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SO second open
FK first corridor
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BSK brake second corridor
BG ganged brake (parcels)
GLV general utility van
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Ltd Ed, Maroon, yellow panel un-numbered
Maroon, yellow front D815 'Druid'
Ltd Ed, Maroon, yellow front un-numbered
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Ltd Ed, Blue, yellow ends, pre tops un-numbered
Blue, yellow ends post tops £29 'Maggie'
Ltd Ed, blue, yellow ends, post tops un-numbered
RRP £699.00 OUR PRICE £550.00

SEND STAMPED S.A.E AND ASK FOR FREE 40



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Military depots have been a valuable source of traffic for Britain's railways and a fascination for modellers, as **Paul Taylor** confirms.

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52 HARLYN ROAD

Making its second appearance in **BRM**, this O gauge terminus has been adapted for a new era of DCC sound operation by **Cliff Williams**.

71 CARSDALE

Set high in the Yorkshire Dales, **Roger Sunderland**'s evocative layout captures the remote landscape of the famous Settle-Carlisle Line in the final years of BR steam.

➤ PRACTICAL BRM

40 ADD SOME HORSE POWER

Phil Parker re-creates a long lost scene from our railways, using a new wagon kit from Parkside Dundas and some unusual traction.

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Phil Parker completes his challenge to build a working N scale model railway in a portable storage box.

66 BUILD A 21ST CENTURY INSPECTION SALOON

A regular sight touring the Network Rail system, this unique inspection saloon provides a real modelling challenge, as **Nigel Burkin** discovers.

82 MODIFY A DJM 'AUSTERITY'

Phil Parker converts a DJ Models Hunslet 'Austerity' saddle tank to represent a batch with modified cabs once used on the Lambton Colliery Railway in Co. Durham.

87 HOW TO... MAKE ROCKS

Many techniques can be used to model rocks, **Michael Russell** shares his, allowing you to make them ultra-realistic in any scale.

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With Christmas coming soon, we've got 17 pages of ideas for new models, tools, accessories and books to put on your list for Father Christmas.

102 BACHMANN WICKHAM TYPE 27 TROLLEY CAR

Bachmann's decision to produce a Wickham trolley gave its design engineers a real challenge. **Andy York** investigates to see how it has been achieved.

106 DAPOL LNER A4

LNER modellers in N gauge now have the option of a streamlined A4 in original pre-war guise. **Tony Wright** provides an expert verdict.

➤ FEATURES

60 PROTOTYPE INSPIRATION: GUNPOWDER TRAINS

Ben Jones looks into the secretive world of moving explosive materials by rail, from the Victorian era through to modern MoD operations.

80 MEMORABLE MODELS: TRI-ANG EXPLODING CAR

Model railway historian Pat Hammond delves into the archives to share the tale of a hugely popular wagon with an explosive reputation.

154 BRM TRACKPLAN ARCHIVE

Three more free trackplans to add to your collection, ranging from the 'Black Country' in the 1970s to a classic GWR branch line terminus.

162 TAIL LAMP

BRM's 'Industry Insider' welcomes Hornby's change of attitude towards its retail customers but expresses reservations about its new trading terms.



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SEE PAGE 24

On your DVD: 'Roundtrees Sidings' / Realistic track painting / Mid-Suffolk Light Railway



66



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 Enter now at www.brm.ag/MidlanderExpress



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BRM TV

BRITISH RAILWAY MODELLING

WHAT'S ON THE DVD

For this month's episode, we travelled to Blythe and Tyne MRS to see 'Roundtrees Sidings' depicting a slice of Merseyrail in the 1980s. In the studio, **Howard Smith** shares advice on track painting. Plus, we go behind the scenes at the Mid-Suffolk Light Railway during one of its model events to discover more about the history of this line.



**TELL US WHAT YOU
THINK OF THIS
MONTH'S DVD**

VISIT OUR FACEBOOK PAGE
AND GET INVOLVED IN
THE CONVERSATION.



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



PLAY

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.

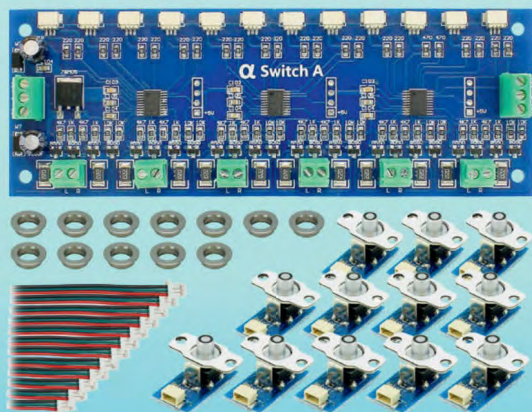
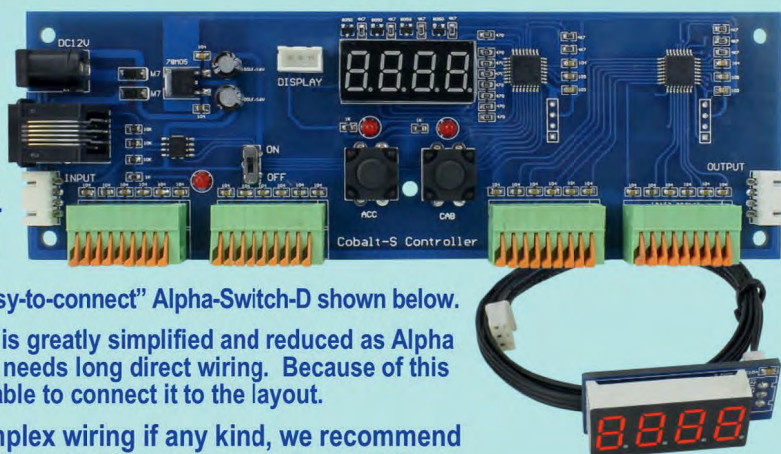
Alpha

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

When we're putting **BRM** together each month we have to maintain a delicate balance between so many competing - and often contradictory - interests. It's not just the various gauges and scales; for each one of those we have to try and cater for many different periods within the more general 'steam' and 'modern image' umbrellas, regional and geographical interests, analogue and DCC, weathering, detailing, kit-building, locomotives, wagons and coaching stock, scenery, electrics/electronics, buildings and countless other subjects that come together in this wonderful hobby.

Don't think I'm complaining; all those interests give us a bottomless pool of material and inspiration from which to draw ideas. However, keeping the balance right can feel like trying to assemble a dynamic, multi-dimensional jigsaw puzzle every four weeks! In many ways, manufacturers such as Hornby and Bachmann have the same problem; their customers are passionate, knowledgeable and vocal about what they want. I'm often asked why 'x' doesn't produce more diesel and electric locomotives, or why 'z' makes so many editions of one particular subject but apparently ignores other versions.

A good example involves diesel and electric era modellers, who often find it difficult to comprehend why manufacturers still give priority to steam era subjects, almost 50 years after the end of BR steam. While there's some evidence of growth in post-1968 modelling, shops and suppliers will tell you that the sales figures speak for themselves. Even where the likes of Hornby produce a gem such as the Class 60, it's more than likely that it will be outsold by the most mundane of 'kettles' (their word, not mine!). In truth, that's why we're getting ever-more esoteric steam locomotives, but comparatively few post-steam types. While D&E modellers are fully committed and willing to spend good money if something is 'right', evidence would suggest they are relatively few compared to their steam era brethren.

That said, I was delighted to see Oxford Rail's new Mk 3s for the first time recently (below). Forty years on from their introduction, it looks as though we might finally get a model that does justice to the pinnacle of BR coach design. With a decent price, it should sell well and encourage Oxford to consider more post-steam projects.

So, next time a new announcement or magazine doesn't precisely match your requirements, take a moment to consider the enormous diversity of our hobby and how you might walk that tightrope. ■



MANAGING EDITOR | Ben Jones



BRM

BRM JANUARY ISSUE ON SALE
DECEMBER 8 - SEE P161

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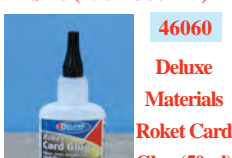

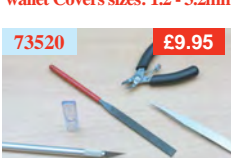



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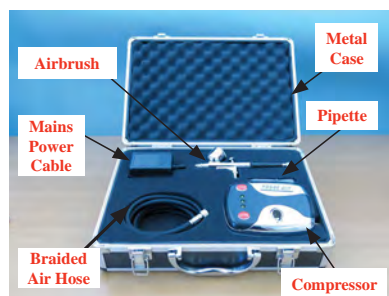
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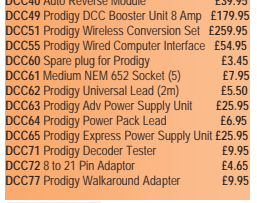
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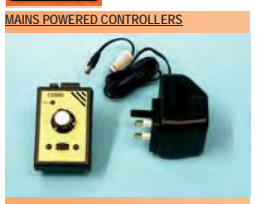
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GMC-PM10 Solenoid Point Motor £6.95

GMC-BPPM10 Solenoid Point Motor (5) £29.95

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



GMC-PM10D Digital Solenoid Point Motor £18.95

All the features of the PM10 but with an inbuilt DCC decoder to make wiring even easier.

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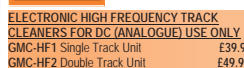


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Garden Shed Kit
£6.50

OO SCALE "FORDHAMPTON" PLASTIC KITS
Fordhampton is a bustling market town on a busy mainline running through the rolling South Downs. With both local and express services steaming through, Fordhampton Station serves all kinds of trains from commuters travelling to and from London as well as excursions to the seaside at Brighton! Wherever you are going the station master will be happy to help you get to your destination.



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KESTREL DESIGNS

N GAUGE PLASTIC KITS

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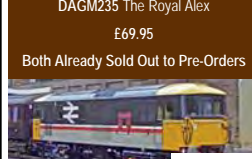
GAUGEMASTER Limited Edition News



DAGM221 GBRF Aggregate Industries 66711 "Sence" £109.95 - Expected November 2016



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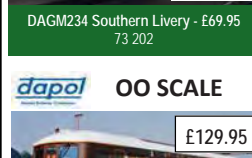
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PO232

*A country station scene
in three kits...*

The country station is based
on designs by the Cheshire
Lines Railway and the
Manchester, Sheffield and
Lincolnshire Railway
Companies.



PO233

Railway Buildings

00/HO Scale

PO232 00/HO Goods Shed - £13.99

PO233 00/HO Signal Box - £9.00

PO237 00/HO Country Station - £13.75

N Scale

PN112 N Goods Shed - £7.25

PN133 N Signal Box Set - £9.00

00/HO Country Station
PO237 - £13.75



Includes main station building
and opposite platform shelter

*Street scenes created
with the Terraced range...*



PO264

*Exquisite detail and precision with
laser and die cut designs...*

00 Stone
Terraced Houses
PO262 - £9.99

00 Red Brick
Terraced Houses
PO261 - £9.99



PO261

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.



PO263

Terraced Range

PO261 00/HO Red Brick Terraced Houses - £9.99

PO262 00/HO Stone Terraced Houses - £9.99

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PO264 00/HO Stone Corner Shop - £10.75

PN103 N Red Brick Ter. Houses - £8.25

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PN116 N Red Brick Corner Shop & Pub - £8.25

PN117 N Stone Corner Shop & Pub - £8.25

00 Stone Corner Shop
PO264 - £10.75

The Corner Shop comes with a
variety of signs and interiors

00 Red Brick
Corner Shop
PO263 - £10.75

METCALFE

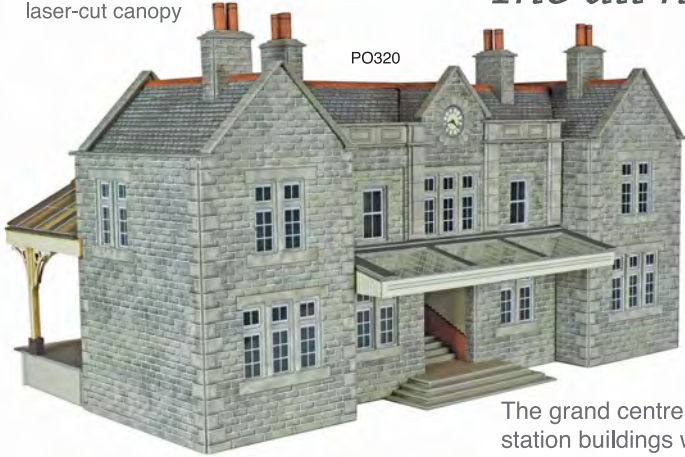
Card Construction Kits



Includes improved stonework detail and laser-cut canopy

The all new 00 Mainline Station Range...

PO320



NEW RELEASE 00 Booking Hall PO320 - £22.99

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

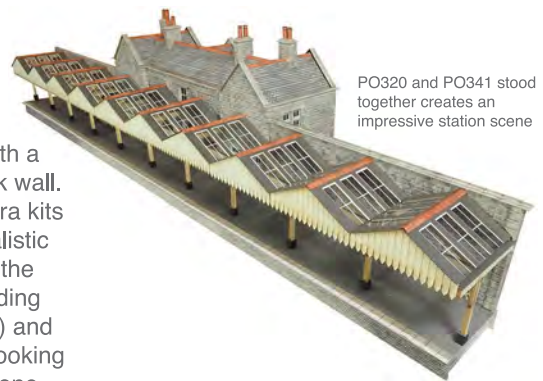


PO320 platform side

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

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.

NEW RELEASE 00 Wall-Backed Canopy PO341 - £15.99



PO320 and PO341 stood together creates an impressive station scene

A modular kit that comes with a section of platform and back wall. It is very easy to add on extra kits to make impressive and realistic structures. It is designed to the same style as our free-standing Platform Canopy Kit (below) and fits alongside the new 00 Booking Hall (right). All match the Stone Platform Kit (below)

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

PO517



PO502

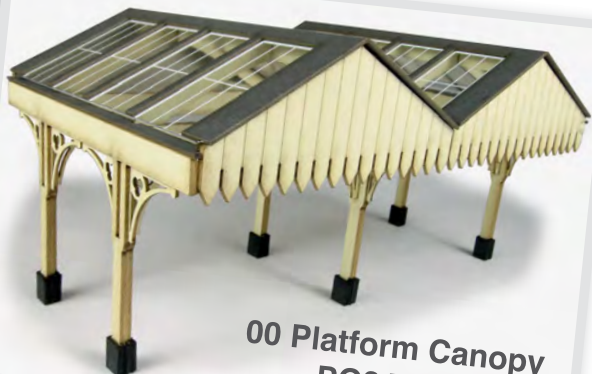


PO501



00 Stone Platform PO235 - £11.99

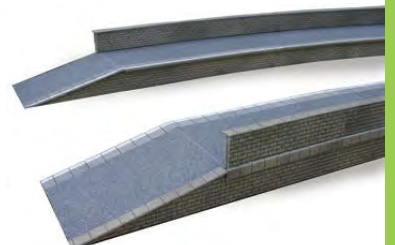
A truly versatile platform system that can be made to any shape. Straight, curved, islands or bays. One kit contains enough to build 7ft in length max.



00 Platform Canopy PO340 - £14.99

00 Mainline Station Buildings 00/HO Scale

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- PO341 00/HO Wall-Backed Canopy - £15.99
- PO340 00/HO Platform Canopy - £14.99
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31-392 4322 in Network SouthEast livery

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31-691 42969 in BR lined black with early emblem
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32-764 57305 "Northern Princess" in DRS Northern Belle livery



Pre-order at www.hattons.co.uk/bachmann2016

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LNWR 0-6-2T Webb Coal Tank Pre-order for £97.71



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39-601 Brake Composite SR Olive Green
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

Class 319 EMU Pre-order for £144.46 (estimated)



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372-876 319382 in Thameslink livery
372-877 319362 "Northern Powerhouse" in Northern Rail livery



Hatton's Announce Exclusive O Gauge Class A3, A4 and Teak coaches



Class A3 4-6-2 Pre-order for £750



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A3001 2750 "Papyrus" in LNER Grass green with unstreamlined corridor tender - "Record Breaker"
A3002 4472 "Flying Scotsman" in LNER Grass green with unstreamlined non-corridor tender - "Record Breaker"
A3003 2745 "Captain Cuttle" in LNER black with unstreamlined non-corridor tender
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 - "Record Breaker" (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 early crest and unstreamlined corridor tender
A4005 4464 "Bittern" in LNER Garter blue with streamlined corridor tender - "Record Breaker"
A4006 60007 "Sir Nigel Gresley" in BR express blue with unstreamlined corridor tender - "Record Breaker"
A4007 60012 "Commonwealth of Australia" in BR green with early crest and streamlined corridor tender
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

Gresley Teak coaches Pre-order for £249



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TC11501 Diagram 115 Corridor Third in LNER Teak
TC11502 Diagram 115 Corridor Third in LNER Teak
TC11503 Diagram 115 Corridor Third in BR carmine & cream
TC11504 Diagram 115 Corridor Third in BR carmine & cream
TC11505 Diagram 115 Corridor Third in BR maroon
TC11506 Diagram 115 Corridor Third in BR maroon
TC17501 Diagram 175 Brake Corridor Composite in LNER Teak
TC17502 Diagram 175 Brake Corridor Composite in LNER Teak
TC17503 Diagram 175 Brake Corridor Composite in BR carmine & cream
TC17504 Diagram 175 Brake Corridor Composite in BR carmine & cream
TC17505 Diagram 175 Brake Corridor Composite in BR maroon
TC17506 Diagram 175 Brake Corridor Composite in BR maroon
TC18601 Diagram 186 Open Third in LNER Teak
TC18602 Diagram 186 Open Third in LNER Teak
TC18603 Diagram 186 Open Third in BR carmine & cream
TC18604 Diagram 186 Open Third in BR carmine & cream
TC18605 Diagram 186 Open Third in BR maroon
TC18606 Diagram 186 Open Third in BR maroon

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R3428 11 in Manchester Ship Canal green
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Exact liveries and running numbers are yet to be confirmed. As soon as these are confirmed we will update our system and send emails to anyone who has placed a pre-order or signed up for notifications.

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SECR lined green
SR Olive green (TBC)
BR black with late crest (in train pack with 2 Maunsell push/pull coaches)

Class 8P Merchant Navy 4-6-2

Pre-order from £144
Due during 2017



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R3435 21C3 'Royal Mail' in SR Malachite Green
R3436 35028 'Clan Line' in BR Green with early emblem
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R6733 20 Ton Coke Wagon in BR livery
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Pristine

H1401 48xx 4825 in GWR unlined green Great Western
H1404 58xx 5808 in GWR unlined green Shirtbutton
H1406 14xx 1420 in GWR unlined green G W R
H1408 58xx 5816 in BR lined black BRITISH RAILWAYS
H1409 14xx 1470 in BR lined black early emblem
H1410 58xx 5819 in BR unlined black early emblem
H1413 14xx 1444 in BR lined green early emblem
H1414 14xx 1450 BR lined green late crest
H1416 14xx 1409 BR unlined green late crest

Lightly Weathered

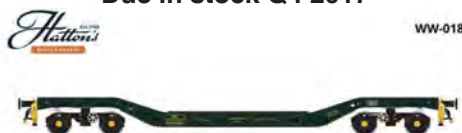
H1402 58xx 5814 in GWR unlined green Great Western
H1403 48xx 4871 in GWR unlined green Shirtbutton
H1405 48xx 4807 in GWR wartime black G W R
H1407 58xx 5802 in GWR unlined green G W R
H1411 58xx 5801 in BR unlined green G W R

Heavily Weathered

H1412 14xx 1474 in BR unlined black early emblem
H1415 14xx 1432 BR lined green late crest

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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
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R3388TTS Class 67 67004 'Cairn Gorm' in Caledonian Sleeper - TTS sound fitted (Hor) (list £169.99)BARGAIN.....£144



R3481 Class 67 67025 'Western Star' in EWS (Hor) (list £144.99).....BARGAIN.....£110



4010 - English Electric DP2 prototype in BR Brunswick green (as per 1962 to May 1965) (Hel) (list £129.95)BARGAIN.....£75



R3374 Class 71 71012 in BR Blue (Hor).....£127.50



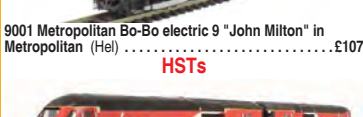
R3373 Class 71 E5001 in BR Green (Hor).....£127.50



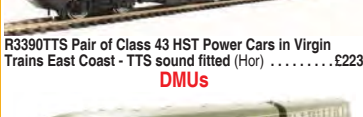
R3376 Class 71 E5022 in BR Green no yellow ends (Hor)£127.50



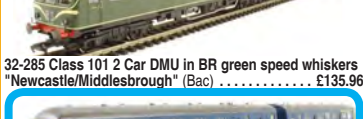
R3480 Class 92 92016 'Brahms' in Railfreight grey EWS 'Beastie' vinyls (Hor) (list £89.99).....BARGAIN.....£52



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



R3390TTS Pair of Class 43 HST Power Cars in Virgin Trains East Coast - TTS sound fitted (Hor).....£223



32-285 Class 101 2 Car DMU in BR green speed whiskers 'Newcastle/Middlesbrough' (Bac).....£135.96



31-535 Class 105 Cravens 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).....BARGAIN.....£72.50



32-912 Class 108 3 Car DMU in BR blue full yellow ends (Bac) (list £169.95).....BARGAIN.....£86



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



8993 Class 128 DPU in BR blue full yellow ends and Midland style fronts M55990 (Hel) (list £119.95).....BARGAIN.....£52



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



8990 Class 128 DPU in BR green speed whiskers and Midland style fronts M55987 (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



32-937 Class 150/2 2 car DMU 150202 in Centro blue stripe (Bac).....£140.21



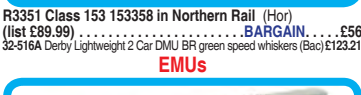
R3477 Class 153 153321 in Regional Railways (Hor).....£88



R3476 Class 153 153327 in Arriva Trains Wales (Hor).....£88



R3351 Class 153 153358 in Northern Rail (Hor) (list £89.99).....BARGAIN.....£56



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



R3340 Class 2-HAL 2 Car EMU 2603 in BR green full yellow ends (Hor) (list £130.25).....BARGAIN.....£62



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



R3341A Class 2-HAL 2623 2 car EMU in BR blue (Hor) (list £134.99).....BARGAIN.....£62



R3215 Class 373 Eurostar 4 car EMU in new (post-2014) Eurostar (Hor) (list £169.99).....BARGAIN.....£94



31-375 Class 416 2-car EPB EMU in BR blue (Bac) (list £124.95).....BARGAIN.....£72



31-379 Class 416 2EPB 2 Car EMU 5771 in BR green no yellow panel (Bac).....£186.96



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 Kernow MRC (Bac).....£204



31-577 Windhoff MPV Multi-Purpose master and slave units in 'Railtrack' (Bac) (list £148.95)BARGAIN.....£79



R1151 Caledonian Belle trainset 0-4-0 steam loco in blue 4 wheel coach & open wagon (Hor) (list £49.99)BARGAIN.....£35



R1188 Country Flyer Train Set (Hor) **NEW**.....£57



R1180 GWR Postal Express train set - operating travelling post office (Hor) **NEW**.....£70



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



R1185 Santa's Express Christmas Train Set (Hor).....£44



30-285 The Midlander Express train set (Bac) **NEW**.....£178.45



30-165 The Thanet Flyer train set (Bac).....£152.95



R2823 Thomas the Tank Engine Train Set (Hor).....£54



R1173 e-Link DCC Western Master train set GWR Class 2721 steam loco & 3 wagons (Hor).....£124



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 £179.99)BARGAIN.....£115



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

R1184 Western Express digital train set eLink TTS sound Hall steam loco (Hor) (list £299.99).....BARGAIN.....£199



Opening hours

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

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

Coaches

- 76BMC004 BMC Booking Office Harris Coaches (Ovi) **NEW** £12
 39-291A BR Mk1 FP Pullman parlour 1st coach in blue grey (with lighting) (Bac) (list £48.95) **BARGAIN** £24
 39-200C BR Mk1 Super BG Full Brake RES - Weathered (Bac) (list £39.95) **BARGAIN** £18
 39-778 ex-LMS 50' inspection saloon DM45029 EWS maroon and gold (Bac) £50.96



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



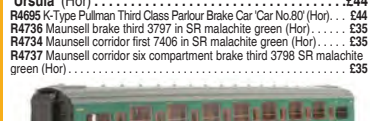
39-779 ex-LMS 50' inspection saloon M45035M in BR maroon (Bac) £50.96

R4517B Gresley non-vestibled suburban composite in LNER teal (Hor) **NEW** £40R4516B Gresley non-vestibled suburban third class 21022 in LNER teal (Hor) **NEW** £40

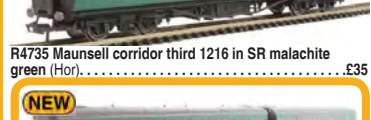
R4696 K-Type Pullman First Class Kitchen Car 'Joan' (Hor) £44



R4697 K-Type Pullman First Class Parlour Car 'Ursula' (Hor) £44



R4695 K-Type Pullman Third Class Parlour Brake Car (Hor) No.80 £44



R4736 Maunsell brake third 3797 in SR malachite green (Hor) £35



R4734 Maunsell corridor third 7406 in SR malachite green (Hor) £35



R4737 Maunsell corridor six compartment brake third 3798 SR malachite green (Hor) £35



R4735 Maunsell corridor third 1216 in SR malachite green (Hor) £35

R4534D Maunsell push-pull coach pack Set 619 in BR green (Hor) **NEW** £70

R4698 Mk1 BG full brake E80534 in BR crimson & cream (Hor) (list £29.99) £22

R4699 Mk1 BG full brake S80926 in BR green (Hor) (list £29.99) **BARGAIN** £22R4713 Mk1 BSK brake second corridor S34613 in BR green (Hor) (list £29.99) **BARGAIN** £22R4712 Mk1 CK composite corridor S15913 in BR green (Hor) (list £29.99) **BARGAIN** £22

39-500 Mk1 SLF Sleeper Car M2002 in BR Maroon (Bac) £36.50

39-500 Pack of 4 (Bac) (list £171.80) **BARGAIN** £136R4701 Mk1 TSO second open M3947 in BR maroon (Hor) (list £29.99) **BARGAIN** £22

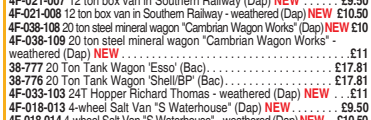
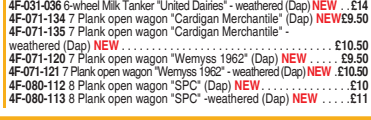
R4700 Mk1 TSO second open M4487 in BR maroon (Hor) (list £29.99) £22



39-360C Mk2A TSO tourist second open W5316 in BR blue & grey (Bac) £38.21

R4611A Mk2E FO first open W3245 in BR blue & grey - lights (Hor) (list £29.99) **BARGAIN** £19R4597 Mk3 SLEP Sleeper 10601 in First Great Western Night Riviera (Hor) (list £28.49) **BARGAIN** £17

R4732 Mk3 TSO trailer second open W42003 in BR blue & grey (Hor) £27

R4676 Pack of 3 Mk3 coaches in BR blue & grey (Hor) (list £99.99) **BARGAIN** £54R4663 Pullman First Class Kitchen Car - K-Type Pullman Car (Hor) (list £49.99) **BARGAIN** £33R4664 Pullman First Class Parlour Car - K-Type Pullman Car (Hor) (list £49.99) **BARGAIN** £33R4662 Pullman Third Class Brake Parlour Car - K-Type Pullman Car (Hor) (list £49.99) **BARGAIN** £33R4660 Pullman Third Class Kitchen Car - K-Type Pullman Car (Hor) (list £49.99) **BARGAIN** £33

38-116 100 Ton TEA Bogie Tank Wagon 'Aviation Fuel' (Bac) £35.66

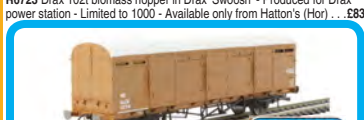
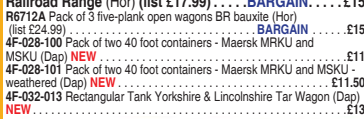
38-030B Pack of 4 100 tonne HHA bogie hopper wagon in Freightliner Heavy Haul sliding end door (Bac) (list £159.80) **BARGAIN** £130

38-030B Single (Bac) £33.96

4F-021-007 12 ton box van in Southern Railway (Dap) **NEW** £9.504F-021-008 12 ton box van in Southern Railway - weathered (Dap) **NEW** £10.504F-021-009 12 ton steel mineral wagon 'Cambrian Wagon Works' - weathered (Dap) **NEW** £104F-021-010 20 ton steel mineral wagon 'Cambrian Wagon Works' - weathered (Dap) **NEW** £11

38-777 20 Ton Tank Wagon 'Esso' (Bac) £17.81

38-778 20 Ton Tank Wagon 'Shell/BP' (Bac) £17.81

4F-033-103 24T Hopper Richard Thomas - weathered (Dap) **NEW** £114F-018-013 4-wheel Salt Van 'S Waterhouse' - weathered (Dap) **NEW** £9.504F-018-014 4-wheel Salt Van 'S Waterhouse' - weathered (Dap) **NEW** £10.5033-087 5 plank china clay in BR bauxite - heavily weathered (Bac) **NEW** £11.0133-086 5 plank china clay tent hood in BR bauxite (Bac) **NEW** £11.484F-052-025 5 plank open wagon 'IB Thomas' (Dap) **NEW** £104F-052-026 5 plank open wagon 'IB Thomas' - weathered (Dap) **NEW** £114F-031-035 6-wheel Milk Tanker 'United Dairies' (Bac) **NEW** £134F-031-036 6-wheel Milk Tanker 'United Dairies' - weathered (Dap) **NEW** £144F-071-134 7 Plank open wagon 'Cardigan Merchants' (Dap) **NEW** £9.504F-071-135 7 Plank open wagon 'Cardigan Merchants' - weathered (Dap) **NEW** £10.504F-071-120 7 Plank open wagon 'Wemyss 1962' (Dap) **NEW** £9.504F-071-121 7 Plank open wagon 'Wemyss 1962' - weathered (Dap) **NEW** £104F-080-012 8 Plank open wagon 'SPC' (Dap) **NEW** £10.504F-080-013 8 Plank open wagon 'SPC' - weathered (Dap) **NEW** £1138-150A Megapack of 8 80 tonne glw BDA bogie bolster wagon in Loadhaul (Bac) (list £191.60) **BARGAIN** £11238-150A Single (Bac) (list £23.95) **BARGAIN** £1538-150A Pack of 4 (Bac) (list £95.80) **BARGAIN** £58R6728 BR (ex LMS) Horse Box M42253M BR crimson (Hor) (list £19.99) **BARGAIN** £15R6759 BR Blue Spot Fish Van - Blue Livery (Hor) (list £12.99) **BARGAIN** £11R6762 BR Insulated Van (Ex Fish Van) - Weathered (Hor) (list £14.99) **BARGAIN** £11

38-425 Bulk grain bogie hopper VTG 'Traffic Services' - weathered (Bac) £51.39

38-425 Pack of 4 (Bac) (list £239.80) **BARGAIN** £19238-425 Megapack of 8 (Bac) (list £479.60) **BARGAIN** £370

R6724 Drax 102t biomass hopper in Drax 'powering tomorrow' - Produced for Drax power station - Limited to 1000 - Available only from Hatton's (Hor) £83



R6723 Drax 102t biomass hopper in Drax 'Swoosh' - Produced for Drax power station - Limited to 1000 - Available only from Hatton's (Hor) £83

R6682D Extra Long CCT wagon 1274 in LNER teal (Hor) (list £19.99) **BARGAIN** £15

R6768 LMS Brake Van 730159 in LMS Bauxite (Hor) £14

R6473 Pack of 3 16 ton mineral wagons in BR bauxite - Railroad Range (Hor) (list £17.99) **BARGAIN** £15R6712A Pack of 3 five-plank open wagons BR bauxite (Hor) (list £24.99) **BARGAIN** £154F-028-100 Pack of two 40 foot containers - Maersk MRKU and MSKU (Dap) **NEW** £114F-028-101 Pack of two 40 foot containers - Maersk MRKU and MSKU - weathered (Dap) **NEW** £11.504F-032-013 Rectangular Tank Yorkshire & Lincolnshire Tar Wagon (Dap) **NEW** £13

33-090 Triple Pack 5 Plank China Clay Wagon Flat Hood GWR Brown (Bac) £31.41

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

X6659 4-pin DCC decoder for Sentinel and Peckett locos (Hor) £10

BPDC27 8 & 21-pin 4-function 1A (1.8A peak) small OMNI decoder (measures 231 x 27w x 10dmm) x 5 (Gau) £71

R8249 Box of 6 8-pin 4-function 2-sided 0.5A (1A peak) decoder (Hor) £76

R8248 Single (Hor) £14

BPDC29 OMNI 8 Pin Direct Plug Decoder (5 Pack) (Gau) £88

DCC accessory decoders

PC2 One Touch DCC Quad Point Controller x 4 (Tra) £32

DCC controllers

R8214 DCC Elite unit digital controller (Hor) £205

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

36-500U E-Z Command DCC controller - unboxed (with instructions) (Bac) (list £59) **BARGAIN** £59

36-504 EZ Command Dynamis Ultima DCC system (Bac) £250.71

DCC accessories

R8238 DCC reverse loop control module (Hor) (list £39.99) **BARGAIN** £12R8239 Power and Signal Booster - can be used any DCC controlled system (Hor) (list £99.99) **BARGAIN** £25R8201 Track Link Wire Pack - For DCC and Live Steam systems (Hor) (list £5.99) **BARGAIN** £3.50

Point motors



R8243 Surface Mounted point motor (Hor) £7.50

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) £2

SL-11 Insulated rail joiners/fishplates (for OO, HO & O gauge code 100 rails incl. Hornby, Peco & Peco Streamline) - Pack of 12 (Pec) £2

SL-10 Metal rail joiners/fishplates (for code 100 rails incl. Hornby, Peco & Peco Streamline). For OO, HO & O gauge - Pack of 24 (Pec) £2.50

19KADEE NEM-362 Long Coupler - 10.61 mm (27/64") (w/o Draft Gear Boxes) (2 pair) (Kad) £3.50

Buildings - railways

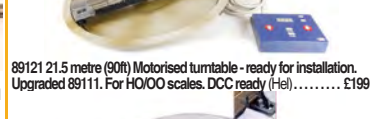
44-0059 Art Deco signal box (Bac) **NEW** £46.7144-0060 March West signal box (Bac) **NEW** £52.66

44-126 Modern Single Road Servicing Shed (Bac) £46.71

R9817 Raised Water Tank (Hor) **NEW** £21

44-0036 Yard Crane and Lorry Gauge (Bac) £29.71

Man-made scenic structure - railway-related



89121 21.5 metre (90ft) Motorised turntable - ready for installation. Upgraded 89111. For HO/OO scales. DCC ready (Hel) £199



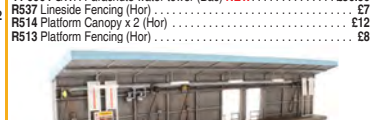
LK-55 76ft Well type turntable (Pec) £38



R083 Box of 6 Buffer Stop (Hor) £9.50

R083 Single (Hor) £1.80

LC-100 Catenary system Start-up pack: 12 masts, 12 registration arms, 2 jigs and 16-page Shows You How Guide (Pec) £69



R070 Electrically Operated Turntable (Hor) £64

44-0064 GWR Parachute water tower (Bac) **NEW** £30.56

R537 Lineside Fencing (Hor) £7

R514 Platform Canopy x 2 (Hor) £12

R513 Platform Fencing (Hor) £8



44-0053 Servicing Point (Bac) £49.26

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

4L-001-003 Signal - Motorised, Round post GWR home (Dap) £22

Buildings - general

44-0052 Church (Bac) **NEW** £80.7144-0050 Coal drop (Bac) **NEW** £50.96NEW R9813 Ex-Barrack Rooms (Hor) **NEW** £44R9802 Modern Prefab (Hor) **NEW** £26

Visit

www.hattons.co.uk/new

for new releases

44-081 Portable Offices. (Bac) £31.41

Man-made scenic structure - non-railway

- SS379 Communal refuse bin and grouped rubbish sacks (Har) **NEW** £4.50
 97422 Embossed plastic sheet - brickwork - pack of two 12" x 7.5" sheets (Exp) **NEW** £5.50
 97425 Embossed plastic sheet - concrete block - pack of two 12" x 7.5" sheets (Exp) **NEW** £5.50
 97407 Embossed plastic sheet - ribbed roofing - pack of two 12" x 7.5" sheets (Exp) **NEW** £5.50
 97411 Embossed plastic sheet - wood planking - pack of two 12" x 7.5" sheets (Exp) **NEW** £5.50



- 44-016 Fuel Storage Tanks (Bac) £33.96
 QS428 Pack of five plastic fish boxes (Har) **NEW** £6
 QS429 Pack of five shellfish creels (Har) **NEW** £6
 FL156 Pair of Oil drum groups (3 and 5) - green (Har) **NEW** £7.50
 FL108 Pat covered Mixed Load (Har) **NEW** £7.50
 SS389 Three 1960s petrol pumps - Shell, BP and National (Har) **NEW** £15

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

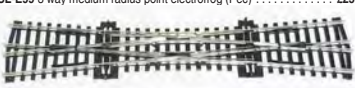
Track - Code 100 Setrack

- ST-244 Setrack curved double radius right handed point insulfrog (Pec) £14
 ST-201 Setrack double straight (Pec) £2
 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



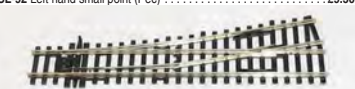
- SL-100 Pack of 25 1 yard (91.5cm) length of Code 100 Wooden-sleeper nickel silver flexible track (Pec) £66
 SL-100 Single (Pec) £3
 SL-102 1 yard (91.5cm) length of Nickel Silver concrete-sleeper flexible track (Pec) £70
 SL-102 Pack of 25 (Pec) £25
 SL-E93 3 way medium radius point electrofrog (Pec) £25



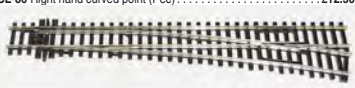
- SL-90 Double slip insulfrog (Pec) £31
 SL-87 Left hand curved point (Pec) £12.50
 SL-E87 Left hand curved point electrofrog (Pec) £12
 SL-E88 Left hand large point electrofrog (Pec) £12
 SL-89 Left hand large point insulfrog (Pec) £12
 SL-96 Left hand medium point (Pec) £10



- 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-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

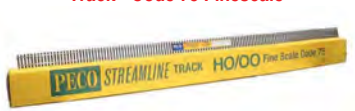


- SL-E95 Right hand medium point electrofrog (Pec) £10
 SL-91 Right hand small point (Pec) £9.50



- SL-E91 Right hand small point electrofrog (Pec) £9.50
 SL-80 Single slip insulfrog (Pec) £28

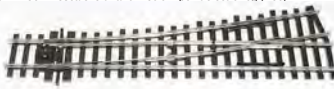
Track - Code 75 Finescale



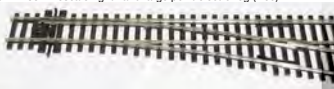
- SL-100F Pack of 25 1 yard (91.5cm) length of Nickel Silver Finescale flexible track (Pec) £72
 SL-100F Single (Pec) £3
 SL-E199 5 way finescale medium radius point electrofrog (Pec) £21



- SL-E190 Finescale double slip electrofrog (code 75 Rail) (Pec) £35
 SL-E187 Finescale left hand curved point electrofrog (Pec) £12.50
 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

- 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) £2.10



- 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
 R8073 Right Hand Standard Point (Hor) £9
 R621 Single 970mm length of flexible track (Hor) £36
 R621 Pack of 24 (Hor) £66

Track underlay

- GM200 5 metres of realistic grey ballasted OO gauge underlay (Gau) £19.50

Buses

- 76W0B012 Bedford OWB Warstones (Oxt) **NEW** £12.60
 13918 FLM F2 Lokdekka - Stagecoach East - 126 to Cambridge (EFE) **NEW** £28
 B208C Bristol MW6G 'Crowsville' - 'Barnmouth' (Bas) £16
 B208A Bristol MW6G 'Crowsville' - 'Pwhill' (Bas) £16
 25711 Daimler DMS 1 Door Bus & Coach Council - Bachmann exclusive (EFE) £34
 29636 Leyland Olympian - Stagecoach Preston - 119 to Royal Preston Hospital (EFE) **NEW** £28
 76RM111 Routemaster Blackpool (Oxt) **NEW** £8.95



- OM46712B Wright Eclipse 2, Lothian Buses, 21 Leith Links (Cor) **NEW** £29

Cars

- 76SET39 5 Piece Bentley Set (Oxt) **NEW** £19.40
 76ATK003 Atkinson Borderer Flatbed Trailer British Rail (Oxt) **NEW** £14.55
 76BB001 Bentley Blower Le Mans 1930 No.9 Birkin Chassagne (Oxt) £4
 76BLP004 BL Princess Tahiti Blue (Oxt) **NEW** £4.75
 76BM28001 BMW 328 Mille Miglia 1938 Fane (James Oxt) **NEW** £4.95
 76ZEP008 Ford Zephyr Goodwood Green (Oxt) **NEW** £4.95
 76FTYP005 Jaguar F Type British Racing Green Metallic (Oxt) **NEW** £4.95
 76FTYP007 Jaguar F Type Ultimate Black (Oxt) **NEW** £4.50
 76KFP005 Jaguar XF Saloon Polaris White (Oxt) **NEW** £4.95
 76J008 Jensen Interceptor Oakland Green Tan (Oxt) **NEW** £4.95
 76LRF009AU Land Rover Defender 90 Station Wagon Corris Grey (Autobiography) (Oxt) **NEW** £4.95
 76LRF007HE Land Rover Defender 90 Station Wagon Grasmere Green (Heritage) (Oxt) **NEW** £4.95
 76LRF008AD Land Rover Defender 90 Station Wagon Phoenix Orange (Adventure) (Oxt) **NEW** £4.95
 76MGA004 MGA Old English White (Oxt) **NEW** £5.25
 76MGBGT001 MGBGT Tartan Red (Oxt) **NEW** £4.95
 76NQ002 Nissan Qashqai Black (Oxt) **NEW** £4



- 76NQ001 Nissan Qashqai Metallic Faded Denim (Oxt) **NEW** £4.50
 76CFE006 Vauxhall Friary Estate Swan White/Lime Yellow (Oxt) **NEW** £4
 76VA002 Volvo Amazon Cherry Red (Oxt) **NEW** £4

Commercial vehicles

- 76BD021 Bedford OWLC Tanker Petroleum Board (Oxt) **NEW** £10.80
 76BUR005 Burrell Showmans Loco No.1 (Oxt) **NEW** £13
 76COM006 Commer Commando SAA (Oxt) **NEW** £12
 76FDE014 Ford 400 E Meridstone & District (Oxt) **NEW** £5.25
 76FDE003 Ford 400E Post Office Telephones (Oxt) **NEW** £5.25
 76FTC008 Ford Transit Connect Eddie Stobart (Oxt) **NEW** £4.95
 76FT024 Ford Transit LWB High Royal Mail (Oxt) **NEW** £4.95
 76FB003 Fowler B6 Showmans Loco King Carnival (Oxt) **NEW** £12.90
 76TR012 Mobile Trailer Alphonsos (Oxt) **NEW** £7.95



- 76SCT002 Scania Evo6 Car Transporter Quinns (Oxt) £26.70



- 76SHL01ST Scania Highline Nootboom 3 Axle Semi Low Loader Stobart Rail (Oxt) **NEW** £19.40
 76SCA04HB Scania Topline Horsebox A W Jenkinson (Oxt) **NEW** £13.75

Military ground vehicles

- 76DSC005 Daimler Dingo RUC No.9 Platoon - Keady - Co. Armagh (Oxt) **NEW** £4.95
 76DT002 Diamond T980 Tank Transporter 1st Canadian Army - Italy 1943 (Oxt) £20

Motorcycles & Scooters

- 76BSA008 Motorbike/Sidecar RAF Blue (Oxt) **NEW** £4.25

Tools

- SL-43 Loco Lift and storage unit (Pec) £11
 GM60 Wheel Cleaning Brush (Gau) £17

Trackside

- FL105 Steam shed depot clutter (Har) **NEW** £12.50

N Gauge

Steam locos



- 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
 25-007-012 Class 57xx Pannier 0-6-0 5764 in Great Western green (Dap) £61
 25-007-012 Class 57xx Pannier 0-6-0 5764 Great Western green - DCC Fitted (Dap) £82



- 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 in BR Black early emblem (Gra) £80.71



- 371-985 Class 64xx 0-6-0 Pannier Tank 6407 in GWR Green (Gra) £80.71



- 372-578 Class 6P Rebuilt Royal Scot 4-6-0 6100 'Royal Scot' in LMS Crimson (as preserved) (Gra) £118.96



- ND095a Class 7MT Britannia 4-6-2 70000 'Britannia' in BR Green late crest and original smoke deflectors (Dap) (list £129.95) BARGAIN £84



- 25-017-002 Class 7MT Britannia 4-6-2 70009 'Alfred the Great' in BR green late crest (Dap) (list £129.95) BARGAIN £85



- ND095b Class 7MT Britannia 4-6-2 70013 'Oliver Cromwell' in BR green early emblem (Dap) (list £129.95) BARGAIN £84
 372-181 Class 8P Duchess 4-6-2 46229 'Duchess of Hamilton' BR green early emblem (Gra) £127.46



- 372-800B Class A1 4-6-2 60163 'Tornado' in BR Express blue (as preserved) (Gra) £135.96
 25-012-006 Class A1X Tender 0-6-0T 2644 Southern Railway green (Dap) £63.66
 25-002-004 Class V Schools 4-4-0 910 'Merchant Taylors' in Southern Railway olive green (Dap) £120.76



Diesel locos

- 2D-013-000 Class 27 diesel #27108 in BR blue (Dap) £82



- 2D-001-000 Class 33/0 33030 in BR blue (Dap) **NEW** £108.82
 2D-001-000 Class 33/0 33030 in BR blue - DCC fitted (Dap) **NEW** £130.57



- 2D-001-003 Class 33/0 D6539 in BR green small yellow panels (Dap) **NEW** £108.82
 2D-001-003 Class 33/0 D6539 in BR green small yellow panels - DCC fitted (Dap) **NEW** £130.57



- 2D-001-001 Class 33/0 D6571 in BR green no yellow panel (Dap) **NEW** £108.82
 2D-001-001 Class 33/0 D6571 BR green no yellow panel - DCC fitted (Dap) **NEW** £130.57
 371-166 Class 37/4 37406 'The Saltire Society' Railfreight Distribution (Gra) £99.21



HSTs



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



- 2D-019-004 Class 43 HST Book Set in Intercity Swallow - 43075, 43106 & two Mk 3 coaches (Dap) £135



DMUs



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



- 371-505 Class 101 2-car DMU in BR Network South East (Gra) £144.46



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



- 2D-009-000 Class 121 single car DMU 'Bubble car' W55022 in BR green small yellow warning panel (Dap) £90
 371-330 Class 150/1 150128 in First Great Western (Gra) £131.71

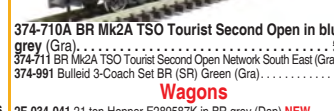


EMUs

- 371-702 Class 350/1 Desiro 4 Car EMU 350 101 in London Midland (Gra) (list £169.95) BARGAIN £99
 371-700 Class 350/1 Desiro 4-car EMU 350 111 'Apollo' in unbranded Silverlink (Gra) (list £169.95) BARGAIN £99



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



Coaches



- 374-710A BR Mk2A TSO Tourist Second Open in blue & grey (Gra) £25.46
 374-711 BR Mk2A TSO Tourist Second Open Network South East (Gra) £24.61
 374-991 Bulleid 3-Coach Set BR (SR) Green (Gra) £76.46

Wagons

- 2F-034-041 21 ton Hopper E289587K in BR grey (Dap) **NEW** £9
 2F-034-042 21 ton Hopper E289587K in BR grey - weathered (Dap) **NEW** £10
 2F-013-043 4-wheel gunpowder van 'Ferrocete' (Dap) **NEW** £10
 2F-013-044 4-wheel gunpowder van 'Ferrocete' - weathered (Dap) **NEW** £10.50
 2F-013-035 4-wheel gunpowder van M701059 in BR baude (Dap) **NEW** £9





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2F-036-031 Bulk Grain Hopper Bass Charrington 37 (Dap) NEW £13
2F-036-032 Bulk Grain Hopper Bass Charrington 37 (Weathered) (Dap) NEW £14
2F-013-033 Gunpowder Van Blue Circle 174 (Dap) NEW £8.50

DCC decoders

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

Accessories

379-426 WD traction tyres x 10 (Gra) NEW £5.91

Spares

2A-000-008 Magnetic NEM couplers - medium arm (ex-NSPARE8) - 5 pairs (Dap) £17
SL-310 Rail Joiners/Fishplates for N & OO9 gauge (24 per pack) (Pec) £2

Track - Code 80 Setrack



ST-11 Double straight track (Pec) £1.50
ST-17 N Setrack No3 radius double curve (8 form a circle). 298.5mm/11.75" radius (Pec) £2
ST-6 Setrack left hand point insulfrog (Pec) £8.50



ST-5 Setrack right hand point insulfrog (Pec) £8.50
ST-300 Starter Track Set (Pec) £44

Track - Code 80 Streamline

SL-302 1 yard (91.5cm) length of Concrete Sleeper Nickel Silver Flexible track (Pec) £3
SL-302 Pack of 25 (Pec) £64



SL-300 Pack of 25 1 yard (91.5cm) length of Wooden-Sleeper Nickel Silver Flexible track (Pec) £64
SL-300 Single (Pec) £3
SL-E396 Left hand medium point electrofrog (Pec) £9
SL-396 Left hand medium point insulfrog (Pec) £9
SL-E395 Right hand medium point electrofrog (Pec) £9
SL-395 Right hand medium point insulfrog (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-E396F 3-way finescale turnout (Pec) £26
SL-E386F Finescale curved double radius right hand point electrofrog (Pec) £11



SL-E390F Finescale double slip electrofrog (Pec) £35
SL-E396F Finescale left hand medium point electrofrog (Pec) £10



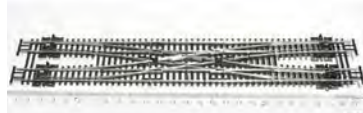
SL-E392F Finescale left hand small point electrofrog (Pec) £9
SL-E386F Finescale right hand large point electrofrog (Pec) £11



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

NIR2003 Irizar PB Ulsterbus (Oxf) NEW £8.95

Commercial vehicles

NMB001 Mercedes Actros Curtainside Eddie Stobart (Oxf) NEW £12
NVOL4001 Volvo FH4 Curtainside Eddie Stobart (Oxf) NEW £10.80

O Gauge (1:43 Scale)

Steam locos

7S-010-010 Class A1X 'Terrier' 0-6-0T W9 'Fishbourne' in Southern Railway green (Dap) £191.25



7S-010-008 Class A1X Terrier 0-6-0 5 "Portishead" in GWR Green (Dap) £191.25



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) NEW £340



7S-010-009 Class A1X Terrier 0-6-0T 643 "Gipsyhill" in LB&SCR marsh umber brown (Dap) £191.25
7S-010-009D Class A1X Terrier 0-6-0T 643 "Gipsyhill" in LB&SCR marsh umber brown - DCC Sound fitted (Dap) NEW £340

Diesel locos



2553 Class 25/1 in BR blue (unnumbered) (Hel) £470



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



5352 Class 53 1200 'Falcon' in BR Blue full yellow ends (Hel) £550



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



6000 Class 60 diesel in Railfreight triple grey (Supplied un-numbered separate waterslide numbers, sector emblems and, a selection of nameplates.) (Hel) £499



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



4910 BR Mk1 SO 2nd open in carmine & cream (Hel) (list £325) BARGAIN £250
4911 BR Mk1 SO 2nd open in maroon (Hel) £250
4992 Mk1 GUV full brake in BR blue Express Parcels branding (Hel) £250

DMUs

Coaches

7F-071-025 7 Plank open wagon "Co-Op" (Dap) NEW £38
7F-071-025W 7 Plank open wagon "Co-Op" - weathered (Dap) NEW £38
7F-071-026 7 Plank open wagon "Dursley Coal" (Dap) NEW £38
7F-071-026W 7 Plank open wagon "Dursley Coal" - weathered (Dap) NEW £38
7F-071-018W 7 Plank open wagon "James Edge" - weathered (Dap) NEW £37.75

Wagons

7F-071-018 7 Plank Wagon James Edge (Dap) NEW £37.75
4375 BR black DB83021 - Dogfish (H) NEW £79

7F-071-018 7 Plank Wagon James Edge (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
ST-725 Setrack Bullhead 2nd radius standard curve 410mm (16") radius 1020mm (40.5"). 16 make a circle (Pec) £6

Cars

43AMD9001 Aston Martin DB9 Coupe in gunmetal silver (Oxf) NEW £21
43AMD9002 Aston Martin DB9 Coupe Onyx Black (Oxf) NEW £20
43AMV001 Aston Martin Vanquish Coupe Appletree Green (Oxf) NEW £21
43AMV002 Aston Martin Vanquish Coupe Selene Bronze (Oxf) NEW £20
VA02538 Corgi 60th - Austin Mini Cooper Mk1, Surf Blue (Cor) NEW £13
J3JAGXK150007 Jaguar XK150 Fixed Head Coupe Mist Grey (Cor) NEW £18.60
VA10710 MGB, 1966 Marathon de la Route, Outlight Winner (Cor) NEW £23

Any or Multiple Scales

Analogue controllers



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



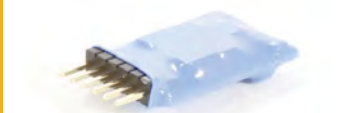
D Double/Twin track power controller (Gau) £69
Q Quadrule 4 circuit power controller (Gau) £130

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
PL-15 Twin Microswitch (Pec) £7

DCC decoders

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



36-558A 6-pin 2-function decoder (suitable for OO & N gauge locos and use on analogue track) (Bac) £15.26



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



DCR-8PIN-Harness Box of 10 8-pin (harness) 4-function 1.1Amp decoder back EMF (Hat) £94
DCR-8PIN-Harness Single (Hat) £10
DCR-8PIN-Harness Box of 5 (Hat) £48
36-553 8-pin 3-function 0.75A decoder back EMF (Bac) £15.50



DCR-8PIN-Direct Box of 10 8-pin compact direct 4-function 1.1Amp decoder back EMF (Hat) £105
DCR-8PIN-Direct Single (Hat) £13
DCR-8PIN-Direct Box of 5 (Hat) £59

DCC accessory decoders

DCD-ADS2FX COBALT Solenoid Accessory Decoder (2 Output) (DCC) £17



DCD-ADS8FX COBALT Solenoid Accessory Decoder (8 Output) (DCC) £56

DCC controllers



50200 ECoS Command Station DCC controller full colour LCD touch screen & dual controllers motorised dials & easy CV (ESU) £509



524-042 NCE Power Cab 2 Amp DCC controller (NCE) £136



DCC02 Prodigy "Advance 2" starter DCC controller package (Gau) £220
DCC01 Prodigy Express Package. Can be extended the DCC13 Walkaround or DCC51 Wireless (Gau) £124

DCC accessories

BPDC80 Pack of three DCC autofrog polarity reversal switches - for electrofrog points (Gau) £14
GM500D Universal Relay Switch for DCC use (Gau) NEW £5.75

Point motors

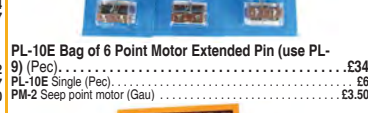
DCP-CB11P Cobalt ip slow-action analogue point motor * 1 (DCC) £14
DCP-CB1DIP Cobalt ip slow-action digital point motor * 1 (DCC) £17



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



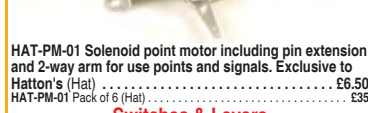
PL-10E Bag of 6 Point Motor Extended Pin (use PL-9) (Pec) £34
PL-10E Single (Pec) £6
PM-2 Seep point motor (Gau) £3.50



PM-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

PECO ELECTRICS
For use with PECO and other model railway systems
ACCESSORY SWITCH
For fitting to 'Turnout' motor
Switched Switches
PC-14



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



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

Track underlay

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

Railway publications

R8144 RailMaster PC Model Railway Control System CD-Rom (Hor) (list £69.99) BARGAIN £5

Paint accessories

44510 Precision masking tape - 10mm x 18 metres - pack of two rolls (Exp) NEW £2.75
44506 Precision masking tape - 6mm x 18 metres - pack of two rolls (Exp) NEW £2

Tools

TC-200-PS Flexi-track and metal cutting tool UK power supply and adjustable angle support (Pro) NEW £75
XU2175B Flexible track cutters (XURON) (Gau) £15
DCM-R1A6 Rolling Road - Active (Powered) Set - 6 Way - For OO, N, HO, TT Gauge - See Description (ex DCP101) (DCC) £61

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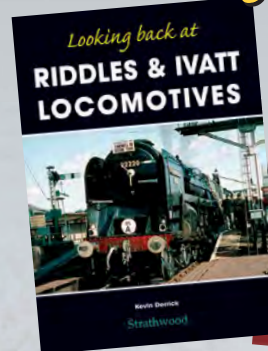
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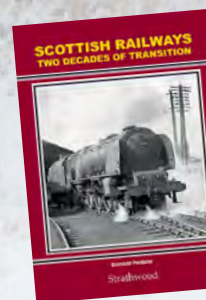
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SPOTTING DAYS



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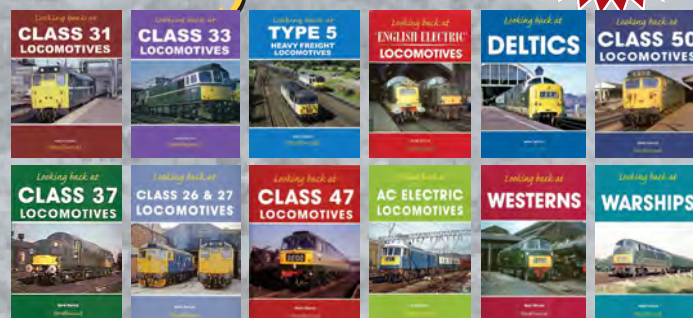
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Looking back at Class 37 Locomotives ★

Looking back at Class 26 & 27 Locomotives

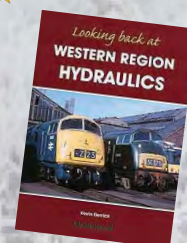
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When it was launched in 1959, designer Alec Issigonis' Mini revolutionised the automotive industry by pioneering the mass production of front-wheel-drive transverse-engine cars. Then Formula 1 World Champion team owner John Cooper, a friend of Issigonis, immediately saw its nimble handling as an opportunity to create a powerful competition car and, after building a prototype, persuaded BMC bosses to produce it. It was launched in 1961, started winning races and rallies immediately, and became the cool 'must have' car of the 1960s, selling in much larger numbers than initially envisaged. The Cooper S added more power and the example modelled here was a BMC press car tested, with enthusiasm, by Autosport magazine in August 1963. This special 60th Anniversary Collection model includes a commemorative pin badge.

SPECIFICATION

ENGINE 1071cc 4iL
OHV
POWER
70bhp@6000rpm
TORQUE 62lb.
ft@4500rpm
MAXIMUM SPEED
95mph
0-60MPH 12.9secs
PRODUCED 45,629
(Cooper S, 1963-1971)

ABOUT THIS MODEL...

Corgi VA02538 1:43 scale Austin Mini Cooper S Mk 1 in surf blue with white roof and wheel trim (60th Anniversary Collection).
RRP £16.99



CORGI 60TH ANNIVERSARY COLLECTION

This range of specially priced limited edition models features some of the most famous vehicles and liveries from air and road produced by Corgi since its launch in 1956. These include the legendary London Transport Routemaster bus, RAF Spitfire and Hurricane fighters, a 'Red Arrows' BAE Hawk aircraft, Morris Minor and Ford Escort Mk 1. All are presented in commemorative 60th Anniversary packaging.

Corgi first appeared in the toy shops of Great Britain in 1956 as a new range of die-cast model cars from Mettoy Playcraft Ltd. These new toy cars were soon a huge hit and were famous at the time for their transparent plastic windows, soon becoming known as 'the ones with windows'.

Today, Corgi has many highly recognisable collections under its umbrella including 'The Aviation Archive', 'Hauliers of Renown', 'Vanguards' and 'The Original Omnibus Company'. Corgi Toys continue to delight a new generation of die-cast enthusiasts. See the full collection now at: www.corgi.co.uk

* Terms and conditions: UK offer only. Limited to the first 2,000 readers to respond. Model to be dispatched within 30 days. If you don't receive a vehicle within this time period, you will have been unsuccessful. Limited to one model per address.

DOVINGTON

FACT FILE

SCALE/GAUGE: 4mm:1ft scale, 16.5mm gauge OO
SIZE: 17ft by 2ft 6in
ERA/REGION: BR 1990 (Region varies)
LOCATION: Flexible
POWER & CONTROL: 12V DC analogue
LAYOUT TYPE: Fiddleyard to freight depot
WORDS: Paul Taylor
PHOTOGRAPHY: Andy York

It all started from an off-the-cuff response to a question from a member of the public at an exhibition. When looking at two 'Lowmac' wagons, loaded with military vehicles, sitting in 'Whitchurch Canoncorum' yard, he asked "What are they doing there?" My answer was: "Oh, they're waiting to be tripped to the MoD depot just down the line." That was it, the seed had been sown and 'Dovington Camp' was born.

Why 'Dovington Camp'? The name is an amalgam of Bovington Camp, the Dorset home of the Tank Museum, and Donnington, the Shropshire MoD depot. The idea was to have both a name and a layout design that was deliberately vague in terms of its location. This would allow a variety of stock to be run and, given the fact that military buildings don't alter much over time, even different periods of operation. Indeed, 'Dovington Camp' started life as a 1960s shunting layout.

LAYOUT DESIGN

Our first outing was as a 6ft by 2ft layout building demonstration at the 2003 Nailsea & District MRC exhibition. In this form it was, in effect, a shunting plank, with trains being formed and then broken back down into the depot.

MoD depots are renowned for their tight curves - hence the survival of VEA short wheelbase vans into the 1990s - it was possible to squeeze the proverbial quart into a pint pot through the use of Peco Code 75 short radius and three-way electrofrog points and crossings. The result was a lot of trackwork in a small space, with overlapping sidings and a less than obvious run-round facility. The headshunt was designed to allow a shunter and either four 10ft vans or two VGAs, although longer rakes can be handled with some nifty shunting manoeuvres.

Over time a fiddleyard was added, which includes a cassette shelf, allowing a much wider selection of trains to be operated. This is hidden behind the barrack block and parade ground. I like to have an area without tracks, to give context and appeal to visitors who are not as interested in the trains. The 'river board' allowed connection with my other layouts.

After working more closely with my good friend John Anderson on his layouts, the decision was taken to concentrate efforts on what is my favourite era of operations - the colourful years between the creation of Network SouthEast in 1986 and the start of privatisation in 1994.

Today, the layout is 17ft by 2ft 6in and operates with 10-12 trains, which vary according to the region of operations. The chosen year is 1990, in the build up to

For internal rail movements, Dovington Camp has a small fleet of diesel shunters, including a Ruston 0-6-0DE. With VEA vans behind (see page 60), the Class 07 clone shunts 'Warflat' wagons loaded with various types of armoured vehicles.



CAMP

Military depots have long been a valuable source of traffic for Britain's railways, and a fascinating topic for modellers, as **Paul Taylor** confirms.





'Operation Desert Storm' and prior to the cessation of Speedlink services in 1991.

LIGHTWEIGHT CONSTRUCTION

The layout is built on a 6mm ply framework with 9mm ply ends. This is quite lightweight but has stood the test of time. As previously mentioned, trackwork is Peco Code 75, with the main line ballasted using Greenscene fine ballast and the MoD sidings using a mixture of powders to represent the lighter ash ballast often found in such locations.

The inlaid trackwork was created using scrap N gauge rail tacked to copper-clad sleepers, inserted at 6in

ABOVE: A Westland Wessex helicopter from the Royal Flight waits for its VIPs to return from their official duties at the camp.

BELOW: The river board extension provides some scenic relief from the camp and acts as a link to Paul's other layouts.

intervals between the Peco webbing, using a track gauge to create an inside running rail/check rail. The road surface was created using cork tiles to the sleeper edge. The gaps between tile and rail between the rails were filled with ready-made filler. A piece of plastic card, shaped to 1mm below rail height, was used to create a smooth surface by rubbing it along the rails. This was much more reliable than some other methods I have experienced.

Operation is via traditional DC cab control with two Gaugemaster hand-held controllers. Points are operated using single-pole-double-throw (SPDT) toggle switches and SEEP point motors with built in switching.



about the author

Paul Taylor, 51, from Clevedon, North Somerset. Married with two grown-up daughters. For the last nine years I have worked as an internal auditor in the energy industry, spending lots of time away from home and having to fit modelling around family life. My first train set was given to me at the age of two and my first layout was on the floor of an attic room. After the usual break for courting and getting married, which luckily didn't seem to take too long, I started my first proper layout after moving to Exeter in 1987. With space an issue, 'Penwick TMD' - a 6ft by 2ft N gauge depot and yard - was created to live on top of the bedroom wardrobes. It was soon doing the rounds on the exhibition circuit. Following a move to Clevedon in 1995, 'Whitchurch Canonorum', a 11ft by 2ft 1960s BR(W) layout in OO gauge followed and developed over the years through many incarnations. 'Dovington Camp' was a part of that story.



Space is at a premium on the short sidings, which leads to intensive shunting operations as incoming trains are broken down into manageable rakes or assembled for despatch. Turn to page 30 for more about the layout's collection of military vehicles.



ABOVE: A recent addition to the MoD locomotive fleet is a modified Hornby Sentinel 4w diesel, repainted in drab green. Here, it brings in a VDA and two VGAs off the main line.

ask the expert

Q One of the most eye-catching features of the layout is your collection of British Army vehicles. Where did you find them and are they widely available?

A We are often asked about the source of the various military vehicles to be found across the depot. The standard Bedford MK lorries and Land Rovers are from the JB Models (now Airfix) range, as are the 105mm Field Guns seen as loads in OCA open wagons. The 'Warflats' are waiting to offload a variety of Combat Vehicle Reconnaissance (Tracked) (CVR(T)) vehicles including Scorpion/Scimitar reconnaissance vehicles (Airfix), Spartan Armoured Personnel Carriers (APCs) and Sultan command vehicles. The latter, together with one Warrior APC, an FV432 APC and Ferret armoured cars are all from Cromwell Models' 'Combat Ready' range of simple resin kits. For example, the Warrior is a five-piece kit (hull, two track units, turret & barrel) with bags of detail moulded in that just needs to be brought to life with a paintbrush. Also to be seen



are two Revell Warriors, a Forces of Valor Challenger battle tank and various items from BW Models (whitemetal kits, whilst the engineers' earthmovers are repainted Wiking models.



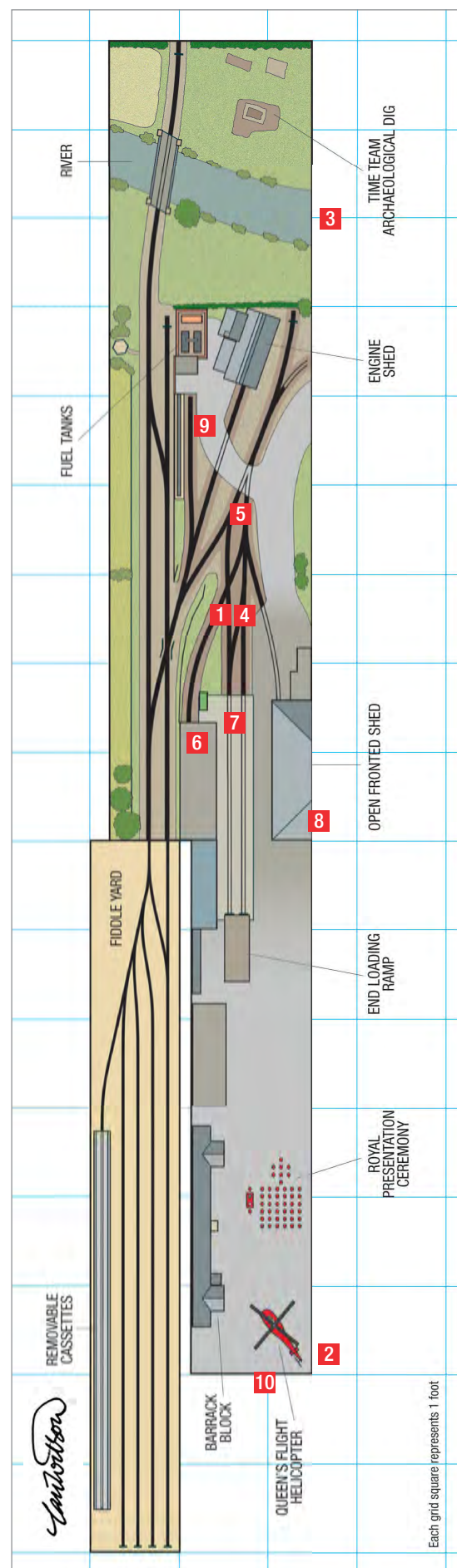
MILITARY BUILDINGS

As you will appreciate, getting access to MoD premises for research hasn't been possible and I am much indebted to three main sources of inspiration. Firstly, three excellent Telerail videos of the Bicester, Longtown and Chilmark/Marchwood military railways and secondly, the books *The Bicester Military Railway* and *The Army's Central Railway Workshops* (Lawton & Sackett). Finally, I am grateful to Paul Gandy of PG Models, for a selection of images of MoD buildings.

The buildings are, in the main, scratchbuilt using plain and embossed plastic card, but based on real buildings. The fuel tanks are from Ludgershall in Hampshire, the old locomotive shed from Bicester, the flat-roofed stores from the old Second World War Ministry of Supply (MoS) buildings at Norton Fitzwarren in Somerset and the 'open' shed from Ashchurch. The vehicle repair facility is a Faller military kit, built pretty much as intended.

The barrack block started life as a Heljan cruciform US Court House kit. However, I tend to think of these

TRACKPLAN DOVINGTON CAMP





7

ABOVE: One of Thornaby's unofficially embellished Class 47/3s passes with a Speedlink wagonload freight. Much MoD traffic was distributed via this network from the late-1970s until 1991.

LEFT: A JB Models forward control Land Rover ambulance is held up alongside an MOD 'Warflat' loaded with two armoured personnel carriers.



kits as 'a box of useful mouldings' and put them together in ways that were never intended to create something more in line with my requirements - in this case a 2ft 6in low-relief building based on the Territorial Army centre in Bristol.

To add interest, the design includes a shed at the front of the layout where the 'internals' are open to the public to view, something a little different to the norm. It also gives context and purpose to the building and the layout as a whole. I well remember many quizzical looks whilst gluing the roof trusses together from balsa strip! Whilst it was tedious at the time, the overall impression was well worth it. Alongside the shed is an office building with meeting room, office and toilets, all visible to viewers.



ROYAL VISIT

Having arrived in the Queen's Flight helicopter (a converted Revell Westland Wessex), Her Majesty and Prince Phillip (Preiser figures) are presenting new Regimental Colours. On parade are Airfix bandsmen and Colour Party figures. Being made from the old 1960s polyurethane, they do not take paint well. The solution is an undercoat of Halfords grey primer as a base for Humbrol acrylics.

The soldiers have all had their 1960s Lee Enfield rifles replaced with more appropriate SLRs. Uniforms are generic so that they can represent regiments linked to the area of operation, for example the Scots Guards when we're operating Scottish Region stock.

Another cameo which receives many comments is the archaeological dig, where Channel 4's *Time Team* is being filmed as they uncover a Roman Villa, with baths and a tessellated pavement (mosaic). As a long-time fan of the programme, I wanted to include a dig as an unusual cameo.

Fans of the programme will recognise many of the early 'cast', gathered round a finds table doing a piece to camera, including Tony Robinson, Carenza Lewis, Robin Bush, Phil Harding and, of course, Mick Aston and his stripy jumper! Elsewhere, Victor is creating a painting of what the villa would have been like circa 240 AD. In true *Time Team* style, the figures arrived from another dig on my previous layout, 'Whitchurch Canonicorum'. Roman remains were fabricated from DAS clay and statuary finds from various Preiser figures. The mosaic is based loosely on one in Dorchester Museum.

ABOVE: Inside the transshipment shed VEA vans wait to be loaded with their next 'classified' cargo. Various widely available models have been adapted for military use on the layout.

I ask the expert

Q The layout is packed with interesting details and cameo scenes - what's your philosophy for keeping exhibition visitors entertained?



A John and I have a strong ethos regarding exhibition layouts - they should entertain on a number of levels. Firstly, there should be enough content to hold the eye before a single train is placed on the layout. This will ensure that those members of the public without a particular interest in railways will have something to study and keep them amused. Indeed, the use of 'Can you find...?' sheets on the layout will keep both children and parents entertained and get them looking in more detail at the model, especially if there are some more amusing or topical items for them to spot - can you find the rat?

Secondly, once the trains are added, without moving they should hold the eye of the enthusiast or modeller. These should include detailed and different items, improved RTR models, kits or scratchbuilt stock that is more unusual but realistic in both delivery and context. This is John's forte.

Finally, operation should be realistic in terms of rakes, formations and, ideally, not catch the eye for the way in which trains are operated - it should look natural.

Yes, we take it seriously but not too seriously - after all is said and done, it should also entertain us as we play trains for a weekend!

I like to have an area without tracks, to give context and appeal to visitors who aren't as interested in the trains. The 'river board' allowed connection with my other layouts.



FREIGHT SERVICES

Trains fall into two categories; MoD traffic exchanged at the depot gates and those serving other facilities on 'the branch' which utilise the run-round facility outside the depot.

MoD traffic is handled by specific Speedlink trains, usually hauled by appropriate Railfreight Distribution sector Class 37s and 47s. Wagons include the full range of BR air-braked vans (VAA-VGA), OCA opens, 'Warflats' and 'Warwells', as well as some containerised traffic, which will be correctly paired with barrier wagons as required. Occasionally, Army internal vehicles are transported between depots and some more unusual items are seen, such as the MoD flask carriers for 'safe storage'.

ABOVE: Firmly in West Country guise, the camp is passed by short-lived Railfreight 50149 *Defiance* on a china clay working.

Three MoD shunters are available to work the depot. These are a Ruston 0-6-0 - a modified Silver Fox Class 07 kit on a Bachmann chassis; a repainted Hornby Sentinel 4w diesel and a small 0-4-0DM from a Knightwing kit on a Tenshodo SPUD motor bogie. All are based on photographs of MoD shunters in books.

Other traffic depends on which area of the country is being portrayed on that day's operations but we will always try to represent actual or potential traffic flows for that area. The photographs depict a West Country operation, with flows that would have been seen in Devon at that time. All are powered by an appropriate locomotive.

John is the expert when it comes to detailing and converting locomotives and rolling stock, so the majority of items are super-detailed and weathered to a very high standard and I must thank him for making them available to run on 'Dovington Camp'.

It is this partnership approach that has enabled us to keep redeveloping the layout and keeping it fresh. We each have our preferred topics when it comes to modelling, and thankfully these are complementary. We have several layouts out on the circuit, plus replacements in production.

Finally, I must thank those that have helped and inspired me. John is always pushing me forward and helping me to develop my skills. Thanks should also go to Ellis Johns (military vehicles) and other members of Nailsea & District MRC for assisting with operation over the years. Finally, special thanks to my wife, Julie and daughters Cat and Jen for 'the views of the general public' and for putting up with my mess, even when I left the dining room table looking like it had lost an argument with an angry tiger! ■





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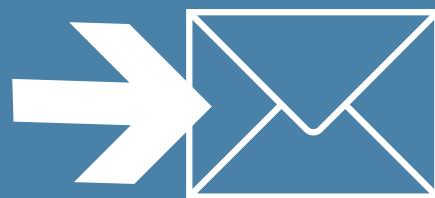
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INBOX



SOUTHERN SCENE

‘Capel Hill’ is my second layout and is a ‘what if’ design depicting a small Southern Region station and aerodrome. I’ve made it an imaginary branch line between Folkestone and Canterbury near Capel-le-Ferne, hence the name Capel Hill. It is set around 1956 in the BR early/late crossover period.

The buildings, such as the common wooden panel SR station

building, the road bridge and aerodrome are scratchbuilt. Some of the other buildings, such as the station are from Metcalfe, but have been heavily modified for realism. The layout measures 4ft by 2ft with a small L-shaped extension to facilitate the aerodrome and control is by DC analogue.

I have built a second 4ft by 2ft section as a fiddleyard and the two sections are separated by a scenic break. To use the fiddleyard to its maximum potential I have now started building a small SR London terminus, set in the 1980s with BR blue ‘4-CEP’ and ‘2-EPB’ stock as this is how I remember it. Now with two layouts, each can act as a fiddleyard for the other.

Despite having a fair amount of SR models, over time I’ve picked up other bargains that are not SR,



but I can get round this by using the older layout as a preserved line, by placing more modern vehicles on it. My plans for the future are to electrify turnouts and potentially go digital!

■ Paul Page, via e-mail

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WINS A YEAR'S
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TO BRM!**



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



Hello readers, here is a sample of the Welshpool & Llanfair Light Railway 2016 Christmas card. Based on a painting commissioned by railway artist Jonathan Clay, it shows Beyer Peacock 0-6-0T No.822 *The Earl* at Heniarth Halt. Inside reads 'With best wishes for Christmas and the New Year'. Cards are priced at five for £3.00, 12 for £5.50, 25 for £9.00, 36 for £13.50 and 50 for £17.30 with cheques made payable to 'W&L Sales'.

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Q/A UNDER SURVEILLANCE



Q I need to find a suitable set up that will provide visual confirmation that the tracks on an O gauge turntable - 6ft from a baseboard edge - are correctly aligned. Specifically, I would think, a ceiling mounted camera and a small separate stand-alone monitor. The distance between camera and turntable is around three feet for focussing.

My turntable is powered by stepper motor technology, which unfortunately isn't reliable, hence the need for a visual confirmation.

I am sure that some of the excellent layouts that you have featured over the years have made use of remote camera systems, so any help towards identifying reasonably priced makes and especially stockists or showrooms would be most welcome.

■ Peter Collins, Surrey

A There are many camera systems on the market for your needs, each offering different advantages or potential problems. We approached John Holden of 'Liverpool Lime Street' with your question to discover

more about the system used by its operators on this exhibition layout. He writes...

Hello Peter. There are a number of small cameras and monitors available on the internet via eBay, usually sourced from China. They are modestly priced and perfectly adequate for our purpose in model railways. The focal length of these cameras is such that they can be mounted quite close to your turntable, so are suitable for your requirement.

The monitors and cameras are easily interconnected using the standard yellow 'video output' plug on the camera to connect to a 'video input' socket on a cord supplied with the monitor. If the leads provided aren't long enough then extension leads can be made or bought from electronic suppliers.

To power the camera and monitor you'll need a suitable 12V DC power supply. For more information on the system we use on Lime Street or to see the cameras and monitors we use, visit our blog on RMweb.

**■ W www.brmm.ag/
LiverpoolLimeStreet**

JOIN THE CLUB

Crawley Model Railway Societies' new clubroom extension has created space for further members. It has six permanent layouts, with room to construct new layouts, socialise and a refreshment area.

Its annual exhibition is held in Horsham with local and exhibitor layouts and comprehensive trade support.

It also holds 'skills clinics' on subjects such as wiring, building construction, soldering kits, weathering and air-brushing, meeting every Monday, Wednesday and Friday from 1930 to 2200.

If you live in the Sussex/Surrey area and would like to arrange a visit, contact Barry Mursell.

E barry@bazzar.info

T 01403 269094

HATTON'S NEW SNOWPLOUGH

YOUR THOUGHTS
Turn to page 94 to read all about these new models.



Hi all,
As well as the 'Warwell', we're now at the stage where we can confirm that we're working on a OO gauge Beilhack ZZA bogie snowplough. Let us know what you think!

Hatton's Dave



Wow, exciting. Also gives opportunity to run another very short train, loco and snowplough.

Colin K.



Definitely get a couple. Hattons dealing directly with the factory in China and cutting out a manufacturer is probably a trend that will continue.

BR Blue

WEB CHAT

This month's 'Reader Poll' generated interest on RMweb. Here are some of your comments.



In an ideal world I would like to wait no more than a year to 18 months, but if I have to wait longer it generally does not bother me much. I personally think companies should not announce models until they are a good way through development.
Midland Mole



I would expect an established company like Hornby or Bachmann to be able to announce new models and release them within a year. I don't mind if this is via an annual announcement or a drip-feed approach but waiting more than a year just seems unhelpful.
Beacon



I'd ideally like to be waiting no more than a year. For smaller commissioned items anything up to three years is OK for me, but longer than that is a bit much.
Ian J.



If a model is announced at Warley, I'd expect it available within the following year.
davidw



READER POLL

Every month we ask RMweb members to vote on an important railway modelling.

THIS MONTH'S QUESTION:

Q How long do you expect to wait for a new release RTR model?

- Less than three months
- Three to six months
- Six to 12 months
- 12 to 24 months
- Three to five years
- Over five years



Visit www.rmweb.co.uk to take part in next month's poll



MAGNETIC ATTRACTION

Q I'm struggling to connect the three-link couplings on my rolling stock as my eyesight and dexterity isn't what it was. I'm looking for a suitable replacement that's simple to use for my O gauge stock in the garden - what can you recommend?

■ **Graham Wilson, Notts.**

A Your timing is impeccable as a potential solution has landed on my desk from M&M Models & Dorset Kits - the MagClic. Priced at £7.50 per set, this new solution replaces the traditional drawbar and hook with three-links for a chemically-blackened sprung drawbar with magnets fitted to the ends. The magnets can take up to 0.5kg of weight on the drawbar, making them easily capable of hauling up to six heavy brass coaches up respectable gradients if required.

Their main advantage is that they are unobtrusive - beneath corridor connections on coaches they are almost completely hidden. They fit easily to rolling stock, being a direct replacement for traditional couplings - no additional bars, hooks, hoops or other devices are required to fit between buffers or modified bufferbeams. See its website or call for details.

T 01202 386 195

W www.modelrailwaywagons.co.uk



Feeling festive? We are. We've teamed up with Guild of Railway Artist associate member James Green to offer one lucky reader a limited edition 20in

by 16in print with a choice of frame worth over £50.

James Green's latest railway work sees ex-LMS 4-6-2 'Duchess' No. 46248 City of Leeds centre-stage at Crewe North Motive Power Depot in 1964.

Seen behind are Ivatt 2-6-2T No. 41272, the 7,000th locomotive built at Crewe Works and ex-LMS Stanier 'Black Five' 4-6-0 No. 45000.

The print will be signed and numbered, complete with certificate of authenticity. The

ROOM FOR MORE?



A pair of Fowler 0-6-4Ts are captured on Charles Stevens' 'Broom Junction', as featured in the August 2016 issue of **BRM**.

The 'pool of viable new subjects diminishing every year' is a quote from the editorial in the August 2016 issue of **BRM**. I read it today, partly because we're a month behind here in Canada. The statement caught my eye because on my workbench are three locomotives that, to the best of my knowledge have never been the subject of an RTR model. These are:

- LMS/MR 0-4-4T 1P (Craftsman kit) a lovely branchline locomotive, ideal for Hornby's LMS non-gangwayed coaches.
- LMS Fowler 7F 0-8-0 (Falcon Brassworks kit) a heavy hauler similar to the LNWR G2 'Super D'
- LMS/MR 0-6-4T 'Deeley Flatiron' (Southeastern Finecast) main line or branch line locomotive - see photograph

These are just three that are obvious to me and there must be others, not just from the LMS but other railway companies too. Perhaps we'll see these on the next wish list and I'll have a chance to finish my kits before they arrive. I've been getting every issue of **BRM** for many years - keep up the good work!

■ John Kendall, Canada

lucky winner will have a choice of frame from dark wood, pine, gold or silver and in addition, will receive a set of six greeting cards featuring other high-quality railway paintings by James Green.



To enter the competition, visit our website. To see more great works of art by James Green, visit his website www.jamesgreenart.co.uk.

■ W www.brmm.ag/PrintPrize



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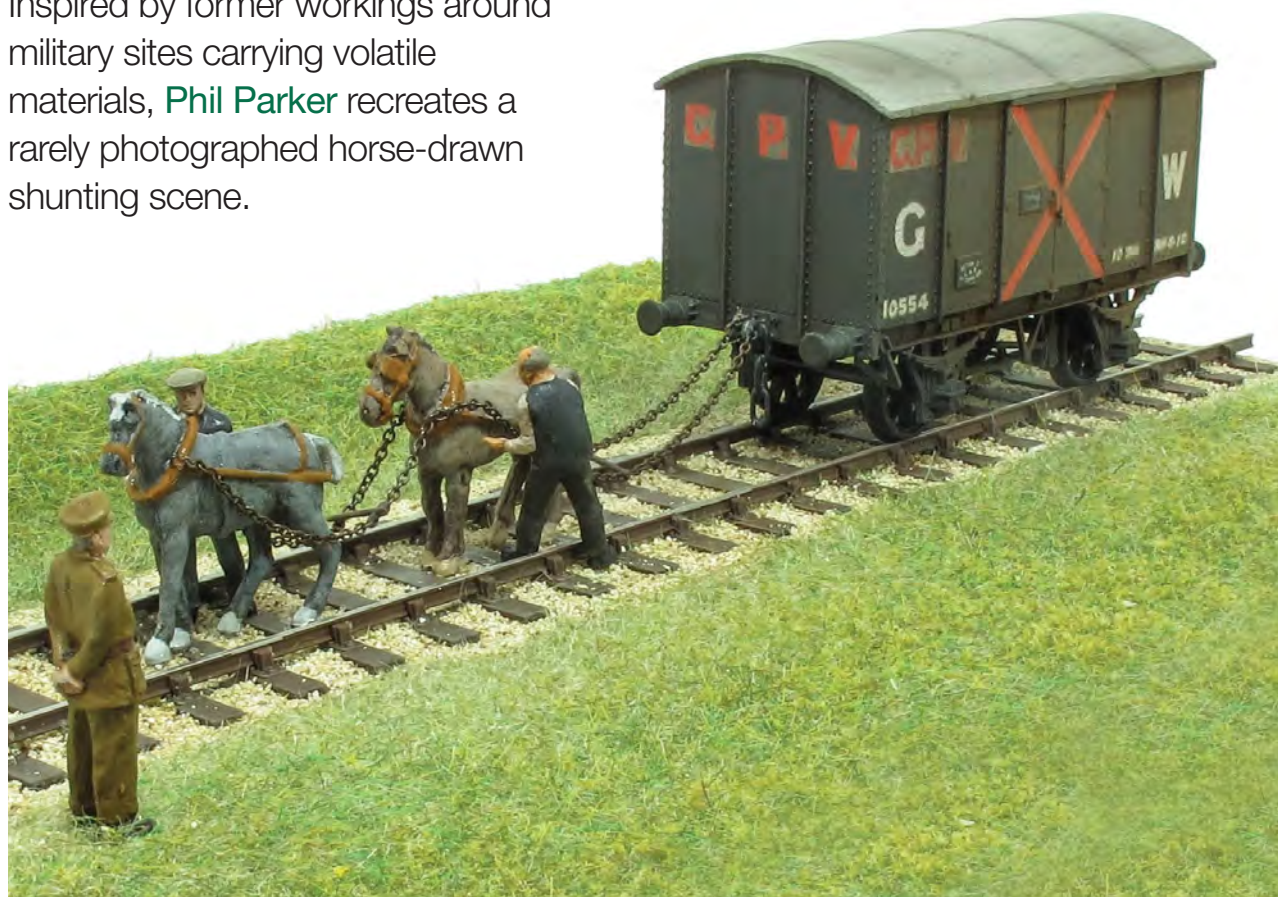
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I DCCconcepts
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Construction
(MDCDT06) chain
I Eileen's Emporium
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acrylic paint sets.

TOOLS

I Knife
I Abrasive stick
I Tweezers
I Liquid plastic glue
I Plastic cement
I Superglue

Inspired by former workings around military sites carrying volatile materials, **Phil Parker** recreates a rarely photographed horse-drawn shunting scene.



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If there is one thing you really don't want around explosive materials, it's sparks. That rules steam locomotives out of shunting vehicle such as gunpowder vans (GPVs). On page 60, Ben Jones describes the rules and regulations associated with moving vans with explosive potential, the main one being the need for a barrier wagon to separate motive power from dangerous vehicles. The safest method of propulsion and one that was particularly popular in military depots was the horse.

Horses were the first means of moving vehicles on the very first railways. A man can move a single vehicle with a pinch bar, but horses working either singly or in pairs could easily haul several wagons at a time. The ubiquitous British 16 ton mineral wagon is the size it is because that's the maximum weight

a single animal can move on level track. Locomotives ousted equine haulage on the main line in the 19th century, but the last BR shunting horse wasn't retired until 1967. Even the busy Paddington yard was horse powered for years after the First World War.

While not emitting anything likely to set off explosives, horse power wasn't without its dangers. The animals couldn't be shod with iron shoes for fear of sparks being struck on the rails or stone. Instead, they'd operate without shoes having built-up hardness in their hooves. Sidings were ballasted with fine material as granite was too sharp for hooves.

Elsewhere on the network, many private sidings were shunted by horse. If you need to infrequently move a wagon 500 yards, hiring a locomotive with crew could cost £30 a day. Horses were readily available

for hauling loads on the road, so could easily be pressed into railway service, thus saving money.

Modelling horse traction is difficult. Miniature working animals are notable by their absence so a static diorama is the best option. Here, I'm assuming that our GPV - a GWR 10t 'Iron Mink', loaded with explosives, is approaching a military depot. An officer monitors its arrival as the shunter controls the horses. I'm assuming it's well loaded - hence a pair of horses.

On a working layout, horses waiting for work and standing in the yard would make an eye-catching scene. You could model them being fed with one of their four meals a day - 6.30am, 9am, noon and in the evening. Railway horses were well looked-after with shiny coats and clean harnesses, so refrain from weathering here. ■

Ask the expert

Q Is it still possible to witness horses pulling rolling stock in the country?

A Horse traction is sometimes demonstrated on heritage railways, but only on special enthusiast weekends.

The best place to see it in action on a more regular basis is along the seafront at Douglas on the Isle of Man. Its 140 year old tramway is still horse-powered. Earlier this year it was threatened with closure, but has gained a stay of execution for another year. See its website for more details.

W www.douglashorsetramway.net



Sidings are generally laid using older track unsuitable for main line use, but I'm using DCConcepts new bullhead 00 gauge track, held with double sided carpet tape.



Flexibility is great when laying track on a layout but here it's a nuisance. Drops of superglue in the rail chairs at each end stop the rails from sliding.



Lifecolor's Sleeper Grime is sprayed over the track, followed by a wash of Frame Dirt. Finally, Cold Light Shade is dry-brushed over the sleepers.



Before the paint hardens, a lollipop stick is rubbed along the rail tops to clean them. It's much easier to clean them at this stage!



A small diorama benefits from ground contour using wall filler, painted with earth colour emulsion paint. Once dry, electrostatic grass is applied.



Chinchilla sand from a pet shop, mixed with Deluxe Materials Ballast Magic represents finer ballast used on horse-shunted sidings.



On the Parkside GWR Z2 GPV kit, work starts by fitting the bearings. A drop of liquid glue in the holes softens the plastic allowing the brass bearing to be inserted.



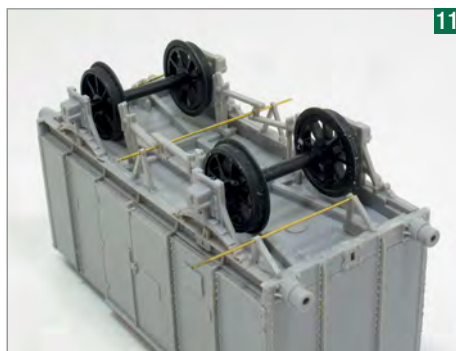
With both solebars fitted, place the model on a mirror to check the chassis alignment. Gently twist the chassis accordingly until you're happy.



Before starting the body assembly, smooth the moulding pips from the back of each bufferbeam or they won't sit against the under-floor strengthening girders.



Fit the ends and sides paying particular attention to the fit of the corners. A dry test fit isn't a bad idea. When happy, run liquid glue down the inside of each joint.



Plastic rod is supplied for cross-shafts but it's fiddly to cut. Drilling each part with a 0.45mm bit held in a pin vice and using straight brass wire is much easier.



The roof is supplied plain and needs three lengths of the supplied plastic strip fitted across it. Cut each over-length, and fix with liquid glue.



Two sets of waterslide transfers are required for the model. Microscale Micro Sol is used to soften the carrier film and fit the transfers over the lock.



Brushing dark brown weathering powders vertically down the sides provides enough dirt for a wagon that would have been kept reasonably clean.



Our set of white metal figures share much DNA with the old Airfix range, except for a military man from Monty's Models. I used acrylic paints so didn't need a primer.



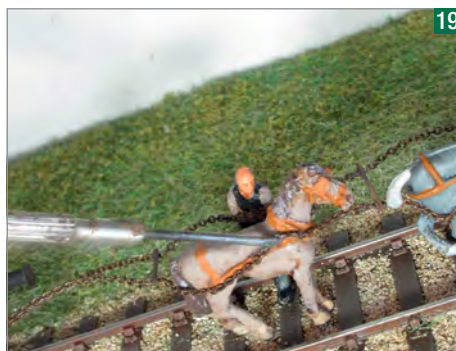
As with the people, the horses are much easier to handle if their hooves are superglued to a wooden stick. Once finished, the joint is easily and cleanly broken.



Military modellers paint horses with a base colour, then a darker shade which is wiped with a sponge leaving it in the sunken areas where you expect to find shadows.



Finish with a dry-brush of lighter colour on the flanks and raised areas followed by painting the mane, fetlock and feathers (the fluffy hairs above each hoof).



The harnesses are moulded so chains must be stuck to the outside of these. Superglue is enough, made easier by holding the model horizontally or they fall off.

I ask the expert

Q How do avoid the silver sheen seen around the edge of my transfers?

A When applying waterslide transfers to a model, it's often possible to see the transfer film around the edge of letters. This is called 'ghosting' and is caused by microscopic air bubbles that are trapped under the film.



Avoiding this problem requires a smooth surface. This GWR 'Mink' has been sprayed with a matt enamel for a sheen free finish. This leaves a microscopically rough surface.

The model should be painted gloss before applying the transfers. Afterwards, matt varnishing the completed model will restore its matt appearance.

Unfortunately, a rapidly approaching deadline prevented me doing this when I realised the problem with the red letters.

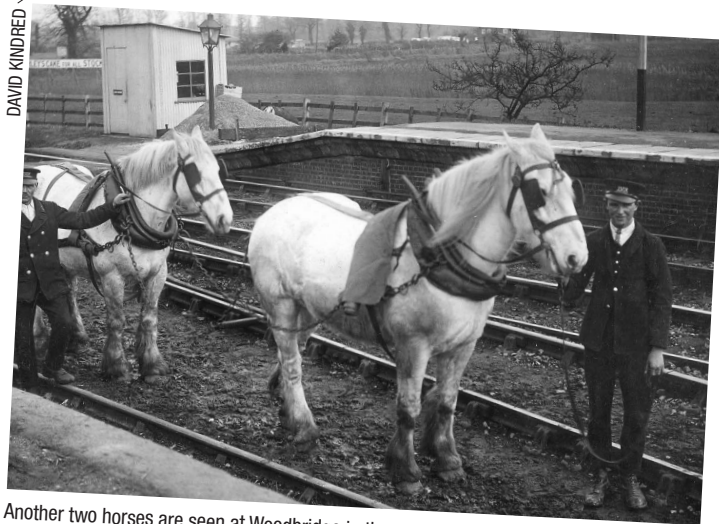
If silvering occurs, little can be done to save the finish. You'll need to remove the transfers and start again.

back story: horse shunting



DAVID KINDRED

Shunting horses at Woodbridge in the 1950s. Note the use of two horses, with chain attached to the drawhook. Occasionally, this would be attached to the underframe sides. The shunter, seen to the rear, releases the brakes.



DAVID KINDRED

Another two horses are seen at Woodbridge in the 1950s. Note the terrain around the track which is much better for the horses' hooves than coarse ballast - it allows the animals to apply more pressure when starting heavy loads, as well as being more stable.

DAVID KINDRED



Once the wagons have started moving, the danger isn't over for the horses - they have a plethora of chairs and rails to avoid in crowded track areas such as this point by the goods yard at Woodbridge. The task isn't made easier as both wear 'blinkers', avoiding them from being distracted. The foreman watches over the events as two station porters appear from the shed with a trolley.

DAVID KINDRED



Believed to be a photograph taken at Stoke Bridge, Ipswich in 1930, a handler in typical Great Eastern Railway attire strikes a pose for camera. The tackle worn by the horse seen left carries a brass GER plate.

further reading

***The Long Haul*, Bryan Holden, ISBN 0-85131-395**

Although out of print, this book turns up on secondhand book stands regularly. It covers all forms of horse power from the earliest days of railways until 1967 when the last main line railway owned horse retired. Additionally there is information on animals used in industry such as pit ponies.

The cover painting shows 'Charlie', British Railway's last shunting horse. He and fellow shunters 'Butch' and 'Tommy' worked at Newmarket station moving horseboxes heading off to race meets nationwide as well as a small amount of general goods traffic.

'Charlie' started his life on a farm at Bridgwater before being sold to the railway when six years old. Working initially

at Camden Town goods yard, he transferred to Birmingham then Bolton, Bristol, Liverpool and Diss before Newmarket.

He wasn't a large horse at 17 hands (roughly 1.7 metres) tall. Nor was he particularly large at less than 900kg. In comparison, a typical shire horse will be 200kg heavier and at least 10cm taller.

Retiring from BR at the age of 21, his last job was to shunt the horsebox that would take him to his retirement pasture in Somerset on February 21 1967 after 18 years' loyal service. His last days were spent in a paddock shared with two donkeys, several riding ponies and a cow near his birthplace.

THE LONG HAUL



The Life and Times of the Railway Horse
BRYAN HOLDEN



ELIMINATING THE 'HAND OF GOD'

ABOVE: Generations of modellers have searched for the 'perfect' coupling system that is both discreet and reliable. Although they require some work to get right, DG couplings provide one solution in N scale.

BELOW LEFT: A coupling loop jig was designed to ensure all loops are identical.

BELOW RIGHT: A 3-D design 'mock-up' of the template tool that ensures all couplings are set at the correct height.

Peter Hutchinson reports on how the 'Kineton' team is working towards hands-free operation using DG couplings and electromagnets.

In the first article in this series (BRM February 2016), Mike Collins discussed the historical background to the project and identified the standards and objectives the group had set. One of these was being able to shunt wagons in the goods yard without the need for intervention from above - the so-called 'Hand of God'.

When we exhibit our current layout 'Meacham', the most common positive comment made by visitors is that there is always something happening. However 'Kineton' is a much smaller station on what was single

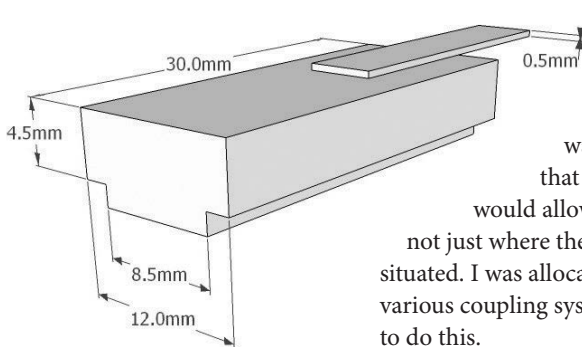
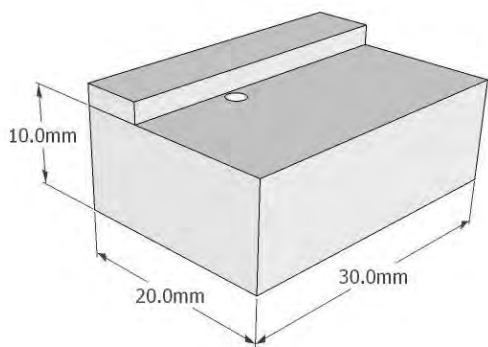
track rural line and so traffic flows will be much lower. Also 'Kineton' is an end-to-end layout with cassette-loaded fiddleyards whereas 'Meacham' is a continuous run that allows trains to be run very quickly one after another. Such rapid running of trains will not be possible or desirable on 'Kineton', if we're trying to operate in a more prototypical manner. Hence the need to have some shunting going on during quiet spells between through trains to keep our viewers entertained.

When 'Meacham' was built it was intended that the sidings would be shunted with the aid of electromagnets and suitable couplings but this was never successfully achieved. In recent years the shunting that has taken

place at exhibitions has required assistance from above. When discussing how we would shunt at 'Kineton' it

was felt we should try to use a system that allowed delayed uncoupling as this would allow wagons to be spotted anywhere,

not just where the uncoupling mechanism was situated. I was allocated the job of investigating the various coupling systems available that would allow us to do this.



FINER COUPLING

At several shows I had seen N gauge and 2mm layouts where shunting was undertaken very realistically using DG couplings and electromagnets, without the need for long hooks descending from the sky. DG couplings are quite fine, being fabricated from etched brass kits that may be chemically blackened to produce a unit that is quite unobtrusive compared to the standard N gauge Rapido coupling. However, they looked fiddly to make for someone whose modelling skills were embryonic; therefore the initial experiments were made using Dapol 'Easi-Shunt' couplings purchased by a club member a few months before we started planning 'Kineton'. 'Easi-Shunt' couplings are designed to fit NEM pockets and are made in three lengths. They look similar to Kadee couplings and operate in a similar way. They work with ordinary magnets fitted between the rails, with no electrics required, for their operation. For rolling stock already fitted with NEM pockets, fitting them is simply a case of pulling the Rapido coupling out and pushing in a replacement coupling of the desired length.

Unfortunately, none of the rolling stock we wanted to use had NEM pockets but Dapol does make the 'Easi-Fit' NEM conversion kit. This comprises a conversion block, the NEM pockets and some shims. I set to work on some old wagons, carefully removing the existing coupling housing and filing the base of the chassis to obtain a smooth, flat surface. Using the conversion block I checked the height of the chassis was correct to accept the NEM pocket before gluing them in place. The Easi-Shunt coupling was then a simple push fit.

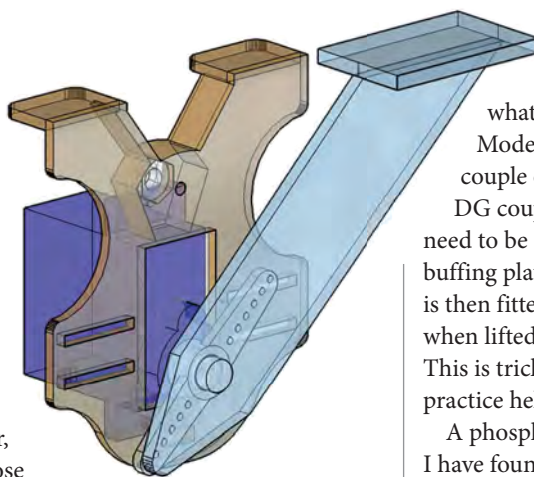
SHORT WHEELBASE

In the late steam era, typical goods wagons would have included open planked types, 12t vans and cattle wagons. These all have a short wheelbase and only a short length of underframe extending beyond the axles. Even using the shortest 'Easi-Shunt' couplings, we found that the distance between wagons, when coupled, was unrealistically large and the buckeye design of the coupler did not look right on older vehicles.

It was not possible to set the NEM coupling pockets further back as they interfered with the axles. This was disappointing as the 'Easi-Shunt' system would have been relatively straightforward to fit, especially to newer wagons with NEM pockets and would have avoided the need for more electrical circuits on the layout.

Before taking the plunge and trying to build DG couplings I looked for other systems that might allow delayed uncoupling. MicroTrains (formerly Kadee) makes buckeye type couplings very similar to the Dapol system. B&B and MBD couplings are both very similar to DGs and required assembly.

As I had seen DG couplings used successfully on exhibition layouts but not the others I decided to use



ABOVE: A 3-D CAD model of an actuator, using a servo mounted on a MERG mount as described in *BRM* September 2016.

BELOW: A DG Couplings etch with wire for loops.

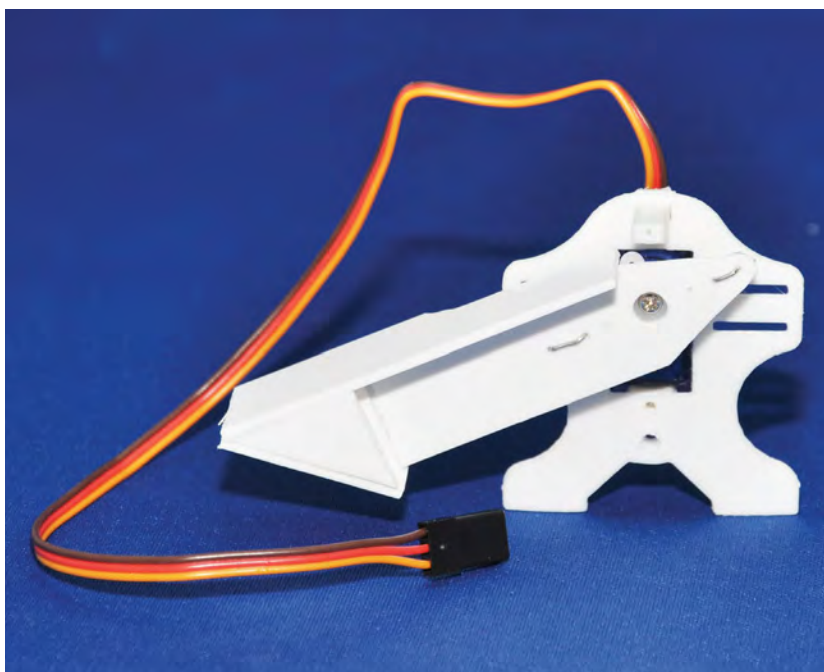
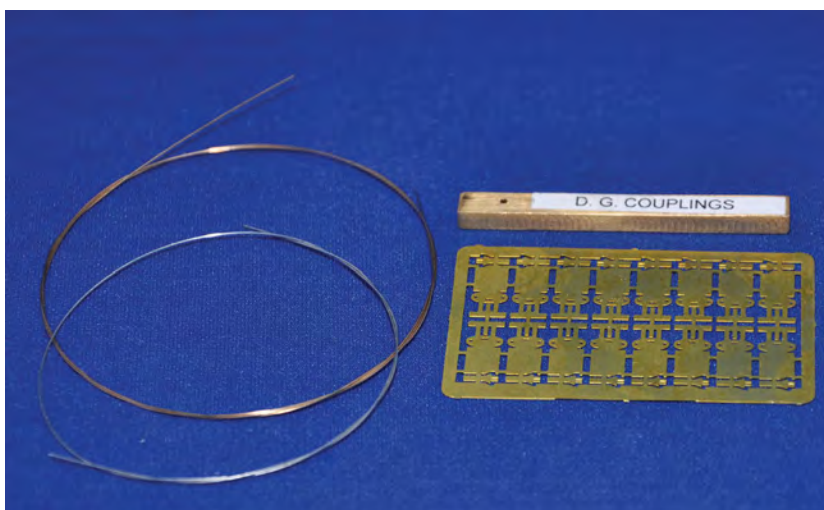
BOTTOM: A completed uncoupling actuator.

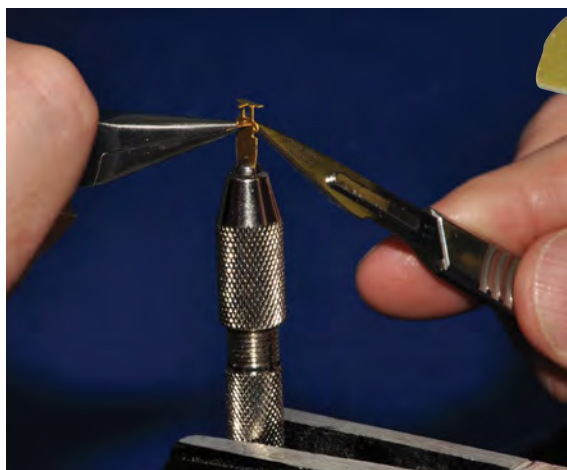
what I knew. An order was placed with Wizard Models for a few pre-assembled DG couplings, a couple of kits and a loop bending jig.

DG couplings are supplied as brass etches which need to be cut from the fret and folded to form a buffing plate, hook and loop brackets. The delay latch is then fitted and bent so that it rests on the hook and when lifted up falls back easily under its own weight. This is tricky at first, but like most tasks of this nature, practice helps!

A phosphor bronze wire loop has to be made and I have found the jig produced for this really helps achieve consistency. The next step is to solder a steel dropper wire to the loop.

I have seen some DG couplings with a dropper wire soldered to both sides and some with just one. I opted to use just one dropper, 5mm in length, angled back at 45 degrees and in towards the centre line of the coupling. Soldering the dropper to the loop in a consistent manner was difficult until I made a simple wooden jig to hold it at the correct angle and the loop





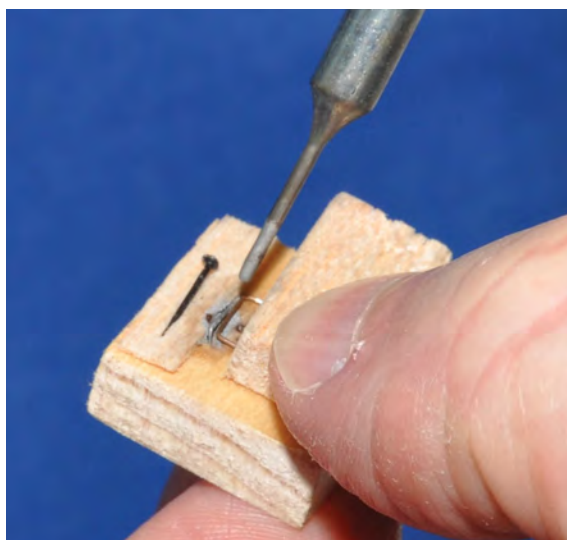
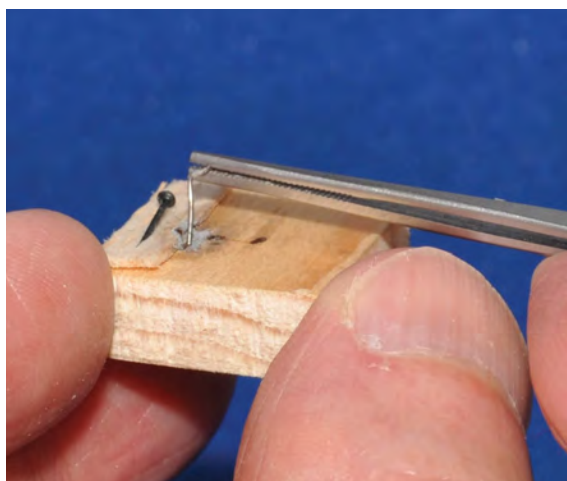
LEFT: Folding the DG Couplings etch to shape requires a minimum of modelling tools.

MIDDLE LEFT: A wooden jig was made to ensure that coupling loops are correctly shaped.

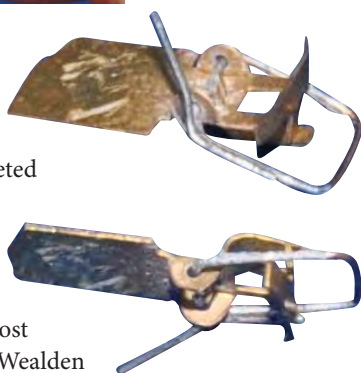
BOTTOM LEFT: Using a piece of wood as a heat barrier to prevent burnt fingers, the loop was soldered into place.

BOTTOM INSET: A pair of completed DG couplings ready for fitting to rolling stock.

BOTTOM RIGHT: Once fitted to stock and tested using the jig, the couplings can be painted and weathered to make them less noticeable.



against it so there was no movement while soldering. The loop is then fitted into the brackets on the base plate. The two ends of the loop are soldered together so they do not pull out in a heavy train. The completed coupling sub-assembly is glued to the wagon using epoxy resin. Instructions are very clear and there are also some helpful posts on the internet. I found a very useful post on RMweb by 'Bryn'. Another post by Guy Hamilton on the 2mm Association Wealden



Area Group website shows a method for fitting DG couplings into NEM pockets on locomotives.

Using Guy's method I have successfully fitted a DG coupling (without loop) into the NEM pocket of a Graham Farish Class 08 shunter. His method involves trimming the base plate of the DG coupling to a width that will go into the NEM pocket and soldering a piece of 0.85mm brass wire across it that clips into the NEM pocket. Finally, the coupling is folded to get the buffing plate to the correct height.

It is critical that all couplings are at the same height. A simple gauge was built from styrene sheet that fits between the rails and gives a standard height (4.5mm above the rail head) for the bottom edge of the buffing plate.

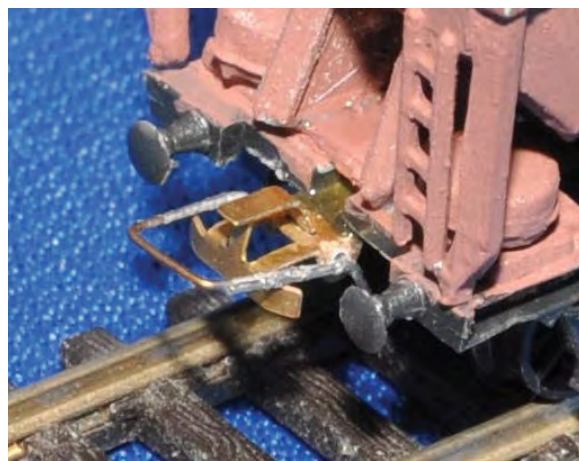
To test that the fabricated DG couplings worked, a small Inglenook type test track was built and fitted with a Gaugemaster electromagnet. I was able to demonstrate to the N Gauge group that the system worked and identify couplings that didn't function reliably.

At the Farnham Model Railway Show in 2014, there were several 2mm Finescale Association layouts on display, one of which used rare earth magnets that were moved up under the baseboard when required by a servo.

A prototype actuator was built using a servo mounted on a MERG mount as described in the previous article (BRM September 2016).

The servo 'horn' was replaced by an arm fabricated in styrene with a rare earth magnet bonded to the end. The angle of the magnet relative to arm is set so that, when raised, the magnet lays flat under the track. The movement of the arm, through an angle of about 40 degrees, is actuated by a switch on the control panel and controlled by a MERG servo control board.

When engaged, positional feedback is provided from the servo to an LED flashing indicator on the control panel. This works well and avoids the need to drill a hole in the baseboard for the electromagnet. The delayed uncoupling action of DG couplings means that only six magnets are required to shunt the two goods yards on 'Kineton'. Finally, I'd like to thank Jerry Clifford and his operators on 'Tucking Mill' for their encouragement and advice. ■



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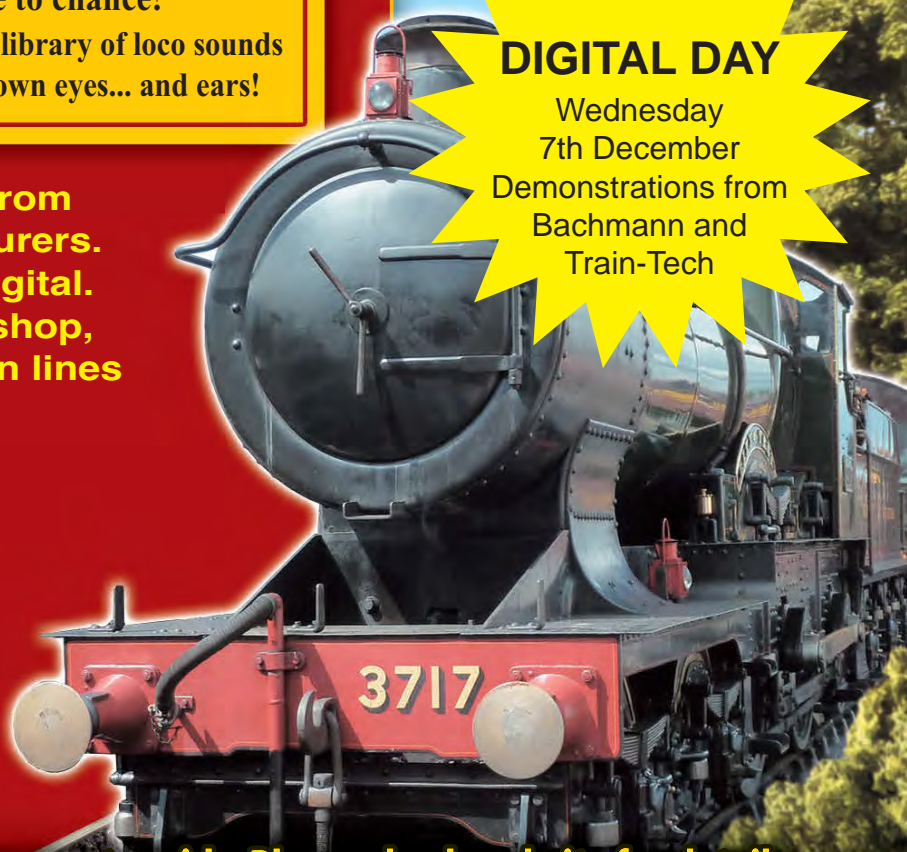
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PART TWO | BUILD A...

MICRO BOX LAYOUT

SHOPPING LIST

GAUGEMASTER

I Kestrel KD1 House
 I Kestrel KD8 Country Station and KD21 Crossing Keeper Cottage
 I Ratio 226 Pump/boiler house
 I Faller 272575 Tunnel Mouths
 I Peco NB-45 Lineside fencing
 I Slater's 2A02 Station Fencing
 I Gaugemaster GM161 Hedgerow
 I Noch N60820 Road Construction set
 I Gaugemaster GM170 Spring Grass, GM172 Moorland Grass, GM102 Spring Green, GM152 Mid Green, N07200 Fine Olive Flock

Phil Parker completes the construction of a small N gauge layout designed to fit into an everyday plastic storage box.

Last month, I described how I built an N gauge box layout at The International N Gauge Show (TINGS). The main task was to finish the buildings.

Although I've chosen to build kits, ready-to-use models are available and would speed the process up - but at a cost. This is an area where you can trade time for money. I enjoy kit building and it helps to keep the budget low.

I had to scratchbuild the platform to fit the tightly curved Kato track and build a suitable level crossing. Whilst Gaugemaster offers the Kato variant, compatible with its track, it's straight and I need it to fit a curve, so I'm using wood for the

approach ramps and it works well.

I still needed to find suitable crossing gates and this is where the kit builder wins. There's no rule that you have to use all the parts in a box on a specific model. In this case, I've used parts from a couple of crossing cottage kits. Leftover parts then provide windows and a porch for the station building. Looking in the kit I've used for the factory, there are some useful noticeboards that would look great on the station.

Scenically, the main work has been to fence off the railway where possible. Hedges and wooden fences are required and while these are kits, each has been modified to

fit the scene. Coarse flock powder works wonders at filling gaps or wonky construction and viewers won't notice!

After two days work, I achieved a layout that ran and looked pretty good. Another two days saw the buildings in place and scenery finished to allow paint and glue to dry. The model would benefit from more detail - platform furniture and a few passengers for instance. A few more road vehicles in the station approach would be nice too.

You could have the fun of building this, then pass it to a younger potential modeller as a present - they'd have the fun of personalising the model with details. ■

CONTACT

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MISSED PART 1?

Download the digital issue of the November 2016 issue of **BRM** today, at www.pocketmags.com/BRM



This is the state of play as we left it at the end of last month's article. Let's focus on adding more scenery and buildings to the layout.



Gaugemaster offers a range of modestly priced building kits in its Kestrel range. Its semi-detached house has crisp mouldings in appropriate coloured plastic.



After assembly, each building is painted with Humbrol pale stone enamel (121), then bricks coloured with pencil crayons. Hard crayons stick to the brick faces better.



The supplied drainpipes are overscale and are more appropriate for OO gauge. Replacements from 0.9mm thick brass wire look far better.



The finishing touch for brickwork is a dusting with brown weathering powders, working over a plastic tray to collect and re-use spare powder.



Painting the kit windows black, then painting the glazing bars Humbrol 147 (Pale grey) creates a finer effect. Deluxe Materials Glue'n'Glaze is used to glaze.



The non-platform side of the Kestrel station building is blank. I tacked it into place with superglue so that I could break it away later and rectify this.



Matching windows, doors and a canopy were taken from a Kestrel crossing keepers' cottage kit. Brick Plastic card lintels and Microstrip cills finish the windows.



A set of platform mouldings is included with the station kit. Sadly, they are straight and I need a curve, but I'm sure they'll be of use for a different project one day.



The platform top is marked out on a sheet of mounting card by drawing around the inside of the ballast shoulder on curved track. It took me three attempts to get right.



Strips of mounting card make the sides, which are covered with brick Plastikard. Check for clearances with your longest coaches before gluing into place.



Before gluing the platform into position, I painted the rails on both sides with Humbrol 173, track colour enamel. This will give them a more realistic, weathered look.



13

Clean the rail tops before the paint dries. Push a wooden lollipop stick along each rail to remove the paint. Rails are then polished with a track rubber.



14

Along the front of the platform, the gap is filled with granite ballast. You could also use Kato's matching ballast (K24-039) for a perfect result.



15

Ratio's boiler/pump house kit builds into a good factory. It is based on the firm's engine shed kit, with extra parts included to fill the end doors and windows if required.



16

Keeping the large doors at one end seemed sensible. It's a flexible kit and multiple models can be joined to make a larger building.



17

Windows are printed plastic sheet that must be cut to size and glued. Deluxe Materials' Glue'n'Glaze allows re-positioning of the glass without fogging the material.



18

In addition to the main building, a wooden lean-to, brick chimney and steel water tank are included. These can be positioned by the modeller to suit the site.



19

As the water tower is open topped, it needs filling and I've used 'Making Waves' from Deluxe Materials for this. The deep layer takes a few days to dry clear.



20

Kato doesn't offer British-outline buffer stops. Instead, a Peco buffer stop can be used by removing the front and rear lugs on the bottom and gluing it into place.



21

Kato's trackbed is high, so a level crossing needs 3mm thick pieces of basswood carved out underneath and sanded to shape on top.



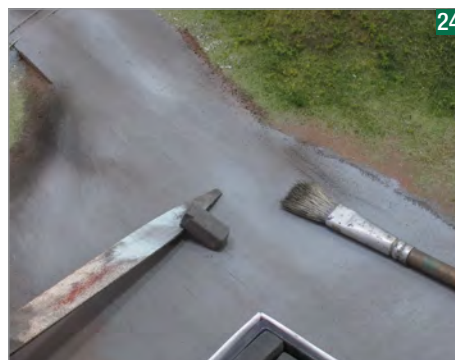
22

Apply the grey powder half of the Noch road system then paint the grey top coat over this and the crossing. It dries lighter than the dark grey seen here.



23

Roads should only have the slightest surface texture, so I'm sanding them with a coarse abrasive tool. A second coat of road paint completes the job.



24

Grey art pastels grated on a coarse file then worked into the surface with a cheap bristle brush are useful for weathering.



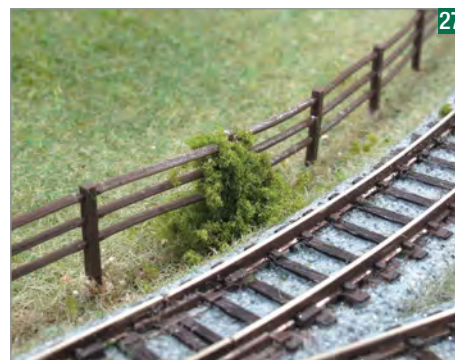
25

I used two Kestrel toll road crossing kits as each only contains a single set of gates. Adding a red plastic disc to the centre makes them ideal for the job.



26

Gaugemaster's GM161 hedge material is ready to use if you want neat hedges. To make them more rustic, I'm trimming them with nail scissors and adding flock powder.



27

Peco lineside fencing is very flexible, but made of a glue-resistant nylon. At either end, a blob of superglue secures them into place, covered by coarse flock.



28

Mixing hedges and fencing offcuts looks good around the houses. Before fitting, the electrostatic grass is scraped away and replaced with flock for a mowed appearance.



29

Slater's platform fencing is planted in 1.5mm holes drilled into the surface. Section joints are hidden with advertising boards if required.



30

All the buildings are bedded into the surface with puffs of electrostatic grass to hide the inevitable gaps around their bases.



31

The crossing gates must be kept closed for road vehicles on the model. There will be more trains running on this little circuit than cars!



32

Placing the factory at the end of a siding makes a valid excuse to park a few private owner wagons. Even this short section has room for three!



33

Fences, hedges, road vehicles and billboard signs are now in place. A new owner just needs to make the layout their own - add people or more detail.

Ask the expert

Q Do I need an expensive electronic tool to apply electrostatic grass?

A Many visitors were surprised to watch me apply electrostatic grass with a puffer bottle rather than an electronic tool. Gaugemaster's GM193 Static Grass Puffer Bottle only costs £4.95 and is very effective for smaller areas, saving you considerable money over an electrostatic battery-powered device.

The polythene bottle imparts a static charge to the nylon fibres as they are 'puffed' through the holes in the plastic cap. As the fibres hit the tacky PVA glue, they stand like real grass.

Although slower over large areas, this is a small layout. Best of all, it can blast grass into the corners around the base of buildings and underneath areas such as the water tank.



WIN this layout!

For your chance to win Phil's layout, a controller and rolling stock, just choose a name for it. The winning entry will be announced at the London Festival of Railway Modelling at Alexandra Palace on March 26/27 by a Gaugemaster representative at the handover ceremony.

All products used on this layout can be purchased from **GAUGEMASTER.com**



Originally built by three talented modellers, John, Peter and Bob over a period of six years, 'Harlyn Road' enjoyed a successful ten-year run on the English show circuit. Its popularity is testament to the skills of the builders and the layout was first featured in the December 2007 issue of **BRM**.

Two years ago I was fortunate to be able to bring the layout to its new home and embark on some minor changes.

The original premise for 'Harlyn Road' was as a fictitious branch line terminus set in north Cornwall, to the west of Padstow, with a trackplan typical of London & South Western Railway practice. Railway buildings are based on LSWR prototypes, the goods shed from Bodmin, Padstow's station building, the locomotive shed from Sidmouth and the signalbox from Swanage.

As it was made to such a high standard it was a hard decision as to what could be done to improve six years of skilled modelmaking. The initial changes involved the Scottish Diesel & Electric Group's Jim Reid rewiring the layout for DCC sound operation and connecting the goods shed lights that had been fitted, but never powered, allowing me to focus on DCC sound conversions and building new locomotives.

PHASE TWO

The next phase of development involves new lighting designed by Jim, and following this we will focus on adding working lights to the platform and all other buildings. This will add the option of night running, complementing the effects of coach window lights reflecting on buildings, scenery and platforms as trains

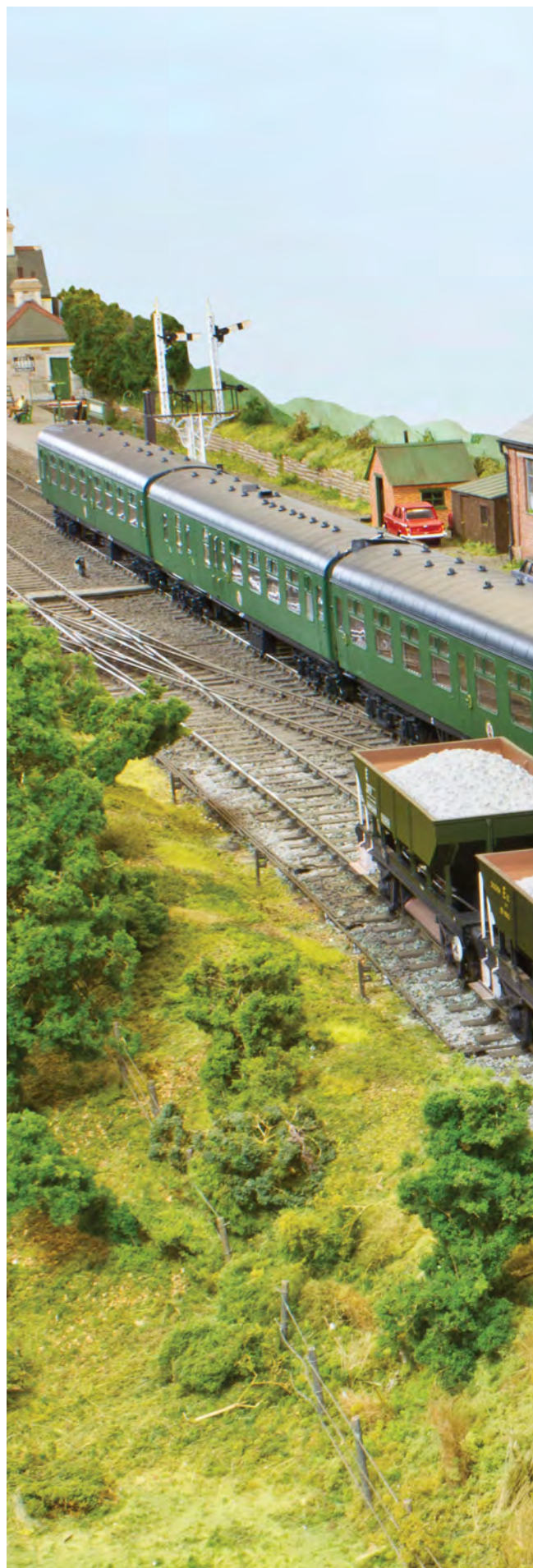
FACT FILE

SCALE/GAUGE: 7mm:1ft scale, 32mm gauge O
SIZE: 26ft by 2ft
ERA/REGION: Flexible
LOCATION: Flexible
POWER & CONTROL: ESU ECoS DCC
LAYOUT TYPE: End-to-end with locomotive depot
WORDS: Cliff Williams
PHOTOGRAPHY: Nigel Burkin

RIGHT: Rebuilt 'Merchant Navy' No. 35013 *Blue Funnel* departs with a short train of Heljan BR(S) green Mk 1s.

BELOW: Somewhat out of period, but a stunning looking train nevertheless, Bulleid air-smoothed 'Merchant Navy' No. 35003 *Royal Mail* stands ex-works in BR lined blue at the head of a short portion of the 'Devon Belle'.

Initially for the 1960s era we are relying on diesels by Heljan - Classes 20, 26, 31, 33, 40 and Western Region diesel-hydraulics, with a few being 'run in' on their way to their home depots.



Making a return to **BRM** after changing ownership, this O gauge terminus has been adapted for a new era of DCC sound operation by **Cliff Williams**.





arrive at 'Harlyn Road' station.

By adding lighting we will be able to further enhance the high level of detail. The goods shed features a broken window, peeling window paint, a station cat watching over the yard for field mice and a fully detailed interior including rafters, so lighting is important to bring all this fine detail out.

Looking round the layout we keep discovering neat touches by the builders - a swallow's nest above the locomotive shed door, a fully detailed timber shed

ABOVE: A Heljan BRCW Type 3 diesel with working cab lights and crew figures from the Omen range. This is one of a selection of Heljan RTR diesels that can be used for 1960s Southern Region or heritage line operations.

behind the goods shed seems to have some new tools in it each time we look and then there's the fully detailed signalbox interior. As well as lighting these buildings we plan to incorporate miniature cameras to give real time views from trains passing strategic points, displayed on screens behind the layout. This should be ready for the layout's next outing in 2018.

SOUND WAVE

Introducing DCC sound has changed the remit of the layout from that originally intended. Previously it ran on DC analogue either in 1924 LSWR/Southern guise or as a 1950s Southern Region operation.

In its new DCC sound form the plan is to operate in the 1950s/60s era with the first outing for this new sound era planned for Model Rail Scotland in February 2017.

Researching stock for the 1950s/60s era has uncovered some intriguing workings on SR routes so when combined with a spot of artistic licence we can operate ex-GWR '14XX' 0-4-2Ts and Pannier Tanks with a pair of ex-GWR autocaches - as loaned in the summer of 1964 to cover for DMU shortages.

There were regular occurrences of ex-LMS, LNER and GWR stock running in Cornwall so we will have similar variety to complement our Heljan SR green and kit-built maroon Mk 1 coaches. The 'Devon Belle' Pullman Car train will pass through too, albeit a little off-route and shorter than normal but it all adds to the fun!



DJH Class 03 diesel shunter 03094 shunts 16t mineral wagons in the goods yard. The station and surrounding buildings are all based on former LSWR structures in north Cornwall.



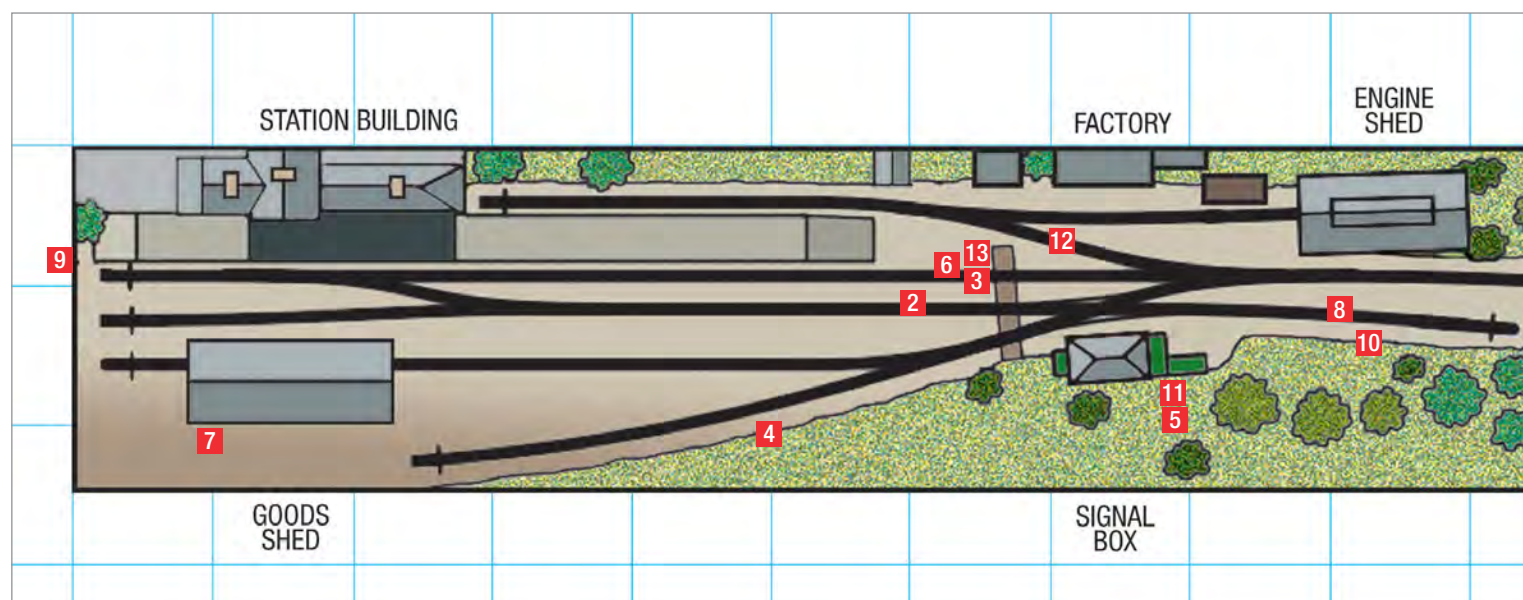
Harlyn Road signalbox, based on the restored structure at Swanage.



MAIN PIC: The world famous A3 No. 60103 *Flying Scotsman* rests on shed between heritage line duties.

RIGHT TOP: The '03' hides in the goods shed, complete with broken window pane, peeling paint and station cat surveying his territory.

RIGHT MIDDLE: Caught by the last of the evening sun, 'Battle of Britain' No. 34077 *603 Squadron* rests outside Harlyn Road's single road locomotive shed.





6



7



CLIFF WILLIAMS

8

To bolster the 1950s/60s era there is a variety of smaller locomotives which can make appearances including Ivatt 2MT 2-6-2T and 2-6-0 tender locomotives, a BR Standard 2MT 2-6-0 and 4MT 2-6-4T, amongst others. In production is a superb Modern Outline Kit for a Bulleid Q1 0-6-0 which will be fitted with DCC sound and synchronised smoke. This will undoubtedly be a popular feature once the pyrotechnics have been completed.

VALUABLE SUPPORT

As a part of the Scottish Diesel & Electric Group (SDEG) I am given much welcome support when operating the layout at shows. SDEG members are well known on the exhibition circuit via OO gauge

TRACKPLAN HARLYN ROAD



HOUSES & OVERBRIDGE

FIDDLE YARD

Each grid square represents 12 foot

Carrollton





A busy gala weekend brings BR blue 37033, a Class 40 and a Class 26 to the line.

layouts such as 'Hazelbank', 'Airthrey Park' and 'Welby Lane' (all featured in **BRM** during 2015/16) but there's an increasing interest in O gauge diesels too. As a result, several BR green diesels have made their way onto the new roster. Initially for the 1950s/60s era we are relying on diesels by Heljan - Classes 20, 26, 31, 33, 40 and Western Region diesel-hydraulics, with a few being 'run in' on their way to their home depots. As well as providing some superb DCC sound effects, cab

BELOW: A restored Brush Type 2 A1A-A1A (Class 31/1) arrives with a demonstration ballast train during a diesel gala. The '31' is a Heljan RTR model, as are the 'Catfish' and 'Dogfish' hopper wagons.

lighting and crews it keeps the SDEG operating crew in their element.

Immediately after Jim re-wired the layout we took it on its first outing to Falkirk MRC show. With little time to gather enough Southern Region stock we decided to operate it in the preservation era, allowing us to run a massive cross-section of locomotives and stock.

Inevitably the stars of the show were the locomotives with smoke as well as sound and we were honoured to win the Exhibitors Cup. With assistance from my fellow SDEG members we were able to keep the layout a hive of activity all weekend.

Now that we know the preservation era is extremely popular we will plan another outing using this as the theme. It will be ideal as the collection of O gauge locomotives within the SDEG grows it will give everyone an opportunity to run their 'pride and joy' and allow the occasional visiting DCC model from show visitors.

The core roster for this era consists of many kit-built steam and diesel locomotives built by me including some that have been covered previously in magazines. Altering the time frame for the layout allows many different locomotives to appear. One of the models of which I am most proud of is a Martin Finney 'Duchess' built as No. 46245 *City of London* (see this month's cover). It is probably one of the best 'Duchess' kits available and while it requires some alterations to make



'Harlyn Road' will be a guest layout at Model Rail Scotland 2017 in Glasgow on February 24-26. See www.modelrail-scotland.co.uk for event information.



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LEFT: DJH kit-built - and much-modified - 37402 *Oor Wullie* sits on shed during a diesel gala day awaiting its next turn.

BELOW: 'Battle of Britain' No. 34077 603 *Squadron*, complete with working lights, arrives at Harlyn Road with an inter-regional express.

in time with the wheelslips! As well as working smoke and DCC sound the '37/4' has 14 light bulbs controlled by DCC, including a realistically portrayed headcode box with one light out.

We are all looking forward to exhibiting the layout at Model Rail Scotland in February and hope it will lead to further invites. As much time as possible is being set aside to further develop the layout and stock to make it a layout to showcase the advantages of the larger scale. If you see us at a show, please do pop over and say hello to our friendly bunch of operators. ■



12

it run, it is nice to be able to show No. 46245 in action.

The SDEG operators are influencing me to produce more diesels and encouraging more synchronised DCC sound/smoke which Bryan Robertson and I are developing.

The first model in the works is a DJH Class 37 built as Eastfield's 37402 *Oor Wullie* over ten years ago. It was my first model with synchronised smoke and sound recordings taken from 37401 after it was restored by the SRPS Diesel group at Bo'ness. This is probably one of the biggest crowdpullers at shows, belching smoke out



13

BR maroon D1054 *Western Governor* on a special from the Western Region. This is a Heljan RTR model with additional lighting and DCC sound.

BOOM AND BUST

Explosive materials require careful handling and strict adherence to railway rules. Ben Jones discovers how such traffic was worked to get a better understanding of how they can be modeled more accurately.

From their earliest days, railways were used to convey dangerous goods for the many new technologies that came out of Britain's Industrial Revolution. Some of the biggest users were the railway builders themselves as they blasted through the British landscape on an unprecedented scale.

As the 19th century progressed, gunpowder (a generic railway term for a range of explosive substances) and ordnance for military purposes also started to be moved by rail. Despite the obvious dangers of carrying explosive substances by rail, behind steam locomotives spitting sparks and cinders, companies were obliged to accept them under 'common carrier' agreements.

New and ever-more lethal substances, such as trinitrotoluene (TNT), could be extraordinarily dangerous when coupled with early railway practices - not least the standard use of wooden vehicles with cast iron wheels and brake blocks. Numerous accidents led a gradual tightening of rules for the transport of explosives by the beginning of the 20th century.

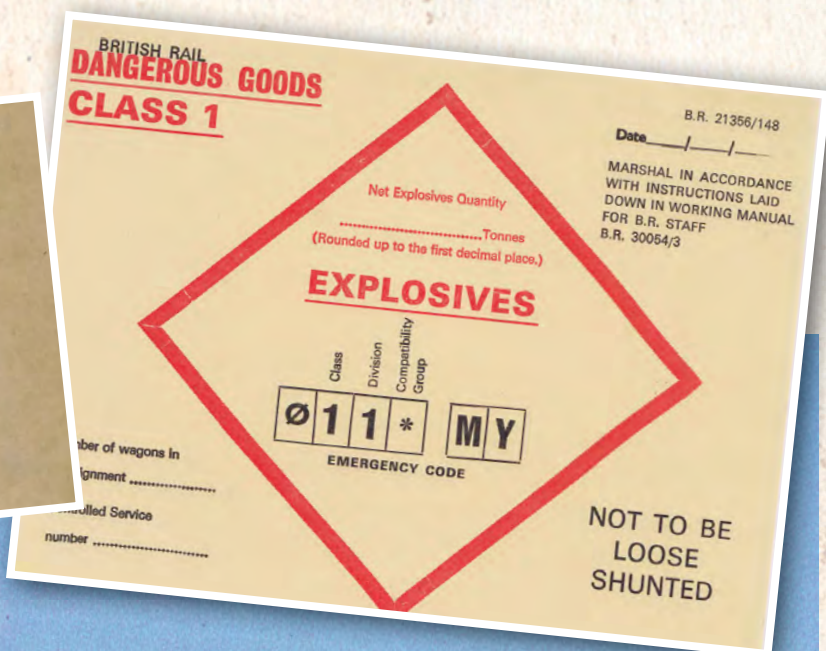
Industries such as civil engineering, mining and quarrying required explosives for blasting. Coal mining, the foundation on which British industry was built in the 19th century, required regular deliveries of dynamite to collieries. This was later modified with consignments moving from explosives factories such as Cooke's/ICI Penryhndeuadraeth (open 1884-1995) in north Wales to regional depots and, after the Second World War, to National Coal Board (NCB) stores.

For obvious reasons, explosives factories and munitions stores were built well away from centres of population, often in remote coastal areas. Rail-served locations included the Nobel dynamite factory (later ICI) on the Ardeer peninsula in Ayrshire, opened in 1871. At its peak, this site employed almost 13,000 people and had its own railway station.

MILITARY MOVEMENTS

Munitions movements related to the military were often classified and are therefore not well documented, even a century later. According to contemporary sources, movements generally occurred at weekends and overnight when the railway was quieter, with fewer





A superb example of a train of gunpowder vans, captured at Tywyn on the Cambrian Coast Line on a glorious August 5 1971. Class 24 D5071 heads a train from the ICI explosives factory at Penryhndeudraeth formed of two BR 12t vent vans, seven GPVs, a 16t and 21t mineral wagon and a standard BR 20t brake van. The wagons either side of the GPVs are barrier vehicles - mandatory on such trains.

COLOUR-RAIL



MICHAEL RHODES

people and fewer trains around.

After a serious explosion at Low Moor, near Bradford, in October 1916, the Lancashire & Yorkshire Railway issued new instructions that 'not more than four vans loaded with gunpowder shall be marshalled together' and that 'two empty open wagons should be between each loaded van', and 'not more than three empty vans to be marshalled together. The LYR also required a brake van (with guard) for every tenth vehicle. Trains were to travel 'right away' [without being stopped] and operated 'double-block' with continuous reports to control about their progress. (*Platform: Journal of the L&Y Railway Society*, Spring 1985).

Sources for military explosives traffic included the

ABOVE: In November 1982, military specials to the MoD port at Marchwood were in full swing during the Falklands conflict. At Appleford, north of Didcot, 25296 curves to the east with 6Z81, a Banbury to Marchwood extra formed of VEA and VBA vans flanked by redundant VIX ferry vans acting as barrier vehicles.

LEFT: Preserved 11t gunpowder van No. 701080 at the East Lancashire Railway in August 2014. Note the solid construction with riveted steel panels.

Royal Arsenal at Woolwich, Gretna and Holton Heath in Dorset. During and after the Second World War, government-owned munitions factories were known as Royal Ordnance Factories (ROFs) and those responsible for producing explosives such as TNT, Cordite and RDX were known as 'Explosive ROFs'. Rail-served ROFs included Bishopton on the River Clyde, Sellafeld, Drigg, Bridgwater, Ranskill (near Retford) and Wrexham.

GUNPOWER VANS

Following numerous explosions resulting from accidents on the railways, the Railway Clearing House (RCH) set up an enquiry into methods of handling and transporting explosive substances in the late-19th century. The result was an RCH standard design based on the GWR's 'Iron Mink' (an unofficial title) for such traffic.

Gunpowder traffic thereafter required specialist vehicles with steel bodyshells, at a time when the standard material was wood. This gave them greater strength in case of any impact and also protected the contents from sparks and fire. They were lined with timber, had wooden brake blocks and all interior fittings were non-ferrous to further eliminate the risk of sparks.

No more than five could be coupled in any one train, they had to be as far as practicable from the locomotive and any vehicles carrying explosive goods had to be marked 'flammable'. They were banned from working through the GWR's Severn Tunnel and all loading/unloading had to be undertaken outside goods sheds.



BEN JONES



LEFT: Specialist gunpowder vans were also used on some industrial and narrow gauge railways - most notably on the slate quarry systems of north Wales. This one is preserved at the Bala Lake Railway. BEN JONES

BELOW: By the late-1970s, traditional GPVs were obsolete and replaced by air-braked vehicles. To work on MoD internal rail systems with tight curves, short wheelbase wagons were still required, so hundreds of BR 'Vanwides' and 'Pipe' open wagons were modernised, becoming VEAs and ODAs respectively.

These rules persisted, largely unchanged, until the advent of air-braked wagons in the 1970s. However, the rules were relaxed during both world wars to accommodate the massive increase in traffic.

Over 4,700 'Iron Minks' were built by the GWR between 1886 and 1901 for general merchandise traffic, but should not be confused with Gunpowder Vans (GPVs). The majority were withdrawn in 1933-39 but some survived the Second World War. Only small numbers were used for gunpowder traffic and these had a separate designation, given the telegraphic code 'CONE'. They were built without vents and designed to be entirely dust-proof. Several diagrams were issued as the 'Cone' specification was subtly 'tweaked' over several decades. Z1 vans were introduced in 1897, Z2 in 1913, Z3 in 1924 and Z4 in 1939.

As a result of the RCH standard design, many other railways had vehicles of similar outline to the GWR's GPVs, including the North British, London & South



PAUL BARTLETT (3)

WARTIME RULES

Instructions to Station Masters, Yard Masters, Inspectors, Foremen, Shunters, Guards and others Concerned, in regard to the conveyance ON BEHALF OF H.M. GOVERNMENT OF EXPLOSIVES, INFLAMMABLE LIQUIDS AND OTHER DANGEROUS GOODS by FREIGHT, TROOP AND PASSENGER TRAINS (June 1940)

'During the Period of Government Control of Railways...'

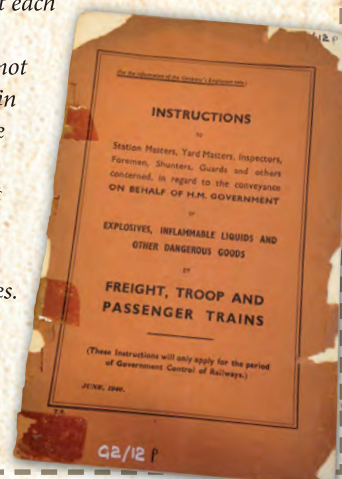
Clause 10 of Rule 240 states that "not more than five vehicles containing explosives must be conveyed by any one train at any one time, and that vehicles containing explosives must be marshalled as near the middle of the train as possible", will not apply.

The maximum load conveyed must not exceed 60 vehicles containing explosives, but if the traffic is conveyed in open trucks bearing an additional special Government label 12in square with a solid black circle or disc, 4in in diameter, on a white background fixed to the bottom left hand corner of each side of the truck, not more than 15 open trucks so labelled must be attached to any one train.

If the full number of 15 such trucks are attached, no other Explosive or inflammable liquids may be conveyed on the same train. In calculating the number of vehicles containing Explosives which may be attached to any one train, each truck bearing this special Government label must be counted as four vehicles containing Explosives.

Chemical Defence Preparations (CD) will only be conveyed in freight trains. Each vehicle containing CDP will carry a dangerous goods label and a Government 'CD' label on each side. Such vehicles must be marshalled as near the middle of the train as possible, but in the case of a full train load of such traffic, it will not be necessary to marshal an additional vehicle at each end of the train.

Such vehicles must not be attached to a train carrying six or more vehicles containing explosives and must not be marshalled next to the vehicles containing explosives. If necessary an empty vehicle must be marshalled between.





GAVIN MORRISON

gunpowder traffic models

- GWR Z1 'Cone': ABS (4mm/7mm)
- GWR Z2 'Cone': Parkside Dundas (4mm), Scorpio Models (7mm)
- GWR Z3 'Cone': Haywood Railway (7mm)
- GWR 'Iron Mink': N Gauge Society (2mm), Dapol (N/OO), Ratio (4mm)
- LMS/LNER/BR 7t/11t GPV: Parkside Dundas (7mm)
- GWR 10t open with sheet rail: Parkside Dundas (4mm/7mm), Slater's (7mm)
- BR 13t open goods with sheet rail: Parkside Dundas (4mm)
- LNER/BR 13t steel 'High': Farish (N), Bachmann (OO), Slater's (7mm)
- BR Shock Absorbing Van: N Gauge Society (N), Bachmann (OO), Slater's (7mm)
- BR Shock Absorbing Open: N Gauge Society (N), Bachmann (OO), Slater's (7mm)
- BR 'Vanwide' 12t van/VEA: Parkside Dundas (4mm)
- BR OAA/OBA: Farish (N), Bachmann (OO), Heljan (O)
- BR ODA open: Peco (N), modified Bachmann or Parkside Dundas (OO)
- BR VAA/VDA van: Farish (N), Bachmann (OO), Heljan (O)
- BR VGA/VKA van: Farish (N), Bachmann (OO)
- KFA bogie container flat: Revolution Trains (N), Hornby (OO)
- PFA 4w container flat: C-Rail (N/OO)

Well into the 1990s, numerous MoD depots across the south of England were served by the Speedlink/Railfreight Distribution wagonload network. An important destination for military stores traffic was Ludgershall in Hampshire – the destination for Tinsley's RfD grey 47279, captured leaving Andover on April 29 1992. A diverse group of vans includes five VAAs, two VGAs and three VEAs.

BR service, coded CXV (see page 65), until replaced by more modern vehicles in the late-1970s/early-1980s.

Most GPVs were built unfitted, including BR wagons fitted with the Morton two-shoe handbrake arrangement. However, many were subsequently rebuilt with automatic four-shoe RCH vacuum brakes as part of the 1955 Modernisation Plan.

Due to their specialist nature, many GPVs had long working lives. For example, 103 LSWR vans built in the 1880s as ordinary covered goods wagons were converted as Diagram 1701 'temporary' GPVs during the First World War to provide extra munitions capacity. The last LSWR van, No. 61209, lasted until March 1956 and even then continued in departmental service on the Scottish Region as DS61209. It is now part of the NRM Collection.

To modernise its fleet, the LMS built 160 7t gunpowder vans between 1923 and 1939, in two batches. They were painted LMS grey from new, apart from the final 45 which were bauxite. Being relatively new at Nationalisation in 1948, they were later uprated by BR to 11t capacity. Construction changed to 11t vans from 1943 and a total of 55 were built in 1943-48, plus 20 for the LNER in 1943/44 and some for BR in 1948.

The LNER's first gunpowder vans were five 7t vehicles built in 1925 at Dukinfield Carriage & Wagon Works to a standard RCH design for the conveyance of explosives. However, the LNER also inherited older GPVs from its pre-Grouping constituents, including the North Eastern and North British, although these had largely disappeared by 1948. Twenty NBR 7t vans survived into BR days and this vehicle is the subject of a Slater's 7mm scale kit.

For less volatile loads, and items unsuitable for loading into vans, such as artillery shells and torpedoes, a variety of open wagons was employed. These included

standard designs of five-plank and LMS 'High', shock-absorbing opens, LNER 13t steel 'High' and later, BR 'Pipe' wagons (see page 63).

Hundreds of thousands of tons of munitions were moved by the railways during the two world wars. In its April 1942 edition, *The Locomotive* magazine reported: "Some 163 kinds of explosive are listed under ten classifications. Explosives belonging to different families must not normally be mixed together in the same van and in some cases must not be conveyed on the same train."

"Awards of George Medals and other decorations have been made to railwaymen for dealing with munitions trains damaged by enemy action. In one case, when a direct hit was made on such a train, ten men worked right through the night dragging truckloads of explosives clear of danger and all the time explosions were occurring in the damaged trucks and bombs were falling all around them."

POSTWAR OPERATIONS

Immediately after the surrender of Japan in June 1945, activities at many of the rail-served ROFs reduced or ceased altogether. However, while gunpowder traffic was significantly lower in peacetime, it did not disappear. ICI's factory at Penryhndeuadraeth continued to dispatch wagons of explosives for the mining industry until the early-1980s, and for the MoD until the early-1990s. Other military traffic between the remaining ROFs and ordnance depots, and between storage depots and locations such as Marchwood Military Port, near Southampton continues to the present day, albeit at a much-reduced level. Traffic levels increased during times of conflict, including during the Korean War of 1950-53, the Falklands War of 1982 and the Gulf Wars of 1990/91 and 2003. Interestingly, wagons loaded for MoD traffic were not shown on BR's TOPS computer system for security reasons.

By the late-1970s, the surviving BR gunpowder vans were obsolete and non-military explosives traffic was in decline. A small fleet of ex-LMS and BR Diagram 1/260 (fitted and unfitted) and 1/261 GPVs was still on BR's books in mid-1982, but retirement came soon after.

To cater for MoD traffic, 550 12t vacuum-braked 'Vanwides' were modernised between 1977 and 1983 with new 'FAT19' suspension and air brakes. They were largely used for MoD traffic, including ammunition boxes, artillery shells, hand and smoke grenades, mortar bombs, plus many other less dangerous items for stores. In 1984, 25 vans allocated to traffic from the ROF at Chorley were fitted with internal alarms and recoded VFA. VEA/VFAs remained in use until the early-2000s and some can still be seen in use at MoD depots.

A batch of 50 'Pipe' wagons was also modernised and converted from vacuum to air brakes in 1983. Recoded from SOV to ODA, they carried crated equipment, aviation fuel cylinders, and munitions, including missiles and torpedoes that were unsuitable for loading into vans. They were sheeted when carrying dangerous loads. After the abandonment of the Speedlink network in 1991, they were transferred to departmental use.



PAUL BARTLETT

W105777 is a CXV 'GUNPOWDER' built by the GWR to Diagram Z4, lot 1346 at Swindon in 1939. On September 9 1980 it was still in traffic when spotted at Severn Tunnel Junction.

Short-wheelbase wagons were necessary as many of the MoD depot internal rail networks they served had very sharp curves and were unable to accept more modern wagons such as the OAA/OBA opens, VAA/VBA/VDA and VGA/VKA vans. However, newer types were also used on MoD traffic, particularly the VGA/VKA vans, which are still use today. Over the last 20 years, MoD stores traffic has become increasingly containerised, using both standard ISO 'boxes' and MoD containers with side doors. They are carried on KFA bogie flats (Hornby/Revolution) and PFA 4w flats.

In recent years, MoD traffic has centred on Didcot Yard, with EWS/DB Schenker/DB Cargo radiating out to the remaining rail-served depots at Bicester, Marchwood, Ashchurch and Kineton. Other MoD sites served by rail between the 1970s and 1990s included Trecwn in west Wales, Ludgershall in Hampshire, Glen Douglas on the West Highland Line and Warcop near Appleby. Some sites are still rail connected, but many others were abandoned as depots closed.

While information on such sensitive traffic is, understandably, often difficult to obtain, observation of contemporary workings is possible at locations such as Didcot and Eastleigh, while study of archive photographs will occasionally turn up interesting train formations containing older vehicles and traditional GPVs. A good selection of models and kits is also available to help us add this important and unusual traffic to our model railways. ■

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- National Railway Museum 'Search Engine' magazine article archive

BUILD A 21st CENTURY

A regular sight touring the Network Rail system, this popular inspection saloon provides an unusual and interesting modelling challenge, as **Nigel Burkin** discovers.

SHOPPING LIST

COMPONENTS

- I DCCconcepts 12mm coach wheels
- I 2mm pinpoint bearings
- I Comet Models extended oval coach buffers
- I 0.45mm brass wire
- I Mk 1 short shell vents
- I Comet Models catering vehicle roof cowl
- I Air distributor & tank
- I Shawplan Models Mk 1 door furniture
- I MJT Components 2239 B4/B5 (SR) cast bogie side frames
- I MJT 1112 air horns
- I MJT 1111 EMU jumper cable (pre-2006)
- I Hurst Models/MJT etched bogie inner frames
- I Southern Pride P311 EMU underframe detail kit
- I Railtec Models Transfers

MATERIALS

- I Evergreen 60 by 20 thou and 100 by 20 thou styrene strip
- I NMS 40 thou styrene
- I 0.45mm nickel-silver wire
- I Short handrail knobs
- I 0.2 wire strands
- I 8BA 1/4in screws
- I Clear acetate for glazing
- I Squadron putty filler
- I PlastiZap CA glue
- I Plastic weld or Super Weld (not MEK)
- I Grey primer
- I Viridian green paint
- I Regional Railways light grey
- I Black, frame dirt and roof dirt paints

TOOLS

- I Craft knife/spare blades
- I Fibre scratch pencil
- I Grade 240, 600 and 1200 wet & dry paper
- I Pin vice
- I Twist drills 0.3 to 2mm
- I Needle files
- I Clamps (wooden pegs)
- I Black fine tip marker pen
- I Soft pencil

In many ways, inspection saloons are an ideal subject for modellers looking to add something out of the ordinary to a layout. A single coach, powered by a small to medium-sized locomotive can be accommodated on (almost) any layout. Such saloons were never built in large numbers and are a rarity on the modern railway, with 975025 *Caroline* being the best known.

Modellers have a choice of two kits for modelling 975025 - a sophisticated brass kit by MARC Models and a multi-media kit from Britannia Pacific. The latter is my choice, despite incorrect details such as the roof vents and door lines etched to the bottom of the etched sides which are not a feature of the full size saloon. The BPM kit uses a number of components from the DC Kits range including its long Hastings underframe and the roof. The mix of different materials including brass, plastic and resin for various components makes the choice of adhesive important for a successful build.

'Plasti-Zap' high performance CA glue together with an accelerator was used when putting sub-assemblies composed of multi-media parts together such as the sides, ends and roof to make up the body shell. Plastic assemblies such as the underframe were assembled with 'Plastic Weld' which works well with the ABS plastic. With a little care, preparation and the correct adhesives, there is no reason why the model cannot be robust.

BODY BUILDING

Construction of the body is similar to that of DB999508 (**BRM** January 2015). This time, the brass sides are not rolled but left flat to match

the narrow Hastings Line profile. The kit is constructed as a body assembly and separate underframe or 'roof-on'.

My step-by-step demonstrates the construction of the body and how styrene strips are used to strengthen and thicken the brass sides. Note how a rebate is left above and below the window line to allow the fitting of glazing and at the ends to allow the cab mouldings to be fitted.

A small amount of detail work is completed at this stage including drilling holes to accommodate two sets of handrails on each side. Furthermore, the door hinge detail taken is fitted to all doors except the inward-opening guard's doors. Reference photographs are used to check for blanked windows which would be painted body colour.

Rather than the non-Southern region B4 bogies supplied, I chose to use MJT cosmetic bogie sideframe castings, fitted to an etched inner frame. Once the bearings were fitted, the fit of standard 26mm diameter axle wheelsets was pretty tight and would only fit comfortably and be free-rolling by slightly distorting the castings.

The bogies fit the underframe with 8BA screws and are set up to work in different planes as a simple triangular compensation system which prevents wobbling.

DCCconcepts 12mm diameter coach wheels were the best option as they have a solid rear face which is great for wiper pick-ups.

Most of the underframe details are taken from a Southern Pride detailing kit or built of styrene card. It is more of a representation than a truly accurate model as photographs were my only source of reference. Nonetheless, the finished article looks right and fits the model nicely.



INSPECTION SALOON

Caroline heads out on a test run powered by an EWS Class 37. Eventually this will be replaced by a more appropriate DRS '37/4' in the form of 'Compass' livery 37423.



Cross members were fitted to the inside of the body as securing points for the body even though they make the fitting of an interior a little awkward.

FINISHING TIPS

To better match the finish applied to *Caroline* in post-2007 condition, I doctored some Southern Region EMU green to take the hint of yellow out of it. The result is a viridian green as applied to the full size saloon. Following the first coat of primer, the body was checked for blemishes. The simple construction of the body left little filling and finishing to do, so only one coat was necessary.

After a thorough wash and priming of the metal details, the underframe and bogies were finished in satin black and gently dusted with frame dirt colour to represent a grime - but not too much - as this is a 'pet' vehicle! Additional painting included yellow to the edge of the solebar footsteps.

Perhaps the longest part of this project was the detailing. So many small fittings and details were left until after the model received a thin coat of satin varnish to blend in the paints and transfers. I am not keen on modelling more than an impression of an interior. Nonetheless, I cut floors for the two saloons and fitted them around the cross members used to secure the chassis to the body. A representation of the loose tables was made from styrene and painted off-white.

Partitions for the toilet, guards compartment and kitchen were carefully cut to the profile of the interior using a coach end from a DC Kits Hastings DEMU kit and assembled to the underframe. The completed interior panels are cream with brown door panels. The glazing was fitted next together with curtains. I noted that the curtains are lined; creamy white outside and a pink hue on the inside. Ten pairs were cut from 10 thou' styrene, shaped so they did not sit flat on the inside surface of the glazing and fitted with a spot of gloss varnish.

External details include ETS and multiple working equipment fitted to the bufferbeam together

with air brake pipes, door handles; handrails, commode handles, kick plates for the guard's doors, roof mounted air horns, top spot light lenses and windscreen wipers. The cab windows were cut from acetate and fitted with gloss varnish. The windscreen wipers supplied with the kit followed whilst the varnish was still wet. Detailing a model like this requires a lot of time and patience!

I've also fitted working LED running lights and a decoder and consequently I left the installation of some really fine detail until later because I know from experience that even light handling will result in its loss! When I complete a project, I look at it closely and see what I could do differently next time. Care was taken to finish the model as accurately as possible within the limitations of the kit and components. Studying pictures of any model during construction helps to identify poorly executed work and I made some changes as the project progressed. Nonetheless, given the basic nature of the kit, the addition of some extra detailing components together with careful painting has resulted in a good representation of the real *Caroline*. ■



■ Back Story 975025 *Caroline*

This former Southern Region General Manager's Saloon has a fascinating history, starting life as S60755, a Class 203 '6-B' DEMU buffet car. It was removed from its set and stored in January 1964 after which it was stripped for spares. It never operated as a buffet car again, being rebuilt in 1969 into the saloon we know today - 975025.

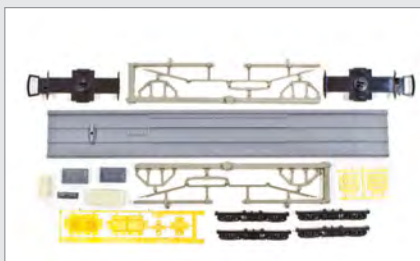
Reconstruction involved the installation of driving cabs, control equipment and rebuilding of the interior to create two open saloons. The control equipment included the then standard BR(S) 27-way multiple working

equipment and waist height air brake hoses enabling it to work with most SR Mk 1 multiple unit stock and Class 33/1s, 73s and 74s. To keep the occupants warm and the galley supplied with power, it was also equipped with Electric Train Supply (ETS). Additional lighting for line and structure inspections was fitted alongside the two-character headcode blinds. Until 1986, 975025 was finished in BR blue and grey. Network SouthEast colours were then carried until refurbishment in 1999 by Fragonset.

During this refurbishment it was fitted with a high-intensity headlight at each end but retained waist level SR jumper cables and air brake hoses and was painted in a version of Southern Region EMU green, including the previously unpainted windowframes, together with full yellow ends and black underframe and bogies. Around the same time, *Caroline* nameplates were applied.

After around six years working with its original push-pull equipment, often powered by a Class 33/1, the saloon saw further modifications which tidied up the ends. Blue Star MW equipment was fitted, making the saloon compatible with conventional diesel locomotives such as Class 37s. The headcode panels were plated over and smaller and neater marker light clusters fitted alongside the headlight. The exploits of 975025 are well documented, including its use as a royal vehicle in July 1981. It has remained a popular vehicle ever since, despite some uncertain years during the chaotic early period of privatisation. Still in traffic, 975025 is one of the only saloons to be passed for push-pull operation. Its Blue Star capability makes it flexible for route inspections and it is seen far and wide across the network, usually powered by a DRS '37/4'.





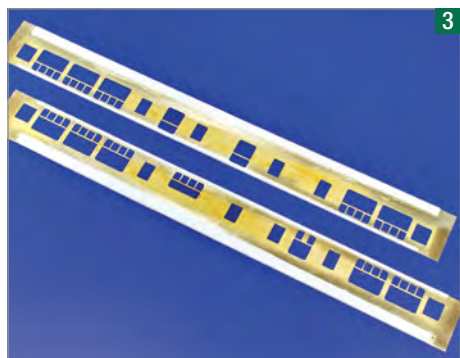
Bodyshell components include etched sides, cast ends and a plastic roof moulding. The roof vents supplied in the kit are not correct for this project and should be replaced with short shell vents by MJT or No Nonsense Kits.



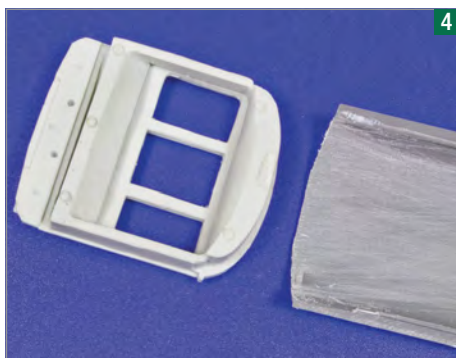
Strips of 20 thou' styrene are cut to fit the inside of the brass sides to add strength and act as a fixing point for the plastic roof.



To give the adhesive the best chance of bonding styrene to brass, the inside of the sides are burnished and cleaned with a scratch pencil.



A rebate has been left at each end to take the cab casting (A). The styrene strip at the top of each side will be bonded to the roof (B). The lower strip adds depth to the sides (C).



The roof moulding is prepared by rubbing locating pips from the inside surface of the moulding. The rough finish is the perfect bonding surface for CA glue too.



Care is taken to align the rain gutter of the roof moulding with that of the cab castings. Hold the two parts together as the CA glue dries.



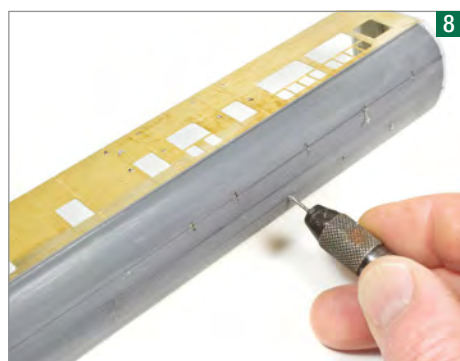
Assembly of the body progresses with both cab castings fitted together with one side. Note how the extra styrene strips help to locate and fix the brass sides.



A closer view of the cab to roof to side assembly. A little filler was needed to finish the cab to roof join. The mix of materials makes choosing the right adhesives crucial.

USEFUL WEBSITES

- W www.departmentals.com
- W www.traintesting.com/TIC.htm
- W www.britanniapacific.co.uk
- W www.modsupplies.co.uk
- W www.southernpridemodels.co.uk
- W www.dartcastings.co.uk
- W www.railtec-models.com



With body assembly complete, the roof vent positions are marked and pilot holes drilled. Note that the handrail knob holes for the guard's door have been drilled too.



The vent holes are opened out with a larger diameter drill just slightly wider than the vent casting spigots. This allows for slight variation in the size of the spigots.



Shell vents are fitted with a spot of CA glue. The slightly larger hole also allows for some adjustment of position so they can be fitted in a perfect line.



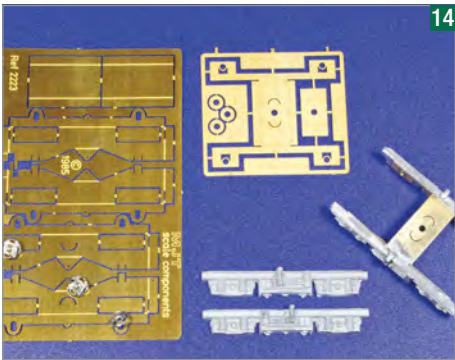
Primed and ready for painting. Only a few details have been fitted such as door hinges (not the inward opening door, even though their positions are etched in the sides).



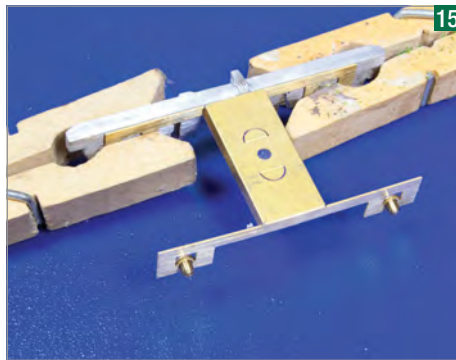
Look for any blemishes at the primer stage. It is much easier to tidy them up now rather than when the model is fully painted and detailed.



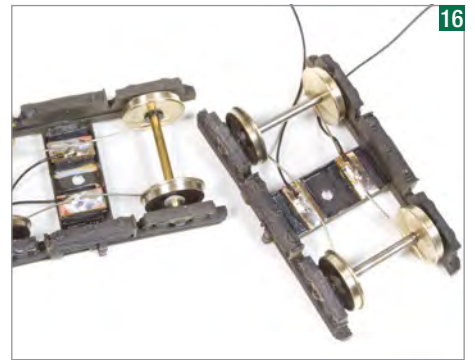
Red-backed *Caroline* nameplates (from Shawplan Models) against green paint will look great on the model and are a neat finishing touch.



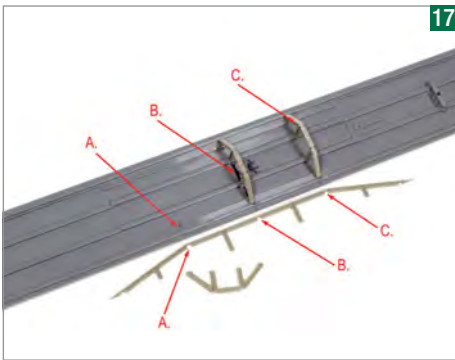
MJT B4(S) cosmetic bogie side frames are appropriate for this model. They were fitted to etched inner frames and both the MJT and Hurst Models frames are suitable.



Hurst bogie frames were folded and soldered up and fitted with 2mm pin point bearings. The side frames were held in place with clothes pegs during soldering.



The completed bogies fitted with current collection wiper pick-ups to supply the marker lights. DCCconcepts 12mm diameter coach wheels are ideal for this job.



The underframe floor is from DC Kits and is moulded in ABS plastic - best assembled with 'Plastic Weld' solvent cement.



Even though the bodyshell is painted and varnished, a great deal of detailing work remains to be done. It's easier at this stage when less handling is required.



This stage of finishing involves the fitting of numerous details, some of which can only be fitted a few at a time and left overnight to allow paint and adhesives to dry.



Bufferbeam and bogie details are added including air pipes and ETS jumper cable equipment. The various details are made of styrene card section and strip.



Two saloons of similar parentage. Both are multi-media kits by Britannia Pacific Models where plastic, brass and resin components are used to good effect.



Lights are fitted to the leading end and wired to a decoder. The marker lights are wired separately to the headlight so their brightness can be independently adjusted.

CARSDALE

Set high in the Yorkshire Dales, **Roger Sunderland's** evocative layout captures the remote landscape of the famous Settle-Carlisle Line in the final years of BR steam.



The peace of the Yorkshire Dales is disrupted by a busy moment at Carsdale; a WD 2-8-0 clanks through with a coal train as one of the London Midland Region's last few 'Britannias' passes with a northbound express. A Fairburn 2-6-4T waits in the bay with a branch train to Hawes.





ABOVE: The Pennines tower above Fairburn 2-6-4T No. 42074 as it raises steam ready for departure. Despite the general rundown of rural railways, the station looks neat and well-maintained.

RIGHT: A scruffy, de-named BR 'Clan' 4-6-2 rumbles through the station with empty coaching stock running as '6M23'.

FACT FILE

I SCALE/GAUGE: 4mm:1ft scale, 16.5mm gauge OO
I SIZE: 17ft by 12ft
I ERA/REGION: 1960s BR LM/ER
I LOCATION: Settle-Carlisle Line, North Yorkshire
I POWER & CONTROL: Digitrax DCC
I LAYOUT TYPE: Tailchaser with fiddleyard
I WORDS: Roger Sunderland
I PHOTOGRAPHY: Andy York

For 'Carsdale' read Garsdale, but as I had to take liberties with the trackplan to fit it into the available space, I decided to change the name. Hopefully there is enough in the accompanying article and photographs to enable people to recognise a lot from the original Garsdale.

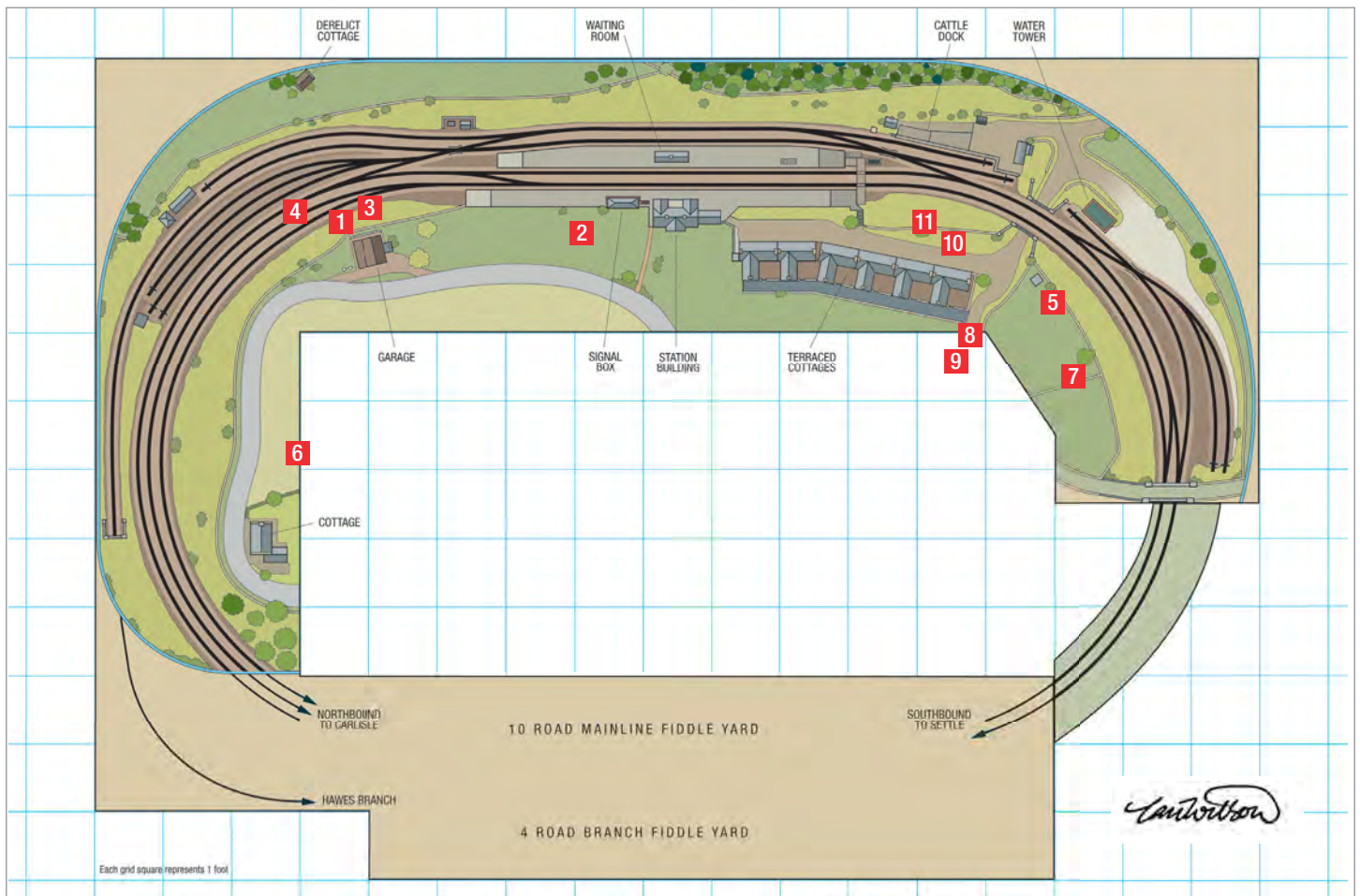
My previous layouts have mostly had an urban theme and been based in West Yorkshire. But, after a holiday in the Yorkshire Dales and a visit to Garsdale I was captivated. It was the only junction station on the Midland Railway's famous Settle-Carlisle (S&C) line, linked by a North Eastern Railway branch to Hawes. A most remote location in the wilds of the Yorkshire moors and a varied timetable with a large amount of goods traffic were just some of the things that made the decision to model it easier.

A start was made about four years ago - I'm retired so have a bit of spare time - and a number of plans were drawn up to see what could and could not be included. I decided early on that I would assume the branch to Hawes had survived longer than 1958, which allows for greater operating potential.

FINER TRACK

Plain track uses C&L flexitrack, while all the pointwork was hand-built on copper clad sleepers using templates drawn on Templot track planning software. Although





3

ask the expert

Q The S&C is famous for its sweeping curves running through bleak moorland landscapes. How did you capture this look in a relatively small space?

A I think there is often a desire from modellers to fill every available space with track but I wanted to try and capture the open feel of this remote landscape, something which I hope is evident.

Baseboards are 6mm ply tops on an 'L' girder system which allows the trackbed to be higher, or lower, than the surrounding scenery. This also makes it relatively easy to incorporate bridges, tunnels, streams and roads. The overriding factor is to make it appear that the railway has been constructed through the landscape, which was, of course, always there. The trackbed height is 4ft 3in from the ground, which gives an interesting viewing height.



I have been modelling for more than 40 years this was the first time I had built my own pointwork. I truly wish I'd had the courage to give it a go much earlier.

The difference, even in OO gauge, is amazing. Improvements include realistic sleeper spacing and the chance to use bullhead rail to name just two. For anybody thinking of having a go, my advice is 'just do it' and banish the unrealistic track formations forced by having to follow generic track geometry.

I recommend the book *Track: How it Works and How To Model It*, published by the 2mm Finescale Association. Its principles are equally applicable to 4mm scale. Ballast is Woodland Scenics N scale as that for OO scale is far too coarse. It's a home-made blend to mimic the real thing.

Control is DCC using the Digitrax system. I looked at a number of different systems before converting to DCC about ten years ago but found Digitrax to be the most comprehensive. All points are operated by Tortoise slow motion motors which have proved to be very reliable.

BELOW: No. 42074 departs for Hawes as a Derby/ Sulzer Type 2 heads for Carlisle with a fitted goods. Roger used C&L track and hand-built points for the first time on this layout - the difference is immediately obvious.

The working semaphore signals are built from Model Signal Engineering parts and operated by servos. They are controlled by the excellent GF Controls units. These give a prototypical slow pull off and a lovely bounce on return.

MOORLAND SCENICS

I could really devote a whole article to this and if you are interested, I'll come back to describe it in more detail at a later date.

The backscenes are from ID and, as far as I know, are from the North Yorkshire Moors. A good deal of trouble was taken to try and match the grass to that shown on the backscene.

A variety of static grasses were used, mainly from Greenscene and Noch. It's important to lay varying lengths of grass to get the desired effect. The spiky tufts are typical for the area.

Dry stone walls were cast from Tiranti basic alpha plaster poured into home-made masters - there are a lot of these! The basic contours were formed from layers of



4



I love goods wagons and have built up a large collection. My favourite is the permanent way train with a mix of heavily weathered specialist wagons.

Celotex which is easy to carve and reasonably dust free.

Although the area is known for being fairly bleak, there are a large number of trees on the layout. Different methods have been used to create these, ranging from adapting shop-bought firs to making my own. Not having a bottomless bank account, the latter method was used for the majority. If anyone wants to create really good trees please buy the two books on the subject by Gordon Gravett (published by Wild Swan) as it is well worth the investment. Mine are not yet up to his standards but they're getting there.

MIDLAND BUILDINGS

At this point I must admit to 'cheating' a little to save time. I enjoy making buildings but I had a number of Hornby Skaledale cottages from a former layout and, although not strictly correct, they fitted the bill for

ABOVE: An ex-LMS 'Crab' 2-6-0 'Crab' heads south towards Settle, passing a Metrovick 'Co-Bo' which has been entrusted with a train of 'Conflats' carrying insulated containers. Note how the line is carried on substantial earthworks, just like the real Settle-Carlisle line.

the cottages at Garsdale. They have been heavily modified, built into the scenery and given fully detailed back yards. The main station building is also Skaledale.

Garsdale did not have an MR No. 2 type station building but again I couldn't resist this and to be fair I think a junction station should have had one. The island platform building is scratchbuilt as are the water tower and country garage. The small cottage is based on a Petite Properties kit.

There are various huts and small structures from the usual providers as well as a few I've scratchbuilt. I am particularly fond of the old coach in the yard, which started life as a Ratio kit. Road vehicles are mostly EFE and Pocketbond Classix. All have been weathered to a degree, with drivers, and in the case of the bus, passengers fitted.

TYPICAL TRAINS

Using the vast amount of information and photographs available of train formations on the S&C I've tried to get mine as accurate as I can. Locomotives seen include 9Fs, 8Fs, WD 2-8-0s,



'Black Fives', 'Crab' and Ivatt 4MT 2-6-0s, ex-LNER A3s, the occasional Peppercorn A1 4-6-2 and BR Standard classes including 'Britannias', 'Clans', 4MT and 5MT 4-6-0s. All are represented on the layout along with Derby/Sulzer Type 2s (Class 24/25), Type 4s (Class 45) and Metrovick Co-Bos. There are occasional visitors from the Scottish Region too, in the form of a Clayton Type 1 and BRCW/Sulzer Type 2 (Class 26). All locomotives are weathered to a greater or lesser degree

ABOVE: A heavily weathered and unidentifiable WD 2-8-0 works hard up with a train of 21t coal hoppers.

ABOVE RIGHT: Carsdale's sidings prove useful for stabling a short rake of 'Dogfish' ballast hoppers between duties.

LEFT: Local farm traffic and the odd passing vehicle are the only users of the quiet country lane that passes under the line.

BELOW RIGHT: The rear of the terraced cottages offer an opportunity to represent everyday local life of the era - outside toilets, a Series I Land Rover, and locals catching up on village gossip. All goes unnoticed by the grazing sheep.



as I hate to see anything pristine - it just was not like that in the 1960s. All have details added such as coal, crew and headcode lamps. Many of the locomotives are also fitted with sound decoders.

Coaching stock is a mix of Mk 1, ex-LMS Stanier Period III with some Gresley and Thompson interlopers. All stock is weathered but main line vehicles do at least try to show they have had some visits to the carriage washer. I have to confess I'm addicted to parcels stock and have far too many vans, some from obscure kits, others from the main manufacturers.

I also love goods wagons and have built up a large collection. My personal favourite is the permanent way train - one of two on the layout comprising a mix of heavily weathered specialist wagons including a 'Salmon' and a 'Sturgeon'.

All stock is fitted with Kadee couplings. I know opinions differ on these but I've found them to be very reliable, they look good between coaches (although not as good between wagons) and allow hands-free uncoupling and delayed action. Irrespective of any shortcomings they're a vast improvement on the old hook and bar tension locks.

I try to run a variety of prototypical trains based on the working timetable for the 1960s. Main line trains





CLOCKWISE FROM TOP LEFT: Backyard essentials - a dog and its kennel, washing line with 'bloomers', metal dustbin and bicycle.

A retaining wall involving considerable effort was made to locate the lineside permanent way hut and adjacent fuel tank by the station.

A grounded coach body acts as a useful, if primitive, office for the goods yard with cattle dock.

The water tower is a prominent feature on the layout with red panes.

For loads too heavy to lift by hand, a rusty hand crane can be used.



I have to confess I'm addicted to parcels stock and have far too many vans, some from obscure kits, others from the main manufacturers.

include the 'Thames-Clyde Express' and 'The Waverley' as well as a number of lesser St Pancras to Edinburgh/Glasgow services. These were augmented at certain times by relief trains and summer extras. There is also a sleeping car train for which I use a mix of Bachmann Mk 1 and Hornby Gresley sleepers plus a fair few parcels trains.

As well as these are the Bradford-Carlisle 'stoppers', which usually consisted of a couple of Stanier coaches and a Mk 1 plus a couple of vans, often hauled by a worn-out 'Britannia' or, more unusually, a 'Clan'. Goods trains were lengthy, although fiddleyard size limits me to about 22 wagons, fitted or partially fitted. A star

OPPOSITE: A new era of motive power dawns. Metrovick Co-Bo D5702, one of the unsuccessful 'Pilot Scheme' Type 2 designs, rounds the curve with a container train.

BELOW: BR 2-10-0 '9F' No.92166 trundles past with a permanent way train revealing the first two wagons - a two-axle 'Grampus' and bogie 'Sturgeon' in tow.

performer was the 'Condor' express container train from London to Glasgow which ran via the S&C hauled by the troublesome Metrovick Co-Bos. This train has also been portrayed (see right).

I've assumed the branch was still running in the 1960s, rather than closing in 1958. Locomotives on the branch are a Fairburn or Stanier 2-6-4T with a set of either Stanier or Thompson non-gangwayed coaches. I can push the era back slightly though and use a J20 0-6-0 or a G5 0-4-4T - both are kit-built models.

A 'Derby Lightweight' DMU is a sign of things to come.

The layout is definitely not finished, but are they ever? I am engaged in building a very large exhibition layout depicting Bournemouth West station *circa* 1960. If you're interested you can follow our progress on **RMweb**. This is taking a huge chunk of my time now. As well as that, I'm not getting any younger and there are a number of layouts I'd love to have a go at building - so who knows what might happen next? ■





MEMORABLE MODELS

TRI-ANG EXPLODING CAR

Model railway historian **Pat Hammond** delves into the archives to share the tale of a hugely popular wagon with an explosive reputation.



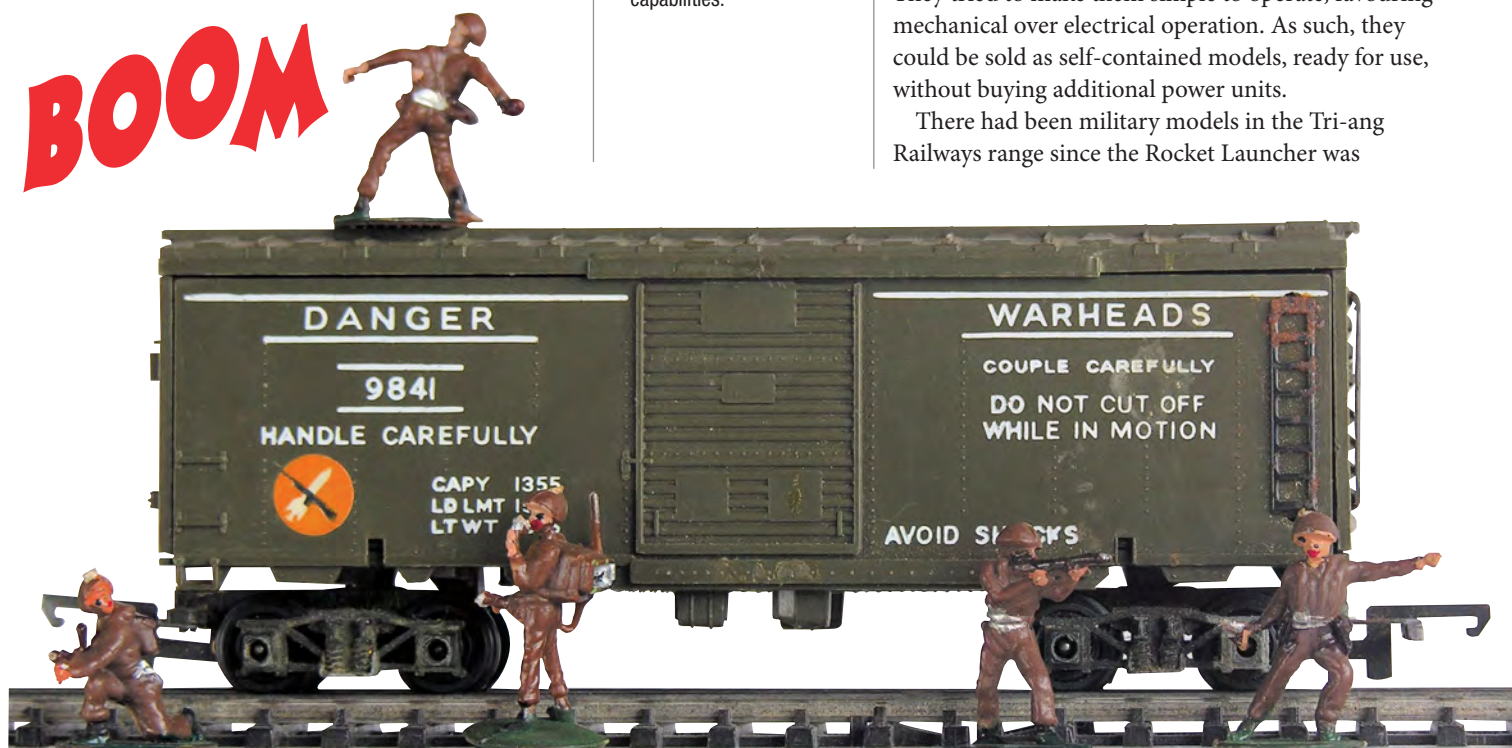
vividly recall evenings spent with my children fighting intense battles with a whole range of 'Battle Space!' military hardware. Missiles crossed in the skies above the living room carpet to plough

BELOW: A Tri-ang exploding car, released in 1966 and sporting the Battle Space! livery. The many warning and safety signs were sure to convince younger fans of its self-destructive capabilities.

into rows of Airfix military vehicles and Battle Space commandos lined up at either end of the room.

Lines Bros. - owners of the Tri-ang brand - learned early on that toys needed gimmicks to have appeal. Its military range was full of models that 'did things'. They tried to make them simple to operate, favouring mechanical over electrical operation. As such, they could be sold as self-contained models, ready for use, without buying additional power units.

There had been military models in the Tri-ang Railways range since the Rocket Launcher was



DANGER!



introduced in 1957 but they were not developed into a major series until 1963. By 1965, seven military vehicles existed, most in mid-green carrying NATO markings.

At Margate, Richard Wansworth put forward the move to change the NATO range into 'Battle Space!', expanding it with imaginative re-use of existing freight cars from its North American 'Transcontinental' range. The rocket launcher had been selling well for several years and the helicopter launching car was one of its most successful products - children were crying out for more.

One model from the range was the 'Exploding Car' and like other models, it was a licensed copy of one made by Lionel in the United States. The roof and sides were loosely held together so that it could fall apart

ABOVE: The rarest and most sought-after model variant of the Tri-ang exploding car today is the 'Q Car' with its 'Red Eye' rocket.

BELOW LEFT: The model that started the trend - Lionel's 'Exploding Car'. Unlike Tri-ang's model, its axles don't protrude through the axleboxes.

BOTTOM: An interior 'post explosion' view of the 'Q Car' reveals its hidden gem - the 'Red Eye' rocket launcher with bright orange plastic mounting.

when hit by an object, releasing a sprung hammer which struck a detonating toy-gun cap, producing a loud 'bang'.

It first appeared in the Tri-ang range in the Autumn of 1963 and was bright red, like the Lionel version. At that time, the other military wagons were in NATO green, but in 1966 the range carried the new drab green 'Battle Space!' livery. Specially-designed 'Battle Space!' self-adhesive stickers were applied to each side.

The 'Battle Space!' range was popular and around 42,000 exploding cars were made in 1966 alone. By 1968, demand had fallen and production of the range ended in 1970. Over 100,000 'Exploding Cars' were made over an eight-year period, around 40,000 in red and 60,000 in 'Battle Space!' drab green. The model briefly reappeared in 1982 in the 'Task Force Action Set' but it was too late to renew interest in military models - it was dropped after 4,600 sets were made.

The rarest of the 'Battle Space!' range and sought by collectors is the 'Q Car', released in 1968 as a spin-off from the exploding car. Its 'explosion' was triggered from the track, dismantling the sides and roof, and, as the roof and sides fell away, it revealed a loaded 'red-eye' rocket launcher that could be fired by hand. Introduced when the range was in decline, only 2,700 were made. ■



BANG

MODIFY A DJM 'AUSTERITY'

SHOPPING LIST

I DJ MODELS Hunslet 'Austerity' 0-6-0ST
I RT MODELS
I 4SLP036: Lambton cab with etched body detailing parts and spectacle rims
I 4SLP010: Lost wax brass Austerity/J94 injectors
I 4SLP002: Giesl Ejector
I 4SLP003: Giesl chimney plug

DART CASTINGS (MONTY'S MODELS)

I MSV2: Locomotive crew

TOOL LIST

I Heavy craft knife
I Scissors
I Soldering iron
I Wire cutters
I Fibreglass pencil
I 6in fine file
I Needle files
I Small saw
I Tongs
I Gas hob

CONTACT

DJMODELS

W www.djmodels.co.uk

RT MODELS

W www.rtmmodels.co.uk

DART CASTINGS

W www.dartcastings.co.uk

Phil Parker converts a DJ Models Hunslet 'Austerity' saddle tank to represent a batch with modified cabs once used to negotiate the reduced clearances of the Lambton Colliery Railway in Co. Durham.

Last month I made some simple cosmetic changes to a Bachmann Midland 1F 0-6-0T using little more than paint cutting compound and cotton buds. This month, I thought I'd take on a project involving significant modifications - discarding and replacing parts.

Deliveries of DJ Models' Hunslet 'Austerity'/J94 are well underway. The manufacturer has made a good effort to offer many variants of a prototype that appeared in a large number of guises through its life.

Not offered amongst its batches are those fitted with the reduced height Lambton cab. Locomotives working the Lambton Railway

in County Durham had to pass through a narrow bored tunnel to Lambton coal staiths at the Port of Sunderland. To do this, the line had a reduced loading gauge resulting in cab roofs obtaining a curious barrel shape with reduced headroom for footplate crews.

RT Models produces a replacement cab and bunker as an etched kit. Designed to fit the Hornby (ex-Dapol) model, as far as I was aware, no-one had tried it on a DJ Models version - until now.

My locomotive will work on 'Ruston Quays' so doesn't need to be a particular prototype. As such, I'm replacing the standard chimney with a Giesl ejector. This

eye-catching change seems to suit these often-modified locomotives.

Industrial locomotives, especially in the latter days of steam, were generally filthy. I want to go beyond the basic colour though and replicate the texture of the grime. For this I'm using the latest BRM airbrush offer, holding it further from the model and lowering the pressure.

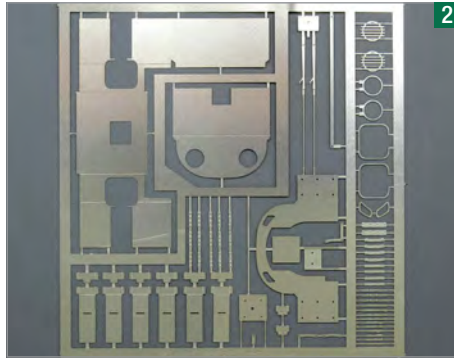
Working on the 'Austerity' didn't give any problems except when fitting the Giesl. As supplied, the tank top is screwed down and the fixing is accessed from the chimney, which needed to be removed. My only option is to superglue it in place, leaving a weak joint that can be broken, if required, to service the motor. ■





1

A DJM J94 was generously supplied by Dave Jones - this one failed quality control checks because wrong parts were fitted to the bunker. This won't affect our project.



2

RT Models' etch cab and detailing parts were designed for the Hornby (ex-Dapol) locomotive, so some components aren't required for DJM's more detailed model.



3

The DJM injectors have attracted more criticism than any other part of the model. They can be replaced with a set of lost-wax castings from RT Models.



4

A white metal chimney and water filler are available from RT Models too should you wish to change them, perhaps if it has the less attractive 'conical stoker' version.



5

Changing the chimney to a Giesl ejector will result in a significant change to the appearance. These were a popular fitting in industry, but results varied in service.



6

Dismantling the model to remove the cab. Removing the coupling reveals screws at either end to release the body. A small cross-headed screwdriver is required.



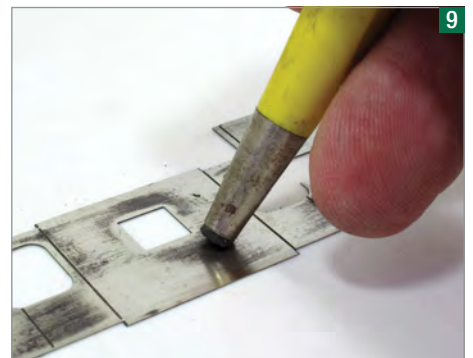
7

De-soldering the chassis wires and further unscrewing allows me to split the model. Cab removal requires the use of 'waggling' and careful force - it's a tight fit on the tank.



8

The nickel-silver cab etch has to be softened by annealing. The simplest method is to heat the metal over a gas ring until it discolours, then leave it to cool naturally.



9

Solder won't stick to dirt or discoloured metal so I'm cleaning parts with fine abrasives and a glass fibre pen. It's time-consuming, but essential for the next stage.



10

A quick check shows how the cab front - designed for the Hornby/Dapol model - fits. Fortunately, both are the same width and all is well.



11

The roof and sides are gently bent around a marker pen, then further with small pliers along the fold lines. Match the shape of the cab front, and tack in place with solder.



12

Fit the back, then fold the bunker using the same methods. Solder joints from the inside and remove excess solder from visible areas with a small chisel, finishing with a fibre pen.



Beading has to be bent and folded to fit around the door. I got as close to the shape as I could and tacked it at the top, working the metal down, soldering as I went.



The rear windows should have horizontal, not vertical bars as per the instructions. These and the front frames can be superglued into place if desired.



The original cab screws to the footplate. By gluing a piece of 60 thou' plastic at the bottom of the bunker and drilling 1mm holes, the original screws can be retained.



Moulded plastic steps aren't as slender as those from RT. These are bent up and soldered. Cosmetic etched strips that represent bolt heads are superglued underneath.



Removal of the original DJM chimney requires brute force and a pair of small pliers to break the glue joint. Don't worry if the part is damaged as it isn't needed.



The RT Giesl base is used as a guide to cut the shape for a 5 thou' plastic strip replacement. Most plastic solvents aren't strong enough, so I'm using some for ABS.

I Giesl Ejector

Invented in 1951 by Austrian engineer, Dr. Adolph Giesl-Gieslingen, the Giesl ejector improves the draughting on steam locomotives by drawing air through a fan shape of small pipes that replace a traditional open chimney. Its inventor claimed a 6-12% reduction in coal and a 20% increase in power. Railway companies using the device - which included East Germany's Deutsche Reichsbahn - paid a licence fee for the privilege. Savings were sometimes less than the fee, resulting in either non-payment or conversion of locomotives back to standard.

On the main line, BR tested 'Battle of Britain' No. 34064 *Fighter Command* with a Giesl ejector, apparently with appreciable improvements, whereas with '9F' No. 92250 the results were indifferent.

The NCB fitted several 'Austerities' and 'Bagnalls' with Giesls. At Cadley Hill colliery, staff found them easier to clean out, but on the South Shields, Marsden and Whitburn Colliery Railway, crews hated the 'Funkenbanger' as it had to be constantly cleaned to work efficiently. They complained that when the regulator was opened, half the fire would lift from the grate and disappear up the tubes.



Once dry, the plastic is trimmed back to the edges of the saddle tank on the top and front. Model filler is used to complete, also filling the former ladder holes.



Unlike the Hornby model, the DJM Hunslet smokebox top is in the correct location. A stub is provided for a retaining screw. Remove it and glue the tank top to the base.



The Giesl casting is cut down to make it no higher than the cab (8mm), then fixed with superglue. I realised it was leaning forwards, so removed it and re-fitted properly.



BR deco is removed with a paint stripper suitable for plastic as they seem immune to other chemicals. Polishing with a fibre pen works too, but can scratch the surface.



23

Steps are superglued underneath the footplate where the old versions are cut. New injectors have spigots in the top, so holes have to be drilled in the footplate for them.



24

Before spraying, masking tape is run inside the cab, which is screwed down. The area under the footplate is covered using aluminium kitchen foil.



25

Painting starts with a coat of etching car primer. Bare metal must be covered with a fine coat of paint. I ensure it's applied over filler and added parts to hide any gaps.



26

Using the **BRM** 'Pro Airbrush' and spray booth - this month's reader offer - a base colour of Humbrol 109 is applied. The colour is bright, but weathering will darken it.



27

After waterslide transfers are applied, the body is sprayed with satin varnish. Apply several light coats to avoid flooding the body with paint.



28

Black areas are hand painted with Humbrol 33. Red bufferbeams are brush-painted too. This is easier than masking to spray them individually and works well.



29

In the spraybooth - vital to extract fumes when spraying indoors - the model is sprayed with a thin mid-brown and rust mix, representing dirt thrown up from the track.



30

Once dry, black is sprayed along the top for smoke and smuts. A light coat of Humbrol 173 is sprayed. If not cleaned, many things on the railway end up brown.



31

When working, keep turning the wheels with a 9V battery or paint will form clean shadows on the wheels. Don't forget to clean the treads and flanges afterwards!

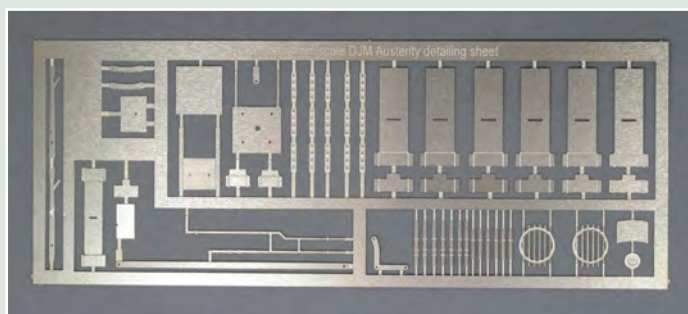


32

Dipping a cotton bud in white spirit, dirt can be washed off. Work downwards, replicating the efforts of the locomotive crew wiping their machine with an oily rag.

Standard detail

RT Models has released a special detail etch for DJModels' J94/ 'Austerity' which doesn't include cab replacement parts. Most of the parts can be superglued rather than soldered if desired.





33

Turn the pressure down and lightly repeat the weathering so it appears the locomotive is cared for, but getting dirty. Holding the airbrush further away will give the paint texture.



34

Tank tops were matt where soot settled. Let matt varnish settle along the top - I'm using an aerosol of Testor's Dulcote - it's the flattest matt varnish I can find.



35

Where the crew clamber up steps and grab handrails, the paint will wear away - tickle the edges with a nearly dry brush of Humbrol gunmetal (53).



36

A crew of Monty's Models whitemetal figures are glued into the cab before the top is re-fitted. Lead weight is added to the bunker for a little extra weight.



37

With the replacement Lambton cab screwed down, handrails made from 0.45mm brass wire are glued either side of the door.



38

A finishing touch with weathering powders is a rusty patch on the smokebox door where heat has burnt the paint away, followed by more black along the tank top.

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HOW TO...

MAKE ROCKS

Many materials and techniques can be used to model rocks, **Michael Russell** shares his, allowing you to make them ultra-realistic in any scale.

SHOPPING LIST

I Filler powder (Polyfilla)
I Foam
I Weathering powders/
charcoal pastel sticks
I Acrylic paint

TOOLS

I Razor saw
I Toothbrush
I Spatula
I Mixing dishes
I Files
I Small hog hair brush



Rocks aren't something we tend to notice normally; they blend into the background and change little from year to year or with the seasons, unlike organic features such as trees. There are, however, many places where they are the centre of attention, such as the National Trust sites at Brimham Rocks or Malham Cove in Yorkshire.

Formations range in size from small boulders to cliff faces and entire mountain ranges. There are many different types of rock and you should research your location carefully before starting work. The landscape around Blaenau Ffestiniog has been dramatically altered by slate mining.

Although you need to research the type of rock carefully for the area you are modelling, only a few techniques are necessary to model them. They are not difficult to make and because their shapes are irregular, you don't have to be too precise unless there is a certain formation that you just have to model, such as the 'Cow and Calf' on Ilkley Moor.

SUITABLE MATERIALS

I like to model rocks using a powder filler for the top coating. Although Polyfilla is the best-known brand,

you will find suitable substitutes at lower prices. To reduce weight and simplify construction, I recommend using foam. Many types are available, including expanded/extruded polystyrene, polyurethane, insulation foam and cans of expanding foam. Expanded polystyrene tends to be rather messy and should preferably be cut and shaped using a hot wire cutter. I used some foam off-cuts left over from a re-upholstery task. When painting, because subtlety is necessary, I used weathering powders.

If the rock formation is larger than the material you are using then glue it together. Ensure that you use the correct glue and read the instructions carefully to ensure that it will work with your material both to ensure that it will form a good bond and that it won't cause any damage. For the upholstery foam that I used a hot glue gun was suitable.

Although these techniques are quick and easy. If you are really pushed for time, alternative solutions are available. Try using cork bark or even real stone if there are only a few rocks on your layout. If you struggle with shaping, then you can also buy moulds to form rocks from Woodland Scenics. Bear in mind that these will be solid with no foam centre and will therefore weigh more and they'll all be the same shape too. ■

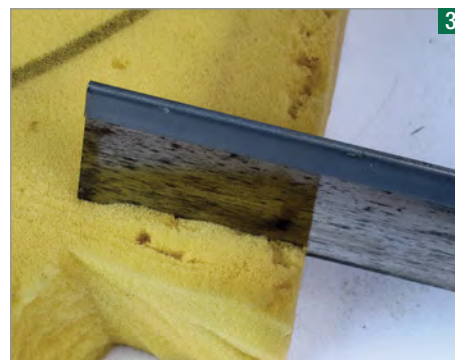




1 Break the foam into smaller pieces - I found a razor saw ideal for cutting harder and brittle materials or on this spongy foam.



2 To avoid forming flat surfaces, which look un-natural, start the cut with a razor saw, then rip the piece apart by grabbing each edge and pulling.



3 Detail the rocks by attacking them with a razor saw. A good way of forming strata is to score a number of parallel cuts close to each other.



4 Mix filler with water until it is the consistency of double cream. Apply to each piece of foam one at a time using a spatula but it's easier with your fingers. Leave to dry.



5 Add further detail once your final coat of filler has been added. Cut peaks and remove high points with a file. Add subtle detail using scribes, wire brushes, or toothpicks.



6 Poke a stick into the foam to use as a handle. Alternatively, you could attach the rock to some card using double sided tape.



7 Obtain weathering powders in your desired colours, or grate down some charcoal pastel sticks. Rub the powder over the rock. Use a stiff brush to work into the crevices.



8 Using a brush, add a dilute green/black wash of acrylic paint. You will need to scrub the surface with the brush to get the powder to accept the paint.



9 Rub in different weathering powders with a brush. Browns, greens and greys work best. Add light grey pastel highlights over the rock detail.



10 Take an off-white acrylic paint and, using a toothbrush, add random patches to represent lichen. Also, flick the paint at the rocks. Repeat using a light yellow.



11 If you find your shadows are too dark, your highlights are too bright, or if you've overdone your surface detail, add more base colour to tone it down.



12 Embed the rocks into your landscape; you don't want daylight showing where they meet the ground. Push the rocks into a bed of filler before it sets then add grass.

seven top tips for professional rocks

1 When sculpting the filler, adding more detail such as fissures will affect the illusion of scale. Therefore, if you're modelling cliffs in 2mm scale, add lots of detail, but if modelling a rock in 7mm scale add little detail

2 Don't make your highlights or shadows too extreme - avoid white or black. Model these with variations of the primary rock colour

3 Don't forget the effects of weathering - the British climate is damp and the rocks will probably be greener in colour than you might think - especially on the north side where moss and lichen tends to grow

4 Look at the rock formation you are modelling carefully. Would it be easier to model rocks separately, or a single piece of foam carved to look like separate rocks?

5 Rocks in one formation don't tend to vary much in colour, therefore build your rocks in batches to maintain consistency or be sure to make a careful note of the colours and mixes you used so you can reproduce the same results

6 You will find lichen much more prevalent on rocks in rural areas as it is a good barometer of pollution





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31-576DC	Windhoff MPV NWR	£114.00
31-577	Windhoff Railtrack	£104.00
31-658	Class 47 Petroleum Sector	£97.70
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32-045	Class 20 Railfreight	£93.45
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32-066	Class 43 Pegasus	£118.95
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32-044	Class 20 BR Green	£93.45
32-034A	Class 20 BR Green weathered	£97.70
32-913	Cl. 108 Green w/ Whiskers	£114.50
32-815	Class 47 Intercity	£89.20
32-381M	Class 37 DRS	£117.25
32-390	Class 37 Petroleum Sector	£101.95
31-660	Class 47/4 Large Logo	£114.70
31-656	Cl47 BR Green	£127.45
32-981	Freightliner Class 66	£127.45
32-982	DRS Class 66	£127.45

O GAUGE

10D-GWR	Ixion Fowler GWR	£220.00
10D-UGR	Ixion Fowler Unlined Green	£220.00

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****Train Sets/Packs & Controllers/**

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PRICES SUBJECT TO CHANGE WITHOUT NOTICE



OXFORD MK 3s UNVEILED, GWR 6w 'TOAD' TO FOLLOW



Oxford Rail's Mk 3 coaches have made an impressive debut, with the first engineering prototype (EP) samples displaying a high level of accuracy and detail.

Oxford has confirmed that the first two liveries to be offered will be original BR blue/grey and InterCity 'Swift', introduced in May 1987, with three locomotive-hauled vehicles in each guise. BR blue/grey era modellers will get London Midland Region First Open, Tourist Second Open and Restaurant Unclassified Buffet (RUB) vehicles, while the InterCity models will depict FO, TSO and modernised Restaurant First Modular (RFM) coaches for the late-1980s to late-1990s period.

All models feature numerous separate plastic and etched metal parts, most notably on the ends, detailed interiors and elements such as the Central Door Locking (CDL) indicator lights which are specific to certain periods. Oxford has also designed the tooling to depict both original and later style roof end vents. It is hoped to offer interior lighting as standard, although this will depend on whether it can be delivered at an acceptable price. Recommended retail price is expected to be £34.95 when the models are released in the first quarter of 2017.

Development work is also underway on Oxford Rail's next OO gauge model – a GWR Diagram AA1 6w 'Toad' brake van. Sixty-two of these vans were built in 1900-02 for heavy mineral traffic, sharing a body with the standard AA3 4w 'Toad', but ballasted to 24t for extra braking power.

Three versions are planned by Oxford Rail, an early plank GWR version based at Swindon, a later GWR vehicle with metal plating on the lower bodysides

(Bridport) and a BR plated van from Bordesley Junction in Birmingham. RRP is £14.95 and the first releases are expected in the second quarter of 2017.

Also in the pipeline are several new private owner seven-plank wagons, new versions of the LNER six-plank and cattle wagon in LNER and BR colours, an ex-NBR four-plank in LNER grey and a triple pack of weathered BR grey (ex-LNER) six-planks. Weathered and pristine versions of the ex-PO seven-plank will also be offered in BR grey. For full details of the October release programme, see www.oxfordrail.com

For the impending BR 'Carflat' wagon (see page 99), packs of period-specific cars will be offered, priced at £14.95 for four. Cars for the 1960s, 1970s, 1980s and 1990s are planned for release in the final quarter of this year, with the 'Carflats' to follow in early-2017.

Finally, Oxford Rail's first narrow gauge release will be Isle of Man Railway Beyer, Peacock 2-4-0T No. 10 G.H. Wood in 1:76 scale. Originally produced as an exclusive for IoM Transport, the static die-cast model will now go on general release via Oxford stockists.

W www.oxfordrail.com



TOP: Original BR blue/grey and post-1987 InterCity will be the first two liveries on Oxford Rail's Mk 3 locomotive-hauled coaches.

INSET: Design artwork for the new GWR 6w 'Toad' brake van.

BELOW: An engineering prototype of the Oxford Rail's Mk 3 locomotive-hauled coaches showing the highly detailed ends and bogies.



DJM SLEEPER '92'

DJModels has been granted permission to produce its proposed N/OO gauge Class 92s in Caledonian Sleeper teal blue. CAD artwork of both models has been promised in time for the Warley NEC show, with first releases to follow in the third quarter of 2017.

W www.djmodels.co.uk

**BARLEYCORN
DESIGNS TAKEOVER**

Great Eastern Model Railways of Norwich has acquired local modelling business Barleycorn Designs and is now distributing the company's products. Barleycorn's range of 13 card kits is now available from GEMR to retail and wholesale customers, along with embossed brick sheets and an LED lighting kit for buildings. E-mail gemodells@fsmail.net for more information.

T 01603 431457

MANX 'PEACOCK'

Oxford Rail's first static die-cast model will be an Isle of Man Railway Beyer, Peacock 2-4-0T decorated as No. 10 *G.H. Wood* (below). The 1905-built locomotive is presented 1945-67 era lined Indian red and is the first die-cast IoMR 2-4-0T to be offered on general release. A previous edition in 2014 was exclusive to Isle of Man Transport shops. RRP for the is £26.95 and it will be available via Oxford Rail stockists in the second quarter of 2017.

W www.oxfordrail.com

ALL SYSTEMS GO FOR REVOLUTION CLASS 92



TOM SMITH



With its first RTR N scale models now delivered to customers (see November **BRM**), Revolution Trains has revealed that another major project is well underway. Working with Brush Traction and various train operators, Revolution is to produce an N scale Class 92 dual-voltage electric locomotive.

The crowdfunding model, which proved successful for the company's TEA tanks and Class 390 EMU, is being employed again and customers who purchased TEA tanks have been offered a £10 discount off the price of a '92'.

Revolution has the full co-operation of the locomotive builder, Brush Traction, and licensing agreements in place with all the necessary operators, including DB Cargo and Caledonian Sleeper. Several liveries are proposed, including original RfD Channel Tunnel grey,

EWS red/gold, DB Schenker traffic red, GB Railfreight/Europorte blue/orange, unbranded grey and EWS grey with the large 'Beasties' logo. All are dependent on receiving sufficient orders to justify production.

The '92' is seen as a logical progression from the previously announced Class 390 and Class 320/321 EMUs, which will be delivered in late-2016 and 2017 respectively. As before, the model will be designed and manufactured by Rapido Trains and will feature DCC and DCC sound options plus poseable pantographs, switchable lights and customer-fit bufferbeam details and valances. Revolution is also examining the possibility of other "groundbreaking" features. See Revolution's website for more information.

W www.revolutiontrains.com

COUNTDOWN TO THE MANCHESTER EXHIBITION 2016



Preparations are well in hand for Manchester Model Railway Society's exhibition on December 3/4. The only model railway exhibition staged in the centre of a major UK city, it is expected to attract large visitor numbers in its second year back 'in town'. As well as extra

exhibition space and improved catering, there will be more layouts, a film theatre and a competition for children - with a very special prize.

MMRS has a long tradition of high-quality modelling and this is reflected in the content of the exhibition. There will

'H' FOR HORNBY

➤ Hornby has announced its first new model for 2017 - a South Eastern & Chatham Railway 'H' 0-4-4T. An RTR OO gauge model of the Wainwright-designed passenger tank has been widely expected for some time, especially as it is an ideal companion for Hornby's existing Maunsell pull-push coach sets.

A total of 66 'H' locomotives were built by Ashford Works between 1904 and 1915, with 64 being absorbed by BR in 1948. Three liveries are planned initially, plus a limited edition push-pull train pack, covering SECR, SR and BR liveries. The model is currently at the engineering prototype stage.

Hornby is also extending its family of BR Mk 1 coaches, adding the much-requested Brake Second Open (BSO) and First Open (FO) types in 2017. Both are all-new models in the main 'red box' range



BEN JONES

and will be offered in BR maroon and BR blue/grey initially. Look out for samples of all these new models on the Hornby stand at the Warley NEC show on November 28/29.

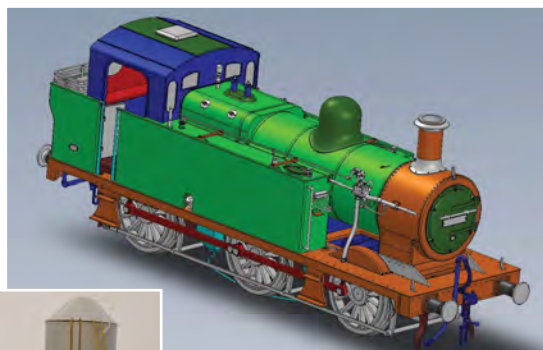
W www.hornby.com

DAPOL UNVEILS GW WATER CRANE & O GAUGE 'JINTY'

➤ Continuing the expansion of its RTR O gauge range, Dapol is to produce an LMS Fowler 3F 0-6-0T, better known as a 'Jinty'. The Chirk company has also revealed an unusual addition to its OO gauge range - a GWR water tower with motorised crane arm and authentic sound!

The detailed 4mm scale water crane will be offered both as a static and animated model, with flat or conical tank top, priced at £25.00 and £50.00 respectively. Initial deliveries are expected in the first quarter of 2017, in either GWR 'chocolate and cream' or grey. Sounds will include conversations between footplate crews and authentic water crane noises. On the animated model, the filler pipe will swing through 90 degrees, activated by a remote switch. It will be suitable for DC analogue and DCC operation.

The 'Jinty' meanwhile will be offered in seven versions; early LMS, late LMS, SDJR blue, BR late crest and with 'BRITISH RAILWAYS' tankside lettering. BR early emblem No. 47383 will be produced as an exclusive for the Dapol Collectors Club and LMS crimson No. 16440 (as preserved) is an exclusive for



DCC Supplies. A limited quantity of unnumbered models will be produced in each livery. Price will be £225.00 for DC/DCC Ready models and £400.00 with DCC sound fitted.

Features will include a die-cast running plate, compensated chassis and wheels, firebox flicker effect, sprung metal buffers and couplings, 21-pin DCC interface and extensive separately-fitted detail. Dapol expect the first deliveries of O gauge 'Jinties' in the third quarter of 2017.

W www.dapol.co.uk

also be a wide range of demonstrations, including radio controlled trains, 3-D printing and advanced electronic control, as well as more traditional craft skills. Located just three minutes walk from Manchester Piccadilly station, with a wide variety of trade stands and



Manchester's acclaimed Christmas street markets nearby, it is the perfect destination for your Christmas shopping.

W www.mmrs.co.uk/exhibition

Arigna Town featured in the July 2016 issue of *BRM* will be one of the guest layouts at this year's Manchester Show.

news in brief

MODELLING COURSES

Following the success of Wonderful World of Trains and Planes' modelling sessions in August, they will return on November 26 and December 3/10. The 'hands on' courses led by WWTP's Head of Modelling Adam Macro, will provide top tips on how to build track layouts, landscaping, models and figures. All materials are supplied. W wonderfulworldtrainsplanes.co.uk

LNER GRAIN HOPPER

Connoisseur Models has released a 7mm scale kit of an LNER bulk grain hopper. CM's features a pre-formed brass roof, along with illustrated step-by-step instructions, which can be downloaded by potential customers. The hopper has been designed for ease of construction and accuracy and is available now, post free, from Connoisseur Models, 1 Newton Cottages, near Weobley, Herefordshire HR4 8QX.



HELJAN CLASS 05

Heljan has released the first images of its O gauge Class 05 shunter. Due in mid-2017, the Hunslet 0-6-0DM is based on the final batch of locomotives with larger wheels and a larger cab with better all-round visibility for crews. Seven liveries will be produced covering BR, preserved and industrial locomotives. List price is £395.00 each. W www.heljan.dk



taking numbers

4 live demonstrations will take place at Digitrains' shop in Lincoln city centre on December 7. The DCC specialist's digital day will see Bachmann and Train-Tech demonstrate their products alongside workshops by sound expert Paul Chetter. **T 01522 527731**
W www.digitrains.com

100 years of Mail Rail history to be displayed at the London Model Engineering Exhibition on January 20-22 2017. The show also celebrates its 21st show at Alexandra Palace with a wide range of exhibits to suit all interests. **W** www.londonmodelengineering.co.uk

2 new tools from GVH. The Flexitrack Tool (£17.50) holds track in place when forming curves for N and OO track. Also out now is a set of inserts for 7-plank PO wagons, allowing loads to be added securely. **W** www.goldenvalleyhobbies.com

5 hour DCC taster session being hosted by Great Eastern Model Railways of Norwich on December 2. In association with Gaugemaster. Bachmann, Coastal DCC and Train-Tech, the free event will run from 1000 and 1500. **T 01603 431457**

58 year old E5001 is to be cosmetically restored with support from *Locomotionmodels.com*. The SR electric will be restored in Shildon using funds raised by the sale of exclusive NRM models, including a Hornby model of E5001. **W** www.locomotionmodels.com

KERNOW '1361' PROGRESS

➤ Kernow Model Rail Centre has received the first samples off the tooling of its OO gauge GWR '1361' saddle tank. The two hand-assembled bodysells feature a number of detail differences, reflecting the many variations that occurred during the long life of this small class. Working samples are expected from DJModels shortly. Several GWR and BR models are being produced for KMRC, with the first releases now expected in 2017. Prices start at £124.99 for advance orders, rising to £134.99 when the models are released.

The '1361' is one of several exclusive models being developed by DJM for Kernow, including LSWR 'Gate Stock' coaches, A GWR Railmotor and D600 'Warship' diesels. See the KMRC website for more information.

W www.kernowmodelrailcentre.com



PARLY TRAINS WAGONS



➤ Early railways specialist Parliamentary Trains has three new 7mm scale kits aimed at modellers of 19th century and early-20th century railways. Employing its usual mix of laser cut MDF and card, the company has produced a London & North Western Railway Henson coke wagon and sheep van (Price TBC) and a one-horse Brougham road carriage (£20.00, see below).

W www.parlytrains.co.uk



DEAN FOREST HUNSLET

➤ Hayward's Trains has commissioned a limited edition OO gauge model of Hunslet 'Austerity' 0-6-0ST *Wilbert*, as preserved at the Dean Forest Railway. Built in 1953, No. 3806 worked at a Staffordshire colliery before being purchased for preservation by the DFR in 1976. Originally named *G.B. Keeling* in 1981, No. 3806 was renamed after

Rev. Wilbert Awdry - the-then president of the railway and author of the popular Railway Series books - on September 13 1987. The model costs £100 plus P&P with a minimum donation of £10 to the Dean Forest Railway for every model sold.

E haywardstrains@gmail.com

BACHMANN ACQUIRES EXCLUSIVE FIRST EDITIONS

➤ Bachmann Europe's expansion continues with acquisition of the Exclusive First Editions (EFE) range of 1:76 scale die-cast vehicles. The range includes a wide variety of buses, coaches, lorries and London Underground trains and has been distributed to the UK trade by Bachmann since 2013.

David Haarhaus, Managing Director of Bachmann Europe said: "We are delighted to incorporate another high-quality addition to our model and hobby portfolio. EFE has been a cornerstone of die-cast

model collecting for many years. We are looking forward to further developing the existing items, and delivering new models to the many EFE collectors and discerning enthusiasts around the world.

"[EFE founder] Frank Joyce's ethos was always to set out to produce the most accurate model possible. This matches Bachmann's ideals entirely; never trying to be the cheapest, but working hard to try and be the best."

W www.bachmann.co.uk

HATTON'S 'WARWELLS' AND BEILHACK SNOWPLOUGHS



PAUL BARTLETT (2)

➤ Hatton's Model Railways has announced that it is working with an unnamed manufacturer to produce RTR OO gauge models of the ZZA Beilhack snowploughs and 'Warwell' military vehicle carriers.

In 1984 BR identified a need for more snowploughs to augment the existing independent snowplough fleet. The solution was found in redundant Class 40 and Class 45 locomotive bogies, onto the inner end of which a substantial plough blade was mounted. Toolboxes were also fitted above the axles and the pony wheels were removed.

Hatton's models will incorporate detail variations to cover all major Class 40/45 versions and liveries from introduction to the present day. This will include changes such as the solar panels fitted by Railtrack and subsequently removed by Network Rail.

The specification includes a detailed bodyshell, separately fitted detailing, sprung buffers, textured deck, metal wheels, RP25 wheel profile, fully printed body and sideframes and an NEM coupler.

Twelve versions are planned for release in early-2018, priced at £43.00 each covering original BR yellow, BR/NSE yellow (pictured), Railtrack black and current Network Rail black. See www.hattons.co.uk/beilhack for more information.

Being developed alongside the 'plough is a family of OO and O gauge 'Warwell' wagons built for the War Department and still used by the Ministry of Defence.



Models will cover all major versions of the wagon and liveries from introduction in 1942 to the present day.

The 50 ton capacity well wagons were built to transport Sherman tanks from ports to holding depots and proved very useful for other loads too. After the war, British Railways loaned and then bought a number of the wagons for civilian goods traffic. Those that stayed with the MoD were modernised in the 1970s and given new bogies. Hatton's will offer both original diamond frame bogie vehicles and modernised wagons with Gloucester GPS bogies in both scales.

No fewer than 20 OO gauge models and ten O gauge versions are planned, covering GWR, LMS and LNER registered WD wagons, MoD olive, BR grey, BR brown, BR S&T black, BR yellow (all diamond frame bogies) and MOD 1990s/2000s olive with Gloucester GPS bogies. Both scales are due towards the end of 2017. All are available to order now at www.hattons.co.uk/warwell

W www.hattons.co.uk

DCCCONCEPTS UK BASE OPEN

➤ DCCconcepts opens its UK office in Settle this month. Located next to the North Yorkshire town's railway station, the office will provide a base for sales, training courses and after-sales service on the company's rapidly expanding range of accessories. DCCconcepts' office in Perth, Western Australia will continue to operate as before, providing a point of contact for Australian customers. A new website will be rolled out shortly too, providing information and pricing in both UK Sterling and Australian dollars.

W www.dccconcepts.com

AIMREC GAINS CHARITY STATUS

➤ After a lengthy submission process Ashford International Model Railway Excellence Centre (AIMREC) has been granted charitable status. Gaining this status enables the Trustees to finalise the purchase of land on the former SECR Ashford Works site and source funding for the transformation of the buildings. Planning permission has also been received for the building from local authorities. This long and involved process presented the AIMREC

team with many obstacles to overcome. However, Ashford Borough Council is now willing to support the purchase of the land and discussions continue towards that end. Look out for more on this project in **BRM** over the coming months, including a look the plans for the centre and interviews with its leading players.

W www.aimrec.co.uk

WITH ALL OF THESE STILL TO ARRIVE BEFORE CHRISTMAS, WHAT'S ON YOUR CHRISTMAS LIST?



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BR J50 Class '68959'
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R3406 BR (Late) J50 Class
'Departmental' No. 14
£93.49 - AVAILABLE 7th DECEMBER



R3466 United Steel Company
J94 Class 0-6-0ST '22'
£84.99 - AVAILABLE 7th DECEMBER



R3396TTS BR 'Franco Crosti Boiler'
9F Class with TTS Sound
£154.99 - AVAILABLE 20th NOVEMBER



R3430
LNER 4-6-0 Holden B12 Class
£159.99 - AVAILABLE 11th DECEMBER



R3431
BR (Early) 4-6-0 Holden B12 Class
£159.99 - AVAILABLE 25th NOVEMBER



R3432 BR (Late) 4-6-0 Holden
B12 Class
£159.99 - AVAILABLE 4th DECEMBER



R3471 LNSE Class 50 'Indomitable' No. 50026
£170.49 - AVAILABLE 5th DECEMBER



R3479 Drax Class 60 No. 60066
£175.99 - AVAILABLE 13th NOVEMBER

TO SEE THESE AND THE REST OF THE HORNBY RANGE VISIT YOUR LOCAL MODEL SHOP



1 REVOLUTION TRAINS OO GAUGE TEA BOGIE TANK WAGON

Revolution's first model was a modern TEA bogie tank wagon in N scale. The company is also now taking orders for the OO gauge version, development of which is also being funded by modellers paying for their items in advance. Options include VTG red, grey or blue, Freightliner green, EWS grey, Greenenergy blue and/or green and VTG green. Available singly or in selected triple packs (see website for details), prices vary according to livery and external details. The order deadline is looming, so don't miss out!

Price From £37.00
W revolutiontrains.com

2 OXFORD RAIL GWR 'DEAN GOODS' MIXED TRAFFIC 0-6-0

Now in the final stages of development, Oxford's second OO steam locomotive will be a GWR 'Dean Goods'. Shown here is the factory-decorated GWR lined green model, which is due out before the end of 2016. Following in the first quarter of 2017 will be plain green GWR and BR black locomotives. All three will be offered 'DCC Ready' or with factory-fitted sound (RRP £209.95). As with the Adams 'Radial', a range of detail and livery variants will be offered at regular intervals.

Price RRP £112.95
W www.oxfordrail.com

3 BACHMANN 37-091 RCH 7-PLANK OPEN 'TREDEGAR' NO. 3410

This month's second new development by Bachmann is the introduction of goods wagons with authentic loads. Although various OO gauge models have occasionally appeared with loads over the years, this latest effort combines a realistic resin 'coal' load with Bachmann's popular RCH 1923 standard seven-plank open. The load is cleverly backed with foam to secure it in position and looks very effective when fitted. Decorated as Tredegar Colliery's No. 3410 in grey with white lettering and black trim it really looks the part.

Price RRP £16.95
W www.bachmann.co.uk

4 ELECTROTREN GV2017/18 0-6-0T STEAM LOCOMOTIVES

Golden Valley Hobbies has commissioned another batch of HO scale 0-6-0T steam locomotives from Electrotren in Spain. Based on designs built by British companies for Spanish railways, the models are ideal for HO/OO industrial and light railway use. Two versions depict lined black No. 38 *Ajax* and GWR style lined green No. 629. DCC Ready with a six-pin socket, these small models are ideal for use with the tiny CTElektronik DCX77Z decoder - also available now from GVH priced at £32.50.

Price RRP £59.99
W www.goldenvalleyhobbies.com

5 BACHMANN 34-630A BR MAROON MK 1 SUBURBAN BRAKE

Having been the first British manufacturer to introduce DCC sound, weathering and factory-fitted decoders to its models, Bachmann is now also offering coaches and DMUs with passenger figures installed. 'Guinea pigs' for this development are Mk 1 non-gangwayed coaches, which have been in the range for many years. BR maroon M43226 is one of two Brake Seconds (BS) which will be joined by Composite and Second Open vehicles, all fitted with passengers. See page 104.

Price RRP £39.95
W www.bachmann.co.uk

6 OXFORD RAIL OR76001 BR 57FT CARFLAT WAGON

Also now getting closer to its first release is Oxford Rail's BR 'Carflat' wagon. Converted from redundant ex-LMS coaches, these vehicles were introduced in the 1960s. Features will include detailed body and chassis mouldings, metal buffers and separate wheel chocks. Original BR brown, heavily weathered BR brown with FVV TOPS code and BR Motorail blue will be the first three options. Decade-specific packs of four cars are also planned (£14.95 each) to complement the 'Carflats', due for release in late-2016.

Price RRP £29.95
W www.oxfordrail.com

Cobalt Alpha

By DCCconcepts



Alpha-Power

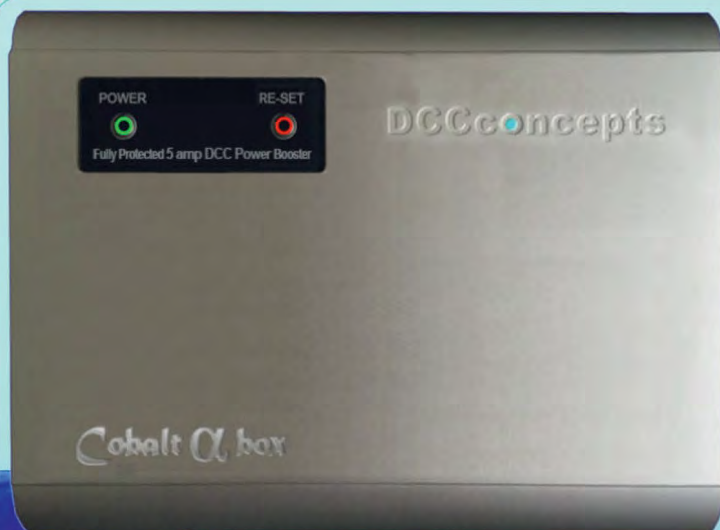
Cobalt Alpha-Power is a top quality Power supply for use with DC or DCC systems and it is also perfect for the Accessory power bus.

Alpha-Power has fast-acting overload protection that will instantly turn power off in the case of significant overload, giving you both audible and visible indication of overload or wiring problems and a reset is simple - Just turn the power switch off and on again.

Properly regulated for consistent results it will deliver a stable 18v DC at 5 amps irrespective of your local mains power levels.

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.

1 GAUGEMASTER PM-20 SIDE-MOUNT SOLENOID POINT MOTOR

➤ Gaugemaster's range of power and control accessories has grown again with the addition of this side-mounted motor, designed for plug-and-play installation. The pack includes a plug-in harness and five screws to fix the motor in place. Manual switch is a useful feature too.

Price £9.95 (£44.95 for a pack of five)

W www.gaugemaster.com

2 PROSES VT-001 TRACK VOLTAGE TESTER

➤ This little device from Turkish accessory and tool specialist Proses is a handy addition to any layout builder's toolkit. Simple to use and an improvement on existing products, it tells you not just whether there's voltage in your track, but how much - indicated by a trio of LEDs for 5-9V, 9-12V and 12V+-. Suitable for scales Z to OO.

Price £14.95

W www.bachmann.co.uk

3 BUSCH 1190 GARDEN BARBECUE PARTY & FURNITURE SET

➤ Barbecue season might be over for another year, but you can relive the experience in HO/00 scale with this neat garden furniture pack from Busch. Containing a typical charcoal barbecue, table and chairs and two crates of beer, it's ideal for use in model gardens overlooking your railway. No assembly or painting required.

Price £16.10

T 01981 241237

W www.goldenvalleyhobbies.com

4 DCCCONCEPTS AD-S2SX/AD-S8SX HIGH POWER SOLENOID DECODER

➤ These popular accessory decoders allowing easy conversion of up to 16 solenoid motors for DCC operation have evolved and now feature a robust aluminium case protecting the electronics inside. Another extremely useful new feature is a button to discharge any remaining power from the CDUs, preventing accidental destruction of the sensitive electronics during installation. Each output can power two motors.

Price £22.95 (AD-S2sx)/£79.95 (AD-S8sx)

W www.gaugemaster.com

5 BUSCH 6754 AUTUMN FOLIAGE DECIDUOUS TREES (x2)

➤ Appropriately enough for this time of year, Busch now offers this pair of 150mm tall trees with vivid autumn foliage. Suitable as small trees for HO/00 layouts or mature examples for N scale, they would be best used mixed with other colours of autumn tree for an authentic effect.

Price £12.80

T 01981 241237

W www.goldenvalleyhobbies.com

6 AUHAGEN 41 607 SET OF WOODEN TABLES AND CHAIRS

➤ This good value set of eight wooden tables and 40 matching chairs is available now via Golden Valley Hobbies. Neatly moulded in light brown plastic they would benefit from some attention from a paintbrush and weathering powders to give them a more realistic outdoor look. Potential uses include beer gardens, festivals and municipal parks.

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Bachmann's decision to produce a working Wickham trolley gave its design engineers a real challenge. **Andy York** looks at the model in detail to see how it has been achieved.



When Bachmann announced in March 2013 that it intended to produce a working model of a Type 27A Wickham Trolley, I wondered if it would just be a novelty item, rather

than a creditable model to the same high standards as the rest of the range. On reflection, it was unfair to have had those doubts. A few compromises have had to be made, but the model is a 'little wonder'.

As British Railways developed after Nationalisation there was a need to provide a more efficient means of transporting permanent way crews, their tools and supplies along the line. Wickham's of Ware in Hertfordshire supplied its first motorised trolleys in 1948 and continued with variations of the design through to 1990. Over 600 were built making the type both numerous and widespread across the whole of the BR network for decades. Many still serve the

FACT FILE

I MODEL Bachmann
Branchline 32-991 BR
Maroon Wickham Type 27
Trolley Car B30W, 32-992
BR yellow Wickham Type 27
Trolley Car TR23
I PRICE RRP £79.95ea
I AVAILABILITY Bachmann
stockists
I REVIEW & PHOTOGRAPHS
Andy York



DOWNLOAD

the BRM Digital
Edition to see more
photographs of the
Wickham Trolleys
www.pocketmags.com/BRM

same purpose of providing useful transport to working crews on heritage railways as we discovered on the Spring 2016 issue of the **BRM** DVD.

The trolley had the advantage of being a lightweight vehicle that could be easily carried on and off the rails by crews as necessary. A variety of motors was used to power the trolley, one of the most popular was the venerable side-valve engine seen in Ford's Anglia 100E which developed a meagre 36hp but was capable of taking the vehicle up to a heady 30mph. One trolley could easily seat eight to ten workers but space was often taken up with equipment. The trolleys had the capacity to haul a small trailer, but this reduced their passenger-carrying capability due to the low power available.

The ability to have a trailer in tow provided Bachmann's engineers with a solution when trying to find space for a motor powerful and reliable enough for a mass market RTR model. There is little or no space for a motor and gears beneath the floor - which is only about two feet above rail level - so the decision was made to include a trailer to accommodate the motor.

As a result, the trolley nicely captures the lightweight, open appearance of the real thing but has a little more bulk below floor level to accommodate the circuit board and a steel chassis to help it stay on the track. The trolley features a planked wooden floor and bench seating. At the front there is an engine cover, the driver's pedals and dials are captured and a very fine windscreen wiper.

A headlamp is situated towards the bottom of the windows although prototype photographs show that these were fixed in various positions on the real thing, so there's an easy opportunity for the modeller to slightly change the outward appearance. At the lower edge of the steel roof there is a representation of the tarpaulin sides gathered up. These would be lowered when the trolley



BACHMANN WICKHAM TYPE 27 TROLLEY CAR

wasn't in use but there are images of trolleys in use with tarpaulins down in various permutations.

The trolley and trailer are permanently attached with a bar and the necessary wiring. A small coreless motor sits beneath the ballast load in the trailer driving the leading axle. Both wheels on the driven axle have a traction tyre and two spares are included in the package. The model has brass wipers to collect current from all eight wheels which assists its running over point frogs - a major challenge for anything this small!

Although the decoration of both the maroon and yellow versions is plain and simple it is well executed. The trailer would benefit from a little more variety in the ballast colouration, something which the modeller can achieve by adding some ballast granules or paint treatment.

TRACK TESTING

Our review sample arrived the day before our Peterborough exhibition, giving us an ideal opportunity to test the trolley on Phil Parker's 'Ruston Quays' layout. This uses a Gaugemaster shuttle unit for the upper level and DCC for the lower. Both samples ran faultlessly for several hours, scuttling backwards and forwards and over the pointwork. The instruction sheet supplied with the model suggests that one hour's running-in in each direction is necessary.

Our model was smooth out of the box but became more controllable at very slow speeds after thorough running-in. It has been subsequently tested across short radius insulfrog pointwork without any sign of electrical or mechanical hesitation. To facilitate reliable performance over 'train set' trackwork, the wheels are slightly larger than scale and the tyre width may be a little wider than finescale standards - not ideal, but a sensible compromise.

The size of this model means there's no space for a DCC interface, although we're sure it will be straightforward to directly wire a small decoder (such as the CTElectronik DCX75) and re-work the trailer load to accommodate. A note warns users not to use the model as an analogue item on DCC systems as the coreless motor can be damaged the DCC signal.

It's a lovely little model which can justify its presence on a good layout and has been produced to a high standard. It is certainly worthy of the effort expended in overcoming the many design challenges. ■



On Track Plant:
Bachmann 36-151
Plasser & Theurer
OWB10 with Crane
(Motorised),
Scenic items:
Bachmann Scenecraft
44-167 OO Gauge
Shillingstone
Wickham Trolley Hut
(Discontinued)

datafile

BASICS

Manufacturer: Bachmann Branchline
Catalogue Refs: 32-991 Wickham Type 27 Trolley Car BR Maroon, 32-992 Wickham Type 27 Trolley Car BR Engineers Yellow
RRP: £79.95 each
Gauge/scale: 16.5mm gauge, 1:76 scale OO
Era: 4 onwards
Company/Operator: BR (1948 to 1990s)/Heritage railways (mid-1960s onwards)
Region: All
Weight: 29g (total)
Body: Plastic
Chassis: Die-cast metal and plastic
Minimum Curve Radius: 371mm (R1)
Wheel Profile: Wheel width 3.8mm, flange thickness 0.85mm
Couplings: Fixed coupling and wiring between cars
Accessories: Spare traction tyres

ELECTRICAL/MECHANICAL

Power System: 12V DC two-rail
Motor: Coreless motor drive to front axle of trailer
DCC Provision: None
Pick-ups: Brass wiper collectors to all wheels
Lighting (exterior): None
Lighting (interior): None
Drive System: Gears to leading driving axle
Flywheel: None
Traction tyres: Two on trailer front axle

SERVICING

Body Removal: Small screws above brake gear on trailer
Lubrication: Access to front axle gear provided under trailer
Packaging: Plastic trays within card outer
Instructions: Exploded diagram sheet for maintenance
Spares/warranty: Contact Bachmann Europe 01455 841756

OPTIONS

32-991 Wickham Type 27 Trolley Car BR Maroon B30W
32-992 Wickham Type 27 Trolley Car BR Engineers Yellow TR23
32-993 Wickham Type 27 Trolley Car BR Engineers Yellow with Wasp Stripes

VITAL STATISTICS

Dimension	Model
Length (Trolley)	39mm
Length (Trailer Car)	32mm
Height (to exhausts)	28mm
Width (inc. footboards)	28mm
Wheel diameter (trolley)	6.75mm
Wheel diameter (trailer)	6.75mm
Coupler Height	N/A
Wheel Back-to-Backs	14.3 mm



In the year that we mark the 30th anniversary of Network SouthEast, Bachmann has released several models in N and OO carrying the sector's unmistakable blue, white

and red livery. Perhaps the most significant of these is arriving at Bachmann stockists now. It's significant, not just because it's the first version of the Class 101 DMU to have DCC sound, but also because it's one of the first British outline models to have factory-fitted passengers.

Sections of the modelling community have been calling for seated figures inside coaches and multiple units for some years, but the cost of the figures, and of installing them, was always regarded as a deterrent. However, this NSE '101' is one of several items in Bachmann's 2016 range to feature this development (see page 99). While you need to look closely to see the passengers in detail, their presence certainly eliminates the 'ghost train' effect we see on standard models - from that point of view it's an immediate improvement.

The figures are nicely decorated, featuring a good mixture of men and women, some reading newspapers or magazines, scattered throughout the two vehicles.

A total of 24 passengers (plus a driver in the DMBS cab) represents a reasonable off-peak load for a two-car DMU. Based on HO/OO figures of similar quality from the likes of Noch and Preiser, costing around £1 each, the figures add around £25-£30 of extra value.

Full RRP for the '101' is £269.95 - £30 more than the current price for a Bachmann diesel locomotive with DCC sound - not bad when you consider that it's a two-car unit with additional features. It looks like even better value when you realise that the other new Class 101 for 2016 (in refurbished BR white/blue), DCC Ready and without passengers, has an RRP of £199.95.

Decoration is excellent throughout - Bachmann's designers and its factory really have 'nailed' the application of this complicated livery. The set is presented as a Cambridge power-trailer set formed of Driving Motor Brake Second (DMBS) 51444 and Driving Trailer Composite Lavatory (DTCL) 54068. The destination blinds read 'Cambridge' and 'Royston' - a regular CA Class 101 duty before electrification to the university city was completed in 1988.

Our sample gave a good account of a first generation BR DMU, combining convincing engine sounds with a

FACT FILE

MODEL Bachmann
32-290DS Network South-
East Class 101 two-car DMU
51444+54068

PRICE RRP £269.95

AVAILABILITY Bachmann
stockists

WORDS Ben Jones

PHOTOGRAPHY Andy York

NETWORK '101' WITH SOUND - AND PASSENGERS



LIKE THIS?
TRY THIS...



Bachmann 39-188 Network SouthEast Mk 1 BG 92354, 1:76 scale OO, RRP £39.95

One of a very small number of Mk 1 BGs to carry NSE colours, 92354 represents a vehicle used on Thames & Chiltern locomotive-hauled trains radiating from London Paddington in the late-1980s and early-1990s. Use with Old Oak Common Class 47s and 50s (in NSE and many other liveries), Bachmann NSE Mk 1s and vacuum-braked NSE Mk 2s, or add it to post-1990 mail trains for an extra splash of colour.

selection of other noises including the guard-to-driver communication buzzer, horn sounds and door slam. Pressing F8 changes the engine sound to coasting mode. To get the most from the engine sounds, the model needs to be actively 'driven', switching in and out of coasting mode when appropriate.

Interior LED lights are fitted to both saloons and can be switched on or off using F0, or manually using the sliding switches underneath each car. Exterior lights include marker and tail lights, plus illuminated destination blinds, also controlled using F0. A detailed instruction sheet gives all the necessary information and should be studied before you start running the model.

While Bachmann's '101' wasn't universally admired when first released, it's undoubtedly the best OO gauge model we've ever had of this widely-used DMU. The addition of a sound version and the inclusion of factory-fitted passengers make it an even more compelling package for the Sectorisation era modeller. ■

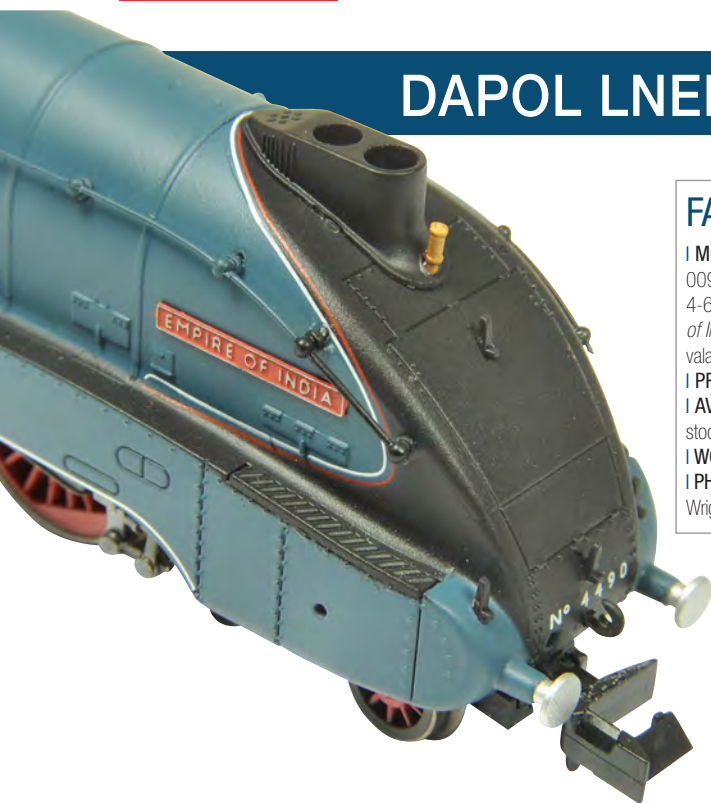


Bachmann 30-430 'Capital Commuter' NSE train pack with Class 416 '2-EPB' EMU 6414 and Scenecraft station building/platforms, 1:76 scale OO, RRP £209.95

Another attractively packaged OO gauge train pack from Bachmann continues the NSE 30th anniversary theme, pairing the excellent '2-EPB' EMU with a typical Southern Region art deco station building dressed up in post-1986 NSE colours. Also included are two Scenecraft straight platform sections, a pack of five postcards, certificate of authenticity and a reproduction Network Card ticket and holder. It's clear that a great deal of thought and preparation has gone into putting this pack together and the end result will appeal to NSE fans and collectors alike.



DAPOL LNER A4 4-6-2



FACT FILE

MODEL Dapol 2S-008-009 LNER garter blue A4 4-6-2 No. 4490 *Empire of India* (with streamlined valances)

PRICE £146.30/£171.90

AVAILABILITY Dapol stockists

WORDS Tony Wright

PHOTOGRAPHS Tony Wright



I first took photographs of Dapol's N gauge A4 when it appeared in early-2013, commenting on it being a fine representation of this iconic class. The initial release was No. 60017 *Silver Fox* in BR green. Despite a couple of flaws, overall it was still a fine model, even including (never before in N?) the drive for the lubricators off the rear offside crank pin.

This latest manifestation goes back to earlier times in the life of the class, representing LNER No. 4490 *Empire of India* in 1937 'as-built' condition. No. 4490 was one of five A4s built for the inauguration of the streamlined 'Coronation' express that year. Named after countries of the British Commonwealth, they were turned out in garter blue with red wheels (the first A4s in this livery). All had corridor tenders, some built specifically for the locomotives and others transferred secondhand from A1/A3s. The new ones were streamlined with bow ends and no beading and the secondhand ones flat-backed with beading. All had a strip welded to the base of the tanks to take a decorative stainless steel strip. This adornment was also carried along the bottom edge of the locomotive valances, complementing the simple, parabolic lining between the black front and the blue sides. Stainless steel Gill Sans numerals and letters completed the job along with the countries' armorial devices/coats of arms carried on the cabsides. No. 4490 (along with *Dominion of Canada*) received a secondhand tender. In turn, garter blue became the standard livery for all the A4s pre-1939, though not all had the stainless steel embellishments.

Dapol has represented this livery very well indeed, capturing the simple elegance of it superbly. The numerals and letters are not in relief, but this would be negligible in this scale. The printing is superlative

indeed and the representation of the stainless steel strips and Indian coat of arms, perfect. The whole colour scheme sits delightfully on the model, which, according to the drawings at my disposal is just about as spot-on as one can get in 2mm:1ft scale.

There is debate about whether the red should extend to the wheel rims or they should be burnished. Prototype examples exist of both. Etched nameplates are fitted, though they're not as crisp as other 2mm examples I've photographed. Correctly, they are painted with red backgrounds. Also correctly, a 1928 corridor tender is attached. However, as with the first release, there is a chimney anomaly. Only four A4s carried double Kylchap chimneys in LNER days. These were *Mallard*, *Capercaillie*, *Seagull* and *Peregrine*. BR began fitting double chimneys to the rest of the class from 1957. In this guise then, No. 4490 should have a single chimney. I have no record of any of the surviving six A4s ever masquerading as 'Empire' in preservation, so we must assume this model represents it as-built. That being the case, the tender buffer stocks should be black, not red.

However, I think it's the representation of the valve gear (or non-representation) which disappoints the most. On Dapol A4s without valances, all the gear is present - not just the combination lever and union link but expansion link, eccentric rod and eccentric crank as well - as well as that lovely lubricator drive. All the latter-mentioned components of Walschaerts valve gear are omitted on this version. Granted, at top dead-centre, much is hidden behind the valances, but it's clearly evident at bottom dead-centre. This is a return to the original Hornby-Dublo idea of 70 years ago, and is unacceptable in my view on such an otherwise fine, 21st century model. In order to clear the leading crank pin, the connecting rods have a pronounced joggle.

As before, the motor is located in the tender body, driving the locomotive via a prop' shaft and universal

LIKE THIS? TRY THESE...

Motive Power:

Dapol LNER A3
4-6-2, Graham Farish
Peppercorn A1/A2
4-6-2, Dapol B1/B17
4-6-0s

Rolling Stock: Dapol
LNER Gresley teak
stock, Graham
Farish/N Gauge Society
LNER Thompson Full
Brake





joints through the tender front and the backhead, across the cab. The front end is liable to come out in handling but is easily persuaded back into place. Provision for DCC [a six-pin interface] is also configured in the tender body, and traction tyres are fitted to the rear drivers to aid adhesion. This sample ran quietly and smoothly on Kato Unitrack during a short test, reinforcing our opinion of the Dapol A4 as a mechanically sound model.

All in all, a fine model, just let down a little by detail inaccuracies and omissions. ■



LIKE THIS? READ THIS...

***A4 Pacific Locomotives*, Peter Tuffrey, Ian Allan, 2016. ISBN 978-0-7110-3847-9, £22.50**



This beautifully presented hardback volume adds yet another chapter to the story of this iconic locomotive type. I doubt if any other class has received more attention, so what does this latest book add to the ongoing story of Gresley's masterpiece?

For a start, there's a comprehensive chapter covering the years between 1963 and 2015, with reference to the six surviving A4s. When one considers that their respective lives in preservation are now far, far longer than in LNER or BR ownership, then that part of the story is not insignificant. It is accurate and comprehensive and useful for 'post-kettle' era modellers.

The history in general revenue-earning service is also accurate and comprehensive, though much of

what's written has been said before. Many of the photographs have (inevitably) been published before but there are several I haven't seen before, including some very fine ones taken by Bill Reed showing examples in BR Brunswick green. I haven't seen the black and white shot of *Silver Link* being broken up at Doncaster Works before, astonishingly nine months after its withdrawal. All the images have been reproduced beautifully and show all the variations among the 35 locomotives. In the main, captions are informative and accurate. However, I think extended captions describing details would have been an even greater assistance to modellers; subtleties such as tender detail differences, cylinder drain cocks, AWS, front guard irons and so forth - all invaluable for getting a model right for a given period. More might also have been made in describing the stock hauled by the class. For instance, the magnificent pressure-ventilated carriages forming the 'Flying Scotsman' on page 55, or the steel-sided Gresley twins behind No. 4492 on page 57. That said, anyone interested in learning more about the stock will find a feast of variety to enjoy time after time. In fairness, I can find only one 'real' error in a caption; that describing the shot on page 128, taken at Llandudno Junction on the August 28 1991 where No. 60009 is described as *Union of South Africa*. For 'political' reasons at the time, the name carried temporarily was *Osprey*; I was on the train in question. There has never been a book on the A4s which brings the story so up to date. Most usually finish when the final survivors were taken out of BR service. Certainly, many do not have such a comprehensive coverage of illustrations, so well-presented. Even though (like me, as far as I know) you've probably got every book published on the A4s already, this high-quality volume should be on your library shelves as well. It's well written, well presented, well printed and well worth it. (Tony Wright)



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➤ Examining prototype lineside boundaries, methods of crossing railway lines, lineside structures and even the availability of road vehicles and model figures, this book is for modellers looking to enhance their lineside cameos in a prototypical manner. A helpful section is dedicated to signalling, turnout rodding and concrete trunking, with useful modelling advice throughout.

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W www.crowood.com

4 LOOKING BACK AT CLASS 24 & 25 LOCOMOTIVES, KEVIN DERRICK, AMBERLEY ISBN 9781445660431

➤ A pictorial overview of the lives of these versatile Sulzer Type 2 locomotives is provided by colour photographs. Captions are both informative and observant, helping modellers differentiate between detail differences and numerous livery variations between the various sub-classes.

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W www.amberley-books.com

5 PETER'S RAILWAY RAIN, STEAM AND SPEED & PETER'S RAILWAY, GRANDPA GOES BANANAS, CHRISTOPHER VINE, ISBN 9781445659015

➤ This year sees the Class 43 locomotives celebrate 40 years of reliable active service nationwide. At 95 colour pages, this book charts the story of the numerous liveries the class has carried since first introduced.

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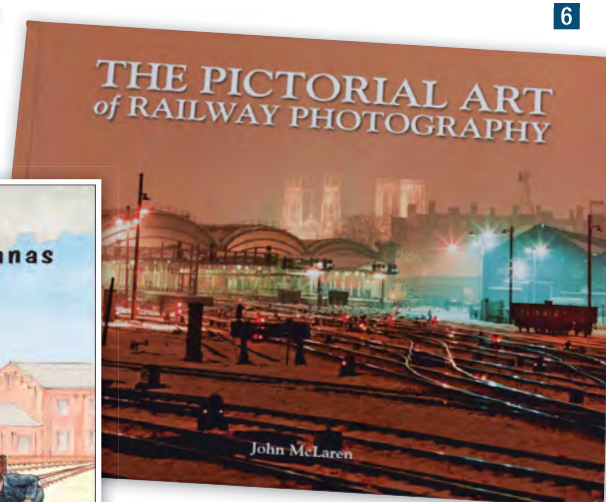
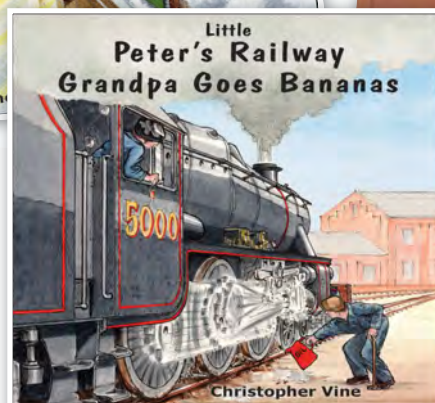
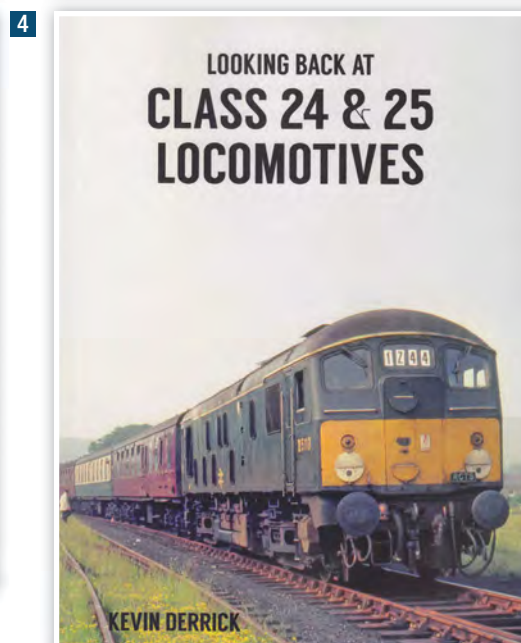
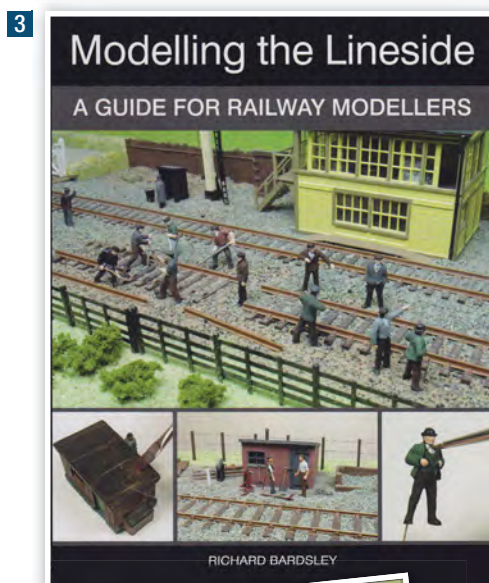
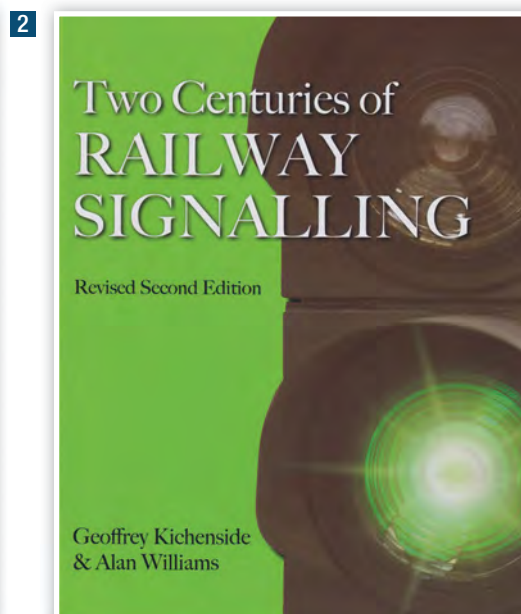
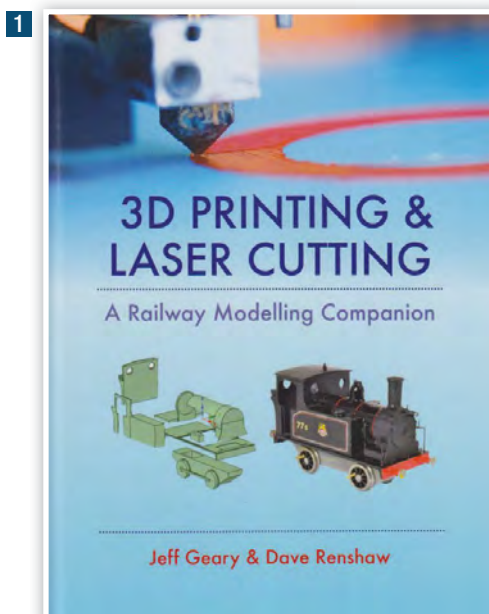
W www.petersrailway.com

6 THE PICTORIAL ART OF RAILWAY PHOTOGRAPHY, JOHN McLAREN, BJM PHOTOMATICS

➤ This high-quality landscape format album concentrates on the more artistic end of railway photography. Self-published, it offers a more creative look at (mainly) the railways of Yorkshire and the north-east of England in the 1980s and 1990s, covering the many classes of diesel still at work, especially Class 45s, steam specials, test trains and much more. High quality print and reproduction delivers something out of the ordinary.

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E bjmphotomatics@yahoo.co.uk



1 GAUGEMASTER GM863 LMS MAROON TAPER POST STATION LAMPS PACK

As reported last month, Gaugemaster has acquired the rights to produce the former DCCconcepts range of station lamps. Shown here is the 'value pack' containing six free-standing, two wall-mounted lamps and eight building interior LEDs. A wide range is available, including taper post, swan neck and barley twist posts in various authentic railway colours.

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W www.gaugemaster.com

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This affordable boat kit is available now in 1:76 or 1:148 scale from scalescenes.com and once purchased can be printed out as many times as you need. Featuring an editable vessel name, hatchboards, tarpaulins and hold/wheelhouse interior detail it is ideal for dock scenes.

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W www.scalescenes.com

3 JML LAZERBOND RAPID REPAIR PEN

Not intended specifically for model railways, but potentially very useful is this new device from JML. Designed to fix and fill breaks in plastic, rubber, glass and metal using a combination of solvent-free liquid plastic and UV light it claims to create a strong, pliable, sandable and paintable bond in as little as three seconds. Available now from JML Direct and stockists nationwide.

Price £9.99

W www.JMLdirect.com

4 GAUGEMASTER GM830 MODERN TWIN-HEAD STATION/STREET LAMPS

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W www.gaugemaster.com

6 DCCconcepts DCD-MPGN COBALT ALPHA MIMIC CONTROL PANEL LIGHTS

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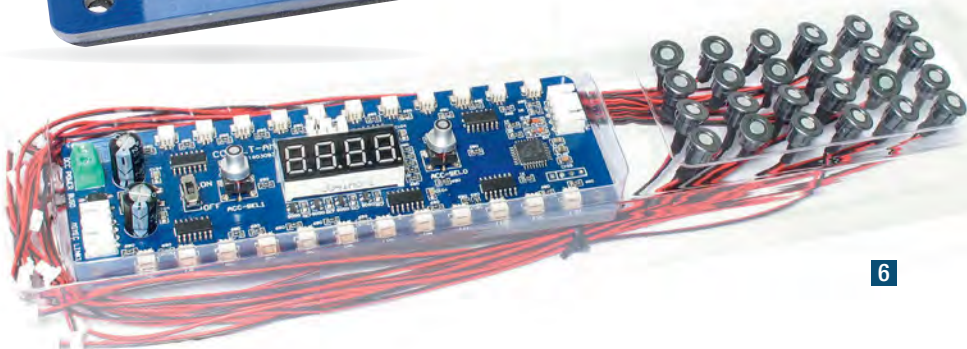
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6

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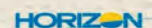
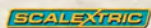
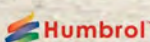
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EVENTS

EXHIBITIONS

NOVEMBER 12 - NOVEMBER 13

Spalding Model Railway Exhibition
Camel Gate, Spalding, Lincs PE12 6ET
Opening Times: Saturday 1000 - 1700
Sunday 1000 - 1630 **Prices:** Adult £7.00
OAP £6.00 Accompanied Children Free

NOVEMBER 18 - NOVEMBER 20

**Wakefield Railway Modellers Society
55th Model Railway Show** Horbury
Road, Wakefield, West Yorks WF2 8TY
Opening Times: Friday 1730 - 2100
Saturday 1000 - 1800 Sunday 1000 -
1700 **Prices:** Adult £7.00
Child £2.00 12 - 18
Accompanied Children Free

Thornbury & Gloucestershire Model

Railway Exhibition Castle Street,
Thornbury, Bristol, Glous BS35 1HB
Opening Times: Saturday 1000 - 1700
Sunday 1000 - 1600 **Prices:** Adult £4.50
Child £2.00 (5-16) Family £10.00 (2+2)
T: 07515 395330

TRAIN & TOY FAIRS

NOVEMBER 13

SRP Toy Fair - Rayleigh Sir Walter
Raleigh Drive, Rayleigh, Essex SS6 9BZ
Opening Times: Sunday 1000 - 1400
Prices: Adult £2.00 **T:** 0773 9998012

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 at
www.world-of-railways.co.uk

Closing date for the February
issue is November 29

 Suitable for disabled visitors.

Barry Stockton Train Toy Collector Fair

- Warrington Winwick Road, Warrington,
Lancashire WA2 8QA
Opening Times: Sunday 1030 - 1500
Prices: Adult £2.00 Child £0.50
T: 0151 334 3362

NOVEMBER 19

SRP Toy Fairs - Henfield High Street,
Henfield, West Sussex BN5 9DB
Opening Times: Saturday 1000 - 1400
Prices: Adult £2.00 **T:** 0773 9998012

Ray Heard Train & Toy Fair - Exeter

Matford Park Road, Matford Business
Park Marsh Barton Trading Estate, Exeter,
Devon EX2 8FD
Opening Times: Saturday 1000 - 1530
Prices: Adult £2.00
T: 01823 480097

NOVEMBER 20

**Townsend Toy & Train Fair - Kirkby-
in-Ashfield** Hodgkinson Road, Kirkby-in-
Ashfield, Nottinghamshire NG17 7DJ
Opening Times: Saturday 1000 - 1400
Prices: £2.00
T: 07951 072790

J & J Fairs Ltd - Lincolnshire

Showground Lincolnshire Show Ground,
Grange-de-Lings, Lincoln, LN2 2NA
Opening Times: Sunday 1000 - 1430
Prices: Adult £2.50 Senior £2.00
1st Child £1.50
T: 01522 880383

Toy & Train Fair - Kidderminster

Zortech Avenue Kidderminster DY11 7DY
Opening Times: Sunday 1030 - 1400
Prices: Admission £1.50
T: 01270 652773 Tony Oakes

Jim Corr Toy & Train Fair - Chester le

Street North Road, Chester-le-Street, Co
Durham DH3 4BB
Opening Times: Sunday 1000 - 1500
Prices: Adult £1.50 Child £1.50
T: 07504035955

SRP Toy Fairs - Herne Bay

Beacon Hill,
Herne Bay, Kent CT6 6BA
Opening Times: Sunday 1000 - 1400
Prices: Adult £2.00
T: 0773 9998012

Barry Stockton Train & Toy Fair -

Port Sunlight Port Sunlight, Wirral,
Merseyside CH62 5DH
Opening Times: Sunday 1030 - 1500
Prices: Adult £2.00 Child £0.50
T: 0151 334 3362

NOVEMBER 22

SRP Toy Fairs - Tonbridge Angel Lane,
Tonbridge, Kent TN9 1SF
Opening Times: Saturday 1800 - 2000
Prices: Adult £1.50
T: 0773 9998012

NOVEMBER 25

Townsend Toy & Train Fair - Alfreton
Church Street, Alfreton, Derbys DE55 7BD
Opening Times: Friday 1900 - 2100
Prices: £2.00
T: 07951 072790

NOVEMBER 26

Toy & Train Fair - Stoke-on-Trent
Manor Street, Stoke-on-Trent,
Staffordshire ST4 2PT
Opening Times: Saturday 1030 - 1400
Price: £1
T: 01270 652773 Tony Oakes

Derby Train Only Swap Meet

Uttoxeter
Road, Mickleover, Derbys, DE3 9GE
Prices: Adult £1.00
T: 07798858532/01773297407

NOVEMBER 27

SRP Toy Fairs - Midhurst Bepton Road,
Midhurst, West Sussex GU29 9HG
Opening Times: Sunday 1000 - 1400
Prices: Adult £2.00
T: 0773 9998012

DECEMBER 3

**Townsend Toy & Train Fair -
Nottingham** Aspley Lane, Nottingham,
Nottinghamshire NG8 5GY
Opening Times: Saturday 1000 - 1400
Prices: £2.00
T: 07951 072790

DECEMBER 4

J & J Fairs Ltd - York Racecourse York
Racecourse, York, YO23 1EX
Opening Times: Sunday 1000 - 1430
Prices: Adult £2.50 Senior £2.00
1st Child £1.50 **T:** 01522 880383

SRP Toy Fair - Colchester

School Road,
Colchester, Essex CO4 5PA
Opening Times: Sunday 1000 - 1400
Prices: £2.00 Adult **T:** 0773 9998012

SRP Toy & Train Fair - Langham

School
Road, Langham, Colchester, CO4 5PA
T: 0773 9998012

Barry Stockton Train & Toy Fair -

Holmes Chapel Selkirk Drive, Holmes
Chapel, Crewe, Cheshire CW4 7DZ
Opening Times: Sunday 1030 - 1500
Prices: Adult £2.00 Child £0.50
T: 0151 334 3362

DECEMBER 7

Joe Lock Toy & Train Fair - Hoddesdon
Robert Barclay Academy (formerly
Scheredes school) Cock lane, EN11 8JY.
Opening Times: 1900 - 2100
Prices: Adult £1.00
T: 07866 641215

DECEMBER 10

J & J Fairs - Brentwood Doddinghurst
Rd, Pilgrims Hatch Brentwood CM15 9NN
Opening Times: Saturday 1000 - 1430
Prices: Adults £3.00 Seniors: £2.50
1st Child £2.00
T: 01522 880383

Jim Corr Toy & Train Fair - Gateshead

Neilson Road, Gateshead, NE10 0EF
Opening Times: Saturday 1000 - 1500
Prices: Adult £3.00 Senior £2.00
Child £2.00
T: 07504035955

Toy & Train Fair - Chester (new venue)

Plas Newton Lane, Chester, Cheshire
CH2 1PR
Opening Times: Saturday 1030 - 1430
Prices: £2.00
T: 01270 652773 Tony Oakes

DECEMBER 11

SRP Train & Toy Fair - Dartford
Heath Lane, Dartford, Kent DA1 2LY
Opening Times: Sunday 1000 - 1400
Prices: Adult £2.00
T: 0773 9998012

DECEMBER 14

**Townsend Toy & Train Fair - Burton-
on-Trent** St Georges Square, Burton-on-
Trent, Staffordshire DE14 2EB
Opening Times: 1830 - 2030
Prices: £2.00
T: 07951 072790

Joe Lock Toy & Train Fair - Selsdon

Upper Selsdon Road, Selsdon, Croydon,
London, CR2 8DD
Opening Times: 1830 - 2030
Prices: £1.00
T: 07866 641215

DECEMBER 15

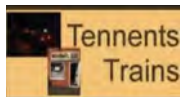
**Joe Lock Toy & Train Fair - Theydon
Bois** Coppice Row, Theydon Bois, Epping,
Essex CM16 7ER
Opening Times: Thursday 1900 - 2100
Prices: £1.00
T: 07866 641215

DECEMBER 18

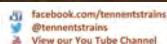
J & J Fairs - Huntingdon London Road,
Godmanchester, Huntingdon, PE29 2NH
Opening Times: 10am - 2.30pm
Prices: Adult £3.00 Senior £2.50
1st Child £2.00
T: 01522 880383

SRP Train & Toy Fair - Orpington

Station Road, Orpington,
Kent BR6 8PR
Opening Times: Sunday 1000 - 1400
Prices: Adult £2.00
T: 0773 9998012



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**Squires will be exhibiting at the following shows in 2016 –
Diary updated as bookings are confirmed.**

Nov 12/13 - TELFORD IPMS SCALE MODEL WORLD 2016 The Telford Exhibition Centre, St. Quentin Gate, Telford, TF3 4JH, Sat 10 - 6, Sun 10 - 4.00 Free Entry for IPMS Members.

Nov 12/13 - SPALDING Model Railway Exhibition, Springfield Event Centre, Camelgate, Spalding, PE12 6ET, Saturday 10 - 5pm, / Sunday 9.30am - 4.30pm.

Nov 18 - 20 - WAKEFIELD 55th Model Railway Exhibition, Thornes Park Athletics Stadium, Horbury Road, Wakefield, WF2 8TY Fri 5.30-9, Sat 10-6, Sun 10-5.

Nov 19/20 - WORKINGTON Model Rail Show, University of Cumbria, Energus Building, Blackwood Rd, Lillyhall Estate, Workington, Cumbria, CA14 4JW. Sat 10-5, Sun 10-4.

Nov 26/27 - BIRMINGHAM - Warley National Model Railway Exhibition Hall 5, NEC Birmingham B40 1NT Coming to Warley?

- Why not come on the Sunday?? - the show is much quieter!!!

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collection at Warley, which we are very pleased to do, please

help us and place your order at least a week before the show :-)

Dec 3 - ISLINGTON - The Toy Soldier Show London, Islington Business Design Centre, 52 Upper Street, London, N1 0QH Sat 10.30-4pm www.guidelinepublications.co.uk - for info.

Dec 4 - ISLINGTON - London Plastic Modelling Show "Mind The Gap", Islington Business Design Centre, 52 Upper St, London, N1 0QH Sun 10.30-4 www.guidelinepublications.co.uk

Dec 10/11 - KNOCKHOLT - Model Fest 16, Coolings Garden Centre, Rushmore Hill, Knockholt, Kent, TN14 7NN featuring Model Railways, Boats, Planes & Military Modelling. Sat/Sun 10-4.

EXHIBITIONS & SHOWS IN 2017

Jan 14/15 - BOGNOR REGIS M/Railway Exh, Felpham Community College Felpham Way, Felpham, Bognor Regis, West Sussex PO22 8EL Sat 10-5, Sun 1- 4.30 **Free Parking**

Jan 21/22 - CALNE MODEL RAILWAY EXHIBITION Calne Leisure Centre, White Horse Way, Calne, Wilts. SN11 0SP Free parking, Sat/Sun 10-5 - ****Enlarged Show for 2017****

Jan 22 BRISTOL Bristol 'O' Gauge Group Exhibition University of the West of England (UWE Bristol), Conference & Exhibition Centre, Filton Road, Bristol, BS35 8QZ. Sunday 10 - 4pm

Jan 22 GUILDFORD Astolat Model Railway Exhibition, The Surrey Sports Park, University of Surrey, Richard Meyjes Road, Guildford, Surrey, GU2 7AD. Sun 10 - 5 www.astolatmrc.co.uk

Jan 28/29 KENDAL M/R Exhibition Leisure Cen, Burton Rd, Kendal, LA9 7HX Sat/Sun 10-5

Feb 4/5 ALTON FebEx 2017, Alton Model Railway Group Exhibition, Eggar's School, Anstey Rd, Alton, Hants GU34 4EQ Sat 10-5, Sun 10-4

Feb 11 NEWBURY MODEL RAIL SHOW - St. Bartholomews School, Andover Rd, Newbury, Berks RG14 6JP 10 - 4.30pm. 13 Layouts - Plenty of Free Parking. Close to Newbury Railway Station

Feb 18 - TONBRIDGE Model Railway Exhibition, The Angel Centre, Tonbridge, Kent, TN9 1SF, Sat 10-5pm. www.tonbridgemrc.com

Feb 19 - MANCHESTER ALSRM O Gauge Show, Woodhouse Park Lifestyle Centre, Portway, Wythenshawe, Manchester, M22 1QW 10-4. Free Parking, Test Track, 16 'O' Gauge layouts. *Free entry ALSRM Members*

Feb 24 - 26 - GLASGOW Model Rail Scotland, Scottish Exhibition Centre, Glasgow, G3 8YW. Friday 10.30 - 6, Saturday 9.30 - 6, Sunday 9.30 - 5.

Mar 4 - KETTERING Gauge 'O' Guild Spring Show, Kettering Leisure Village, Thurston Drive, Kettering, NN15 6PB. Sat 10 - 4.00.

Mar 4/5 - PRESTON Preston & District Model Railway Exhibition, Sports Hall, Preston College, St Vincents Road, Fullwood, Preston, Lancashire, PR2 8UR. Sat/Sun 10 - 5pm.

Mar 11/12 - HUNTINGDON East Anglian Model Railway Exhibition, The Britten Arena, Wood Green Animal Charity Centre, Huntingdon, PE29 2NH Sat 10-5, Sun 10-4 *FREE Parking*

Mar 11/12 - BASINGSTOKE Model Railway Exhibition, Aldworth Science College (formerly The Richard Aldworth School), Western Way, Basingstoke, RG22 6HA Sat 10-5, Sun 10-4.

Mar 11/12 - KEIGHLEY Model Railway Exhibition, University Academy Keighley (UAK), Green Head Road, Utley, Keighley, BD20 6EB. Sat/Sun 10-5

Mar 18/19 - NOTTINGHAM East Midlands Model Railway Exhibition, Harvey Hadden Sports Village, Wigman Road, Bilborough, Nottingham NG8 4PB. Sat 9.30-5.30, Sun 10-5

Mar 25/26 PENRITH M/Rail Show, Rheged Centre, Redhills, Penrith, Cumbria, CA11 0DQ Sat 10-5.30, Sun 10-4. Organised by Border Railway Society; Carlisle & Dist O Gauge Group & Rheged.

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!! :-)

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 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!! :-)

May 6 - READING The Association of Larger Scale Railway Modellers Trade Show and Exhibition, Rivermead Leisure Centre, Reading, RG1 8EQ. Sat 10 - 4.30

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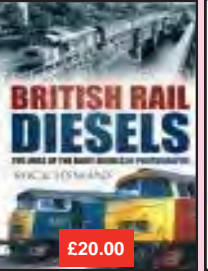
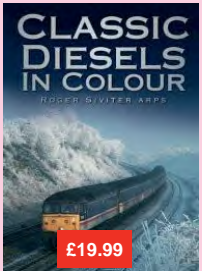
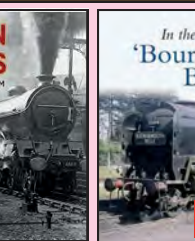
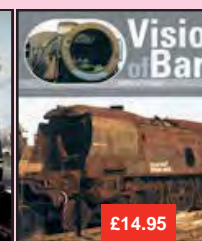
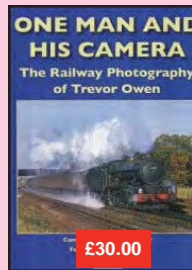
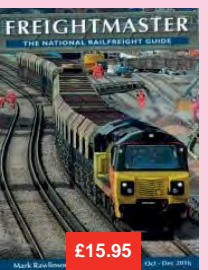
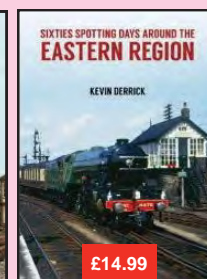
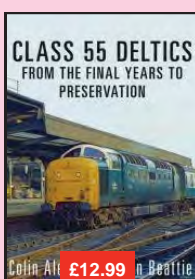
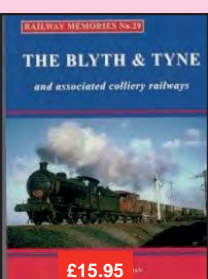
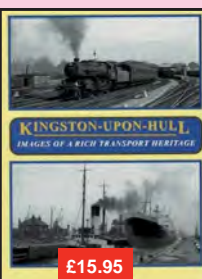
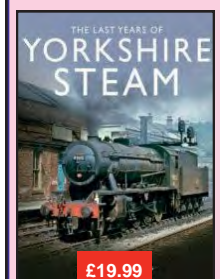
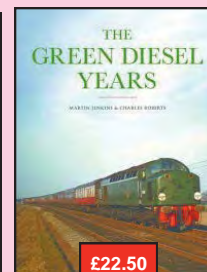
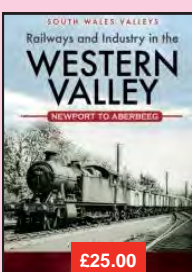
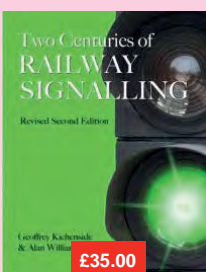
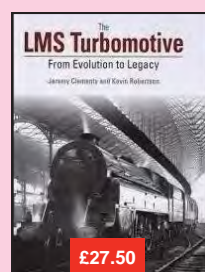
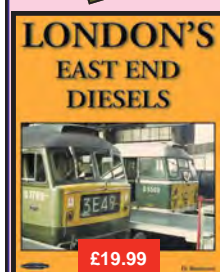
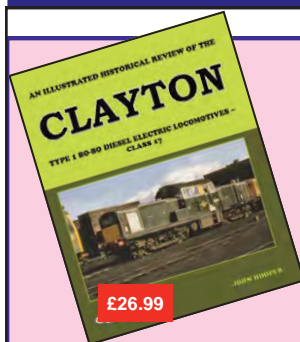
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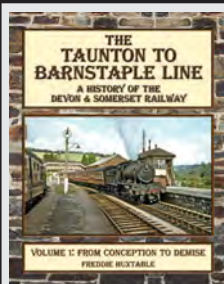
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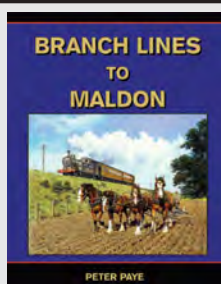
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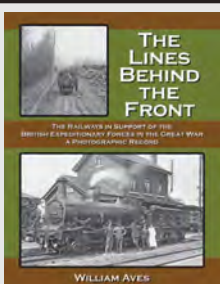
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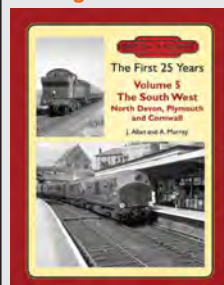
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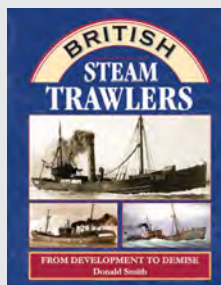
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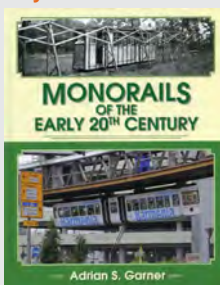
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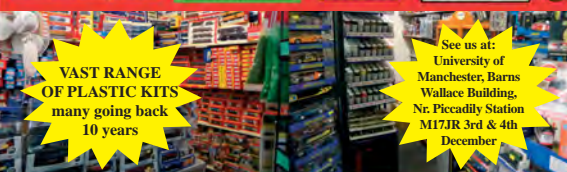
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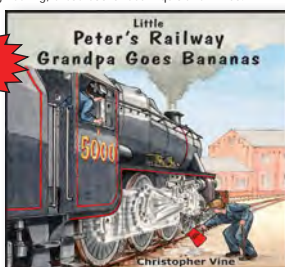
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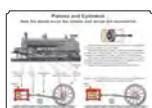
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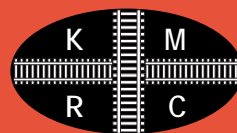
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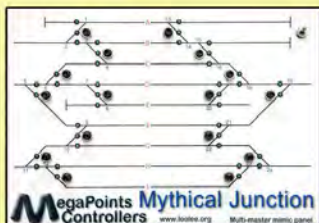


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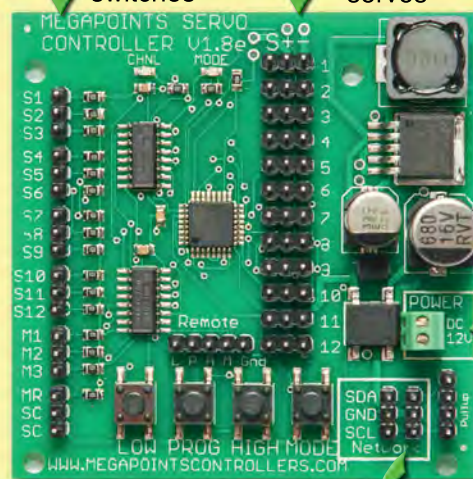
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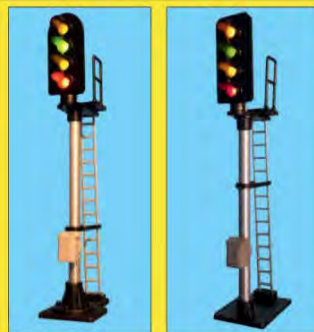
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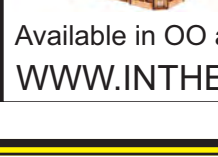
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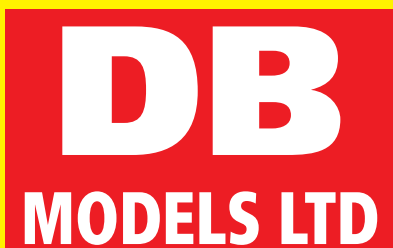
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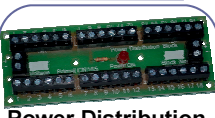
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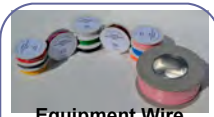
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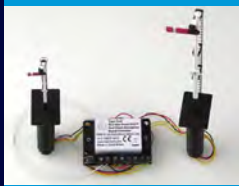
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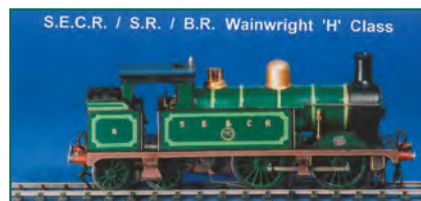
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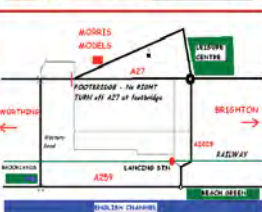
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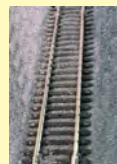
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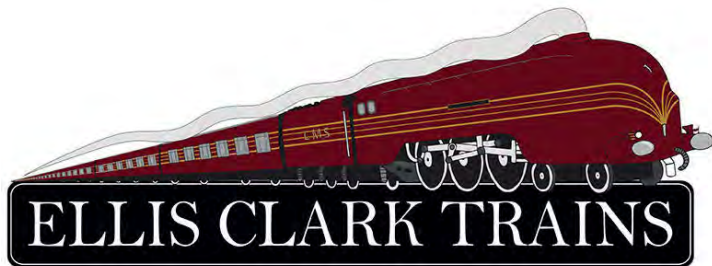
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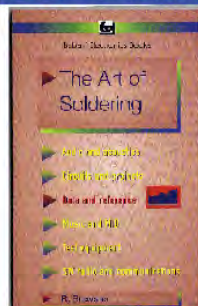
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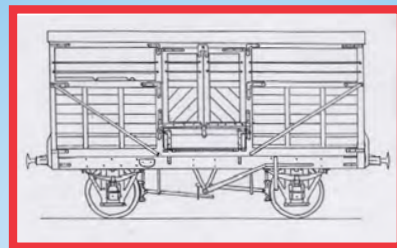
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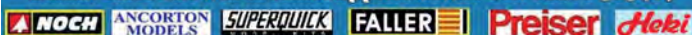
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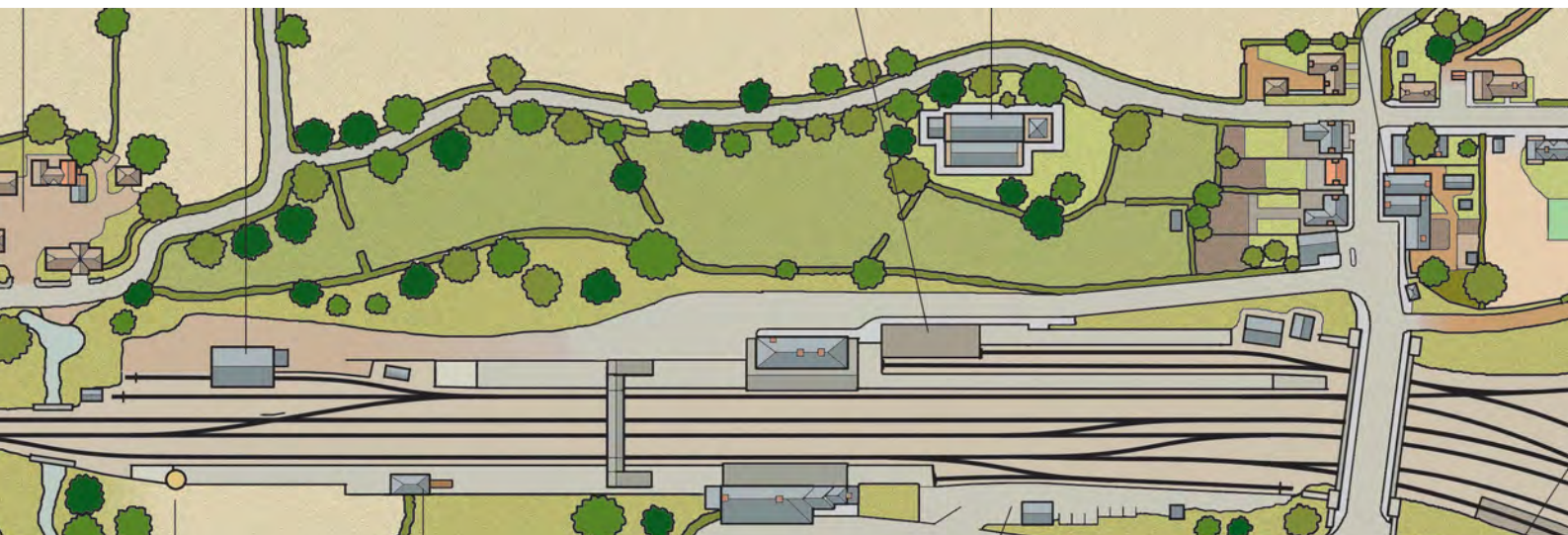
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THE BRM TRACKPLAN ARCHIVE

FEATURING BLACK COUNTRY BLUES (EM) | POTTERBOURNE (OO) | LOCH ORAN (N)



Offering another varied selection of trackplans in three different scales, this month's selection has something for all spaces and eras. From the highlands of Scotland to the Midlands and West Country, our trio of inspirational layouts can be added to your collection of trackplans to increase your pool of ideas.

how it works

Every issue of **BRM** now includes at least three trackplans to cut out and keep (or scan/photocopy if you prefer), building into a unique resource for railway modellers. As all the layouts have been built and completed, you can guarantee that they work and fit into the advertised space. We'll bring you model railways of all shapes and sizes, from tiny micro-layouts in boxfiles to giant exhibition layouts, covering all scales, gauges, eras, regions and types of location.

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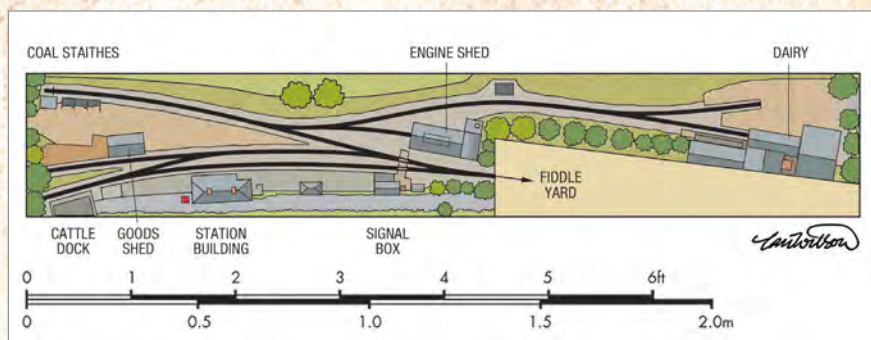
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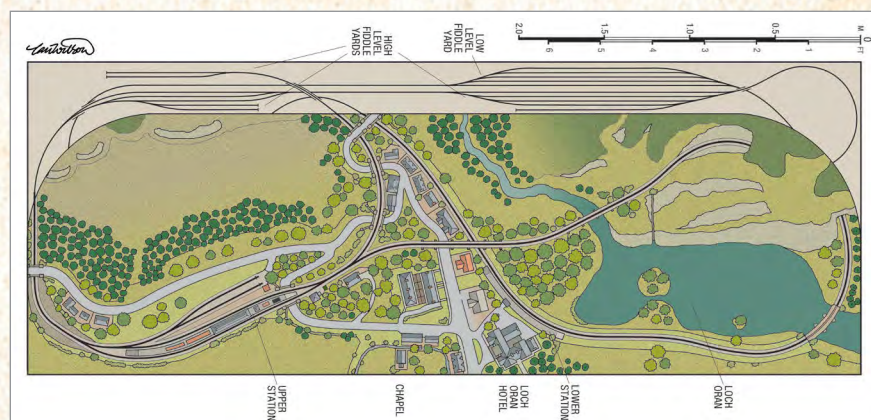
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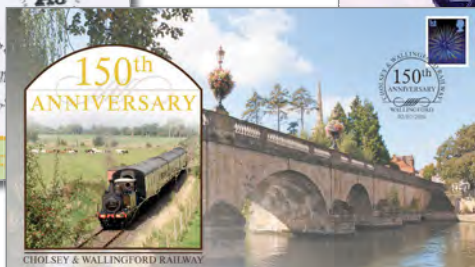
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BLACK COUNTRY BLUES

This popular **BRM** project layout captures an imaginary - but convincing - slice of the West Midlands at a time when BR blue was king.

The construction of 'Black Country Blues' was serialised in **BRM** through 2012 and 2013 and recorded in real time on **RMweb** with its own dedicated area (www.rmweb.co.uk/BCB). This brought contributions from members with memories of the area and its culture, prototype information (especially specific workings), and practical contributions from lineside huts to road vehicles and larger buildings. The project developed its own life and impetus, taking longer than the original 12 months to build, but was the better for it.

The proposal was to produce a slice of the 'Black Country' with a secondary route through typical 1970s scenery. The team reproduced several key structures from the early railways, adhering to principles laid down in the Railway Clauses Acts. The project was a success, not just measured by the destination or end result shown here, but because of the journey the team took. It seemed a simple enough concept - a challenge to construct an exhibition layout against a defined budget but, as with all best plans, it grew beyond that, not just in size but in the size of its team.

The typical scenes from around the 'Black Country' were not necessarily achieved by reproducing specific structures, but through placing items in proximity and including small details. Those who travelled the railways of the area at that time will be familiar with polluted canals bereft of leisure activities, mile after mile of industry from steelworks, indeterminate light industry dependent on the output of the region, relics of previous industrial activity and acres of seemingly abandoned greenery. It was this environment the team sought to capture rather than an identifiable station location.

The layout breaks away from the traditional conventions of passenger services with a station and includes a secondary freight-only route with exchange sidings for an off-scene steelworks, celebrating the mundane rather than glamour.

The anonymity of the whole strangely defines what the model is. It could be somewhere - there are features the viewer can identify with - but no-one should be able to pin down exactly where they'd go to see it. ■

FACT FILE

- SCALE/GAUGE 4mm:1ft scale, 18.2mm gauge EM
- SIZE 23ft by 3ft 6in (plus 7ft fiddleyards)
- ERA/REGION 1970s, BR Western Region
- CONTROL DCC
- LAYOUT TYPE End-to-end
- PHOTOGRAPHS Andy York



✓ PROS

- Spreading the workload across a team speeds up progress of the build
- Each team member picks their favourite specialist part of layout building making the process more enjoyable with better end results

✗ CONS

- Organising a team from distance to collaborate with deadlines can prove challenging
- Baseboards could only be set up a few times a year as layout can't be stored in one location

The idea behind the first RMweb project layout was to find a team that would excel in all areas of modelling to produce a layout of outstanding quality. This would result in a layout that could rightly be claimed the best 'project layout' ever produced in the magazine.

BLACK COUNTRY BLUES

ERA

7

GAUGE

EM

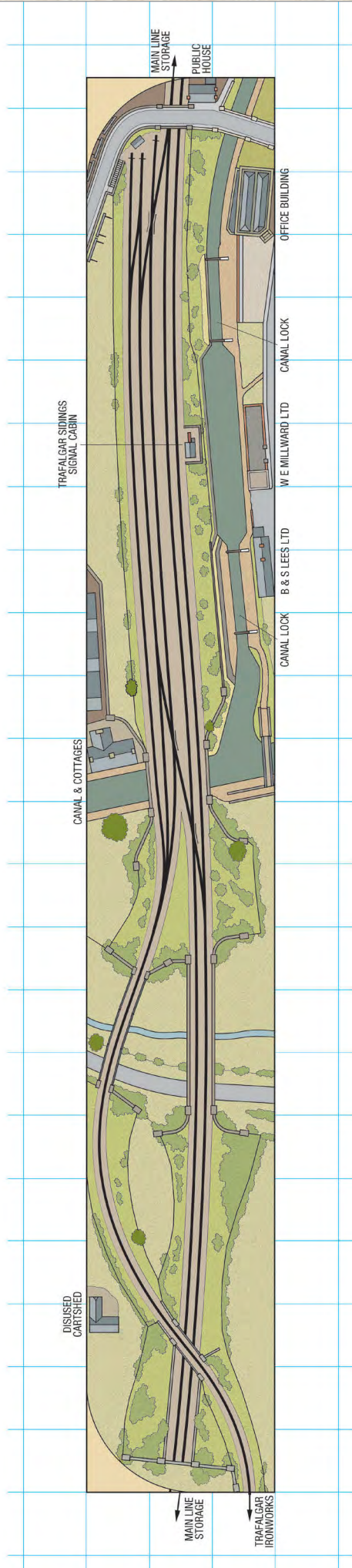
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LARGE LAYOUT | BR LONDON MIDLAND REGION 1970s | EM Gauge



POTTERBOURNE

Josh Courtney started the build of this award-winning OO gauge exhibition layout when he was just 16 years old.

Josh Courtney's eyes opened to the true meaning of the hobby and what could be achieved when he visited a large 50ft by 10ft model railway. After discussing ideas, concepts and what he wanted to achieve, he started planning. Its size was pre-determined by baseboards, previously built for a different project.

Josh wanted to create a realistic layout that was enjoyable to operate. He had acquired a 'job lot' of Great Western rolling stock for a price he couldn't refuse. A branch line terminus seemed a good idea.

The most important aspect of a GWR terminus for Josh appeared to be a simple run round facility, large enough to run round his longest train. Sidings for a small coal yard, goods shed and locomotive shed would then follow.

When designing a track plan, he avoided overcrowding, building the station on a curve for visual effect, giving him room for a small tender locomotive to use the platform headshunt. Trackwork on the main board is Peco code 75 with SMP flexitrack and a hand-built point on the creamery board.

Soon after the layout was running, he was invited to exhibit at a local village model railway exhibition. It resulted in invites to Southwold, Warley and Nottingham shows, with the layout currently undergoing a refurbishment. Josh used the layout to expand his modelling skills. A variety of kit-built buildings such as the goods shed and signalbox were made, before moving to the shed - a Wills Craftsman kit. Once completed, he built the station building, based on a Prototype Models card kit, which he measured and built from plastic card.

The layout is supported by three adjustable trestles which allow it to be set up at various heights. Josh finds that 4ft 2in is the best height for operating and for people to view the layout at exhibitions. Along with suitable support, exhibition layouts often need their own form of lighting. 'Potterbourne' uses an old halogen spotlight, connected to a dimmer switch, allowing the light intensity to be controlled. ■

FACT FILE

- SCALE/GAUGE 4mm:1ft scale, 16.5mm gauge OO
- SIZE 8ft by 18in
- ERA/REGION 1930s/1940s, GWR
- CONTROL 12V DC analogue
- LAYOUT TYPE End-to-end with fiddleyard
- PHOTOGRAPHS Paul Bason



PROS

- Simple to build and operate layout is ideal for a small team at exhibitions
- Only railway buildings are represented, saving build time
- Curved station platform adds more interest

CONS

- Fiddleyard is an odd shape and compact, requiring careful management of rolling stock to optimise space

The paying public aren't coming to see static displays or frustrated operators 'finger-prodding' stock here, there and everywhere. To ensure that 'Potterbourne' runs reliably a, the layout is set up a month before any exhibition, thoroughly operated and tested.

POTTERBOURNE

ERA

GAUGE

SIZE

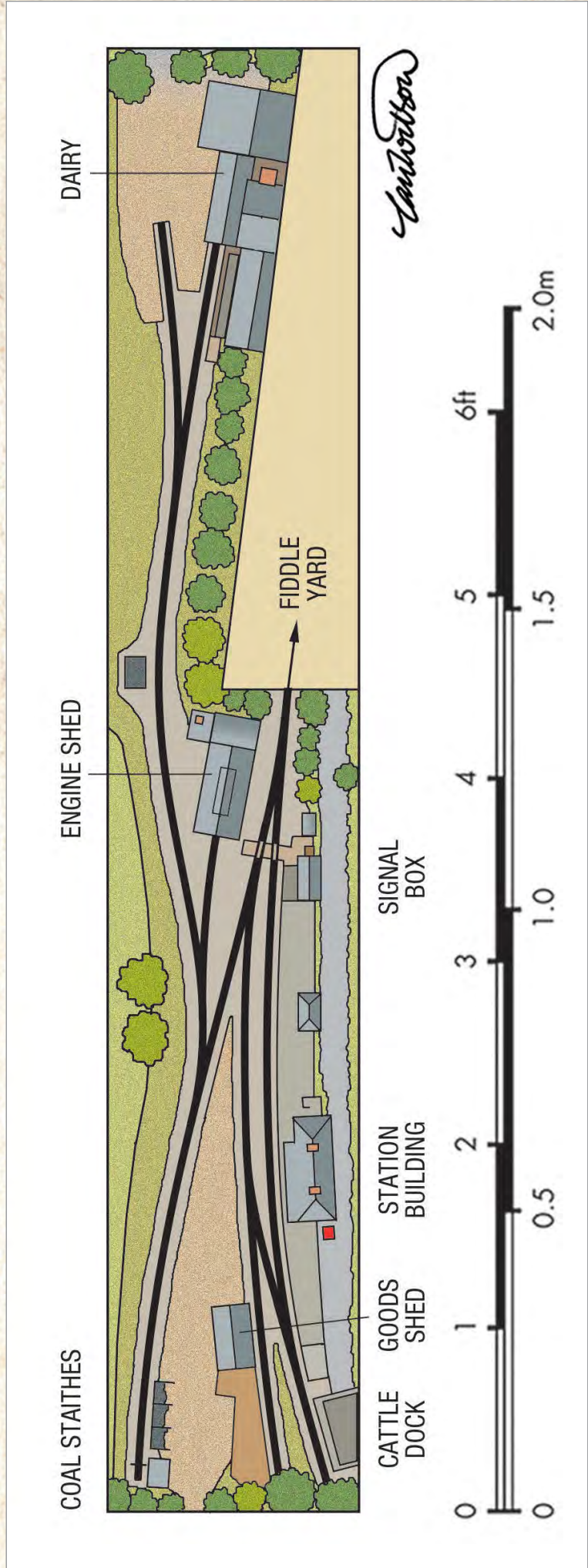
CONTROL

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DC



SMALL LAYOUT | GWR 1930s/1940s | 00 Gauge



MEDIUM LAYOUT | SCOTTISH REGION 1999-2008 | N Gauge

LOCH ORAN

Inspired by the West Highland Line, this was David Harrison's first serious attempt at building an N gauge exhibition layout.

The West Highland Line provides an opportunity to build an awe-inspiring landscape. David Harrison wanted to model more than the railway and given that N gauge stock is improving in detail and running standards it was Ian Futers' book *Modelling Scotland's Railways* with its features, detailed articles and plans of West Highland station buildings in 2mm:ft scale that gave him the final inspiration.

The landscape is based on that around Crianlarich, but a loch has been added for scenic interest, hence its name, 'Loch Oran'. Some of the buildings in the village scene are based on those in Crianlarich, although the upper station is based on the plans for Ardlui as the original station at Crianlarich was destroyed by fire in 1962 and replaced by an untypical West Highland structure.

The main considerations in planning the track were realism and entertainment for the viewing public. David also wanted to operate the trains in a simple way, hence two separate circuits, a lower level - the ex-Caledonian Railway Callander & Oban line and an upper level - the Glasgow to Fort William line. Both circuits are independently controlled with the spur from the upper station running through to storage sidings. Each circuit has been made to operate as a continuous loop or end to end. Passing loops are behind the back scene with storage sidings beneath the hills.

Control is by DC analogue and points are operated by motors and switches. David had considered going digital before building the layout, but as both circuits are single track and only operate one train at a time, he deemed it an unnecessary expense.

Multiple units run from end to end, while locomotive-hauled trains run continuously, but when nobody is looking they are stopped in the passing loops behind the scene and a different train is dispatched. On the upper level some trains are paused in the storage sidings, then sent round again in the same direction after an interval.

Buildings in the village are scratchbuilt, based on buildings in Crianlarich, but the Loch Oran Hotel is based on the Tarbert Hotel, on the shores of Loch Lomond. ■

FACT FILE

- SCALE/GAUGE 2mm:1ft scale, 9mm gauge N
- SIZE 16ft by 6ft
- ERA/REGION 1999-2008, Scottish Region
- CONTROL 12V DC analogue
- LAYOUT TYPE Figure of eight with fiddleyards
- PHOTOGRAPHS Richard Wilson



PROS

- Simple to build and operate - ideal for a small team at exhibitions
- Trackplan maximises the width of the boards, setting the railway in the landscape
- Curved station platform adds more interest

CONS

- Single line operation restricts the number of trains on the layout. It's prototypical, but perhaps not for those looking for lots of action

The loch with its flat surface was one of the last features to be made. The scenics around the area were completed, lumps of split plaster scraped and loose scatter material was vacuumed away. Clear gloss varnish was applied over poster paint to create the water.

LOCH ORAN

CONTROL

DC

SIZE

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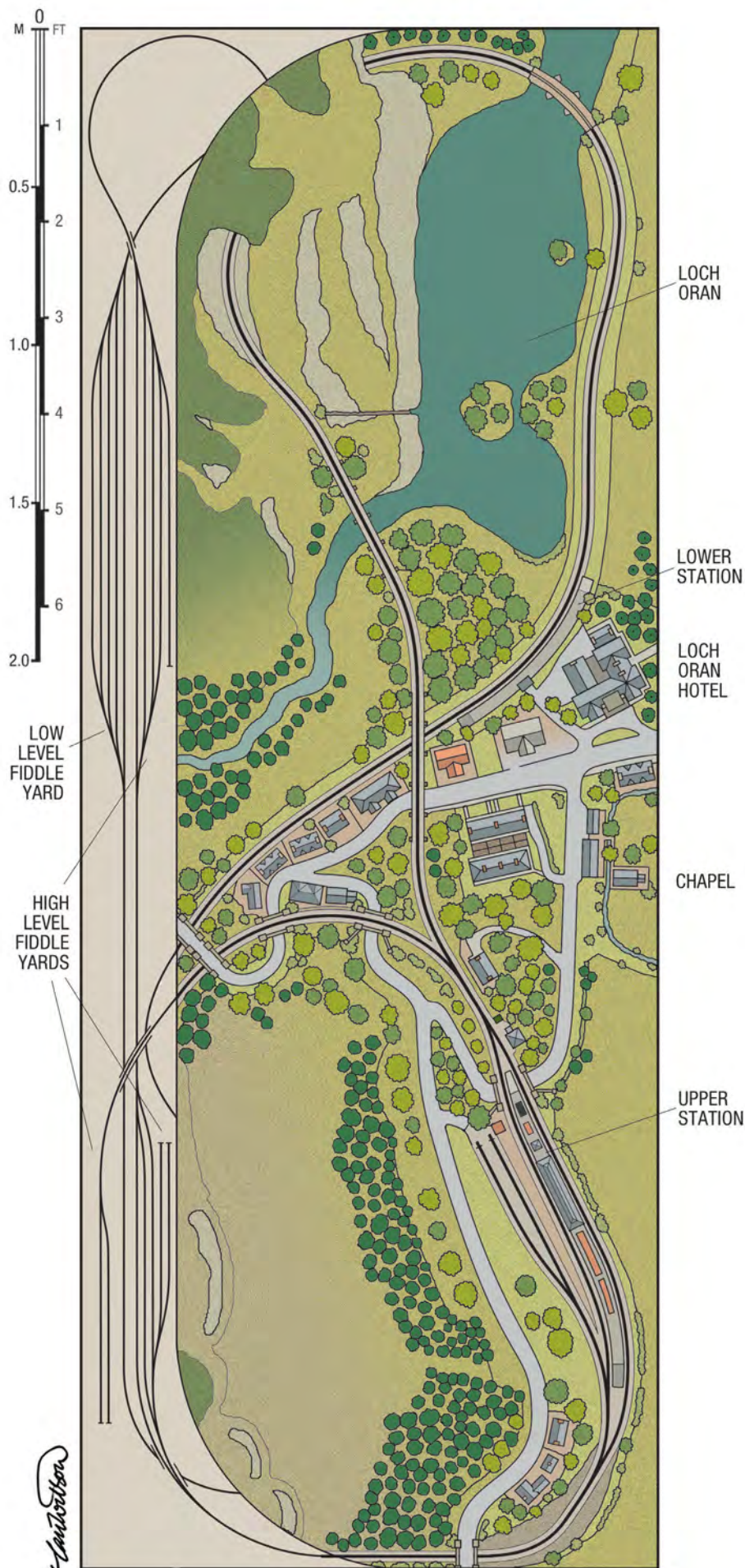
GAUGE

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ERA

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LOCH ORAN



MEDIUM LAYOUT | SCOTTISH REGION 1999-2008 | N Gauge



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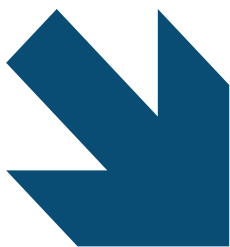
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TAIL LAMP

Industry Insider welcomes Hornby's change of attitude towards its retail customers but expresses reservations about its new trading terms.



Around four years ago a collection of individuals at Hornby believed that they had the answers to making the company profitable again. Some had no doubt gleaned their expertise from US business gurus but for all their worth if they had simply improved the supply situation the results could have been very different.

The 2012 Olympic debacle did not help from a financial point of view, but producing models as and when promised would have been the key to success. Those in the 'trade', from the humblest magazine editor to the largest model railway retailer recognised this simple solution; get the supply right and the rest will fall into place.

However, as we've seen, rather than tackling the core issue, people who had no experience in the model industry set about not only dismantling Hornby's internal infrastructure, but systematically alienating retailers by reducing their trade margin. At the same time they used the Hornby website to undercut stockists and sell Hornby models direct - often at massive discounts.

Unsurprisingly, those retailers started to desert the Margate company in droves, leading to a massive loss in the last financial year. The groans of its frustrated shareholders could only be heard above the tears of despair from Hornby employees. Eventually the penny dropped that, perhaps, their strategy may not be working and it was time for a different approach. Judging by the latest statement from new Hornby CEO Steve Cooke, that is exactly what has happened.

Mr Cooke was appointed in the Spring and more new people have been brought in while many of those who created the mayhem were either sidelined or left the company. With this wind of change sweeping from the top down and stakeholders trying to work out where Hornby's problems lay, someone eventually stumbled on the solution of asking the retailers.

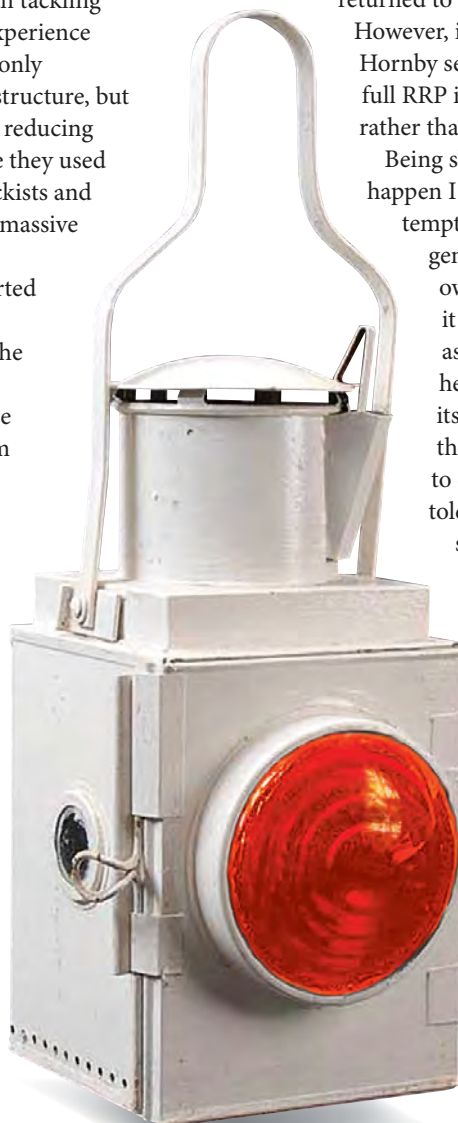
Could it be so simple? Surely Hornby's situation could not be solved just by consulting model railway retailers? But it was, with the result that the company recently distributed a statement to all stockists highlighting that margins would be returned to the industry standard [around 33%] and that Hornby would refrain from slashing prices on its website. Unusually, it also asked retailers to abstain from discounting new Hornby product for a period of time. Not an unreasonable request one would have thought, until you really analyse what Hornby is actually promising its battered stockists.

It's wonderful news that margins have been returned to something like the norm.

However, it seems that with the promise of Hornby selling direct from its website at full RRP it is asking retailers to do the same rather than discount.

Being slightly cynical, if that were to happen I wonder if Hornby would be tempted to hold back new models from general distribution in favour of its own site? I am also concerned that it has not given an unequivocal assurance that it will not go back to heavy discounting on direct sales via its website, especially if the end of the financial year looms and it needs to cover a shortfall in turnover. I'm told that there is still a regular factory sale of Hornby product at Margate, with massive discounts. Great news for the modeller, but dire for Hornby stockists within 80 miles of Margate.

I welcome Hornby's efforts to repair the damage it has wrought on its retailers but if I were a stockist I would be looking for more concrete assurances. Has the leopard changed its spots? I truly hope so, but even as I write this an e-mail arrives from Hornby asking me to pre-order its new Wainwright 'H' Class direct from the manufacturer. ■



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- 2S-011-001** - A1 Flying Scotsman 4472 LNER Apple Green + 4 Teak Coaches Light Bar Fitted
- 2S-011-001D** - A1 Flying Scotsman 4472 LNER Apple Green + 4 Teak Coaches Light Bar Fitted DCC
- 2S-011-002** - A10 Flying Scotsman 103 Wartime Black NE
- 2S-011-002D** - A10 Flying Scotsman 103 Wartime Black NE DCC
- 2S-011-003** - A3 Flying Scotsman 60103 BR Express Blue Early Crest
- 2S-011-003D** - A3 Flying Scotsman 60103 BR Express Blue Early Crest DCC
- 2S-011-004** - A3 Flying Scotsman 60103 BR Green E/C + 4 C & CM Coaches Light Bar Fitted
- 2S-011-004D** - A3 Flying Scotsman 60103 BR Green E/C + 4 C & CM Coaches Light Bar Fitted DCC
- 2S-011-005** - A3 Flying Scotsman 4472 LNER Apple Green + 4 Maroon Coaches Light Bar Fitted
- 2S-011-005D** - A3 Flying Scotsman 4472 LNER Apple Green + 4 Maroon Coaches Light Bar Fitted DCC



2F-038-051 - 20T Steel Mineral - Margam 158



2F-038-052 - 20T Steel Mineral - Margam 158 Weathered



2F-071-036 - 7 Plank - Gresford Wrexham 226



2F-071-037 - 7 Plank - Gresford Wrexham 226 Weathered



4F-014-018 - Fruit D - BR Blue W38126



4F-014-020 - Fruit D - BR Blue W38126 Weathered



4F-016-015 - Banana Van - Jaffa B881904



4F-016-016 - Banana Van - Jaffa B881904 Weathered



4F-040-018 - 4 Plank - Arnold's Sands 711



4F-040-020 - 4 Plank - Arnold's Sands 711 Weathered



4F-051-027 - 5 Plank - W & W Nunnerley 1



4F-051-028 - 5 Plank - W & W Nunnerley 1 Weathered



7F-056-001 - BR Standard Plywood Van Diagram 213 Bauxite B765307



7F-056-003 - BR Standard Planked Van Diagram 208 Bauxite B768898



7F-057-001 - BR Insulated Van Diagram 0251 White B872112



7F-053-002 - 5 Plank Corrugated End BR Diagram 44 Bauxite B486144

Also released this month include:

- 2F-039-007** - Telescopic Hook Wagon Tiphook Blue 33 70 0899 046-3
- 7F-053-001** - 5 Plank Wagon Corrugated End BR Diagram 39 Grey B494990
- 7F-053-003** - 5 Plank Wagon Corrugated End BR Diagram 39 Grey M424330

- 7F-056-002** - BR Standard Plywood Van Diagram 213 Bauxite B775635
- 7F-056-004** - BR Standard Planked Van Diagram 213 Bauxite B768101

All product release dates correct at time of going to press

Product Scale Key

O Gauge

OO Gauge

N Gauge

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Sun 9am-5pm


	Link	Price	Date announced	CAD done	In Tooling	Seen 1st EP	Decorated samples	In production	On Board Ship	Released
Wickham trolley car	hattons.co.uk/wtc	£67.96	Mar 2013							
Stanier Mogul 2-6-0	hattons.co.uk/5p4f	£127.46	Mar 2013							
Class 450	hattons.co.uk/cl450	£254.96-£271.96	Mar 2015							
LNWR Webb coal tank	hattons.co.uk/wct	£97.71	Sep 2014							
Birdcage Coaches	hattons.co.uk/bc	£50.96	Mar 2014							
Class 414 2-HAP	hattons.co.uk/cl414	£186.96 (EST)	Mar 2016							

Class 117, Class 121, Class 24/1, J72, 6P, V2, 3F, J39, K3, 94xx, H2 Atlantic - view these projects at www.hattons.co.uk/projectupdates


	Link	Price	Date announced	CAD done	In Tooling	Seen 1st EP	Decorated samples	In production	On Board Ship	Released
Class 68	hattons.co.uk/c68	£123.72	April 2014							
Class 121/122	hattons.co.uk/dapolbubble	£119.43 - 134.95	Dec 2012							

Class B4, IDA flat, Turbot, GWR Railcar, Class 59 - view these projects at www.hattons.co.uk/projectupdates

	Link	Price	Date announced	CAD done	In Tooling	Seen 1st EP	Decorated samples	In production	On Board Ship	Released
Golden Arrow Class 71s	hattons.co.uk/goldenarrow	£139.95	Jun 2016							
14xx	hattons.co.uk/14xx	£99	Sep 2014							
Hatton's King	hattons.co.uk/king	£169 - £179	Aug 2014							

	Link	Price	Date announced	CAD done	In Tooling	Seen 1st EP	Decorated samples	In production	On Board Ship	Released
Class 1366	hattons.co.uk/1361	£124	Nov 2013							
4-wheel A & B Tanks	hattons.co.uk/heltank	£20.50 - £76	Nov 2015							
Class 47xx "Night Owl"	hattons.co.uk/47xx	£154	Nov 2014							
Hatton's O Gauge Class A3/A4	hattons.co.uk/recordbreakers	£750	Aug 2016							

Class 1361, Class 07 shunter - view these projects at www.hattons.co.uk/projectupdates

	Link	Price	Date announced	CAD done	In Tooling	Seen 1st EP	Decorated samples	In production	On Board Ship	Released
Class 71	hattons.co.uk/c71	£127.50	Nov 2014							
Peckett 0-4-0	hattons.co.uk/peckett	£70	Oct 2015							
Class B12 Holden	hattons.co.uk/B12	£123	Nov 2015							
10T Cattle Wagon	hattons.co.uk/horcat	£18	Nov 2015							
Merchant Navy	hattons.co.uk/mn	£144 - £162	Mar 2015							
H Class 0-4-4T	hattons.co.uk/hclass	TBC	Sep 2016							

	Link	Price	Date announced	CAD done	In Tooling	Seen 1st EP	Decorated samples	In production	On Board Ship	Released
Dean Goods	hattons.co.uk/oxdg	£95	Jan 2016							
Mk3 Coach	hattons.co.uk/oxmk3	£29	Jan 2016							
Carflat Car Carrying Wagon	hattons.co.uk/oxcarflat	£25	May 2016							
Hatton's ICI hopper	hattons.co.uk/ici	£24 - £25	Mar 2015							

 Shows the stage the project is at based on the information available to us. CAD: Computer Aided Design. 1st EP: First Engineering Prototype. TBC: Price is yet To Be Confirmed (EST): Price is estimated.

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

www.hattons.co.uk/projectupdates

Information correct at the time of going to press. All information subject to change