete the effect.



No rural scene is complete without a traditional farm gate. Farmer not included on this occasion. Note the various hues in the wood.



A realistic patina of two rust tones is applied to this collection of drums and canisters. A drooping rag adds an authentic touch.

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TOMMY'S TRAINS

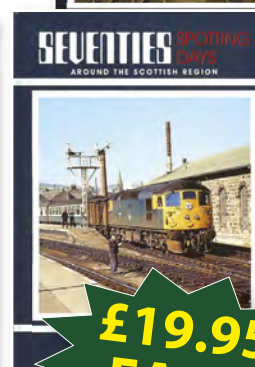
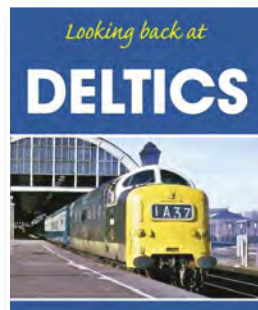
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Sound and Signals

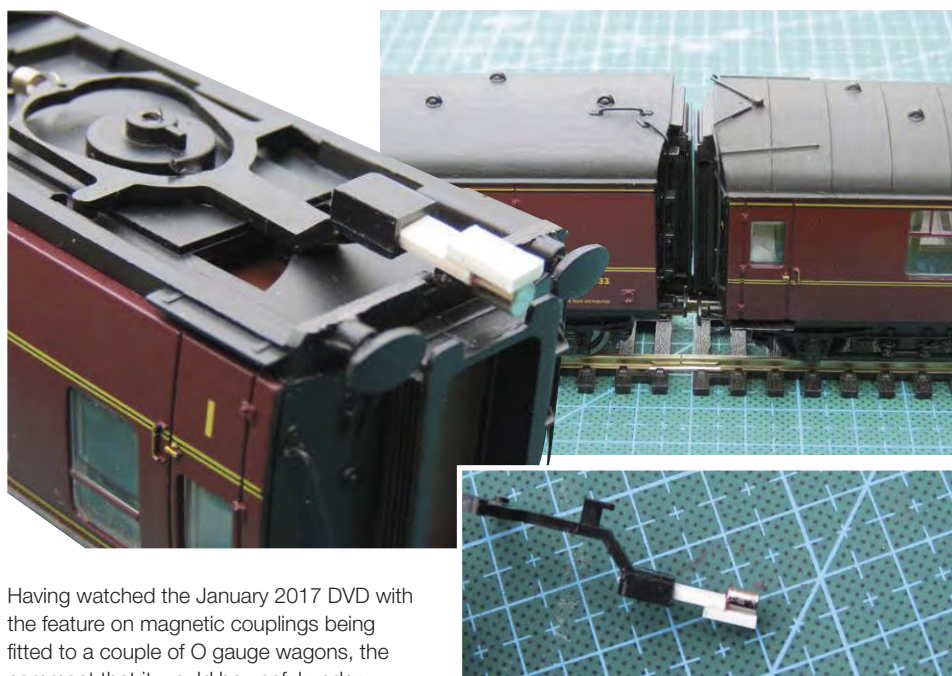
Q I have two O Gauge Lionheart steam locomotives and two Ixion models, all with sound. I prefer the 1950s to 1970s era, but I'm not concerned about buildings or lights. Do I need a DCC controller to operate these, as it says they can be run using DC? Also, I'd like working semaphore signals and points operated by levers. I think that means I need an O Gauge working signal box with some track going past. I have six DCC Concepts Cobalt S signal box levers, are these of any use?

Kenneth Rankin

A Yes, it's perfectly possible. DCC Concepts Cobalt S levers are an excellent basis for a signal frame. I'd suggest you operate both points and signals with these, connecting them to Cobalt point motors.

To enjoy the sound in your locomotive fleet to its best advantage, you'll need a simple DCC controller. If possible, visit a large model railway show and ask various layout operators what they're using and how they're getting on.

Magnetic couplings – your results



Having watched the January 2017 DVD with the feature on magnetic couplings being fitted to a couple of O gauge wagons, the comment that it would be useful under corridor connections on coaches set me thinking. My requirement was for a fixed rake of OO gauge coaches.

I bought magnets from first4magnets.com who supply magnets of every shape, size and pull strength. I initially selected rod magnets of 2mm diameter and 3mm length with a pull of 0.16kg, but the strength wasn't sufficient to eliminate unintentional uncoupling.

I looked again and ordered some of 0.35kg strength. These were 3mm diameter

and 4mm long (code F375-25). This time the set didn't uncouple in the first test at the clubroom, so more coaches were coupled behind, then more and more until we ran out of coaches that night. Some 31 coaches were dependent upon that first coach and the rake required two locomotives to haul.

To uncouple, gently pull apart holding a coach in each hand. No extreme force is needed, and the coaches remain on the track - no lifting, tilting, turning or tools required.

Cliff Homer

Do we notice?



I found your March 2017 issue particularly interesting, and it set my mind pondering on a couple of thoughts about our hobby.

With all due respect and admiration for those who make model aircraft and boats, and the skills that go into producing them, once made the items stand by themselves.

Ours is, I think, the only hobby in which the infrastructure and landscape have to be modelled as well as the locomotives and rolling stock.

In 'Norwood Road' (March 2017 **BRM**), there's a wealth of detail from the house under restoration, which brings me on to the model of the North Western Hotel on Liverpool Lime Street and the time and dedication that went into its construction. I take my hat off to its makers.



I have to ask, how many people at exhibitions take notice of all this work? I'm sure many don't see it and are only watching the trains go by. From my experience, they're looking for what they think are faults, errors or mistakes so they can delight in pointing them out. Very rarely does one receive a compliment for the scenery. Do other readers agree?

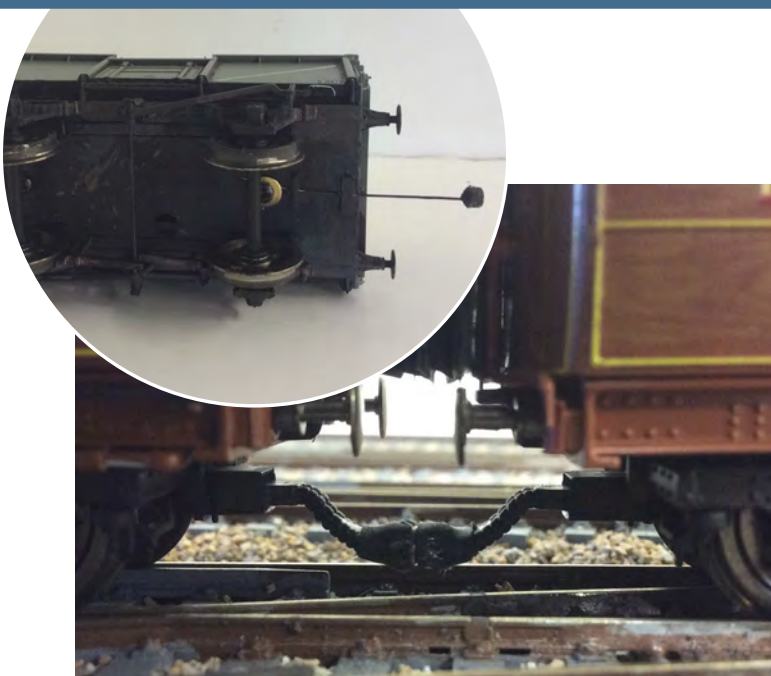
Iain Farquharson Taylor, via email

Download the March 2017 issue of **BRM** today. Visit www.pocketmags.com/BRM



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DCC Concepts Cobalt 5 levers are sold with etched brass numbers for authenticity and a compact wiring loom.



Following your DVD about magnetic couplings, I'd like to show what I've done for my coach and wagon couplings. Cut in half a Bachmann 36-060 coach pipe coupling and trim to get correct distance between buffers taking into account the width of the two 2mm x 3mm diameter N42 Neodymium magnets, 0.27kg pull from first4magnets.

With the two magnets attached to each other, super glue the magnets to the couplings after positioning them on a jig. Separate the magnets and slide over a piece of 3mm long heat shrink tube. Using a soldering iron, shrink the tube gradually as heat may unglue the magnet. Trim rubber and fit to coach. Have a policy of having one pole of the magnets pointing either to front or rear of rake of coaches. They couple with a comforting 'click'. I have a rake of six coaches and have tested it with nine.

I developed the wagon couplings from the success of the coach couplings – see photographs. I have 25 wagons coupled this way and despite irregularities with NEM couplings, I very rarely have any derailments.

Keith Murdoch



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CAVERSWALL JUNCTION

Full-time tram driver and keen modeller, Carl Rutherford, found inspiration in contemporary railways for this spectacular layout. We interview him to find out more.

Factfile

Layout name: Caverswall Junction
Scale/gauge: 2mm:1ft / N gauge
Size: 8ft x 7ft (includes fiddleyards)
Era/region: 2000-present / West Midlands
Location: somewhere off the West Coast Mainline
Layout type: Exhibition/portable
Power/control: DC
Words: Carl Rutherford
Photography: Andy York

“the biggest challenge we faced was when the layout was modified from an end-to-end to a two track oval. We completely underestimated the scale of the task



Direct Rail Services 37409 Lord Hinton in 'Compass' livery passes Corus-liveried 60033 Tees Steel Express with a loaded steel train. The flexibility in time period allows a greater variety of locomotives and liveries to operate side-by-side such as 58s and 66s as seen behind on shed.

Prototype Inspiration

Contemporary railways offer such a vast variety of locomotives and wagons in different liveries. Although most of the freight trains today are set rakes, you still see short rakes and formations which can be modelled and run as a true prototype. If you look back over the changes in motive power during the last 16 – 17 years, the reintroduction of different locomotives that have previously been put into storage is eye-opening.

BRM: So, how did you become interested in railway modelling?

CR: I've had an interest in model railways from a young age, starting off with a clockwork Thomas the Tank Engine. I then inherited the stock that had been collected by my dad and brother, which was my starting point in the hobby.

BRM: What are your prototype influences?

CR: I've grown up with the current period, so I find I can relate to it. The bright, colorful liveries now being used on today's railway network help to attract the attention of passers-by.

BRM: Why did you choose to model in this scale?

CR: I first started collecting N Gauge when I was 17. I was invited to go to the Folkestone Model Railway Exhibition with Alsager Railway Association's N Gauge layout, 'Newcastle by the Water'. I picked up several bargains from the club stand at the exhibition, and I also bought a small, six-drawer N Gauge stock box to store them in. My interest progressed from there, and the collection has grown.

BRM: When did you start work on your layout?

CR: 'Caverswall Junction' started off as a winter project with my friend, Elliot Brookes, because when we were working on his OO gauge layout in his garage it was too cold. The specification of the layout was to build something small enough that could fit into his bedroom. We had started work on the layout and showed some photographs to the exhibition manager of the Alsager Club and were invited to the Alsager Exhibition.

2



Time for attention. The clock shows five minutes past eleven and with nobody present on shed, the kettle must be boiling. Pictured is 60056 and 58033, ready for refuelling.

BRM: Have any layouts featured in magazines or seen at exhibitions inspired specific features on your layout?

CR: The idea of having a locomotive shed on the layout came from 'Hartshill Bank'. The marshalling yard was inspired by 'Shaweport' and 'Imperial Yard'. Originally the layout was built as an end-to-end station, which was inspired by Buxton and Oulton TMDs. Having been to several exhibitions and seen layouts built by the likes of Stephen Farmer, Pete Latham, John Cox, Allan Cromarty, the

late Fred Johnson and Mick Tooth, I noticed that each of their layouts had different aspects, all of which are unique.

BRM: What advice would you have for those starting out in the hobby, or making the transition from train set to permanent layout?

CR: I would strongly recommend joining a local model railway club, as when you come across issues when you're building your own model railway there's the likelihood that

KEY DETAILS



The buildings

The buildings on the layout are a mixture of ready to plant Bachmann Scenecraft and Hornby Skaledale resin items. I've modified and weathered some of these to make them better fit the layout environment.

Rolling stock

These are a selection of Farish, Dapol, N Gauge Society and wagon kits from B & H Enterprise. Several of the wagons have been modified by changing to Peco couplings, with lift arms to enable hands-free shunting in the yard.



Railtours are a prominent and well-photographed feature of the modern network. A DRS Class 47 hauls the *Northern Belle* through the station. Side overlays are stuck to the coaches to create this livery.

someone else has already encountered the same problem and resolved it. I would also suggest not fixing a layout to a wall and to make it portable. This not only allows for flexibility whilst you're building it, but also means that you can take it out and let others see what can be achieved and inspire newer modellers.

BRM: What challenges did you face when building your layout?

CR: When the layout was built the

4



5

Weathering, track and storage space

All of the locomotives and stock have been treated by weathering expert Andy Small. The trackwork is standard Peco Code 80 and base boards were built by John Cox of 2in x 1in PSE timber with 6mm plywood tops.

For extra fiddle yard storage there is a 4ft x 18in wing that gets added onto the layout at an exhibition, but the layout can still be run without it when set up at home.

locomotive shed was at the front. Having thought about it and re-planned the layout, we reversed the trackplan. This now meant the platform was at the front and the locomotive shed was at the back.

The layout was built as a terminus station with a track serving a platform and yard access. We exhibited the layout in this form for a few years but then after attending an exhibition at Warley Woods we decided to make some modifications.

When built, the scenic board was a single piece measuring 5ft 6in. This presented a couple of issues, including transportation. The modifications we made cut the layout in half to make it easier to move and transport. We also added boards to both ends and to the rear, allowing the layout to become a continuous oval.

BRM: Have you learnt many lessons building your layout, and what would you do differently next time?

CR: When designing and building a layout, always consider how you are going to



A host of post-1995 liveries is to be seen, such is the variety on the privatised railway - how many can you count? Flying the flag for Britain is GBRf 66705 *Golden Jubilee* with a rake of empty IIA coal hoppers.

ask anyone who takes a layout to an exhibition, they'll always say it's never finished. It's true. There are always little bits and pieces that you add, update or remove



the changes in motive power during the last 16 – 17 years and reintroduction of locomotives previously put into storage is eye-opening



6

It's not just taxis that await members of public in the station car park - it appears there's a gathering of traction engines too. Over the fence, two members of the permanent way team catch a glance as they wait for the imminent departure of an unidentified DRS Class 47 with the *Northern Belle*.



transport it. Also consider board size; I would now not use a board larger than four feet if I were lifting it on my own. And I wouldn't build on a board larger than five feet because the larger the board, the heavier it gets once the scenery is on.

I have also found that when doing a major modification to a layout it would be easier to rebuild the original track plan on new boards than attempt a major modification to the existing boards. I learnt this when I cut the main scenery board in half.

BRM: Which were the most challenging part of the build?

CR: The biggest challenge we faced was when the layout was modified from an end-to-end to a two track oval. We completely underestimated the scale of the task.

We started working on the layout in the middle of November and the first exhibition for the layout was at Bristol in the May. We were still working on the layout the night before the exhibition. When we arrived at the exhibition there was still some wiring to do, but it was just about ready to go.

During the first day of the exhibition we came across a couple of issues that were fixed whilst at the show that helped to improve its running. During the exhibition we picked up some other issues to be resolved, once the layout was back at home.

BRM: What are your favourite areas of the layout?

CR: I find that whenever I'm operating I tend to operate the yard area on the layout as I enjoy the shunting aspect. I quite enjoy creating challenges for the next operator to sort out. The yard and depot area of the layout can be operated independently, but can send and receive trains from the mainline.

BRM: Have you experienced problematic rolling stock that needed modification before it would run reliably?

CR: Generally, we don't have many issues with the rolling stock we use. Whenever I get a new locomotive I make sure that it is oiled and run for 30 minutes in each direction.

When we run the layout at an exhibition, we test every train as we put it onto the layout. If there are any issues we try little tweaks, such as changing the position of the wagon or coach in the formation, or turning it around. If after a few attempts there's still a problem it gets taken off.

BRM: What are your plans for the layout?

CR: If you ask anyone who takes a layout to an exhibition, they'll always say that it's never finished. It's true. There are always little bits and pieces that you add, update or remove from a layout. When you transport the layout there are little bits that fall off. I am continually touching up bits of scenery, replacing or repairing old trees, and buying new vehicles. Then there are new items of rolling stock to create new train formations.

I am in the process of building a new layout 'Sheffield Street' measuring 8ft x 3ft with a 4ft wing on one end and a small 18in wing on the other. The inspiration of the layout has been taken from Manchester Piccadilly station. ■

About the modeller...

Carl is 26 and his day job is as a tram driver in Manchester on the Metrolink system.

"I've always had some interest in railways and model railways from a young age due to my Dad having an interest. When I was 13 I joined my local model railway club in Alsager and progressed from there. I'm also an active member of the heritage steam railway at Foxfield Railway, in Staffordshire, where I take part in its many different activities.

BRM: How do you fit your railway modelling into your lifestyle?

CR: It is difficult to find enough time, but it's about making time. Even if you can just catch a quick five minutes here and there you will soon see your project progressing to its completion.

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

CR: I find it's great being part of a model railway club, and also talking to exhibitors at exhibitions is very useful because they'll have come across similar issues. The internet is definitely a useful tool, because on the various model railway forums you'll find lots of people who can help.

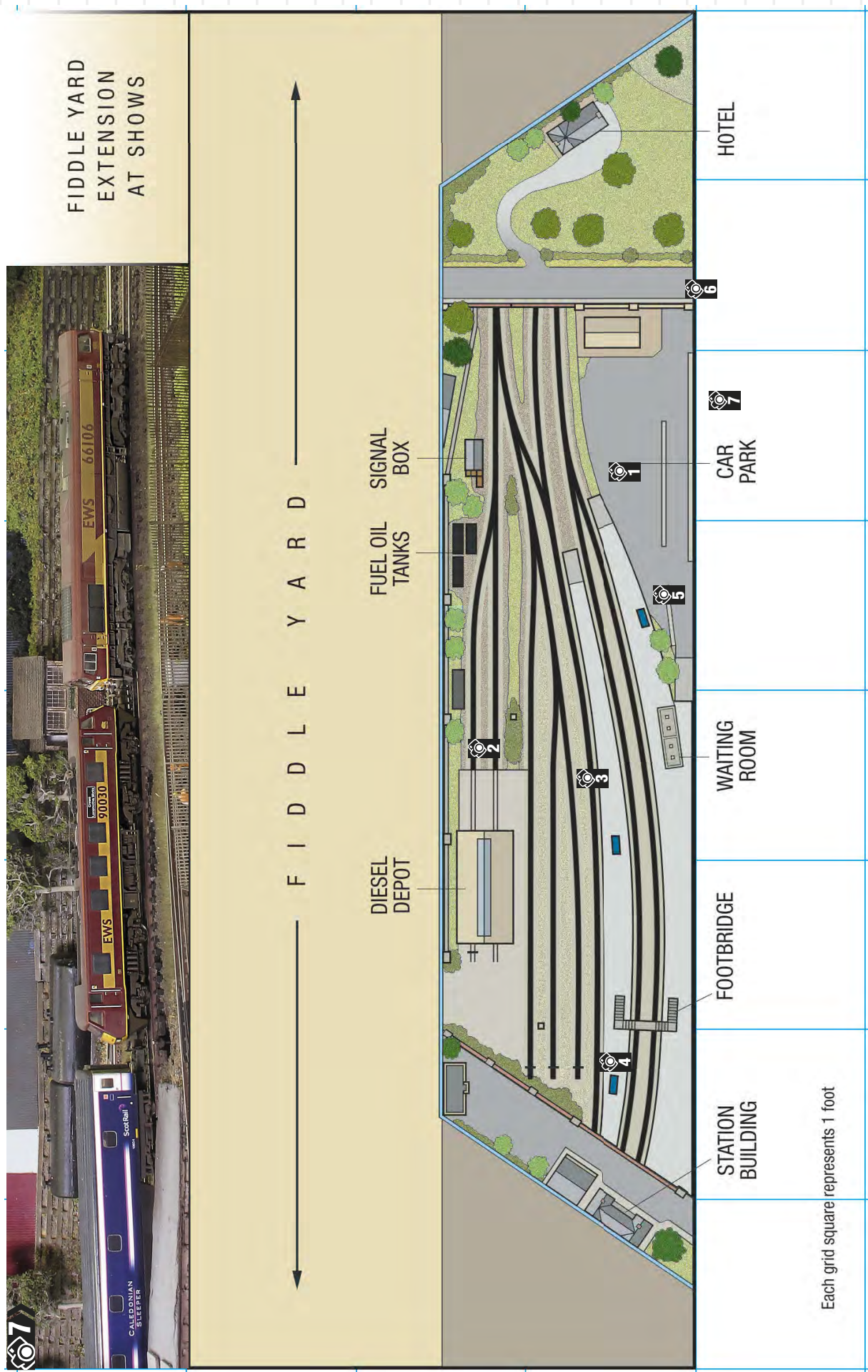
BRM: How do you prefer to buy models?

CR: I try to buy from local model shops, but then I also buy from exhibitions too.

BRM: Do you have any preferred suppliers that you would recommend?

CR: Whenever I look to build a new layout I always go to Footplate of Kidderminster, as they have most items that I need in stock. Failing that, I contact them beforehand with what I need and then meet them at an exhibition.

CAVERSWALL JUNCTION



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A KIT-BASHING ADVENTURE

Assembling plastic kits is great fun, but ranges are sometimes limited. If you're feeling more adventurous, scratchbuilding aids are a good option, as Phil Parker explains.

The Craftsman series of kits by Wills bridge the worlds of 'kit assembler' and 'scratchbuilder'. Each includes all the materials required to build the model shown on the box front, some of which are standard plastic material sheets from its range. Plans are included, but the builder has to cut out the parts.

It takes a little more time than a pre-cut kit, but allows for great flexibility. Since the wall and roof materials can be bought separately, you can modify the kit and no-one will see the joint. There aren't step-by-step instructions as such, just nice exploded drawings and general notes on working with the materials. Building these kits takes a little effort, but nothing too difficult.

As supplied, the single-road engine shed is an attractive stone building based on the one found in the Cotswold town of Tetbury. It's a clever GWR design, with the water tank positioned above the chimney of the resident locomotive so that escaping heat prevents the water from freezing.

While pretty, I'm more of an urban modeller so brick is more appropriate than

stone. This isn't a problem as a couple of packs of Wills brickwork can be substituted for the stonework in the kit. This won't go to waste, I'll stick it in the spares box for use in the future. Everything else stays the same, except the single-ended shed rather than a through-version.

Wills sheet materials are readily available in a variety of finishes, beautifully moulded in appropriately coloured plastic. Being 2mm thick, they are structurally strong enough not to need much bracing, but can be tricky to cut. A spare sheet or two is a good idea to practice on if you've not used them before. Use a sharp knife from the front of the sheet and make many passes rather than trying to go through in one go. It's much neater this way. ■



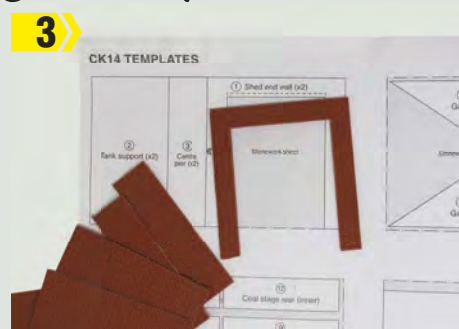
once you've built your model, the next step to working without instructions is small. It's worth trying these kits as you'll learn lots along the way



Open the box and a pile of materials fall out. Most are part of the wider Wills range with relatively few mouldings unique to this particular model.



Sheets of dressed stone are included, but I decided to build my shed using English Bond brickwork instead. I picked up a couple of packs which gave me eight sheets to work with.



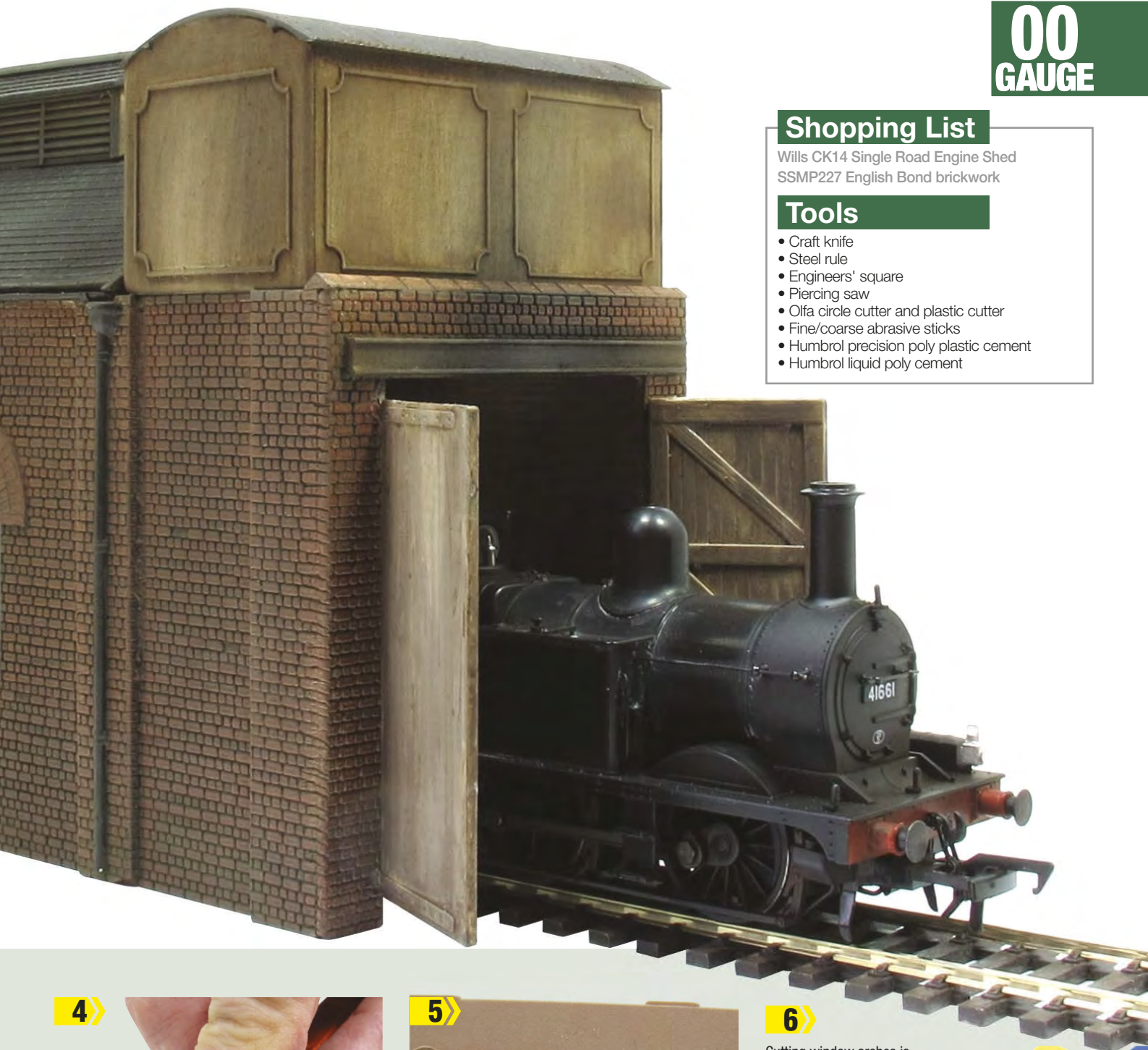
Craftsman kits require the modeller to cut out most parts. Full size templates are provided to help along with the plan of the finished model.

Shopping List

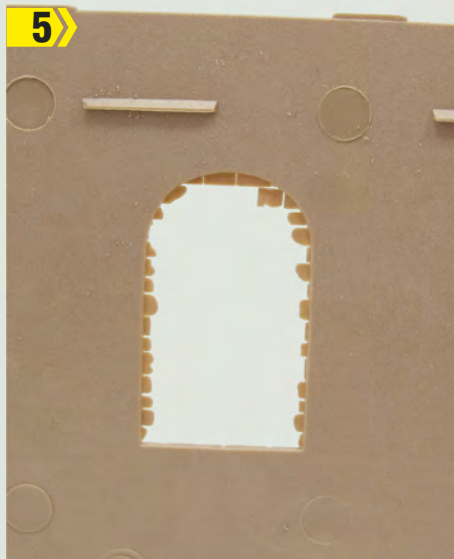
Wills CK14 Single Road Engine Shed
SSMP227 English Bond brickwork

Tools

- Craft knife
- Steel rule
- Engineers' square
- Piercing saw
- Olfa circle cutter and plastic cutter
- Fine/coarse abrasive sticks
- Humbrol precision poly plastic cement
- Humbrol liquid poly cement



4 Cutting Wills sheets isn't the easiest job in the world. Because of their thickness and the depth of the detail, you have to work from the front making several passes with a knife blade until you're all the way through.



5 One of the unique mouldings is for the shed sides with the arched windows. For a stone shed, just clean up the window edges with a sharp knife.



6 Cutting window arches is made easier using a circle cutter. This Olfa model is adjustable and can be bought from many tool suppliers at exhibitions or via mail order.



Chain drilling

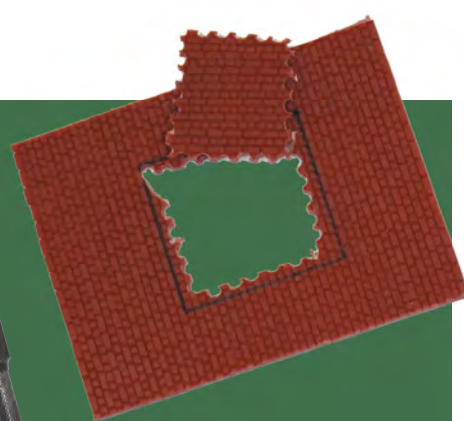
“sometimes you need to make a big hole in a piece of plastic or metal and a knife won't do the job. You'll need to make lots of little holes to help you cut – a technique known as chain drilling”

1 Start by drilling lots of small holes near the edge of the larger hole you want to make. Keep them close together but without touching. I've used a 2mm drill, as it's less likely to break than something smaller.

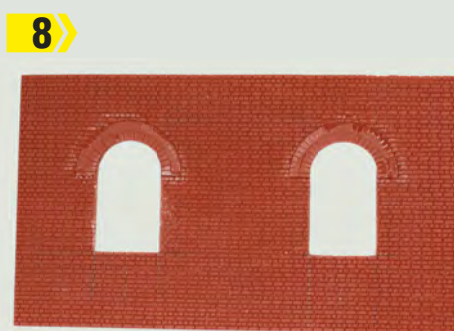


2 Join up the holes with a knife, or if the material is too thick or tough, with a needle file enlarging each hole until they join up. Be careful if using a knife as too much pressure can snap the blade. The closer the holes, the easier this job.

3 With all holes joined, the waste material should fall out of the middle. Now the hole is big enough to get a file or abrasive stick in to enlarge it to the size required.



With the circles cut, the rest of the window is opened using a piercing saw to remove most of the brickwork, finishing off with a file. If you don't own a saw, or find it tricky to use, chain drilling is an option.



If your cutting isn't perfect, it doesn't matter too much as the next job is to glue brick arches over the top. These hide sins and are available separately if you find them useful for other projects.



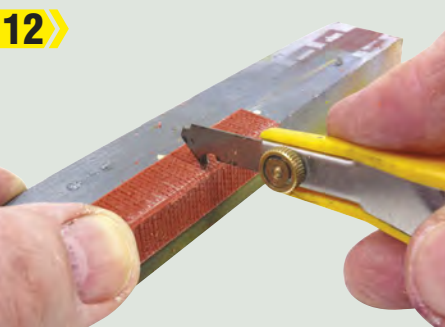
After a couple of hours measuring and cutting, there's a surprising number of components to make up this building. It's worth labelling each on the rear as several pillars look similar and it's easy to mix them up.



I'm using a knife to extend the mortar line over the plain edge. Locate the blade in the existing line then roll it so the blade notches the plastic.



Corners should be chamfered to a 45° point so that parts can be stuck at right angles without plain edges showing. By rubbing the part on some abrasive, you can reduce it to a fine point so the join is invisible.

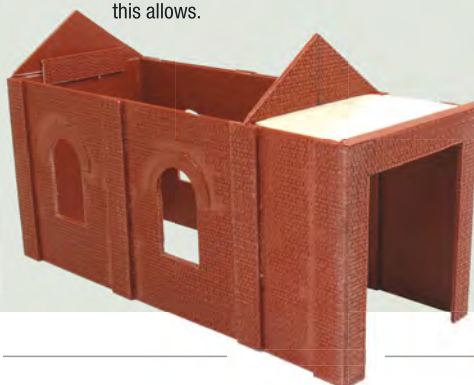


My bodge is to put two parts together and with the glue joint fully hardened use an Olfa plastic cutter to extend the mortar joint around the plain edge. Holding the parts on a piece of wood supports the join while you work.

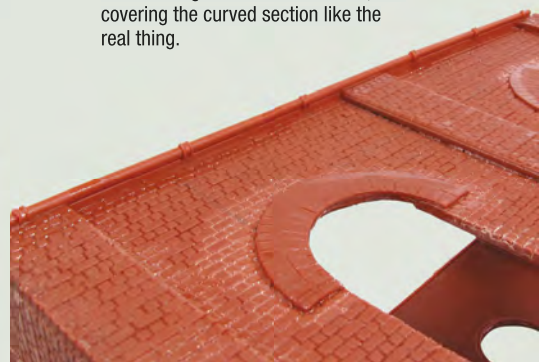
13 Walls sheets aren't very large and sometimes it's necessary to join them. When doing this, brace the joint with scrap material on the hidden side or it'll be fragile.



14 Finally, all the brickwork comes together. A more conventional kit would reach this point in an hour but to get this far has taken me five times that. Things would have been quicker if I hadn't changed from stone to brick, but that's the flexibility a kit like this allows.



15 In another departure from the plan, I fitted the guttering along the top of the walls. The result is nice, neat, and most importantly, straight. The roof edge will sit down on this, half covering the curved section like the real thing.



16»



It's a relief to fit the roof sheets, as they're the same length as the rest of the shed. The vents on top are another special moulding topped with offcuts from the slate sheet. Ridges use standard Wills tiles, also available separately.

19»



A quick coat of Humbrol 121 (Pale Stone) is applied, left to dry, then the brickwork is coloured using pencil crayons in three shades of brown. Keep rubbing them over the surface until all brick faces are coloured.

17»



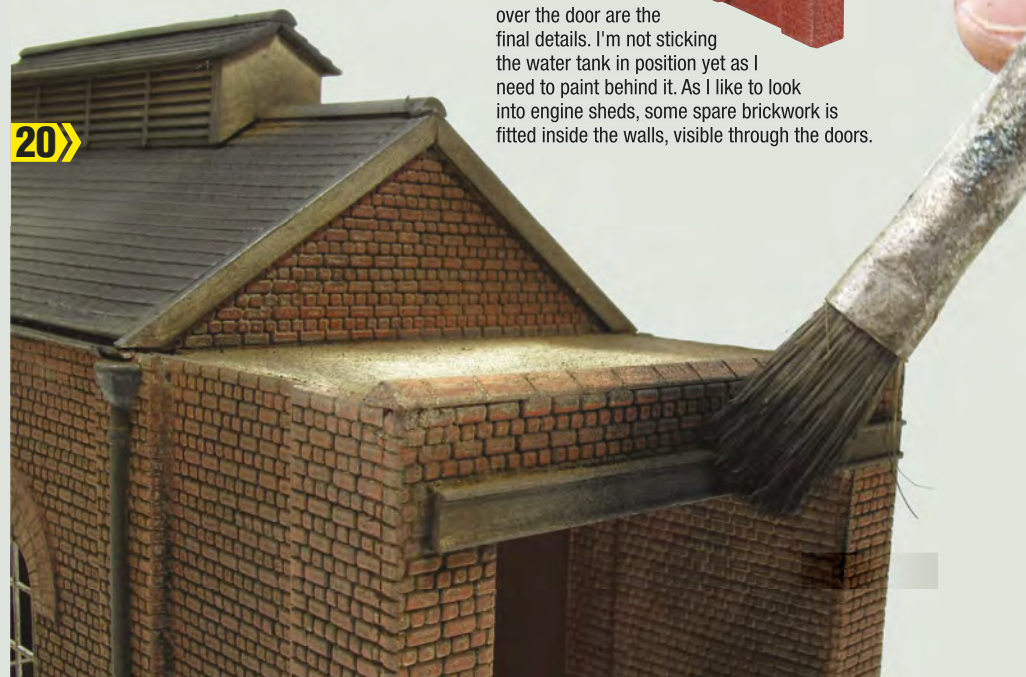
The water tank sides are joined, making sure the curve is at the bottom on the long ones. The roof which also appears in its cycle rack kit fits on top using indents in the ends to line it up.

18»



Downpipes and a lintel over the door are the final details. I'm not sticking the water tank in position yet as I need to paint behind it. As I like to look into engine sheds, some spare brickwork is fitted inside the walls, visible through the doors.

20»



The model is dusted with brown weathering powders. Walls, roof, vents, nothing escapes although I vary the amount a bit to add interest. Over the door extra powder is added to show where steam locomotives have gone in and out.

Further reading

If you want to know more about working with Wills building sheets and making structures, the recently updated *Modelling with Plastic Structure Kits* by Iain Rice is worth a read. It's packed with both modelling and prototype information if you'd like a layout full of character.

Modelling with Plastic Structure Kits, Iain Rice, Wild Swan Publishing, ISBN 978-1-908763-11-2



MADE FOR DAGENHAM



Simon Bolton built a model of one of Britain's oldest and rarest diesel electric locomotives for Luton Model Railway Club's 'Central Works' layout.

I was intrigued by this rather shadowy box-like object, and initially thought it was a mobile shed masquerading as a passenger vehicle. It turns out, the only place where passengers might have sat is taken up by an enormous motor with many bits and pieces necessary to move it along the rails.

Dave Coasby of Luton Model Railway Club wondered if I wanted to scratch build a model of a British Thompson Houston Company (BTH) diesel-electric Bo-Bo for its newly planned 0 gauge layout 'Central Works' and, with such an unusual vehicle, how could I refuse?

Lots of photographs and measurements were emailed to me from preserved prototype No. 1 on the Kent and East Sussex Railway (K&ESR). It looked like club members had a nice day crawling about all

over the place. All the detail photographs and measurements were enormously helpful, especially with such an obscure subject. Whilst the diesel is just a rectangular box, it's the rivets, pipes and fittings that bring it to life. ■

Simon says...

Making your own drawings allows you to familiarise yourself with previously unnoticed idiosyncrasies of the prototype. I discovered that the centre windows aren't symmetrically placed around the centre line of the vehicle and that the sides are also different in the layout of window panels, whilst the ends are pretty much identical. Luckily, I noticed all of this on the drawings before cutting metal.

whilst the preserved shunter can be obligingly studied on the K&ESR, the internet provides a number of photographs of the locomotive in its earliest and latter days before it moved on from Dagenham



Dagenham's 'Bo-Bo' shunters

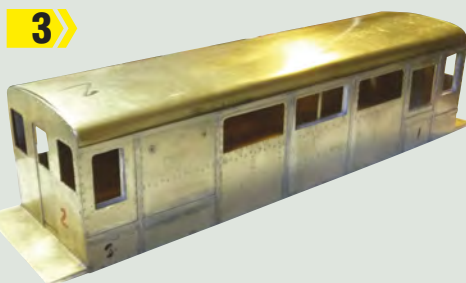
Three diesel-electric locomotives were delivered to the Ford Motor Co. Ltd, Dagenham in 1932. Built by Metropolitan-Vickers in Sheffield to British Thomson-Houston designs, these double-bogie 'Bo-Bo' shunting locomotives were ahead of their time in Britain.



Each had two cabs with access from open-ended platforms and a central power equipment compartment. The Allen six-cylinder in-line diesel engine drove a BTH main generator, which supplied power to four traction motors. Weighing 44 tons, these units had a maximum speed of 35mph. After a long, hard life puttering about the Ford Plant, the three locomotives were replaced by new diesel locomotives in 1968, when No. 1 was sent to pastures new on the K&ESR.



Parts are cut from a hefty sheet of brass. The side is tack-soldered to the floor using a square to ensure everything is at right angles. The window apertures in the inner sides and ends were cut with a fret saw, with rebates to permit flush glazing.



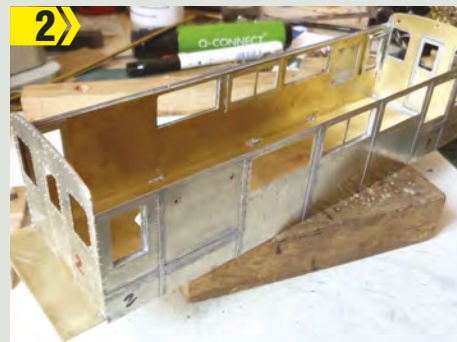
The main roof is formed using rolling bars and folded to shape at the sides.



The exhaust box sub-assembly is a little component constructed from brass sheet with its associated piping filed from pieces of brass tubing connected at right angles. Copious amounts of gap-filling solder are used to form its bulbous shape.



The roof assemblies are fitted after a little fettling. It was a devil to curve and thoroughly annoying to solder, so I turned to my blow torch. I found that labelling the ends helps to locate parts and side details in the right places.



Main body components are soldered into place with rivets and detailed outer skins are added along with interior window framing.



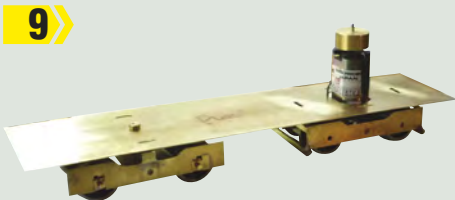
The clerestory roof details are fabricated and added, taking time to work around the model.



Access to the roof of the prototype allowed some superb detail photographs to be taken of the exhaust box.

8 This view of the No. 2 end of the locomotive shows the platform and buffer details with footboards temporarily in place. The vertical structure alongside the door contains the fold-away ladder.





The sides for the powered and unpowered bogies are cut from brass sheet. Both bogies are bolted to the floor and slots act as guides when the vehicle negotiates curves.



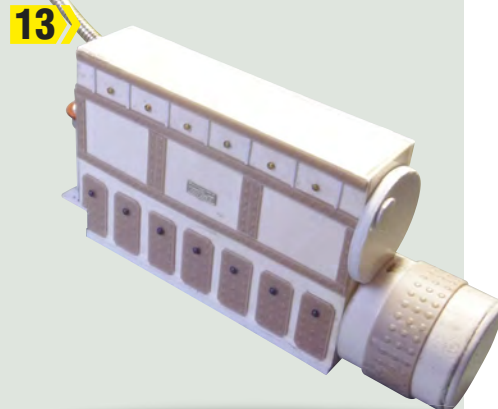
Axleboxes, spring detail, pipes and brake hanger detail is fitted, referring to photographs along the way.



Fuel tanks and the battery box are tucked underneath the locomotive, but are very visible from the outside and so are worthwhile representing.



The underframe and side detailing is completed and the bogies are painted matt black. Note the complex pipes around the reservoirs.



My simplified model of the Allen engine is built from plastic sheet, detailed with small brass pins and riveted sheet. It can be seen through the side windows and was enjoyable to make. Given time I'll add some more machinery.

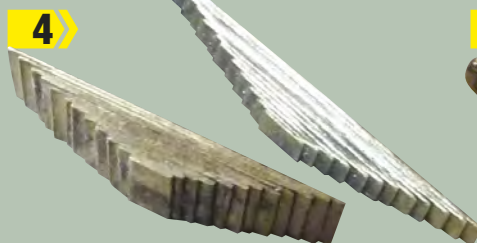
Making springs



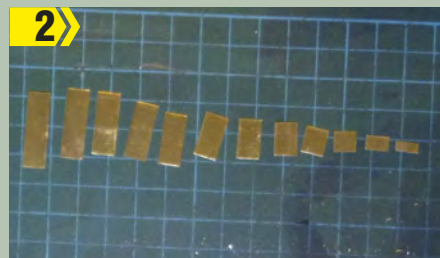
The bogie sides on the locomotive are hefty pieces of steel. Roller-bearing axleboxes weren't widely used at the time, as seen here with these oil-filled axleboxes.



Using solder paste and my resistance soldering unit, the springs are attached firmly, with little mess to clean up.



Once soldered, each spring is sawn to the correct length into four identical springs.



The axle-box springs are built from a series of over-wide brass rectangles, decreasing in size.



Spring hangers are made from brass rod with brass tube forming the retainers to finish.

Read more

If you liked this, you might like...
The British Internal Combustion Locomotive 1894-1940, Brian Webb
 ISBN 0 7153 6115 5

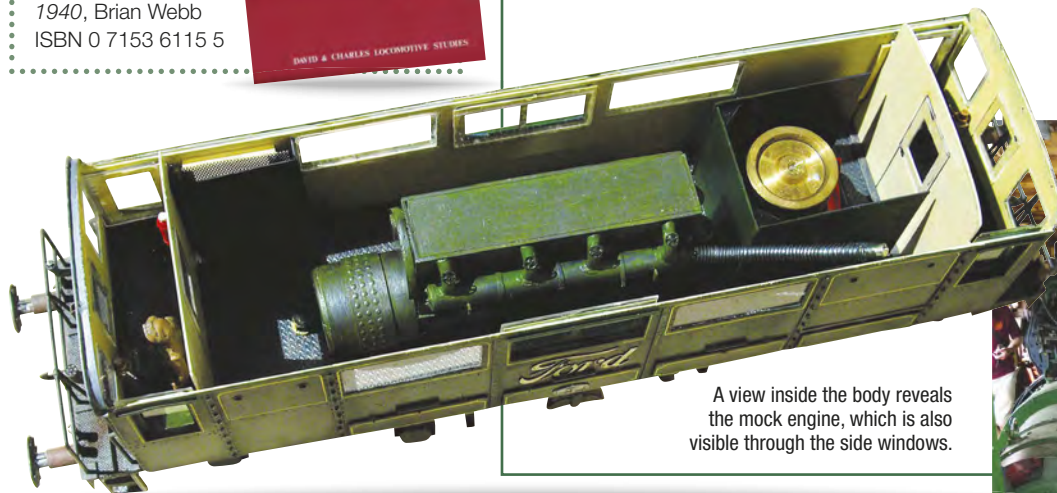


Power options

I opted for a 40:1 ratio gearbox with a chunky motor and a large flywheel. A Delrin chain transmits the drive to both axles of the motor bogie. The other bogie is unpowered, but lightly sprung using nickel wire soldered to the bearings.

I wanted the model to run well at slow speeds and it has a fair amount of pulling power because of its weight. Interestingly, the real thing was seen struggling heroically with a less than substantial train on the K&ESR.

The murky yet intriguing interior of the prototype hosts an intricate display of wires, pipework and auxiliary equipment.



A view inside the body reveals the mock engine, which is also visible through the side windows.



Finishing touches

I painted the bogies using Vallejo black primer. The body was sprayed with Halfords grey primer with a top coat of Vallejo acrylic mid-olive green, which is a good match for the locomotive as it ran during much of its life at the Dagenham factory. The panel and window lining is applied with Precision Midland Straw using a lining pen and ruler. The Ford insignia is from a custom stainless steel etch. I weathered everything to

match a photograph showing locomotive No. 1 before it moved to the Kent and East Sussex Railway. The paint was tired, with lots of character and interest. The corners are painted with a fine 000 sable brush. See this locomotive in action on 'Central Works' - featured in next month's **BRM**.



Build a...

WICKHAM TROLLEY

Phil Parker assembles a kit for a small yet iconic transportation vehicle. With only a few tools required to build, it's the perfect fit for last month's shed diorama.

We've looked at many 'Wickham Trolleys' recently – from Bachmann's new OO gauge offering, to an N gauge kit and even a Wickham Trolley shed diorama I built last month. You can't have failed to notice that these are small and very open vehicles.

Bachmann's OO gauge model offers a novel RTR option, but since the diorama I built is O gauge, I'm building a kit from N Brass Locos. It'll be powered by a Tenshodo SPUD (Self Propelled Underfloor Device).

A SPUD is a tiny, self-contained power unit, no larger than a coach bogie. It arrives fitted with wheels for 16.5mm gauge which is fine if you fancy building one of the many

narrow gauge examples, but they require work to run on 32mm gauge track.

With a power unit sorted, I just need to fold up the parts and solder them together. Glue isn't an option because the edges are too fine and epoxy resin would just look lumpy. The good news is that parts are made from nickel silver, an easy metal to solder. Better still, most parts are located with slots fitted into tabs making alignment a simple task.

This kit almost costs the same as the RRP for Bachmann's OO gauge Wickham Trolley. You have to assemble it, but it proves that O gauge isn't always more expensive than OO gauge and can be fun to build. ■



Missed last month's issue?

Discover how we built a shed diorama for this vehicle. Download the Spring 2017 issue today. Visit www.pocketmags.com/BRM

N Brass Locos produce a kit of this Wickham Trolley in OO gauge if you're tempted by a modelling challenge

What we used

N Brass Locos

Wickham Type 27 Trolley O gauge £34.50
www.nbrasslocos.co.uk

DC Kits

Tenshodo Spud 26mm X 10.5mm 17:1 Ratio
Motor Bogie £37.96
www.dckits-devideos.co.uk

Invertrain

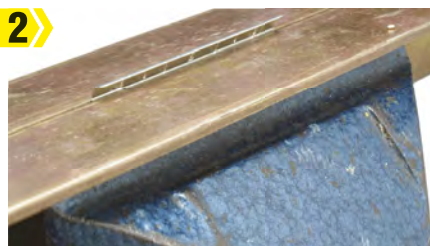
R8 Seated diesel driver
www.invertrain.com

TOOLS

25W soldering iron
Solder
Flux
Heavy craft knife
Square ended pliers
Vice
Fibreglass pencil



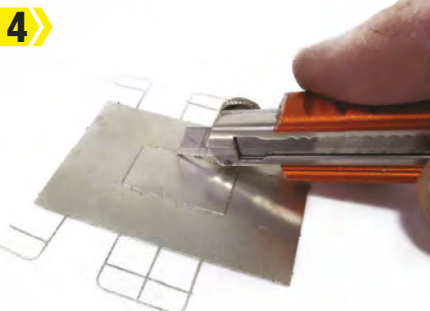
The plastic box for this kit is tiny. Inside, the nickel silver etch is carefully folded and opens out to reveal the parts. Wheels are included for a static model or you can use extended axles for a standard gauge version, where you can use those from Tenshodo.



Work starts with folding several flat parts into U-shaped channels. I start by bending both sides along the half-etch line to about 45 degrees. They are gently squashed to right angles in a vice. The parallel jaws should ensure everything is square.



All the newly formed channels are soldered together using the tab and slots for alignment. The extra loops in the photograph are there to hold the axles for the static model, but if a motor is fitted they are folded out of the way. An inner set of girders are also left as they're in the way of the SPUD.



Fitting a SPUD involves cutting a hole in the middle of the floor. A half-etched line provides a guide and several passes with a sharp knife will cut through. Don't attempt this in one go, you'll buckle the metal.



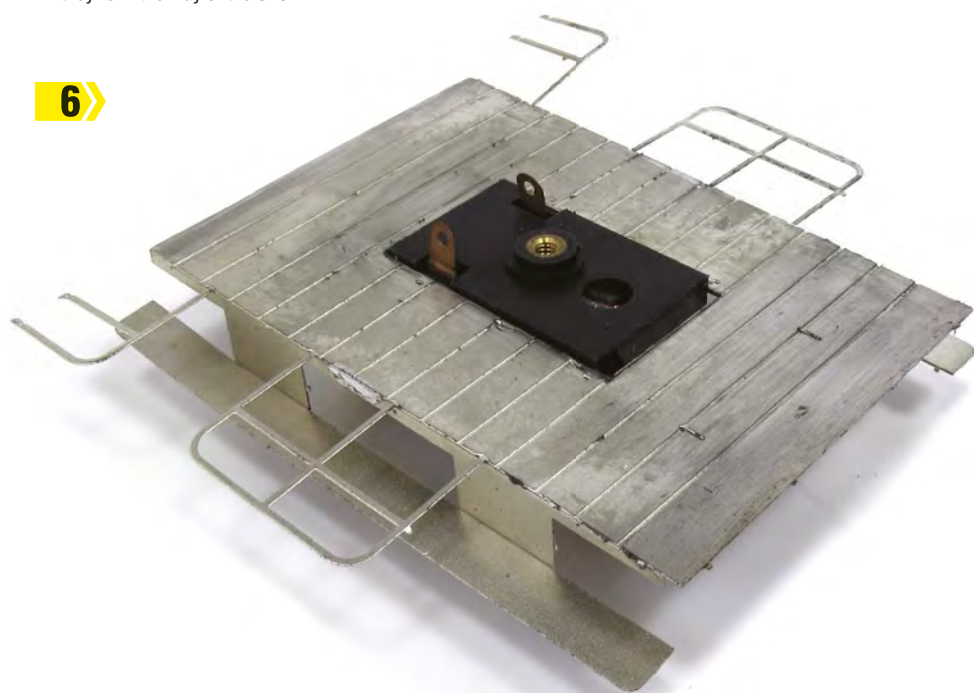
Two flaps fold down to locate the motor unit in the lower floor part. Once happy, fold the sides down and running boards out. These have two layers, so solder the top one in place now and beef up the bends with solder.



The front of the floor should be folded to 45 degrees. Using a square, you can check it's right because the front edge of both layers should match.



After bending to shape, part of the engine cover is removed to fit over the SPUD. The front corners are cut with tin snips to fit the angled plank. Locate it into the floor slots and solder. An instrument panel folds up and fits on top.



The floor has two layers and these are aligned by eye, holding them to the light. When in place, the seat slots line up, then solder around the sides and rear. The SPUD should fit, poking through the hole in the middle. Be careful with the seat sides as they are easy to break off. They can be soldered back later, as I discovered.

9»



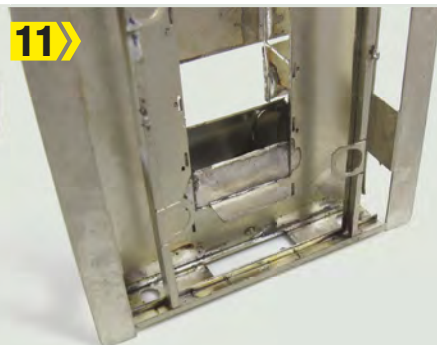
Both front and back panels could be tricky to assemble, but more tabs and slots locate the fine ribs in place. Solder the tabs from the back, then file smooth as they'll be visible on the finished model. Two engine covers are included to suit your prototype.

10»



Brake gear is provided, but I felt it was too fragile for a working model and would get in the way of the pickups, so left it off. Static models would have the wheels in position by this stage, making lining the shoes and wheels up a lot easier too.

11»



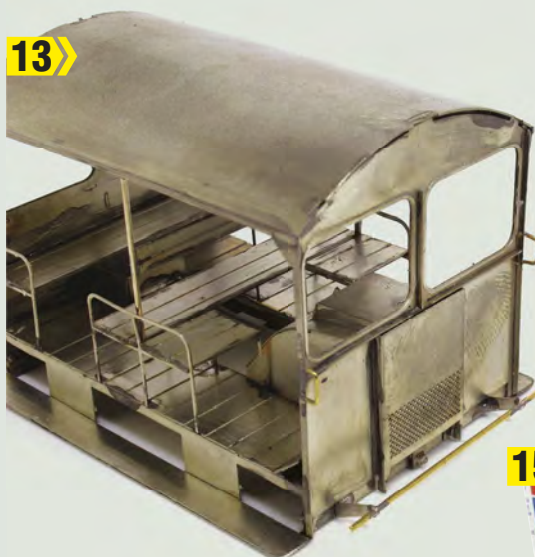
Now it's time for all the sub-assemblies, ends, chassis and floor to be brought together. The ends go on first, then the floor drops between them sitting above the girders.

12»



Take the flat roof panel and bend it around a tin to give the required shape. It doesn't need to be perfect as when the ends are fitted, these give the perfect curve. The sides are then folded down.

13»



Detailing time – seat bases fit between the uprights, poles made from wire rise up from these. Seat backs clip into the middle, but for the back it's better to leave fitting until after painting and glazing. Front and back bumper bars use wire, soldered to brackets fitted into slots in the chassis. Both these and the corner handrails usually look a bit battered on the prototype, so don't worry if they aren't perfect.

14»



Ready for primer and paint. I filled the slight gap along the roof join with model filler. With hindsight, solder might be better as it would handle the notches in the roof edge better. After cleaning up, the model is sprayed with etch car primer.

15»



Window glazing needs to be very thin but strong. I'm using some clear plastic packing from a shirt collar. It's cut to shape then fixed with Deluxe Materials Glue'n'Glaze. Run a thin layer around the inside of the frame with a small screwdriver and push the plastic in. Excess is picked off with a cocktail stick when dry.

16»



A diesel driver from Invertrain is modified to fit in the seat. It might sound cruel, but both legs had to be broken below the knee, shortened slightly, then soldered back to put his foot on the pedal. The can and tools are whitmetal items from Springside.

Mechanism

1»



Make sure the SPUD works before taking it apart. A single cross-head screw releases the baseplate which then unclips. Both axles should then fall out. Put the mechanism somewhere safe as they will suffer if dust and filings find their way inside.

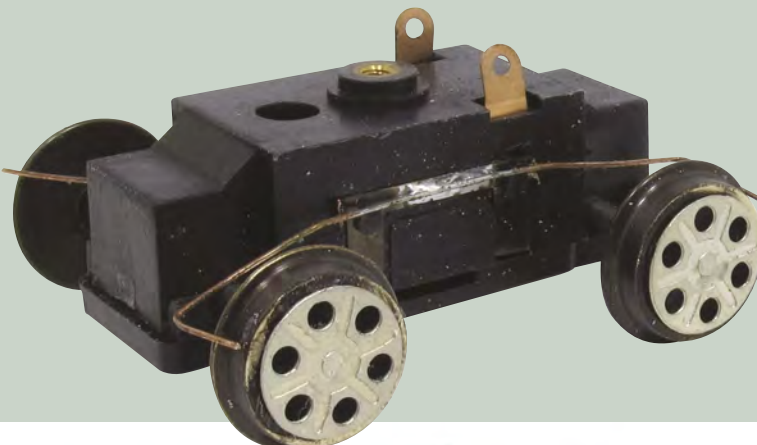
3»



The pickups aren't quite long enough for the new longer axles. Initially I tried fitting some phosphor bronze strip to the originals, but it proved difficult to bend to rub on the wheel backs.

5»

Producing the distinctive Wickham wheels is achieved by fixing some etched faces to the Romford ones. As long as the axles don't stick out beyond the wheel faces, there won't be any electrical issues, but plenty of superglue will give added insulation and fix things in place.



2»

Pull the wheels and gear off the original axle. They are only a push fit, but might need a gentle tap with a tiny hammer while supported in a vice to start them moving. I've put the gear onto the extended axles centre and then fitted some 10.5mm diameter Romford wheels. You could re-use the originals, but they are too fine for O gauge.



4»



Cutting off the old pickups, I soldered some phosphor bronze wire to the centre of the old metal. It's bent to rub on the flanges rather than the backs – crude, but it works.

Other SPUD uses

Tenshodo's SPUD is a versatile power unit. Supplied ready to run, all you need to do is fit it under a body and you have a new locomotive. While there are lots of wheelbases offered, the range of wheel sizes is limited, but replacing them is easy.

1»



Pictured left, this OO gauge Planet diesel shunter from a Nonneminstre models kit sits above a SPUD. The original undersized wheels were replaced with larger Romford wagon wheels. To its right is a kit from Roxey Mouldings. The prototype was fitted with connecting rods which are available from Branchlines.

2»



Underneath both units look standard. The wheels were removed before work took place.

3»

One worry when working is that the plastic gear can split when being forced off the axle. Replacements are available from both Branchlines and DC Kits. At only 17:1, the ratio is very low, but with a heavy enough body, they are controllable once run in.





I prefer building things to operating them.
Over the years, I've collected a considerable
amount of rolling stock



Factfile

Layout name: Vintner's Yard, LB&SCR
Scale/gauge: 4mm scale, EM gauge
Dimensions: Scenic area of 4ft x 18in plus 21ft x 18in fiddle yards
Era: London, Brighton and South Coast Railway 1870s
Location: South London
Layout type: Small goods yard/overgrown micro layout
Words: Eric Gates (RMWeb name: 'Burgundy')
Photos: Andy York and Eric Gates

Two electromagnets and two permanent magnets are buried in the track. The headshunt is designed to accommodate a saddle tank and three wagons. Pictured nearest is 'Burgundy' a Stroudley 0-6-0T 'E' Class.

VINTNER'S YARD

A strong interest in the former workings of the London, Brighton and South Coast Railway led Eric Gates to build this compact shunting yard to display his rolling stock collection.

Like many people, I caught the interest in railways from my father, with whom I built a Hornby three-rail layout in the spare bedroom. Dad could remember yellow locomotives from his summer holidays at Bexhill-on-Sea, took me to the Bluebell Line in its opening year and introduced me to the LB & SCR through Hamilton Ellis' book, *History of the LB&SCR*.

This interest developed with a K's LB & SCR 0-6-0T 'Terrier' and four wheel coaches, while Vivien Thompson's articles about her model of Eastbourne, demonstrated what could be done in 4mm scale. However, one of the key moments was the Easter Show at Central Hall, Westminster in the early 1970s, featuring Peter Jessop's model of Selsey-on-Sea, which proved to be the catalyst for the formation of the Brighton Circle.

The Brighton Circle is explicitly an historical society, but, over the years, there has been a continuous interaction between historians, modellers and cottage industries. It has turned out to be a genuinely virtuous circle, in which each group benefits.

Over the years the demands of family, multiple house moves and work have interrupted my modelling time. I have had to use a portable workbench so that I could keep a project of some kind on the go.

MAKING A START

My aim was to create a small shunting yard that would test slow running and automatic couplings. Trains arrive on the centre road from the left-hand side and can shunt one of three sidings.

At the rear is a track that handles traffic from the various warehouses along the rear of the layout. Offstage to the right is a warehouse that despatches Grande Vitesse vans and at the front is a siding that runs to the left servicing a gasworks. To run around a train, a locomotive must run back into the rear road and complete the loop offstage in the fiddle yard. Stock is managed in the fiddle yard on cassettes, which are designed to fit either a locomotive, a brake van or three wagons. Wagons are marshalled in sets of three, with Alex Jackson automatic couplings on the outer ends.



Meet the builder

I have a degree in history and then spent a career in the Civil Service, initially based in London, but subsequently in Bristol, with two spells abroad in Bonn and Washington. I take an interest in railways wherever we go and can think of many model-able scenarios from my travels. The difficult bit is remaining focussed on what is achievable in a lifetime! A common theme is my ambition to visualise something that no longer exists and recreate a scene from the past. Many of my locomotives are the products of cottage industry suppliers, with word of new products spreading rapidly through the Brighton Circle grapevine - often associated with requests for information to ensure that artwork is based on a strong consensus of opinion.





BUILDING STOCK

To make a pattern for casting a wagon, you only need to build one side, one end and one solebar, then cast them in quantity. Whitemetal casting lends itself to four-wheeled vehicles, so a significant proportion of the carriages and most of the wagons have been built this way.

'Burgundy' is a Stroudley 'E' tank, built from an Albion Models kit. Having a locomotive that runs smoothly means you can begin to assume that any running problems are in the trackwork and take action accordingly without having to worry that you are fixing the wrong thing.

'Bordeaux', an this 'E' tank is built from a whitemetal kit, possibly from Wills. The two

locomotive names, both related to wine are the reason for choosing 'Vintner's Yard' as the title of the layout.

'Dieppe' is my most recent effort - a Stephenson-built 2-2-2 with minor modifications by Stroudley. As an express passenger locomotive, it doesn't have much of a place on 'Vintner's Yard', but I need to learn more about getting the balance of weight right on a single driver locomotive.

The 'C' Class 0-6-0 tender locomotive is from EBM models, built by Mike Waldron.

SYSTEM INTEGRATION

I have mentioned the significance of getting a locomotive that I knew ran well. It provided a known datum point around

The 0-4-2 saddle tank was produced from etches developed by Ian White. It was Eric's second attempt at building an etched locomotive and it makes an interesting variation from the Stroudley locomotives.

Useful links

5&9 Models
www.5and9models.co.uk
 EBM kits
www.mjwsjw.co.uk
 Albion kits through Roxey Mouldings
www.roxeymouldings.co.uk
 Brighton Circle
www.lbscr.org
 LB&SCR Modellers' Digest
www.lbscr.org

which other elements of the layout could be tuned. If it had a problem with a particular turnout, then the assumption could be that it was the turnout that needed fixing. Bit by bit, the rough parts of track were ironed out so that locomotives ran reliably. Then attention turned to the rolling stock and the same principle applied.

I had set all the wheel sets tight up to the back-to-back gauge, but by backing them off slightly, almost everything started to run more smoothly. The rigorous use of jigs and testing slowly brought the AJ couplings up to a level where I didn't feel like high-fiving whenever anything worked.

THE FUTURE

I know that many layouts are described as never being complete, but I think this one has gone as far as I can take it. It serves as a useful test track while I build new stock, but it would be nice to watch the trains going by - especially passenger trains! ■



Having finished its duties on the cart for the day, the workhorse is led to its stables. Richard the foreman instructs the keeper on his next duties.

3

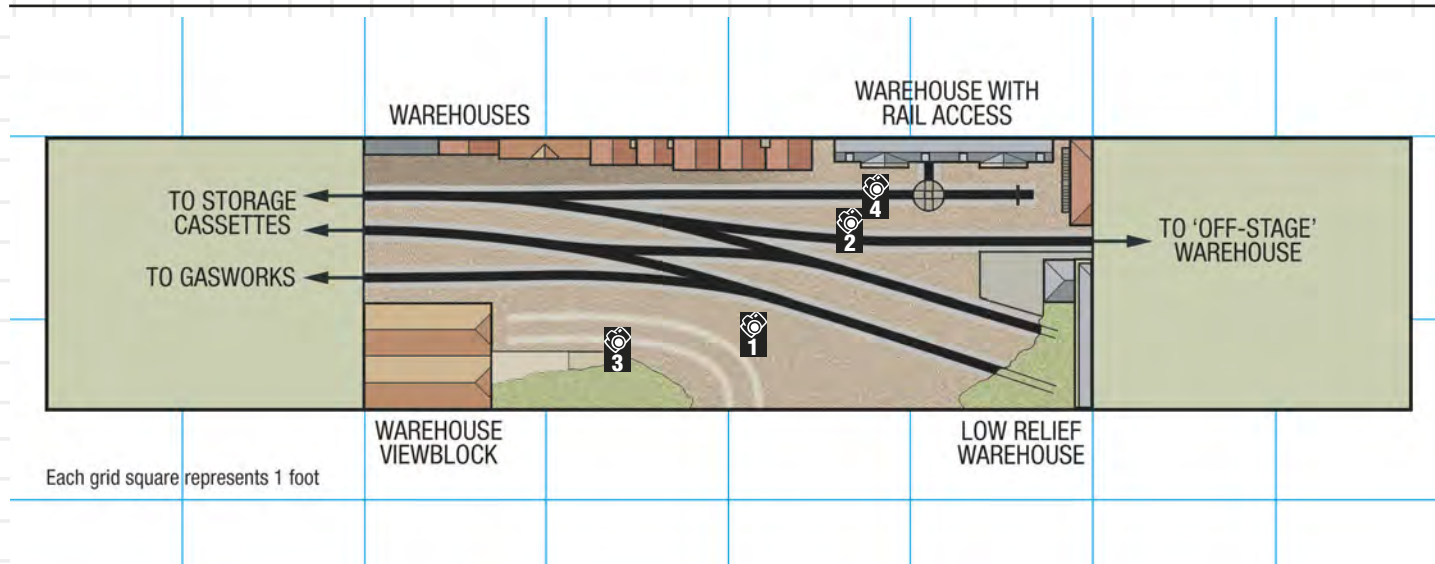


Key details: the buildings

Aside from the stone warehouse from Langley Models, the buildings are scratch built, mostly using foamboard. None are exact replicas of a prototype and were built across a period of five years.

Trackplan

VINTNER'S YARD



ADAPT LIKE A PRO

John Cockcroft shares how detail changes and a repaint can alter the guise of any RTR model, as he transforms a Dapol 'Terrier' into an Isle of Wight stalwart.



Dapol's 0-6-0T 'Terrier' is available in a number of guises, from early London, Brighton & South Coast Railway (LB&SCR) to BR period. Apart from being a popular engine, they lasted a long time. My particular interest is the Isle of Wight, and 'Terriers' were used on the island until 1949.

There were just two class members on the island by the late '40s – No. 8 *Freshwater* and No. 13 *Carisbrooke*. Having resolved to convert my model to No. 13, I considered the changes needed. I kept noticing new details and variations as I went along, so the job kept dancing ahead of me. I think the result is a nice looking model and the following techniques apply to any scale. ■

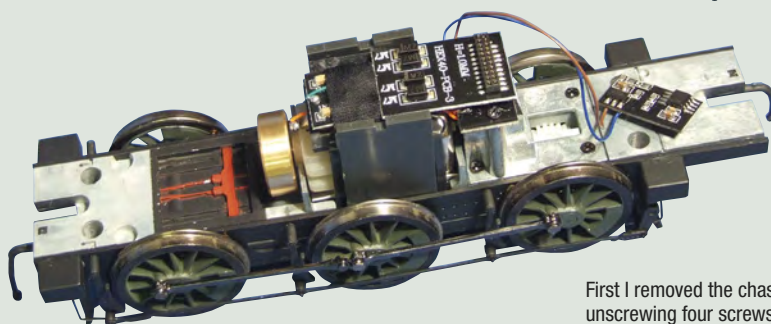
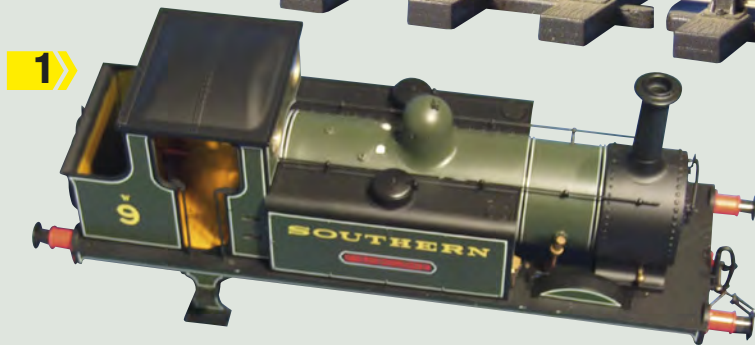
What we used

Dapol
O gauge 0-6-0T 'Terrier'
www.dapol.co.uk

Eileens Emporium
0.9mm copper wire, 1.2mm brass tube, brass sheet
www.eileensemposium.com

TOOLS

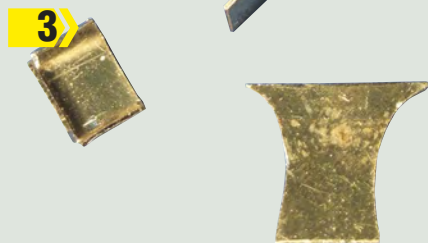
25W soldering iron, solder, flux, heavy craft knife, pliers, files, fibreglass pencil



First I removed the chassis from the body by unscrewing four screws – two at each end.



The long pipe was cut where it joins the valve (far left), because on *Carisbrooke* these are on the boiler in front of the tanks. I cut off the detail around the original holes and filled them with filler, then drilled new holes in the correct places for this model to relocate them.



A significant difference between *Fishbourne* and *Carisbrooke* is the presence of front steps below the footplate. New footsteps are required.



The parts up from thin brass and made a strengthening bracket to secure the unit to the underside of the footplate. Here are the completed footsteps.



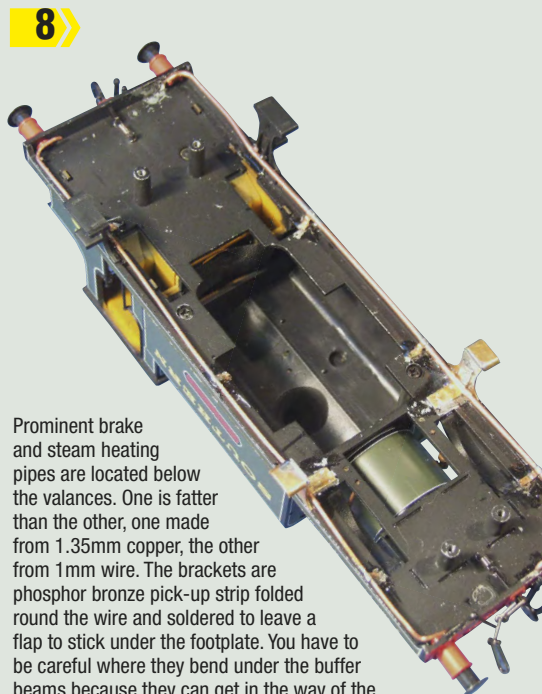
The steps were glued under the footplate. I scraped off the paint and used an initial touch of superglue to secure them and then beefed up the join with two-part epoxy.



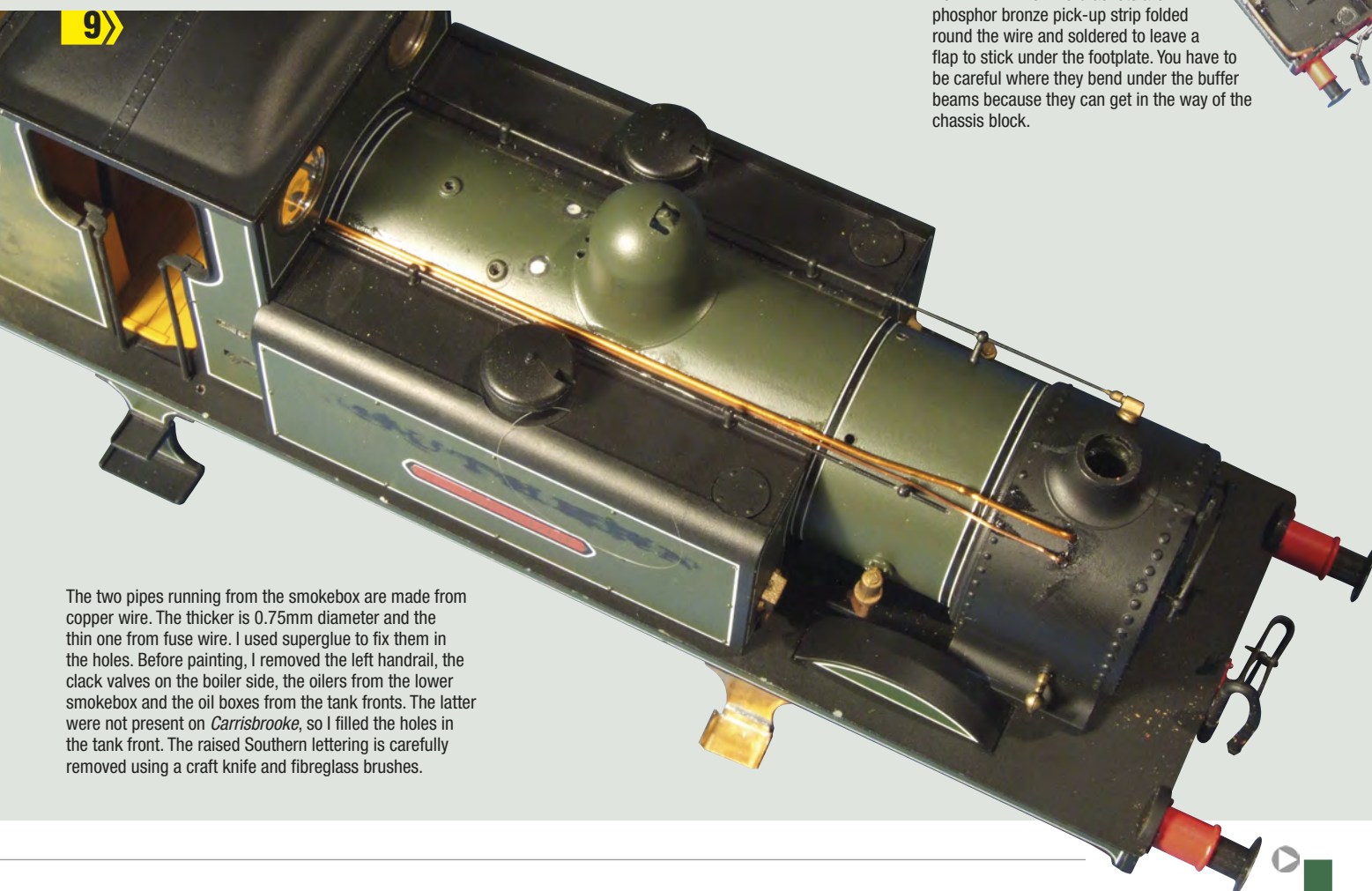
Carisbrooke was much used on the Ventnor West push-pull trains. The communications are made from 0.9mm copper wire with short lengths of 1.2mm outside diameter tube soldered to the ends. I drilled holes in the chassis front block and superglued them.



I represented steam-sanding equipment on the front of *Carisbrooke*. I used Laurie Griffin castings, making the nozzles from 1mm brass wire, and the steam pipes from fine copper fuse wire. I placed the parts on a flat surface, soldering the joint and filed to a convincing shape. They were fitted into the original hole in the sandbox, which I drilled to make them fit.

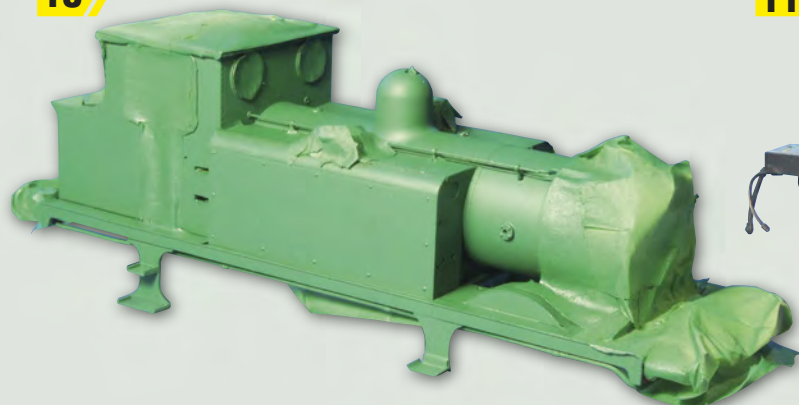


Prominent brake and steam heating pipes are located below the valances. One is fatter than the other, one made from 1.35mm copper, the other from 1mm wire. The brackets are phosphor bronze pick-up strip folded round the wire and soldered to leave a flap to stick under the footplate. You have to be careful where they bend under the buffer beams because they can get in the way of the chassis block.



The two pipes running from the smokebox are made from copper wire. The thicker is 0.75mm diameter and the thin one from fuse wire. I used superglue to fix them in the holes. Before painting, I removed the left handrail, the clack valves on the boiler side, the oilers from the lower smokebox and the oil boxes from the tank fronts. The latter were not present on *Carrisbrooke*, so I filled the holes in the tank front. The raised Southern lettering is carefully removed using a craft knife and fibreglass brushes.

10»



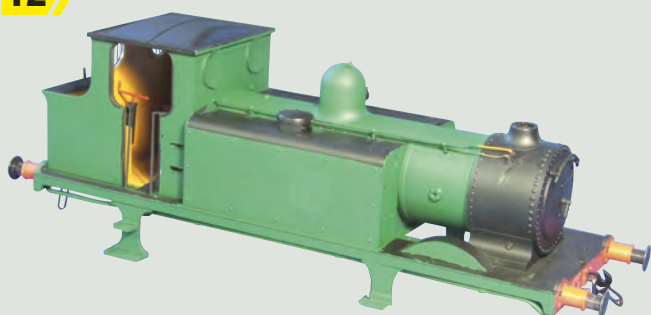
I used an airbrush and Post War Malachite Green from Precision Paints to spray the model. It took three coats to get an even finish, but you can still see the lining and location of the original nameplates. This helps to line and fit the plates in the correct position later on.

11»



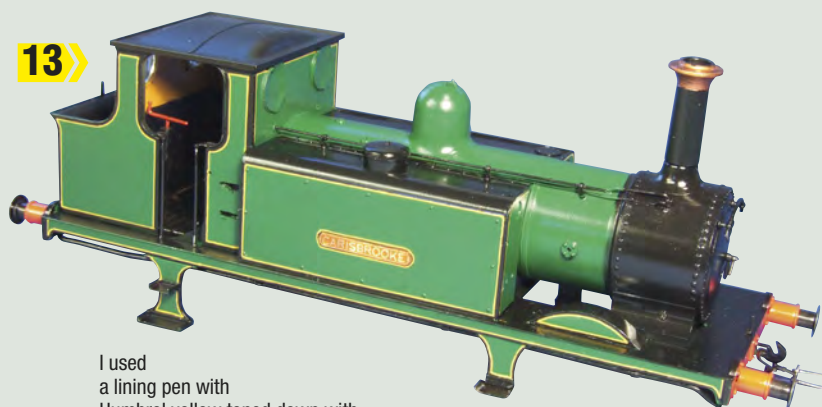
I had to hand-paint the wheels Malachite Green. I later lined the rims yellow with a compass ruling pen using the rims as a fence.

12»



I commenced touching in the bits of black that needed tidying up. The cab interior on these ready-to-run models is very jolly, and I painted the floor and the lower half black to tone it all down.

13»



I used a lining pen with Humbrol yellow toned down with black and mellowed using a little red. The gloss finish is much better for the adhesion of transfers without leaving shadows around them. You can see the black paintwork inside the cab.

14»

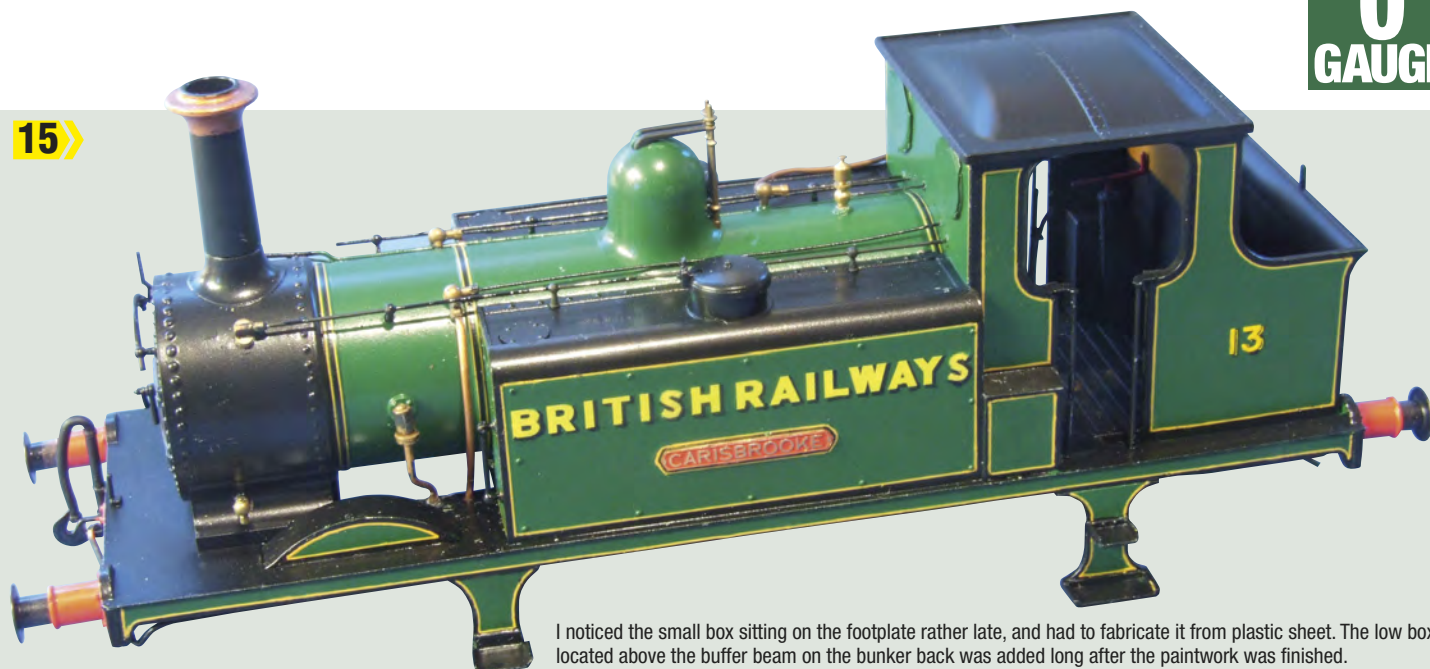


Need help?

Visit the weathering, painting and transfers section of RMweb for help tips and advice. Visit www.rmweb.co.uk.

I used some transfers I had commissioned for the lettering. Unfortunately they were large for the Terrier, so I had to cut them down and touch in curved parts of some letters and hand-shade the bottom. The nameplates and number plates on the bunker were then added. A coat of satin varnish subdues the gloss and protects the transfers.

15»



I noticed the small box sitting on the footplate rather late, and had to fabricate it from plastic sheet. The low box located above the buffer beam on the bunker back was added long after the paintwork was finished.

16»

This shows the toolbox on the bunker rear. This feature appeared on a number of Isle of Wight Terriers. They probably had to find somewhere to store tools etc. when the bunker was extended and the original toolbox removed.



17»

All complete. I lightly weathered the model using photographs of the prototype in service on the Ventnor West branch in 1949. Notice the box in front of the cab doorway – I haven't seen that feature on any other 'Terrier', but I could be wrong!



GRAEMESTON QUAY

Falkirk Model Railway Club built this layout in memory of Graeme Robertson, who passed away at a young age. This is the story of Graemeston Quay.



Factfile

Layout name: Graemeston Quay
Scale/gauge: 4mm:1ft / OO gauge
Size: 12ft x 2ft
Era/region: 1923-1947 GWR
Location: Cornwall
Layout type: Fiddleyard to sidings
Words: Malcolm Baird and Jim Reid
Photography: Nigel Burkin

Graeme Robertson

Graemeston Quay layout is dedicated to Graeme Robertson, a young member of Falkirk Model Railway Club who died from a brain tumour. Graeme had a great fondness for narrow gauge railways, often spending holidays in Wales and the South West. He was also a member of the Scottish Rail Preservation Society and an avid steam enthusiast.



Cornish clay dryers were large consumers of coal, burning it to generate the required heat for the drying process. Seen passing the permanent way team is GWR 56XX Class 0-6-2T No. 6623 with a part-loaded Robertson coal train en-route to the clay dryer.



LAYOUT FOCUS

There's no mistaking the usage of the wagons behind GWR 0-6-0 'Dean Goods' No. 2294. Cornish china clay is a notoriously dusty product to transport. Lurking on shed is 2-6-2T 'Prairie' No. 5565. Turn to page 54 and discover how you can make a model of this single-road shed.



A year after the passing of Graeme Robertson, Falkirk Model Railway Club (FMRC) received a donation from his estate. It was decided that as a memorial to his life, the club would build a layout in his name. A grant was received from Falkirk & District Arts and Civic Council and club funds were added to aid this project.

Unfortunately, nobody in the club had suitable stock to run on a narrow gauge layout. It was decided to build a GWR branch line terminus layout set in the late steam/early diesel era.

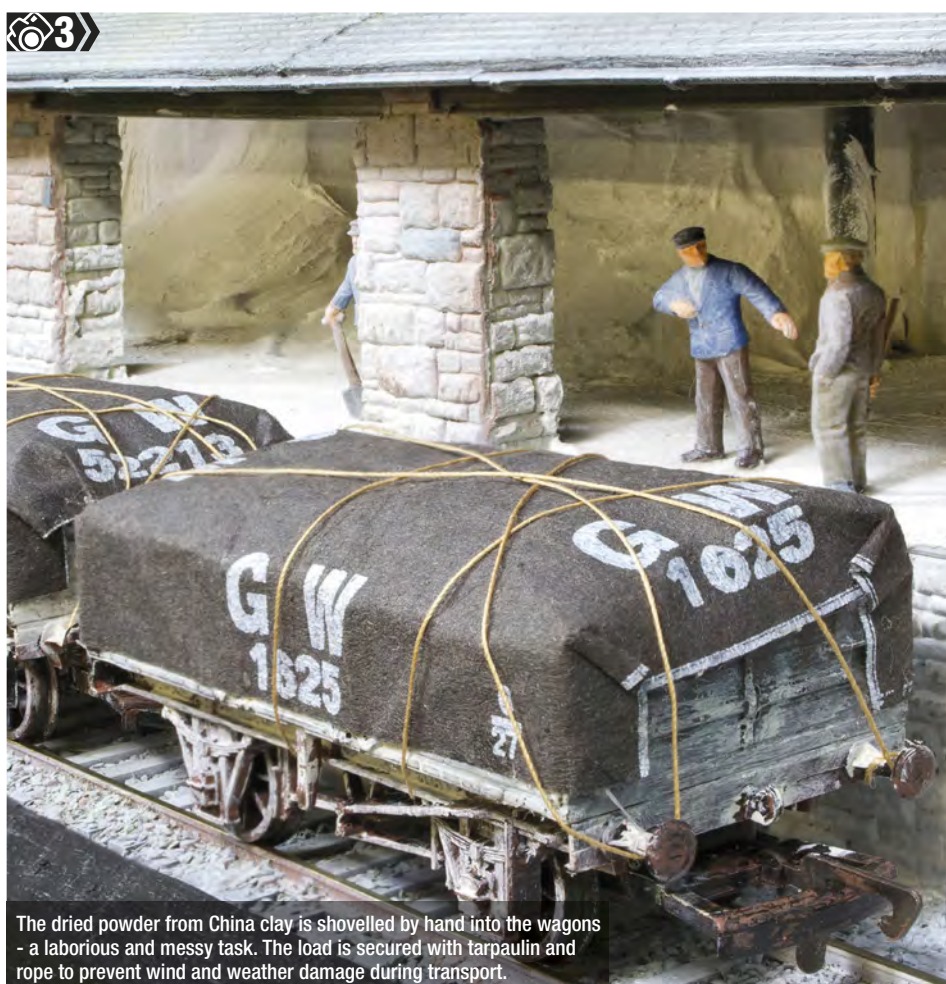
At that time, FMRC had several large layouts, but really lacked any small, easily transported layouts, which could be operated by a team of two or three. The planned layout was to help fill this gap in the club's portfolio. Once the initial specification was in place, the storyline was written to allow layout planning to begin.

A FICTITIOUS SCENARIO

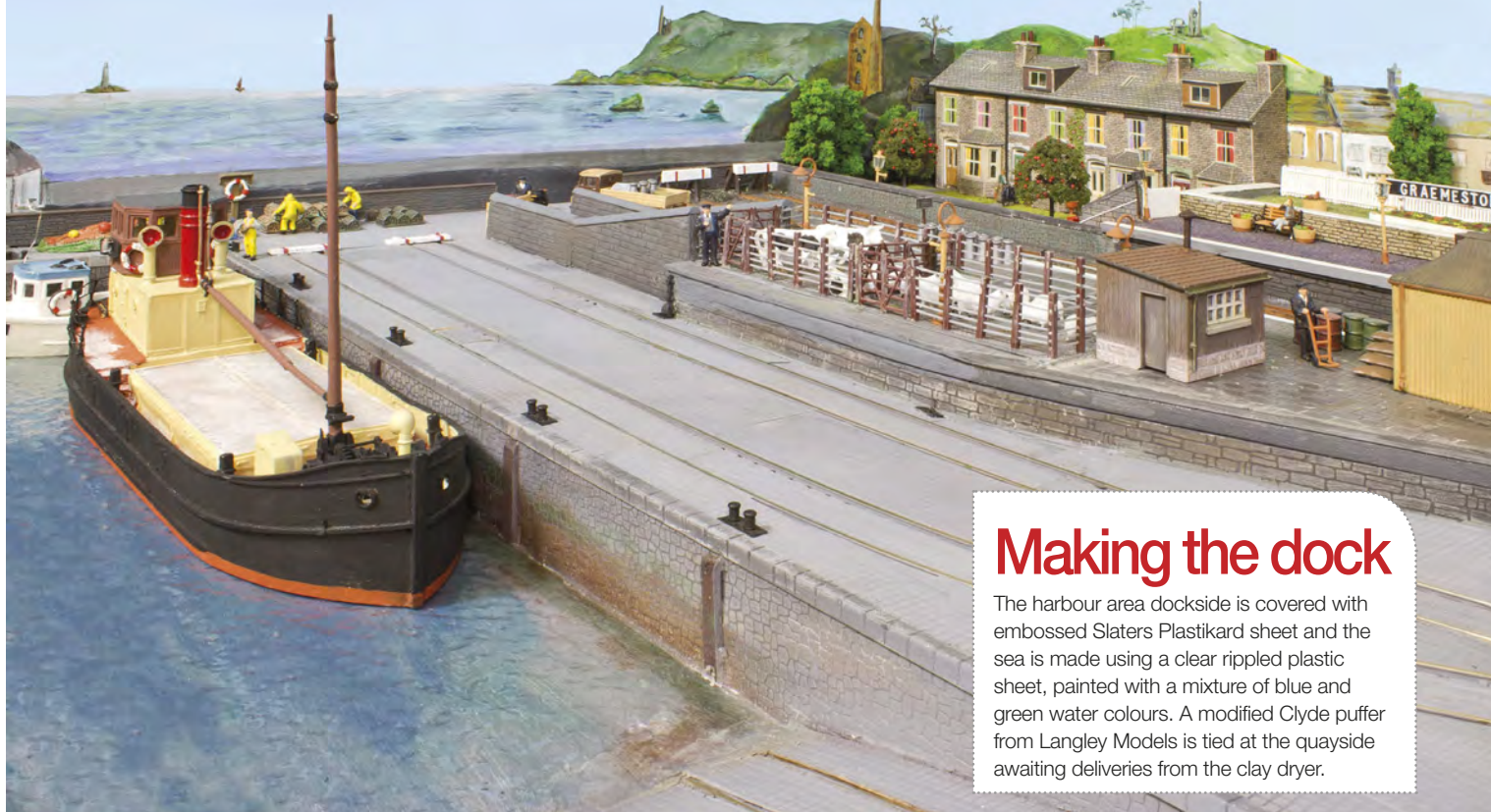
'Graemeston Quay' is purely fictitious, but a lot of research went into the typical workings of Cornish clay dryers and locations.

James Wilson inherited 'Graemeston Manor' House and Estate from his uncle, but had last visited it when he was six years-old. When he came to survey his new property he found a small fishing village. Although there was a well-sheltered cove, the fishing locally was poor and the boats were normally beached.

The village didn't prosper in the way other Cornish and Devon villages did. It also had a small China Clay mine, but production was small because of the low rate of drying the clay.



The dried powder from China clay is shovelled by hand into the wagons - a laborious and messy task. The load is secured with tarpaulin and rope to prevent wind and weather damage during transport.



Making the dock

The harbour area dockside is covered with embossed Slaters Plastikard sheet and the sea is made using a clear rippled plastic sheet, painted with a mixture of blue and green water colours. A modified Clyde puffer from Langley Models is tied at the quayside awaiting deliveries from the clay dryer.

In 1845, a new type of clay dryer was built by Truscott at Parkandillack. Wilson saw the chance to make his fortune and hired Matthew Robertson to design and build both an adequate Quayside and one of the new clay dryers. As well as drying the clay, transportation was also a problem. At the time, water was the easiest and cheapest way to move large weights of clay to the potteries. Once the first clay dryer was built, the extended harbour could be used for both the export of the clay and the importing of the coal for the dryer. At once the village grew.

Around this time the name 'Graemeston Quay' was adopted due to the new harbour facilities. Robertson stayed in the village and started a boatyard and eventually a coal merchants business. Matthew Robertson's son married James Wilson's only daughter and inherited the clay dryer, which was renamed Robertson's Clay Works after the renovation in 1905.

As the local industry was expanding, the railways nationally were also expanding with a new main line along the spine of Devon and Cornwall running through nearby St Austell. A link from the main line at St Austell was built, since this was close to 'Graemeston'.

The original fishermen's cottages were replaced with modern houses for railway workers, clay dryer staff and the boatyard workers. The whole area prospered, especially now that the local farmers were able to send their milk and cattle by rail in addition to the clay.

A further benefit was a station, which was built to provide a passenger and freight service and with the arrival of the railway branch line, a

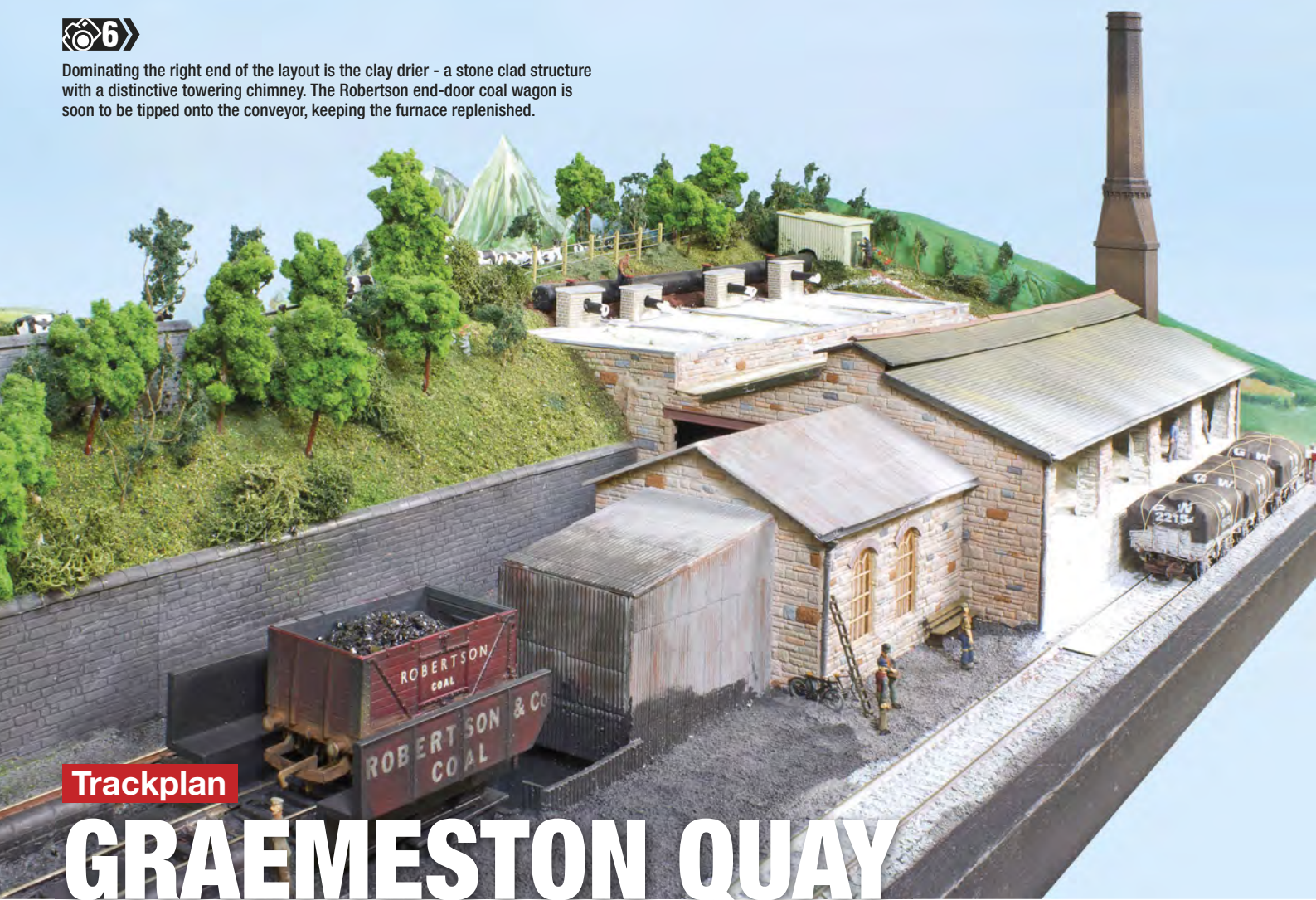
It's summer and the tomatoes are ready for picking in the allotment. Fido the labrador ensures they're well watered. In the background, 0-4-2T No. 4869 with autotrailer in tow makes a brief call at the station. This locomotive would later be renumbered No. 1469 under the GWR 14XX Class.



LAYOUT FOCUS

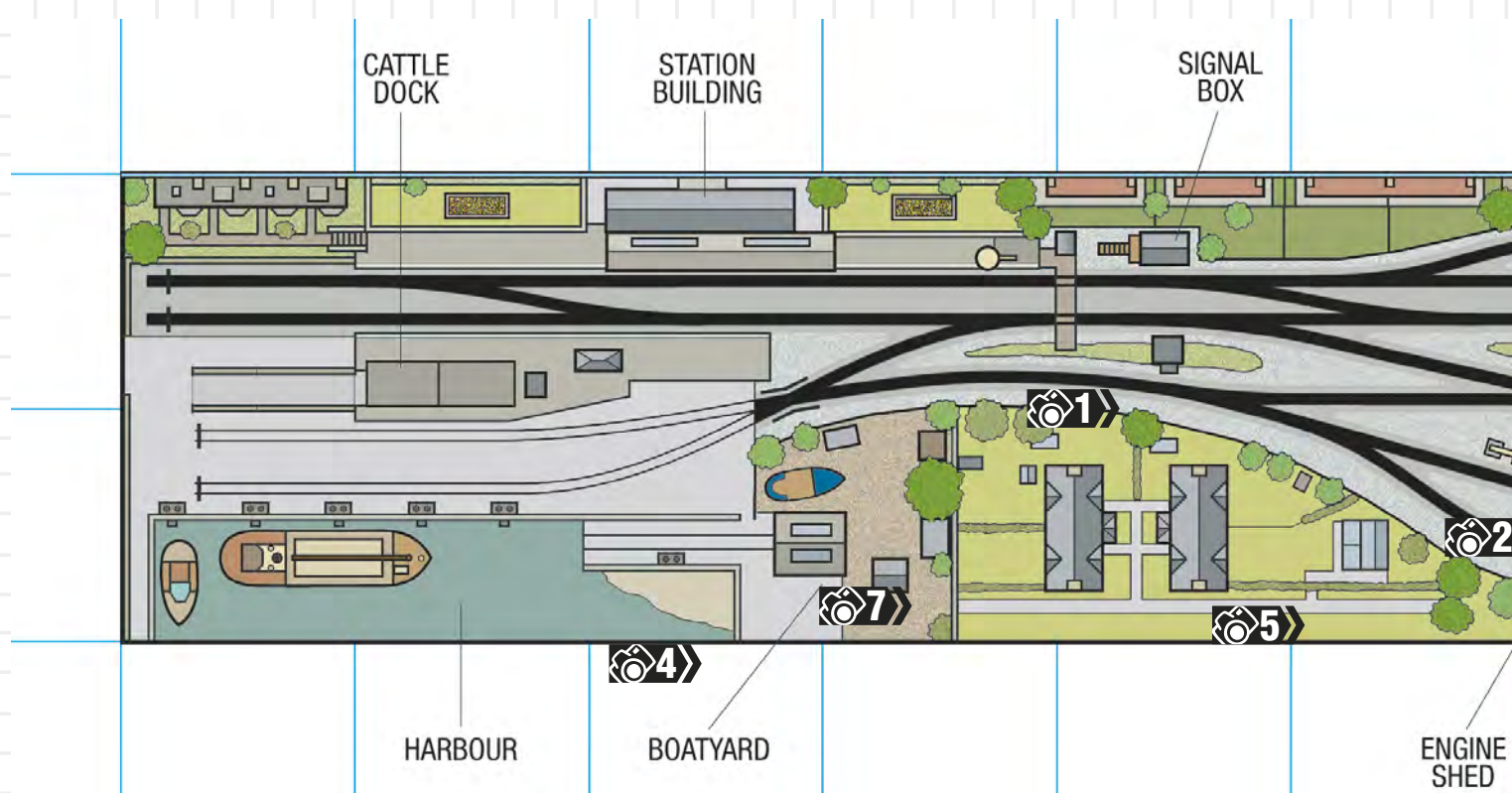
6

Dominating the right end of the layout is the clay drier - a stone clad structure with a distinctive towering chimney. The Robertson end-door coal wagon is soon to be tipped onto the conveyor, keeping the furnace replenished.



Trackplan

GRAEMESTON QUAY



modified Clyde Puffer used to transport the clay by boat was now in its final years as most of the materials and produce now travel by rail.

TRACK LAYING

Peco Streamline Code 100 track and points were supplied by our local model shop, McLaren Models. The track was laid on 1/8in cork in the traditional way using track pins and white glue. Each rail was fitted with its own dropper wire and connected up underneath the baseboard to ensure electrical conductivity without relying on fishplates.

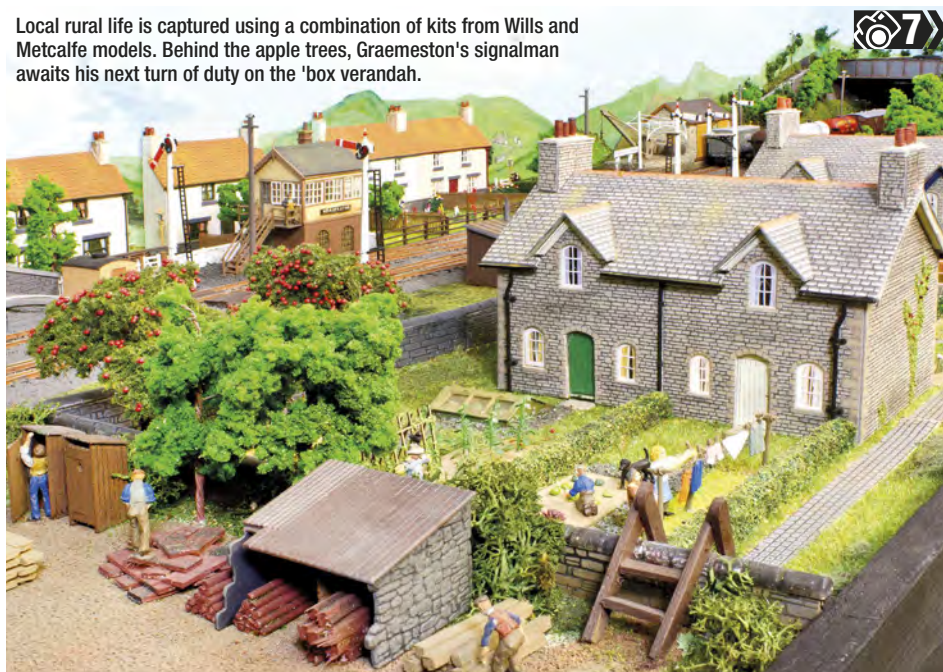
The points are operated by Seep P4 point motors fitted below the baseboard. To aid operation, manual uncouplers were fitted at several locations in the track. These were scratch built by Jim Reid using a short length of flat brass strip fitted between the rails and operated by raising a square brass tube which slides inside another square brass tube. Piano wire is used to raise and lower the tube via a cam.

SCENIC SCOPE

The backscene fit for this time period and area of modelling was painted by the very talented Liz Walker, using photographs.

The polystyrene hillside was covered with layers of plaster impregnated bandage painted apple green. This was coated in a thin layer of white glue and finished with a mixture of different coloured scatters. Retaining and garden walls were built with plywood strips and covered with Slaters Plastikard sheet and painted various colours to match the surrounding areas. The areas near the coal tipper were painted almost black with those near the settling ponds and loading bays painted virtually white.

Local rural life is captured using a combination of kits from Wills and Metcalfe models. Behind the apple trees, Graemeston's signalman awaits his next turn of duty on the 'box verandah.



A mixture of trees were fixed, sprayed with hair lacquer and dipped in a jar of mixed scatter and left to dry. We used feature trees from The Model Tree Shop and a few were scratch built using Hornby branches bound together.

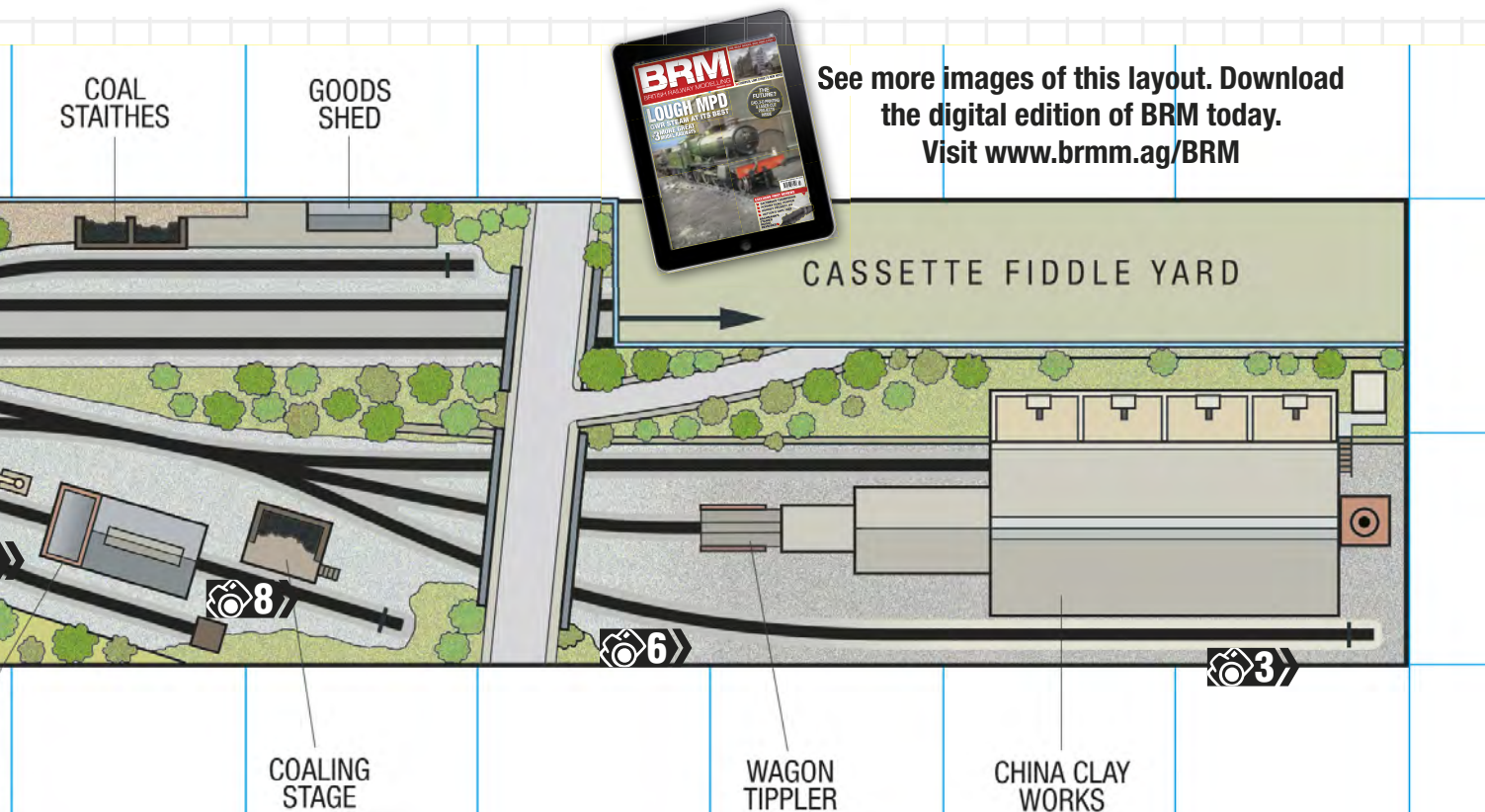
Garden flowers and vegetables are from either Busch or Noch and fitted onto brown sprayed cardboard strips to create garden soil effects.

WORKING SIGNALS

To keep the electrics on the layout as simple as possible we made the operation of the signals mechanical. As all of the signals were on one

board, a system of rods and cranks was devised using bicycle spokes, electrical block connectors and 6mm ply sheet.

Five Ratio GWR lower quadrant signal kits were constructed and installed on the baseboard at the required locations. Each signal operating lever was then connected to the push/pull knobs located at the baseboard edge. This was achieved using the bicycle spokes connected to bell cranks and reversing levers, cut from the ply, which were mounted on wooden blocks using brass screws with partial parallel shanks as bearings. To join the spokes, each was ground to a semi-circular



See more images of this layout. Download the digital edition of BRM today. Visit www.brmm.ag/BRM

profile then clamped together using an electrical connector block.

There was enough friction resistance built into each rodding run to give a purposeful push/pull action to the operating knob. Signal arm adjustment was controlled by building adjustable limiting stops into the linkage at each signal, again using the brass part and screws from an electrical connector block.

As the signals are operated by moving an operating knob with fingers we call it a 'Digital' signalling system.

Architectural mix

The layout buildings are a mixture of kits from Wills and Metcalfe Models, with some scratch built. The Clay Dryer had to be scratch built as no suitable commercial building was available. It had to fit into the hillside and also partially above one of the running tracks. It was based on photographs in a booklet about the Clay mines of Cornwall.

The internal lighting for the buildings is a mixture of strip LEDs and individual grain of wheat bulbs, which were fitted in a square plastic tube to facilitate removal if required.

Rolling Stock

Locomotives are ready to run from Bachmann and Hornby. Wagons are mainly from Dapol with coaches either from Bachmann or Hornby.

Our club members have a range of stock they can provide at any exhibition, giving this layout a variety of workings.

The layout has been a success around the exhibition scene in Scotland. It's a credit to all who built it, knowing that the GWR theme in Scotland is a rarity. Taking on this challenge to acknowledge Graeme is gratifying to all who knew him. ■



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How to...

DESIGN AND BUILD A WATER TOWER

Andy York creates a large and intricate water tower from scratch for a forthcoming layout project. Research and planning was key, as he explains.

For a Great War layout based on the short-lived Cannock Chase Military Railway I'm planning to build, a friend and I were looking at a looming deadline and a complex water tower structure.

We decided to explore laser-cutting to give a speedier result than traditional, styrene

or brass construction. Although primary research material is available, we found that scaling down the model tower was necessary to avoid overpowering the rest of the layout. The model we devised now better fits the space available and I'm pleased with the near-finished model.

I made some mistakes in the design, but these were rectified at the building stage. It proved an interesting exercise for my first time having bespoke laser-cut parts made. The cost is higher than styrene or brass sections, but it was assembled faster with consistent and tidy results. ■

Research and reference material



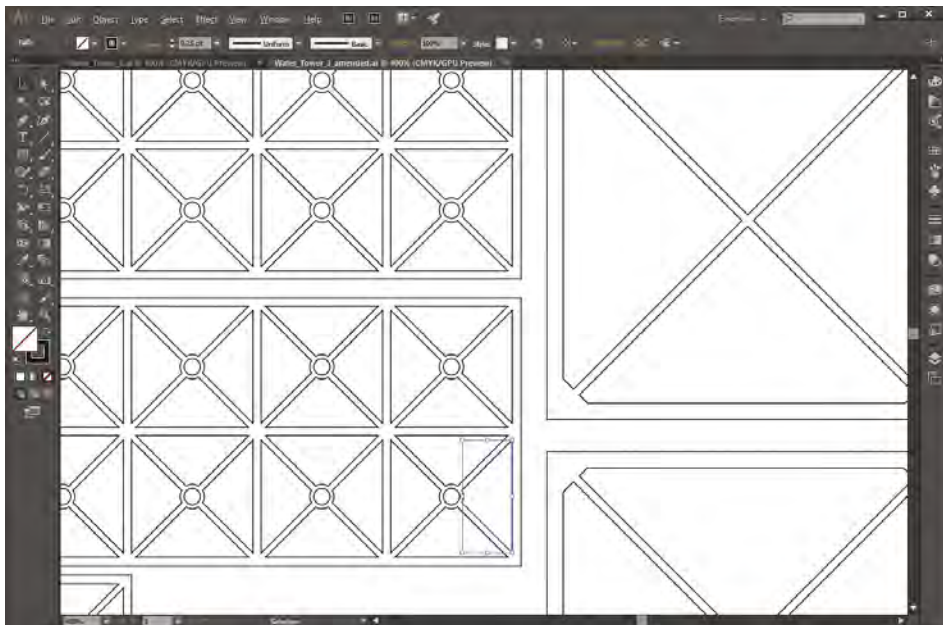
Local postcards were produced for the troops at Cannock Chase to send home. They've been an invaluable reference source for the project. This panoramic view of the heathland camp shows the water tower high above the surrounding buildings.



After the war the camp was cleared and the water tower was re-configured and moved to Sedgley Beacon between Wolverhampton and Dudley. This picture gave us the size and style of panels along with information on the bracing and girder supports for the tank.

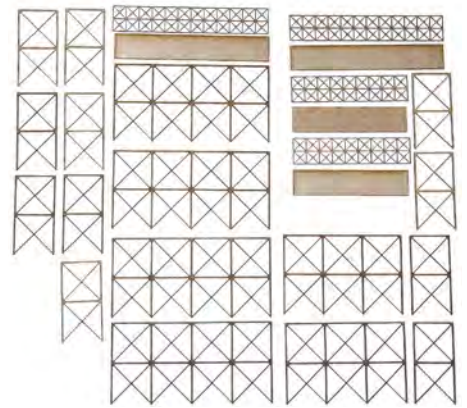


The concrete pads onto which the water tower legs were once bolted still exist, which gave us a measurement of 12ft centres for the supports.



I used Adobe Illustrator to create the two-dimensional drawings of the individual components. It's not as daunting as it first appears. This model has a lot of simple geometry which is duplicated. Free software such as Inkscape can be used as an alternative and support is available on RMweb for 3-D printing and laser-cutting.

Laser-cutting

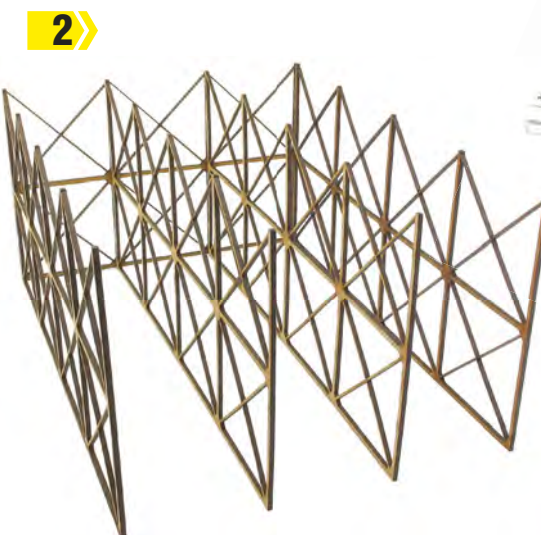


The drawings were sent to Intention, a 3-D laser-cutting firm. Its owner is on RMweb under the username 'BrushType4' (see also intention.co.uk) with a topic showing many projects that he has undertaken. I specified 1.5mm MDF as the material for this. In hindsight, 1mm MDF would be finer. I'm pleased with the quality of the cutting and the speed of turn-around. If you've designed parts you shouldn't need instructions, but it's worth a dry run before getting too far ahead.

Assembly



Assembly starts by joining a long side and an end of the supporting ironwork. PVA glue takes too long to set. Other adhesives were tried on test pieces, but I settled on thick grade Expo superglue which holds in 10-15 seconds. Clothes pegs are useful to hold parts.



The remaining long sections are glued to the end piece with the thicker upright sections butted to each other.



At the design stage I hadn't given consideration to the width of the intermediate ironwork pieces, and it was necessary to cut off the upright sections leaving the horizontal and diagonal trusses.

4»



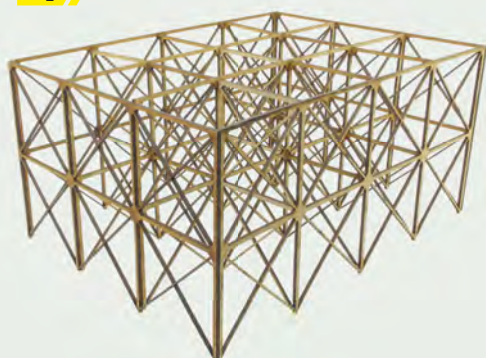
Each intermediate section on the ironwork is attached to a neighbouring upright section, one side at a time to guarantee precise positioning.

6»



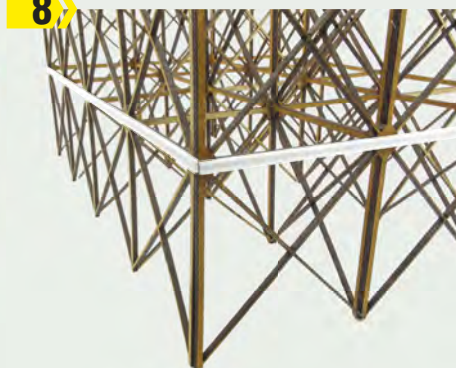
I couldn't resist the temptation to test the structural integrity of the frame once dry. Just 22g of MDF happily supports 1.6kg of tins!

7»



Once the single intermediate sections are glued, the other end can be glued to make the structure square.

8»



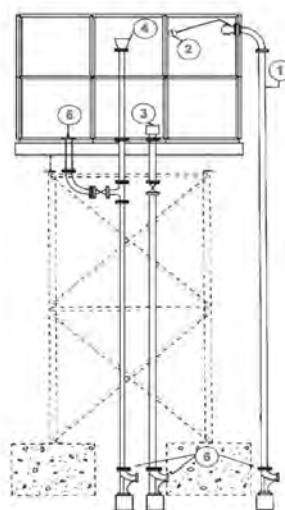
U-section plastic strip (2 x 1mm) is glued to the horizontal truss halfway up the sides.

5»



Once the single intermediate sections are glued, the other end can be glued to make the structure square.

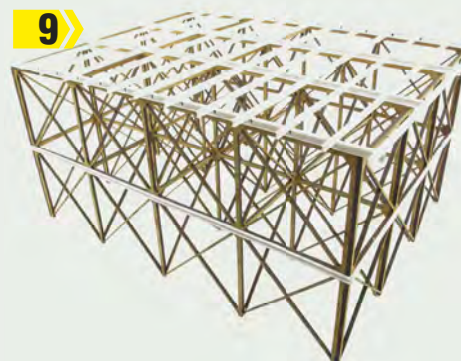
What's inside a water tower?



The manufacturer Braithwaite has produced steel water tanks since the 1920s in Newport, South Wales. It kindly supplied reference diagrams showing the functional parts of a water tower.

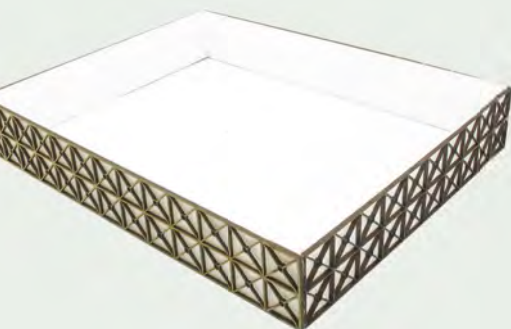
- 1 – Rising main inlet pipe
- 2 – Ballcock
- 3 – Outlet pipe
- 4 – Overflow with coned top
- 5 – Washout pipe
- 6 – Valves and stopcocks

9»



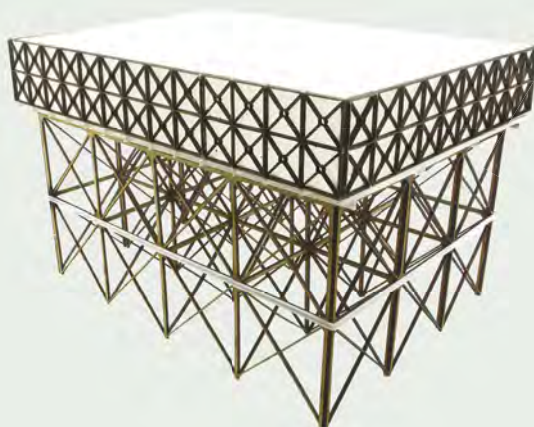
H-section plastic strips (3 x 2mm) are glued to the long sides of the ironwork to form longitudinal beams. H-section plastic strips (2.5 x 2mm) are then glued across the beams to form lateral supports.

10



I had designed the tank panels one panel short in each direction, so each side and end was lengthened using waste material. These panel frets were glued onto 0.030in plastic sheet, cut to size, and a suitable bottom was cut for the tank accordingly.

11



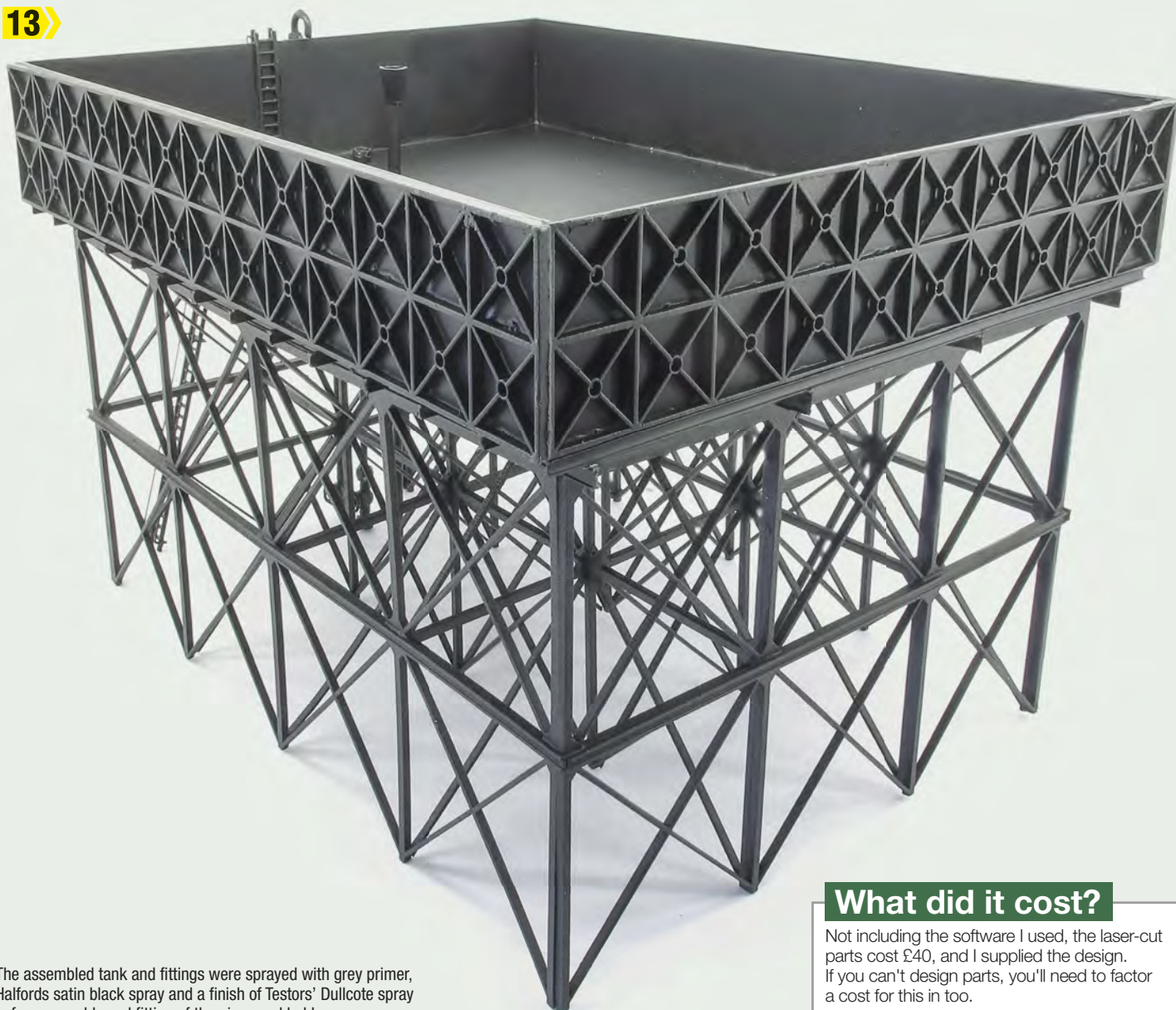
The water tank is test-mounted onto the supporting ironwork to ensure everything is square and level.

12



Inlet and outlet pipes with valves and junctions were created from Knightwing's UN3 pipe set. Ladders are 1:100 scale from Plastruct using 0.5mm brass wire. Slaters' Plastikard treadplate sheet is cut to make the platform.

13



The assembled tank and fittings were sprayed with grey primer, Halfords satin black spray and a finish of Testors' Dullcote spray before assembly and fitting of the pipes and ladders.

What did it cost?

Not including the software I used, the laser-cut parts cost £40, and I supplied the design. If you can't design parts, you'll need to factor a cost for this in too.

KERNOW 'DOGFISH' EXCLUSIVES - '4TC' LIVERY RECEIVED

Model shop and rolling stock manufacturer Kernow Model Rail Centre has commissioned exclusive models of Heljan's popular OO gauge 24T 'Dogfish' hopper wagons, sold in packs of four.

With masters produced by Mercig Studios, the wagons will be copied and made available in BR black (ref.K4101), olive green (ref.K4102) and civil engineers 'Dutch' (ref.K4103) liveries. Packs are limited to 300 pieces, priced at £99.99. The news follows the arrival in stock of Kernow's commission from Bachmann of 97304 John Tiley in Network Rail livery. The model of the ex-Class 37 has a weathered finish and is supplied with etched nameplates, priced at £159.99 DCC-ready (21 Pin Socket), £179.99 DCC-fitted or £259.99 DCC sound-fitted.

In other news, Kernow Model Rail has received livery samples of its exclusive 4-TC unit in Network Rail livery from Bachmann. Featuring working directional and internal lighting, the models are priced at £269.95 for pre-orders. See its website for more details.

W www.kernowmodelrailcentre.com



BALLROOM BLITZ

In stock with Blackpool model shop, Tower Models, are Heljan's centre-headcode Class 37s (1). Supplied un-numbered for customers to apply, the locomotives feature twin powered bogies, a working fan, directional lights and sprung buffers and couplings. Nine liveries are available – BR green with small yellow warning panels, green with yellow ends, blue with yellow ends, large logo blue, Railfreight red stripe, dutch engineers grey, Railfreight coal, Railfreight speedlink and Railfreight petroleum. RRP is £599.00, but Tower Models is offering all nine liveries at just £475.00 each. Tower Models can also number, name, weather and sound-fit the locos if required.

Test samples have been received for Heljan's BR blue O Gauge Class 45 (2), with factory-applied weathering. Tower plans to offer the model at £550.00 – saving £149 from RRP.

In other news, updates to the schedule of Heljan's Class 128 DPU (3) makes it set to launch toward the end of 2017. Six versions will be available, in green with speed whiskers, green with yellow



gangway, blue with full yellow ends, blue with yellow ends and weathered, and two with the later modifications in Royal Mail red and BR blue with full yellow ends. Tower prices all at £460.00 each.

Finally, work on the Class 03 diesel shunter (4) has reached the CAD stage. Two versions will be available depicting both early and late types and there will be a variety of liveries for both.

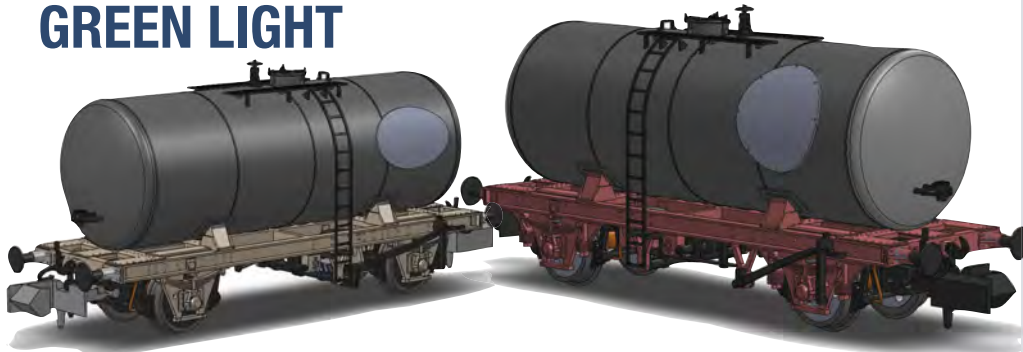
W www.tower-models.com



EXCLUSIVE INTERVIEW

It's often easy to overlook the extras that get bundled within DVDs, but we urge readers to look out for the bonus feature on this month's disc, where Phil Parker interviews Hornby Researcher, Paul Isles.

REVOLUTION TRAINS 'CLASS B' GETS GREEN LIGHT



➔ N gauge model commissioner and crowd-funded manufacturer, Revolution Trains has declared its project to produce models of two-axle Class B tank wagons in N gauge will proceed, having received sufficient pre-orders.

Now approved for tooling, Revolution Trains is proposing six liveries on both the original and revised chassis. Those likely to see production are Esso, Mobil Charrington, Regent, Total and United Molasses, as well

as plain black unbranded. Pre-orders are still open until early April, priced at £19.95 with versions in single and triple packs, so order quickly to avoid disappointment.

Revolution Trains order book for its TEA tank wagons in OO gauge is closing as this issue of BRM goes on sale, with production to begin immediately. Pre-orders are still invited on its website.

W www.revolutiontrains.com

NEW BATCH OF DAPOL '08s'

➔ Dapol has announced a new batch of its O gauge Class 08 shunters, due to arrive this summer. Following the sell out of its popular 0-6-0 locomotives at the beginning of this year, the update states that new versions in BR Black, early and late green with chevrons, pre- and post-TOPS blue liveries will be issued. The models will be available numbered or un-numbered with the option of factory-fitted DCC sound. The RRP is £225.00 for standard or £400.00 for DCC sound-equipped versions. Enquire at your Dapol stockist for further details, or visit its website for further information.

W www.dapol.co.uk



NEW IN BRIEF

RUB DOWN TRANSFERS

DRD Transfers is a new website for ordering dry rub-down diesel transfers covering the period from the 1980s to 1994. Available in N, OO and O scales, the sheets cover an increasing amount of diesel locomotive classes for the time period, offering an alternative to waterslide transfers.

W www.drdtransfers.com

BUSINESS AWARD FOR MODEL SHOP

Stockport-based model shop, North Western Models, has won 'Small Business Sunday' - a prestigious small business award presented by TV mogul Theo Paphitis. (#SBS) honours the achievements of recently established small businesses. For its latest deals, visit its website.

W www.northwesternmodels.co.uk

FOOTBALL PITCH AND FIGURES

Now in stock with Gaugemaster is a collection of HO scale football-themed models and figures from Noch. Several soccer-related items have already launched, including a covered terrace, goalposts and corner flags, a selection of fans and football teams. Unpainted players are available too. Visit its website for more details.

W www.gaugemaster.com

PUSH-PULL STOCK

Electrifying Trains has re-engineered its O Gauge 2-car Pull-Push Gate stock, delivering the model in original London & South West (LSWR) configuration and livery. Priced at £1,395 in limited numbers, the nickel-silver and hand-built models are now available to order directly from the manufacturer.

W www.electrifyingtrains.co.uk

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.

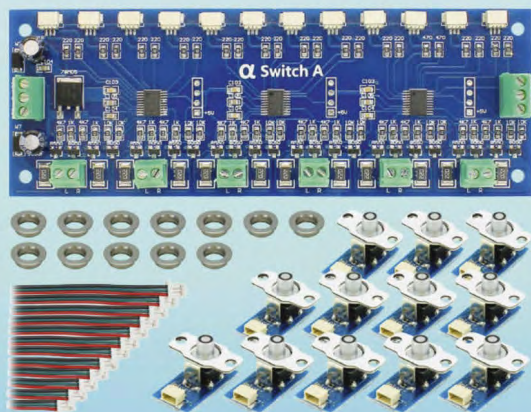
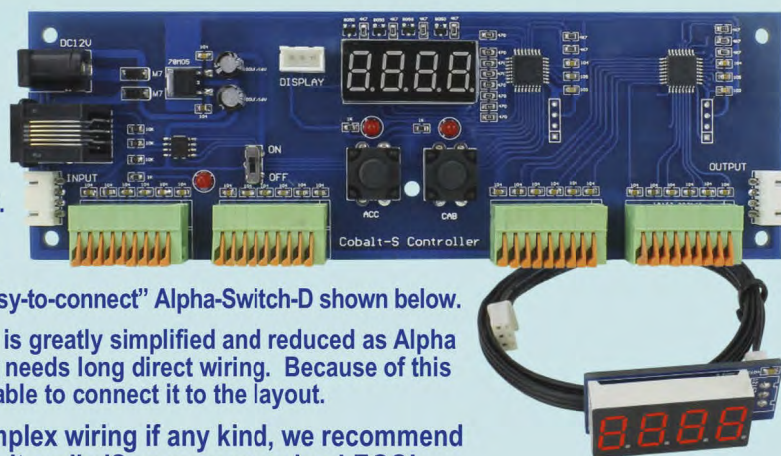
Alpha

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

BACHMANN CLASS 47/3 BR RAILFREIGHT GREY 31-662

Bachmann has announced it will mark the 30th anniversary of BR Railfreight subsectors during 2017. Early evidence of this is 47359 in smart triple grey livery with BR 'Metals' blue and yellow chevron branding as a sub-sector of Trainload Freight. The locomotive makes an ideal companion for the manufacturer's BAA and BDA wagons. The 21-pin socket DCC-ready model is fitted with cab-roof aerials, full cab-roof grille and two roof louvre vents, a smooth exhaust panel and high-intensity lights. The 'A' cab-end correctly features rubber-sealed lamps, whilst the opposite end has the bolted type. The detail pack contains brake actuators in addition to the usual bufferbeam detailing of airbrake and vacuum fittings and dummy screw-link couplings.

Price RRP £139.95 **W** www.bachmann.co.uk

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BACHMANN BR(E) THOMPSON CORRIDOR COMPOSITE CRIMSON AND CREAM

Now in stock with model shops is the second livery to be applied to Bachmann's popular LNER Thompson coaches. Released late last year in the attractive teal livery, this month sees them arrive in model shops in the later BR Crimson and Cream livery. Now available is a Third Class Corridor (ref. 34-386), Composite Corridor (ref. 34-411) pictured, Composite Brake, (ref. 34-436), Corridor Brake Third (ref. 34-461) and First Class Corridor (ref. 34-486). The solebar revision date of March 12, 1951 lends a clue to the era and suitability of the coach for the time period.

Price RRP £54.95

W www.bachmann.co.uk

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N GRAHAM FARISH NEA MK 1 COURRIER VAN ROYAL MAIL LETTERS

Finished in the short lived, yet striking bright red of Royal Mail Letters - a livery soon replaced with the more familiar 'RES' parcels sector colours - this latest addition to the Graham Farish range will please modellers of the mid-1980s to early-1990s looking to add colour amongst their BR blue / BR blue and grey rakes. Beautifully finished, the ultra fine double yellow stripes are carried convincingly across all door apertures without smudging or wobbles. Picked out in silver the door handles are made prominent, whilst grab handrails are picked out in black.

Price RRP £30.95

W www.bachmann.co.uk



00 BACHMANN CLASS 55 DELTIC WITH DCC SOUND 32-534DS

Bachmann's BR blue 55004 will suit modellers of the 1973-1977 timeframe. Its distinguishing feature from previous iterations is the inclusion of DCC Sound. The sound decoder is located above the chassis block with the oval speaker housing beneath two of the intake roof grilles.

It gives modellers sounds such as start-up, running, two horns, air brakes, a guard's whistle and spirax valves, plus the ability to notch power settings up and down. The decoder has additional functionality beyond sound with directional and cab lights. The clatter of start-up and the additional sounds are good, but it's difficult for any speaker setup to accurately convey the deep thrum and bass of a Deltic's marine-origin engines. Once felt, never forgotten, but the model does recapture standing under York's overall roof feeling the departure of a down service to Newcastle for the first time.

Price RRP £249.95

W www.bachmann.co.uk

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N GRAHAM FARISH RTC LIVELY CLASS 24 AND LABORATORY COACHES

Models from the eclectic mix of prototypes at Derby's Railway Technical Centre have proved popular with modellers and collectors. Graham Farish has released three separate but complimentary models synonymous with the RTC in the 1980s. Withdrawn from service in 1975, 24061 was transferred into departmental stock in 1976 with the number RDB968007, re-numbered to 97201 and its distinctive red and blue livery applied in 1979 with the addition of a painted nameplate *Experiment*. It was used on test trains around the country until its withdrawal in 1986. This weathered model comes with an accessory pack including eight of each of the three different types of headcode discs - closed, half-open and fully open, to be located into the holes on the cab front. The weathering features a faded base tone over which the dirt tone has been sprayed. The windscreens feature clean areas of the wiper-sweep. The bodyside grille blanking plates which the class wore in latter years are modelled. *Laboratory 12* is a converted Brake Second Corridor Mk. I coach in matching livery. The model retains its interior seating, as did the prototype, where the luggage area was used for test equipment in connection with its use as an acoustic test vehicle. In earlier years this vehicle saw use on the 'POP' train as part of the APT project. *Laboratory 23* served as a mobile generator coach for other test coaches after conversion from a Mk. I BG Full Brake and is modelled with B4 bogies and yellow-painted ends. Corridor ends are supplied for both coaches in the detailing pack along with dummy couplers. The complementary items form an ideal short train for use on an N gauge layout based in the 1980-86 period and are thoroughly recommended.

Price Class 24 97201 *Experiment* in RTC Livery RRP £129.95

374-195 Mk 1 BSK *Laboratory 12* in RTC livery RRP £32.95

374-043 Mk 1 BG *Laboratory 23* in RTC livery RRP £32.95

W www.bachmann.co.uk



BLUE RAILWAYS 522 WIRELESS RECEIVER AND 720 CONTROLLER

Despite the widespread adoption of DCC systems, many still operate layouts with DC analogue controllers. This new system from Blue Railways is a 'plug and play' wireless control system for DC analogue layouts, offering you freedom of movement as per many DCC wireless controllers. Connect its 522 wireless receiver (pictured, left) to your layout and control two tracks independently via your smartphone using the blueRailways App from the Google Play Store, a tablet or laptop (communication is via bluetooth, minimum Android 4.3 is required for smartphones). Blue Railways also manufactures a battery-powered handheld 720 Bluetooth Controller which communicates with its 522 wireless receiver to control your layout (pictured, right) - a substitute for smartphone, tablet or laptop control.

Price 522 Receiver: £39.50, 720 Controller: £44.50, 522 & 720: £79.50
W www.bluerailways.co.uk



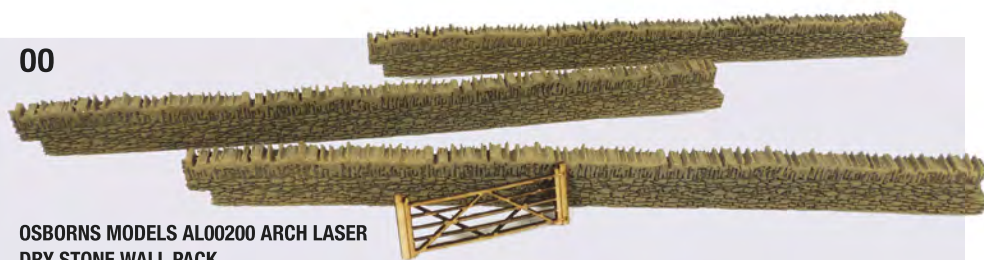
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OSBORNS MODELS AL00200 ARCH LASER DRY STONE WALL PACK

Fresh in stock with Devon-based model shop, Osborns, is its laser-cut flexible 00 gauge dry stone walling. Made from foam, it's very lightweight unlike cast resin items which all add to the weight of baseboards and can be easily cut. Its flexibility allows it to hug many layout contours and is damage resistant, returning to its original shape if accidentally crushed or hit. A laser-cut gate is included with the three 19cm lengths of interlocking walling. Can be weathered with paints or weathering powders.

Price £8.95 (three walls with laser-cut gate) **W** www.osbornsmodels.com



All scales

MRC 025000 LIGHT GENIE TRANSMITTER AND RECEIVER SYSTEM

Like the idea of controlling your layout lighting via remote? The radio controlled Light Genie can be connected to a layout or diorama to control. With a maximum input of 18V (AC or DC), each of its 12 outputs can control two bulbs or four LEDs. The Genie receiver has five zones to independently control lights, dimming or brightening them. With over 20 lighting effects such as sequential, strobe, flicker, double strobe and random flash there are many opportunities to create bonfires, fire and rescue dioramas and more.

A three-bulb traffic light added to a zone can operate a perpendicular traffic light in another that will automatically cycle in the opposite direction to control a junction. Each Light Genie has a 90ft operating range. Add more Light Genies if required without wireless remote cross-interference problems.

Price £39.95
W www.gaugemaster.com



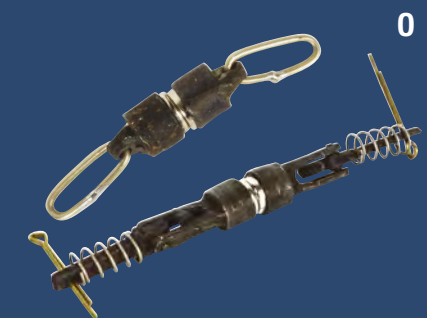
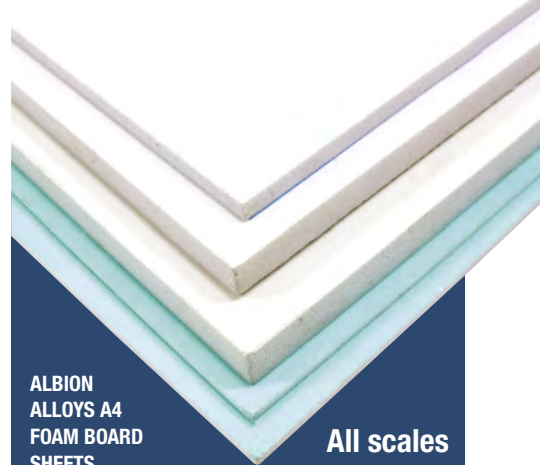
ALBION ALLOYS A4 FOAM BOARD SHEETS

Available in depths from one to six mm, these A4-sized sheets of high density foam are suitable for cladding buildings or architectural features. Sheets cut cleanly with a sharp blade and can be glued together with solvent-free adhesive and are lighter than plastic sheet but far stronger than cardboard. Detail can be embossed on the surface with a blunt tool such as a worn out ballpoint pen. Some sheets have a removable protective film so you work on the correct side.

Price £3.32-£8.22

W www.albionalloys.co.uk/maquett

All scales



M&M MODELS NEW MAGCLIC AND APAPTOR

New and improved from M&M models are two additions to its magnetic coupling range. MagClic Swing offers modellers who struggle to couple rolling stock an easy to install solution that substitutes drawbars with a magnetic connection. Found to be useful for those with arthritis, parkinsons, MS or poor sight, when fitted under corridor connections they're hardly visible. Its 0.5kg of pull offers a strong connection that clicks into place without needing to twist or turn coaches on their sides.

Also new, its MagClic adaptor fits over drawhooks to allow items not fitted with MagClic couplings to connect to your newly converted rolling stock.

Price MagClic (pair) £8, MagClic Adaptor (pair) £5

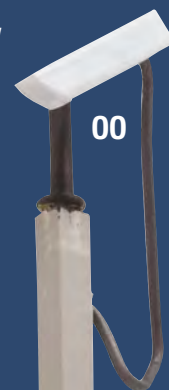
W www.modelrailwaywagons.co.uk

TEN COMMANDMENTS CCTV CAMERA

CCTV cameras on poles are seen in many public locations or around warehouses. Ten Commandments has added these so you too can create an authentic modern scene. Measuring 130mm in height, the plastic camera is ready to use on a layout. A square 3mm wide spigot fitted to the bottom of the pole is included for strength when fitting.

Price £5.50

W www.cast-in-stone.co.uk



HELJAN GWR/BR 1361 CLASS 0-6-0ST



FACT FILE

MODEL Heljan GWR/BR 1361 class
 0-6-0ST
PRICE £159.95
WORDS & PHOTOGRAPHS Phil Parker

applied, but the shade of green has a blue tinge compared to photographs. Moulded number plates are fitted with raised edges, renumbering will just require replacement of the transfers within the frame.

Buffers on Heljan's 1366 model were criticised, but these are nicely sprung items with properly-shaped metal heads. Sadly, part fit issues still occur on the body – at the base of the dome, a gap around the chimney joint and the side of the cab to bunker joint is a little obvious.

Above the rear bunker, the protective bars over the windows are moulded as part of the glazing, but left unpainted. Dry-brushing these with body colour or black would improve their appearance. Whilst there, adding coal would be a quick upgrade, but it'll be made harder by the height of the plastic moulded coal, flush with the top of the bunker.

Years ago, I built a K's whitmetal kit of this prototype. Heljan has made a much better job than my efforts. To the eye, the model has captured the look of the prototype. Even with niggles, most of which will disappear with weathering, this is a nice looking model that's perfect for those considering a small layout with tight curves. ■

The origins of this final saddle tank to be built by Swindon Works, can be traced to the Cornwall Minerals Railway. Although the design is usually credited to Churchward, it was a modernised version of the life-expired Cornish engines drawn up by Harold Holcroft. The locomotives included non-GWR features such as the cab, 'Alan' valve gear and non-standard boiler fittings.

Able to operate around a two chain (44-yard) radius curve, they proved their worth in many dock systems. One class member enjoyed a short spell on the Weymouth harbour branch, often frequented by the later and more famous 1366 class.

All five members of the class were withdrawn in 1961/62 but No. 1363 was later bought by the Great Western Society for preservation where it ran to Totnes on the South Devon Railway. It was restored, then moved to Bodmin where it gained a new buffer beam. Now based at Didcot, it is undergoing restoration once more.

Last month, we examined Heljan's 1366 class 0-6-0PT. This, its 1361 'cousin' is smooth and controllable on a DC controller. Fitting DCC requires the cab to be removed via four screws and a blanking plug is found under the bunker. A small speaker could be fitted on the cab floor, hidden by the doors.

The rear cab steps are slightly splayed on our sample. They're part of the diecast footplate, so bending them back requires very gentle pressure to avoid breaking.

The livery shown is that which the prototype wore in preservation at Didcot, with polished smokebox surround, handle and hinges. While perfectly acceptable, the silver paint is a little fuzzy around the hinges. The GWR shirt button livery is well

datafile

BASICS

Manufacturer: Heljan

Catalogue refs:

1300 - GWR 0-6-0ST 1361 in photographic grey (limited edition)

1301 - GWR 0-6-0ST 1363 in GWR green with 'shirt button' insignia

1302 - GWR 0-6-0ST 1364 in GWR green with GWR lettering

1303 - GWR 0-6-0ST 1365 in BR black with early 'lion & wheel' insignia

1304 - GWR 0-6-0ST 1363 in BR black with later 'lion & wheel' insignia

RRP: £159.95

Gauge/Scale: OO gauge, 4mm:1ft

Era: 3

Company: GWR/BR

Region: Central and West Country

Weight: 192g

Body: Plastic with die-cast metal footplate

Chassis: Die-cast metal with plastic detail

Minimum curve radius: 371mm (R1)

Wheel profile: RP25

Couplings: NEM mounted tension lock

Accessories: Lamps, tools, bell, balance pipe, dome casting.

ELECTRICAL/MECHANICAL

Power System: 12v DC

Motor: Five pole

DCC provision: 6-pin interface

Pick-ups: Brass collectors to backs of all wheels

Lighting (exterior): No

Lighting (interior): No

Drive system: Gears to centre axle

Flywheel: No

Traction tyres: No





MERCHANT NAVY 4-6-2

Graham Muspratt provides helpful information for modellers on the variations between Hornby's new 'air-smoothed' Merchant Navy Pacific locomotives.

The first four original 'air-smoothed' Bulleid 'Merchant Navy' Pacifics being released by Hornby, commencing in the first quarter 2017 feature interesting detail differences. The purpose of this article is to advise the exact condition and dates applicable to these models, which I hope will assist those wishing to purchase the correct version for their time period or those potentially wanting to renumber to other members of the Class. There were three distinct series within this class of 30 locomotives.

FIRST SERIES 21C1 – 21C10

The first of the Class, 21C1 *Channel Packet* was introduced in February, 1941. Being under war time conditions the Class was even reportedly promoted for justification reasons as mixed-traffic locomotives, although in reality the construction of twenty express passenger locomotives was approved by the SR Locomotive & Electrical Committee on March 30, 1938 and boilers were ordered from North British around August, 1939. The first boilers weren't delivered until November, 1940 hence the delayed completion of 21C1 in 1941.

21C1 and 21C2 were first allocated to Salisbury and were used on freight turns whilst running in to overcome potential problems.

The entire class was named after famous shipping lines. The original style of body casing was classed as being 'air-smoothed' rather than streamlined. After trials, changes were made and the more familiar style of smoke deflectors were fitted by 1944/5. This first series was coupled to 5000-gallon tenders.

SECOND SERIES 21C11 – 21C20

The second batch was introduced between December 1944 and June 1945 and differed from the first 10 with changes to the casing shape including a flat front to the cab instead of the sweeping curve on the first batch and a more angled and slightly higher bottom body side edge, exposing more of the driving wheels. These locomotives were coupled to larger 5100-gallon tenders.

THIRD SERIES 35021 – 35030

The third series was introduced shortly after Nationalisation in 1948 and 1949 and was numbered in the new British Railways

numbering sequence from introduction, 35021-35030. They had a modified 'V-shaped' cab from new, also retro-fitted to other class members for improved driver visibility. The bodyside was more angular around the driving wheels and these locomotives were paired with 6000-gallon tenders.

HORNBY'S 2017 RELEASES

Hornby is releasing two locomotives from the first batch in early 1941 and 1941 to 1943 conditions respectively and two 'third series' versions in early 1950s condition.

The details of the initial four releases of these models are as follows:

R3434 21C1 *Channel Packet* represents its condition from when first introduced in February 1941 until May 1941 with the original front end design known as 'Widows peak' without smoke deflectors. The area around the chimney is filled as first designed and it has a sliding chimney cover. The 'Southern' smokebox door roundel is an inverted horseshoe. It is fitted with the cast gunmetal number and 'Southern' plates it carried until renumbering to 35001 in September 1949. The front number plate



position is on the sloping section. Note the silver-coloured cab window frames and front steps fixed to the front left buffer only.

FIRST BATCH LIVERIES AND MODIFICATIONS

Number and name	Wartime Black livery	Date of Front end modification
21C4 <i>Cunard White Star</i>	July 1943	Jan 1944
21C5 <i>Canadian Pacific</i>	March 1942	March 1944
21C6 <i>Peninsular & Oriental S. N. Co</i>	May 1942	April 1944
21C7 <i>Aberdeen Commonwealth</i>	introduced in black June 1942	August 1944
21C8 <i>Orient Line</i>	introduced in black June 1942	June 1943
21C9 <i>Shaw Savill</i>	introduced in black June 1942	June 1943
21C10 <i>Blue Star</i>	introduced in black July 1942	April 1943

The following information should help readers understand the relevant time period for the condition of each of the four Hornby releases and assist with choosing locomotive candidates for renumbering and naming:

Details of all ten members of the third batch to assist with potential renumbering without repainting is as follows:

- 35021 *New Zealand Line* – to Brunswick Green, from blue in February 1952, lost fairings in August 1953 and safety vales re-sited in October 1954.
- 35022 *Holland America Line* – to Brunswick Green from blue in February 1952, lost fairings in May 1953 and safety vales re-sited in June 1956.
- 35023 *Holland-Afrika Line* – to Brunswick Green from malachite green in February 1952, lost fairings in May 1953 and safety vales re-sited in October 1954.
- 35024 *East Asiatic Company* – to Brunswick Green from blue in February

1952, lost fairings in May 1954 and safety vales re-sited in November 1952.

- 35025 *Brocklebank Line* – to Brunswick Green from blue in February 1952, lost fairings in February 1955 and safety vales were not re-sited until rebuilding in December 1956.
- 35026 *Lamport & Holt Line* – to Brunswick Green from blue in February 1952, lost fairings in January 1954 and safety vales re-sited in January 1955.
- 35027 *Port Line* – to Brunswick Green from blue in February 1952, lost fairings in

November 1953 and safety vales re-sited in November 1954.

- 35028 *Clan Line* – to Brunswick Green from blue in February 1952, lost fairings in June 1953 and safety vales re-sited in December 1954.
- 35029 *Ellerman Lines* – to Brunswick Green from blue in February 1952, lost fairings in July 1952 and safety vales re-sited in December 1954.
- 35030 *Elder-Dempster Lines* – to Brunswick Green from blue in February 1952, lost fairings in May 1953 and safety vales re-sited in October 1954. ■



No. 21C3 *Royal Mail* (R3435) is as introduced in September 1941 condition with 'widows peak' style front end without smoke deflectors, but with the opening around the chimney and the slot in the front face above the smokebox. Painted in wartime black livery in May 1943, it gained the front end modification in September 1944. Numbers 21C3 to 10 of the first series of 10 differed from the rest as the side casing was made from Limpet board material to reduce weight. These are identifiable by the overlapping seam running horizontally along the side. The position of the centre yellow line when in malachite green livery was adjusted to run along the top of this seam.



35028 *Clan Line* (R3436) from the third batch never carried the Southern 21Cx numbers, being released in BR Brunswick Green with early crest. It will be modelled without the fairings between the front of the cylinders and the buffer beam, with safety valves in the forward position representing June 1953 to December 1954 condition before these were re-located ahead of the fire box.



35023 *Holland-Afrika Line* (R3382TTS) is to be released in BR Brunswick Green with early crest and fitted with Hornby DCC TTS Sound. It will have the fairings between the front of the cylinders and the buffer beam and with safety valves in the forward position representing the condition it ran from gaining Brunswick green in March 1952 until its fairings were removed in May 1953.

HORNBY MERCHANT NAVY CLASS 4-6-2



Hornby's rebuilt 'Merchant Navy' heralded a new chapter in detail and accuracy when released in 2000. Since that time there have been many calls from modellers for an air-smoothed version - a model not without substantial complexity.

'Merchant Navy' Class locomotives in their as-built form have a minefield of detail differences.

Our review model is the third of the Class built after 21C1 *Channel Packet* and 21C2 *Union Castle*, entering service at Salisbury shed in September 1941. The general styling of the front end, with its curvaceous sweeps and a lack of protruding smoke deflectors, indicates that this is one of the first batch of ten locomotives built at Eastleigh before alterations to the front end and fitting of smoke deflectors in 1945. Locomotives of the first batch were paired

with Ashord-built 5,000 gallon tenders, with a five tonne coal capacity featuring a side profile that continued the curved profile of the cab with high sides, or raves along their length.

Although the model was originally intended as a 2016 release it was set back a little due to the need for some financial prudence at Hornby. This is an expensive model to produce, with all of the tooling variations necessary to cover the entire life of this Class of 30 locomotives. As no air-smoothed 'Merchant Navy' survived into preservation, much research and referencing to original drawings and early photographs was necessary and Hornby has readily sought advice from John Fry of the Bulleid Society (owners of 21C123 *Blackmoor Vale*) and the knowledgeable railway enthusiast Graham Muspratt.

FIRST IMPRESSIONS

Removing the model from its packaging there is a heft and bulk to the appearance, which distinguishes it from air-smoothed 'Battle of Britain' and 'West Country' 'Light Pacifics'. The malachite paintwork is very even, with sharp yellow lining emphasising the streamlined appearance.

It is difficult to see how the main body has been constructed with an absence of mould lines or panel joints; there must be some to allow for the slight undercut of the lower bodysides and the curved front end, but it's hard to tell where they are.

The electric lamps at the front of the locomotive and the rear of the tender are finely captured. Who will be brave enough to install the distinctive electric lighting to a model? Many of the conduits to the tender lamps are applied separately.



From buffer to buffer, every element of Bulleid's design is captured convincingly. Application of the livery, though not complex on the outside is impressive with pin-sharp lines.



The thickness of the plastic of the side panels at the front face of the model is slightly overscale by necessity of the material used, rather than the thin steel cladding used on the prototype. But it's not offensive, and would be less evident on a model of later variations where these are black.

The cylinder blocks are cut away at the line of the lower bodyside; something only apparent when the body is removed. However, it gives an excellent representation of that part of the locomotive. Brake rodding was fitted on our example, but the instructions include a diagram for their fitting if your model doesn't have them fitted.

The rear pony truck is a fixed arrangement to improve appearance, necessitating a flangeless wheelset to manage second radius trackwork, which is seen on several Hornby 'Pacifics' previously. The coupling bar between locomotive and tender has two positions, allowing closer coupling if your trackwork curvature allows this.

Superlatives are necessary to describe the brightwork, gauges and levers inside the cab, despite it being difficult to see when in operation. Whilst complimenting Hornby

on all the aspects of the livery application it's possible they've even applied it too neatly - early photographs of 21C3 show the smokebox number with the 'C' of larger size, raised upwards and out of line with other characters.

TRACK TESTING

At our recent Doncaster show we had the opportunity to put the 'Merchant Navy' through its paces - see the extras menu of this month's DVD. Straight from the box, its running was smooth and silent, and it managed a full-length rake of Hornby Pullman coaches with ease. Subsequent testing showed the performance was untroubled by short radius insulated-frog pointwork. The front bogie has plenty of movement in all planes, so it's unlikely that



The black-shaded yellow sunshine lettering to the tender is superbly crisp with accurate registration of the two different tampon-printed colours.

The complex side curvature of the cab-sides are superbly captured, and even the small circular drain-hole from the cab floor is represented.



any changes in level will cause a problem. With the rear pony truck as a fixed piece and flangeless wheels this doesn't enter the equation to cause any problem on tight curvatures.

INSIDE

Removing Hornby locomotive bodies has often been more taxing than competitors, certainly for the uninitiated. Hornby carries on this tradition with the fixings. Firstly, the front bogie is removed by the clearly visible screw, this helps you determine the best screwdriver from your collection to tackle the other screws that have the same head, but are deeply recessed into holes fore and aft. Take care to use the right tool, and feel your way to avoid stripping the head of these.

Once inside you'll see the substantial five-pole can motor and the weighty brass flywheel, which undoubtedly contributes to the smooth and quiet running of the model. There's space inside for a speaker if you reconfigure the wiring.





DCC PROVISION

An eight-pin decoder sits in the tender, with space for a large speaker for those interested. The tender body is removed by taking out two deeply recessed screws, then pivots up from the cab end.

OTHER MODELS

Hornby will also release 21C1 *Channel Packet* - the first Class member featuring a smokebox number on an angled plate, in addition to cabside and tender plates on raised panels.

Later incarnations of the 'Merchant Navy' Class will be produced in BR early emblem liveries, in the guise of 35023 *Holland Afrika Line* (with TTS Sound) and 35028 *Clan Line*, with the later styling most evident in the form of smoke deflectors, a straight edge to the roof above the

smokebox door and more angular panelling at the front end. This requires a completely separate body tooling and Hornby is to be congratulated on the variety it has built into this initial set of releases.

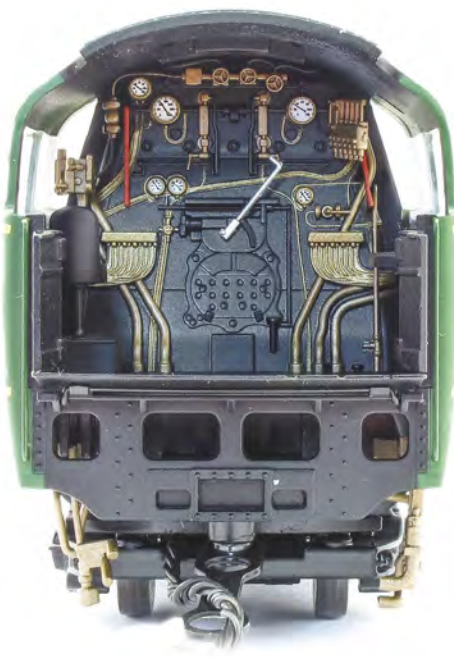
OPINION

The 'Merchant Navy' has never been accurately tackled in original air-smoothed form as a ready-to-run model, and Hornby is on top form doing what it does best.

Hornby has excelled at producing a quality model whilst investing in extensive detail variations. It won't have been cheap to manufacture, but the model sits at a respectable price considering its quality and investment levels. I am sure this will be as popular as the large stable of other Southern-themed locomotives in Hornby's range. ■



The distinctively curvaceous front-end of the locomotive looks very much the part, despite the compromise in the thickness of the plastic used for the cladding sides. We didn't fit the vacuum pipe or NEM coupling for this shot.



Hornby has long-excelled in cab detail. Removing the tender shows there must be at least six different coloured tampo-applications in a very difficult area to access.

datafile

BASICS

Manufacturer: Hornby Hobbies

Catalogue Refs: R3434 SR 4-6-2 *Channel*

Packet 21C1 Merchant Navy Class RRP

£179.99

R3435 SR 4-6-2 *Royal Mail* 21C3 RRP £179.99

R3436 BR 4-6-2 *Clan Line* No. 35028, Early BR emblem, R3436 RRP £179.99

R3392TTS BR 4-6-2 *Holland-Afrika Line* No.

35023, BR Early emblem with TTS Sound RRP

£209.99

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

Era: 3 to 5

Company/Operator: Southern Railway and BR(S)

Weight: 395g

Body: Injection moulded plastic

Chassis: Die-cast metal and plastic

Minimum Curve Radius: 438mm (R2)

Wheel Profile: RP25

Couplings: NEM mounted tension lock

Accessories: Bufferbeam detail, draincocks and steps

ELECTRICAL/MECHANICAL

Power System: 12V DC

Motor: Five-pole motor with brass flywheel, drive to rear axle

DCC Provision: eight-pin socket in tender

Pick-ups: Locomotive driven wheels and tender.

Lighting (exterior): n/a

Lighting (interior): n/a

Drive System: Gears to rear axle

Flywheel: Large brass flywheel

Traction tyres: n/a

SERVICING

Body Removal: Three recessed screws for locomotive and two recessed screws for tender.

Lubrication: Axle bearings and valve gear pivot points without body removal

Packaging: Plastic trays within cardboard outer

Instructions: Exploded diagram sheet for maintenance

Spares/warranty: customercare@hornbyhobbies.com

VITAL STATISTICS

Dimension	
Length (over buffers)	283mm
Height (to chimney)	54mm
Width (cab)	36.5mm
Wheel diameter	25.5mm
Coupler Height	6.5mm
Wheel Back-to-Backs	14.3 – 14.6mm

GRAHAM FARISH HAWKSWORTH AUTOTRAILER



An autotrailer - or two - and a small tank engine epitomise Great Western branchlines, and are thus a familiar sight to modellers on layouts. Until now most autotrailers have been those of GW origin, rather than this Hawksworth post-nationalisation design.

Although clearly of GWR origin, the 25 vehicles of this design weren't introduced until 1951/54. Deliveries were as follows: Diagram A.38 W220-234W (1951), Diagram A.43 W235-244W (1954). W220W and W221W had their seating layouts modified for working Ealing-Greenford shuttles in 1952, allocated Diagrams A.39 and A.40 and named *Thrush* and *Wren* respectively. Other lines where they saw use included Chalford-Gloucester, Leominster-Ludlow and the Abingdon, Calne and Marlow branches. For a detailed history of the type, see *Great Western Auto Trailers, Volume 2*, John Lewis, Wild Swan Publications. A few went into departmental use into the 1960s and survived long enough to be restored to their former glory on preserved railways.

Although British Railways crimson livery may be regarded as relatively plain, the satin finish is excellent as is the rendition of the numbering and lettering in yellow and the picking-out of some handrails in black. The fine brass passenger door handrails are separately fitted but by necessity of scale many of the handles, rails, wipers and roof vents on the coach are moulded as part of the body. The 9ft wheelbase bogie and underframe detail is fine and crisp as are the window vents and raised side-panelling framework.

The channelling in the side for door openings may be over-scale, but provides good definition in the relatively plain sides of these vehicles. The distinctive bell on the driving end of trailer above the cab window is a separate fit part. A detail I first overlooked is the fine riveting on the coach roof - you sometimes have to



The distinctive bell above the driving compartment, lamp brackets and pipework make autotrailer ends more complex than a standard coach. Their portrayal is convincing.

FACT FILE

I MODEL 374-612 BR
AUTOTRAILER CRIMSON
(W237W)
I PRICE £34.95
I WORDS AND
PHOTOGRAPHS
Andy York

angle the coach into the light to really see it. The body unclips from the chassis after the brass door grabrails are removed. Thin slivers of card may be necessary to keep one side open from its clips whilst the other side is opened. Lateral and longitudinal seating is captured as is some of the cab detail which will benefit from the modeller adding a driver.

Due to the extended buffer shanks on the coach, long-shanked couplings are included in the detail pack if you want to couple two autotrailers together. The detail pack is worth adding with bufferbeam detailing and a lamp for the cab front.

This autotrailer is an ideal accompaniment to Graham Farish's 64XX Pannier Tank and is also available in BR crimson/cream livery for 1951 onwards through to BR lined maroon livery for the early 1960s. Priced at £34.95, it should be popular. ■

datafile

i BASICS

Manufacturer: Bachmann Europe PLC

Catalogue Refs:

374-610 BR Autotrailer Crimson & Cream

374-611 BR Autotrailer Maroon

374-612 BR Autotrailer Crimson

RRP: £34.95

Gauge/scale: N gauge, 1:148 Scale

Era: 4/5

Company/Operator: BR

Region: BR(W)

Accessories: Lamp for cab-front, front and rear vacuum pipes and brackets. Dummy screw-link coupling, steam pipe, replacement long-shank couplings to connect to another autotrailer.

BACHMANN ROBINSON J11 0-6-0 WITH DCC SOUND



Bachmann Branchline further develops its range of DCC Sound locomotives with the introduction of the workaday J11 'Pom pom'.

Seen here is No. 64377 with a weathered finish. The locomotive modelled was built by the Vulcan Foundry in 1904 and seems to have spent most of its life in the Great Central's industrial heartland shedded at Mexborough. Even in its BR early emblem livery, as modelled, it carries a 36C shedplate on the smokebox door. Paired with an impressive 4,000 gallon tender this was a very capable goods traffic engine. It was regularly seen with long and weighty loads, although passenger work for the J11 was not uncommon - particularly towards the west of the Great Central's former network.

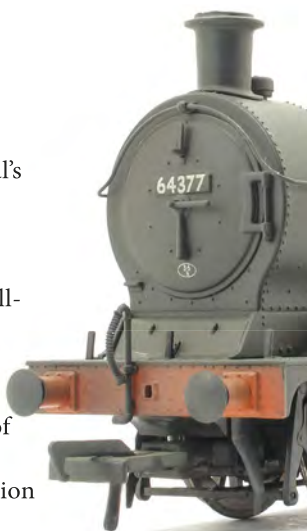
Bachmann has applied an all-over grimy matt finish that was typical of a hard-working goods locomotive, but not to the excesses of the less well-maintained locomotives in their latter days.

No survivors lasted into preservation so the challenge of recreating an appropriate sound file has been addressed by creating a suitable blend of sounds from similar existing locomotives. Even though the basic sound of the locomotive in motion will function on a DC-controlled layout, the full benefit of sounds including two whistles, blower, coal-shovelling, safety valves, injectors, drain cocks, flange squeal, heavy and light driving, a guard's whistle and coupling sounds are only available to DCC users, as is the capability of latching shunting speeds and inertia.

The decoder and speaker are housed in the tender body, with the latter facing downwards through the floor holes. It's not readily evident that sound is coming from the tender - it was convincing and we liked it. ■

FACT FILE

I MODEL 31-321DS
Robinson Class J11 (GCR 9J)
64377 BR Early Emblem
Weathered (DCC Sound)
I PRICE RRP £239.95
I WORDS AND PHOTOGRAPHS
Andy York



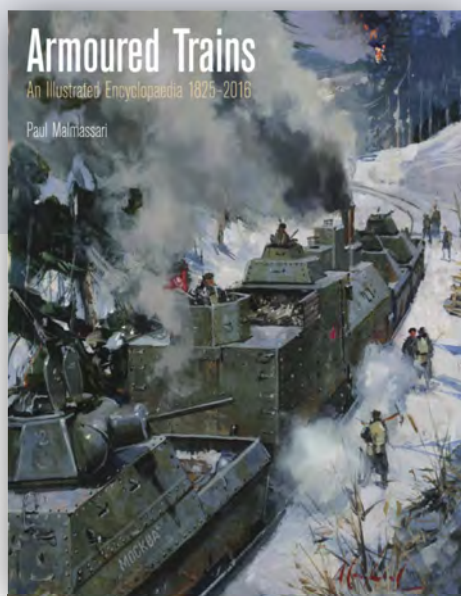
datafile

i BASICS

Manufacturer: Bachmann Europe PLC
Catalogue Ref: 31-321DS Robinson Class J11 (GCR 9J)
64377 BR Early Emblem Weathered (DCC Sound)
RRP: £239.95
Gauge/scale: 16.5mm gauge, 1:76 scale OO
Era: 4
Company/Operator: GC, LNER, BR
Region: BR(E)
Minimum curve radius: 438mm (R2)
Wheel Profile: RP25
Couplings: NEM mounted tension lock
Accessories: Buffer beam detailing, lamps and cosmetic screw couplings

M ELECTRICAL/MECHANICAL

Power System: 16V AC
DCC Provision: 21-pin socket
Pick-ups: Contacts to rear of driving wheels and to tender axles
Drive System: Three-pole motor with gears to centre driving axle



ARMOURED TRAINS, AN ILLUSTRATED ENCYCLOPAEDIA 1825-2016, PAUL MALMASSARI, SEAFORTH PUBLISHING, ISBN 9781848322622

Translated from a book originally written in French and published in 1989, this mammoth work has now been revised and expanded, becoming even more of a must for those interested in armoured trains. Covering 72 countries, its illustrations offer a wealth of information. Highly recommended.

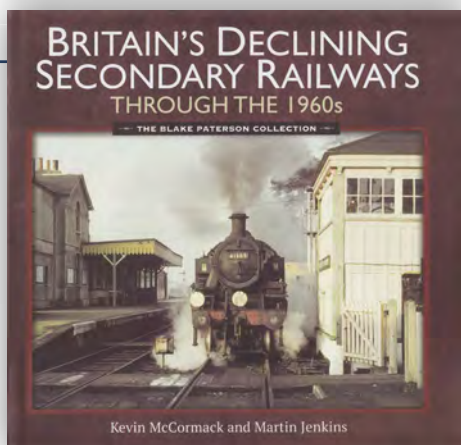
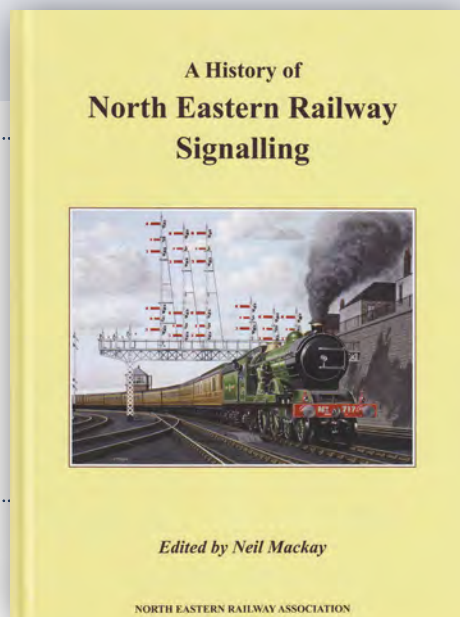
Price £50.00

W www.seaforthpublishing.com

A HISTORY OF NORTH EASTERN RAILWAY SIGNALLING, NEIL MACKAY, NORTH EASTERN RAILWAY ASSOCIATION, ISBN 9781873513996
Produced by the North Eastern Railway Association, this 320-page publication is a record of the history and development of railway signalling in the area, from the earliest wagonways and inclines to the highly complex installations introduced in the first decade of the 20th century. With some 450 illustrations, it'll ensure accurate layout signalling.

Price £27.00

W www.ner.org.uk



BRITAIN'S DECLINING SECONDARY RAILWAYS THROUGH THE 1960s, KEVIN MCCORMACK AND MARTIN JENKINS, IRWELL PRESS, ISBN 9781473860292

Filled with previously unpublished images, this book captures the lost age of branch and secondary routes in Britain, many of which were closed following the Beeching report. Covering Southern, Western, Eastern and Midland Regions of British Railways, plus a trip to Ireland, the book is great for weathering models and adding atmosphere.

Price £25.00

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

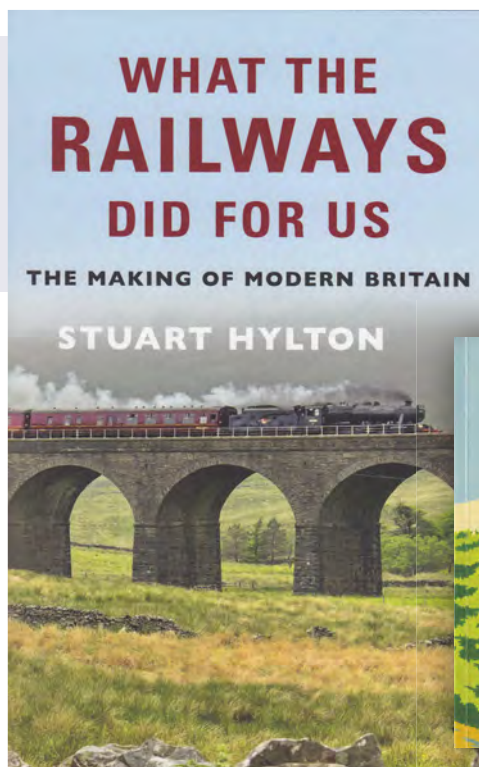


URIE AND MAUNSELL 2-CYLINDER 4-6-0s, DAVID MAIDMENT, PEN AND SWORD, ISBN 9781905505418

Describing the conception, design and construction of the N15, H15 and S15 classes, plus the N15X rebuilds of the LB&SCR 'Baltic Tanks', David Maidment has used a combination of over 200 images from his collection and others. Appendices include dimensions and withdrawal dates. Highly recommended for kit builds or renumberings.

Price £30.00

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

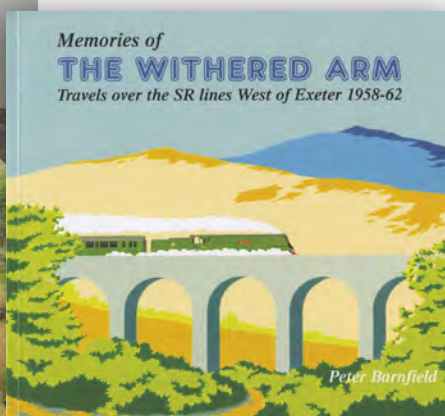


WHAT THE RAILWAYS DID FOR US, THE MAKING OF MODERN BRITAIN, STUART HYLTON, AMBERLEY, ISBN 9781445659527

Stuart Hylton describes the impact that railways had on the British Isles. A fascinating read, even for those with a passing interest in railways.

Price £8.99

W www.amberley-books.com



MEMORIES OF THE WITHERED ARM, TRAVELS OVER THE SR LINES WEST OF EXETER 1958-62, PETER BARNFIELD, AMBERLEY, ISBN 9780953877164

Not intending to portray a detailed railway history, nor give an in-depth analysis of the area, this book is a record of the author's journeys over the Southern Region lines to the west of Exeter between 1958 and 1962, before British Railways Western Region took control and the system was dismantled.

Price £14.95

W www.titfield.co.uk

PROTOCAB ACC+ESS WIRELESS CONTROL SYSTEM



Protocab's Direct Controller (ref.0201) fits nicely in the hand with its throttle wheel positioned well for thumb use. Seen adjacent is its Locomotive Control Unit (ref.0502) with pressure sensitive copper switch and compact Lithium Ion Polymer Battery (ref.1902-902030).

It seems that innovation in DC layout control has stagnated since electromagnetic feedback controllers (EMF) trickled onto the market. These controllers gave users smoother operation of locomotives. Digital layout control has matured, but still evolves, and rarely a year passes without a new system entering the market. What few talk about is the third option of controlling a layout – via radio control.

Protocab is a small manufacturer that produces a compact radio control system. You'd probably wonder what the advantages are of a battery-powered system – after all, don't we already have enough devices around the house to keep charged? The philosophy is simple. No track wiring, means no track cleaning and no more hassle with dead sections or short circuits. And, you no longer need to be a layout wiring guru.

Fitting the system to locomotives requires a little more space than a DCC decoder because all power is on-board and stored in a Lithium Polymer battery. That takes up space, and so does the locomotive control unit, a small circuit board measuring the size of a 20p coin. Given the size of these, don't expect to fit the receiver module pictured into an N gauge model, nor a small OO gauge locomotive. Large tender locomotives or diesels with 'roomy' bodywork are your best bet.

Once installed, system control is easy. A touch-sensitive switch is pressed on a locomotive to turn power on. You install

this in an accessible place when fitting the receiver unit. The underside of the roof is recommended for diesels, or beneath the coal bunker is a good option for steam locomotives. Once activated, the controller detects the locomotive, which turns one of the nine LED lights on the keypad from red to green – that's it. The rest is just like a traditional model railway controller – a throttle wheel and directional switch with communication via a wireless signal.

If you want to change control of a locomotive, simply press another button on the keypad. So long as the other locomotive has power activated via its touch-sensitive switch, it can be controlled. Just as with DCC, you can have two locomotives on the same track and control each independently.

Protocab can't be compared directly with a DCC system as it won't enable the direct control of sound, nor will it control point motors. That said, it gives users who haven't adopted DCC the freedom of movement around a model railway without being tied to the spot. Until now, many radio control systems have been bulky to install, with Protocab that's no longer the case.

Track cleaning and wiring aren't the most exciting aspects of railway modelling and this new compact system uses a different approach to removing both from your list of daily chores. ■



FACT FILE

I MODEL PROTOCAB PILOT SERIES STARTER PACK (0001L)
I PRICE £240.00
I WORDS AND PHOTOGRAPHS
Howard Smith



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BACHMANN DYNAMIS ULTIMA RAIL CONTROLLER

Bachmann's DCC Dynamis system (pictured below) can now be further exploited using its new Dynamis Rail Controller software for Microsoft Windows (pictured right). The system is now a rival to Hornby's Railmaster and eLink DCC system.



Bachmann's Dynamis Ultima is well known as a capable DCC system, with its wireless infrared controller boasting a 3 Amp output for locomotive and accessory control. The introduction of its Rail Controller software as an additional product makes it even more appealing, unlocking the system's substantial potential.

The software has been released for computers with Microsoft Windows operating systems (minimum requirement Windows XP). It isn't particularly

FACT FILE

I MODEL 36-504RC
Bachmann Dynamis Ultima
RC
36-503 Bachmann Dynamis
Rail Controller Software
I PRICE Ultima RC -
£299.95, Rail Controller
Software - £49.95
**I WORDS AND
PHOTOGRAPHS**
Andy York



Download this issue as a digital edition to watch us put Bachmann's Rail Controller software through its paces. Visit www.pocketmags.com/BRM.

demanding on system requirements either, needing just 100MB of hard drive space and a USB 2.0 or 3.0 socket and internet access for registration and updates.

For a modeller moving into DCC for the first time the Ultima and Rail Controller software is worth consideration if the prospect of locomotive addresses, CV settings and accessory controls seems a daunting prospect. The software provides profiles of all Bachmann DCC-fitted and DCC-ready locomotives that have been issued to date, so it's easy to start creating your own stocklist. All of the necessary DCC speed and performance settings are already included in the software, enabling users to control models at scale speeds. Models from other manufacturers can be added with the facility to upload your own images to the library.



When used properly, Rail Controller software offers more than a secondary handset replacement, it can replace an operator completely. Complex sequences can be automated with easy programming.

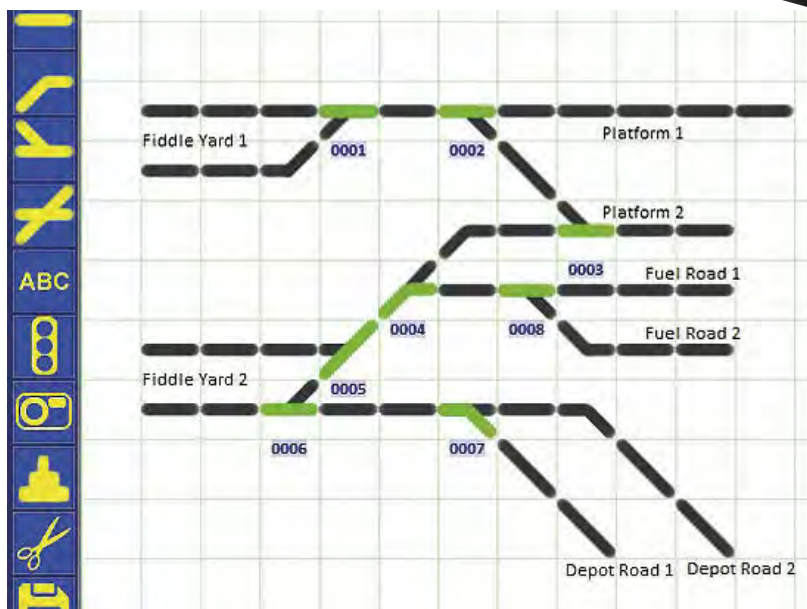
The graphical user interface of the software is remarkably simple and intuitive, tapping on the ribbon of locomotives at the top opens a panel with a picture, a slider speed control, movement direction arrows and buttons for any sound features. The speed display shows the setting in miles per hour, rather than the conventional speed steps of DCC. Any of the features can be selected by tapping the screen if you are operating a touch screen, but it is equally easy to use a mouse or touchpad to operate the controls.

Modellers can also create diagrams of their layouts. It really is quite straightforward to do, and set up accessory controls for point motors, signalling or other accessories. Once set up, the points can be changed easily and routes can be built up with just a click of the mouse. Bachmann will update the system with a library of images for Scenecraft buildings, so they can be displayed as part of the diagram.

This doesn't mean you have to sacrifice complete control of your layout, as trains can be controlled from the Dynamis handset in conjunction with the software. It lends itself to exhibition or social operation of a layout where one operator can work from the screen whilst another works from the handset. The Ultima system allows up to four handsets to be used and additional infrared receivers can be plugged into the Ultima box. The system is suitable for large layouts as well as small. The 3 Amp output offers control of as many locomotives as you can juggle at any one time.

Moving to a feature which I think sets the system apart from most, is its ability to write sequences within the Rail Controller software to allow automated movements between parts of the layout, whilst other sections you can control manually. The sequence is designed so that you don't need to know any programming, just an ordered list of plain English commands which can include the direction, speed and length of movement for a locomotive.

Sound functions can be triggered whenever they might appear appropriate, so a locomotive could sound its horn before it passes a whistle board for example. Accessories such as points or signals can be triggered for more complex sequences - a complete



A configurable on-screen trackplan (above) shows the layout of points. A compact controller can be used to manually control locomotives (below) all of which can be customised and stored in a database.



running session could be designed if you want. You don't have to go that far, but you could automate a mainline sequence if you wanted to retain control of shunting a goods yard. It really can do as little or as much as you want. It's an impressive functionality.

I would love to see this product support Android and iOS operating systems, so that the interface could be operated from more phones and tablets. We are assured that this is under development.

The Rail Controller software works on Windows tablets, but not Windows mobile phones. The fact that this software runs on basic PCs or laptops means that many modellers will have an old piece of hardware which can run this cheaply.

I'm really interested to see how far some users will push the system in running an exhibition layout. ■

EVENTS

EXHIBITIONS

APRIL 01

Cambridge Model Railway Exhibition
Sawston Village College, New Road,
Sawston, Cambridge, CB22 3BP

Opening Times: Saturday 1000 - 1600
Prices: Adult £4.50 Concession £3.50
Child £2.00 (2 or more children at
least 1 adult, 1 child Free)
T: 01284 811180
W: www.cambridge31a-mrc.org.uk

APRIL 08

**East Surrey N Gauge 195th
Annual Exhibition**

Opening Times: Saturday 1000 - 1600
Prices: Adult £4.00 Child £2.00
Family £10.00 **T:** 01737764217

APRIL 15 - APRIL 17

York Model Railway Show The
Knavesmire Stand, York Racecourse, York,
Yorkshire YO23 1EX

Opening Times: Saturday 1000 - 1700
Sunday 1000 - 1700 Monday 1000 -
1630 **Prices:** Adult £9.00 Child £4.00
Family £19.00 (2+3) **T:** 01482 503188

APRIL 22 - APRIL 23

**Spalding Model Engineering & Hobby
Show** Springfield Events & Conference
Centre, Camel Gate, Spalding,
Lincolnshire PE12 6ET

Opening Times: Saturday 0930 - 1730
Sunday 0930 - 1630
Prices: Adult £7.00 Under 16 £2.00
Under 5 Free
T: 0744 3524260

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.brm.ag/brmevents

WEBSITE

Enter your event on our website
www.world-of-railways.co.uk

Closing date for the May issue is
April 6

 Suitable for disabled visitors.

**Sutton Coldfield Railway Society
Model Railway Exhibition** Bishop Walsh
School, Wylde Green Road, Sutton
Coldfield, West Midlands B76 1QT
Opening Times: Saturday 1000 - 1700
Sunday 1000 - 1600
Prices: Adult £5.00 Senior £4.00
Accompanied Children Under 16 Free

APRIL 28 - APRIL 30

**49th Annual Bristol Model Railway
Exhibition** Thornbury Leisure Centre,
Thornbury Road, Thornbury, Bristol,
Gloucestershire BS35 3JB

Opening Times: Friday 1300 - 1900
Saturday 1000 - 1830
Sunday 1000 - 1700

APRIL 30 - MAY 1

**Buckinghamshire Steam Gala &
Railway Society Model Railway Exh**
Buckinghamshire Railway Centre, Station
Road, Quainton, HP22 4BY
Prices: Adult £12.00 Child 5-15 £9
Under 5 free Family (2+4) £33
www.bucksrailcentre.org

MAY 06 - MAY 07

Derby Model Railway Exhibition
The Roundhouse, Roundhouse Road,
Pride Park, Derby, Derbyshire, DE24 8JE
Opening Times: Sat 1000 - 1700
Sun 1000 - 1630
Prices: Adult £7.00 Children under 14
free with paying adult
T: 07798 858532 / 01773 297407

MEETINGS & TALKS

APRIL 04

The Enfield Transport Circle - Talk
First Floor Meeting Room, Old Park
Avenue, Enfield, Middlesex EN2 6PJ
Opening Times: Tuesday 2000 - 2230
Prices: Admission £3.00
T: 020 8363 0697

TRAIN & TOY FAIRS

APRIL 01

Toy & Train Fairs - Chester The
Cheshire County Sport Club, Plas Newton
Lane, Chester, Cheshire CH2 1PR
Opening Times: Saturday 1030 - 1430
Prices: Admission £1.00
T: 01270 652773 Tony Oakes

APRIL 02

Toy & Train Fairs - Droitwich Droitwich
Leisure Centre, Briar Mill, Droitwich,

Worcestershire WR9 0RZ

Opening Times: Sunday 1030 - 1400
Prices: Admission £2.00
T: 01270 652773 Tony Oakes

APRIL 02

SRP Toy & Train Fairs - Rayleigh
Sweyne Park School, Sir Walter Raleigh
Drive, Rayleigh, Essex SS6 9BZ
Opening Times: Sunday 1000 - 1400
Prices: Adult £2.00 Child Free
T: 0773 9998012

APRIL 06

**Joe Lock Toy & Train Fair - Theydon
Bois** Theydon Bois Village Hall, Coppice
Row, Theydon Bois, Epping, CM16 7ER
Opening Times: Thursday 1900 - 2100
Prices: Admission £1.00
T: 07866 641215

APRIL 09

Jim Corr Toy & Train Fair - Carlisle
The Shepherds Inn, Rosehill Industrial
Est, Carlisle, Cumbria CA1 2RW
Opening Times: Sunday 1200 - 1600
Prices: Adult £3.00 Senior/Child £2.00
Early Entry £5.00
T: 07504035955

APRIL 14

**Barry Stockton Train & Toy Collectors
Fairs - Southport** Splash World, Dunes
Leisure Centre, Esplanade, Southport,
Merseyside PR8 1RX
Opening Times:
Good Friday 1030 - 1430
Prices: Adult £2.00 Child £0.50
T: 0151 334 3362

APRIL 16

SRP Toy Fairs - Midhurst
The Grange, Bepton Road, Midhurst,
West Sussex GU29 9HG
Opening Times: Sunday 1000 - 1400
Prices: Adult £2.00 Child Free
T: 0773 9998012

APRIL 17

Toy & Train Fairs - Bridgnorth
Leisure Centre, High Town, Bridgnorth,
Shropshire WV16 4ER
Opening Times: Monday 1030 - 1500
Prices: Admission £2.00
T: 01270 652773 Tony Oakes

APRIL 23

SRP Fairs - Orpington Crofton Halls,
Station Road, Orpington, Kent BR6 8PR
Opening Times: Sunday 1000 - 1400
Prices: Adult £2.00
Child Free
T: 0773 9998012

APRIL 29

**Joe Lock Toy & Train Fairs - Bluebell
Railway** Horsted Keynes Station, Station
Approach, Horsted Keynes, Haywards
Heath, West Sussex RH17 7BB
Opening Times: Saturday
T: 07866 641215

SRP Toy Fairs - Crawley

Crawley Hawth Theatre, Hawth Avenue,
Crawley, West Sussex RH106YZ
Opening Times: Saturday 1000 - 1400
Prices: Adult £2.00
Child Free
T: 0773 9998012

APRIL 29 - MAY 01

Locomotion Toy Fair The National
Railways Museum, Soho Street, Shildon,
Co Durham DL4 1PQ
Opening Times: Friday, Saturday &
Sunday **T:** 01535 642367

APRIL 30

Toy & Train Fairs - Kidderminster
Gilt Edge Leisure Centre,
Zortech Avenue, Kidderminster,
Worcestershire DY11 7DY
Opening Times: Sunday 1030 - 1400
Prices: Admission £1.50
T: 01270 652773 Tony Oakes

MAY 03

**Joe Lock Toy & Train Fairs
- Hertford (New)**
Richard Hale School, Hale Road,
Hertford, Hertfordshire SG13 8EN
Opening Times: Wed 1900 - 2100
Prices: Admission £1.00
T: 07866 641215

MAY 05

**Great Eastern Model Railways
- Goes Scenic**
Great Eastern Model Railways, 199
Plumstead Road, Norwich,
Norfolk, NR1 4AB
Opening Times: Fri 1000 - 1500

JUNE 03 - JUNE 04

Locomotion Toy Fair The National
Railways Museum, Shildon, County
Durham, DL4 1PQ
Opening Times: Sat 1000 - 1700
Sun 1000 - 1700
Prices: Adult £7.00 Children under 14
free with paying adult
T: 01535 642367

OPEN DAYS

APRIL 30 - MAY 01

**Downs Light Railway Exhibition
and Steam Gala**
Brockhill Road, Colwall, Malvern,
Worcestershire, WR13 6EY
Opening Times: Sun 1000 - 1600
Prices: Adult £5.00 Children £2.50
Family Ticket also available
T: 07771 615993

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49th Annual



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Sunday 30th April 10am - 5pm

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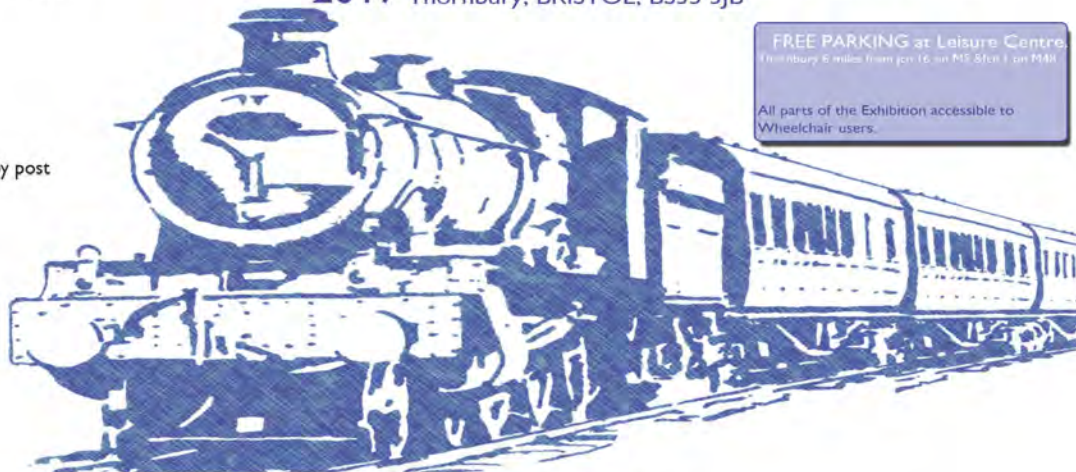
Modelmania, Bristol

Cheltenham Model Centre

Lord and Butler, Cardiff

BRISTOL MODEL RAILWAY EXHIBITION

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Thornbury, BRISTOL, BS35 3JB



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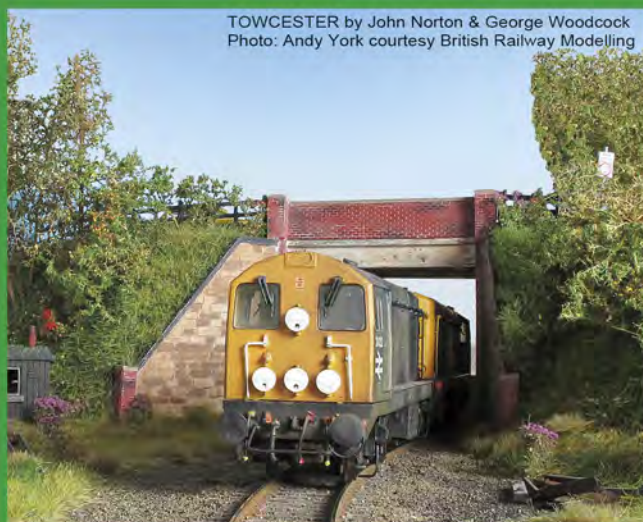
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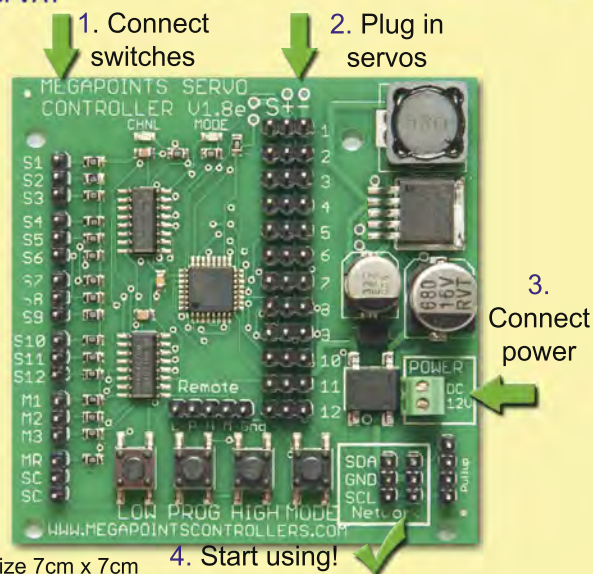
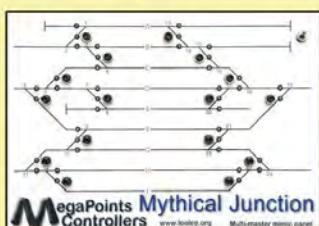
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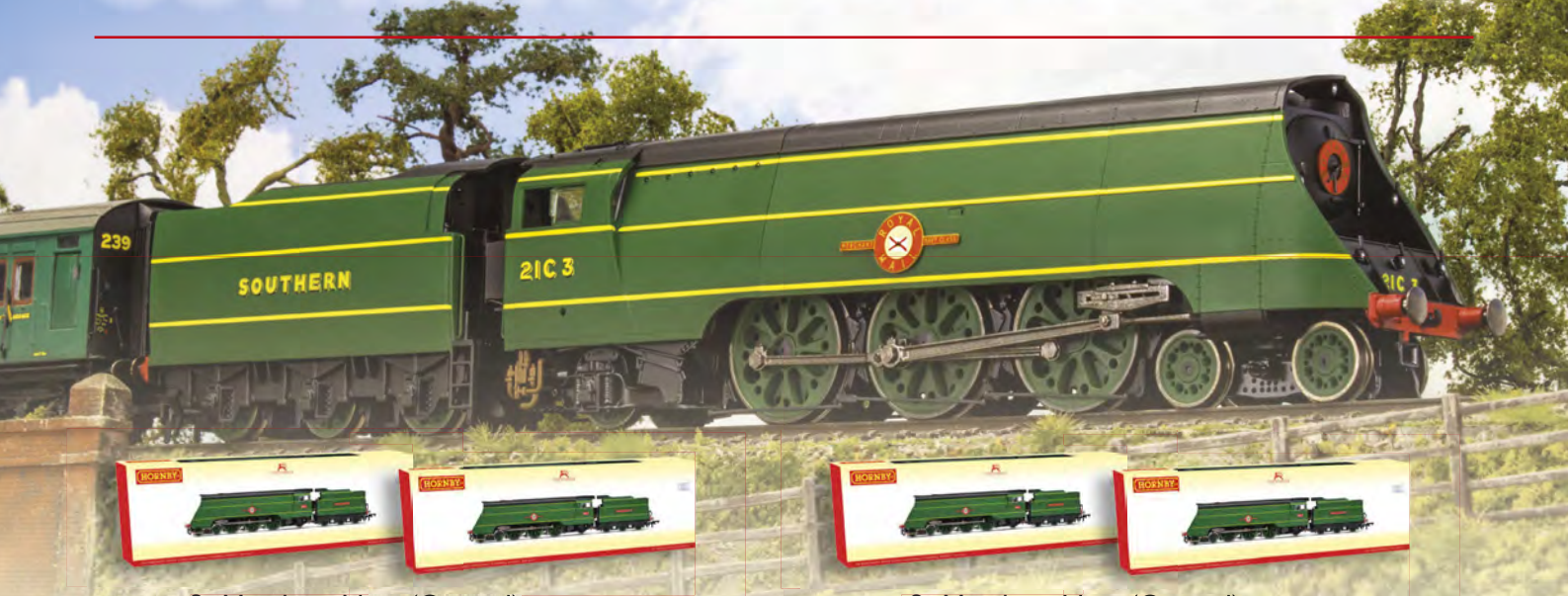
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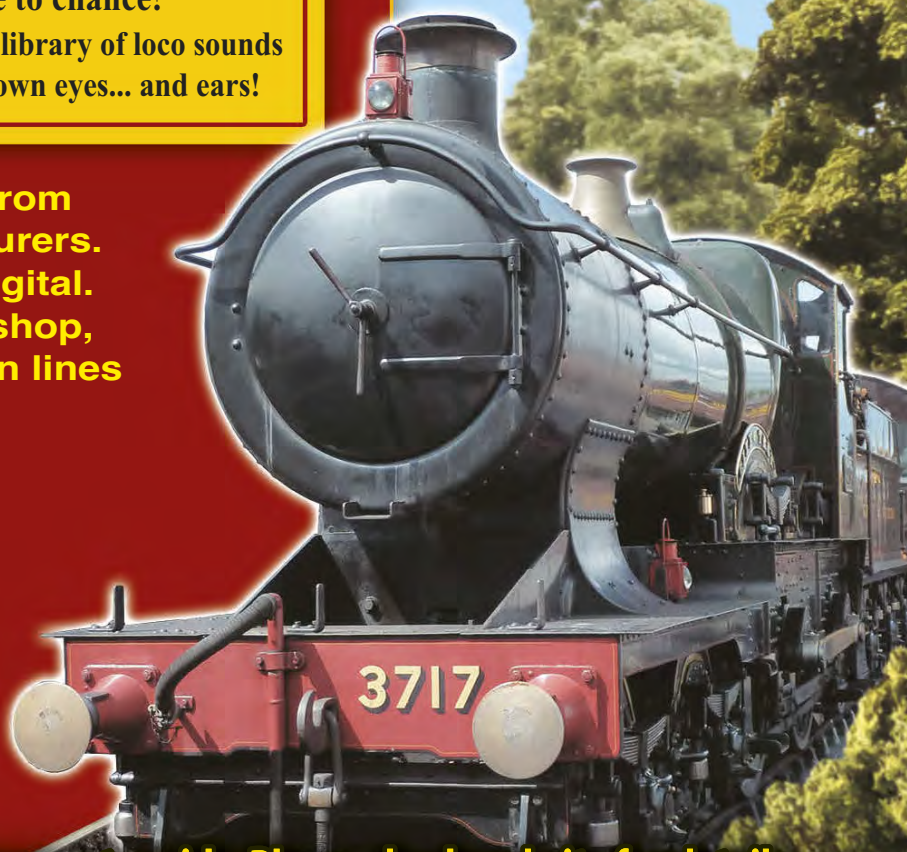
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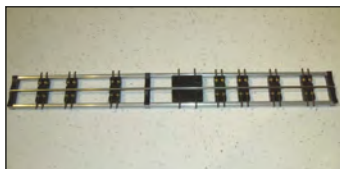
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Squires will be exhibiting at the following shows in 2017 – Diary updated as bookings are confirmed.

EXHIBITIONS & SHOWS IN 2017

Apr 8 NORWICH Model Railway Exh, Hellesdon High School, Norwich **NR6 5SB**. Sat 10-4.30pm
April 8/9 CORSHAM Trainwest 2017 Model Railway Exh, Springfield Community Campus, Beechfield Rd, Corsham, Wilts **SN13 9DN** Sat/Sun 10-5 *Modern NEW Venue - FREE Parking*
April 15/16/17 YORK Model Railway Show, The Knavesmire Stand, Racecourse Road, York **YO23 1EX** Sat/Sun 10-5, Mon 10-4.30 **Advance tickets now available from Squires** T&C Apply. 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 22 LEIGH O SCALE NORTHWEST Leigh Sports Village, Sale Way, Leigh, Lancs **WN7 4JY** 10-4.30
April 22/23 HORSHAM Crawley MRS M/Railway Exhibition, Tanbridge House School, Farthings Hill, Guildford Rd, Horsham, **RH12 1SR**. Sat 10-5, Sun 10-4.30. *Plenty of FREE Parking*
April 22/23 - SUTTON COLDFIELD Model Railway Exhibition, Bishop Walsh School, Wyde Green Road, Sutton Coldfield, **B76 1QT** **Plenty of FREE Parking** Sat 10-5, Sun 10-4.30.
APRIL 28-30 THE 49TH BRISTOL MODEL RAILWAY EXHIBITION, The Thornbury Leisure Centre, Alveston Hill, Thornbury, Near Bristol, **BS35 3JB**. Friday 1pm - 7pm, Saturday 10 - 6.30pm, Sunday 10 - 5pm. Coming to Bristol Show? Why not try Saturday?? or Sunday??? The show is less busy - See more of the layouts and a lot easier to get to our stand!! :-) **Plenty of FREE Parking**
May 6 READING The Association of Larger Scale Railway Modellers Trade Show and Exhibition, Rivermead Leisure Centre, Reading, **RG1 8EQ**. Sat 10 - 4.30
May 6 BOGNOR REGIS South Downs 7mm NGA Group SWING M/Railway Exhibition, Felpham Community College, Felpham Way, Bognor Regis, **PO22 8EL**. 10-4.30. New Venue www.swing.model-railway.org.uk.
May 13 - PORTSMOUTH Victory Model Railway Exhibition, Admiral Lord Nelson School, Dundas Lane, Portsmouth, **PO3 5XT**. Saturday 10 - 4. **Plenty of FREE Parking**
May 14 STAFFORD G Rail 2017 G-Scale Society Show, Stafford County Showground, Weston Rd, Stafford, **ST18 0BD**. *Plenty of FREE Parking* Sun 10-5 *Features Normal Squires Stand for all Scales*
May 20/21 - MIDDLESBOROUGH Model Rail Exhibition, Settlement Community Centre, Union Street, Middlesbrough, **TS1 5NQ**. Sat/Sun 10 - 5.
June 3 DONCASTER Gauge 'O' Guild Summer Show, The Dome Leisure Centre, Doncaster Lakeside, Bawtry Road, Doncaster, South Yorkshire, **DN4 7PD**. Sat 10 - 4.00.
June 3/4 DONCASTER NORTHERN MODEL BOAT SHOW Doncaster Deaf Trust, Leger Way, Doncaster, **DN2 6AY**. Sat 10-5/Sun 10-4 Free Parking - Camping on Site (Chargeable) & Restaurant
June 3/4 SHILDON, Model Railway Exh, Locomotion Museum, Shildon **DL4 1PQ** Sat/Sun 10 - 5pm. *Free Car Parking and Free Entry to Museum and Exhibition - Yes that's Free Entry!!!!* :-)
June 10/11 GLASGOW, O Gauge Model Railway Ex, Pollokshaws Burgh Hall, Pollokshaws Road, Glasgow, **G43 1NE** Sat 10 - 4 Sun 11 - 4 *Free Parking, Close to Railway Stations*
June 24/25 PERTH Model Railway Exh, Dewars Ice Rink, Perth, **PH2 0TH** Sat 10-5.30, Sun 10-5
July 1/2 - GUILDFORD 50th Model Steam Rally & Exhibition, Guildford Model Engineering Society, Stoke Park, London Road, Guildford, Surrey, GU1 1TU Sat 10 - 6pm Sun 10 - 5pm
July 29/30 - NORTH SHIELDS RAILEX NORTH EAST, John Spence Community High School, Preston Road, North Shields. Tyne & Wear. **NE29 9PU** Sat 10 - 5, Sunday 10 - 4.30.
Aug 5/6 SOUTHWOLD Waveney Valley Model Railway Exh, St Felix School, Southwold, **IP18 6SD** Sat 10 - 5pm Sun 10-4.30pm. **Plenty of FREE Parking**
Aug 12 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*
Sept 2/3 - TELFORD GUILDEX 2017, O Gauge Exhibition and Trade Show, The Telford Exhibition Centre, St. Quentin Gate, Telford, **TF3 4JH**, Saturday 10 - 5, Sunday 10 - 4.
Sept 16/17 - AYR Model Railway Exhibition The Citadel Leisure Centre, Ayr. **KA7 1JB**. *Modern Venue with easy access & FREE car parking.* Sat 10-5/Sun 10-4
Oct 7/8 SHILDON, Model Railway Exh, Locomotion Museum, Shildon **DL4 1PQ** Sat/Sun 10 - 5pm. *Free Car Parking and Free Entry to Museum and Exhibition - Yes that's Free Entry!!!!* :-)
Oct 7/8 - FAREHAM Fareham & District Model Railway Exhibition, Fareham Leisure Centre, Park Lane, Fareham, Hampshire, **PO16 7JU**. Saturday 10-5.30, Sunday 10.00 - 16.30.
Oct 7/8 - FOLKESTONE Folkestone, Hythe & District M/Railway Exh, The Leas Cliff Hall, Folkestone, Kent. **CT20 2DZ**. Sat 10-5.30, Sun 10-5.
Oct 14/15 - ALDERSHOT Farnham Model Railway Club Exhibition, Connaught Leisure Centre, Tongham Road, Aldershot, Hants. **GU12 4AS**. Sat 10-5, Sun 10 - 4.30
Oct 14/15 - DUNDEE Model Railway & Model Show Sports Centre, Mains Loan, Dundee, Angus **DD4 7AA**
Oct 28/29 - STOCKPORT Hazel Grove & District Model Railway Society Exhibition, Hazel Grove Recreation Centre, Jacksons Lane, Hazel Grove, Stockport, Cheshire, **SK7 5JX** Sat 10-5, Sun 10-4
Oct 28/29 - ABERDEEN Model Railway Exhibition, Hallmark Hotel, Aberdeen Airport, Aberdeen, **AB21 7DW** Sat 10-5/Sun 10-4. **New Venue - www.facebook.com/AberdeenModelRailwayclub **
Nov 4/5 - ANGMERING W.Sussex Area Group N Gauge Society "All Scales Model Railway Exh", 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!!!!**
Nov 11/12 - TELFORD IPMS SCALE MODEL WORLD 2017 The Telford Exhibition Centre, St. Quentin Gate, Telford, **TF3 4JH**, Sat 10 - 6, Sun 10 - 4.00 Free Entry for IPMS Members. Coming to IPMS Telford? Why not try Sunday? The show is less busy AND a lot easier to get to our stand!!!! :-)
Nov 18/19 - WORKINGTON Model Rail Show, University of Cumbria, Energus Building, Blackwood Rd, Lillyhall Estate, Workington, Cumbria, **CA14 4JW**. Sat 10-5, Sun 10-4.
Nov 25/26 - BIRMINGHAM Warley National Model Railway Exh Hall 5, NEC Birmingham 40 1NT. Sat 9.45-6pm, Sun 9.45-5pm. **50th Exh** Advance Ticket Holders gain entry 9.15am both days.

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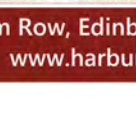
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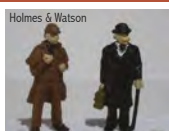
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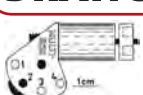
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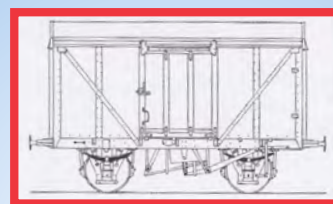
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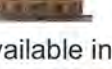
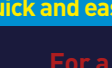
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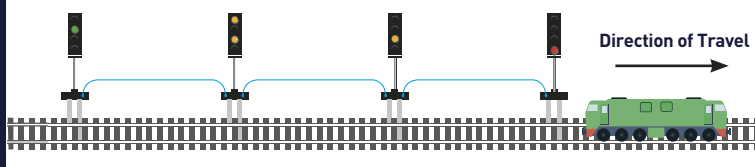
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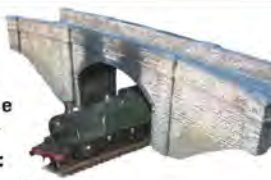
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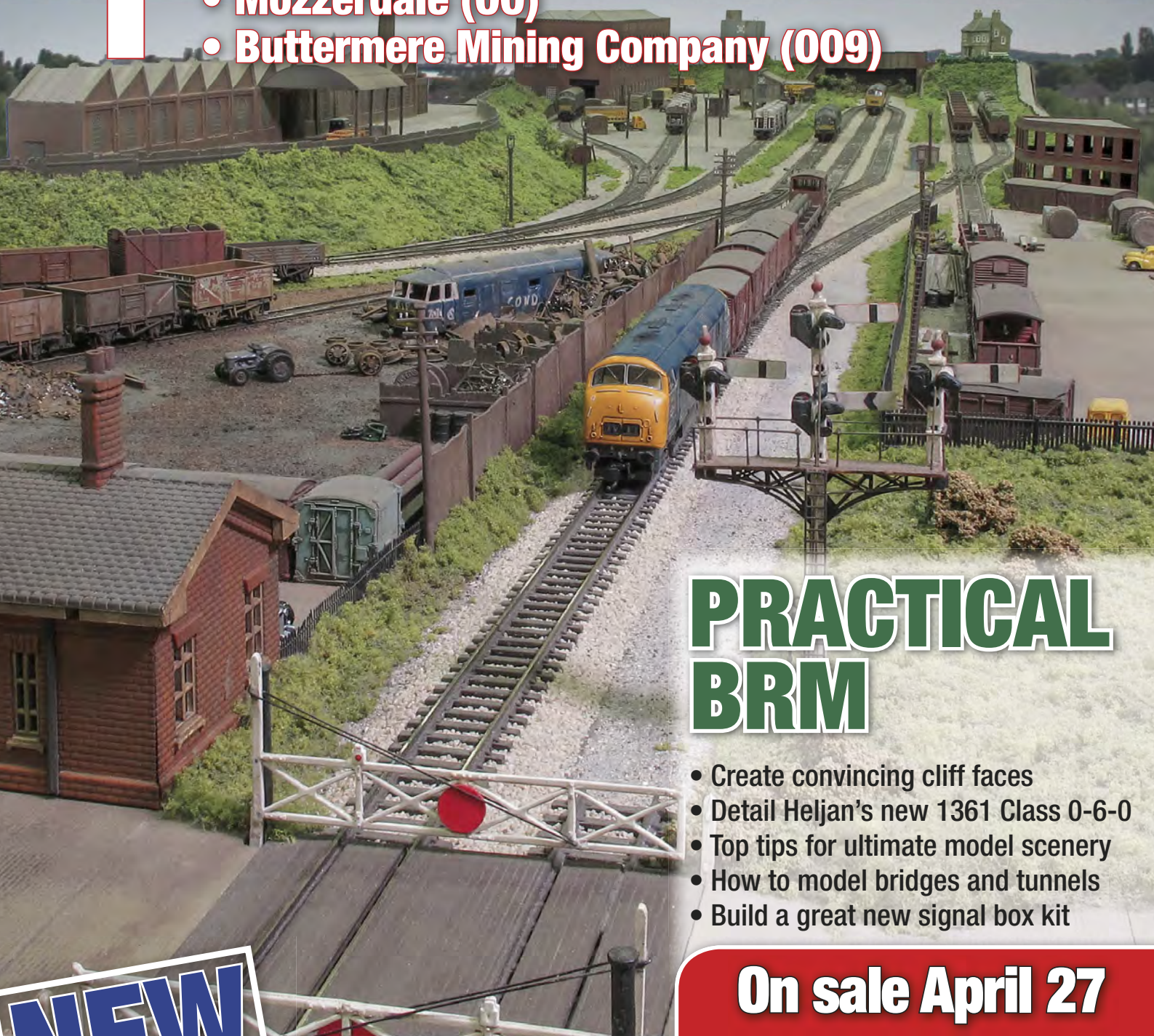
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- Reviewed: Dapol Class 68 (OO) and Class 73 (N)
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TAIL LAMP

Andy York shares why he thinks some of last years new RTR models captured our imaginations more than others, earning their place in the BMRA awards.



Let me start by saying that I haven't been the chap who writes the Tail Lamp column. Many people seem to think it was me, since I'm prone to the odd rant every now and then.

Now that's out of the way it's a chance for me to look at a couple of models that topped the polls in the British Model Railway Awards, and see how they captured our imagination.

I've bent a few ears over the years about a "nice little industrial steam 0-4-0" made to current standards and how it could be popular. Hornby's W4 'Peckett' ticked the boxes; small, interesting history and with some attractive liveries. I have to say it delivered an excellent product. Pre-orders were running high, and it was soon apparent that the production run would be spoken for. We then saw a lot of online

activity, with RMweb readers passing on information like a bunch of twitchers over sightings of a migrant Peckett spotted in the wild. All quite amusing, but it shows that the concept was sound.

As Hornby announced its 2017 range, a lone Peckett showed its face, in the shape of a plain black locomotive from the Lilleshall Company. Pre-orders began to mount up, and some RMweb readers felt that Hornby should have made more of the original run. However, modern production models don't work that way. Time slots are booked and going beyond that produces a knock-on effect somewhere else which may upset other buyers. First world problems, eh?

Meanwhile, I was quite happy ruining the resale value of my W4 by chopping the cab about and working on the paint finish. I wanted something useful, but stern words from Hornby's researcher, Paul Isles, told me I'd overstepped the mark in destroying a thing of beauty. I think he's forgiven me by now.

At the other end of the railway technology spectrum, both in model and prototype terms, was Rapido's model of the APT-E for Locomotion Models.

The APT-E, the prototype HST and the POP train were all parts of my trainspotting days, always keeping an eye open on trips between Derby and Leicester on a Midland Railrover ticket if the APT-E wasn't outside the Railway Technical Centre. This was the future – an earth-bound Concorde; bright, exciting and a unique train. Of course, I wanted one when I went up to Shildon to see the laser-scanning and I put my deposit down straight away. Rapido's model didn't disappoint. It had to overcome many technical challenges throughout its development, but it was a model that made owners smile when they first saw and heard it running. Inevitably, I had to spoil the party by converting it to EM gauge and weathering it despite eBay prices rocketing. Just don't tell Mrs. Y what I could have sold it for! ■



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| 7F-058-002 - 14T Tank Wagon - Class A Shell BP Silver A7498 | 7F-059-002 - 14T Tank Wagon - Class B Esso Black 1869 |
| 7F-058-003 - 14T Tank Wagon - Class A Regent (Red Letters) Silver 101 | 7F-059-003 - 14T Tank Wagon - Class B Shell BP Black 5133 |
| 7F-058-004 - 14T Tank Wagon - Class A Shell Motor Spirit Silver 7522 | 7F-059-004 - 14T Tank Wagon - Class B Shell Esso Black 1914 |
| 7F-058-005 - 14T Tank Wagon - Class A Lobitos (Blue/Red Shade) Stone 106 | 7F-059-005 - 14T Tank Wagon - Class B Berry Wiggins Black 101 |



2F-036-021 - Bulk Grain - GWR 42314



2F-036-022 - Bulk Grain - GWR 42314 Weathered



2F-071-028 - 7 Plank - Blue Circle 175



2F-071-029 - 7 Plank - Blue Circle 175 Weathered



2D-007-006/D - Class 66 Lesia GB Railfreight 66737/DCC

Class 66

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2D-007-007/D - Class 66 New DRS Livery 66421/DCC

2D-007-008/D - Class 66 DB Schenker Red 66114/DCC



2D-010-004/D - Class 67 A Thomas Telford 67014 Wrexham & Shropshire Silver/DCC

Class 67

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2D-010-005/D - Class 67 Caledonian Sleeper Blue 67010/DCC

2D-010-007/D - Class 67 Queens Messenger 67005 Royal Claret/DCC



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Class 122

- 4D-015-001/D - Class 122 Bubble Car 55002 Blue/Grey Livery/DCC
4D-015-002/D - Class 122 Bubble Car W55000 BR Green with Whiskers/DCC
4D-015-003/D - Class 122 Bubble Car 55012 Regional Railways/DCC
4D-015-004/D - Class 122 Bubble Car SC55013 BR Blue/DCC
4D-015-005/D - Class 122 Bubble Car SC55007 BR Green SYP/DCC



4F-021-009 - Box Van - LMS 611432



4F-021-010 - Box Van - LMS 611432 Weathered



4F-033-108 - 24T Steel Hopper Carnforth 203



4F-033-109 - 24T Steel Hopper Carnforth 203 Weathered



4F-040-023 - 4 Plank - Robert Stark 5



4F-040-024 - 4 Plank - Robert Stark 5 Weathered



4F-051-025 - 5 Plank - Pwllheli Granite B2



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4F-054-003 - IDA Super Low 45 (SL 45) 39 70 490 1005 - 1
4F-054-004 - IDA Super Low 45 (SL 45) 39 70 490 1011 - 9

- 7F-051-036/W - Brymbo Steel 263/Weathered
7P-004-001 - Autocoach GWR Crest Chocolate & Cream
7P-004-002 - Autocoach GWR Twin Cities Crest Chocolate & Cream
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	Link	Price	Date announced	CAD done	In Tooling	Seen 1st EP	Decorated samples	In production	On Board Ship	Released
Type 27 Wickham trolley	hattons.co.uk/wtc	£67.96	Mar 2013							
Stanier Mogul 2-6-0	hattons.co.uk/5p4f	£135.96	Mar 2013							
Class 450	hattons.co.uk/cl450	from £271.96	Mar 2015							
LNWR Webb coal tank 0-6-2T	hattons.co.uk/wct	£101.96	Sep 2014							
SECR Birdcage Coaches	hattons.co.uk/bc	£55.21	Mar 2014							
Class H2 Atlantic 4-4-2	hattons.co.uk/h2atlantic	£152.96	Mar 2013							
Warflat Bogie Flat wagon	hattons.co.uk/warflat	£42.46	Mar 2013							

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Class 68	hattons.co.uk/c68	£123.72	April 2014							
Class 121/122	hattons.co.uk/dapolbubble	£123.25	Dec 2012							
GWR Streamlined Railcar	hattons.co.uk/gwrrc	from £119.43	Jul 2014							

	Link	Price	Date announced	CAD done	In Tooling	Seen 1st EP	Decorated samples	In production	On Board Ship	Released
Class 14xx 0-4-2T	hattons.co.uk/14xx	£99	Sep 2014							
Golden Arrow Class 71s	hattons.co.uk/goldenarrow	£139.95	Jun 2016							
Class 6000 King 4-6-0	hattons.co.uk/king	TBA	Aug 2014							

	Link	Price	Date announced	CAD done	In Tooling	Seen 1st EP	Decorated samples	In production	On Board Ship	Released
Class 1366 0-6-0PT	hattons.co.uk/1361	£124	Nov 2013							
Class 47xx 'Night Owl' 2-8-0	hattons.co.uk/47xx	£154	Nov 2014							
Class 07 Shunter	hattons.co.uk/cl07	£99 (EST)	Jan 2016							
Hatton's O Gauge Class A3/A4	hattons.co.uk/recordbreakers	£750	Aug 2016							

	Link	Price	Date announced	CAD done	In Tooling	Seen 1st EP	Decorated samples	In production	On Board Ship	Released
W4 Peckett 0-4-0ST	hattons.co.uk/peckett	£81	Oct 2015							
Merchant Navy 4-6-2	hattons.co.uk/mn	from £153	Mar 2015							
Class H Wainwright 0-4-4T	hattons.co.uk/hclass	from £90	Sep 2016							
Mk1 FO & BSO	hattons.co.uk/hornbymk1	£31.50	Oct 2016							
Class 8P Princess Coronation 4-6-2	hattons.co.uk/duchess	from £171	Nov 2016							
Hltachi IEP Class 800	hattons.co.uk/IEP800	from £229.50	Nov 2016							

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Class 2301 Dean Goods 0-6-0	hattons.co.uk/oxdg	£95	Jan 2016							
YEC Janus 0-6-0 Shunter	hattons.co.uk/janus	£74	Nov 2015							
60' Carflat Car Carrying Wagon	hattons.co.uk/oxcarflat	£25	May 2016							
Mk3 Coaches	hattons.co.uk/oxmk3	£29	Jan 2016							

Shows the stage the project is at based on the information available to us. CAD: Computer Aided Design. 1st EP: First Engineering Prototype. TBC: Price is yet To Be Confirmed (EST): Price is estimated.

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

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Information correct at the time of going to press on 13/03/17.