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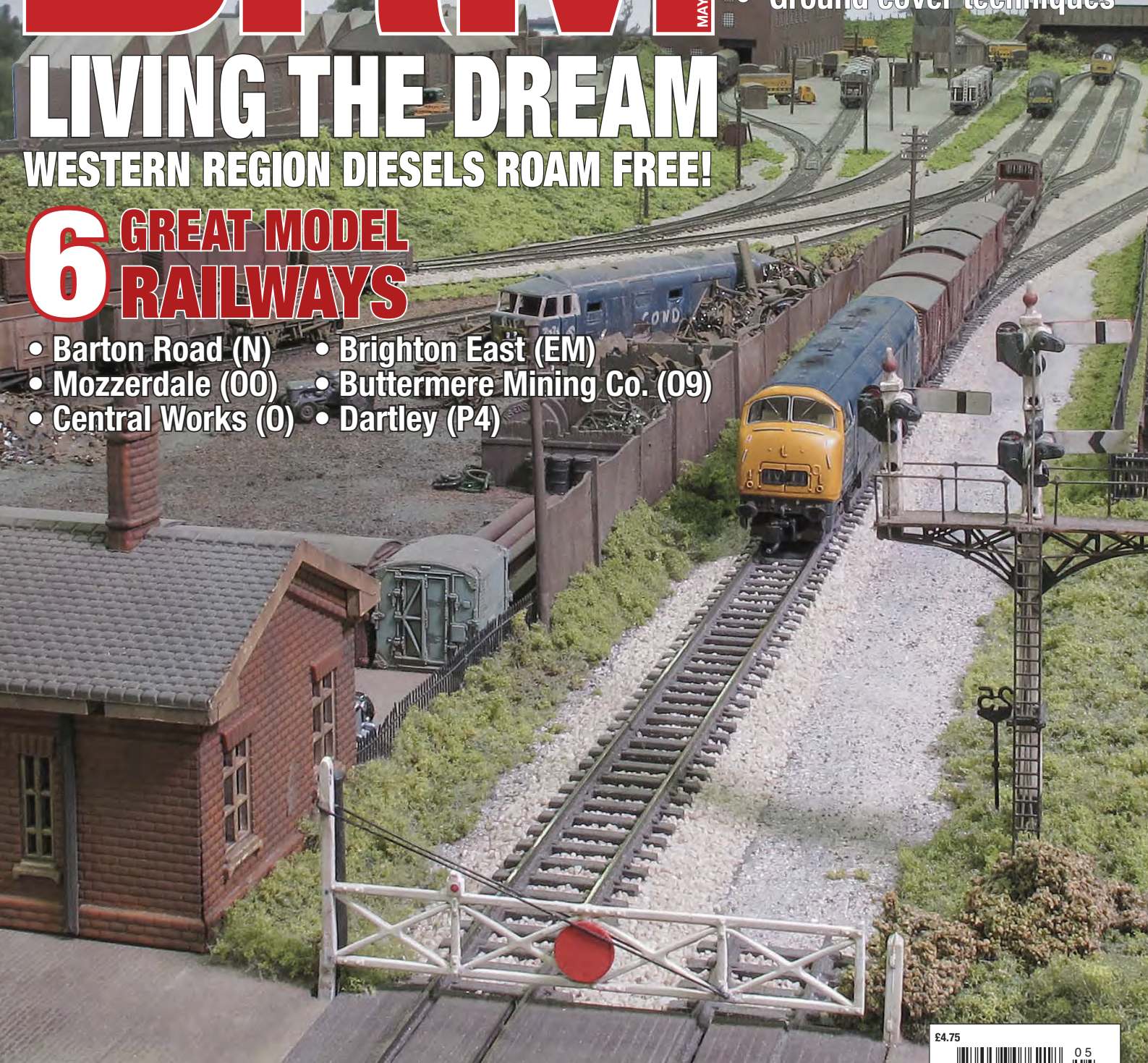
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Light green with speed whiskers	
Dark green with yellow panel	
List Price £495.00	
SPECIAL OFFER £299.95	

NEW HELJAN CLASS 60

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BRM's London expo is a highlight of the railway modelling calendar. We share our snaps from the big day, with added views from the team.

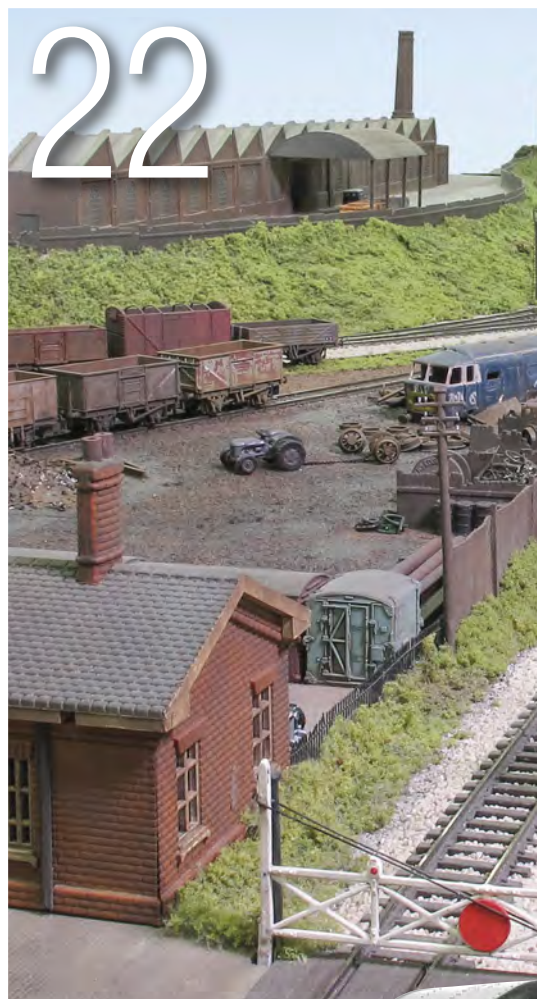
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On this month's BRM TV DVD: 'Central Works' in operation, we build a waterfall and meet the chap who has his own railway...



BRM DIGITAL

BRM TV

BRITISH RAILWAY MODELLING

IN THIS EPISODE...

The boys from Luton Model Railway Club are back with their latest layout 'Central Works', depicting a car factory in the 1950s and 1960s. In the studio, Phil Parker weathers a diecast vehicle to make it layout ready and Howard Smith interviews Steve Brammer to discover the latest in DCC sound technology.



**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.

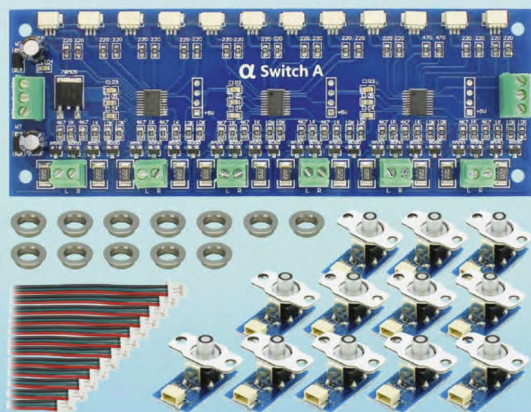
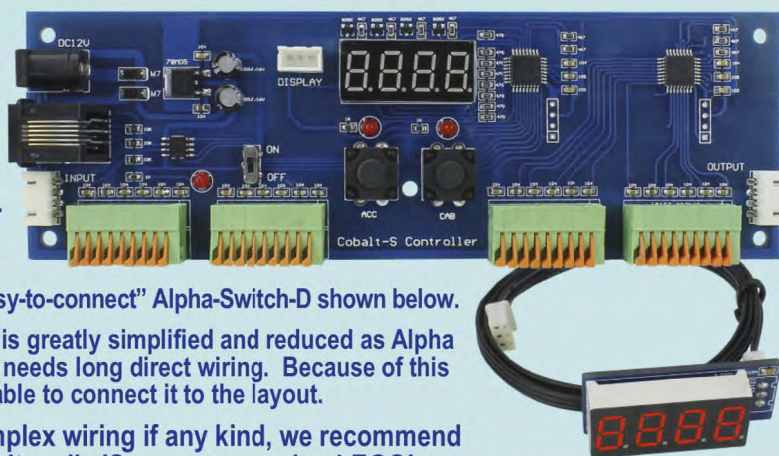
Alpha

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



Ok, so a tiny patch of static grass is never going to rate very highly in the annals of railway modelling techniques, but we've all got to start somewhere – right? And my thanks to John Lloyd from Green Scene for his patience while walking me through the (very) basics. Hopefully, my modelling prowess will have improved by the time we next meet.

Meanwhile, it's been good to get out and about once again. With many hundreds of miles added to the clock, I've been down to Gaugemaster's impressive south coast HQ, which also features one of the slickest model shops I've ever visited; I've been up to Rails in a rain-soaked Sheffield, where I was dazzled by what I can only describe as an Aladdin's Cave of railway wonders – much more about that soon, weather permitting – and I've travelled to Liverpool to meet with the team at Hattons. There are several other far-flung visits afoot in the weeks and months to come too. With that in mind, I'm already giving half a thought to a 'Where's Andy?' column for future issues of BRM.

As useful and edifying as the trips so far have been, it has been most enlightening to visit the East Midlands Railway show in Nottingham and our own expo at Alexandra Palace in London (see page 142), where I saw model-making and layouts of the highest order and I was able to talk to many modellers, collectors and exhibitors.

All that aside, I'm pleased to present yet another packed issue – we have SIX incredible layouts, a host of practical features to help polish up your modelling skills and first looks at the Webb Coal Tank, the Graham Farish Castle and a Dapol Class 68. The DVD is likewise packed, with landscape and waterfall practicals, an exclusive interview with a chap who's really living the railway dream and a first look at Bachmann's Baldwin 4-6-0T.

With all of that and much more in store we're having a hard time being humble this month, but we'll keep trying...■

Andy

MANAGING EDITOR | Andy McVittie

BRM

BRM JUNE ISSUE ON SALE
MAY 25 - SEE P145

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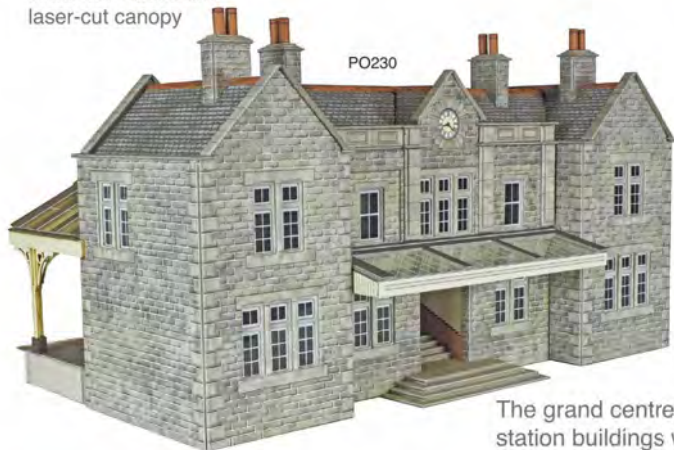
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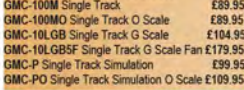
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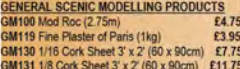
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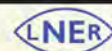
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- TC11503 Diag. 115 Corridor Third in BR carmine & cream
- TC11504 Diag. 115 Corridor Third in BR carmine & cream
- TC11505 Diag. 115 Corridor Third in BR maroon
- TC11506 Diag. 115 Corridor Third in BR maroon
- TC17501 Diag. 175 Brake Corridor Comp.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

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- R3509TTS 46235 "City of Birmingham" in BR green - TTS Sound fitted
- R3553 6231 "Duchess of Atholl" in LMS Crimson Lake
- R3555 46256 "Sir William Stanier F.R.S." in BR Maroon

Wainwright Class H 0-4-4T Pre-order for £90



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- R3539 31518 in BR black with late crest
- R3540 1324 in Southern Railway olive green

Hitachi IEP Class 800 Pre-order from £229.50



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- R3579 800002 in Hitachi Test livery (SOLD OUT)

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- R3582 87010 'King Arthur' in Intercity Swallow livery

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- H1412 14xx 1474 in BR unlined black early emblem
- H1413 14xx 1444 in BR lined green early emblem
- H1414 14xx 1450 BR lined green late crest
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Steam locos

J9404 Austerity 0-6-0ST 1763 in NCB Peckfield Colliery lined maroon chevrons - very heavily weathered - Ltd Ed of 200 (DU) £99
J9410 Austerity 0-6-0ST No 15 in Wemyss Private Railway lined brown - Ltd Ed of 200 (DU) £99
J9409 Austerity 0-6-0ST No 7 in NCB Littleton Colliery lined blue - lightly weathered - Ltd Ed of 200 (DU) £99
R3292 Class OF Pug 0-4-0ST 56011 in BR black - Hornby 2014 Collectors Club special edition (Hor) £26



31-933 Class 1000 Midland Compound 4-4-0 41157 in BR lined black late crest (Bac) (list £139.95) **BARGAIN**...£79



1300 Class 1361 0-6-0ST 1361 in GWR photographic grey - Limited edition of 250 (Hel) £124



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



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



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



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



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



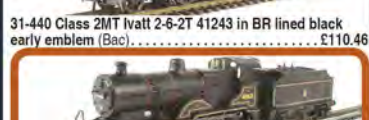
1322 Class 1366 0-6-0PT 1370 in GWR green (Hel) £124



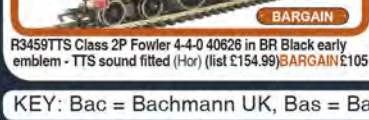
H1416 Class 14xx 0-4-2T 1409 in BR Unlined green late crest (DJ) £99



H1409 Class 14xx 0-4-2T 1470 in BR Lined black early emblem (DJ) £99



R3106 Class 26xx 2-8-0 2807 in GWR Green, as preserved (Hor) £120



31-728 Class 3700 Uly 4-4-0 3708 Railway Great Western green (Bac) £118.95



R3277 Class 38xx 4-4-0 "County Of Devon" in Great Western Railway green - Railroad range (Hor) (list £89.99) **BARGAIN**...£60



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



R3498 Class 3F Jinty 0-6-0T 19 in S&DJR Blue - Railroad Range (Hor) (list £44.99) **BARGAIN**...£25



R3455 Class 4000 "Star" 4-6-0 4013 "Knight of St Patrick" in GWR Green (Hor) **NEW**...£127



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



R3333 Class 415 Adams Radial 4-4-2T 30584 in BR black early emblem (Hor) (list £119.99) **BARGAIN**...£82



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



R3499 Class 49xx 4-6-0 6947 "Helmingsham Hall" in BR Green late crest - Railroad Range (Hor) (list £94.99) **BARGAIN**...£57



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



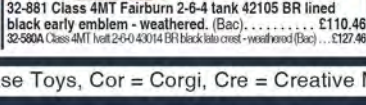
R3460TTS Class 4F 0-6-0 44198 in BR Black late crest - TTS sound fitted (Hor) (list £139.99) **BARGAIN**...£100



R3314 Class 4F 0-6-0 44341 in BR Black early crest (Hor) (list £99.99) **BARGAIN**...£58



31-884 Class 4F Midland 0-6-0 44044 BR black late crest - weathered (Bac) £106.21



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

32-880A Class 4MT West 2-6-0 43014 BR black late crest - weathered (Bac) £127.46



R3276 Class 4P Compound 4-4-0 1072 in LMS Black Fowler tender - Railroad range (Hor) (list £84.99) **BARGAIN**...£45



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



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



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



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



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



31-690 Class 5P4F Stanier Mogul 2-6-0 2965 in LMS lined black (Bac) £135.96



31-692 Class 5P4F Stanier Mogul 2-6-0 42968 in BR lined black late crest (Bac) **NEW** £135.96



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



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

31-638 Class 64xx 0-6-0PT pannier tank 6419 in BR lined green late crest - weathered (Bac) £90.05



31-636A Class 64xx 0-6-0PT pannier tank 6422 BR black early emblem (Bac) £81.55

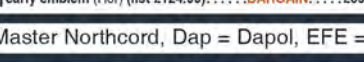


31-635A Class 64xx 0-6-0PT pannier tank 6424 in GWR green (Bac) £81.55

R3278 Class 6P Patriot 4-6-0 45518 "Bradshaw" in BR Green early crest - Railroad range (Hor) £84.80



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



R3421 Class 700 "Black Motor" 0-6-0 30698 in BR Black early emblem (Hor) (list £124.99) **BARGAIN**...£69



R3419 Class 700 "Black Motor" 0-6-0 693 in Southern Railway black (Hor) (list £124.99) **BARGAIN**...£69



31-015 Class 7F 2-8-0 13810 in LMS black (Bac) **NEW** £125.76



31-014 Class 7F 2-8-0 89 in Somerset & Dorset Railway black (Bac) **NEW** £125.76



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



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



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



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



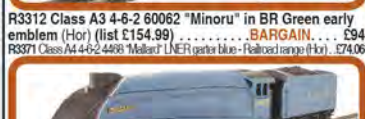
R3060 Class A1 4-6-2 60163 "Tornado" in British Railways Apple Green (Railroad Range) (Hor) (list £99.99) **BARGAIN**...£68



31-628A Class A2 4-6-2 60529 "Peafowl" BR lined green late crest (Bac) £144.45



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



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

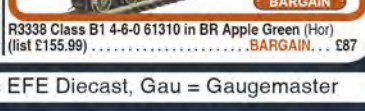
R3371 Class A4 4-6-2 4498 "Mallard" LNER poster blue - Railroad range (Hor) £74.06



R3395TTS Class A4 4-6-2 4468 "Mallard" in LNER Garter Blue - TTS sound fitted - Railroad Range (Hor) (list £132.99) **BARGAIN**...£85



R3285TTS Class A4 4-6-2 4469 "Gadwall" in LNER Garter Blue TTS Sound - Railroad range (Hor) (list £99.99) **BARGAIN**...£70



R3338 Class B1 4-6-0 61310 in BR Apple Green (Hor) (list £155.99) **BARGAIN**...£87

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R3431 Class B12/3 4-6-0 61533 in BR black early emblem (Hor) £136



R3432 Class B12/3 4-6-0 61580 in BR black late crest (Hor) £136



R3430 Class B12/3 4-6-0 8573 in LNER apple green (Hor) £136



R3447 Class B17 4-6-0 2842 'Kilverstone Hall' in LNER lined apple green (Hor) (list £159.99) BARGAIN... £99

R3448 Class B17 4-6-0 61619 'Wobcock Abbey' in BR early emblem (Hor) £127



R3004 Class B17 4-6-0 61631 'Seribly Hall' in BR green early emblem - weathered (Hor) (list £131.99) BARGAIN... £79



R3318 Class B17/6 4-6-0 61646 'Gilwell Park' in BR green early emblem (Hor) (list £131.99) BARGAIN... £74

R3235 Class D16/3 Claud Hamilton 4-4-0 E2524 in early BR black (Hor) (list £109.99) BARGAIN... £73



R3495 Class D49/1 4-4-0 62760 'The Cotswold' in BR early crest - Railroad Range (Hor) £66

35-078 Class E4 Brighton tank 0-6-2 32500 in BR black late crest (Bac) (list £109.95) BARGAIN... £80



35-075 Class E4 Brighton tank 0-6-2 579 in LB & SCR umber (Bac) (list £109.95) BARGAIN... £80



31-481 Class G2A Super D 0-8-0 49106 in BR black early emblem - weathered (Bac) £111.45

31-480 Class G2A Super D 0-8-0 8376 LMS black tender back cab (Bac) £101.96



31-321DS Class J11 0-6-0 64377 in BR black early emblem - weathered and DCC sound fitted (Bac) £203.96



R3414 Class J15 0-6-0 5444 in LNER black (Hor) (list £126.49) BARGAIN... £79



R3415 Class J15 0-6-0 65477 in BR black early emblem (Hor) (list £126.49) BARGAIN... £75

R3380 Class J15 0-6-0 7510 in LNER black (Hor) (list £109.99) BARGAIN... £76



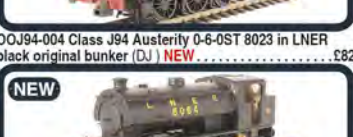
OOJ94-002 Class J94 Austerity 0-6-0ST 68061 in 'British Railways' black original bunker (DJ) NEW... £82



OOJ94-005 Class J94 Austerity 0-6-0ST 68068 in 'British Railways' black tall bunker (DJ) NEW... £82



OOJ94-004 Class J94 Austerity 0-6-0ST 8023 in LNER black original bunker (DJ) NEW... £82



OOJ94-003 Class J94 Austerity 0-6-0ST 8064 in LNER black original bunker (DJ) NEW... £82



R3243B Class K1 2-6-0 62064 in BR black late crest (Hor) (list £129.99) BARGAIN... £82



R3461 Class L1 Thompson 2-6-4T 67702 in LNER apple green BR number (Hor) (list £154.99) BARGAIN... £89

3913 Class C2/3 Tango 2-8-0 63052 BR black late crest shopped tender (Hel) £148



3923 Class C2/4 Tango 2-8-0 63062 in BR black late crest flush tender (Hel) £148



R3171 Class P2 2-8-2 2001 'Cock O' The North' in LNER green (Railroad range) (Hor) (list £94.99) BARGAIN... £68



R3424 Class Q6 Raven 0-8-0 3418 in LNER black Gill Sans lettering (Hor) (list £154.99) BARGAIN... £105

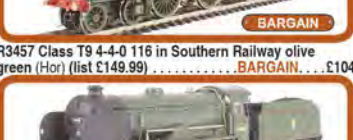
R3426 Class Q6 Raven 0-8-0 63429 in BR black late crest (Hor) (list £154.99) BARGAIN... £105

R3425 Class Q6 Raven 0-8-0 63443 in BR black early crest (Hor) (list £154.99) BARGAIN... £105

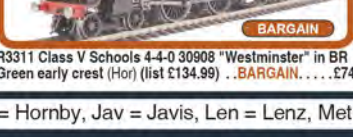
R3329 Class S15 4-6-0 30830 in BR black late crest (Hor) £124.99



R3411 Class S15 4-6-0 827 in Southern Railway wartime black (Hor) (list £154.99) BARGAIN... £88



R3457 Class T9 4-4-0 116 in Southern Railway olive green (Hor) (list £149.99) BARGAIN... £104



R3311 Class V Schools 4-4-0 30908 'Westminster' in BR green early crest (Hor) (list £134.99) BARGAIN... £74



R3279 County Class 4-6-0 1016 'County Of Hants' in BR green early crest - Railroad range (Hor) £69.50



32-359A Standard Class 4MT 2-6-4T 80092 in BR black early emblem (Bac) £110.46



32-509 Standard class 5MT 73109 in BR lined black early emblem and BR1B tender (Bac) (list £129.95) BARGAIN... £89



32-858 Standard Class 9F 2-10-0 92189 in BR black late crest and BR1F tender - weathered (Bac) £140.21



R3500 The Sir Nigel Gresley Collection (Hor) £480



R9289 Thomas & Friends - 4-4-0 No.2 Edward the blue engine (Hor) (list £87.99) BARGAIN... £60

R9288 Thomas & Friends - 0-4-0ST No.6 Percy the small engine (Hor) (list £39.99) BARGAIN... £29

R9287 Thomas & Friends - 0-6-0T No.1 Thomas the Tank Engine (Hor) (list £43.99) BARGAIN... £31



R9290 Thomas & Friends - 2-6-0 No.5 James the red engine (Hor) (list £82.49) BARGAIN... £55



R9292 Thomas & Friends - 4-6-0 No.3 Henry the green engine (Hor) (list £98.99) BARGAIN... £65



R9291 Thomas & Friends - 4-6-2 No.4 Gordon the big blue engine (Hor) (list £109.99) BARGAIN... £72



R3299 'Going Home' train pack - 70th Anniversary of the end of WWII Black 5 4-6-0 5156 in LMS Black and 3 x LMS Period 3 Coaches - Ltd Ed (Hor) (list £289.99) BARGAIN... £150

30-325 Ambulance Train No.40 Train Pack GWR Class 3700 No.3711 'City of Birmingham' in WWI khaki, 3 coaches in olive green and 6 x WWI figures (Bac) £140.20

30-425 Class 251 Midland Pullman train pack in Pullman livery black/blue Collectors Edition (Bac) £490



R3400 Golden Arrow Last Steam Run Train Pack Rebuilt 'West Country' 4-6-2 34100 'Appledore' in BR green and three Pullman coaches - Ltd Ed (Hor) NEW... £253



R2670 GWR Freight Train Pack Class 101 steam loco and three wagons - Railroad Range (Hor) (list £44.49) BARGAIN... £30

R3489 GWR Freight train pack GWR Class 101 tank 109 and 3 wagons - Railroad Range (Hor) (list £54.99) BARGAIN... £35



R3401 The Bristolian Train Pack - Ltd Ed (Hor) (list £304.99) BARGAIN... £195

30-575 The Railway Children Train Pack GWR 57xx Pioneer in GNSR, 2 x GNSR Coaches & Sowercraft Oakworth Station Building (Bac) £114.71



R3501 Virgin Trains East Coast train pack Class 91 91124 & Mk4 DVT 82219 in VTEC - Ltd Ed of 1000 (Hor) (list £229.99) BARGAIN... £145



R3300 Winston Churchill's Funeral Train Pack Battle of Britain class 4-6-2 34051 'Winston Churchill' in BR green late crest, 2 Pullman coaches & SR Baggage car - Ltd Ed (Hor) £222.21



Diesel locos



R3065 Class 06 Shunter 06008 in BR blue (Railroad Range) (Hor) (list £32.99) BARGAIN... £19



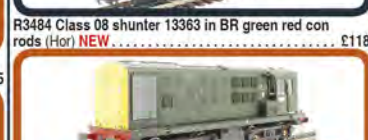
R3490 Class 08 08673 in InterCity - Railroad range (Hor) (list £44.99) BARGAIN... £28



R3485 Class 08 shunter 08644 'Laura Diesel Depot' in BR blue (Hor) NEW... £118



32-120 Class 08 Shunter 13287 in BR Plain Green Early Emblem (Bac) £84.96



R3484 Class 08 shunter 13363 in BR green red con rods (Hor) NEW... £118



1603 Class 16 North British Type 1 D8407 in BR green with full yellow ends - Ltd Ed of 750 (Hel) (list £134.95) BARGAIN... £72

1604 Class 16 North British Type 1 D8409 in BR green grey roof - Gloss finish - Ltd Ed of 750 (Hel) (list £134.95) BARGAIN... £72



1720 Class 17 D8594 in green small yellow panels (Hel) £94



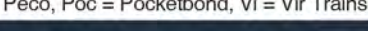
32-044 Class 20 D8028 in BR Green Indicator Discs & Tablet Catcher (Bac) £93.46



32-331 Class 25/1 25043 in BR Green full yellow ends - weathered (Bac) £89.21



32-408 Class 25/3 25286 in BR Blue Domino Headcode (Bac) £93.46



2660 Class 26/0 diesel D5300 in BR green semi gloss finish (Hel) (list £119.95) BARGAIN... £59

All prices correct
when going to press.
Errors excepted.



2661 Class 26/0 diesel D5301 in BR green (Hel) (list £119.95) **BARGAIN** £61



2664 Class 26/0 diesel D5302 in BR green small yellow panels (Hel) (list £119.95) **BARGAIN** £61



2662 Class 26/0 diesel D5309 in BR green (Hel) (list £119.95) **BARGAIN** £61



2665 Class 26/0 diesel D5312 in BR green - weathered (Hel) (list £129.95) **BARGAIN** £65



2663 Class 26/0 diesel D5317 in BR green small yellow panels (Hel) (list £119.95) **BARGAIN** £61



3416 Class 330 D6551 in BR green small yellow panels (Hel) £94



3348 Class 33/1 D6511 in BR blue full yellow ends (Hel) £94



3336 Class 33/2 D6512 'The Burns Star' BR engineers' dutch grey & yellow (Hel) £94



3525 Class 35 Hymek 7011 in BR blue full yellow ends (Hel) £101



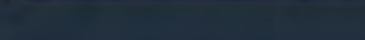
3523 Class 35 Hymek D7054 in BR two tone green yellow warning panels (Hel) £101



32-781B Class 37/0 37041 in BR blue - spill headcode (Bac) £117.26



32-787 Class 37/0 D6714 in BR green no yellow ends (Bac) £117.26



32-377A Class 37/4 37401 'Mary Queen Of Scots' in BR large logo blue (Bac) £117.26

32-389 Class 37/4 37421 in Colas Rail (Bac) £117.26

32-390 Class 37/7 37706 'Conidae' in Railfreight Petroleum (Bac) £101.96

32-391DS Class 37/7 37790 Railfreight coal sector (DCC Sound Fitted) (Bac) £203.96



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



32-482 Class 40 97407 'Aureol' in BR blue - weathered (Bac) £131.71



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



R3491 Class 42 Warship D805 'Benbow' in BR green - Railroad Range (Hor) (list £84.99) **BARGAIN** £39



32-067A Class 43 Warship D833 'Powerful' in BR blue (Bac) £127.46



31-655 Class 47/3 47301 'Centurion' in BR Railfreight Grey Red Stripe (Bac) £97.71



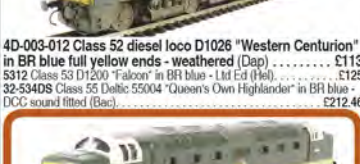
31-661DS Class 47/3 47346 in BR Civil Engineers 'Dutch' - DCC sound fitted (Bac) **NEW** £203.95



31-662 Class 47/3 47359 in BR Railfreight Metals sector triple grey (Bac) **NEW** £114.71



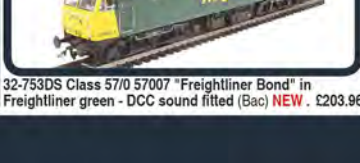
31-660 Class 47/4 47436 in BR Large Logo Blue (Bac) £114.71



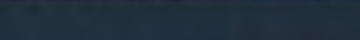
R3482 Class 4DH Sentinel DH16 in MSC (Manchester Ship Canal) (Hor) (list £65.99) **BARGAIN** £40



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



5312 Class 53 D1200 'Falcon' in BR blue - Ltd Ed (Hel) £125



32-534DS Class 55 Deltic 55004 'Queen's Own Highlander' in BR blue - DCC sound fitted (Bac) £212.46

32-753DS Class 57/0 57007 'Freightliner Bond' in Freightliner green - DCC sound fitted (Bac) **NEW** £203.96



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



32-756 Class 57/6 57603 'Tintagel Castle' in GWR (2015) green (Bac) £131.71



R3479 Class 60 60066 in DB Schenker/Drax Powering Tomorrow silver (Hor) £149.50



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



R3388TTS Class 67 67004 'Cairn Gorm' in Caledonian Sleeper - TTS sound fitted (Hor) (list £184.99) **BARGAIN** £104



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



4D-022-003D Class 68 68010 in Chiltern Railways - DCC Fitted (Dap) **NEW** £143.17



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



4D-022-004D Class 68 68014 Chiltern Railways - DCC Fitted (Dap) **NEW** £143.17



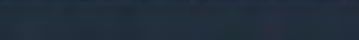
4D-006-007 Class 732 electro-diesel 73206 'Lis' GB Railfreight (Dap) £119.51



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



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



32-993 Type 27 Wickham Trolley and trailer MPP0007 in BR engineers yellow wasp stripes (Bac) £87.96

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

7600 Class 76 EM1 Woodhead electric 26020 in BR black early crest - Ltd Ed for Olivias Trains (Hel) £160

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

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

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

R3350 Class 90 90029 in DB Schenker (Hor) (list £69.99) **BARGAIN** £49

R3480 Class 92 92016 'Brahms' in Railfreight grey EWS 'Beastie' vinyls (Hor) (list £99.99) **BARGAIN** £52



9007 Metropolitan Bo-Bo electric 11 'George Romney' in London Transport maroon (Hel) £108



9009 Metropolitan Bo-Bo electric 12 'Sarah Siddons' in London Transport/Metropolitan (1990s preserved condition) (Hel) £108



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



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



32-905 Class 108 2-car DMU in BR blue & grey full yellow ends (Bac) (list £139.95) **BARGAIN** £72.50



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



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



8991 Class 128 DPU in BR green small yellow panels & Midland style fronts M55069 (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



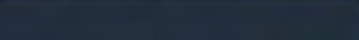
8922 Class 128 DPU W55992 in BR blue yellow ends & no branding 'Scooby Doo' - weathered (Hel) (list £129.95) **BARGAIN** £59



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



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



8801 Railcar W79976 in BR light green speed whiskers, Matt finish (Hel) £94

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 £149.99) **BARGAIN** £62

31-030 Class 350/1 Desiro 4 Car EMU 350 111 'Apollo' in Silver Link (unbranded) (Bac) (list £189.95) **BARGAIN** £90

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

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

Train sets - analogue



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



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



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



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

Train sets - DCC



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



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



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



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



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

Coaches



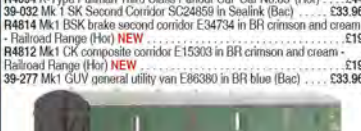
39-576 BR Hawskworth Auto Trailer Maroon (Bac) **BARGAIN**...£58.61
39-777A ex-LMS 50' inspection saloon M4503GM BR Blue & Grey (Bac) **BARGAIN**...£50.96
39-779 ex-LMS 50' inspection saloon M4503GM in BR maroon (Bac) **BARGAIN**...£50.96
R4517B Gresley non-vestibled suburban composite in LNER teak (Hor) **BARGAIN**...£40



39-580 Hawskworth Auto-trailer in W231W in BR chocolate & cream - as preserved (Bac) **BARGAIN**...£59.46



39-578 Hawskworth Auto-trailer in W234W in BR crimson & cream (Bac) **BARGAIN**...£59.46



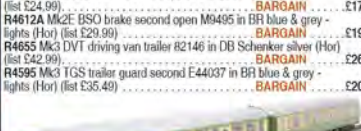
R4694 K-Type Pullman Third Class ParLOUR Car No.85 (Hor) **BARGAIN**...£44



R4614 Mk1 BSK brake second corridor E34734 in BR crimson and cream - Railroad Range (Hor) **BARGAIN**...£19



R4812 Mk1 CK composite corridor E15303 in BR crimson and cream - Railroad Range (Hor) **BARGAIN**...£19



39-273 Mk1 GUV General Utility Van S86724 in BR green (Bac) **BARGAIN**...£33.96



39-282 Mk1 Pullman FK first kitchen 'Robin' in umber & cream - lights (Bac) **BARGAIN**...£59.46



R4613 Mk1 SK second corridor E28002 in BR crimson and cream - Railroad Range (Hor) **BARGAIN**...£19



R4700 Mk1 TSO second open W4760 in BR chocolate & cream (Hor) **BARGAIN**...£16



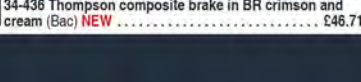
R4618 Mk2E BSO brake second open 9504 BR intercity (Hor) **BARGAIN**...£17



R4612A Mk2E BSO brake second open M9495 in BR blue & grey - lights (Hor) **BARGAIN**...£19



R4655 Mk3 DVT driving van trailer R2146 in DB Schenker silver (Hor) **BARGAIN**...£26



R4595 Mk3 TGS trailer guard second E44037 in BR blue & grey - lights (Hor) **BARGAIN**...£20

39-005 Pack of Mk2A TSO & Class 101 DTCL 'Highlander Pack' in Kyle Line green and cream passenger figures (Bac) **BARGAIN**...£118.96

R4663 Pullman First Class Kitchen Car - K-1 type Pullman Car (Hor) **BARGAIN**...£33

R4664 Pullman First Class ParLOUR Car - K-Type Pullman Car (Hor) **BARGAIN**...£33

R4680 Pullman Third Class Kitchen Car - K-Type Pullman Car (Hor) **BARGAIN**...£33

R4661 Pullman Third Class ParLOUR Car - K-Type Pullman Car (Hor) **BARGAIN**...£33

39-529 SR CCT ADB975276 in BR departmental green (Bac) **BARGAIN**...£25.46

39-530 SR PMV parcels van S1151S in BR green black ends (Bac) **BARGAIN**...£25.46

34-461 Thompson 3rd class brake corridor in BR crimson and cream (Bac) **BARGAIN**...£46.71

34-386 Thompson 3rd Class corridor in BR crimson & cream (Bac) **BARGAIN**...£46.71

34-436 Thompson composite brake in BR crimson and cream (Bac) **BARGAIN**...£46.71

NEW



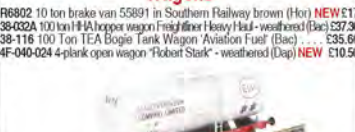
34-411 Thompson composite corridor in BR crimson and cream (Bac) **NEW**...£46.71

NEW

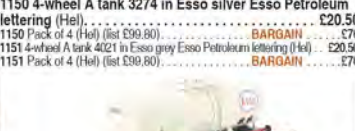


34-486 Thompson first corridor in BR crimson and cream (Bac) **NEW**...£46.71

Wagons



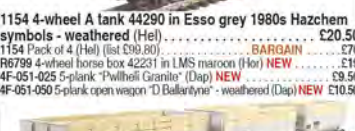
R6802 10 ton brake van 55891 in Southern Railway brown (Hor) **NEW**...£17
38-022A 100 ton H-Hopper wagon Freightliner Heavy Haul - weathered (Bac) **BARGAIN**...£37.36
38-116 100 Ton TEA Bogie Tank Wagon 'Aviation Fuel' (Bac) **BARGAIN**...£35.66
4F-040-024 4-plank open wagon 'Robert Stark' - weathered (Dap) **NEW**...£10.50



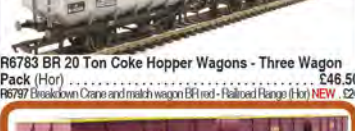
1150 4-wheel A tank 3274 in Esso silver Esso Petroleum lettering (Hel) **BARGAIN**...£20.50



1151 4-wheel A tank 4021 in Esso grey Esso Petroleum lettering (Hel) **BARGAIN**...£20.50



1152 4-wheel A tank 4089 in Esso grey Esso logo (Hel) **BARGAIN**...£20.50



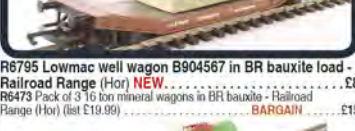
1154 4-wheel A tank 44290 in Esso grey 1980s Hazchem symbols - weathered (Hel) **BARGAIN**...£20.50



R6783 BR 20 Ton Coke Hopper Wagons - Three Wagon Pack (Hor) **BARGAIN**...£46.50



R6787 Breakdown Crane and match wagon BR lined - Railroad Range (Hor) **NEW**...£24



R6367 Coal train pack - pack of 3 open wagons in EWS - Railroad Range (Hor) **BARGAIN**...£14



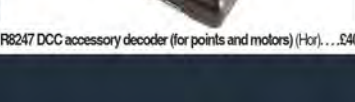
R6724 Drax 102t biomass hopper in Drax power station - Limited to 1000 - Available only from Hatton's (Hor) **BARGAIN**...£33



R6723 Drax 102t biomass hopper in Drax 'Swoosh' - Produced for Drax power station - Limited to 1000 - Available only from Hatton's (Hor) **BARGAIN**...£33



R6800 ex-LMS horse box M42521 in BR Maroon (Hor) **NEW**...£19



R6803 Father's Day gift open wagon (Hor) **NEW**...£13

R6425 FFA Freightliner flat two 20' containers - Railroad Range (Hor) **BARGAIN**...£14

38-347A FNA nuclear flask wagon sloping floor & oval buffers in standard Buff - Flask 43 (Bac) **BARGAIN**...£29.95

R6795 Lowmac well wagon B904567 in BR bauxite load - Railroad Range (Hor) **NEW**...£8

R6743 Pack of 3 16 ton mineral wagons in BR bauxite - Railroad Range (Hor) **BARGAIN**...£15

1170 Pack of four 4-wheel A tanks in Nomix-Chipman weedkiller train (Hel) **BARGAIN**...£75

33-090 Pack of three 5-plank china clay wagons in GWR grey flat canvas hoods (Bac) **BARGAIN**...£31.41

R6831 Railroad Triple Pack - Box Vans (Hor) **NEW**...£19

38-130B YG Seawood ballast hopper in departmental olive green (Bac) **BARGAIN**...£39.06

DCC accessory decoders



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

DCC controllers



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

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

R8235 DCC Select Walkabout additional controller unit (Hor) **BARGAIN**...£63

DCC accessories

R8232 DCC Electro point clips (20 in a pack - 2 used per point) (Hor) **BARGAIN**...£4

R8238 DCC reverse loop control module (Hor) (list £39.99) **BARGAIN**...£12

Point motors

R8014 Mark 2 Point Motor (Hor) **BARGAIN**...£7.50



R8243 Surface Mounted point motor (Hor) **BARGAIN**...£8

Switches & Levers

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

Lighting equipment

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

Cables & Wires

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

Spares

SL-110 Finescale rail joiners/fishplates (for code 70, 75 & 83) for OO & HO gauge - Pack of 24 (Pec) **BARGAIN**...£2

SL-11 Insulated rail joiners/fishplates (for OO, HO & O gauge code 100 rails incl. Hornby, Peco & Peco Streamline) - Pack of 12 (Pec) **BARGAIN**...£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) **BARGAIN**...£2.20

18KADEE NEM362 Kadec coupling - Long (10.76mm) - Pack of four (Kad) **BARGAIN**...£5

18KADEE NEM362 Kadec coupling - Medium (8.63mm) - Pack of four (Kad) **BARGAIN**...£5

PO2132 Flood Flood Black Engine Shed & Workshop Building (Cast Kit) (Mk4) **BARGAIN**...£12.50

44-065 Art Deco Subway building (Bac) **BARGAIN**...£32.26

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

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

P0216 Platform kit in red brick - Makes up to 8ft (Card Kit) (Mk4) **BARGAIN**...£9

Man-made scenic structure - railway-related

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

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

P0216 Platform kit in red brick - Makes up to 8ft (Card Kit) (Mk4) **BARGAIN**...£9

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P0216 Platform kit in red brick - Makes up to 8ft (Card Kit) (Mk4) **BARGAIN**...£9

Man-made scenic structure - railway-related

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

P0216 Platform kit in red brick - Makes up to 8ft (Card Kit) (Mk4) **BARGAIN**...£9

Man-made scenic structure - railway-related

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

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

P0216 Platform kit in red brick - Makes up to 8ft (Card Kit) (Mk4) **BARGAIN**...£9

Man-made scenic structure - railway-related

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

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76SET42 5 Piece MG Set (Oxf) NEW... £21
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76TR4001 Triumph TR4 Signal Red (Oxf) NEW... £4.50

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76BD022 Bedford OX Flatbed Trailer LNER (Oxf) NEW... £11
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NEW



76KRS005 Konecranes Reach Stacker Stobart (Red) (Oxf) NEW £21
76MB003 Mercedes Actros GSG Flatbed Trailer J R Adams (Oxf) £21.50
76SDF003 Shovelco & Droway Freightliner British Rail (Yellow) (Oxf) NEW £11

NEW



76SHP002 Sherpa Minibus British Rail (Oxf) NEW... £5.50
76TV009 Trojan S. Smith Windcreens (Oxf) NEW... £4.50

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76DT002 Diamond T980 Tank Transporter 1st Canadian Army - Italy 1943 (Oxf) £21.50
76LRDF005 Land Rover Defender 90 RAF Flight Safety (Oxf) NEW £5
76LR006 Land Rover FT6 Civil Defence (Oxf) NEW... £8.50

Tools

SL-43 Loco Lift and storage unit (Pec)... £12

N Gauge

Steam locos

372-310 Class 21C1 Merchant Navy 4-6-2 35024 'East Asiatic Company' BR blue early emblem (Gra)... £135.96
372-312 Class 21C1 Merchant Navy 4-6-2 35026 'Glan Llan' BR green late crest (Gra)... £135.96
372-335 Class 4MT Standard 2-6-0 80027 BR lined black early emblem (Gra) £101.96
372-139 Class 5-4-0 45206 in BR Lined Black Early Emblem (Gra)... £118.96



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



371-986 Class 64xx 0-6-0 Pannier Tank 6417 in BR Black early emblem (Gra)... £80.71
25-001-004D Class 7800 Manor 4-6-0 7821 'Ditchfoot Manor' in BR Mixed Traffic Black Early Crest, DCC Fitted (Dap)... £119
372-800B Class A1 4-6-2 60163 'Tornado' BR Express blue (as preserved) (Gra)... £135.96
25-011-003 Class A3 4-6-2 60163 'Flying Scotsman' BR blue early emblem (Dap)... £124.38
25-011-006 Class A3 4-6-2 60103 'Flying Scotsman' BR green late crest (Dap) £124.38
25-011-006D Class A3 4-6-2 60103 'Flying Scotsman' in BR green late crest - DCC fitted (Dap)... £148.12



372-401 Class J39 0-6-0T 64960 in BR black early emblem & flat sided tender (Gra)... £80.71



Train packs

370-430 'Capital Connection' Network SouthEast train pack (Gra)... £178.46
25-011-001D Class A1 4-6-2 4472 'Flying Scotsman' in LNER apple green four Gresley teak coaches - DCC and light bars fitted (Dap) £228.64



25-011-001 Class A1 4-6-2 4472 'Flying Scotsman' in LNER apple green four Gresley teak coaches - light bars fitted (Dap)... £198.90



25-011-006D Class A3 4-6-2 4472 'Flying Scotsman' in LNER apple green (as preserved) four Gresley teak coaches in maroon - DCC & light bar fitted (Dap) £228.64

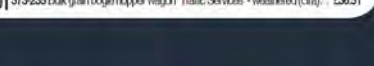
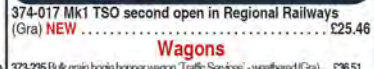
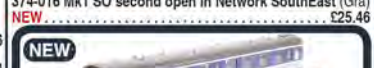
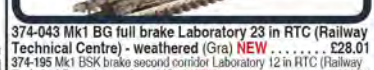
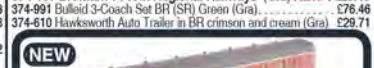
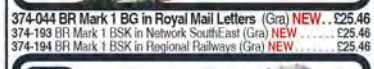


25-011-005 Class A3 4-6-2 4472 'Flying Scotsman' in LNER apple green (as preserved) four Gresley teak coaches in maroon - light bar fitted (Dap)... £198.90
370-400 Longmoor Military Railway Train Pack WD Austenly 2-8-0 No.400 'St. Guy Williams' & 3 x Mk1 suburban brake and coaches in LMR blue (Gra) £118.96



Diesel locos

372-980 Class 24 97201 'Experiment' in BR Research RTC red & blue - weathered (Gra) NEW... £110.46
20-013-001D Class 27 diesel loco D5401 in BR green small yellow panels, DCC Fitted (Dap)... £110
371-106 Class 37/4 37406 'The Salford Society' Railhead Distribution (Gra) £98.21
371-168 Class 37/5 37506 Railhead Distribution Livery (Gra)... £98.21
371-604 Class 42 Warship D632 Oriskany BR Green - as preserved (Gra)... £100.26
371-287 Class 55 Deltic 55005 'The Prince of Wales' Own Regiment of Yorkshire' in BR Blue (Gra)... £93.46



44-0053 Servicing Point (Bac)... £49.26
R460 Straight Platform (Hor)... £5

Signals

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

Buildings - general

44-081 Portable Offices (Bac)... £31.41
44-0027 Rural Bus Depot (Bac)... £50.96
44-0021 Rural Workers Cottages (Bac)... £38.21

Bridges, Tunnels & Walls

JSTONEOS Flexible stone walling - 48" (Jav) NEW... £1.40
R8008 Grand suspension bridge (Hor)... £39



44-225 Low Relief Retaining Walls (168 x 10 x 85mm) (Bac)... £14.41
PQ244 Retaining Wall in Red Brick - 4 sections per kit (Mail)... £11
JSTPOOB Stone tunnel portal - single track (Jav) NEW... £5.50

Grass, Ground, Lichen, Hedges & Foliage

JCWEEED3 Pack of climbing wall weeds - Autumn leaves (Jav) NEW... £3
JCWEED1 Pack of climbing wall weeds - Spring leaves (Jav) NEW... £3
JCWEED2 Pack of climbing wall weeds - Summer leaves (Jav) NEW... £3
JFL3 Pack of fine leaf foliage - Autumn leaves (Jav) NEW... £3
JFL2 Pack of fine leaf foliage - Summer leaves (Jav) NEW... £3

People - civil

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



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

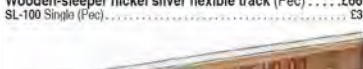
Track - Code 100 Setrack

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

Track - Code 100 Streamline



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



SL-102 Pack of 25 1 yard (91.5cm) length of Nickel Silver concrete-sleeper flexible track (Pec)... £70
SL-102 Single (Pec)... £3
SL-E99 3 way medium radius point electrofrog (Pec)... £26



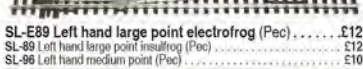
SL-99 3 way medium radius point insulfrog (Pec)... £26



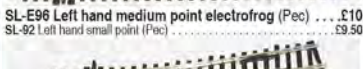
SL-90 Double slip insulfrog (Pec)... £32
SL-87 Left hand curved point (Pec)... £12.50



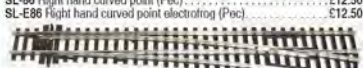
SL-E87 Left hand curved point electrofrog (Pec)... £12.50



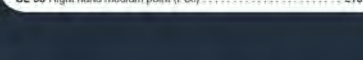
SL-E89 Left hand large point electrofrog (Pec)... £12
SL-89 Left hand large point insulfrog (Pec)... £12
SL-96 Left hand medium point (Pec)... £10



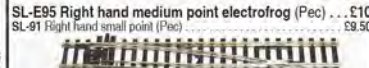
SL-E96 Left hand medium point electrofrog (Pec)... £10
SL-92 Left hand small point (Pec)... £9.50



SL-E92 Left hand small point electrofrog (Pec)... £9.50
SL-96 Right hand curved point (Pec)... £12.50
SL-E88 Right hand curved point electrofrog (Pec)... £12.50



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



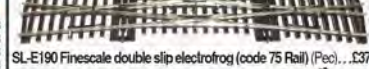
SL-E91 Right hand small point electrofrog (Pec)... £9.50



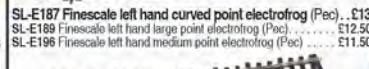
SL-100F Pack of 25 1 yard (91.5cm) length of Nickel Silver Finescale flexible track (Pec)... £72
SL-100F Single (Pec)... £3



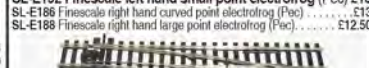
SL-E199 3 way finescale medium radius point electrofrog (Pec)... £28



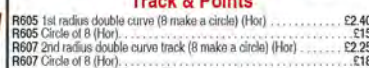
SL-E190 Finescale double slip electrofrog (code 75 Rail) (Pec)... £37



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



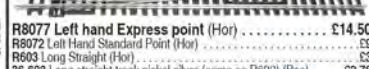
SL-E192 Finescale left hand small point electrofrog (Pec) £10
SL-E188 Finescale right hand curved point electrofrog (Pec)... £12.50
SL-E188 Finescale right hand large point electrofrog (Pec)... £12.50



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



R605 1st radius double curve (8 make a circle) (Hor)... £2.40
R605 Circle of 8 (Hor)... £15
R607 2nd radius double curve track (8 make a circle) (Hor)... £2.25
R607 Circle of 8 (Hor)... £18
R609 3rd radius double curve track (8 make a circle) (Hor)... £2.60
R609 Circle of 8 (Hor)... £20
R6262 Double 4th radius curve (8 make a circle) (Hor)... £2
R601 Double Straight (Hor)... £10
R601 Box of 24 (Hor)... £47
R6222 Extension Pack B. Contains 1 x R6073, 2 x R600, 4 x R607, 1 x R609, 1 x R603 (Hor)... £24
R6223 Extension Pack C. Contains 1 x R6073, 2 x R600, 4 x R607, 1 x R609 (Hor)... £22.50
R6224 Extension Pack D. 1 x R6072, 3 x R605, 1 x R608, 1 x R606, 1 x R603 (Hor) £36
R6074 Left hand curved point (Hor)... £14



R8077 Left hand Express point (Hor)... £14.50
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)... £24.80
R8075 Right hand curved point (Hor)... £14
R8078 Right hand Express point (Hor)... £14.50



R8073 Right Hand Standard Point (Hor)... £9



R621 Single 970mm length of flexible track (Hor)... £3
R621 Pack of 24 (Hor)... £66
R600 Standard Straight (Hor)... £1.35
R600 Box of 24 (Hor)... £31



Track underlay

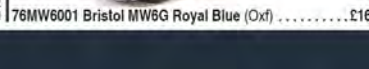


GM200 5 metres of realistic grey ballasted OO gauge underlay (Gau)... £19.50
R638 Roll of track train underlay Approx. 4880mm (16ft) (Hor)... £9



Railway publications

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



Buses

76MW6001 Bristol MW6G Royal Blue (Oxf)... £16



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



373-785 Triple pack TTA 45 Tonne tank wagon - weathered (Gra) £39

Spares

2A-000-011 Magnetic couplings - short arm - 5 pairs (Dap) £18
SL-310 Rail Joiners/Fishplates for N & OO9 gauge (24 per pack) (Pac) £2

Buildings - general

PN926 Parish church - card kit (Met) NEW £10

Bridges, Tunnels & Walls

JSTONENS Flexible stone walling - 48" (Jav) NEW £1
PN140 Four arch double track viaduct in red brick - card kit (Met) NEW £11
PN141 Four arch double track viaduct in stone - card kit (Met) NEW £11
JDTN8 Tunnel Portal - Double Track (Jav) NEW £4.75

Track - Code 80 Setrack

ST-11 Double straight track (Pac) £1.50
ST-17 N Setrack No3 radius double curve (8 form a circle) £2
2SR5mm11.75" radius (Pac) £1.50
ST-15 No.2 radius double curve (Pac) £1.50
ST-6 Setrack left hand point insulfrog (Pac) £8.50
ST-5 Setrack right hand point insulfrog (Pac) £8.50
ST-300 Starter Track Set (Pac) £46

Track - Code 80 Streamline

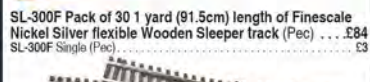
SL-300 1 yard (91.5cm) length of Wooden-Sleeper Nickel Silver Flexible track (Pac) £3
SL-300 Pack of 25 (Pac) £64
SL-E396 Left hand medium point electrofrog (Pac) £9
SL-396 Right hand medium point insulfrog (Pac) £9.50



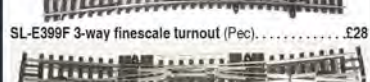
SL-E395 Right hand medium point electrofrog (Pac) £9
SL-395 Right hand medium point insulfrog (Pac) £9.50

Track - Code 55 Finescale

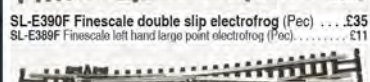
SL-300F Pack of 30 1 yard (91.5cm) length of Finescale Nickel Silver flexible Wooden Sleeper track (Pac) £84
SL-300F Single (Pac) £3



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



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



SL-E396F Finescale left hand medium point electrofrog (Pac) £10
SL-E386F Finescale right hand large point electrofrog (Pac) £11



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



SL-E395F Finescale right hand medium point electrofrog (Pac) £10
SL-E391F Finescale right hand small point electrofrog (Pac) £9
SL-E383F Finescale scissors crossover electrofrog (Pac) £61

Buses

NIRZ005 Irizar PB White (Ox) NEW £8

Commercial vehicles

NSHL01ST Scania Highline Noteboom 3 axle Semi Low Loader Stobart Rail (Ox) £150

O Gauge (1:43 Scale)

Steam locos

7S-010-011 Class A1X Terrier 0-6-0T 643 "Gipsyhill" in LB&SCR marsh umber brown (Dap) £191.25



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

Diesel locos

7D-008-000 Class 08 shunter D3043 in BR green late crest and no yellow warning panels (Dap) £199.95

7D-008-000U Class 08 shunter in BR green late crest and no yellow warning panels - Unnumbered (Dap) £199.95



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



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



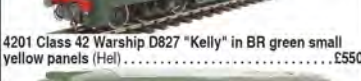
2551 Class 25/1 in BR green small yellow warning panels (unnumbered) (Hel) £470
3716 Class 37/0 in BR Railfreight coal sector triple grey centre headcode box (unnumbered) (Hel) £470
3716 Class 37/0 in BR Railfreight petroleum sector triple grey centre headcode box (unnumbered) (Hel) £470



4205 Class 42 Warship 829 "Maggie" in BR blue (Hel) £550



4201 Class 42 Warship D827 "Kelly" in BR green small yellow panels (Hel) £550



5351 Class 53 D0280 "Falcon" in BR two tone green small yellow panels. (Hel) £550

Coaches



4912 BR Mk1 SO 2nd open in blue & grey (Hel) £250
4913 BR Mk1 SO 2nd open in chocolate & cream (Hel) £250



4950 Mk1 BG full brake in carmine and cream (Hel) £250
4990 Mk1 GUV full brake in Parrot red (Hel) £250

Wagons



1003 33xx class B tank in Regent black (Hel) £63
7F-051-036 5-plank open wagon "Brymbo Steel" (Dap) NEW £37.75



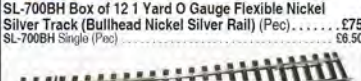
7F-051-036 5-plank open wagon "Brymbo Steel" (Dap) NEW £37.75



7F-051-036 5-plank open wagon "Brymbo Steel" (Dap) NEW £37.75



SL-700BH Box of 12 1 Yard O Gauge Flexible Nickel Silver Track (Bullhead Nickel Silver Rail) (Pac) £75
SL-700BH Single (Pac) £50



SL-E792BH Left hand point bullhead rail and electrofrog (Pac) £44
SL-E791BH Right hand point bullhead rail and electrofrog (Pac) £41



SL-E792BH Left hand point bullhead rail and electrofrog (Pac) £44
SL-E791BH Right hand point bullhead rail and electrofrog (Pac) £41

Cars



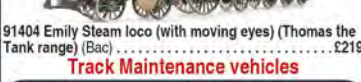
43RR001 Rolls Royce Corniche Conv. (Open) Indigo Blue (Ox) £22

G Scale

Steam locos



91404 Emily Steam loco (with moving eyes) (Thomas the Tank range) (Bac) £219



91406 Winston - moving eyes (Bac) NEW £101.57



91406 Winston - moving eyes (Bac) NEW £101.57

Train sets - analogue

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

Any or Multiple Scales

Analogue controllers



COMBI Combi 12v 1Amp Single Track Controller £30
Transformer (Gau) £119
DS Double power controller brake simulator (Gau) £119

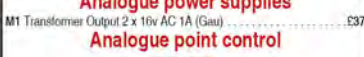


D Double/Twin track power controller (Gau) £69
Q Quadruple 4 circuit power controller (Gau) £130

Analogue power supplies

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

Analogue point control



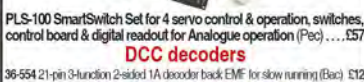
CDU Capacitor Discharge Unit (Gau) £11



PLS-100 SmartSwitch Set for 4 servo control & operation, switches, control board & digital readout for Analogue operation (Pac) £57

DCC decoders

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



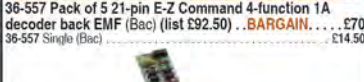
DCR-21PIN-Direct Box of 10 21-pin 4-function 1.1Amp direct plug decoder back EMF (Hat) £110
DCR-21PIN-Direct Single (Hat) £12
DCR-21PIN-Direct Box of 5 (Hat) £57



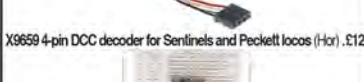
36-557 Pack of 5 21-pin E-Z Command 4-function 1A decoder back EMF (Bac) (list £92.50) BARGAIN £70
36-557 Single (Bac) £14.50



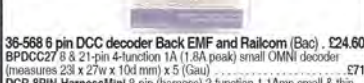
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36-557 Single (Bac) £14.50



50200 EcoS Command Station DCC controller full colour LCD touch screen & dual controllers motorised dials & easy CV (ESU) £635



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



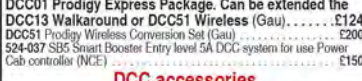
524-042 NCE Power Cab 2 Amp DCC controller (NCE) £140



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



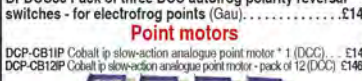
524-042 NCE Power Cab 2 Amp DCC controller (NCE) £140



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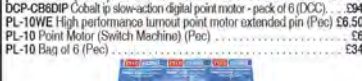
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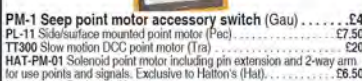
524-042 NCE Power Cab 2 Amp DCC controller (NCE) £140



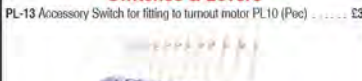
524-042 NCE Power Cab 2 Amp DCC controller (NCE) £140



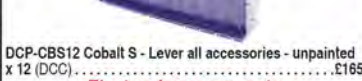
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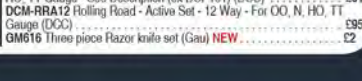
524-042 NCE Power Cab 2 Amp DCC controller (NCE) £140



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BARTON ROAD

The dream of a mainline layout and release of new N gauge diesels led Benn Pollard to create this landscape in which Western Region diesel hydraulics roam free.



Factfile

Layout name: Barton Road
Scale/gauge: N gauge
Size: 15' x 8'
Era/region: 1960s/70s BR (WR)
Location: Fictional
Layout type: End-to-end with triangular junction
Power/control: DCC
Words: Benn Pollard
Photography: Andy York



A scruffy 'Western' diesel-hydraulic D1029 *Western Legionnaire* rounds the curve with a train of equally grubby-looking six-wheel milk tankers. 'Westerns' were a common sight on 'milk-runs' after dieselisation in the 1960s, given their passenger locomotive status.

LAYOUT FOCUS

The primary ethos behind 'Barton Road' was to create something that really utilised the benefits of modelling in N gauge – full-length trains with a reasonable depth of scene within a manageable space. I wanted to break away from the usual designs and create something that made it that little bit different. I decided on an amalgamation of those principles, with the curved mainline giving the opportunity to operate through-running trains, a goods yards handling facilities and a dock branch to enable plenty of shunting, and to give passing trains a reason to stop and drop off or pick up wagons.

THE PLAN

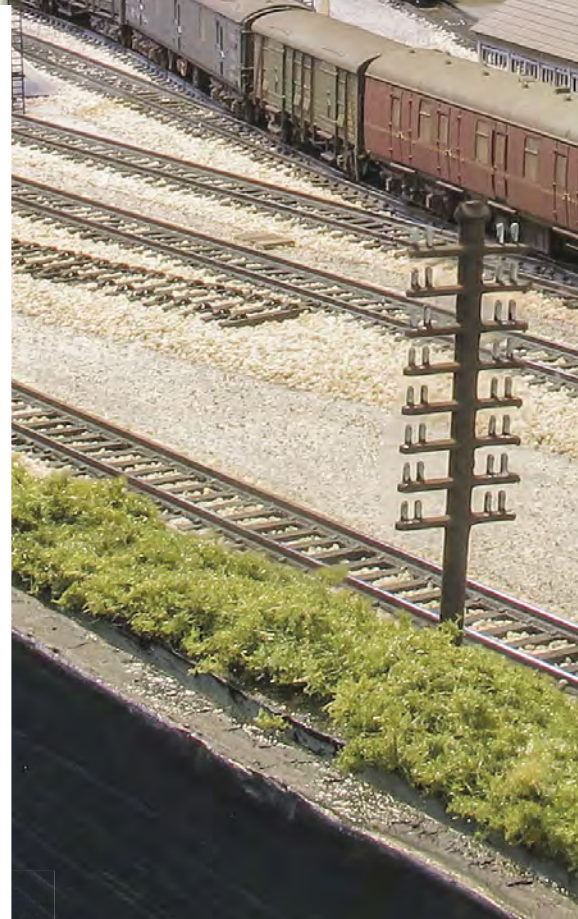
I started the project in February 2012, and the first exhibition was booked for May 2013. That deadline was met, albeit in a fully operational but partially scenic state. The layout was extended with a station, a parcels depot and a local goods yard, which brought the total length to 19'. It was built on lightweight baseboards consisting of 3"x1" timber frames with two central braces, and 9mm plywood tops that bolt together in pairs for safe transit.

The decision to model the late-60s/early-70s pre-Total Operations Processing System (TOPS) era on the British Rail Western Region was influenced by personal railway interests and those of fellow modeller Rob Pickford, plus several new models of BR(WR) traction. These included the Dapol Class 22 and 52 'Western', plus the Graham Farish Warship hydraulics, with the more recent Class 25 and 31 diesel-electrics.

Soon to become 46049 under TOPS at the end of December, 1973, 186 is captured hauling a newspaper train. The Graham Farish locomotive is pictured with a lengthy formation consisting of a Mk 1 BG, an ex-SR PMV, a GUV, SR 50' Bogie 'B' luggage van, two BR blue ex-'blue spot' vans and a CCT. The selection of RTR stock now available in N gauge makes such variety within capable reach of any modeller.



Filling an awkward triangular space is made simple with a scrapyard says Benn Pollard. The area where rolling stock and locomotives are dismantled is fed by a siding. Note the loose wagon wheels in the foreground.





Hear Andy York's views on Barton Road





A forlorn-looking 'Hymek' in the scrapyard, now minus its wheels has yet to see the full extent of the cutter's torch. Meanwhile, experiencing happier times and waiting for the crossing gates to open, 'Warship' 810 *Cockade* idles with a local pick-up freight.

SLIGHT DEVIATION

There was also a bit of a curve-ball in the Graham Farish Midland Blue Pullman set which, although not correct for the BR(WR) in its out-of-the-box condition, could be made so with relatively little work. The 'Midland' was gently removed from the side of the power cars, retaining the word 'Pullman' in its correctly offset position for these ex-MR 6-car units. Jumper cables and sockets for the front ends were pinched from the inner ends of strategic places on the intermediate vehicles, glued to the front ends, then the carefully masked front end was sprayed yellow. A light coat of weathering and it was done!

The BR pre-TOPS period is often overlooked for its variety and modelling potential, I think mainly due to the end of steam on British Rail in 1968 being considered as the end of 'proper trains'. During the period in which 'Barton Road' is set there was still a full complement of mainline diesel-hydraulic classes in service. With the increasing number of diesel-electric classes encroaching on to what was previously hydraulic-dominated territory, you only had to observe the external condition of many of these hard working Western Region locomotives to see that the run-down had begun. This is what 'Barton Road' depicts.



INSPIRED BY REALITY

'Barton Road' is set in the eastern suburbs of Bristol, not far from Temple Meads station. I chose this location for its variety of traffic and traction, with InterCity passenger services heading West, local services, milk, postal and newspaper trains. The adjacent Lawrence Hill station was particularly interesting, as it had a sizeable goods yard and a freight branch that curved off towards Avonside Wharf. The mainline also passes through the area in a cutting, which made it more suitable for scenic breaks, and there was the added interest of the nearby closed Midland Railway's Bristol to Birmingham route. This gave me the justification to create a fictitious truncated chord that, in theory, would have linked the GWR mainline to the now-closed MR route.

The remains of the chord to the Midland route have been depicted as lifted beyond the head shunt for the run-round loops that now occupy the old track bed. This allowed me to create an unusual scenic break of an imposing girder bridge, with an overgrown and disused track bed.

I have also added a single line curving off-scene under the road bridge at the top of the triangle. This line heads down towards the docks, and provides a head shunt to reverse wagons for the

goods warehouse and cement terminal. There is deliberately no connection to the mainline here, since track rationalisation has simplified the junction layout and created the opportunity to carry out some complex shunt moves, with west-bound trains that now require reversing in the loop by the station in to access the sidings.

CONSTANT EVOLUTION

'Barton Road' has evolved in several ways since its first exhibition. The layout was initially designed to be extended along the viewing side, towards Bristol. I wanted to operate the layout on the exhibition circuit before designing an extension, so I could work out what improvements were needed. I decided that a suburban station and parcels yard would benefit the layout, along with a coal merchant for good measure. I also added the pointwork, a loop to permit the reversal of trains and the appropriate signalling.

The extension took approximately a year to build, and presented a number of conundrums – not least a few interesting spaces to fill. The goods and parcels depot needed road access, and I opted for a traditional cobbled road descending on a ramp. The parcels depot platform, roof and warehouse are scratch-built using South



A dramatic sky sets the scene for the meeting of Brush Type 2, 5826, now minus its 'D' pre-fix and full yellow ends on a Travelling Post Office train and ex-Midland Blue Pullman, now with full yellow ends. Modelling the pre-TOPS era offers more livery variety than the corporate blue era which was to follow.



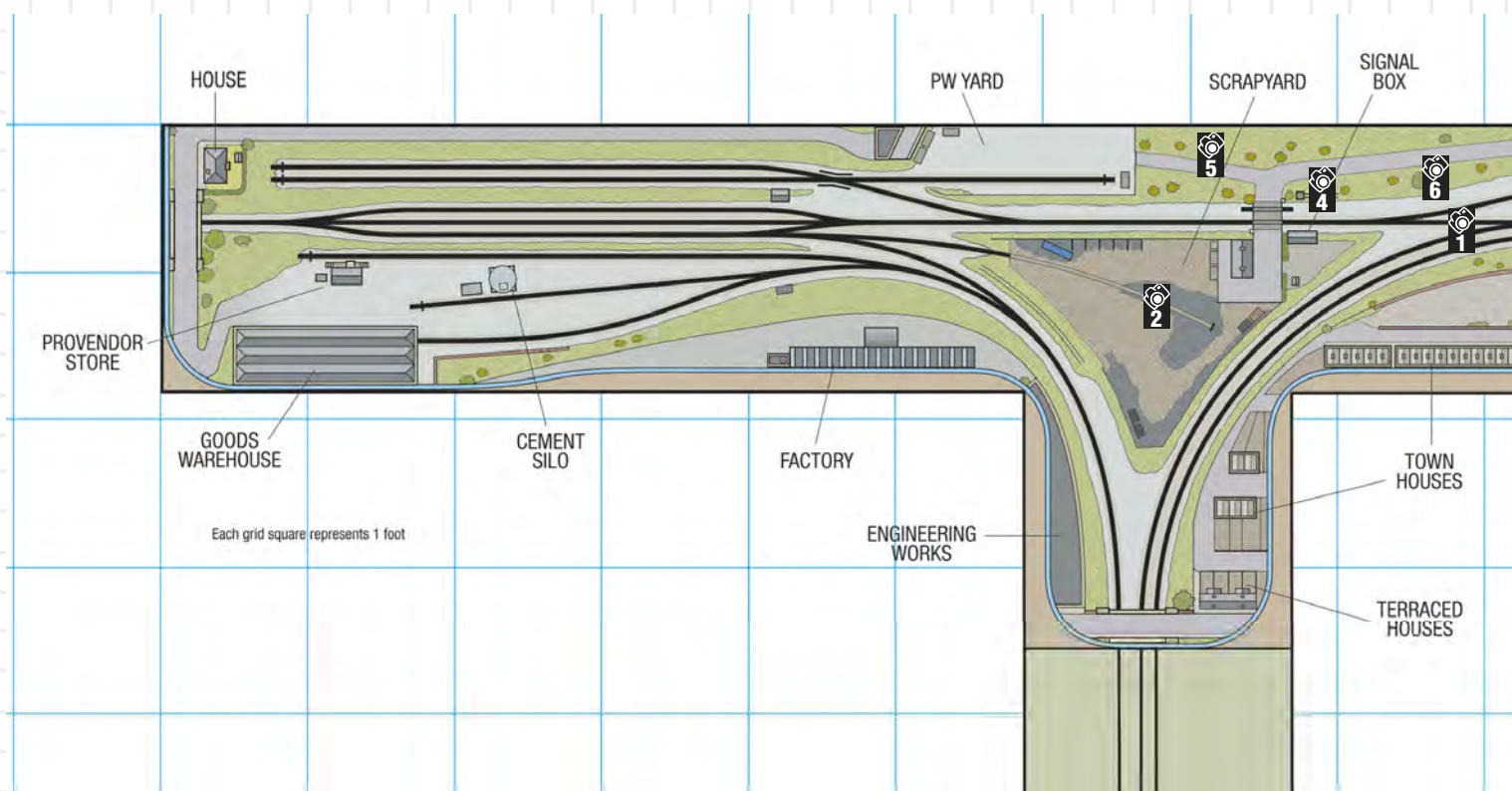
6

The changing of the guard. 'Warships' make a regular appearance on 'Barton Road' hauling both passenger and freight, in BR Maroon and Corporate Blue, but their time is limited. An unidentified Brush Type 4 is caught encroaching on 'new turf'.



Trackplan

BARTON ROAD



Eastern Finecast brick sheet, plain plastic sheet for the concrete sections and Slaters OO gauge corrugated sheet for the parcels depot roof. All are based on a common 1920s/30s GWR design, surviving examples of which can still be found at Slough and Bordesley in Birmingham.

AWKWARD SPACES

It was difficult to fill the strip between the ramp and the backscene. I modified one of the industrial buildings, which was rearranged to suit the location. The space in front of the row of shops took a bit of thinking about. It was too large to fill with clutter, and a building of any substance would dominate the landscape too much.

After experimenting with a range of ideas, I opted for something slightly out of my modelling comfort zone – buses! I scoured Flickr and a few books for inspiration, and a simple set up seemed best option. I used a Scenecraft Shunters Mess Room as a booking on point, which I repainted in the Bristol Omnibus Co. house colours.

Hands-free shunting is a key feature of the layout. This is carried out using Dapol Easi-Shunt magnetic couplers, with permanent magnets placed in between the sleepers. Wagons have mostly been grouped into two, three and four vehicle rakes, with one axle in the group fixed to stop the wagons moving or rolling away when being coupled or uncoupled.

GOING DIGITAL

My first exhibition layout, 'Bishop's Bridge', was run with a standard analogue setup. However, I stepped outside my comfort zone with 'Barton Road' and changed to DCC. There are many advantages, but the main reason was to reduce the complexity of the wiring under the layout and

increase its operational flexibility.

One of the more challenging projects I've attempted was fitting sound to a Graham Farish Class 08 shunter. I decided not to install the speaker inside the locomotive, so I opted to put both the chip and the speaker into a BR 20T brake van, which would be permanently coupled to the locomotive. I purchased a Zimo 648 chip from Digitrains with Paul Chetter Class 08 sound files. I carefully disassembled the brake van and the chip was placed along the roof and held with double-sided adhesive foam tape. The wires from the chip were run under the van to the locomotive, either side of the coupling, which was retained to add strength and protect the thin wires when hauling heavier trains.

'Barton Road' now features a growing number of sound locomotives. The use of sugar cube speakers gives the sound surprising projection and clarity, and an additional layer of realism.

'Barton Road' isn't finished as such. I've drawn the line at further extensions, but there's plenty of detail to be added, such as line-side clutter. I've yet to add people to the pavements and platforms to complete this urban scene.

OPERATIONAL SIGNALS

The semaphore signalling and level crossing gates make the layout more entertaining to operate, as all trains must be correctly signalled by the operator. The former were made from damaged NQP Dapol signals, which were cut up and rearranged. The level crossing gates were made by joining two pairs of Ratio gates. Both are operated by GF Controls servo units.

SCRAPYARD

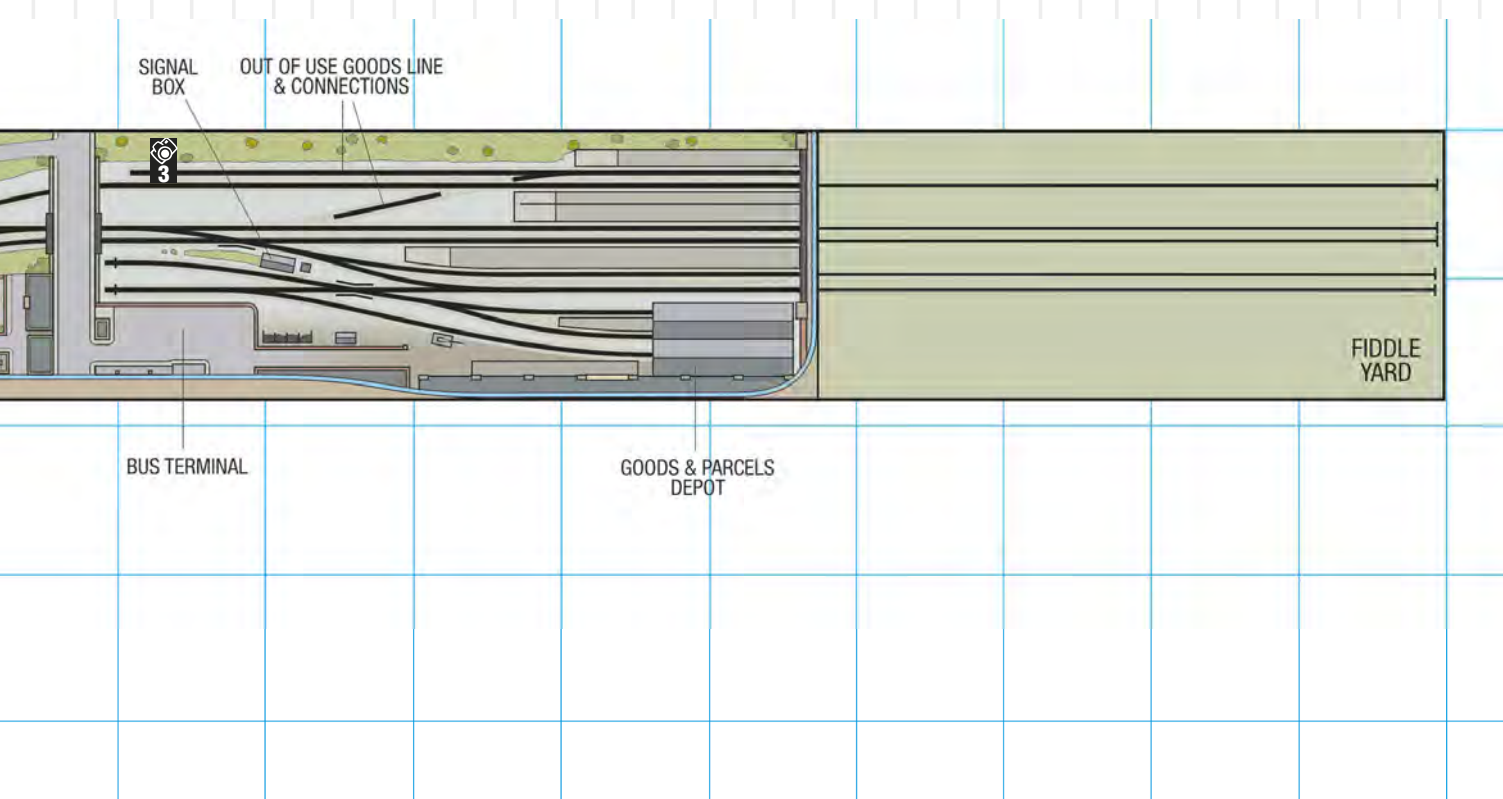
A triangle is always a difficult space to fill, although it is not a shape that occurs very often. Due to its nature of containing items of all shapes and sizes, a scrapyard is an ideal way to occupy it. In the case of 'Barton Road', the scrapyard is situated on what was once the produce sidings. With that traffic transferred to road, the scrap dealer moved in and claimed the site along with the old brick offices. The scrap itself is made up from all sorts of rubbish I had lying around - old kit sprues, plastic sheet offcuts, wagon bodies, wheels, bridge girder parts, guitar strings, wire, steel scourers, straws and an aluminium buffet platter which I cut up into squares and dotted about the place. ■



What we think...

'Barton Road' really shows the quality of current N gauge diesels so well, with additional weathering and the use of DCC sound. In a small amount of space Benn has captured the feel of run-down Bristol at the beginning of the 1970s, a favourite era of mine with diesel-hydraulics and plenty of freight traffic. Keep a close ear to the layout at exhibitions as there are some amazingly good sounds to hear.

Andy York, RMWeb Editor



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ANATOMY OF A BRIDGE

Kicking off our mini bridges special, Andy York and Phil Parker review the genuine article and discuss how to make them look realistic on your layout.

HOW DO YOU MAKE A MODEL RAILWAY LOOK NATURAL?

One factor is avoiding too many straight lines and right angles. They might be easier to build, but real life is rarely so precise. For example, tracks that cross a baseboard at an angle to the front edge will always look better than those where the line runs parallel.

The same rules apply to bridges. Engineers will try cross a road or railway at right angles, as it calls for the shortest span, but this rarely works out so well. Modellers love bridges to cover the entrance from our fiddle yards, so it pays to get this detail as right as possible.

Enthusiastic bridge-spotter Phil Parker was dispatched to find as close a match as possible to Bachmann's 44-152 Scenecraft Railway Road Over Bridge. After much searching, he found it at the Great Central Railway. Admittedly, the one he found is a railway over a road rather than the other way around, but at least it avoids that other great modelling cliché – a bus stopped over a bridge. ■

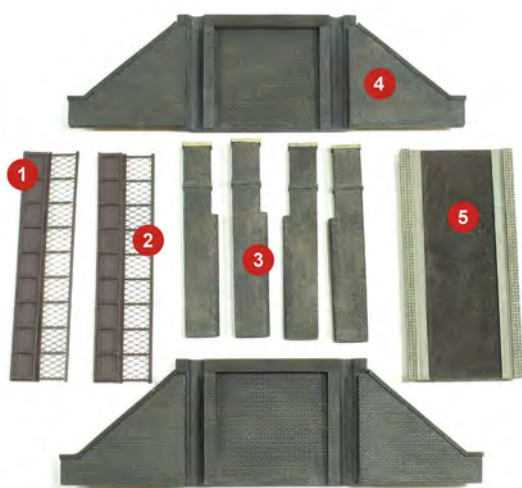
Bridge No. 352, located at The Ridings between Swithland and Rothley on the Great Central Railway.



Bachmann's version of the Ridings bridge set up in the simplest way. The modeller is left to build an embankment up either side of the model.



Looking at the prototype, you can see how the girders and parapet tuck inside the pilasters. Modellers tend to try and stretch the model by fitting them on the inner ends but this would be too flimsy in real life.



Bridge bits with numbers – Unusually for Scenecraft items, the bridge isn't a supplied as a single part, it's far more flexible than that. In the box we have:

- 1 – Girders
- 2 – Parapet
- 3 – Pilasters
- 4 – Abutments and wing walls (back view)
- 5 – Deck

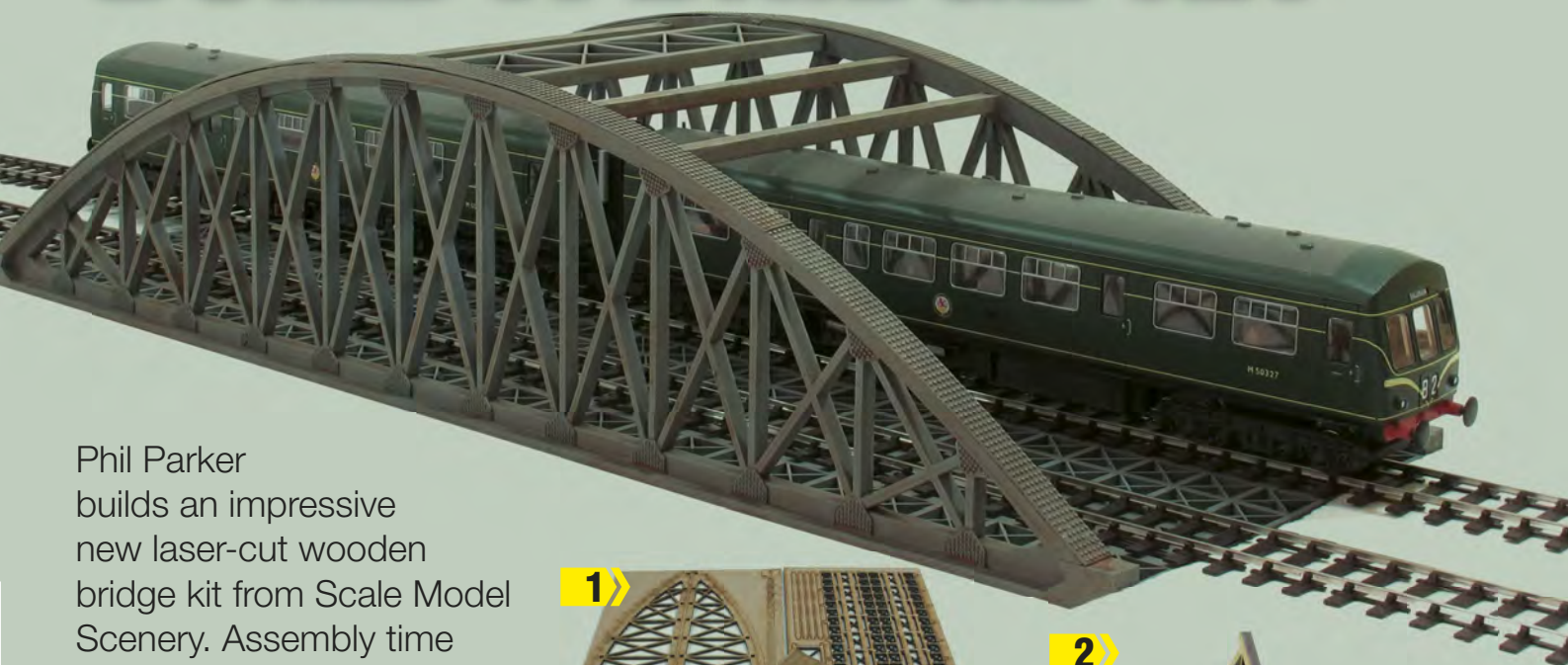


Careful arrangement of the parts lets the road cross at an angle to the railway. Note how the pilasters are in line with the deck and not at right angles to the abutments. For extra flexibility, you could detach the wing walls with a saw and set these at a slight angle towards the centre of the railway line, but watch the clearances.



Bridge sign – Don't forget if a road passes under your bridge, you need to fit a sign to the parapet to let lorry drivers know if they can squeeze underneath.

BUILD A BRIDGE KIT



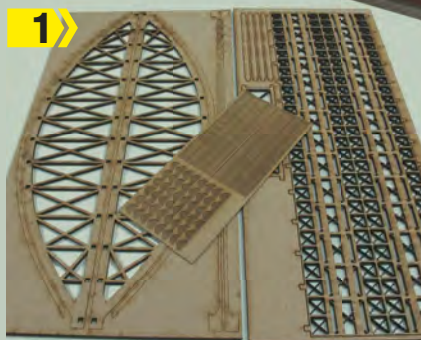
Phil Parker builds an impressive new laser-cut wooden bridge kit from Scale Model Scenery. Assembly time and skills are minimal.

Traditionally, building bridges – especially complicated bow-girder versions – is time consuming and complicated. You could spend hours cutting and fitting hundreds of model girders, all of which have to be brought together perfectly if the result won't collapse under the first train to pass over it.

The model above took around an hour to build and paint. At 400mm long and 135mm wide, it's certainly imposing. It's strong enough to take the heaviest OO gauge trains too – and N gauge modellers will be pleased there is a version for them as well.

Laser-cut from 4mm thick MDF, the 12 main parts slot together, just needing a little wood glue (I used Deluxe Materials Super 'Phatic) to make a permanent job. Detailing involves 52 cut and etched plates full of rivets to be fixed to the structure.

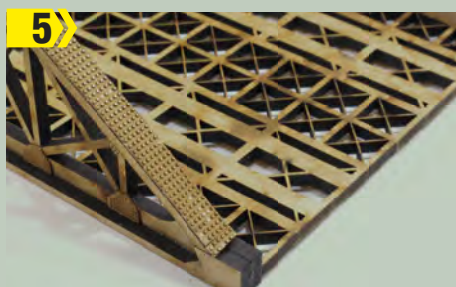
A simple coat of paint and the model is ready for your layout. ■



1 All the parts are held in the MDF frets by tiny tabs. Cut these with a sharp knife from the back of the sheet to release each component.



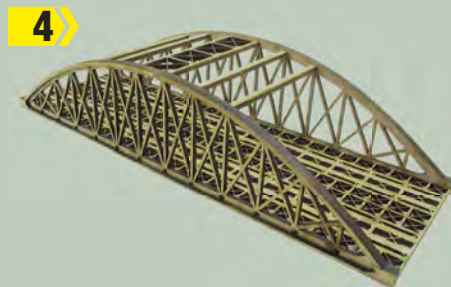
3 The holes in the bow sides are a very tight fit. Squeezing the parts together with a small pair of pliers fits them without damage. If you use a hammer the fine MDF cross-braces are likely to break.



5 Rivet plates fit on the bow and girder joints. Be careful when handling these, as I managed to knock a few off. I didn't count how many.



2 It's worth taking a few moments to sand away the remains of each tab using some fine abrasive to tidy up the edges, especially on the tops of the bows where rivet plates will be stuck later.



4 Trims along the top and bottom edges on the outside are the last main parts to fit. No alignment tabs are provided but they are easy to line up on the model.



6 Painting requires a spray of grey car primer followed by a wash of MIG Rust effect or Humbrol Brown wash. You could go to town with weathering powders depending on the age of bridge you are modelling – job done!

Shopping list

Scale Model Scenery
LX076-OO Double Track Bowstring Bridge –
OO / 4mm / 1:76 £44.95
Deluxe Materials Super 'Phatic glue
www.scalemodelscecery.co.uk
Sharp knife
Small pliers
Sandpaper/sanding stick

BRIGHTON EAST



Factfile

Layout name: Brighton East
Scale/gauge: 4mm scale, 18.2 mm gauge EM
Dimensions: 10' x 20" (scenic), 39" (fiddleyard)
Era: 1990s - 2000s
Location: Kemp Town, Brighton
Layout type: Terminus to fiddle yard
Power/control: NCE DCC
Words: Dave Smith
Photos: Andy York

A Class 33 'Crompton' sporting FM Rail black with maroon stripe hauls inspection saloon No. 975025 *Caroline* into the sidings as a three-car Hornby Class 423 VEP in Network SouthEast livery departs.

Model inspirations often have interesting beginnings. This south coast scene imagines a contemporary future for a long-dead branch line, although it might not have existed at all but for the medical training of the modeller's son.

My son Matthew went to medical school in Brighton, where he discovered the old Kemp Town branch line. Passenger services ceased in 1933 and it finally closed in 1971. But what if it had never closed, been electrified and had a second tunnel bored to increase capacity? Welcome, then, to 'Brighton East'. It isn't a prototypical rendition, but it's designed to give a flavour of the compact Kemp Town terminus.

The period is loosely set around 1998 to 2003 and coincides with the rarely modelled Railtrack period. Kemp Town was very compact in length and set into a chalk hill, with a tunnel providing rail access. The layout had to be interesting to operate, but the original track plan would never work in the space available, so a lot of licence was used to evolve an acceptable alternative. The double-faced platform fed by the scissors crossover allows bi-directional running and, when required, an intensive passenger service. As an excuse to run non-passenger stock, there is a wagon works and sidings for departmental/layover use. The siding alongside the platform is electrified, with the remainder on a loop with a kick-back to make shunting more interesting.

PLANNING

From the start the aim was to use as many modern modelling techniques as possible. The trackplan was developed using Templot, which people either love it or simply give up on – I am in the former camp. The baseboards, basic scenery and buildings were modelled in 3-D CAD. The Templot trackplan was fed into the 3-D model and the baseboard, scenic geometry (in 2-D) was fed back into Templot in a series of iterations until I was happy with the overall design. The trackplan was printed full-size to allow the loop lengths and uncoupler positions to be checked using actual stock

STRUCTURES

The buildings on the layout, except for the wagon works, are based on prototypes around the Kemp Town site. The station building is a shortened version of the Kemp Town original. The Royal Sussex County Hospital Barry building has been transposed from down the road to adjacent the station. It was included as a reminder of the time that Matthew spent training there, and it helps to fill a big hole at the back of the layout. The terraced houses are based on those from Freshfield Road, which runs alongside the Kemp Town site.



The Royal Sussex County Hospital dominates the background, its intricate staircases, guttering and scaffolding providing a visual break from a building of simple architecture. It sets the backdrop for the island-platform station, currently sandwiched between a Class 158 and Class 423.



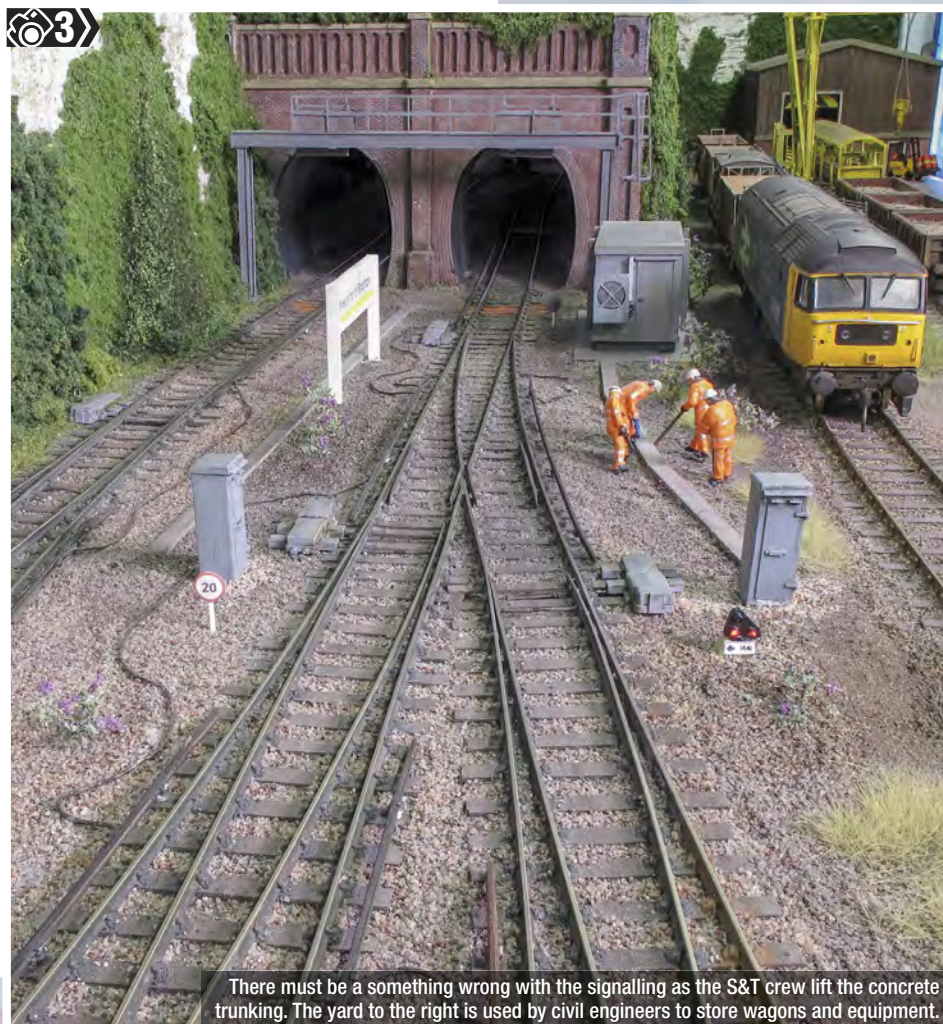
Extra images



LAYOUT FOCUS

3D CAD models of each structure were based on research trips and photographs. 2D views were printed and stuck to foam board shells to fine-tune size and position. Once each design was complete, it was reconfigured into a kit of parts. Every building shell was laser-cut in 2mm MDF, using slots and tabs to allow them to self-jig. Windows and doors were laser-cut in layers, while frames, main doors, inset panels etc. were made from Romark plastic. Detail parts such as gutters were scratch-built. Apart from the blocks of flats, all the buildings have a rendered finish and were simply painted using tester tins, then weathered to suit. The station canopy was laser-cut using Romark. This pushed the laser cutter to its limits, and it took a couple of attempts to get the shrinkage and distortion on some of the slender lattice structures to an acceptable level.

With exception of the tunnel mouth, Scale Scenes brick papers were used wherever a brick finish was required. The tunnel mouth is another laser-cut MDF structure built up in layers. The brick papers did not look convincing in tests, so it was reworked with the brick pattern laser-cut. The structure was then painted and weathered in the same way as Wills sheets.





Listen to what Andy York has to say about Brighton East



Buddleia is a common trackside sight around the UK, particularly prevalent around the Southern Region. The bushes partly obscure this view of a Plasser and Theurer 08-16 Tamper, built from a Britannia Pacific Models Kit.

GREENERY

There is a surprising amount of vegetation around, especially on the chalk cutting. The way the cutting changes from a chalk face to a concrete retaining wall, then a brick one is based on Brighton station and it provides contrast to the back of the layout.

A scenic feature that is rarely modelled is the buddleia. There are over 40 bushes dotted around the layout, all made by my wife Chris. The structure is painted sea foam with Noch leaves coloured using sugar paste dusting powders. The flowers are fine foam scatter of the correct colour, then all tied together using acrylic varnish and hairspray.

The trees between the hospital and the terraced houses use painted sea foam as the base structure, with the foliage being a mix of Noch leaves and Woodland Scenics scatters. The lime trees were made using the techniques described in Gordon Gravett's tree books, with florist wire for the trunk and branches, bark from fine wall filler, foliage made from Postiche and Noch leaves all held together with yet more copious amounts of acrylic varnish and hairspray.

The overgrown areas around the yard have base of static grass, with a mix of long and short fibres in light green and straw colour. A second darker layer was then added, which graduates in density getting lighter towards the back. Other vegetation uses Postiche, various scatters from Woodland Scenics and more Noch leaves.

BACK SCENE

This was one of the hardest features to do. I tried to paint the sky, but gave up and bought an overcast scene from Art Printers. This was only half the job, though, and we then had to create an urban landscape beyond the low-relief buildings. With more research photographs, a lot of image manipulation in Paint Shop Pro and some strategically placed scenic blocks, we ended up with what we think is a reasonable backdrop.

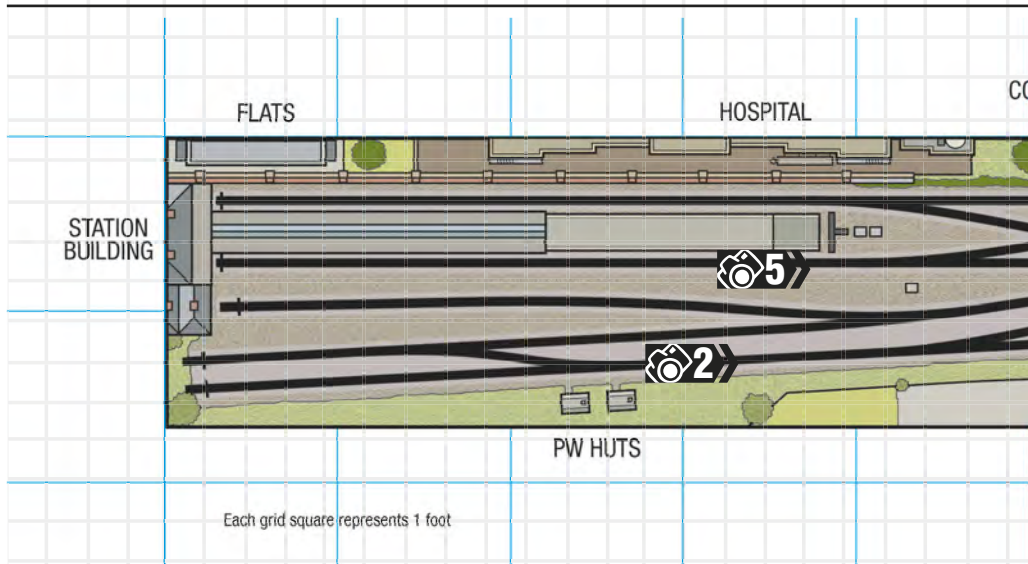
CONTROLS

Control is DCC using an NCE Power Cab. An NCE 06 Throttle provides a second controller. The reduction in the wiring compared to DC is because there is no need for section breaks. One function not used is point control via the handset, as it was much easier to use a mimic panel. The points are operated using servos, controlled by three ESU Switch Pilot units using momentary



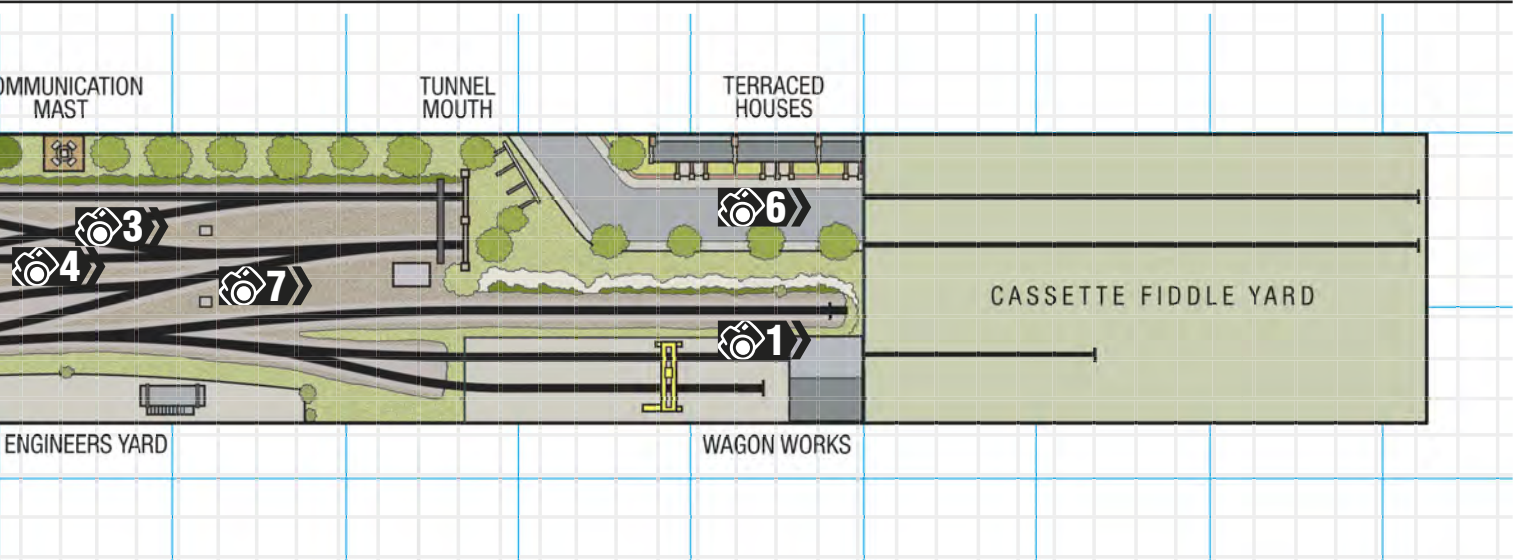
Trackplan

BRIGHTON EAST





Feeling hungry? As part of a promotional campaign to promote its products, Ginsters of Cornwall had vinyls applied to the sides and roofs of a number of Class 158s. The eye-catching livery is pictured here on 158841 as it awaits departure.



6



Local life continues. A house is inspected by architects as a builder eats a packet of crisps on lunch break.

toggle switches on the control panel.

Each servo is connected via an omega loop to a crank on a spindle passing through the baseboard. A second crank which sits between the point sleepers links by a wire to Masokits point tie bars. The servo system is a lot cheaper, but involves a lot more work than using Tortoise or similar point motors.

STOCK

The passenger stock represents typical Brighton traffic, the exception being the 'Thumper'. The four VEPs run as three VEPs because there is not enough room for four carriages. The two non RTR items are a DC Kits 2-EPB Sandite unit, which was the model that started everything off, and a Clockwork Models 08-16 Tamper.

ACKNOWLEDGEMENTS

My son Matthew for starting this and Jonathan Buckie for the laser cutting journey we undertook. Lastly, my wife Chris for putting up with railway stuff around the house, acting as colour consultant and, when we were really short of time, getting ready for the layout's debut, pitching in and helping. ■

KEY DETAILS

TRACK

The plain track is C&L bullhead in the yard and the rest is C&L fast track concrete sleeper with flat bottom rail. All the points were built straight onto the Templot trackplan, with wood sleepers using bullhead rail/C&L chairs in the yard and flat bottom rail/Peco Panderol clips on the main line.

LOCO

The Ginsters Class 158, is probably my favourite. What looks like a repaint in black and yellow was anything but simple, and took two resprays to get the colours and finish right. The transfers were home-designed and printed on Crafty Decal.

BUFFERS

The layout uses plate buffers for the station and Southern Region-style in the yard. Neither was available in EM gauge, so it was a DIY job using two very different techniques. The plate buffers were designed as a laser-cut kit using 0.5mm phenolic paper, with detailing using Evergreen

plastic section. The yard buffers provided a good starting point to enter the world of 3D printing. There are two 3D-printed sides, which replicate the bent rail construction. The beauty of using all-plastic construction is that no ugly insulation cuts in the rails are required.

SIGNALS

The gantry is based on one at the western end of the tunnel at Southampton station. It was scratch-built in plastic, with 3D printed signal heads and theatre indicators. The station starter is fully working and is based on a design from Waterloo. The gantry is scratch-built from brass section and wire with MSE ladders.

The body is 3D printed and divided into two areas using plastic walls. One allows light through the 'L' part of the 'E', the second through the top and middle bars of the 'E'. Two LEDs in series were fitted into the 'L' box, and a single one into the other. If you light the 'L' LEDs you get the letter 'L' (London), switch all three LEDs on and you get the letter 'E' (Eastbourne).

7



With plenty of horns as it emerges at a crawling pace through the tunnel, the driver in the leading car of Class 423, 76923 is mindful of the signalling engineers. They too are aware of the live conductor rails, only metres away!

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LAYOUT IN A BEDROOM

Star
Letter



Here's a familiar story of a large bedroom becoming spare and reverting to my schoolboy interest in modelling. At the time it was Hornby Dublo, but now all OO gauge with DCC, although turnouts use 16V AC. Attached are some photographs of my layout on which I run seven locomotives with mixed stock. The layout is around 11'6" x 5' / 8' max with three continuous circuits, double reverse loops across the inner circuit allowing simple reverse running. At one end is the goods' yard with coaling station. At the other end is the station terminus adjacent to the high level town High Street - it's modelling work in progress and has a single siding underneath. Between these two extremes are the Square, Harry Osborne's Haulage yard, a small farmyard and terminus bridge, plus of course three stations - two 'village' stations serving Modlington [I must think of another name!] - generous because the village only has 21 houses with a church, pub and two shops. The two outer circuits serve a double island platform for tourist traffic. I regret to say I strayed from my original thoughts of Southern Region early 50s/60s. It's rather crammed-in but I do like creating vignettes in every available space.

I'm undoubtedly attaching too many photographs - but together they do tell the story of my layout.

Beverley Willis



FICTION MEETS FACT



Peckham branch is an imaginary 0 gauge line firmly based in South London. The history is that the Grand Surrey canal was filled in at the end of the 19th century and a railway line laid on the alignment. The model illustrates the final section between Peckham Hill Street and Peckham High Street stations. The branch connects to the East London Line (ELR) at Surrey canal junction, so all manner of traffic can be worked via the Metropolitan lines. A glance at a map of the ELR shows that fruit, vegetable and meat traffic from Farringdon, coal from the sidings at Wapping and via connections at Kings Cross and even Paddington, almost anything could turn up on the Peckham branch. The sharp curves and poor construction as a result of being built along the old canal bed dramatically limit the size of locomotives and rolling stock permitted on the line. It's a light railway like the Kent & East Sussex, but within an urban setting which makes for a wonderful modelling scenario in a small space for 0 gauge, measuring 14ft long and 2ft wide.

John Tarrant



STAR LETTER

Wins a year's subscription to BRM!

YOUR WICKHAM SPOTS

Odd, but nice coincidence - I read your Wickham Trolley article in the Spring 2017 issue of **BRM** leaving Didcot Parkway, heading home for Paddington. Guess what caught my attention at the Great Western Society site today? A new shed and a Wickham Trolley.
Steve Nall, via email



BRM reader, Chris Davenport:

My picture shows Wickham Type 27A Gang Trolley - PWM 4303 B42W, Wickham Works No. 7506 and built at Ware in 1956, now owned by the Great Western Society at Didcot. The Trolley is pictured in its trackside home, opposite the platform at Didcot Halt.

In 2015/16, the Wickham Trolley was comprehensively restored with new flooring, panelling and refurbishment or replacement of working parts and repainted in 'non-authentic' GWR chocolate and cream. It's listed as being operational.



INBOX

Q&A
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KEEP IN TOUCH

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SIGNAL MODIFICATIONS

I run trains on my layout from the 1900s to the 1980s, though not usually at the same time. I was fortunate to have travelled extensively by rail all over the country in the 1940s and early 1950s.

I wanted to use lower quadrant Midland Signals on my layout and found an easy solution. It's not 100% accurate, but it satisfies me.

Here are some Wills kits with GWR signal arms. I removed the GWR finial and replaced it with a Midland finial from Model Signal Engineering, then painted the spectacle plate and lamp. The GWR arms are slightly deeper than the Midland arms and the spectacle plate is a different shape, but as

my father once said, "a blind man would be glad to see it".

My recollection is that upper quadrant signals on the LMS were still mainly on the main fast lines. Even in the 1950s there were probably more lower quadrant signals to be found than the upper quadrant, particularly on the secondary lines.

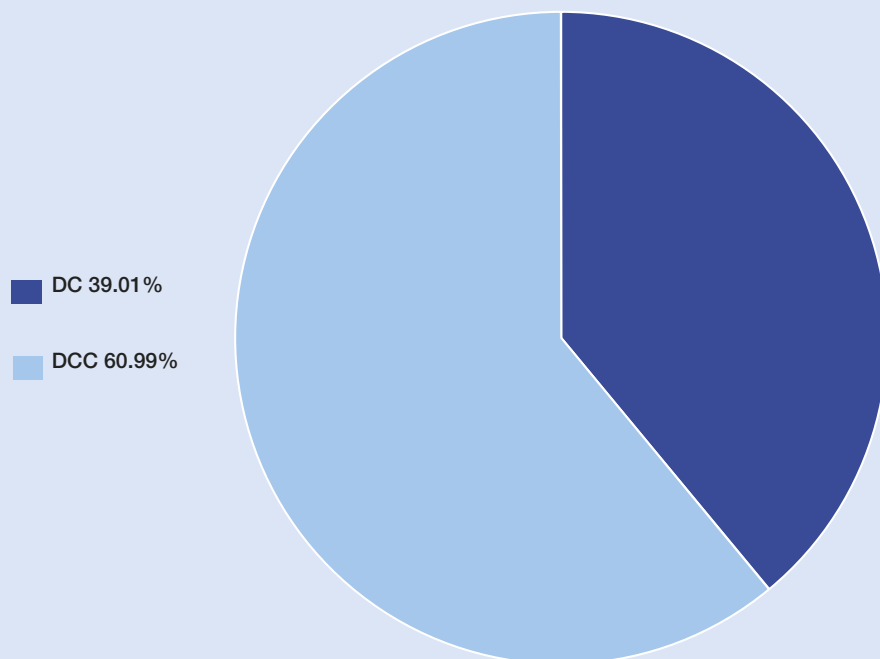
It was quite usual for Midland Signals to be set at stop slightly above horizontal, a feature I've replicated. In the down position, GWR signals are often lower than 45 degrees.

Don Asher, via email



DCC OR DC? WHICH DO YOU USE?

DC or DCC - which is more commonly used? The Marquess of Queensbury might suggest a way of settling the matter once and for all, but polling members on our forum RMweb is probably more civilised. As we go to press, DCC has a surprisingly higher-than-expected upper-hand, with more than 60% of the vote. Which do you use? Head to RMweb.co.uk and register to have your say.



Regarding DCC novices, I use DC, and am happy with it for my two current small layouts. On the other hand, I know that for more complicated layout, I would consider DCC and thus risk becoming a DCC newbie.

Richard Lee

RMweb

I don't get the rivalry between the two, or the suspicion from some quarters around DCC technology which, in 2017, is now indeed very old itself!

James Makin

RMweb

I think now the British steam sound files are improving the take up may be accelerated. TTS seems to be popular.

PaulRhB

RMweb

I like DCC a lot but would never bad mouth DC. DCC users still use DC to run loco's in and fault find. It cuts out the middle man.

Andrew F

RMweb

SOUTHERN AND WESTERN MIX



Here is my OO gauge layout, Chew Dale, based on a small line with a locomotive shed and yard like Didcot. It's GWR with a mix of Southern and these photographs show some of the station. The BR Standard 4MT 2-6-4T shown is one of my favourite locomotives on my layout. The layout was started two months ago and is in progress. I'm building Swanage station in present day in OO gauge too which is my main focus. I've always been into railways and always will be, especially modelling them.

Jack Mcinnes, Birmingham



STAR LETTER

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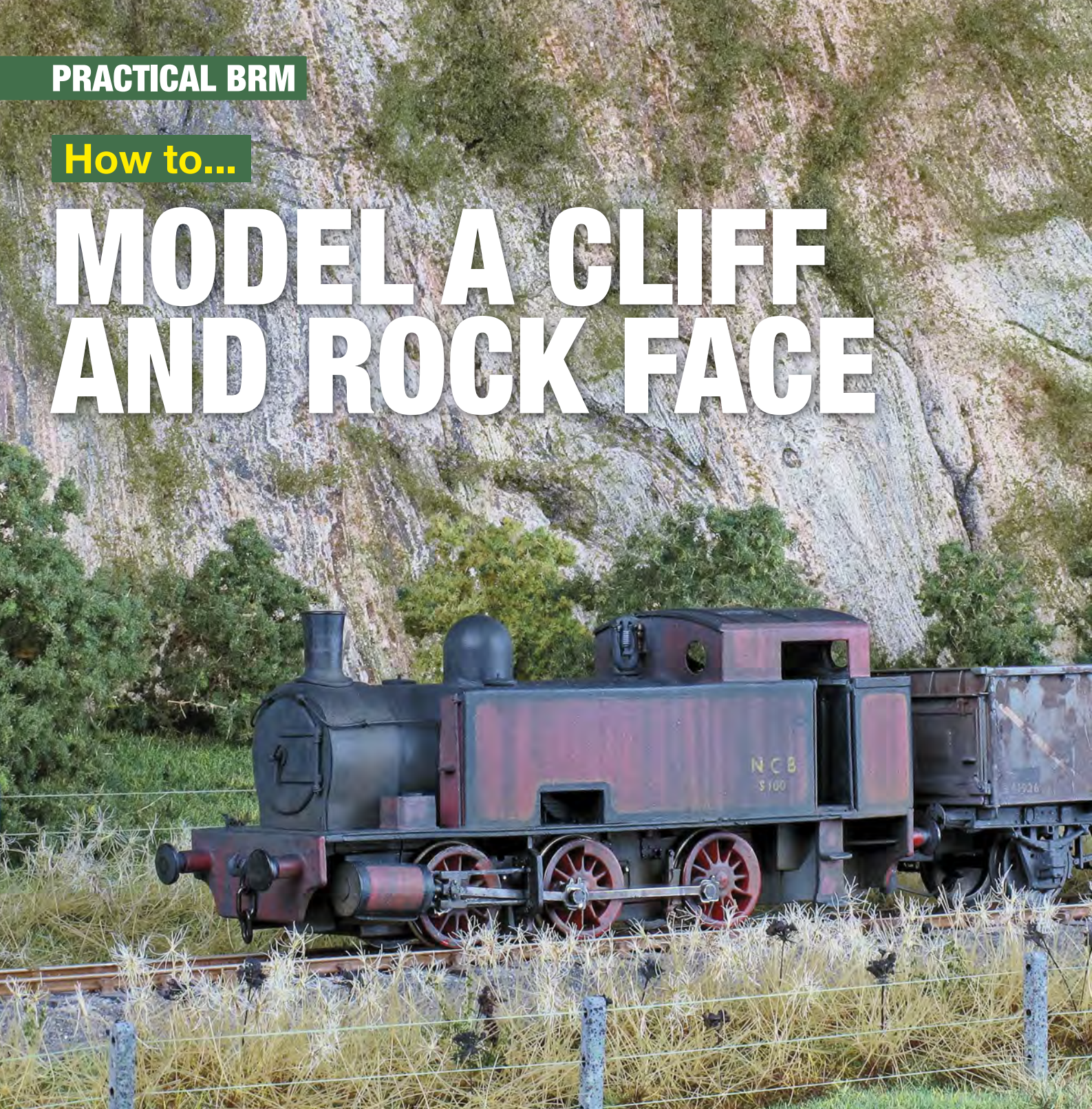
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How to...

MODEL A CLIFF AND ROCK FACE



Observation is everything, says Michael Russell as he shares his techniques to create a low-cost detailed rock face.

Rock faces and cliffs are distinguishing features of many locations.

They're prevalent in nature, and are a common feature resulting from the construction of railway lines where rock is exposed when making cuttings and building tunnels. It should be part of your study of the topography of an area you're modelling.

The rock face I've modelled here is generic and demonstrates the techniques I use, but you should research the type of

rock you want to model and take reference photographs of the colouration and structure for later use. It's not particularly difficult to make and you can create dramatic scenery if you want.

Make it look like the railway is passing through your terrain – it's too easy to make it look like a flat railway with piles of rock either side. Many North American layouts feature dramatic mountainous scenery and are worth investigating. ■

Shopping list

- | Extruded insulation foam
- | Poly Fibre
- | Acrylic paints
- | Wall filler
- | Ground foam
- | Wood saw
- | Rasp
- | Files
- | Scribe
- | Wire brush
- | Drill and drill bits
- | 1" paint brush
- | Spatula
- | Mixing bowl



1» Peel and discard the aluminium foil covering the foam insulation sheets, then cut it to shape with a wood saw.



2» Study photographs of real locations you want to base your model on, then distress the foam with rasps, files, wire brushes or drills to get different shapes.



5» Just like when baking, you'll find the mixture produces peaks, so once dry, sand them down. Add final detailing here - fine strata can be produced using a wire brush and scribes.



8» Dark-coloured pastels can be worked into the crevices to emphasise these more. You need to be subtle because it's easy to overdo. Ensure the base coat is dry first.

“creating a good-looking rock face takes careful research and planning”



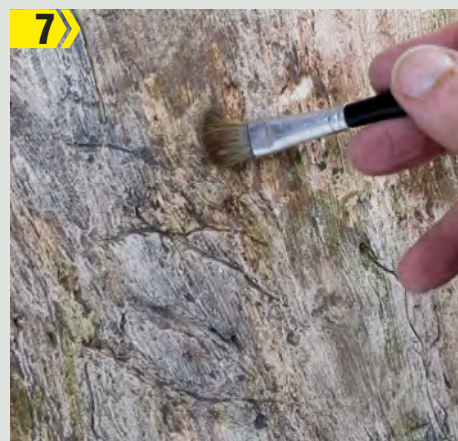
3» Mix wall filler to the consistency of double cream using a spatula. When mixing, add water a little at a time and mix before adding more.



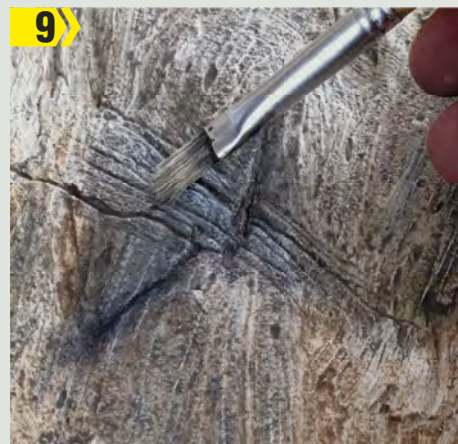
6» Tilt the work at about a 45 degree angle. Start by adding an overall base colour wash over the cliff/rock face. I used acrylics and emulsion paints.



4» Brush the filler onto the foam. It's better to add several thin layers to aid drying and is a necessity if you're building to a depth greater than 10mm. This is a good time to blend joints between pieces of foam.



7» Whilst still wet, add light brown, dark brown, green and grey washes. Use plenty of water - you can always add more layers of wash, but you can't take it off as easily. Start at the top and let the colour work its way down. I retain the base colour in the palette and add other colours to blend better.



9» Choose a light colour for the highlights and drybrush this onto the rocks. Add paint to the brush, clean it on a rag, then drag the brush lightly over the surface so that only the raised surfaces receive paint.

10»



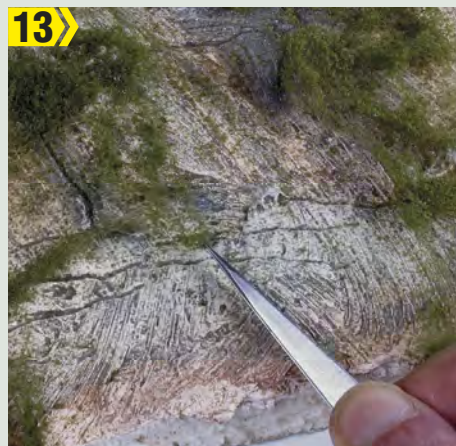
To simulate lichen and moss, take some off white and yellow-brown paint and flick it at the surface using an old toothbrush. Don't overdo this effect.

11»



Tease out pieces of PolyFibre and lay out on newspaper, then coat with hairspray.

13»



Stick the vegetation so that it hangs down the face in a random fashion. I used superglue and an activator for quick results. Glue one or two spots at one end, then stretch the PolyFibre until you have thin coverage, then glue that side down.

ABOUT THE AUTHOR



I've been modelling since my childhood and love steam power. A recent visit to the Foxfield Railway has given me an interest in industrial subjects. I like to discover fast techniques that produce realistic results – we all live busy lives!

12»



Transfer the piece to another sheet of newspaper and sprinkle on ground foam – I used Hornby R8874. Place in a safe location to dry.

Michael's top tips

- This job is messy, especially if you're cutting lots of foam. You may want to use a dedicated space that's easy to clean afterwards. A vacuum cleaner is essential for cleaning up.
- Insulation board is obtainable from your local wood yard or builder's merchant. Ask your supplier to cut it into smaller, more manageable pieces.
- Join foam sections together with a hot glue gun or specialised foam glue.
- Wear a dust mask when working with any material that produces dust.
- The finer the detail you add to a rock surface, and the lighter the colours you paint it, the more distant it'll look in a scene. Add less surface detail to rock faces close to the viewer.
- When applying the powder filler, you may find it easier if you cut down the bristles of your brush.

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The Makers

MODULA LAYOUTS

If making baseboards isn't your thing, leave it to the professionals. Phil Parker meets Stephen Reed from Modula Layouts.

At least three times a year, a couple of new faces appear at my local model railway club. A middle aged couple - he will be recently retired and his wife has spotted that something is needed to replace the daily trip to work. His interest in railways has resulted in a collection of models, but the chances are no efforts have been made towards building a layout to run them on.

What we have is a beginner who wishes to embark on a project, but finds the prospect of learning a lot of new skills in a short time and later life daunting. We've all been there. For some, the challenge is part of the appeal. Others find themselves stumbling at the first fences. Either the carpentry defeats them, tracklaying isn't quite as easy as it looks or wiring quickly

becomes a maze of coloured cables that don't deliver electricity where it's wanted. It all seems a lot of trouble when all you want to do is run trains.

I thought of these couples when I met Stephen Reed in his Billericay workshop a few weeks ago.

Like many cottage industries in our hobby, the Modula Layouts nerve centre is a large shed at the bottom of a garden. Inside, my first impressions were of a very well organised workspace with the main tools to hand and neat racks of materials. The middle of the room was home to construction of a display version of the standard layouts the firm is named after. Along one side I spotted some baseboards for a **BRM** project, which we'll look at later.

Stephen isn't a lifelong railway modeller, coming to it recently after a career that started as a plant designer for Thorn when the UK made televisions instead of sticking badges on Chinese-manufactured ones. Following this, professional photography took over, which in-turn developed into publishing with several Air Malta holiday brochures to his credit amongst other work.

Model railways began for Stephen in 2011 when he became involved in setting up the Billericay Model Railway club and the construction of its first layout, 'Rusbury Basin'. Some of the funding to do this came from building a layout on commission, which was the catalyst for setting up Modula Layouts three years ago.



Consistent construction is greatly helped by a selection of home-made jigs, carefully stored in the rafters of the workshop.



Bolting the boards together makes use of bolts fitting into captive nuts and Modula's standard alignment pin and sockets. These are claimed to be more accurate than other methods. It makes laying track easier and saves messing around aligning rails at exhibitions.

To many people, these layouts seem little more than posh train sets, but that overlooks a critical fact – we all like to see something moving. For many people, an oval with a few loops and sidings is all that they aspire too, and there is nothing wrong with this. Initially it provides a great deal of pleasure. Later, the owner can stamp their own ideas on it with scenery and buildings. Despite being a standard plan, no two models will end up looking the same.

STANDARD OR CUSTOM?

Modula Layouts can manufacture standard layout boards or create bespoke designs. Many want to see trains running, so its basic layout is ready to use, built on a high quality baseboard. Track is laid and wired, with everything else left to the owner to complete.

Its N gauge module called 'Station Approach' has a few loops with crossovers and a siding on each side. This can be extended by plugging in a 'Goods Central' module, which adds an extra loop and sidings. Each board measures 4' x 2' 6" to accommodate medium radius points and therefore a good range of rolling stock.

Stephen felt that a OO gauge version would be too large, so a series of linkable

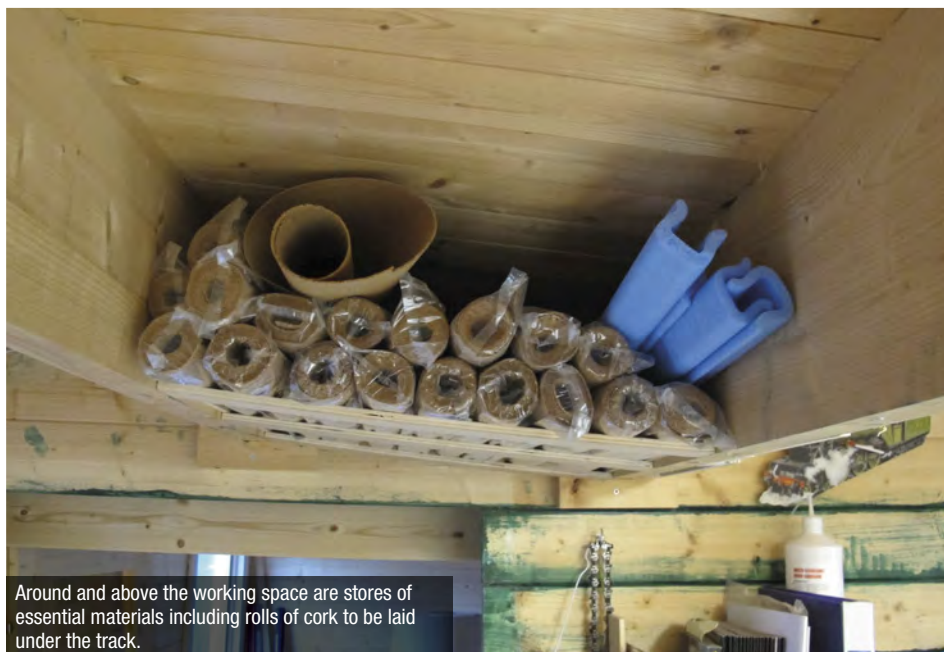
with layouts in stock, you can order a board and expect it delivered by courier within a few days. You can't ask for more of a kick-start to your hobby than this

modules was developed to produce a continuous run layout. The first, 'Maybank Rise', offers a potential end-to-end model with a terminus station and fiddle yard. However, OO gauge customers asked for a version of 'Station Approach', so this was launched at the BRM Alexandra Palace show this year.

Appealing as a single 8' x 4' baseboard might appear, moving it around a house is

impractical, so it needs to be split down into manageable sections. Designs are influenced by a desire to stay above minimum curve radii for best running – 24" in OO and 15" in N.

All boards are made from marine ply. Softwood isn't used as it's unstable and these boards are designed to last for a long time. Woodcutting is carried out in-house, or at least in a new extension to the shed. It was originally handled by another company, but the accuracy wasn't good enough. Fixing a board that isn't square takes longer than cutting it from scratch, hence a recent investment in a vertical panel saw. There's no laser cutting – the work is more akin to traditional cabinet making.



Around and above the working space are stores of essential materials including rolls of cork to be laid under the track.

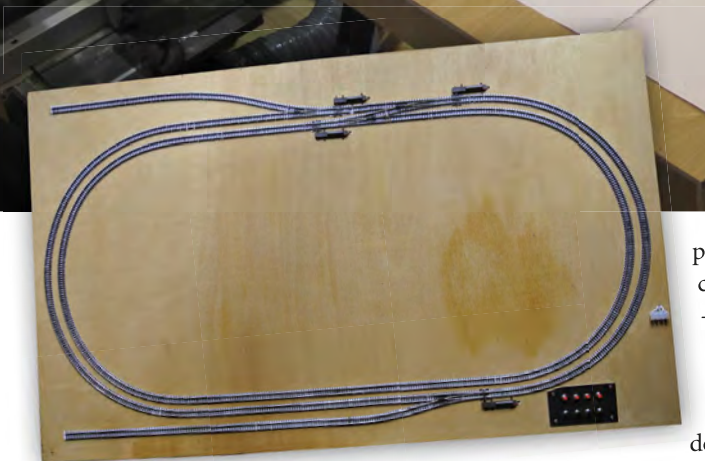
Custom creations in five steps

If you're more ambitious, a bespoke layout can be built to your exact requirements.

- Discuss your requirements with Stephen
- AnyRail software is used to create a plan for your approval
- Boards are built
- Track, wiring and scenery can be supplied if required
- The layouts is delivered by Stephen who helps install it



Station Approach is the standard N gauge module, here laid and wired on a single baseboard.



projects. Ordering ahead is crucial because time is money - spending days waiting for deliveries is a bad idea. Filling the limited workshop space with layouts awaiting parts doesn't make sense.

Building layouts commercially needs a different approach to those of us for whom it's a hobby. Stock control for components is vital. The racks of track, point motors and other electrical supplies I saw when I entered the workshop are for the next three



At least three projects worth of materials are always in stock, all tidily stored on special racking.

Looking for ideas to improve my layout building, the first surprise was that construction involves a nail gun used to pin boards together while the glue sets on the joints. It makes sense because you can work single-handed and it's easier and quicker than waving hammers around.

Another tip is that while glue is only spread where the track will be, cork sheet initially covers the entire board. This is then cut back as required, resulting in a neat finish. To provide a guide for the glue, and to make sure everything fits, the plan is printed out full-size on many sheets of A4 and stuck into place on the baseboard. It's much quicker to do this than find out you need to move track when pinning it down later.

Most layouts require several baseboards to be accurately aligned and pattern makers dowels have been popular with modellers for years. Stephen doesn't consider these accurate enough and uses specially turned

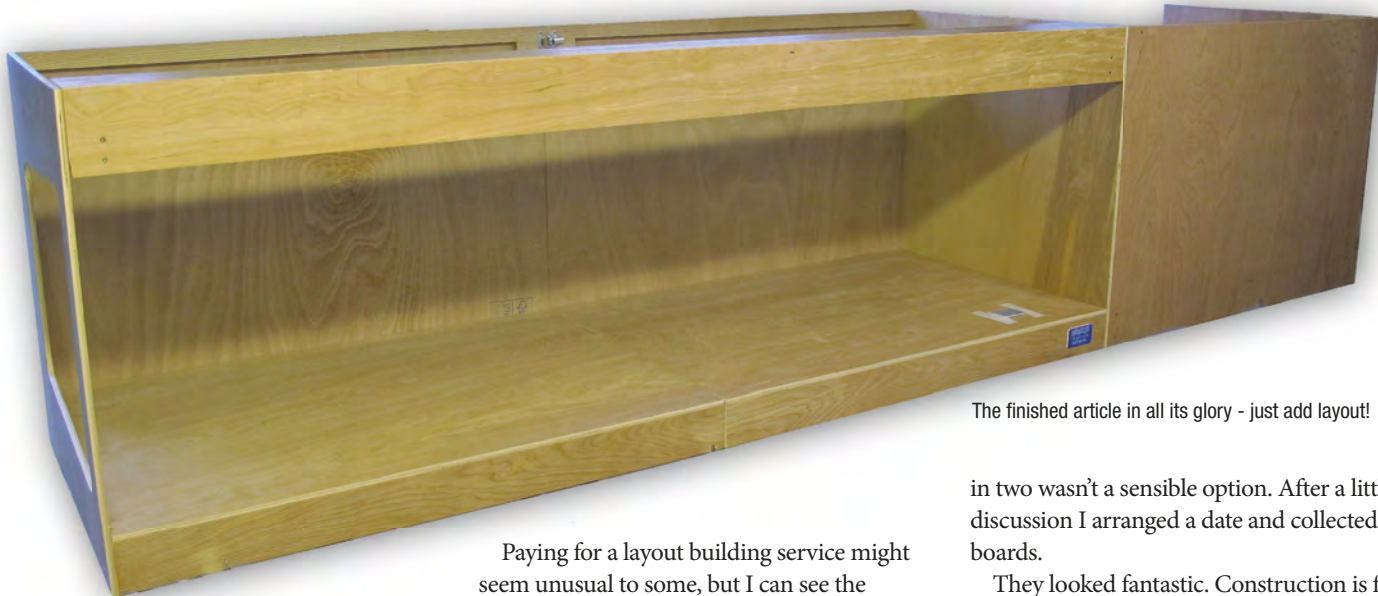
items combined with precision drilled bolt holes and captive nuts.

Chatting over lunch, I wondered if there was a usual type of customer for pre-built layouts. Apparently not, and all sorts of people are customers.

What's in the box?

Designed for use by a society on exhibition stands, this 6' O gauge layout cleverly folds up into a box complete with handle. The size of a large suitcase, it could be taken to exhibitions on the train, or easily carried to the car at the end of the day. While the trackplan laid with standard Peco items is limited, it makes a great demonstration or test track.





The finished article in all its glory - just add layout!

Paying for a layout building service might seem unusual to some, but I can see the appeal. Thinking back to the new retirees I meet during the year, it could easily make the difference between taking up the hobby and leaving models in their boxes forever.

What better way to test the product than commissioning a set of boards for our next project layout? I had some fairly specific requirements – a 6' scenic section and 3' fiddle yard. All boards were to be 2' wide and should incorporate a low fascia panel.

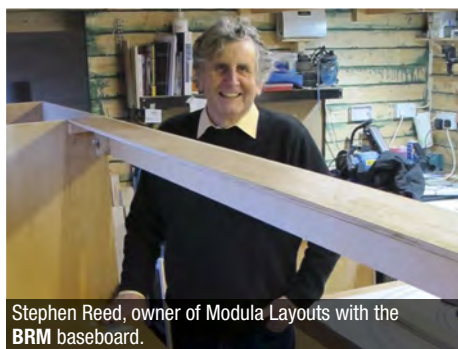
I sent my sketch to Stephen, who came back with a few suggestions. I'd not included enough support for the fascia and splitting it

in two wasn't a sensible option. After a little discussion I arranged a date and collected the boards.

They looked fantastic. Construction is from high-quality 9mm plywood which has been varnished for a lovely finish. Lengths of ply for rigidity were supplied for me to fit later. If you already have a plan, these will be fitted for you, and arranged to avoid the motors.

The fascia measures 6' and is attached with toggle clips. This should allow me to assemble the layout single-handedly, even with lighting fitted. Initial thoughts are to use LEDs, but we'll see how that works out later.

The boards aren't feather-weight, but when bolted together can still be comfortably handled by one person. ■



Stephen Reed, owner of Modula Layouts with the BRM baseboard.

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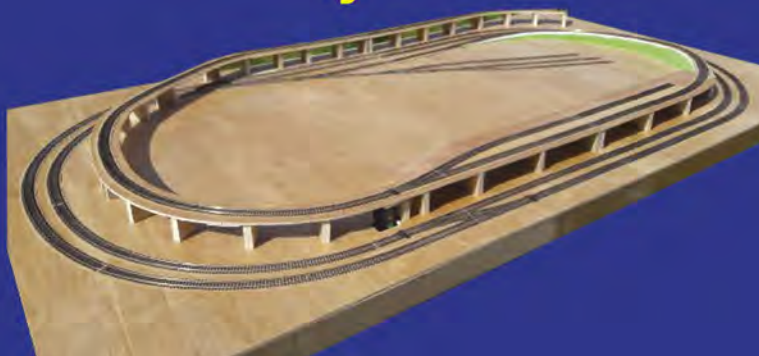
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Shopping list

Polák Model

Static grasses, leaves, ballast and bushes
www.polakscenics.uk

Skytrex Models

Bufferstops (SMRT1), bricks (SMRA 29),
 concrete blocks (SMRA 39)

END OF THE LINE

An idea, a little imagination and a selection of quality scenic products led Howard Smith to create this diorama representing disused sidings being reclaimed by nature.

Modelling ground cover isn't the easiest part of model railway construction - mother nature can be tricky to replicate at times. Land, its appearance and what grows on it is easily seen on many layouts, so making it look right is important. Becoming a master at landscaping your model railway isn't hard and can be surprisingly fun.

A variety of techniques can be used, from flock powders to static grass, but on seeing a few photographs of disused sidings on website Flickr, I wanted to make a cameo and test a selection of products from small Czech manufacturer, Polák. I've known of its convincing scenic range since 2006, but at the time it was imported only as far as France. As of last year, the range can now be bought in the UK via Polák UK. When I contacted its owners, I was handed a box of scenic items containing scrub plants, bushes, flocks powders, static grass, fine powders and ballast - a good selection from its range. ■

Prototype Inspiration



Browsing online, I discovered photographs of Gloucester Horton Road Motive Power Depot which closed in 1993, since used to store building supplies, skips and general waste. I'm leaving the depot aside for this article - there's plenty of terrain to model and keep me more than occupied, but note how fast vegetation takes over when land is neglected.

Discover more photographs of this depot, visit www.brmag/GHMPD



A rare treat - this is what I was handed to use. Reeds, lush greens and boxed grass was all surplus to immediate requirements, but such a great variety and quality range is great to work with.

2»



A spare baseboard makes a good support for the diorama. Recycled track sections are cleaned of loose ballast and held with drawing pins whilst superglue dries.

5»



The filler is sanded to a level surface, whilst a vacuum cleaner removes the dust.

8»



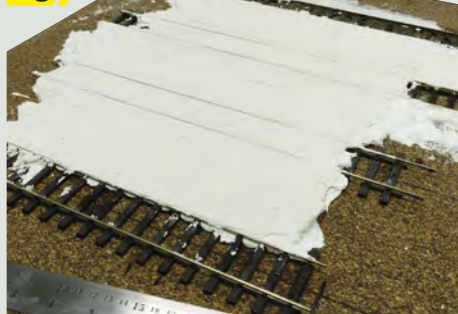
Working with weathering powders is notoriously messy, so vacuuming excess dust is a wise move and allows a better view of areas that require further attention.

11»



An even spread of diluted PVA glue is applied by brush, then a nail is hammered into a section of the board to which the wire from a static grass applicator is attached.

3»



It takes two applications of household filler to make the concrete section level with the rail tops.

6»



Deluxe Materials Ballast Magic, mixed in a 1:7 ratio with ballast is evenly spread over the track. A fine-nozzled bottle filled with water is used to activate the glue.

9»



Track is painted using rust products from DCC Concepts, Humbrol and Comart. I find the lids of the powder pots are useful as quick palettes to mix powders and paint.

12»



Clumped fine flock is sprinkled over the glue for variety before applying the grass. These raised areas become tufts and make grass look more realistic.

4»



Black / brown and dark beige weathering oils from Wilder are mixed to a dark soil colour, then spread with a spatula to hide the wood colour.

7»



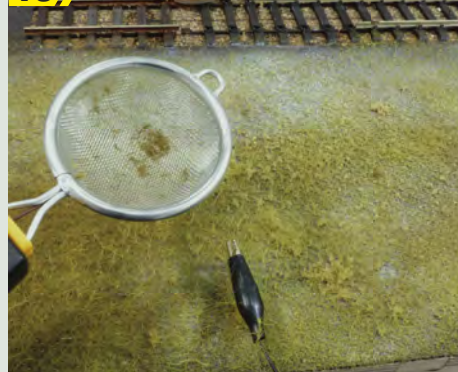
A combination of DCC Concepts' grey powder and fine basalt dust from Polák is brushed laterally across and between the tracks. It's a good base colour for concrete.

10»



Two cast white metal bufferstops from Skytrex (SMRT1) are superglued and painted track rust colour – each has just three parts. Each is dusted with rust powder.

13»



The static grass applicator is first filled with 2mm short fibres, then 6mm, and finally 12mm, spraying diluted PVA glue between each pass.



14 You only see the best effects of static grass when you lower your line of sight. Here, the colour is too light, so a further application of glue and darker grass is required.



15 A heavy application of PVA glue is sprayed over the ground. Static grass looks best with subtle changes in its height and colour.



16 The finer grass fibres stick to the long grass, giving it a dense, matted and unkempt look.



17 Weathering ballast or changing its colour is fast. I'm pouring small amounts of Fertile Soil – a dilute acrylic paint from Comart and spreading with a brush.



20 A multi-purpose glue is used sparingly to fix each bush into place. The colours are spread evenly and randomly across the diorama.



23 Bricks are painted red oxide, then red oxide powder, whilst concrete blocks are painted grey and heavily weathered with black weathering powder.



26 Darker leaves are sprinkled under bushes where leaves have fallen, lighter colours over branches where leaves are changing colour. Extra-hold hairspray is useful to fix these into place without disturbing the rest of the foliage.



18 Fine basalt stone is shaken over the concrete surface in small patches to represent spilt material and accumulated dirt.



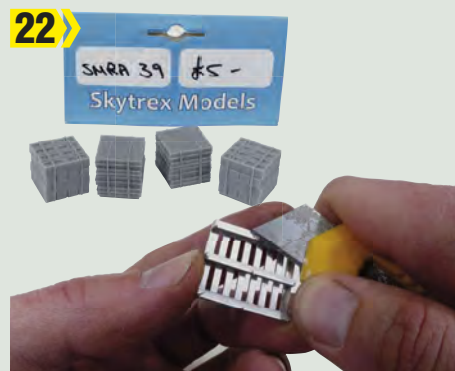
21 Bushes can hide a multitude of sins - half of the track in the foreground that's missing for instance. I want the area to look like it's being reclaimed by the wild.



24 Palettes are painted Dark Mould from Lifecolor, then heavily dusted with an earth weathering powder made by mixing grey, black and rust powders together.



19 Polák's range of bushes comes in a variety of sizes and colours. They're glued with blobs to a transparent backing and cut better than pulling-free to avoid damage.



22 Building materials scattered amongst the undergrowth comprise pallettes, bricks and concrete blocks. These are neatly cast in resin and whitmetal by Skytrex.



25 Sticking with the autumnal feel, Polák's Naturex leaves are a great addition to trees, bushes and ground scatter. See details of these on its website.



27 Dry-brushing a second colour of rust onto the buffer stops gives the appearance of areas where heavier corrosion is taking place. What would be wooden areas are painted matt white. One bufferstop has the front face of its rails painted white as per photographs.

28»



Dust and darker leaves underneath taller trees enhances these shadier areas. Applying both from a height is best and they soften the edge between grass and concrete.

29»



An otherwise boring corner is enhanced with a couple of discarded pallets. Sprinkling with leaves and dirt adds age to their location - they'd otherwise be too clean.

30»



Sprinkling the tops of the bricks and blocks with fine Polak dirt ages these too. The odd leaf on these adds authenticity too, all fixed with hairspray.

31»



With tracks only just visible behind two rotting pallets, this area will soon be a woodland. Pressing pallets firmly into the grass prevents them from 'floating' or looking 'placed'.



CENTRAL WORKS

Former crime scene re-enactors have imagined a more industrial, and rather less controversial scenario for their next layout. We duly don tools and take a butcher's hook...



Factfile

Layout name: Central Works
Scale/gauge: O gauge
Size: 24' x 2'6"
Era/region: 1950s
Location: Fictional
Layout type: End-to-End
Words: Dave Coasby and Nigel Adams
Photography: Andy York

either a large BMC or Ford logo is installed on the roof of one of the industrial buildings – we had to gain special permission from Ford UK to use their logo on our layout

Simon Bolton scratch-built this model of a British Thompson Houston Company (BTH) diesel-electric Bo-Bo for 'Central Works'. Discover how it was built by downloading the April 2017 issue of BRM today at www.pocketmags.com/BRM.

The 0 gauge group within the Luton Model Railway Club is best remembered for producing the well-known 'Great Train Robbery' diorama. Having attended over 50 shows in two years, and raising over £2,700 for the Railway Benefit Fund, it was retired from the exhibition circuit and is now on display at the Nene Valley Railway.

We decided to choose something a little less controversial for our next project. Six baseboards, each 2' 6" wide and totalling 24' in length, had been constructed at the Club for the next 0 gauge layout. A trackplan had been devised too, but there was little interest in developing it within the membership. After much head-scratching, a second plan was produced, which was loosely based on the network of sidings that once existed at Longbridge in Birmingham. This got the juices flowing and the project soon commenced, using mainly Peco track with Markway points, a couple of three-way and a double slip.

The length has enabled us to construct an industrial scene with sidings that lead off to an imaginary car assembly plant. The layout has two segments – the mainline exchange sidings and the industrial section of the factory complex. However, the Longbridge plant was part of BMC, and we'd already started to build an industrial Bo-Bo diesel shunter based at Ford Dagenham. The answer was to have a generic car plant, with operating sequences alternating with BMC or Ford vehicles. This also permits the running of a great variety of locos and stock from the 1950s through to the 1960s. To help identify which sequence is in operation, either a large BMC or Ford logo is installed on the roof of one of the industrial buildings – we had to gain special permission from Ford UK to use their logo on our layout. Also appropriate poster hoardings alternate on one of the factory walls, advertising either a Ford Anglia or BMC mini poster.

All the locomotives seen on the layout are owned by individual club members and are a mix of RTR, kit-built or scratch-built. Our chosen period is an interesting one, when steam was still king. However, this being an exchange sidings it does not provide much of a chance to portray gleaming steam locomotives in glamorous pre-grouping colours. We are happy to live with locomotives in un-cleaned black though, and this includes a Jinty; Black 5; Standard 2MT; Patriot; 8F; B1; J69 and a couple of 4Fs, plus an assortment of industrial locomotives. We are aware of the shortfall in our Eastern



Towering above the resident BTH 'boxcab' with its 'Ford' side insignia is a much larger logo. The 'boxcab' was used at Ford Dagenham and this model was already in the process of construction before ownership of the manufacturing plant was decided.



It could easily have been a more generic prototype, but Luton MRC chose this British Rail Class D3/7 with more interesting jackshaft drive as another of its resident shunters. Built during WWII between 1939 and 1942, six were sold to the Egyptian Railways and four to Italian State Railways. None the 30 class members remaining in Britain would see use beyond 1967.

Region steam fleet and will endeavour to correct this as time and funds permit.

Several early diesel prototypes from the period can also be seen from time to time. Notably the Fell diesel 10100, the North British 10800, and a couple of jack-shaft diesel shunters. The diesel fleet also includes slightly later types, including Classes 15, 20, 26, 31 and 47s.

Stock is predominantly freight, with many different kit-built and proprietary vehicles to be seen. Traffic for the factory arrives in the form of raw materials and is delivered to the works via one of the industrial locomotives. The occasional passenger operation might also be seen arriving at the short platform. These are workmen's trains and usually comprise of a two-car DMU, or a small steam locomotive with a couple of suburban coaches.

Another feature of this layout is a working coal tippler, which provides fuel from loaded wagons to the plant boiler house. This tippler was generously donated to the Luton MRC by the Model Railway Club of London (MRC). It has gone through extensive refurbishment and already has become a great attraction with the viewing public. The raising of a coal wagon, the tipping and the eventual lowering, takes about two minutes and includes appropriate warning bells,



Presentable for exhibitions, there's lot's to entertain over the 24' length of 'Central Works', but don't expect passenger trains - this is a freight-only layout.



Star attractions

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

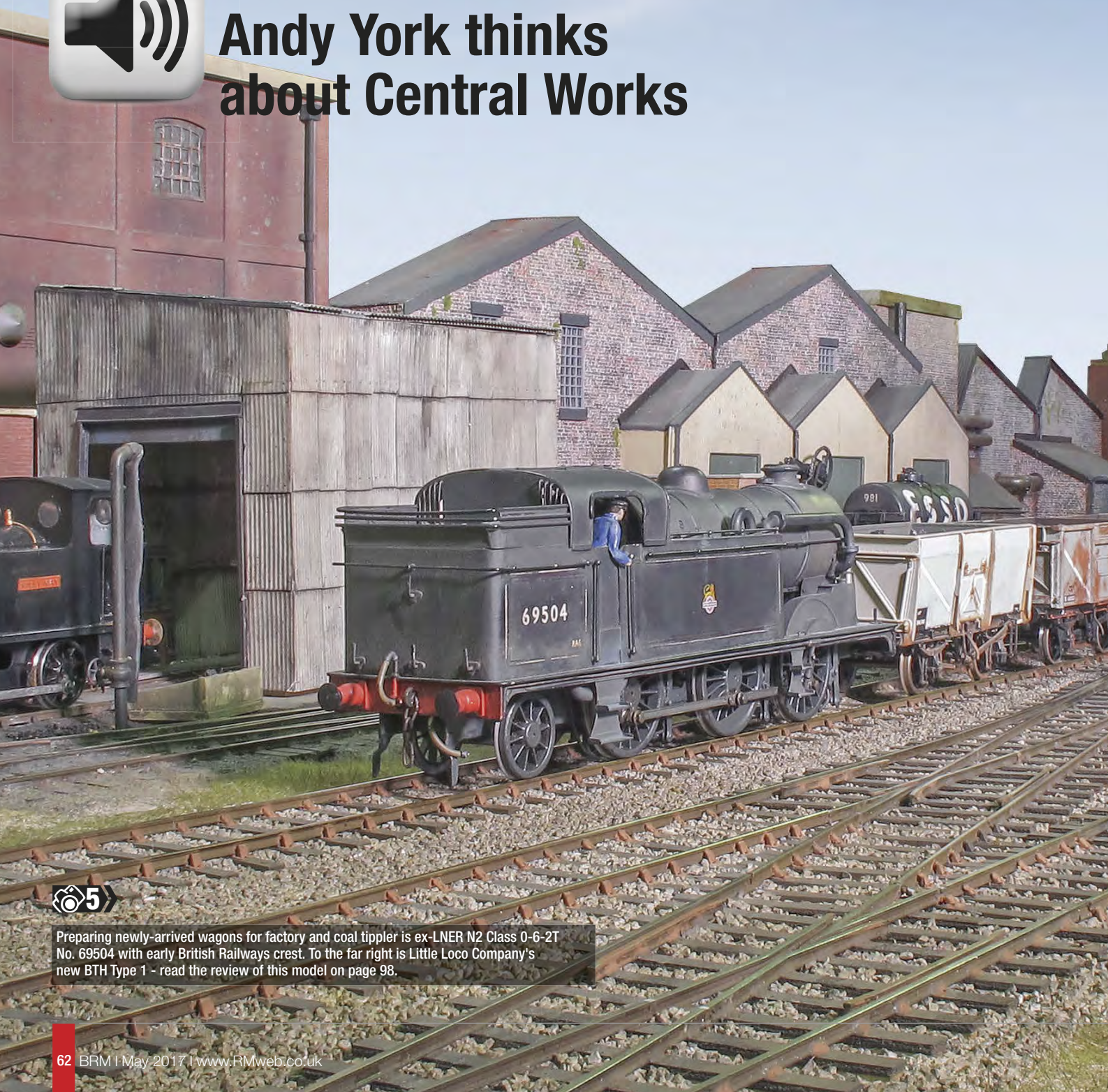
For extra fiddle yard storage there is a 4' x 18" wing that gets added onto the layout at an exhibition, but the layout can still be run without it when set up at home.



the raising of a coal wagon, the tipping and the eventual lowering, takes about two minutes and includes appropriate warning bells, clanking and hydraulic sound effects



Hear what Andy York thinks about Central Works



5

Preparing newly-arrived wagons for factory and coal tippler is ex-LNER N2 Class 0-6-2T No. 69504 with early British Railways crest. To the far right is Little Loco Company's new BTH Type 1 - read the review of this model on page 98.



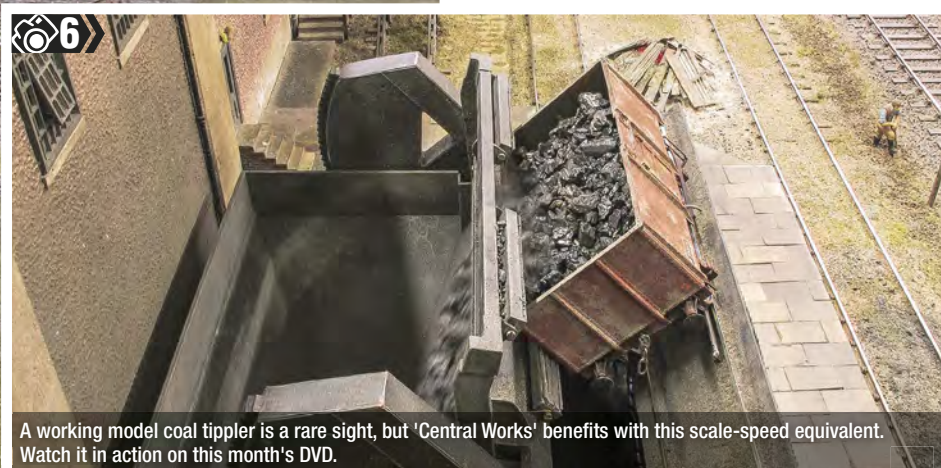
clanking and hydraulic sound effects.

The majority of low-relief industrial buildings seen on 'Central Works' are scratch-built, with some still under construction. Another model is the ARP signal box. Designed during the 1930s, with the war imminent, there was an urgent need for the railways to keep vital buildings operational. Construction consisted of thick brick and concrete walls, roofs and floors. They were built at various locations around the country, in particular at vulnerable sites such as strategic junctions, military and factory locations.

The layout is wired to be able to run on either DC or DCC, where it can be switched over and all sections become energised on a common bus. Two controllers are available in DC mode, one for the mainline BR side and the other for the industrial complex of sidings. Obviously with DCC, the number of controllers is virtually unlimited.

A number of fixed output power supplies are concentrated on one baseboard to allow ease of testing and replacement in case of failure, although hopefully this feature will not be required. Each of the four units provides an output of 18V at 5A, so there is plenty of power available. These supplies are then wired to each of the other baseboards down a network of wiring, which means all supply outputs are available wherever a resource for the two controllers, lighting/accessories or point power is needed.

Pointwork is operated using the tried and trusted Tortoise mechanisms with easily removable electrical connections, and all are mounted on special bases to aid speedy replacement. A cassette system is employed in the fiddle yard to minimise handling of stock between rakes and locomotives. The layout also incorporates a number of colour light and semaphore signals, which are being



A working model coal tippler is a rare sight, but 'Central Works' benefits with this scale-speed equivalent. Watch it in action on this month's DVD.



Extra images

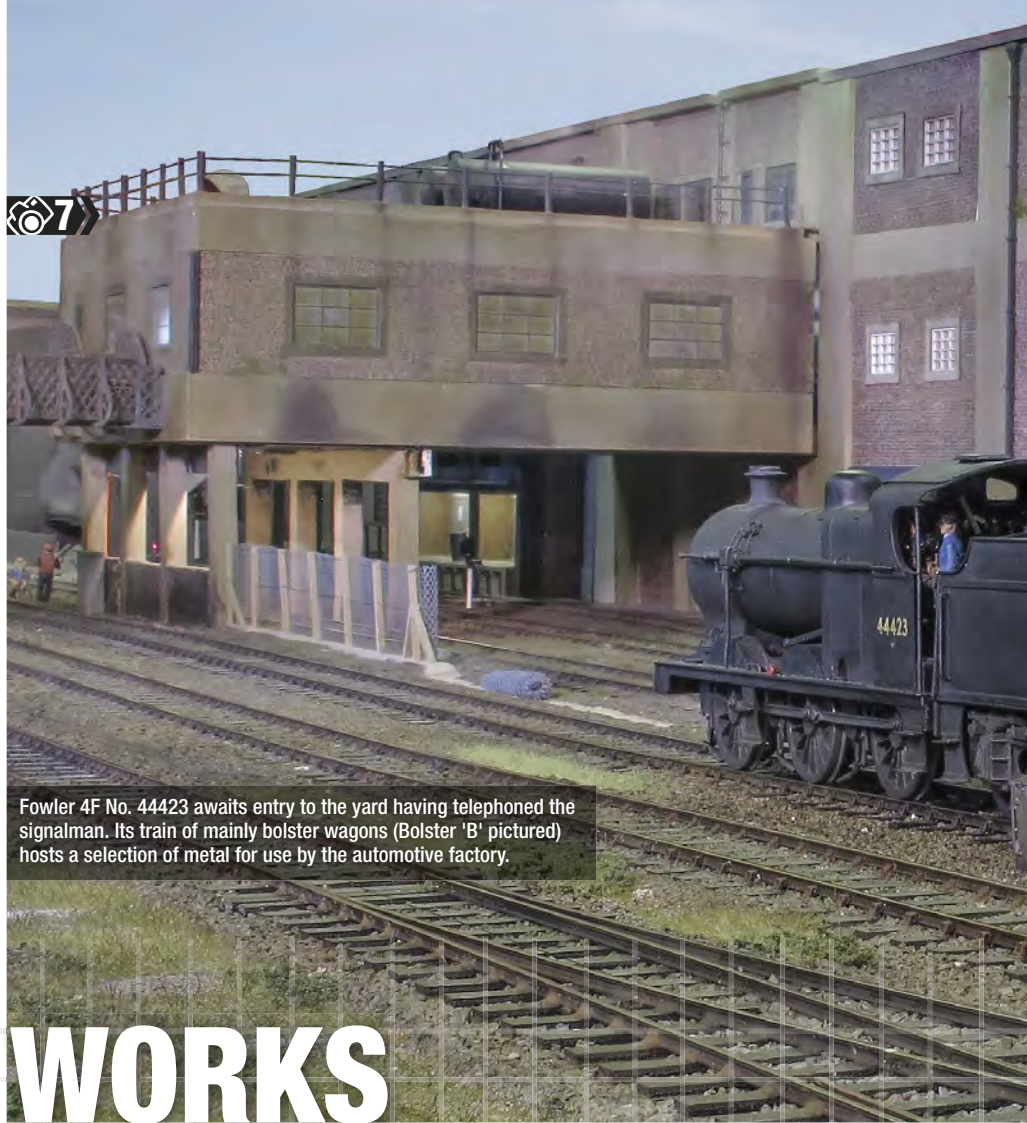
LAYOUT FOCUS

made operational as time progresses.

Functionally, the Tippler, its operation and accompanying sound effects are always a great visitor attraction. This is complemented with a number of lighting effects on various buildings along the back scene. These incorporate welding features and a loader facility in the overtrack building, which fills wagons with swarf and waste material.

To balance the visual appeal of features across the layout there is also a complex series of pipeworks adjoining the industrial sidings – as typically seen alongside many railway sites. This will include effects such as escaping smoke or steam from various outlets and vents from buildings as well as a very large brick chimney.

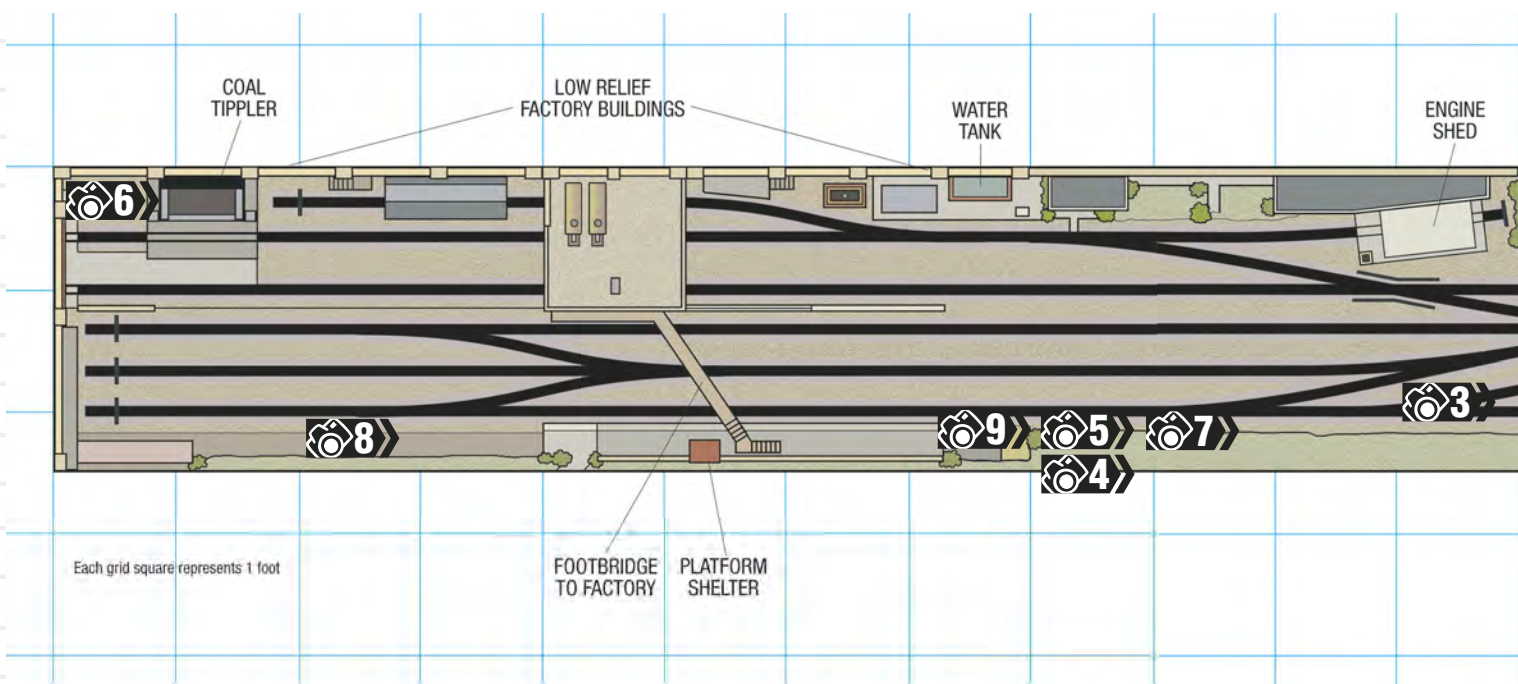
This chimney is a recently released Skytrex product that has undergone some modifications to allow it to emit smoke in a

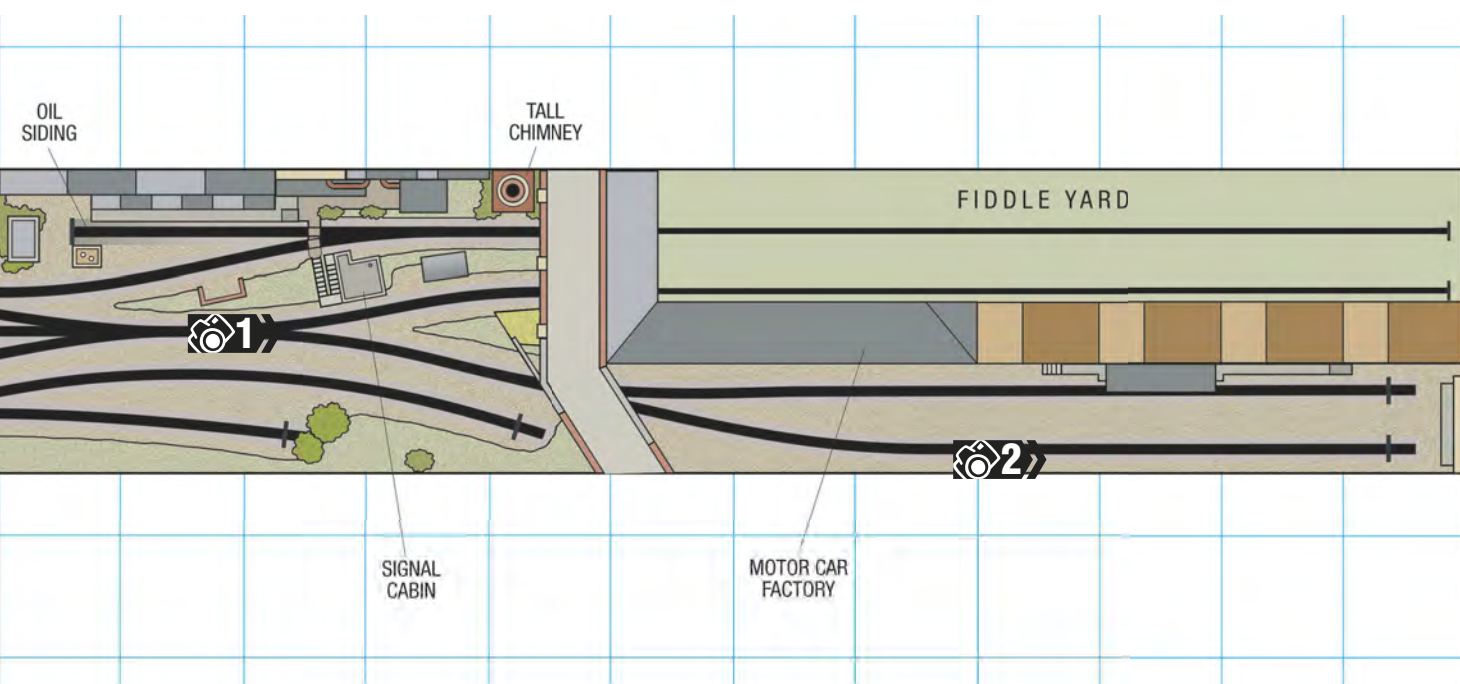


Fowler 4F No. 44423 awaits entry to the yard having telephoned the signalman. Its train of mainly bolster wagons (Bolster 'B' pictured) hosts a selection of metal for use by the automotive factory.

Trackplan

CENTRAL WORKS





hopefully realistic manner. The three sections comprise a square base, an intermediate cone and then the taller main chimney segment with a decorative top. The detail of the brickwork is very fine and, once painted and weathered, it presents an imposing structure on the layout. We have lettered the chimney in a way that was common in the early years when many factories had power plants or required a chimney to vent its waste products and with the company name or logo down the side of the column. The upper section of our chimney is reversible so that it can display either FORD or BMC to suit the era and company/region we are portraying with the stock on the layout.

Smoke is provided by a theatrical fog machine and is pressurised using a small fan to force the smoke up through external pipework and then out through the chimney itself. Another small feature is the intended addition of a steeplejack on his platform part way up the structure, which is something that isn't seen on other layouts as far as we recall.

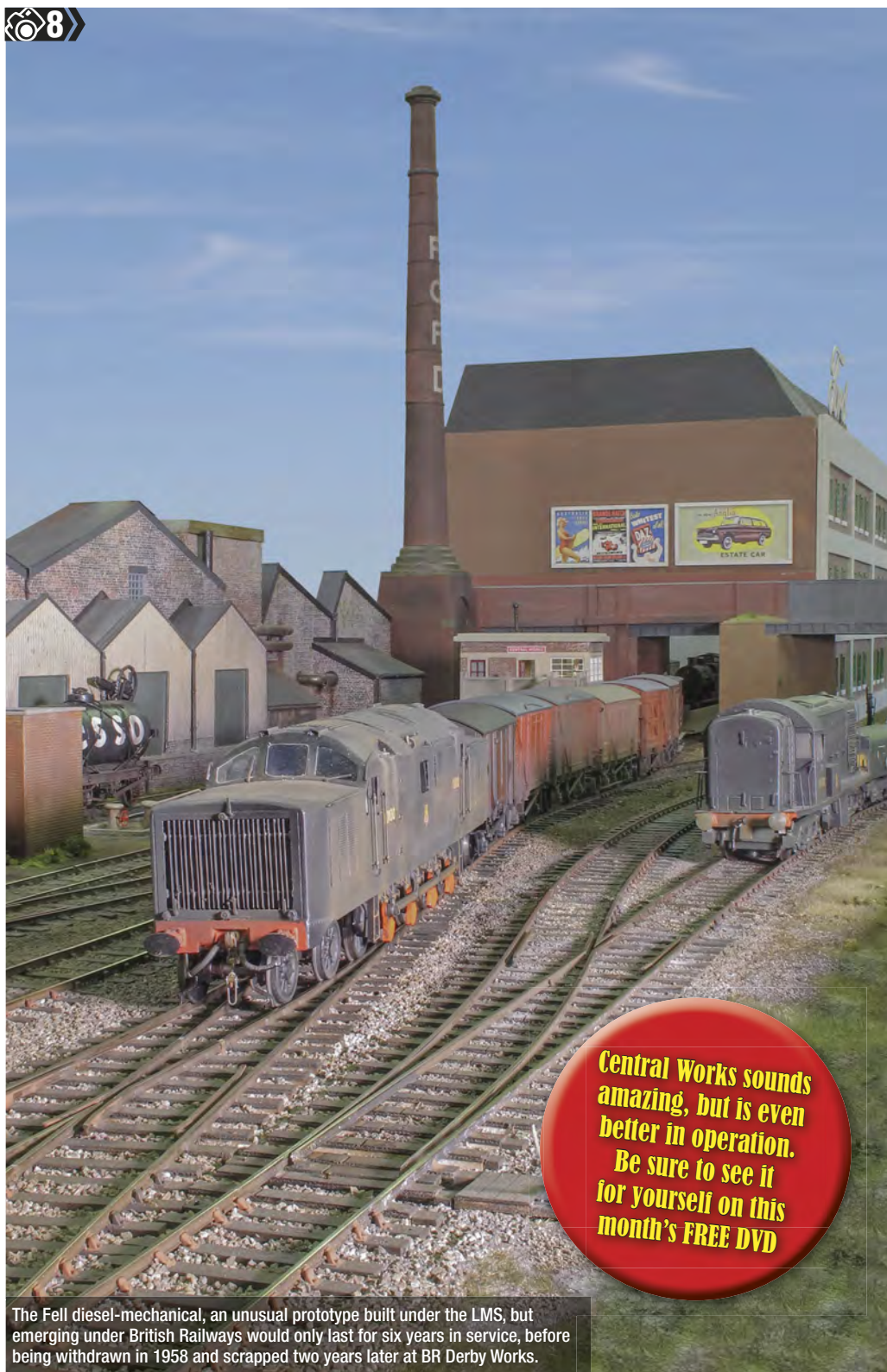
Central Works is already booked to appear at several major exhibitions around the country over the next few years. It has just appeared at this year's CMRA show in Stevenage and the London Festival of Railway Modelling. It will also be exhibited at the Association of Larger Scale Railway Modellers (ALSRM) show at Reading on May 6. We look forward to seeing some of you there. ■



What we think...

Luton MRC's O gauge group once again find subject matter that I have not seen modelled before, in this case the traffic serving a car manufacturing plant. Trains and cars – what's not to like? The layout also features many unusual prototype locomotives; Ford's shunter, the Fell and Hawk to name a few. The group are great entertainers at exhibitions, with many stories to tell to add value for visitors.

Andy York, RMWeb Editor



Central Works sounds amazing, but is even better in operation. Be sure to see it for yourself on this month's FREE DVD

The Fell diesel-mechanical, an unusual prototype built under the LMS, but emerging under British Railways would only last for six years in service, before being withdrawn in 1958 and scrapped two years later at BR Derby Works.



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How to...

BUILD A SIGNAL BOX



Listen to Phil's Top Tip on adding the glazing to your signal box

An attractive new laser-cut plastic signal box kit presented Phil Parker with an interesting weekend modelling project.

Pick a building that most model railways need - it's probably a signal box. Even if you don't have a station, trains still need to be controlled and for most of the periods we model, that was by men pulling levers in signal boxes.

Signal boxes usually have lots of glass with deliberately fine frames around each pane for maximum visibility. Polák UK, known for its scenic products, produces a laser-cut kit for a North Eastern signal box in 4mm and 7mm scales.

Manufactured by York Modelmaking using MDF and Rowmark™ plastic, it is supplied with step-by-step instructions. This is a very pleasant kit to build, but assembly

isn't an evening's work. It took me two and a half days to build and paint the model and I was getting a move on to please an eager editor. More time enjoying the build would've been nice, but I appreciated what time I had.

No kit is perfect - the handrails would be better replaced with wire and thin Rowmark™ is nice, but is difficult to keep straight. The brickwork is a challenge too - the laser-cut surface is very accurate but too smooth for me to use my usual pencil crayon colouring technique.

This isn't the cheapest model in the world, but most of us only need one signal box, so this kit is worth a look if it fits your model. ■



Polák UK's signal box is based on an example found at Melton South in the East Riding of Yorkshire, seen here in January 1981. Built in 1912, it is typical of the many line boxes in the eastern areas of Yorkshire, Lincolnshire and further north to the Borders.

Tools required

Polak Scenics
www.polakscenics.uk
 NER S4 Signal Box Kit £190 (O gauge) £85 (OO gauge)
 Craft knife
 Abrasive sticks
 Pickup tool
 Plastic Weld liquid solvent
 Superglue
 Deluxe Materials Glue'n'Glaze

1



The substantial box contains Rowmark™, MDF, wood and acrylic parts plus lengths of tube and some mouldings.

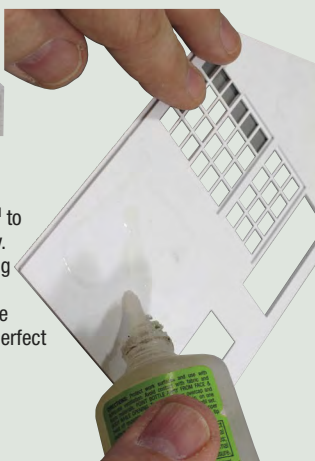
4



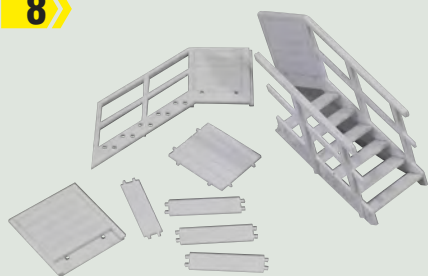
MDF parts are clad with the Rowmark™ plastic. In some places, such as the ornamental chimney top, there are several layers built to add detail.

5

Fixing Rowmark™ to MDF can be tricky. I find a slow-acting superglue allows more time to move parts around for perfect alignment.



8



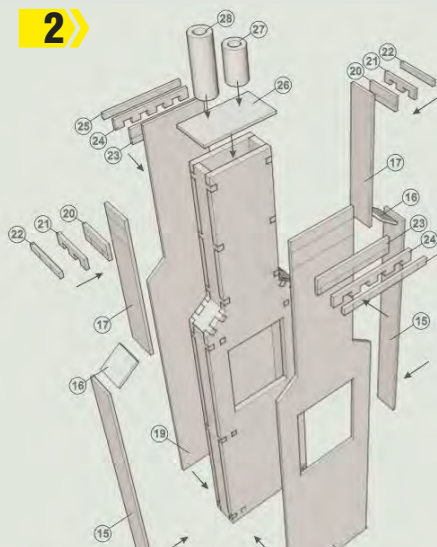
Stairs that alter their course can be a challenge, but these slot together without glue. Running solvent into each join fixes them permanently.

11



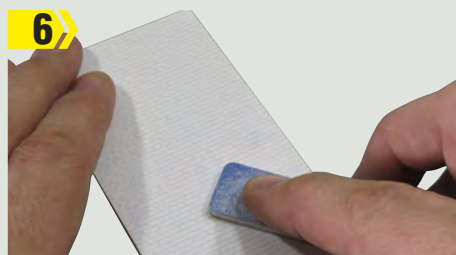
Over 250 panes of plastic glazing are fitted. Run Deluxe Materials Glue'n'Glaze around the inside of each hole and drop the panes into place.

2



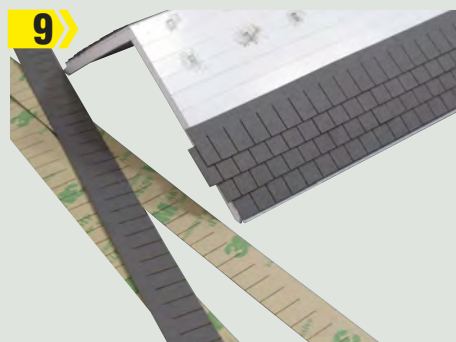
Instructions have exploded diagrams and each part is numbered. With a lot of parts in each explosion, additional text gives the builder a sensible order for assembly.

6



Rowmark™ has a smooth surface unlike bricks. Rubbing a medium abrasive stick over the surfaces roughens them for a more realistic appearance.

9



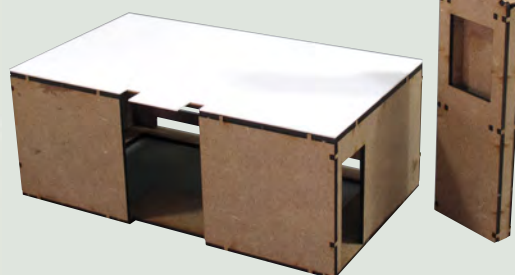
Pre-cut strips of self-adhesive card slates are fixed along lines etched in the surface of the roof. Each is too long so can be trimmed to length once the roof is covered.

12



The wooden floor supplied is best fixed down with spray adhesive. The big windows cry out for a detailed interior.

3



Structural strength is provided by 2mm thick MDF assemblies for the locking room and chimney. These slot together and are stuck with superglue.

7



Each side and end is assembled then brought together around the MDF base. Corners are stepped so they interlock. Filler perfects the joints.

10



Drainpipes are made from tube and moulded angle pieces. I haven't fixed them to the gutters, I want to be able to remove the roof.

13



DARTLEY

A classic British scene is recreated with a laudable attention to detail, although its West Country setting belies its surprisingly international roots.



Factfile

Layout name: Dartley
Scale/gauge: P4
Size: 20' x 2'
Era/region: 1926 - 1934 GWR
Location: North Devon / Cornish Coast
Layout type: Fiddleyard to terminus
Words and photography: Jeff and Pete Day

As I travelled overseas with my old job, I used my spare time to construct different parts of the layout. The goods shed was built in Belgium, the station building in France and the locomotive shed in Norway

DARTLEY

What has a 1920s Great Western branchline got to do with Europe? Well, nothing at all, except for the fact that if 'Dartley' had a 'made in' sticker on it, it would have to read 'made in England, France, Belgium, Norway and a host of other countries as well', as that's where it was built.

As I travelled overseas with my old job, I used my spare time to construct different parts of the layout. The goods shed was built in Belgium, the station building in France and the locomotive shed in Norway. The final assembly was done in the UK, though.

SETTING AND PHILOSOPHY

The West Country has always been fascinating for me; whether for its beautiful scenery or its attractive railway settings. 'Dartley' just had to be located there.

At that time the phrase "not another Great Western branch line" seemed commonplace, but now, with everyone apparently building something different, there doesn't seem to be many about. A large number of electric and diesel-based layouts were coming onto the scene too. I refrain from calling them modern image, as some of them are based on prototypes over 50 years old.

Our involvement in P4 came from attempts to improve the appearance and performance of locomotives and stock, and this led to the realisation that by changing to more accurate wheels, set on rails further apart, and working to one set of standards, the first criteria could be met.

TRACKWORK

The layout plan was drawn out very accurately with Scalefour Society templates. Once the basic trackplan was sorted, I transferred the important positions to the baseboards. Then a template was made to show the centre line of the running line sleepers. What was left was a biro drawing of the entire layout.

Next, we started in the middle and worked outwards, which always allows room to manoeuvre. The two crossing vees were laid first, and were soldered to C&L Finescale paxolin strips. The timbers are Scalefour ply sleepers, which take stains and washes well. The chairs are slid onto the rails and spaced out to line up with the sleepers. Then an L-shaped wire is soldered onto the base of the rail and poked through a hole in the baseboard. Every piece of rail has a feed to it, including check rails and two on longer sections.

Jeff's partly scratch-built GWR 850 Class saddle tank hauls a passenger train. The first vehicle in the consist is an etched D&S 'Siphon', followed by Fournil Model Engineering coach kits which have added detail to their rooves and ends.



Through rays of sunlight, GWR 850 Class No.2007 passes the signal box on the final stretch of its return journey with a passenger train. In the distance, ahead of the bridge can be seen the cattle dock with a maximum capacity of three wagons.

I often used whole metre lengths of rail. Although harder to manhandle, they do allow you to form whole curves, which has led to the flowing appearance of the track. I don't place every chair at first, but I place enough to secure the rail, every second on pointwork and every third on straight track.

Baseboard joints are reinforced with rivets on the last three sleepers and using chairs cosmetically to finish them off. Foam underlay is not suitable at the edge of the baseboard, as it is too prone to damage and allows the misalignment of rails.

This mistake was corrected by cutting back the foam by about 10mm and inserting a piece of 1/8" timber.

Holes for the point operating units are drilled at the end of the switchblades.

The excess will be covered up after everything has been tested. We used N gauge ballast for the main running lines and fine sand for the yard. I think the yard looks a bit too perfect, so it will be worked on when time permits.

The turnout operating units fitted with two hypodermic needles. These slide in lengths of curtain track screwed under the baseboard. In the top of the needles is a length of brass wire, which is free to rotate, and prevents failure of the soldered joints.

Operation is by Fulgurex motors, which are on their second layout now and have been extremely reliable. The drive from the motor is run through cranks to give the necessary adjustment.



The excursion arrives behind GWR 2-6-0 'Mogul' No. 5322 - a mainline locomotive body with a scratch-built chassis. Coaches are from PC Models.

I often used whole metre lengths of rail. Although harder to manhandle, they do allow you to form whole curves, which has led to the flowing appearance of the track.



The Ratio road overbridge at the end of the layout is the only kit on the layout. Seen in the distance to the left is the locomotive shed, based on drawings of the one at Tetbury. To the right, a gate limits access to the private owner sidings.

SIGNALS

Signals are made up from components from Model Signal Engineering, D&S and Colin Waite parts. The spectacle lenses are glazed with Microscale Kristal Klear and coloured with felt pens. They are operated by solenoid coils, with either a counterweight or spring return. This simplifies the wiring and leads to a bounce when the arm returns to 'danger'.

CONTROL AND OPERATION

All the points and signals are operated from the main control panel. It has a copy of the trackplan drawn onto it, which shows the sections, point and signal numbers. Below this is the lever frame, which was built by Tony Sissons – there's a certain satisfaction operating levers compared to buttons or typing in a computer address!

The layout is operated to a timetable, which takes two hours or so to complete, depending on operators and how much shunting they want to do. The routine is designed to stop the rolling stock being handled and also to prevent the operators nodding off when the action is a bit slow.



A GWR 2021 Class 0-6-0T 'Pannier' tank shunts wagons in the sidings. The locomotive was one of the first models to receive a Portescap motor. Note the intricate GWR hand crane and yard lamp.





This GWR 0-6-0 Dean Goods uses a mixture of parts - the locomotive chassis is scratch-built, the body is modified from a Mainline model and its tender is from a Mallard kit. A mixture of kit and converted RTR coal and ventilated wagons are seen in-tow.

A long while was spent playing and observing the various prototypes. We decided we didn't want the 'hand of god' approach, as it detracted from the illusion we were trying to create, so three-links were out, apart from between set rakes of wagons. Our decision has meant that couplings stand up to handling of stock and, as there is a simulated three-link, the appearance is acceptable.

SCENERY

The ground is shaped polystyrene blocks covered with plaster-impregnated bandage, which gives a relatively firm surface to build on.

Of course, the scenery is of great importance and should look as realistic as possible. 85% of all the scenery on 'Dartley' has been built from scratch. Dead and dried Hydrangeas make excellent trees, after being clipped to shape and completed with modelling leaves, tree netting and lichen.

You can use almost anything that will stay



Looking through the road bridge offers a driver's eye view of the station approach. Note the variety of working ground signals and ramps protecting the point mechanisms between the rails.

fairly rigid and withstand the weight of any modelling materials and glue.

The basic rough grass areas are old carpet underlay, which was glued down in clumps and worked until the shape was acceptable. Then it was coloured using gouaches sprayed on with an airbrush. The colours have stood up well and have only had a mild touch up after about eight years.

Backscenes are one of those things that are so noticeable by their absence. The backscene was originally plain light blue until my mum repainted them. They were designed to be reversible, so the layout could be operated from the other side, although this has never been done.

BUILDINGS

Buildings are also fundamental to the appearance and character of a line, so for 'Dartley' they were built from photos, plans or drawings of the relevant types.

The locomotives shed is from Tetbury, the goods shed from Watlington and the signal box is a standard GWR type. The station building is a mixture of several buildings, but with a fairly typical layout.

Apart from the signal box, they're all built from Wills scenic sheets, with various details added as necessary. The shops and cottages on the street across the road from the station are from Langley.

The road by was made using a shaped tube and individually forming sections in wet plaster. When dry, the drain covers etc were let into it by carefully carving away the plaster with a mini drill and a small burr.

ROLLING STOCK

Rolling stock is the usual mixed bag of everything from ready-to-run to scratch-built.

The main points are that vehicles, once finished, shouldn't have to be adjusted again. The only subsequent work on wagons is an occasional wheel clean to help running, but more to stop the locos picking it up again!

The coaches originally had compensated bogies that created so much drag that some locomotives couldn't pull them out of the fiddle yard! No matter what I did I could not get the reliability I required. So I took all the beams out and soldered the bearings into the bogie sides nice and square. Next, at one end a pivot was soldered across the coach and at the other another pivot was soldered longitudinally. The difference was amazing – not only can any locomotive haul the set, it's 99% reliable.

The coaches originally had compensated bogies that created so much drag that some locomotives couldn't pull them out of the fiddle yard!

Locomotives are also from a mixed background, and use various compensation or springing methods. The motors range from early can motors through to Portescaps and pickups are generally wipers, but there are a couple of split axle-types around as well. Mashima cans are favoured, with a gearbox and flywheel if space permits. Sadly, Portescaps are no longer available and are expensive if you buy them on auction sites.

CONCLUSIONS

'Dartley' was built as a challenge to see what we could do, and has proved that a P4 layout

works well, is reliable, stands up to being bashed about, and can be set up and operated without fuss. It can be operational in less than an hour, and knocked down, packed and gone in 30 mins.

It has been on the exhibition circuit for 14 years now, but still holds its own and gets favourable comments. Hopefully it quietsens those people who think that P4 doesn't work!

Our thanks go to the people who have helped out and made exhibiting Dartley such fun, namely David Russell, Pat Seale, Adrian Colenutt, Martin Marrison and senior fiddle yard operator the late Wal Skarin. ■



Why we like it...

'Dartley' is modelled in P4 - a scale renowned for its fine wheel and track tolerances. Appearance of track and wheels has long been the reason for those moving to this scale, but it usually comes at the cost of running reliability if the track isn't laid to a high standard. The builders of 'Dartley' have taken on an ambitious trackplan with three-way points and crossings, and it works - for this, they must be applauded.

Andy McVittie, Managing Editor



Hear Phil's Top Tip on re-numbering this loco

Detail a...

What we used

Brassmasters
GWR engine number plate kit
www.brassmasters.co.uk

ModelU
Locomotive crew leaning on side with rag
and fireman holding onto cab side
www.modelu3d.co.uk

Humbrol weathering powder
Dark Earth and Smoke

HELJAN 1363 0-6-0 ST

Railway modelling continually throws up new challenges – it's all part of the fun of our hobby. Phil Parker gives one of Heljan's newly released and versatile shunters a more workaday look, whilst making subtle improvements.

Looking at Heljan's 1361 class locomotive last month, I could see a few changes that could improve the model. The smokebox ring might have been

prototypical, but it didn't really represent a small, scruffy shunter. Someone seems to have taken the idea of blackened valve gear too literally, and treated the rods to a coat

of paint unlike the grease and oil protecting the metal on real locomotives. The ill-fitting dome needed attention too. The protective bars over the rear windows cried out for paint, and it would benefit from real coal and a locomotive crew.

I like to personalise my models to fit in with my other scruffy little shunters. While they may not be perfect, each one is slightly different, thus a little character brings it to life.

Everything I do here can be applied to other models. That's part of the fun, starting a project with some methods in mind and adapting them as you go along. As I write, the locomotive is sat on a shelf with sunlight glinting through a coat of grime, just like it does in prototype photographs. As such, I'm pleased with my overall results. ■

Prototype Inspiration



GWR 1361 class 0-6-0ST No. 1365 is captured at Laira shed in 1927. Photo: Rail Archive Stephenson



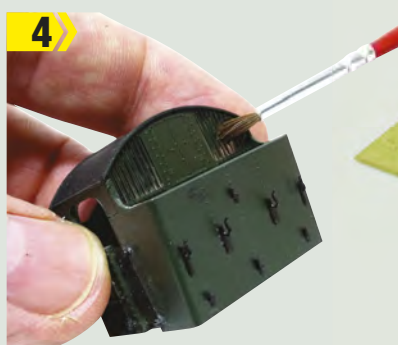
Straight from the box, there are a number of tweaks I want to make. I don't like the shiny smokebox ring or the black-painted connecting rods. At the back, the coal looks like plastic and the protective bars on the windows aren't painted. Like all model locomotives, it needs a crew and some serious dirt.



The paint has a nice smooth finish, but the real locomotives show a lot more variety. I begin by polishing the green with a cotton bud and T-cut car polish restorer. To add contrast, the smokebox receives a couple of matt black coats. Undo the front coupling and you find the screw that holds the smokebox in place. Removing it makes painting easier.



Someone at Heljan thought about modellers when they designed the coal. Replacing it with real coal is common, so the plastic version is only held in place with double-sided tape. Stick a knife blade under and it parts. A couple of drops of thin superglue fix a sprinkle of real crushed coal in place.



Holding a brush lightly loaded with Phoenix Precision Paints GWR Green at an angle and gently stroking the protective bars on the rear windows gives them a bit of colour. In real life these are steel rods, definitely not transparent. Colour matching the body is tricky, Heljan's GWR green seems to be a shade bluer than other manufacturers, but a bit of weathering will cover any discrepancy.



Cabside numberplates are moulded into the body, so they can't easily be replaced with etched ones. Brassmasters etched numbers will fit over the transfer numerals. A coat of black paint holds them in place as well as covering the old digits. Once happy with the positioning, varnish seals them in place. If you change the identity the bufferbeam numbers will also need changing, or hiding with weathering if you don't have suitable transfers to hand.

6»



All locomotives need a crew and these are from the ModelU 3D-scanned range of figures. Closed cabs can hide your crew, so I've chosen a driver hanging over the side. Both men are painted with enamel and finished off with a wash of black for their mucky environment.

7»



Real connecting rods are a shiny oily colour. The paint is pretty stubborn, but scraping with a knife followed by a polish with a fibreglass pencil exposes the metal. I was surprised to find the fronts in brass and rest in nickel silver, but a coat of Humbrol 'Leather' followed by a wash of black hid them again.

8»



The pipework fitted under the bufferbeam is in the way of the tension lock couplings once these are plugged into the NEM boxes. The screw couplings have to be draped to one side too. I replaced the vacuum pipes with MJT whitmetal items – not so much because they look better, but because I'm clumsy and knocked the front one off.

9»

The dome top on top of the tank is a really poor fit but, despite several attempts, removing it defeated me. To hide the gaps, I slapped on a thick coat of Humbrol 'Smoke' weathering powders. Misting mat varnish spray over the top between applications allows a thick layer of grime to be built up. Combined with the polished tank sides, the effect is really pleasing when the light catches it.



Expert Advice

Don't apply all the weathering in one go. Do a bit. Leave it. Come back with fresh eyes and you'll see what else needs to be done.

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.

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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.

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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.

MOZZERDALE



A busy summer Saturday has led to freight locomotives being pressed into passenger service. A Stanier 8F 2-8-0 prepares to stop for passengers.

Imitation is the sincerest form of flattery, but it's also a handy way for novice modellers to learn the ropes. Geoff Moston came to the hobby late, and used an existing layout as his inspiration.

Mozzerdale is my first attempt at a model railway and I chose to copy 'Ashcombe' by John Spence, who was kind enough to explain the philosophy behind his design.

I already had some experience of operating and working other people's layouts, so I had a better idea of what it was all about and what I wanted out of the hobby. Ashcombe seemed to be exactly what I was looking for – small and compact enough that I could operate something similar in my own home. Also, it was suitable for single operator exhibition use, and it employed some novel features.

Firstly, the operator stands at the front of the layout, which allows for good interaction



The fascia on 'Mozzerdale' limits what the viewer sees. Control is from the front and helps the operator engage with the public at shows.



A truck has just dropped its load of livestock at the cattle dock. An LNER tank engine engages in some shunting as a Class 14 sits on shed.

with viewers. Secondly, the fiddle yard can be viewed from the front via a carefully placed hinged mirror. Tight curves are used between the fiddle yard and the scenic section, but these are hidden behind curtains.

THE BUILD

I built my layout using off-the-shelf components over a timespan of three months and shaped the design to reflect the countryside and building materials closer to my home. As such, Mozzerdale has its roots planted firmly in the Yorkshire Dales. The track is by Peco and the buildings are made from kits from Ratio and Kestrel. Because of the tight curves, I can only run 0-6-0 wheel arrangement locomotives and I favour the Union Mills kits, as these have some weight behind them.

I laid the track first and had to fit the point motors afterwards – I recommend that the latter are added as part of the track laying. I had problems getting the electrics right, but I was able to call upon my friends in Keighley MRC for assistance. However, my idea of basing a small layout on an existing design has paid off, and the build was relatively problem free. My favourite part is the backscene, which is made using a blue background with cut out portions of a Gaugemaster original glued on.

THE FUTURE

Based on my own experience, I can see the need to start hobbies when you are young. I am therefore keen to encourage youngsters

to experience model railways and am pleased at the success of the junior group at my local club – we need to do more to encourage the future generations of railway modellers.

John Spence has since seen photographs of my layout and has expressed his pleasure at seeing his design perpetuated. I know that seeing Mozzerdale at shows has encouraged several others, and I hope that it will also inspire you too to have a go at building a layout.

CONCLUSION

I believe my build demonstrates that anyone can create a layout for home and exhibition use, even if they don't have a railway background – you really couldn't have more of a 'standing start' than mine! I also think it's important that people visit exhibitions and shops to see the quality of today's models for themselves. Off-the-shelf components are now so good that convincing results can be obtained quickly with little modelling experience. With that in mind, let's all make it our goal to introduce somebody new to the hobby over the next year! ■

What we think

Remember, we all started modelling somewhere. I'm speaking for most of us when I say that our first projects – whether a kit, modification or layout – were a learning curve, so starting small is a good idea. It's easy to be overwhelmed. I look back on my first projects knowing I had fun, so let's praise Geoff for a good first attempt at a layout.
Howard Smith, Features Editor



A saddletank manoeuvres some loaded 12T mineral wagons as a passenger train heads into the station.

Shift worker

I used to be a security officer and my hours weren't conducive to modelling, but I was able to blitz the build in a short period by using my holidays and spare time. Subsequent projects have also been tackled in this way, and I have completed a viaduct and a large station building for club layouts. Both were built during intensive sessions lasting just a few days.

How to...

MODIFY A 'TIN TURTLE'

A straightforward chassis replacement is all that's required to breathe new life into a Meridian Models kit of an iconic wartime workhorse. Phil Parker demonstrates.



Back in the November 2014 issue of **BRM**, I built a Meridian Models Armoured Simplex locomotive for our 009 gauge layout 'Owen's Bridge'. Sadly, a few shows and many, *many* miles of running later, the chassis of this heavy little model was worn out.

This isn't the end of the story, though. Chatting to the new owners of the range at last year's Expo Narrow Gauge show, they had a solution that didn't involve building another kit. Japanese firm Tomytec produces a simple four-wheel chassis that is just the right size for the Simplex. It would be too simple to expect the chassis to drop right in, but with the aid of a special etched plate

from Meridian and some glue, my Turtle could live again.

Removing the old chassis supports took just a few minutes and a little brute force, but if you were building the locomotive from fresh, this wouldn't be required. The Tomytec chassis has a ridiculous top speed on the track, but it can also be slowed to a quick march and it seems happy to run for hours at a time.

Between this and the Coferna locomotive that we showed you in the Spring 2017 issue of **BRM**, motive power for a WW1-themed narrow gauge railway is easily within reach, without complicated chassis building, or even soldering. ■

Expert tip

Grey or Green?

Since there are no contemporary colour photographs of these locomotives, their colour is open to debate. I've been told that I'm both right and wrong by



experts. My guess is that, like much military hardware, these early locomotives were originally shipped in grey and painted in the field. Later machines left painted green.

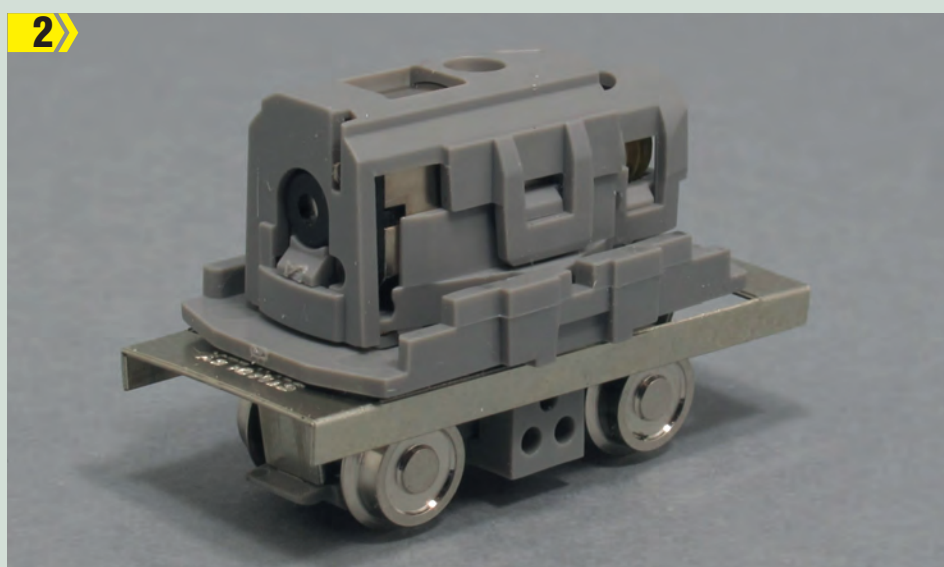


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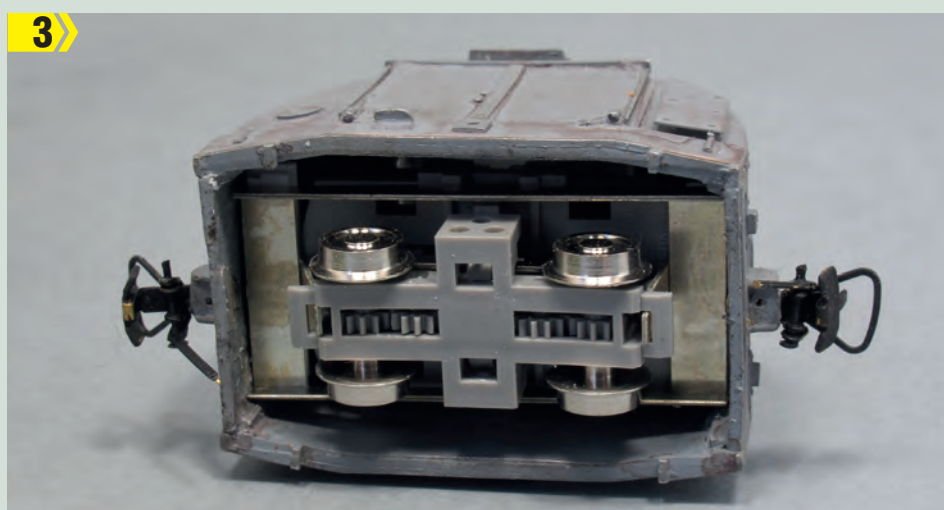
Tomytec supplies the chassis with a van-shaped body, standard N gauge couplings and stickers for decoration. All that's required is the chassis, so the rest goes into the scrap box.

2



Meridian's etched frame can be folded to shape with pliers and then it slips, with a bit of wiggling, over the chassis. It clips in place, and there is no need to hold it with glue.

3



The frame is fitted inside the Simplex body with superglue. Test fit it without glue first to check the height the body rides on its wheels. I needed to add a tiny bit of plastic sheet packing to gain a millimetre.

BUTTERMERE MINING COMPANY



BUTTERMERE MINING COMPANY

A continental modelling experience inspired an excellent eighties Lakeland scenario, although the size of Bill Flude's car boot also played a vital role.

BUTTERMERE MINING COMPANY

“It has been suggested that 'Buttermere' could be extended. However, this is not an option because it wouldn't fit in my Fiesta

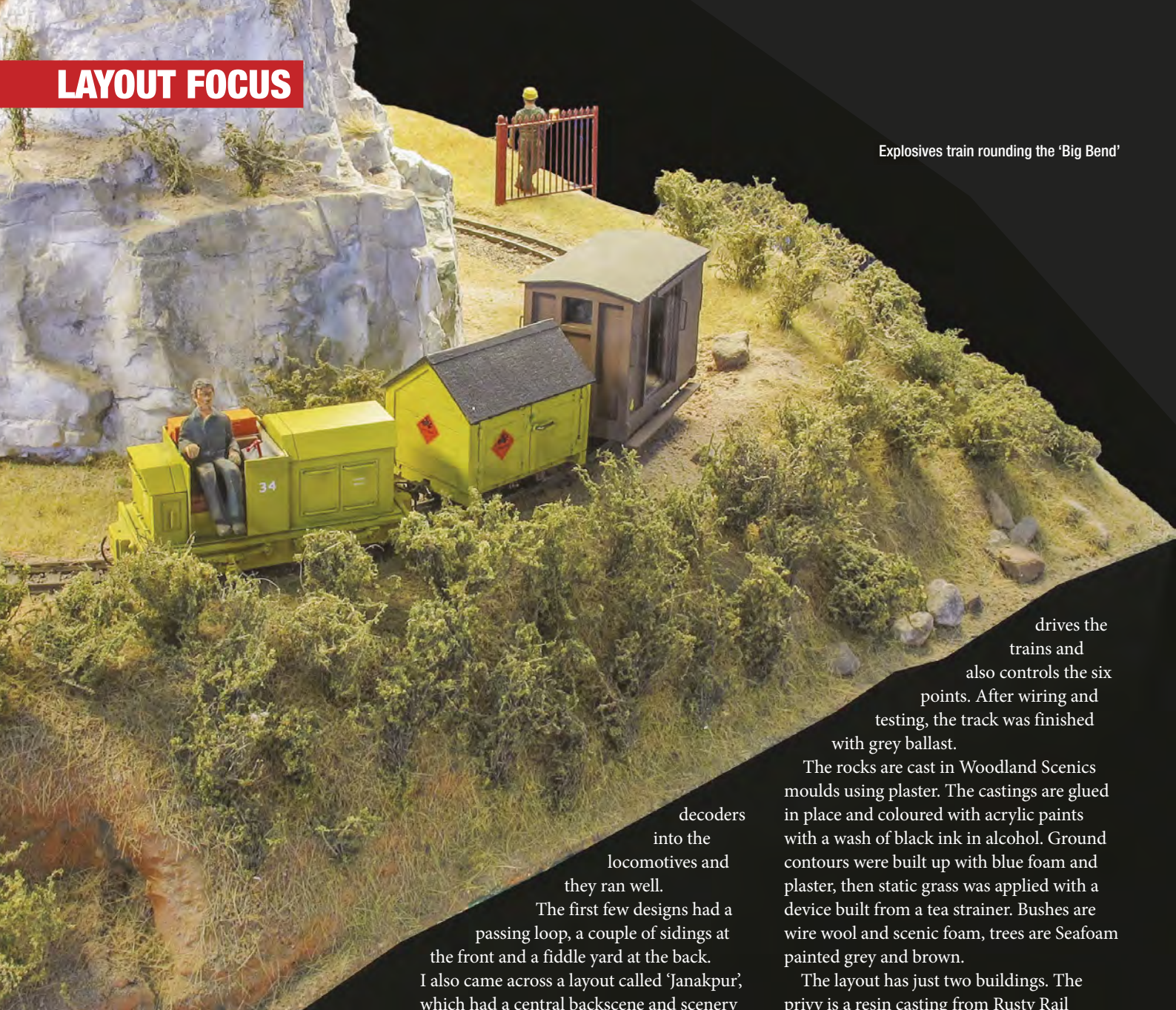


Phil Parker shares his views on Buttermere

Factfile

Layout name: Buttermere Mining Company
Scale/gauge: 09 7mm/ft 9mm gauge
Size (to include any fiddle yards): 5' 2" x 1' 8"
Era/region: Lake District 1980s
Location: Lake District
Layout type: Narrow gauge mineral carrying line
Words: Bill Flude
Photography: Phil Parker





A few years back I discovered Steve Bennett's Black Dog Mining stand at an exhibition. I was modelling US HO at the time and had a 20' x 9' New England-based layout with DCC in the garage. US manufacturers were switching from producing rolling stock kits to making everything ready-to-run. I bought some 09 kits from Steve and really enjoyed building them. I subsequently decided that I wanted to create a layout that could be exhibited. From experiences at shows I knew that the railway needed to be easily transported, be quick to set up and break down and be well presented.

I started work on 'Buttermere' early in 2012. Early work with some large bits of cardboard established that a 42" long baseboard would fit in a Ford Fiesta. I laid a test track on a piece of scrap ply and found that the small locos and wagons would go round a 4" radius curve. I installed DCC

decoders into the locomotives and they ran well.

The first few designs had a passing loop, a couple of sidings at the front and a fiddle yard at the back. I also came across a layout called 'Janakpur', which had a central backscene and scenery on both sides. A few sketches later and the trackplan for 'Buttermere' was almost finished. The final part was to add a 20" x 7" fiddle yard at one end. The layout would be viewable from both sides and one end. Although the main board is only 42" long the modelled scene is actually twice that length.

I decided to use 9mm ply to build the baseboards, and took my cutting list to a local timber merchant. The resulting pile of pieces was glued and screwed together, and I now had a main board with an integral backscene. Metal trestles were used instead of wooden legs, as they can be set up very quickly and the height of the layout can be varied.

Peco 009 track was laid on Woodland Scenics underlay, the track being glued down with water soluble PVA. Tortoise point motors have been used, which need about 4" clearance under the track bed. This extra depth of baseboard helps to give the structure rigidity. A Digitrax DCC system

drives the trains and also controls the six points. After wiring and testing, the track was finished with grey ballast.

The rocks are cast in Woodland Scenics moulds using plaster. The castings are glued in place and coloured with acrylic paints with a wash of black ink in alcohol. Ground contours were built up with blue foam and plaster, then static grass was applied with a device built from a tea strainer. Bushes are wire wool and scenic foam, trees are Seafoam painted grey and brown.

The layout has just two buildings. The privy is a resin casting from Rusty Rail and the wagon works is scratch-built from styrene sheet and balsa.

The locomotive roster has steadily grown from the original three Black Dog kits to over 30 items. Very few have been built totally as intended, as bits get added and kits get combined. The rolling stock is even more varied. Much of the fleet runs on the excellent KB Scale Rugger chassis, with wheels re-gauged from 14mm to 9mm. Some have resin bodies from Black Dog and Avalon

Lights fantastic

One of the joys of taking layouts to exhibitions is the variable lighting conditions encountered in different venues. 'Buttermere' has a pair of 36" strip lights, one on each side. It's important to do scenic work under the lighting conditions you will use to exhibit the layout, otherwise the colour balance and toning will be wrong.



Full train departing from the main loop.

A full mineral train arrives; the staff are on another break.



while others are scratch-built.

Operation is very simple. Full and empty mineral trains travel in opposite directions, carrying materials and explosives to the mines and to the track maintenance gang. Trains generally run slowly and it can take up to a minute to complete a circuit.

I'm very happy with the finished layout. It runs reliably and I have received lots of good comments at exhibitions. It has been suggested that 'Buttermere' could be extended. However, this is not an option because it wouldn't fit in my Fiesta.

One issue with 'Buttermere' is that it could easily be damaged in transit, and so a new layout called 'Derwent Road' is currently under construction. This consists of two baseboards that are effectively boxes, and the delicate bits are protected when moved. The rest of the bits can be loaded on and around the main boards. ■

Buttermere Mining Company – The Story

The Lake District is rich in minerals and the area around Buttermere had iron and copper mines. The Buttermere Mining Company extracts copper-bearing ores from three underground mines.

The mining company built an 18" gauge line in 1895 to carry ore from the mines to Cockermouth ten miles away. The line was originally worked by steam locomotives, but internal combustion locomotives were introduced in the 1930s. After WW2 diesel power completely replaced steam.

Why we like it



Bill's double-sided layout design is one we see in plans books, but rarely in the flesh. It very cleverly allows the modeller to build two layouts in one – if you have space for a continuous run it can easily be copied. Just fit a backscene in the middle down the length of the layout and treat each side differently.

Phil Parker, Features Writer

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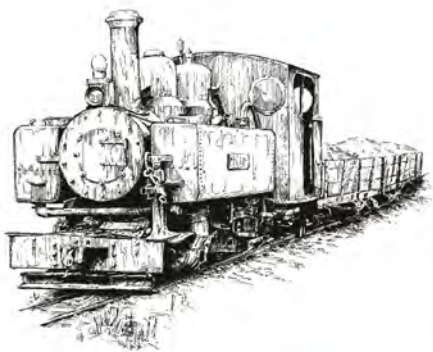


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'RAILS EXCLUSIVE' RANGE UNVEILED



Rails of Sheffield has announced that it is working with Rapido Trains Inc. to produce a model of the LNER's Dynamometer car No. 23591.

The 1906-built test car is renowned as having measured the record-breaking 126mph run of LNER A4 No. 4468 *Mallard* in 1938. The OO gauge model of No. 23591 becomes the first in a series of models to be released under the new 'Rails Exclusive' brand.

Two versions will be offered initially; the first in July 1938 LNER teak condition, as it was during the speed record of *Mallard*, and the second in post-1946 LNER teak with its later number – No. 905202.

Rapido Trains is well regarded for producing models of famous or unusual vehicles. Based on extensive research of the prototype, the Dynamometer model features interior and underframe details, including depictions of the recording equipment and the speed recording wheel between the bogies.

A decorated sample should be ready in time for the Warley show at the NEC in November. The first production models are expected to start shipping in late 2017/early 2018, retailing at £125.00. Demand is expected to be high, but interested parties can secure theirs immediately with just a £50.00 deposit.

The 'Rails Exclusive' series will expand with new tooling and re-liveries of existing products – further details TBC. Also, three Bachmann limited edition OO gauge models that were due for release later this year will now form part of the 'Rails Exclusive' range. They are: Class 66 727 *Maritime One* and Class 66 614 *Poppy*, priced at £169.95 each, and Class 37 425 *Sir Robert McAlpine* at £149.95. Pre-orders are available for all – see railsosfsheffield.com for further details.



OXFORD RAIL WAGONS UPDATE

Arriving in the nick of time for this issue, Oxford Rail has revealed livery samples for a quartet of OO gauge wagons. And very nice they are too.

Other iterations will be made available, we're assured, although space and the late-arriving nature of this news means there isn't enough space for further coverage, so keep an eye on www.oxfordrail.com for more information as and when it arrives.

Indulge your liveried wagon penchant in the meantime – our vote goes to the Coalite variant. Prices start at £9.95 for the six and seven-plank options and £10.95 for the latter. ■





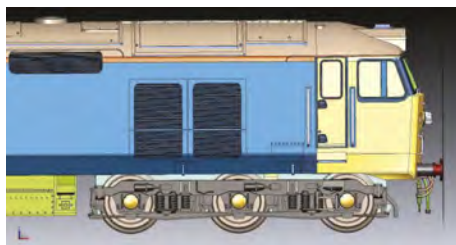
DAPOL DELAYS

Dapol has put several projects on ice, blaming rising costs in China and Brexit uncertainties at home.

Dapol Managing Director Joel Bright's statement makes for depressing reading, highlighting effects that may yet affect other players in the industry:

"With this predicament at the forefront, the company has to make difficult decisions about our funding and prioritising of projects, especially those that made financial sense when first announced but currently do not," he begins. "Unfortunately, some previously announced and mooted projects will have to be put on abeyance until the economic conditions become more favourable.

This is particularly, but not exclusively the case in N gauge, where the small size of the market, the relatively high cost of manufacture and natural cap on



retail prices means that returns are least favourable. Projects such as the Class 50, Class 59, prototype HST, 'Battle of Britain' and others are being delayed as result of this."

Upon dropping that minor bombshell, Bright suggests that Dapol might have overstretched itself in previous months, which he says might have contributed to this situation too. However, and in sounding a more optimistic note, he says that all models announced forthwith will be thoroughly researched, fully developed and on sale within 14 months of being made public. Better that than the announcement of products that subsequently fail to reach the market, we suppose.

Interested parties should keep an eye on Dapol.co.uk for more information.

ALLY PALLY PREMIERES



There are plenty of good reasons to visit the **BRM** expo at Alexandra Palace, not least the fact that it's among the biggest days out in railway modelling. With that in mind, it's also a fine format for new product unveilings. To wit, Bachmann has used the event to announce its first narrow gauge models, with engineering samples of the Baldwin locomotive, covered bogie van and open three plank wagon.

The models shown at Ally Pally were first used during World War 1, where narrow gauge railways transported equipment, munitions and troops. They were also utilised to return injured troops from the front.

The prototype samples received so far are for 391-025 Baldwin 778 in ROD black livery and 391-027 Baldwin Peggy in Ashover light railway crimson. Two other versions being produced represent locomotives that ran on the Ashover and Welsh Highland railways.

BIRDS ON THE WIRES

Bachmann is plainly busy at the moment, with news that is bound to please fans of South Eastern & Chatham Railway rolling stock. We refer to the forthcoming release of the OO gauge 'Birdcage' Brake Third coaches, of course.

Currently available for pre-order from

select retailers from as little as £55 or so, the finished product will apparently arrive in three colours – Southern Railway Olive Green, BR Crimson and the SE&CR Dark Lake. Bachmann was only showing off the crimson version at **BRM**'s Alexandra Palace expo, and garnered a fair amount

of positive interest in doing so – be sure to check RMweb.co.uk to join in the ongoing conversation. In the meantime, it seems that more complex liveries will be available at a later date, the first three versions arriving September/October time. Look to bachmann.co.uk for more information as it's announced.



BALLASTIC FANTASTIC

Irish Railway Models has unveiled livery samples for ballast and cement wagons. Pictured here is the first factory-painted sample of the former. Meanwhile, production is already underway in the Far East and delivery is apparently imminent. We are informed that tooling corrections have been made in the name of ensuring that the model meets the highest possible standards.

Moving on, and the quirky looking CIE (Córas Iompair Éireann) 'cement bubble' wagon has been hand-finished to show what the production models will eventually look like. Further tooling changes have been made, again, with etched components implemented to boost durability. A summer release is suggested, but act fast because 50% of the run has already been pre-sold.

In other IRM news, the 'Tara Mines' bogie ore wagon is currently in tooling and pre-production images will be made available shortly. See irishrailwaymodels.com for further details incoming.



TONY WRIGHT



NEW IN BRIEF

New Expotools Catalogue

The 132 page Expotools catalogue has everything you might ever need to build, fettle and finish your layout – from an array of tools, through ready-made backscenes and assorted kits, to models of boats, planes and tanks for good measure. It's out now, and is free for **BRM** readers. Head to www.expotools.com or phone 01834 845130 to grab your copy today.

Bachmann Warflats

Bachmann is deep into the development of its OO gauge Warflat. Coming in Bronze Green and Khaki Drab colours, with or without a tank atop. It is likely the model will be available towards the end of the year. However, certain retailers are taking pre-orders from as little as £42.46 for the tanked version or £31.41 without.

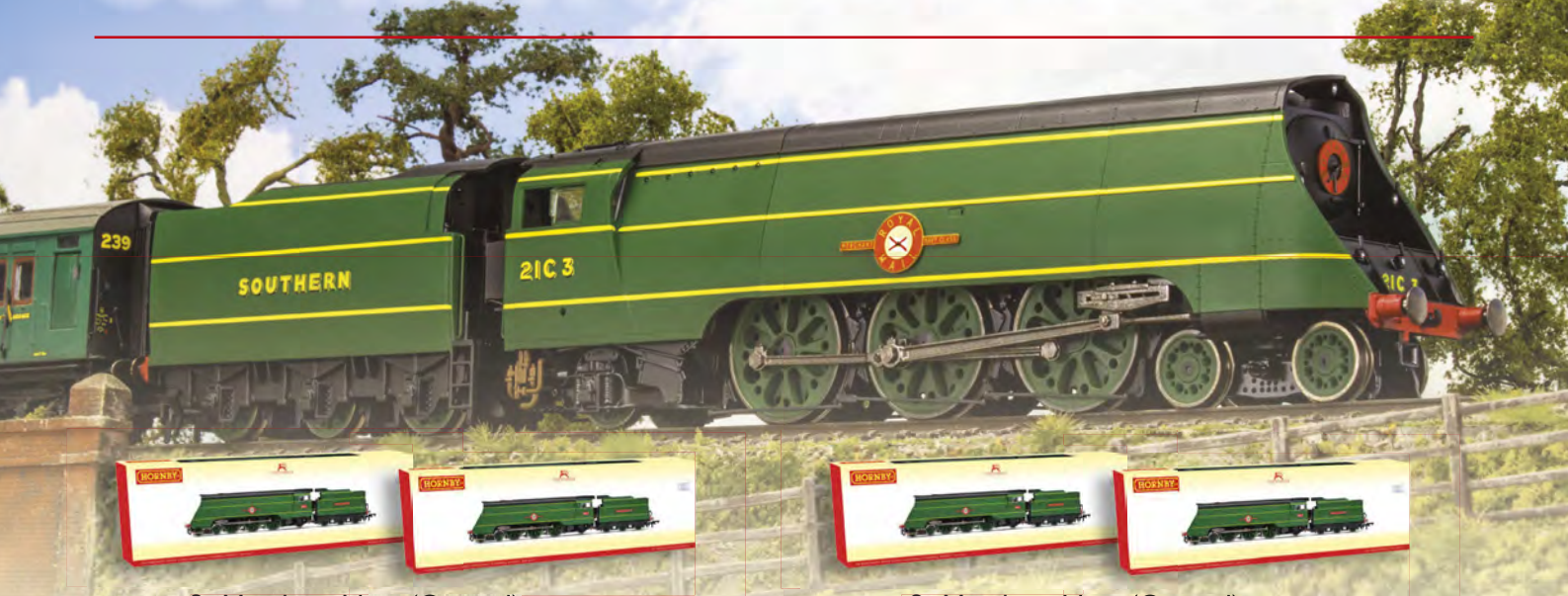
OO Wheel Checker

Golden Valley Hobbies' OO Gauge Wheel Gauge does what it suggests, and checks the back-to-back measurements of model railway wheels. This little dimension is worth your attention, since getting the right will ensure that your rolling stock travels through points and crossings without derailling or generating excessive movement or noise. This handy tool is set to the correct width for standard OO gauge track and is £4.99 from goldenvalleyhobbies.com and selected modelshop retailers.

Sleepers on sale

Scale Model Scenery unveils a pack of 52 laser-cut real wood railway sleepers. While this announcement is unlikely to yank Earth from its orbit, **BRM's** in-house modelling guru, Howard Smith, advises that the sleepers, complete with bolt-holes and rail chair indentations, are the very thing to arrange in weathered piles or other track-side scenarios. The sleepers will suit an OO/4mm layout, and are available now at £4.99 a pack. See scalemodelscecery.co.uk for more.

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GRAHAM FARISH CLASS 37/4 REGIONAL RAILWAYS AND REGIONAL RAILWAYS MK. 1 COACHES

In 1993 selected locomotives and stock were pooled for running services from Birmingham, Crewe, Manchester and Liverpool to North Wales coast destinations and Blackpool. 37422 *Robert F. Fairlie* was a regular on Birmingham services, more so than Manchester or Liverpool's with a short train of four or five Mk1 or Mk2 coaches in Regional Railways livery. The ideal short train can be made more interesting as it was seasonally supplemented by a Chocolate and Cream or Maroon Mk1 TSO hired from Riviera Trains charter sets to due a shortage of rolling stock. Bachmann's information states this is Era 8 running until 1994, but it can be extended beyond with additional transfers and an owners plate on the locomotive.

Price Class 37422 Robert F. Fairlie Regional Railways (371-170) RRP £121.95

BR Mk1 FK Regional Railways (374-167) RRP £30.95

BR Mk1 TSO Regional Railways (374-017) RRP £30.95

BR Mk1 BSK Regional Railways (374-194) £30.95

W www.bachmann.co.uk

BACHMANN CLASS 47706 SCOTRAIL LIVERY 31-653Z

Sporting Network SouthEast branding under the cabside numbers and between marker lights, this beautifully-applied tired ScotRail livery on the Class 47/7 has to be one of the most authentic-looking peeling paint finishes to date. The limited edition models have been produced exclusively for Kernow Model Rail Centre by Bachmann with a certificate and depict the locomotive in early 1990s condition. DCC-ready with a 21-pin socket, the models are available DCC-fitted or with DCC sound and have received a heavy coat of weathering, particularly soot over the roofs. The 'Scottie dog' is faithfully represented.

Price RRP £159.99, £179.99 (DCC-fitted), £259.99 (DCC-sound)

W www.kernowmodelrailcentre.com

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TMC 38-191X BR 10T INSULATED VAN (WHITE)

Produced exclusively for The Model Centre (TMC) by Bachmann, this BR white 10T insulated van would typically see use conveying ale. With much traffic turning to road, the early 1960s saw many of BR's insulated vans surplus to requirements, resulting in a number of these converted to ale vans. Originally white for insulated traffic (as depicted), many were repainted BR Bauxite. Numbered B872054, with markings 'Empty to Park Royal W.R.', this van would be used by the Guinness Brewery at Park Royal, West London, travelling around the country. Available with standard weathering or for £5.00, a custom finish upon checkout via its website.

Price RRP £17.95

W www.themodelcentre.com

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TMC 38-191Y 10T INSULATED ALE WAGONS TRIPLE-PACK

The Model Centre has commissioned Bachmann to produce this pack of three 10T BR Bauxite ale wagons for The Model Centre. The factory-weathered models have peeling paint effects, replacement planks or doors, stickers and brandings, all authentically copied from the prototype wagons which transported ale around the country. Also available from TMC in white as a single item - see below.

Price RRP £54.95

W www.themodelcentre.com

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DAPOL CLASS 73s INTERCITY EXECUTIVE / SOUTH WEST TRAINS / SOUTHERN / SOUTH WEST TRAINS AND GBRF LIVERIES

Produced in six liveries exclusively for Gaugemaster, Dapol's N gauge Class 73 has been resurrected, with new models now on sale. Two of the models representing 73101 in Pullman livery as Brighton Evening Argus and The Royal Alex have sold out, leaving limited stocks of the remaining models of 73202 (Southern), 73235 (South West Trains), 73141 Charlotte (First GBRF) and 73142 Broadlands (Intercity Executive). Limited to 150 editions of each, the new liveries are ideal for N gauge modellers of the southern region, representing the 1990-present era. Used on a variety of workings from passenger services, engineering trains and as rescue locomotives, the class can often be seen making an appearance on heritage lines. With Class 73/9 members now hauling the Caledonian sleeper service in Scotland, who will be brave enough to adapt and repaint one of these models?

Price RRP £69.95

W www.gaugemaster.com

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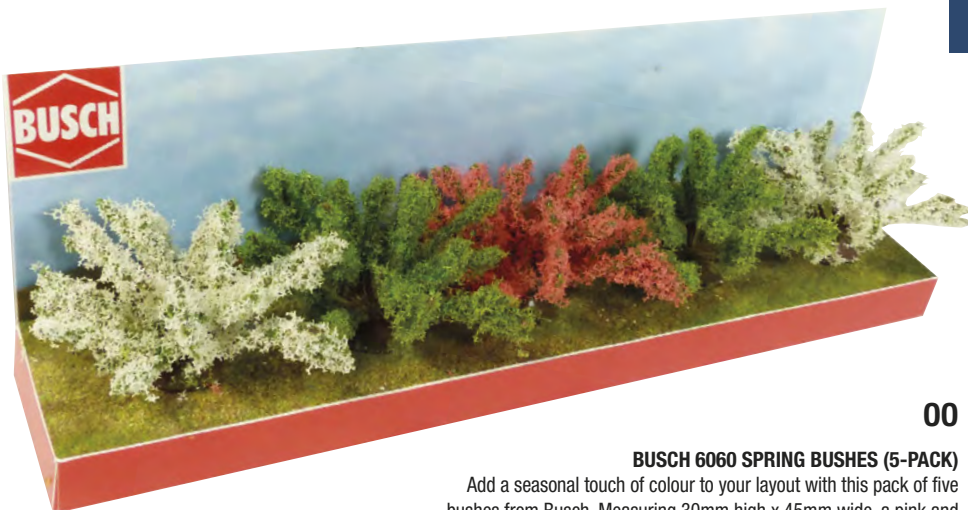
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BUSCH 6060 SPRING BUSHES (5-PACK)

Add a seasonal touch of colour to your layout with this pack of five bushes from Busch. Measuring 30mm high x 45mm wide, a pink and two white blossoms feature alongside two green bushes. Great for adding to gardens, parks or communal areas.

Price £10.52

W www.goldenvalleyhobbies.com

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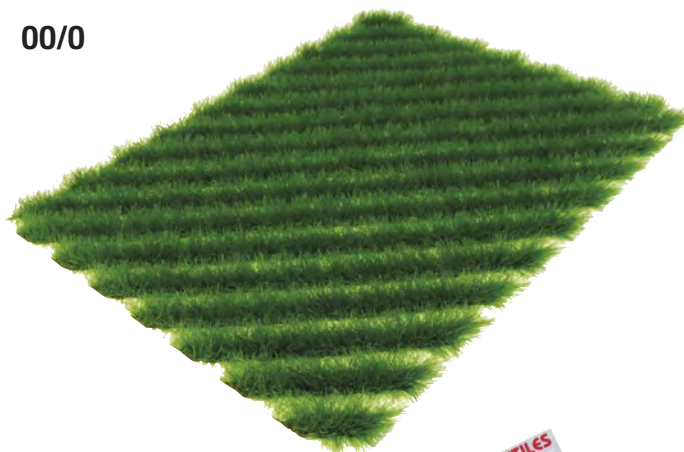


GAUGEMASTER GM814 AND GM822 DETAILED STATION LAMPS

Adding authentic outdoor station lights is made easier with working light packs from Gaugemaster. Its pre-wired GM822 wall-mounted LMS maroon swan neck lamps can be easily fitted to a station building. Power supply is strictly DC without using the integrated PCB, with a recommended 3-12V input. To install, drill a small hole in the side of your building, feeding the wires through. Use in conjunction with its mini-PCB (16VAC or 12VDC input) for best results to protect the lamps from power surges. For platforms, see its standalone station lamps (GM814) also sold with a PCB and two height extensions. See the website for the full range with different styles and railway colours.

Price £13.95 per pack **W** www.gaugemaster.com

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BUSCH 1343 SUMMER GRASS STRIPS

Spruce up the sides of country lanes and roads on your layout with this pack of static grass strips. Peel the strips from the backing, cut to length and glue into place to disguise baseboard joints, hide the base of your 'floating' buildings or define field boundaries.

Price £5.23

W www.goldenvalleyhobbies.com

PARKSIDE DUNDAS PRIVATE OWNER FREIGHT POSTERS

In the 1950s and 1960s, some users of freight services applied posters to the sides of vans and containers. Accessorise your otherwise plain 12T ventilated vans with these transfers from Parkside Dundas. Six different self-adhesive sheets are available covering textiles, animal feed, bananas, cement, fertiliser and other products.

Price £3.00 per sheet

W www.parksidedundas.co.uk



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BUSCH 1272 SPRING SCENIC FACELIFT KIT

Keeping your model railway scenery looking fresh is made easier with this new scenic refreshment pack from Busch. Its three bags of green flock with different textures, sprues of plastic injection moulded plants with detailed leaves and a choice of yellow or white flowers and a small static grass mat to cut accordingly will spruce up your model. Available in packs of Summer Green (ref.1273) and Autumn (ref.1274). Recommended for 00 gauge, but suitable for 0 too.

Price £8.72

W www.goldenvalleyhobbies.com



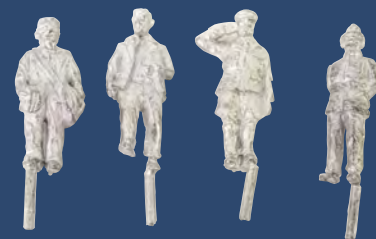
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BUSCH 9750 TARMAC ROAD

Adding roads to your layout is made easy with this standard road pack from Busch sold by Golden Valley Hobbies. The metre long strip measures 80mm in width and is self-adhesive for a fast application. To fix to your layout, peel the backing and push firmly into place over a clean and even surface. The material will stretch to form bends. Use in conjunction with its road markings pack (ref.7196) for authenticity.

Price £4.63

W www.goldenvalleyhobbies.com



MICHAEL PETT SUPERCAST FIGURES

Freshly cast and added to the Supercast range of model figures from Michael Pett is a policeman, postman, AA/RAC man and 'Michael Portillo' armed with a miniature copy of Bradshaw's guide from the TV series 'Great British Railway Journeys'.

Price £1.75 (unpainted), £4.50 (painted)

W www.modelrailwayfigures00.co.uk

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BACHMANN LNWR WEBB 'COAL TANK' 0-6-2

Bachmann is establishing a reputation for identifying prototypes from pre-grouping days that have lasted to the current preservation era. Andy York looks in detail at this Crewe-built 19th century Francis Webb locomotive.

'Coal Tank' 1054 entered service in 1888 as a development of the earlier 0-6-0 tender 'Coal Engine'. Designed as a utility engine, some 300 class members were built and operated widely across the London & North Western Railway's network. These locomotives also proved to be useful on local passenger workings.

The reviewed model is in early L&NWR plain black with cast tank-side numberplates and polished steel brightwork. Later the 'Coal tank' could be seen in lined passenger livery before reverting to a simpler style in the LMS era. The plain black British Railways livery with a small crest lasted through to the eventual withdrawal of the class in 1958.

During its 70-year life this locomotive has worked in the Birmingham area, around Manchester and Liverpool, North Wales, on the Dunstable branch and from Shrewsbury and Abergavenny, before ending its days at Pontypool. It is now in the custodianship of the Bahamas Locomotive Society.

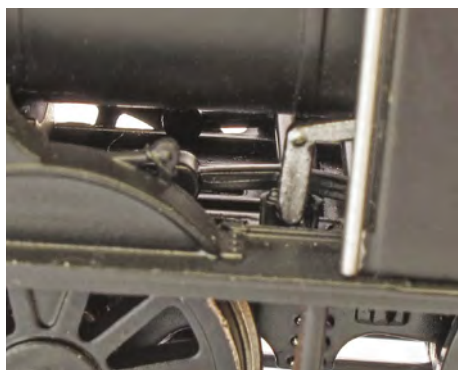
The model superbly captures the appearance of the prototype, with a satin sheen to the paintwork and the polished brightwork. The beading around the tank and tender is picked out in a dull silver. It is debatable how evident this would have been in use. However, its preserved livery is similarly heightened with this touch. Red-backed numberplates with brass-coloured numbers are printed onto the tank sides, but Bachmann has provided etched plates for the modeller to fit over this if they choose. A black line is printed onto the bufferbeams.



The details that differentiate this model from later variants include the smokebox door handwheel, the original stocky 1'1" Webb design buffers, Ramsbottom safety valves and displacement lubricators, and L&NWR pattern lamp irons. The tapered chimney is spot on, and the face of the model looks just right. Beneath the front of the boiler is an excellent representation of the inside motion.

A distinguishing feature of the locomotive is the space behind the front bufferbeam revealing the front on the cylinders. All of the detail can be seen within the cab,

with controls and gauges nicely picked out in brass or steel colouring as appropriate. Similarly, the round cab windows have their trim and bolts finely picked out in brass paint. The depth of the chassis frames and ashpan is very well captured with a healthy amount of detail. The wheels are correctly infilled with weights between the spokes. The trailing axle is lightly-sprung and has no problem in navigating small radius pointwork. The prominent brake rigging is





FACT FILE

I MODEL 35-050
LNWR Webb 0-6-2T Coal Tank
I PRICE RRP £119.95
I WORDS AND PHOTOGRAPHS
Andy York

datafile

i BASICS

Manufacturer: Bachmann Europe PLC
Catalogue Refs:
35-050 LNWR Webb 0-6-2T Coal Tank
RRP: £119.95
Gauge/scale: 16.5mm gauge, 1:76 scale OO
Era: 2 and preservation
Company/Operator: LNWR
Region: LNWR
Weight: 175g
Body: Plastic
Chassis: Die-cast metal and plastic
Minimum Curve Radius: 438mm (R2)

⚡ ELECTRICAL/MECHANICAL

Power System: 12V DC
Motor: 3-pole motor
DCC Provision: Next18 DCC socket
Pick-ups: Brass wiper collectors to all driving wheels
Drive System: Gears to leading driving axle
Flywheel: None
Traction tyres: None

🔧 SERVICING

Body Removal: Small screws above NEM couplings
Lubrication: Connecting rod nuts and motor bearing shaft
Packaging: Plastic trays within card outer
Instructions: Exploded diagram sheet for maintenance
Spares/warranty: Contact Bachmann Europe PLC 01455 841756

? VITAL STATISTICS

35-050	LNWR Webb Coal Tank 1054 LNWR Plain Black
35-051	LNWR Webb Coal Tank 7841 LMS Black
35-052	LNWR Webb Coal Tank 58900 BR Black Early Emblem

📏 VITAL STATISTICS

Dimension	Model
Length	132mm
Height (to chimney)	54mm
Width	28mm
Wheel diameter (driving)	17mm
Wheel diameter (trailing)	15mm
Wheel Back-to-Backs	14.2mm

moulded as part of the lower chassis part. The modeller is also supplied with vacuum pipes, screw-link couplings and a steam heat pipe to fit as preferred.

This model also includes comprehensive instructions and a sheet from the Bahamas Locomotive Society. This provides a class history, the story of 1054 and suggested further reading.

TRACK TESTING

The model collects current via brass wipers to the rear of the driving wheels, which gives a smooth performance over complex trackwork. The running is nearly silent and capably handles six Mark 1 coaches around second radius curves. This is testament to the weight balance and shows a centre of gravity that is just aft of the central driving wheels.

DCC

The body is easily removed by removing the two screws beneath the NEM couplings, which reveals the PCB and Next18 DCC socket. The model is pre-wired for DCC sound, with wiring to the PCB and space to fit a 15 x 11 x 9mm sugar-cube speaker. It is an excellent design.

OPINION

This may seem like an ordinary small black goods locomotive, but the closer you look the more you see. It is great that the pre-grouping era is becoming better served and Bachmann's Webb Coal Tank is a particularly fine example. Hopefully we will see some ready-to-run stock suitable for this era emerge with time. At the present moment, though, such products as this provide a fine excuse to start building some wagon kits of earlier prototypes. ☑

DAPOL CLASS 68 Bo-Bo



They're Britain's newest diesel-electric locomotive – the Class 68s follow almost two decades of new Class 66s and it was beginning to look like these would be the only new locomotives that would appear across our rail network. The function over form shape of the Class 66 led to them being nicknamed 'sheds'. What a breath of fresh air then to see a design of locomotive that looks like an effort was made when designing it.

The Class 68s break the Co-Co axle arrangement trend – as did the Class 67s in 1999. These 100mph, 3,800hp Bo-Bo locomotives were ordered by Direct Rail Services from Vossloh in 2012 and UK deliveries began in January 2014.

BACK STORY

The design is based around Vossloh's Eurolight design, powered by a 16-cylinder Caterpillar engine, but with alterations to accommodate our more restricted loading gauge than those on the continental. To date, 25 of the mixed-traffic locomotives are operational with DRS with a further nine due for delivery this year.

All sport DRS's latest 'Compass' livery, with the exception of 68006 *Daring* and

68007 *Valiant* in Scotrail 'Saltire' livery and six Class members, sub-leased to Chiltern Railways to replace its Class 67s on its services between London and Birmingham. It is in this livery that we are kindly sent a model for review, numbered as 68014. Other liveries produced by Dapol are 68010, also wearing Chiltern Railways' silver/grey and 68006 *Daring* in Scotrail 'Saltire' livery.

Used on push-pull Mk. III coaching stock, the six Chiltern Railways locomotives carry the distinctive split grey and silver livery, with the addition of Association of American Railroads (AAR) push-pull equipment.

IMPRESSIVE EFFORT

The locomotives appear simplistic in form, but a closer look reveals the complex curves around the cab fronts, an intricate level of raised panelling, roof fans and countersunk detail on the roof, more panels down each side secured by bolts, plenty of see-through grilles and more health and safety notices than I care to mention.

Thankfully, Dapol has captured the shape of this locomotive well and I applaud its design team. Every aspect of the shape looks correct without obvious flaws. The radiator grilles are well executed, some with



FACT FILE

I MODEL 4D-022-004
Class 68014 Chiltern
Railways livery
I PRICE RRP £145.55
I WORDS AND
PHOTOGRAPHS
Howard Smith



visible components individually painted behind – extraordinary for a OO gauge locomotive.

The bogies look excellent. Springs, dampers, speedometers drives, side steps with yellow treads and sanding gear – it's all present. The sides of the wheels do slightly let the model down as they have a strange boss - similar to those on Hornby's Class 67. Shawplan sells an etched overlay replacement complete with brake discs, so if authenticity is key, I'd recommend you fit these.

Above the cab, the exposed air-conditioning units and air horns leave no prisoners. I found ours had the large white 'air-con' units slightly twisted, but they twist back by hand. Fit and finish of



other parts is generally excellent, bar a little flash on the cab handrails. This could prove difficult to remove, so I'd recommend leaving it alone. Those on the prototype – as with the model – are flat, so replacement is more involved than substituting for wire. Photographs of the Class show handrails may or may not be fitted subject to period.

LIVERY APPLICATION

Our sample in Chiltern Railways livery arrived with missing paintwork at one cab end – a small patch had worn due to the packaging used. Perhaps foam inserts would have been better than hard plastic? The rest of the livery appears fine, but I noticed the yellow warning panels don't curve inwards enough at their base. I'd argue too that the black line between marker lights on the cab fronts is a little too wide. Neither of these are difficult to correct however and aren't too obvious.

Dapol has made an excellent job of replicating the warning panels and information stickers, I counted over 100.

THE VERDICT

The model is more than capable of hauling a train of, say, 30 mixed two-axle engineer's wagons in EWS livery or six Mk. III coaches in Chiltern Railways livery – some of the trains this locomotive has been captured hauling.

It must be one of the most complex diesel-electric locomotives produced in OO gauge. Credit to Dapol for making it a success. Highly recommended. ■

datafile

BASICS

Manufacturer: Dapol Ltd
Catalogue Ref: 4D-022-004 Class 68014
 Chiltern Railways livery (DCC Sound)
RRP: £145.55
Gauge/scale: 16.5mm gauge, 1:76 scale OO
Era: 9
Company/Operator: Chiltern Railways,
Region: Network Rail Midlands, Southern
Minimum curve radius: 438mm (R2)
Wheel Profile: RP25
Couplings: NEM mounted tension lock
Accessories: NEM mounted tension lock coupling and No. 2 end plough

ELECTRICAL/MECHANICAL

Power System: 12V DC
DCC Provision: 21-pin socket
Pick-ups: Contacts to rear of driving wheels
Drive System: Three-pole motor with cardan shafts to bogies



GRAHAM FARISH 'CASTLE' CLASS 4-6-0



The 'Castles' were C.B.Collett's first major design for the Great Western Railway. Essentially, they were a development of his predecessor G.J.Churchward's four cylinder 'Star' Class of 1907, with extended frames and a larger boiler. The result was a fast and well-proportioned loco, which was to form the backbone of the GWR/WR express passenger fleet for more than four decades.

A total of 171 'Castles' were built, including 15 rebuilt from 'Stars' and one from the GWR's only Pacific, the 'Great Bear'. They were a red route locomotive too, which meant they could be seen on any main and most secondary lines throughout the system. They lasted right to the end of steam on the WR, the final example, 7029 'Clun Castle', being withdrawn from Gloucester in December, 1965.

Thankfully, eight 'Castles' are preserved, most of which have had a spell of main line running.

The model sent for review represents 5041 *Tiverton Castle*, built in 1935, in BR lined green with the early cycling lion crest. The first thing that strikes you when taking the model out of the box is that it is light years away from the old Poole/Farish 'Castle' of the 1980s. Farish has captured perfectly the handsome looks of these iconic Great Western thoroughbreds. The model is dimensionally accurate, only the overall length being a couple of mm out due to the larger than scale gap twixt loco and tender to enable it to traverse non-prototypical curves.

Detailing is fully up to the standards of the latest generation of N Gauge models. There are separately

FACT FILE

I MODEL 372-031
 'Castle' Class No. 5041
Tiverton Castle BR Green
 Early Emblem
I PRICE £139.95
I WORDS AND
 PHOTOGRAPHS
 Jerry Clifford

applied handrails all round and a full complement of beading and rivet details. The all-important 'face' of the loco around the smoke box door, including a fully legible shed plate (83A Newton Abbot), has been captured perfectly and is only slightly spoiled by a distinct join beneath the chimney cap.

A particularly nice touch is the tapered Collet buffers and the GWR-liveried version. The BR late-crest and preserved examples have the later parallel type. The cab is neatly picked out, and the 4000-gallon tender is a jewel in itself. A 3500-gallon tender





of similar quality would be welcomed, enabling the early incarnation of the Castles to be modelled.

Below the footplate is a full complement of brake and sanding gear. The exquisite driving wheels are only let down by the slightly chunky coupling rods and large hex bolts for the crankpins. The excessive amount of daylight over the front bogie also jars but this is easily rectified with a little black plastic card.

The superb paint finish is the correct shade of green and the lining is equally good, being beautifully crisp and fine. Name and number plates are printed and, whilst very well done, the inclusion of a set of etched plates would have been a nice touch.

DCC

A Next 18 DCC socket is provided in the tender, along with space for a sugar cube speaker. The tender body unclips and fitting a chip should take a matter of minutes. All this is covered in a comprehensive instruction sheet, as is the fitting of the extra detailing pack, which comprises vacuum pipes, dummy screw-link couplings and cylinder draincocks.

Opinion

Overall, this is another superb product from Farish, which should find a home with all GWR/WR modellers. The few issues raised are minor. Straight from the box it's every inch a Castle, while still leaving a little scope for those who wish to further gild the lily. Recommended. ■

datafile

i BASICS

Manufacturer: Bachmann Europe PLC
Catalogue Refs: 372-031 'Castle' Class 5041
Tiverton Castle BR Green Early Emblem
RRP: £139.95
Gauge/scale: 9mm gauge, 1:48 scale N
Era: 4
Company/Operator: BR
Region: BR(W)
Weight: 61g
Body: Plastic
Chassis: Die-cast metal and plastic

⚡ ELECTRICAL/MECHANICAL

Power System: 12V DC
Motor: Coreless motor drive to rear axle
DCC Provision: Next 18 socket
Pick-ups: Brass hornblock bushes to locomotive, pinpoint axles to tender.
Lighting (exterior): None
Lighting (interior): None
Drive System: Gears to rear axle
Flywheel: None
Traction tyres: None

🔧 SERVICING

Body Removal: Tender body unclips, one screw above bogie for locomotive body removal.
Lubrication: As noted on detailed instructions
Packaging: Plastic trays within card outer
Instructions: Exploded diagram sheet for maintenance
Spares/warranty: Contact Bachmann Europe PLC 01455 841756

📏 VITAL STATISTICS

Dimension	
Length	136mm
Height (to chimney)	28mm
Width (cab)	18mm
Wheel diameter (drivers)	14mm
Wheel diameter (tender)	9mm
Coupler Height	n/a
Wheel Back-to-Backs	7.25mm



LITTLE LOCO COMPANY BTH TYPE 1



The O gauge RTR trend continues with a new locomotive addition from a new manufacturer. Exciting times. Little Loco Company announced it was producing a model of the BTH Type 1 (Class 15) locomotive in March 2016. With models arriving with customers and stockists just 12 months later, we were sent a review sample of its model in BR plain green. Other liveries available are BR green with small yellow warning panels, BR green with full yellow ends and a limited edition representing preserved D8233.

BACK STORY

Designed by British Thomson-Houston and equipped with its traction motors and generators, Paxman engines were chosen to power the 44 class members. Entering service between November 1957 and February 1961, their overly complex 16-cylinder engines, low power output, small numbers and a decline in pickup freight led them to early withdrawal, the last of which took place in 1971. Doncaster works converted four locomotives into electric train heating units, which saw them through until the 1980s - albeit in stationary use. The last Class member to be cut was D8243 in 1991. Only D8233 survives and is undergoing restoration.

THE PACKAGING

Not usually worthy of note in a model review is the box in which it arrives, but this new manufacturer's packaging is plain white. The no-nonsense approach

FACT FILE

I MANUFACTURER LITTLE LOCO COMPANY
I MODEL BTH TYPE 1 (CLASS 15) WITH ZIMO DCC SOUND
I PRICE £475 (with DCC sound), £375 (DC only)
I WORDS AND PHOTOGRAPHS Howard Smith

The bogies, built by Clayton to a British Thomson-Houston design are beautifully executed on the model, however the thin etched steps were bent on arrival. These are easy to straighten with pliers.

continues on the inside of the box, where the model is sandwiched between two pieces of foam. There are no complex snap-fit plastic extrusions that must be slid from plastic wrapping.

SMOOTH PERFORMANCE

Our review sample is fitted with DCC sound – models so equipped have a speaker behind each side grille, facing outwards. The chassis is diecast for better





traction, making the model weigh 1,413g – impressive for a short locomotive. Its heft is assisted by the cast bogie housings, each containing seven gears and a worm which transmits drive from the centrally-mounted motor, sandwiched between two very large turned brass flywheels – these too add weight. On test, the model sounded convincing – you could be fooled into thinking the model contained a V16 diesel engine, its sound a cross between a Class 31 and Class 22. It ran smoothly too, pickups on all wheels and all-wheel drive playing a vital role on this Bo-Bo locomotive.

BODYSHELL APPEARANCE

There's no mistaking this is a fine locomotive and the manufacturer has captured its shape very well. The lower edge of the diecast chassis has a faint raised lip from casting – hardly noticeable but it seemed more prominent in certain areas. Whilst the chassis is metal, external bodywork is well executed in injection-moulded plastic, particularly the fine side grilles with sharp crisp mould lines. The individually-fitted radiator louvres are fragile, but add relief.

Cab and engine compartment door handles are individually fitted, as are the grab rails, although being plastic these have bent inwards during transit. They're easily bent back to shape, but I'd recommend substituting for stronger wire replacements.

Little Loco Company has thrown in a few extras too – foldable metal headcode discs and directional lights which operate on DCC. Modellers in O gauge have traditionally been more discerning when it comes to working features on a model. Sprung buffers, couplings and a detailed cab interior are all expected. Admittedly,

The large windows leave little room to skimp on interior detail, but Little Loco Company has made an impressive effort in this area. The dials are particularly good.



The simplistic nose of this prototype is enhanced with working headcode discs and lights. What more could you possibly need on a model?

the buffers on this model have an overly 'domed' appearance, but in all other aspects the manufacturer has executed these features well, particularly the cab interior. Here, you'll find an incredible wealth of detail – not just seats, cabinets and control desks, but switches, breaker circuits, dials, two tail lamps, fire extinguishers – even an AWS 'sunflower', all individually painted. It's just brilliant, from every angle.

OVERALL FINISH

Included in the box is a sheet of waterslide transfers, buffer tread plates and etched works and shed plates to apply. This is in similar fashion to what other O gauge RTR manufacturers offer, allowing you to number the locomotive as you wish. A few spots of glue were visible on the bogie dampers of our model, some disguised with matt black paint, but these were hardly noticeable and don't detract from what is an otherwise superbly-detailed area. Even the axlebox covers faithfully denote the logo of their prototype makers with red SKF letters over a yellow background.

PROTOTYPE FUNDING

Little Loco Company is producing the BTH Type 1 models with the cooperation of the Class 15 Preservation Society, to which it is generously contributing more than £10,000 toward the restoration of D8233.

With Little Loco Company promising more locomotives, wagons and coaches – its next project announced is the Ruston 48DS – and profits from each contributing to the benefit of preservation groups around the country, this model is a bright and promising start from the manufacturer. Highly recommended. ■



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37-675U	Mobil set of Three	£29.95
37-711Y	Pack of 3 GWR Cattle wagons	£27.20
	<i>Non Weathered</i>	
37-711Z	Pack of 3 GWR Cattle wagons	£27.20
	<i>Weathered</i>	
37-730Z	GWR Vent Vans Weathered	£25.45
	<i>Set of Three</i>	

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R3329 BR Late S15	£123.99
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R3334 BR Late Adams Radial	£107.95
R3335 LSWR Adams Radial	£107.95
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R3416 J15 BR Late	£99.45

R3415 J15 BR Early	£99.45
R3418 K1 BR Early	£114.45
R3417 K1 BR Late	£114.45
R3384TTS King Class BR Late	£164.45
R3410 King Class BR Early Blue	£142.20
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31-213DS Patriot BR Black	£201.45
31-528A A2 Pearl Diver	£144.45
32-227B LMS 3F Jinty	£72.20
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31-628DC Class 3F BR weathered	£93.20
31-931 LMS Compound	£112.90
31-933 BR Compound Late Crest	£112.88
31-932DC BR Compound	£127.75
32-550A A1 Tornado Apple Green	£109.45
32-509 BR 5MT Early Crest	£104.55
31-465 C Class BR	£93.46
31-138 D11/2 Black Early	£106.20
31-189 Jubilee 'Falkland Islands'	£113.95
32-129A Prairie BR Black	£72.20
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31-462A C Class BR Early	£106.20
31-433 Midland Class 1F LMS	£81.55
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31-003A Robinson LNER	£110.45
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31-480 G2A LMS	£101.95

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32-360A 4MT BR Late	£110.45
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32-176 BR Crab	£123.20
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32-762DS Virgin Class 57 Hood	£203.95
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32-065 Class 43 Zealous	£118.95
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32-044 Class 20 BR Green	£93.45
32-034A Class 20 BR Green weathered	£97.70
32-815 Class 47 Intercity	£89.20
32-990 Class 37 Petroleum Sector	£101.95
32-981 Freightliner Class 66	£127.45
32-982 DRS Class 66	£127.45
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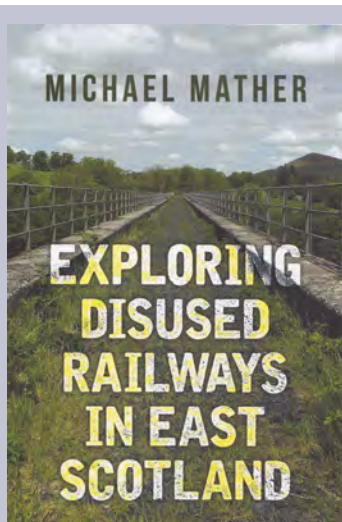
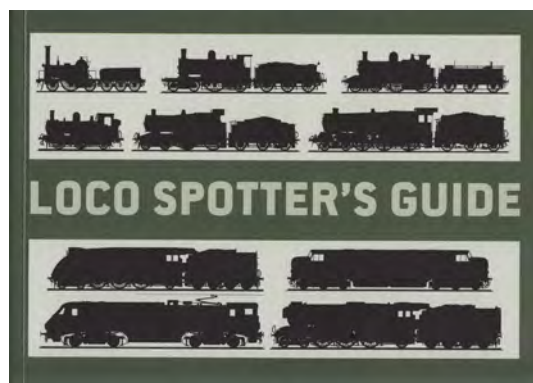
We begin with a small library of choices from specialist publisher Amberley. Our pick of the six books supplied is *Looking Back at Peaks* by Kevin Derrick, which looks at Classes 44 – 46 from their earliest days to the last few remaining in service. Also interesting, but perhaps with less in the way of hulking diesels, is *Signalling and Signal Boxes along the LB&SCR and Isle of Wight Railway Routes* by Allen Jackson, *Class 08/09 Locomotives* and *Class 50 Locomotives* by Andrew Cole and three more from the prolific Mr. Derrick – *London Midland Steam Days Remembered* and associated volumes covering the Southern and Western regions.

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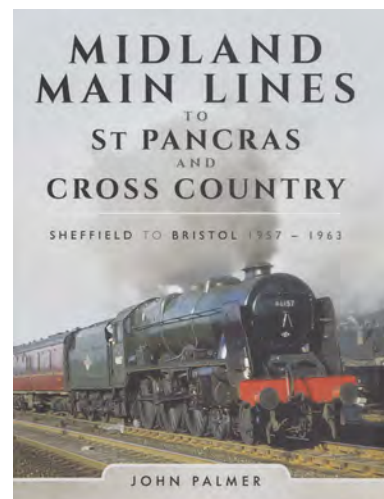
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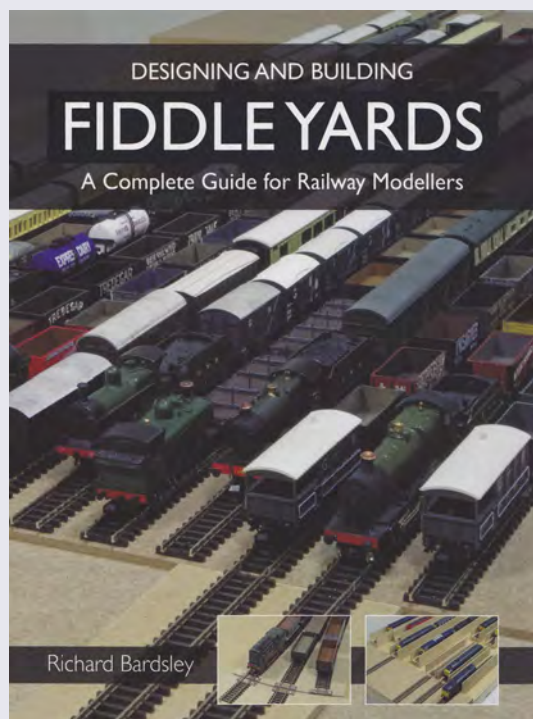
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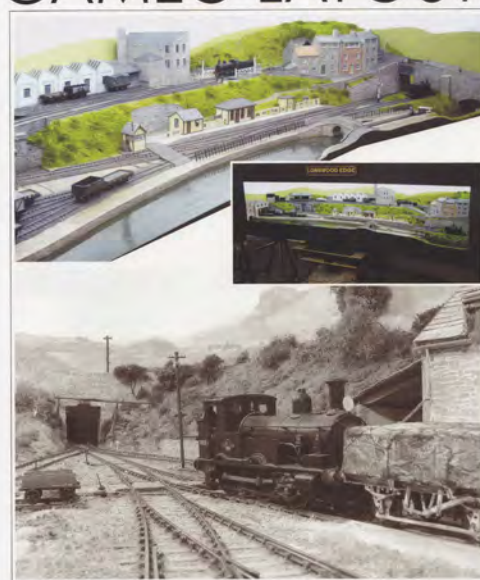
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In terms of delivering what the cover promises, Richard Bardsley's book is a useful and well-illustrated guide to creating fiddle yards of various sizes, constructions and complexities. Essential reading for model railway enthusiasts with even the most modest projects in the pipeline.

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W www.titfield.co.uk

EVENTS

EXHIBITIONS

MAY 06

Stamford Model Railway Show
Stamford Welland Academy, Green Lane, Stamford, Lincs PE9 1HE
Opening Times: Saturday 1000 - 1630
Prices: Adult £4.00
Child £2.00
Family £10.00 (2+2)
W: www.mdmc.org/

Billericay Model Railway Group
Exhibition Galleywood Heritage Centre, The Common, Galleywood, Chelmsford, Essex CM2 8TR
Opening Times: Saturday 1000 - 1700
Prices: Adult £5.00
Concession £4.50
Family £15.00

MAY 06 - MAY 07

Derby Model Railway Exhibition
The Roundhouse, Roundhouse Road, Pride Park, Derby, DE24 8JE
Opening Times: Saturday 1000 - 1700 Sunday 1000 - 1630
Prices: Adult £7.00
Child under 14 with paying Adult Free
T: 07973640746
W: www.mmrg.org.uk

MAY 20 - MAY 21

Four Marks 13th Model Railway
Exhibition Village Hall Lymington Bottom, Four Marks, Alton, Hampshire GU34 5AA
Opening Times: Saturday 1000 - 1700 Sunday 1000 - 1600
Prices: Adult £4.00
Child £2.00
Family £10.00 (2+2)
T: 07866 641215

MAY 27

First Bangor Model Railway & Hobbies
Exhibition First Bangor Presbyterian Church Halls, Upper Main Street, Bangor BT20 4AG
Opening Times: Saturday 1000 - 1600
Prices: Adult £5.00
Concession £3.00
Child £2.00
Family £10.00
T: 02891 457740
W: www.firstbangormrc.co.uk

MAY 27 - MAY 28

Railx 2017 Model Railway
Exhibition Stoke Mandeville Stadium, Stadium Approach, Aylesbury, Bucks HP21 9PP
Opening Times: Saturday 1030 - 1730 Sunday 1000 - 1700
Prices: Adult £9.00
Child £5.00
Family £20.00 (2+3)
T: 01296 437475

MAY 07

SRP Toy Fairs - Worthing Charmandean Centre, Forest Road, Worthing, BN14 9HS
Opening Times: Sunday 1000 - 1400
Prices: Adult £2.00
Child Free
T: 0773 9998012

Ray Heard Train Toy Fair - Newton

Abbott Racecourse, Newton Road, Kingsteignton, Newton Abbot, TQ12 3AF
Opening Times: Sunday 1000 - 1530
Prices: Admission £2.00
T: 01823 480097

MAY 13

SRP Toy Fairs - Henfield Hall High Street, Henfield, West Sussex BN5 9DB
Opening Times: Saturday 1000 - 1400
Prices: Adult £2.00
Child Free
T: 0773 9998012

Toy Train Fairs - Stoke-on-Trent

Fenton Community Centre, Manor Street, Stoke-on-Trent, Staffordshire ST4 2PT
Opening Times: Saturday 1030 - 1400
Prices: Admission £1.00
T: 01270 652773 Tony Oakes

MAY 14

Barry Stockton - Train Toy Collectors
Fairs Hulme Hall, Port Sunlight, Wirral, Merseyside CH62 5DH
Opening Times: Sunday 1030 - 1430
Prices: Adult £2.00
Child £0.50
T: 0151 334 3362

SRP Toy Fairs - Bexhill-on-Sea

Glenleigh Park Academy, Gunter Lane, Bexhill-on-Sea, East Sussex TN39 4ED
Opening Times: Sunday 1000 - 1400
Prices: Adult £2.00
Child Free
T: 0773 9998012

Jim Corr Toy Train Fair - Chester-le-Street

Park View School, Lombard Drive, Chester-le-Street, Co Durham DH3 4BB
Opening Times: Sunday 1000 - 1500
Prices: Early Entry £5.00
Adult £3.00
OAP/Child 32.00
T: 07504035955

MAY 21

SRP Toy Fairs - Orpington Crofton Halls, Station Road, Orpington, Kent BR6 8PR
Opening Times: Sunday 1000 - 1400
Prices: Adult £2.00
Child Free
T: 0773 9998012

MAY 24

Joe Lock Toy Train Toy Fair - Selsdon
St John's Community Hall, Selsdon, Croydon, London, CR2 8DD
Opening Times: Wed 1800 - 2000
Prices: Admission £1.00
T: 07866 641215

MAY 28

SRP Toy Fairs - Herne Bay The Kings Hall, Beacon Hill, Herne Bay, CT6 6BA
Opening Times: Sunday 1000 - 1400
Prices: Adult £2.00
Child Free
T: 0773 9998012

MAY 30

SRP Toy Train Fair - Tonbridge The Angel Centre, Angel Lane Tonbridge, Kent TN9 1SF
Opening Times: Tuesday 1800 - 2000
Prices: Adult £1.50
Child Free
T: 0773 9998012

JUNE 03

Toy Train Fair - Chester The Cheshire County Sports Club, Plas Newton Lane, Chester, Cheshire CH2 1PR
Opening Times: Saturday 1030 - 1430
Prices: Admission £2.00
T: 01270 652773 Tony Oakes

CONTACT US

DIARY DATES

BRM, The Maltings, West Street, Bourne, Lincolnshire. PE10 9PH

WEBSITE

Enter your event on our website at www.world-of-railways.co.uk

Closing date for the July issue is May 22nd

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Whilst BRM makes every attempt to include all Diary Date events and exhibition dates, occasionally, due to limited space, we may have to leave some out. Gold (paid for) listings are always included.

Diary Dates entries are published free of charge to bona fide model railway clubs and societies.

TRAIN TOY FAIRS

APRIL 29

SRP Toy Fairs - Crawley Hawth Theatre, Hawth Avenue, Crawley, West Sussex RH10 6YZ
Opening Times: Saturday 1000 - 1400
Prices: Adult £2.00
Child Free
T: 0773 9998012

MAY 03

Joe Lock Toy Train Fairs - Hertford (New) Richard Hale School, Hale Road, Hertford, SG13 8EN
Opening Times: Wed 1900 - 2100
Prices: Admission £1.00
T: 07866 641215

MAY 06

SRP Toy Fairs - Hawkinge Community Centre, Heron Forstal Avenue Hawkinge, Folkestone, Kent CT18 7FP
Opening Times: Saturday 1000 - 1400
Prices: Adult £2.00
Child Free
T: 0773 9998012



First Bangor Model Railway & Hobbies Exhibition

First Bangor Presbyterian Church Halls
Upper Main Street
Bangor, BT20 4AG

Friday 26th May 7pm - 9.30pm
Saturday 27th May 10am - 5pm

Prices: Adult £5, Concession £3, Child £2, Family £10.
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Web: www.firstbangormrc.co.uk



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SATURDAY 27th & SUNDAY 28th MAY

Layouts include: Pempoul, Sidmouth, Fence Houses, Westcliff, Leeman Road (York) 1964, Devil's Bridge, Harlyn Pier, Hallam Town, plus others.



Pempoul
Exhibited by Gordon & Maggie Gravett
Photograph by Gordon Gravett



Sidmouth
Exhibited by Richard Harper
Photography by Barry Norman
Courtesy of MRL



Fence Houses
Exhibited by Bob Jones & The Fence House
Photograph by Bob Jones

Traders include: 247 Developments, Alan Gibson, ALL Components, AMBIS Engineering, Bill Hudson Transport Books, C&L Finescale Modelling Ltd, CPL Products, Ceynix Railway Trees, Cheltenham Model Centre, Dart Casting, D&E Videos – Realtrack Models – Legomanbiffo, Dragon Models / Minerva Model Railways, Eileen's Emporium, Golden Arrow Productions, Gramodels, Green Scene, High Level, Hobby Holidays, Ian's Trains, Isinglass Models, Judith Edge Kits, Lionheart Trains, London Road Models, M.A.R.C. Models / Electrifying Trains, Model Railways Development, Modelu, N Brass Locos, Parkside Dundas, PenBits Model Railways, Plus Daughters, Quainton Road Models, Radley Models, Replica Railways, Road Transport Images, Roger Carpenter Photographs, Roxey Mouldings, Rumney Models, Severn Models, Shawplan / Extreme Etchings, South Eastern Finecast, Sunningwell Command Control Ltd, Tools 2000, Wild Swan Books Ltd and Wizard Models.

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Organised by: Risborough & District Model Railway Club. Further details at: www.railex.org.uk

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20th May, 2017



Enquiries: Oliver Leggett
oleggett@lsk.co.uk
or 01284 748623

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**Squires will be exhibiting at the following shows in 2017 –
Diary updated as bookings are confirmed.**

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

May 6 BOGNOR REGIS South Downs 7mm NGA Group SWING M/Railway Exhibition, Felpham Community College, Felpham Way, Bognor Regis, **PO22 8EL**. 10-4.30. New Venue www.swing.model-railway.org.uk.

May 14 STAFFORD G Rail 2017 G-Scale Society Show, Stafford County Showground, Weston Rd, Stafford, **ST18 0BD**. *Plenty of FREE Parking *Sun 10-5 *Features Normal Squires Stand for all Scales*

May 20/21 - MIDDLESBOROUGH Model Rail Exhibition, Settlement Community Centre, Union Street, Middlesbrough, **TS1 5NQ**. Sat/Sun 10 - 5.

June 3 DONCASTER Gauge 'O' Guild Summer Show, The Dome Leisure Centre, Doncaster Lakeside, Bawtry Road, Doncaster, South Yorkshire, **DN4 7PD**. Sat 10 - 4.00.

June 3/4 DONCASTER NORTHERN MODEL BOAT SHOW Doncaster Deaf Trust, Leger Way, Doncaster, **DN2 6AY**. Sat 10-5/Sun 10-4 Free Parking - Camping on Site (Chargeable) & Restaurant

June 3/4 SHILDON, Model Railway Exh, Locomotion Museum, Shildon **DL4 1PQ** Sat/Sun 10 - 5pm. *Free Car Parking and Free Entry to Museum and Exhibition - Yes that's Free Entry!!!!!! :-)

June 10/11 GLASGOW, O Gauge Model Railway Ex, Pollokshaws Burgh Hall, Pollokshaws Road, Glasgow, **G43 1NE** Sat 10 - 4 Sun 11 - 4 *Free Parking, Close to Railway Stations*

June 24/25 PERTH Model Railway Exh, Dewars Ice Rink, Perth, **PH2 0TH** Sat 10-5.30, Sun 10-5

July 1/2 - GUILDFORD 50th Model Steam Rally & Exhibition, Guildford Model Engineering Society, Stoke Park, London Road, Guildford, Surrey, **GU1 1TU** Sat 10 - 6pm Sun 10 - 5pm

July 9 - CARN BREA West Cornwall Model Railway Group's, Model Railway Exhibition, Carn Brea Leisure Centre, Station Road, Pool, Redruth, Cornwall. **TR15 3QS**, Saturday 10-4.30

July 29/30 - NORTH SHIELDS RAILEX NORTH EAST, John Spence Community High School, Preston Road, North Shields. Tyne & Wear. **NE29 9PU** Sat 10 - 5, Sunday 10 - 4.30.

Aug 5/6 SOUTHWOLD Waveney Valley Model Railway Exh, St Felix School, Southwold, **IP18 6SD** Sat 10 - 5pm Sun 10-4.30pm. **Plenty of FREE Parking**

Aug 12 BEXHILL, Model Railway Exhibition, St Richards Catholic College, Ashdown Road, Bexhill-on-Sea, East Sussex **TN40 1SE** Sat 10 - 5pm. *Plenty of FREE Car Parking on site*

Aug 12/13 - SKIPTON Model Railway Exhibition, Skipton Academy (Formerly Aireville School) Gargrave Road, Skipton, BD23 1UQ, Sat 10 - 5, Sun 10 - 4. www.skiptonrailsoc.org.uk

Sept 2/3 - TELFORD GUILDEX 2017, O Gauge Exhibition and Trade Show, The Telford Exhibition Centre, St. Quentin Gate, Telford, **TF3 4JH**, Saturday 10 - 5, Sunday 10 - 4.

Sept 9/10 - SWINDON Railway Festival STEAM Museum of the Great Western Railway, Fire Fly Avenue, Swindon, SN2 2EY Sat/Sun 10 - 5 Tel 01793 466646, Email enquiries: steammuseum@swindon.gov.uk

Sept 16/17 - AYR Model Railway Exhibition The Citadel Leisure Centre, Ayr. **KA7 1JB**. *Modern Venue with easy access & FREE car parking.* Sat 10-5/Sun 10-4

Sept 23/24 - HALIFAX Model Railway Exhib, North Bridge Leisure Centre, Halifax, **HX1 1XH**. Sat/Sun 10 - 5.

Sept 23/24 - WORTHING Model Railway Exhibition, Durrington High School, The Boulevard, Durrington, Worthing, West Sussex. BN13 1LA Sat 10-5, Sun 10-4 *Plenty of FREE Parking*

Oct 7/8 SHILDON, Model Railway Exh, Locomotion Museum, Shildon **DL4 1PQ** Sat/Sun 10 - 5pm. *Free Car Parking and Free Entry to Museum and Exhibition - Yes that's Free Entry!!!!!! :-)

Oct 7/8 - FAREHAM Fareham & District Model Railway Exhibition, Fareham Leisure Centre, Park Lane, Fareham, Hampshire, **PO16 7JU**. Saturday 10-5.30, Sunday 10.00 - 16.30.

Oct 7/8 - FOLKESTONE Folkestone, Hythe & District M/Railway Exh, The Leas Cliff Hall, Folkestone, Kent. **CT20 2DZ**. Sat 10-5.30, Sun 10-5.

Oct 14/15 - ALDERSHOT Farnham Model Railway Club Exhibition, Connaught Leisure Centre, Tongham Road, Aldershot, Hants. **GU12 4AS**. Sat 10-5, Sun 10 - 4.30

Oct 28/29 - STOCKPORT Hazel Grove & District Model Railway Society Exhibition, Hazel Grove Recreation Centre, Jacksons Lane, Hazel Grove, Stockport, Cheshire, **SK7 5JX** Sat 10 - 5, Sun 10-4

Oct 28/29 - LEEDS The Leeds Model Railway Society, Model Railway Exhibition, The Grammar School, Alwoodley Gates, Harrogate Road, Leeds, LS17 8GS Sat 10-5, Sun 10-4.30

Oct 28/29 - ABERDEEN Model Railway Exhibition, Hallmark Hotel, Aberdeen Airport, Aberdeen, **AB21 7DW** Sat 10-5/Sun 10-4. **New Venue - www.facebook.com.AberdeenModelRailwayclub **

Nov 4/5 - ANGMERING W.Sussex Area Group N Gauge Society "All Scales Model Railway Exh", The Angmering School, Greenwood Drive, Station Rd, Angmering, **BN16 4HH**. Sat 10-5 Sun 10-4

*Now 2 Day Show - Short Walk Angmering Station - Features various scales not just N Gauge!!!!

Nov 11/12 - SPALDING Model Railway Exhibition, Springfields Event Centre, Camelgate, Spalding, PE12 6ET, Sat 10-5/Sun 9.30-4.30.

Nov 11/12 - TELFORD IPMS SCALE MODEL WORLD 2017 The Telford Exhibition Centre, St. Quentin Gate, Telford, **TF3 4JH**, Sat 10 - 6, Sun 10 - 4.00 Free Entry for IPMS Members. Coming to IPMS Telford? Why not try Sunday? The show is less busy AND a lot easier to get to our stand!!!! :-)

Nov 17-20 - WAKEFIELD 56th Model Railway Exhibition, Thornes Park Athletics Stadium, Horbury Road, Wakefield, WF2 8TY Friday 5.30-9. Saturday 10-5.30. Sunday 10-4.30

Nov 18/19 - WORKINGTON Model Rail Show, University of Cumbria, Energuis Building, Blackwood Rd, Lilyhall Estate, Workington, Cumbria, **CA14 4JW**. Sat 10-5, Sun 10-4.

Nov 25/26 - BIRMINGHAM Warley National Model Railway Exh Hall 5, NEC Birmingham 40 INT. Sat 9.45-6pm, Sun 9.45-5pm. **50th Exh** Advance Ticket Holders gain entry 9.15am both days.

EXHIBITIONS & SHOWS IN 2018

Jan 21 GUILDFORD - Astolat Model Railway Exhibition, The Surrey Sports Park, University of Surrey, Richard Meyjes Road, Guildford, Surrey, GU2 7AD. Sunday 10-5. www.astolatmrc.co.uk

Jan 27/28 KENDAL Model Railway Exhibition Leisure Centre, Burton Rd, Kendal, LA9 7HX Sat/Sun 10-5

Feb 3/4 ALTON - FebEx 2018 Alton Model Railway Group Exhibition Eggars School, Anstey Road, Alton, Hants. GU34 4EQ. Saturday 10.30 - 5. Sunday 10.30 - 4.00.

Feb 23-25 GLASGOW Model Rail Scotland Scottish Exhibition Centre, Glasgow, G3 8YW. Friday 10.30 - 6, Saturday 9.30 - 6, Sunday 9.30 - 5. www.modelrail-scotland.co.uk

Mar 3/4 - PRESTON Preston & District Model Railway Exhibition, Sports Hall, Preston College, St Vincents Road, Fullwood, Preston, Lancashire, PR2 8UR. Sat/Sun 10 - 5pm.

Mar 10/11 - KEIGHLEY Model Railway Exhibition, University Academy Keighley (UAK), Green Head Road, Utey, Keighley, BD20 6EB. Sat/Sun 10-5.

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The specially commissioned Sugar COVHOPS have new tooling incorporated for the roof hatches and discharge pipes, together with a revised body/chassis alignment where required compared to previous releases. It was important to use photographic evidence for the actual wagons modelled as the discharge pipes are sometimes on the Catwalk side and sometimes on the Non Catwalk side - photographs showed they were only ever on one side of the wagon.

The wagons are coloured Ice Blue, also referred to as Arctic Blue by BR. The Blue on the Sugar COVHOPS has been matched to the British Standard colour reference for Ice Blue in the BR corporate manual. Whilst we think the livery is very attractive in pristine, there is no doubt it faded and weathered quickly. Most photographs available to us show the wagons towards the end of their working lives up to 14 years after paint was first applied. So to suit all tastes we are offering the wagons pristine, or with various degrees of weathering.

Extensive research was undertaken for each Sugar COVHOP wagon produced and new tooling was required to ensure the wagons had the correct roof hatches and discharge pipes in the correct location. In addition on some wagons the body has to be turned 180 degrees to align properly with the chassis.



“Rail Ale - First Orders”



TMC have also commissioned a triple and single pack of Ale Vans. By the early 1960's work for BR's fleet of Insulated vans was diminishing so a number of them were converted to Ale vans. Many of the converted vans were repainted Bauxite whilst others remained in their original white livery. Many of these vans were used by the Guinness Brewery at Park Royal in West London and travelled from there to various parts of the country. The TMC models will all be factory weathered and will include examples of peeling paint effects, replacement planks or doors, stickers and brandings that were found on the actual wagons.



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38-191X Bachmann Single Ale Wagon White Livery
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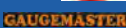
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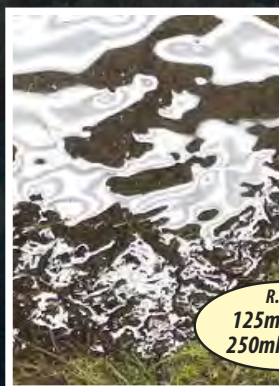
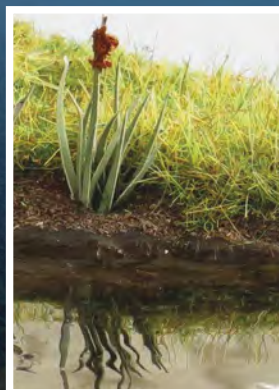
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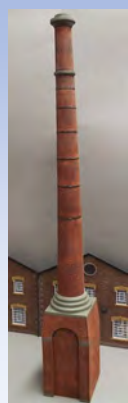
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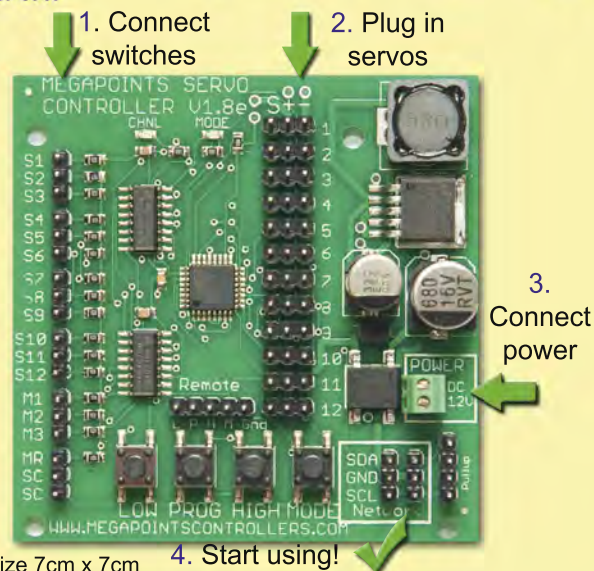
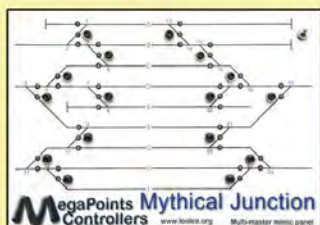
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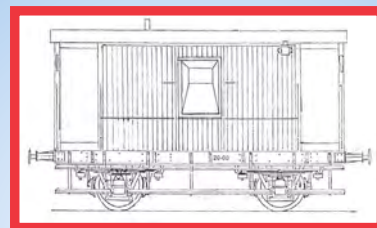
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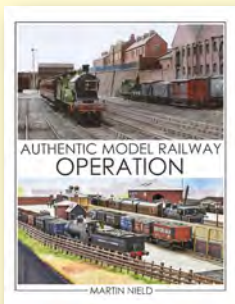
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London Festival of Railway Modelling

Our very own 'London Festival of Railway Modelling' at Alexandra Palace has truly come of age - 18 years young, able to buy its first pint and very much a highlight of the calendar. This year's bash was bigger and better than ever too, with more readers through the door, entertained by a staggering array of exhibitors and traders, and leaving tired but happy at the end of a busy day. Pictures paint a great many words, so here's a selection of images from the show with a few words from the **BRM** crew.

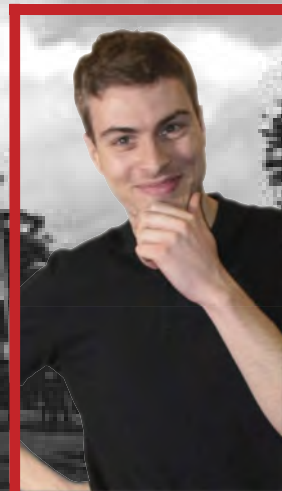


"The show was fantastically busy, but it was great to speak to a lot of visitors who weren't diehard modellers; families, youngsters and also more diversity than we see at many shows. Everyone I spoke to enjoyed the event and the selection of layouts that The Model Railway Club had brought together."

Andy York, RMWeb Editor



"I did virtually no modelling, which means that I must have had a good time talking to visitors. I felt like a celebrity with so many wanting to talk about the DVDs."
Phil Parker, Features Writer



"My live demonstrations on the Hornby Hobbies stand entertained visitors who had more than a few modelling questions. It's great to see many parents had taken time to bring their children to the show – many young faces were caught in awe, noses pressed against the Perspex as Thomas the Tank Engine flew round a circle of track on the stand. A good number of visitors weren't modellers and many didn't have layouts - great exposure for the hobby. Following such a great show, I'd hope some will return next year, others possibly attempt their first layout and if nothing else, leave having had a great family day out."

Howard Smith, Features Editor

"Wow, what an eye-opener! I was on my feet all day and I didn't spend half as much time as I'd have liked looking at layouts. I was still able to speak with many visitors and exhibitors, however. Copenhagen Fields was a highlight, for me, but I also liked Luton MRC's innovative 'Central Works' with its split personality and show-stopping coal tippler. There really was something there to suit all railway-modelling tastes. Roll on our next show in Peterborough..."

Andy McVittie, Managing Editor



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TAIL LAMP

In a slight departure from our usual Tail Lamp format, this month Steven Leathers of the Little Loco Company discusses the trials and tribulations of bringing his new Class 15 locomotive to market. Unsurprisingly, it was a somewhat fraught journey...

My son and I had dabbled in N gauge before, but had pretty much given up model railways together until we visited the Bluebell Railway and witnessed the majesty of a giant steam locomotive pulling right in front of us. During that summer we visited many preserved railways, where my son found his favourite locomotive; the Drewry Class 04 diesel shunter, fitted with 'cow catcher' and side skirts. Not that I knew it at the time, but this was the very beginning of Little Loco Company.

Much has happened between then and now, and I have quite a lot of people to thank for making the journey as (relatively) smooth as it has been. Most of those people are mentioned on the back page of the Owner's Manual of our first model - the BTH Type 1 (or Class 15), see page 102. The support from publishers and the public has helped a great deal - especially during those times when I wondered whether any of this was all worthwhile.

It took about nine months of nightly research, often until the early hours, to choose what I wanted to make and how it was going to be done. It wasn't until I had planned everything meticulously that I started a proper company and instructed the manufacturers in Hong Kong to go ahead. Given the time differences, any chances of a few early nights were quickly extinguished and I was often faced with questions, problems to solve and decisions to make. But finally it was ready for tooling.

Out of nowhere, and beyond my control, delay after delay ran the project into the red, and I took on three very understanding investment partners. There are some circumstances that you just can't account for, though. The whole project was very expensive and time-consuming to manage, so not only did I sell my house but I also had to give up my job.

Eventually, it all came together and, despite an eight-month delay, the model was thankfully well-received and admired.



Steven Leathers (centre), MD of Little Loco Company is pictured with John Birch (left) and Tim Humphries (right), both backers behind the new RTR manufacturer.

It was always Little Loco's intention to give something back to the preservation scene, so it was with great pleasure that earlier this year the Class 15 Preservation Society, who helped enormously with the development of the model, was presented with a cheque for £7,500 and will receive another later this year.

Our second model is currently being tooled in our UK factory, and a third is well underway on the drawing board. We have decided, for now at least, that Asian manufacturing is not for us, so every model

we produce will be made right here in the UK - only a few miles away from my house, in fact. The pace of development is really fast and I have to be on my toes to stay on top of everything we have in progress. New project ideas cross my desk almost on an hourly basis, so in every respect, at Little Loco Company, as our company slogan goes, it's all change.

Steven Leathers
Little Loco Company Ltd. ■



Little Loco Company's first RTR model, the BTH Type 1. Read the review of this model on page 102.

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May releases

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7S-024-003/D/S - Class 64xx Pannier 6435 BR Early Emblem Black/DCC/Sound
7S-024-004/D/S - Class 64xx Pannier 6439 BR Late Crest Lined Green/DCC/Sound
7S-025-001/D/S - Class 74xx Pannier 7411 GWR Green/DCC/Sound
7S-025-002/D/S - Class 74xx Pannier 7444 BR Black Late Crest/DCC/Sound



- 7P-004-001** - Autocoach GWR Crest Chocolate & Cream
7P-004-002 - Autocoach GWR Twin Cities Crest Chocolate & Cream
7P-004-003 - Autocoach GWR Shirtbutton Chocolate & Cream
7P-004-004 - Autocoach GWR No Insignia Chocolate & Cream
7P-004-005 - Autocoach BR Crimson

Hymek



Previously produced model shown for illustration purposes only.

- 2D-018-007/D** - Hymek D7003 Two Tone Green No YWP BR Late Crest/DCC
2D-018-008/D - Hymek D7043 Two Tone Green SWP BR Late Crest/DCC



2F-034-043 - 21 Ton Hopper - British Gas 145



2F-034-044 - 21 Ton Hopper - British Gas 145 Weathered



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4F-054-003 - IDA Super Low 45 (SL 45) 39 70 490 1005 - 1
4F-054-004 - IDA Super Low 45 (SL 45) 39 70 490 1011 - 9

Class 122



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- 4D-015-001/D** - Class 122 Bubble Car 55002 Blue/Grey Livery/DCC
4D-015-002/D - Class 122 Bubble Car W55000 BR Green with Whiskers/DCC
4D-015-003/D - Class 122 Bubble Car 55012 Regional Railways/DCC
4D-015-004/D - Class 122 Bubble Car SC55013 BR Blue/DCC
4D-015-005/D - Class 122 Bubble Car SC55007 BR Green SYP/DCC



4F-013-037 - Gunpowder Van - Blue Circle 169



4F-013-038 - Gunpowder Van - Blue Circle 169 Weathered



4F-016-019 - Banana Van - Fyffes B240755



4F-016-020 - Banana Van - Fyffes B240755 Weathered



4F-071-148 - 7 Plank - Buckley Junction 24



4F-071-149 - 7 Plank - Buckley Junction 24 Weathered



4F-090-007 - 9 Plank - N E Loco Coal 30996



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Product Scale Key

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


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Class 450	hattons.co.uk/cl450	from £271.96	Mar 2015							
LNWR Webb coal tank 0-6-2T	hattons.co.uk/wct	£101.96	Sep 2014							
SECR Birdcage Coaches	hattons.co.uk/bc	£55.21	Mar 2014							
Warflat Bogie Flat wagon	hattons.co.uk/warflat	£42.46	Mar 2013							
Class H2 Atlantic 4-4-2	hattons.co.uk/h2atlantic	£152.96	Mar 2013							
Baldwin Class 10-12-D 4-6-0	hattons.co.uk/baldwin460	£123.21	Jul 2014							

	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	£123.25	Dec 2012							
GWR Streamlined Railcar	hattons.co.uk/gwrrc	from £119.43	Jul 2014							

	Link	Price	Date announced	CAD done	In Tooling	Seen 1st EP	Decorated samples	In production	On Board Ship	Released
Class 14xx 0-4-2T	hattons.co.uk/14xx	£99	Sep 2014							
50t Warwell Wagon	hattons.co.uk/warwell	from £33	Jun 2016							
O Gauge Class A3/A4	hattons.co.uk/recordbreakers	£750	Aug 2016							

	Link	Price	Date announced	CAD done	In Tooling	Seen 1st EP	Decorated samples	In production	On Board Ship	Released
Class 1366 0-6-0PT	hattons.co.uk/1361	£124	Nov 2013							
Class 47xx 'Night Owl' 2-8-0	hattons.co.uk/47xx	£154	Nov 2014							
Class 07 Shunter	hattons.co.uk/cl07	£99 (EST)	Jan 2016							
O Gauge Class 45 'Peak'	hattons.co.uk/hel45	£550	Jun 2013							

	Link	Price	Date announced	CAD done	In Tooling	Seen 1st EP	Decorated samples	In production	On Board Ship	Released
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Merchant Navy 4-6-2	hattons.co.uk/mn	from £153	Mar 2015							
Class H Wainwright 0-4-4T	hattons.co.uk/hclass	from £90	Sep 2016							
Mk1 FO & BSO	hattons.co.uk/hornbymk1	£31.50	Oct 2016							
Class 8P Princess Coronation 4-6-2	hattons.co.uk/duchess	from £171	Nov 2016							
Hittachi IEP Class 800	hattons.co.uk/IEP800	from £229.50	Nov 2016							

	Link	Price	Date announced	CAD done	In Tooling	Seen 1st EP	Decorated samples	In production	On Board Ship	Released
Class 2301 Dean Goods 0-6-0	hattons.co.uk/oxdg	£95	Jan 2016							
YEC Janus 0-6-0 Shunter	hattons.co.uk/janus	£74	Nov 2015							
60' Carflat Car Carrying Wagon	hattons.co.uk/oxcarflat	£25	May 2016							
Mk3 Coaches	hattons.co.uk/oxmk3	£29	Jan 2016							

 Shows the stage the project is at based on the information available to us. CAD: Computer Aided Design. 1st EP: First Engineering Prototype. TBC: Price is yet To Be Confirmed (EST): Price is estimated.

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

www.hattons.co.uk/projectupdates

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Roundhouse 'Carrie' Alfred Thomas at work on the Wigfa and Llanrwst Light Railway in glorious sunshine

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THE RECORD BREAKERS



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THE A3s

Code	Title	Dates	Price
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A3002	Class A3 4-6-2 4472 "Flying Scotsman" in LNER Grass green with unstreamlined corridor tender - "Record Breaker"	1970s-1980s	£750.00
A3003	Class A3 4-6-2 2745 "Captain Cuttle" in LNER black with unstreamlined non-corridor tender	22/07/1939 - 6/4/1945	£750.00
A3004	Class A3 4-6-2 60072 "Sunstar" in BR Express blue with unstreamlined non-corridor tender	25/04/1951 - 5/6/1952	£750.00
A3005	Class A3 4-6-2 60035 "Windsor Lad" in BR green with early crest and unstreamlined non-corridor tender	16/08/1951 - 19/06/1957	£750.00
A3006	Class A3 4-6-2 60077 "The White Knight" in BR green with late crest and unstreamlined non-corridor tender	24/11/1960 - 1/2/1964	£750.00
A3007	Class A3 4-6-2 60103 "Flying Scotsman" in BR green with late crest and unstreamlined corridor tender	Current Preservation	£750.00

THE A4s

Code	Title	Dates	Price
A4001	Class A4 4-6-2 2509 "Silver Link" in LNER silver with streamlined corridor tender	30/1/1936 - 6/12/1937	£750.00
A4002	Class A4 4-6-2 4468 "Mallard" in LNER Garter blue with streamlined non-corridor tender - "Record Breaker"	3/7/1938	£750.00
A4003	Class A4 4-6-2 4468 "Mallard" in LNER Garter blue with streamlined non-corridor tender	As Preserved	£750.00
A4004	Class A4 4-6-2 4489 "Dominion of Canada" in LNER Garter blue with steel numbers/letters and unstreamlined corridor tender	2013 onwards	£750.00
A4005	Class A4 4-6-2 4464 "Bittern" in LNER Garter blue with streamlined corridor tender	2012 onwards	£750.00
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Code	Title	Price
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TCI7505	Gresley Teak coach Diagram 175 Brake Corridor Composite in BR maroon livery	£249.00
TCI7506	Gresley Teak coach Diagram 175 Brake Corridor Composite in BR maroon livery	£249.00
TCI8601	Gresley Teak coach Diagram 186 Open Third in LNER Teak livery	£249.00
TCI8602	Gresley Teak coach Diagram 186 Open Third in LNER Teak livery	£249.00
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TCI1501	Gresley Teak coach Diagram 115 Corridor Third in LNER Teak livery	£249.00
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THE STARTER

One of the positive aspects of the garden railway hobby is that it can offer such great variety, with a wide range of scales, gauges and prototypes readily catered for on a commercial basis and limitless options if you are inclined to scratchbuild. However, it isn't only the scale or gauge which can set railways apart, but also the ethos with which they are operated. After all, there are many who are quite content to sit back and relax, whilst a generic loco hauls a short train of stock around a simple oval of track with minimal infrastructure; and indeed why not... At the other extreme, there are those who will hand-build, locos and stock to a very high degree of fidelity and operate them on a similarly complex system, complete with interlocked signalling and detailed infrastructure and landscaping. Of course, there is also a vast spectrum in between, with people focusing on the aspects that are of greatest interest to them.

Perhaps, unsurprisingly given my location and background, my interest lies predominantly in generally representing 2ft narrow gauge prototypes. However, I have always shied away from specifically modelling a given railway; instead, developing the PTLR as an independent line, which has been heavily influenced by the practices of its neighbours in the top left corner of Wales. However, the most specific area of interest offered by the PTLR, is that it is designed to be a driver's railway, with long, distinct, but not unreasonable gradients. Whilst manual locos can amble round without too much drama, it comes into its own on Radio Control. Once drivers have learned the route it is possible to handle the train accordingly. It is greatly satisfying to take a heavy train out on the road, reigning back down grade and then plodding slowly uphill listening to every exhaust beat; all whilst minimising any snatching with one's loose coupled stock. Of course, you are also acting in the role of fireman, so you must maintain steam and water as appropriate. Even with gas firing, there is an element of practice required to garner the correct degree of finesse, so you aren't blowing off continuously, nor

ignominiously grinding to a halt. As far as I am concerned this reflects full-size practice perfectly, which is certainly one of the aspects in which I am most interested.

This is not to imply I am not interested in the other aspects and I would always encourage anyone to do their own thing and apply the archetypal Rule 1; it's your railway and you can do as you wish. GardenRail Magazine is produced with a similarly broad mind and if you feel like sharing your railway with us, contributions are always welcome. If you have any questions please feel free to get in touch via the contact details on the contents page, or alternatively you could come and say hello at the Midlands Garden Rail / Large Scale Model Rail Show at the Warwickshire Exhibition Centre on the 18th and 19th of March. As announced last month, GardenRail, along with sister title, Engineering in Miniature, are sponsoring this great show, with its superb venue and plenty of variety to suit all garden railway tastes. Timed to coincide with the start of the traditional garden railway operating season, it's an ideal opportunity to stock up your supplies of consumables, or indeed if you are looking to make more substantial purchases, there is a wide choice available. For full information on layouts, traders, the venue and transport, you will find the full information on page 54. Hopefully I might see you there...

However, the show is still just over a month away, so what have we got lined up for your perusal in the meantime? Well David F Williams leads off as he takes a look at the superb new, 16mm scale Lynton and Barnstaple Railway, Carriage No. 17 kit from Barley Pit Works, in conjunction with Wood Valley Works. Then, Les Fordham is heading back in time to 1950s Sydney, Australia, as he recalls an extensive O Gauge garden line with which he was familiar. Returning to UK shores we make our second visit to Metro Land as John Branch completes his scratchbuilt, steam-outline Metropolitan Railway, Beyer-Peacock 4-4-0T in Gauge 3.

Next, we join Simon Davey of Brunel

Buildings as he explains the research, design and production processes involved in the creation of their bespoke buildings; in this case, the Isle Of Mann Railway's Port Erin Station Building, Engine Shed and Museum Complex. Back on the UK mainland, Ray Waters was seeking a simple alternative to three-link chain couplings; the result of which was an ingenious development of good old 'paper clip technology'. Finally we join Ian Watts, who having up-scaled his existing railway from 1:22.5 to 1:20.3 scale, found himself in need of a Combine Car that would fit both his loading gauge and his budget. He eventually decided that the best way forward would be to build his own vehicle in wood; he recounts his story here. To conclude, there is the latest News, from the Association of 16mm Narrow Gauge Modellers, Berry Hill Works, Harecroft, Anything Narrow Gauge, FineScaleBrass, Loco-Boxes, Crowood Press and Bloomsbury Shire.

Anyway, I think I have detained you long enough; the Starter is off...

David Williams
Editor



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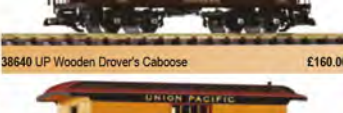
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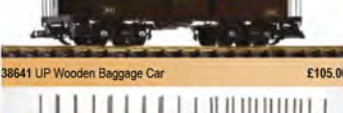
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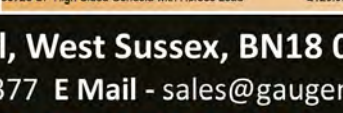
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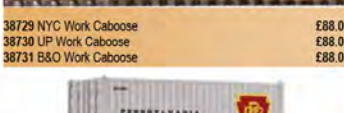
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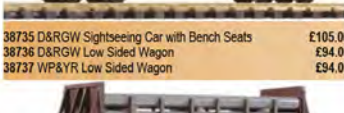
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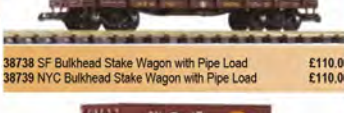
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Replica Manning Wardle 2-6-2T Lyd could almost be preparing to depart Woody Bay, with Carriage 17 the leading vehicle in the train. Of course in reality it is actually preparing to depart Bwlch Pennant on the Wigfa and Llanrwst Light Railway on a prototypically soft day.

PRACTICAL
1.19

Lynton and Barnstaple Carriage 17

David F Williams takes a look at the superb new offering from Barley Pit Works and Wood Valley Works

Whilst admiring some of Matt Towell's work on his Barley Pitt Works, trade stand at the last Llanfair show, he asked me if I would like to review his new 16mm scale Lynton and Barnstaple Carriage No. 17 kit, which has been produced in collaboration with Wood Valley Works. This was an impressive looking vehicle and my first thoughts were how to do this superb looking kit justice. So, whilst waiting for the kit to arrive by parcel post, I set about researching the full-sized prototype.

I made a start by reacquainting myself with my copies of Dr John D. C. A. Prideaux CBE's 'Lynton and Barnstaple Railway Album', and L.T. Catchpole's 'Lynton Barnstaple Railway 1895-1935', and of course the indispensable 'The Lynton and Barnstaple Railway, Measured and Drawn.' by Stephen D. Phillips. The author of the latter modestly points out in his introduction that this book is not a history of the line, nor a photographic album, rather it is a collection of detailed drawings collated over 40 years of research; pure gold from a modeller's perspective. I also

found the rolling stock section of the Lynton and Barnstaple Railway Website a particularly useful resource, with a myriad of detailed photographs freely available for reference.

So what information did I glean from my research? Well, the Rolling stock of the L&BR was most distinctive. In 1897 the Bristol Wagon and Carriage Works completed an order for 16 new carriages to the directors' requirements for the opening of the new 2ft gauge L&BR. In contrast Carriage 17, a Composite Brake was built by Shapland and Petter and entered revenue service in 1911. The thinking behind its introduction was the facility to occasionally operate single carriage trains, which could provide both smoking and non-smoking, First and Third Class accommodation, as well as a Brake Compartment. The First Class smoking compartment also doubled up as an Observation Coupe, thus in this configuration the carriage met with all passenger requirements. When service requirements needed to be met, bogie brake van could be added to the consist.

Having suitably acquainted myself

with the prototype, I felt ready to make a start when the kit arrived. On opening the stout cardboard box it was clear that kit had been carefully and thoughtfully packaged; many items being individually sealed in bubble packets for protection and ease of identification. My first inclination was to identify and familiarise myself with all of the components, with a view to thoroughly understanding all of the instructions contained within - they are also available to download on line at www.barleypitworks.com.

PREFERRED BUILD ORDER

Next, I went about selecting a set of suitable photos featuring carriage 17 and then worked out my preferred build order and eventual colour scheme. Now, for a kit of this length a flat surface is essential to ensure everything is kept plum, to which end my trusty piece of 600mm square, 4mm toughened glass (ex-greenhouse) was given a good wash and polish. With this truly flat surface to work on, I laid out the carriage body sides, floor and both ends to check for square and any bowing or twist.



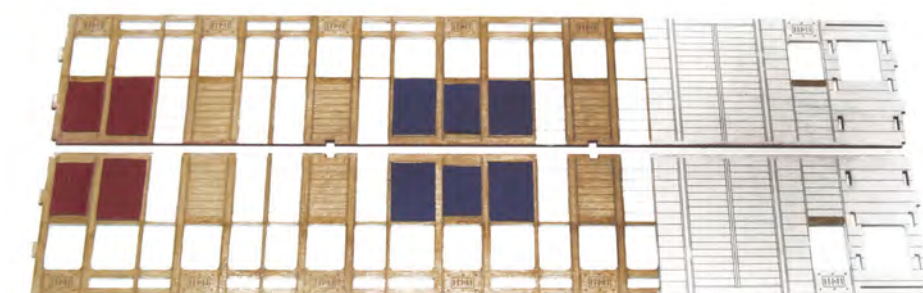
Carriage 17 sides and roof sheet laid out prior to staining



Sole bars, floor, ends, end overlays and guards/brake partition



Sealed, detailed parts, all neatly bubble packaged and readily identifiable aid construction



Leather kick plates laid out template style to appraise the finish prior to fixing down

It is important to do this early on, as the sides, ends and floor are tabbed to aid ease of assembly and any slight imperfections can be quite simply ironed out with little or no effort. The external carriage sides and ends were each given a light sanding, followed by three separate coats of HMG sanding sealer, interspersed with light sanding between each coat in order to obtain a blemish free surface prior to priming. Any small imperfections could then be made good, sanded back and re-primed.

Having settled on an exterior livery similar to that carried c1901-1922 and also the present day, my attention turned to the commendably thin (and accordingly delicate) card like overlays, which would eventually affix to the sides, ends and guard's duckets. These were sealed, red primed and then sprayed with Autocolours Volkswagen A3B Gambia Rot (red), then left to harden off before fitting later on during the build.

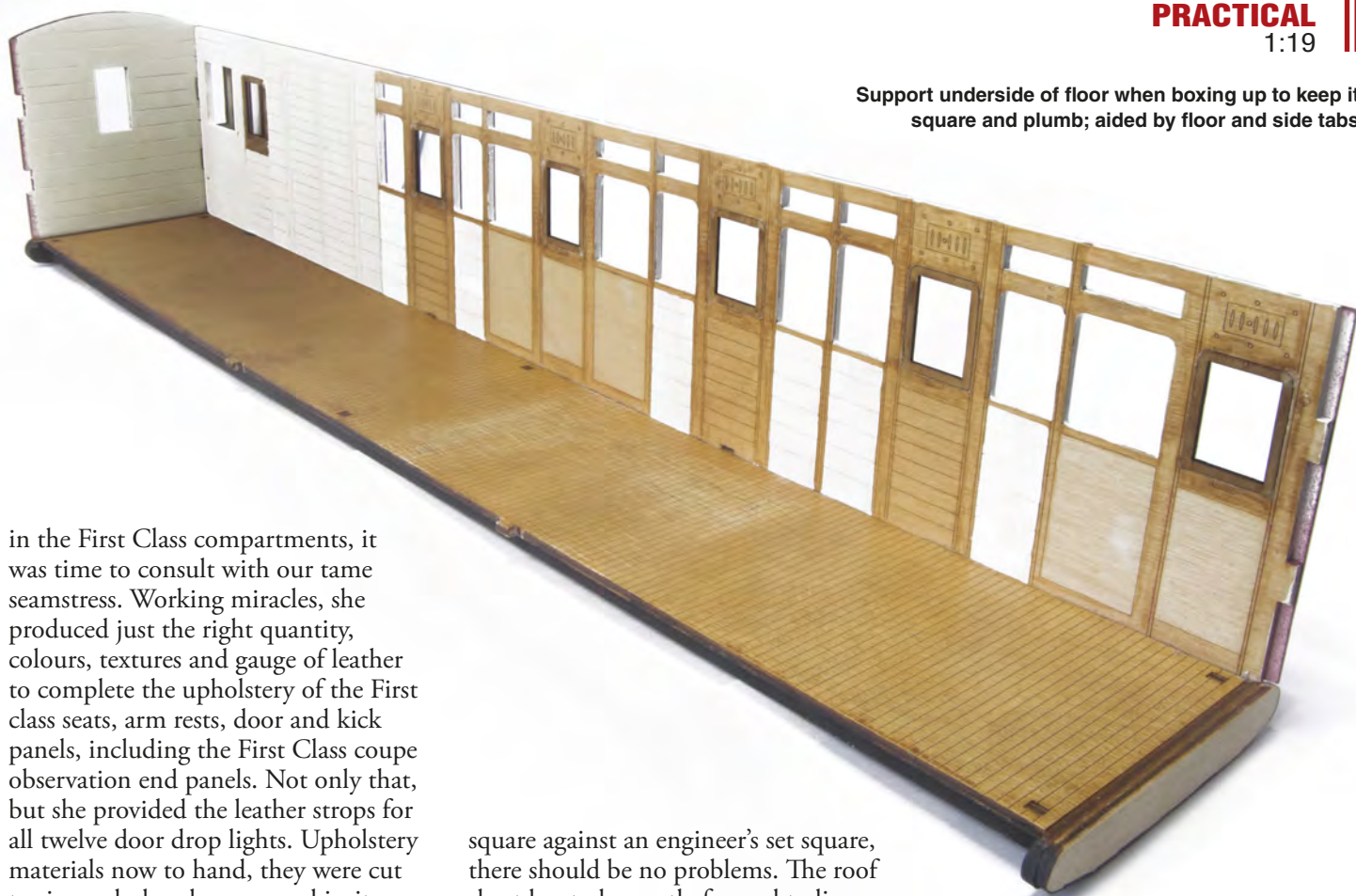
Then, only the outer body sides were given several light coats of Vauxhall 40R Olympic White gloss finish. Once dry, the side overlays were temporarily offered up against the carriage sides to provide a demarcation line between red and white, above which everything was to be masked off. At this juncture, sides and ends were masked off appropriately and given several light coats of the Gambia Rot Gloss, until a satisfactory finish was obtained.

At this stage it seemed sensible to consider the internal colour scheme, again following the lead of the full-size prototype. To start with, all 12 wood-stained droplight frames were fixed flush insitu. This was followed by carefully masking off the relevant areas for the three different finishes to be applied. These were the internal guards/brake compartments, the internal timber side and the end planking, which were given a coat of Autocolours Beige self-etching, high build, primer filler, plastic primer to serve as the finish.

All of the waist height, Third Class compartment timber side planking areas, were given a coat of Autocolours Matt White to act as a finish. All remaining First and Third class doors, door frames, framing above and below waist height and First class side planking, including the First class observation end, were given a coat of Sadolin Natural extra durable wood stain.

Having decided on leather upholstery

Support underside of floor when boxing up to keep it square and plumb; aided by floor and side tabs



in the First Class compartments, it was time to consult with our tame seamstress. Working miracles, she produced just the right quantity, colours, textures and gauge of leather to complete the upholstery of the First class seats, arm rests, door and kick panels, including the First Class coupe observation end panels. Not only that, but she provided the leather strops for all twelve door drop lights. Upholstery materials now to hand, they were cut to size and placed, unsecured insitu, similar to the templates, to appraise the finish; to be secured in place later during the build...

Attention now turned to the underside of the floor and fitting of the solebars; planking side up. All the kit timber joints were made off using Hafixs Professional Glue and Hafixs Adhesive Activator. Tabbing of the sole bars, inner and outer buffer beams ensures correct alignment. Fitting of the double thickness buffer beams to the tabbed floor ends completes the floor assembly. The underside of the floor and sole bars were given a coat of Rustins Matt Black. Then, the floor planking was given a finish coat of Sadolin Natural extra durable wood stain. It is important to support the centre section of the floor after the bufferbeams have been fitted and stained, as they now form a down stand at either end (planking side up) and if left unsupported prior to drying for any length of time, the floor section could bow, requiring unnecessary corrective action. Once dry, the carriage sides, ends and floor were loosely dry assembled for square, fit and location of the tabs; and found to be satisfactory.

A GENTLE PROFILE

The removable roof has been well designed and thought out as to its purpose. It has an accurate, made up frame and provided it is assembled

square against an engineer's set square, there should be no problems. The roof sheet has to be gently formed to lie over the frame. Wearing suitable gloves I held the sheet over a steaming electric kettle, before rolling the sheet (planking side down) with a rolling pin to give a gentle profile.

To aid alignment, the roof sheet has etched lines on the underside that have to line up with the frame.

In conjunction with IP Engineering's roof jig, I centred the roof sheet with the frame and fixed down half the longitudinal sheet to the long side of the frame and left it to firm up. Once confident that it was secure these actions were repeated on the opposite side. The completed roof top surface was then sprayed with white primer, achieving a good finish, with the folds of the inverted roof sheet planking just showing through in a delightful prototypical manner. This was then set aside, confident that it would fall into place later on in the build. Now Murphy's Law being what it is, the pristine roof met with an unintentional knock and formed a 15mm longitudinal split in the roof sheet.

I mention this because it has no bearing on the kit manufacturers, rather a eureka moment when I eventually made good the split. Suffice to say, I tried several well known propriety products, but to no avail. After rubbing down, priming and filling, the split opened up once more on hardening. It

was then that I read about Hafixs Filling Powder. A product I was familiar with, but had not used. I ran a fine bead of the Hafixs professional glue along the split, then poured the very fine Hafixs Filling Powder over the bead, letting it soak in so to speak. It was left overnight to cure and the following morning it was rubbed down to profile and primed. To date no signs of disturbance are evident and complete restoration has been achieved. The whitmetal lamp-tops were cleaned up, painted and fixed down the centre line of the roof, in line with the compartment door centres; as predicted, the detachable roof fitted perfectly when the time came.

UPHOLSTERED IN REAL LEATHER

Prior to boxing up the carriage sides and ends, the overlays were finally fixed in situ to the exterior, nicely covering over the white/red demarcation line. They were adhered in place using an extremely fine bead of Deluxe Materials Glue 'n' Glaze liquid plastic, which dries clear. With the aid of a couple of engineer's set squares, the body sides, ends and floor lined up accurately, aided by the tabbing. The five internal partitions already finished off in white primer were fixed in place, aligning with the appropriate vertical framing to

designate each First, Third and guards/brake compartment; ensuring that the notched ends were uppermost, allowing the roof framing to fit into a down-stand perimeter slot. The Third class bench seats, legs and backrests were finished off with the Sadolin wood stain and fitted as per instructions, making sure that the seat angle sloped towards the partition. Next, the First class seating was made up into their respective base and back supports. The side wall arm rests were raised up and the cushions upholstered in real leather; red for the Smoking compartment and blue for the non-smoking. As usual these were secured in place with Hafixs and edged off with gold ink piping.

Brass luggage shelf brackets were cut out from the supplied fret and fixed on to each Third, class partition wall in readiness for the overhead wood stained rack shelving which was placed between the small top lights and the main side lights. It was important to space the racks equidistant so as to allow for the glazing to slot in later in the build.

I decided to personalise the kit by the addition of some fabricated brass brackets forming supports for an overhead hat rack made from brass diamond mesh, the addition of twelve leather sash light strops and to keep the Guard happy a cast hand brake column and handbrake wheel. Some small bore pipe and a couple of springs made up into a couple of vac pipes. Couplings for this particular kit are to the builder's preference. So, I purchased

Upholstered first class non-smoking compartment and third class interior finish



a pair of precision turned steel, chemically blackened centre buffers. I thought they well look well and set the carriage off when fitted. These are available for £6.00 per pair from either IP Engineering or Anything Narrow Gauge.

To complete the body shell required just the fabrication of the guard's duckiet. Here again, a well thought out detail. The previously sprayed Gambia rot duckiet light profiles were tabbed into the carriage sides individually. Then the primed duckiet wrappers were slotted into each carriage side and gently moulded to the duckiet light profiles as a guide and secured with Hafixs. Masking off allowed the duckiet wrapper to be sprayed with the Olympic White, then additional masking off to finish with Gambia rot up to the demarcation line. Time then to fix the previously finished off duckiet overlays with the Glue 'n'

Glaze on each individual duckiet. A handy little jig is provided in the kit for just this very purpose. Finally the earlier finished Gambia Rot carriage end overlays can now be fixed down, neatly covering over any exposed tabbing and joint lines, leaving only small details to complete the kit.

The whitmetal door vent castings were cleaned up, primed and painted with the Olympic White and fixed over the door droplights. Suitable holes were strategically drilled to accept the brass door handles and grab handles into the vertical door frames. The running boards were held in place by brass footstep brackets, evenly spaced about the end and side of the solebars. Brass chequered plates and brackets were taken from a brass etch and formed into roof access steps fitted to the brake end. A length of brass rod is provided to fabricate suitable hand rails for access



to the roof. Brass lamp irons are also provided in the etch.

Blackham Transfers of Blaenau Ffestiniog produced and supplied the Guilt, blocked Red, shaded Black rub down lettering transfers. They were easily applied and fixed, provided one follows the detailed instruction sheet to the letter. My advice is to rub down the transfer and when you think it's ready, rub down more, lifting the carrier film away with a light springing motion. When the carrier releases the transfer it just springs into the air leaving a lustrous sparkling guilt, bringing the livery alive. They were then sealed using small passes of Autocolours Aerosol Satin Lacquer. After 24 hours, the non-glazed lights were masked off and the carriage body was given several coats of the Satin Lacquer.

CLEAR AND CRAZE FREE

Acetate glazing strips are supplied to glaze the lights. The first thing I did was wipe them over with meths to remove any deposits, residues or dust. The strips are supplied in lengths, which are cut wide enough to slot into each compartment, not forgetting the guard's lights. Provided one has previously placed the luggage racks equidistant in each compartment, the glazing will just slot in place. I chose to use the Deluxe Materials Glue 'n' Glaze' as a trial, not having used it prior to this build. It was easy to apply, although 'hanging' items require some temporary support whilst drying. It took some hours to dry in this particular application, but dried

Brake end steps,
handrails, vac
pipe, chemically
blackened steel
centre buffers and
guard's ducket



The finished carriage 17, interior exhibiting some personalised details



clear and transparent. I was very pleased with its outcome and one can see clean, clear and craze free glazing lights insitu; highly recommend.

Following the instruction sheet, the bogies with the 32mm wheelsets and brass bearings supplied, made up into very sturdy, practical, rigid, workable units. The design of the central support spacer ensures that the frames are held square and parallel. The completed units and wheelsets were finished off with Rustins matt black and mounted to the underside of the carriage, 95mm in from the end, using the kit supplied M4 bolt method as described. Various supplied packing pieces were adjusted to maintain a 25mm buffer centre height above the railhead.

At the present time the PTLR currently lacks a suitable L&B locomotive to pair with No.17, so to show the kit off to its best advantage a visit was made to Dave Mees Wigfa and Llanrwst Light Railway, where resident

Manning Wardle Replica 'Lyd' was turned out, recreating a very plausible scene from the preservation era.

The L&B Carriage 17 kit model depicts the carriage in its current 'Heritage' form, although with a change in paintwork one might fit this carriage into any chosen era. I hope I have done it justice, but can say with certainty that I enjoyed making the kit and have learned some new techniques, for future projects. For my part I am grateful to have had the opportunity to build it for review and look forward to seeing their newly released second entry 16mm L&B all Third Carriage, now available to order. I shall be in the queue soon. The price for a kit of this type is competitive and commensurate with other such high end kits, especially when one looks at everything included. One may hope that in due course other L&B carriages may be produced by Barley Pitt Works, in collaboration with Wood Valley Works. ■

THE PROS

A highly accurate, well designed and manufactured kit of an instantly recognisable prototype

THE CONS

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PRICE

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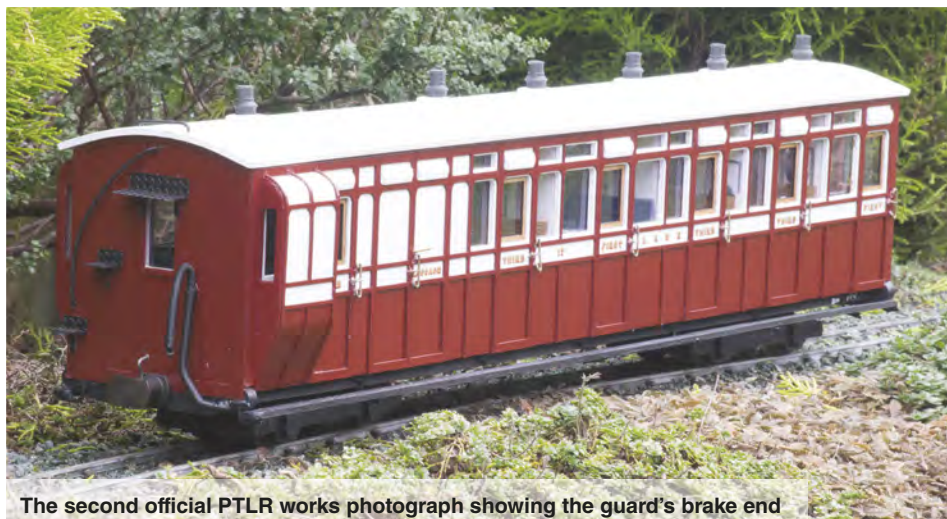
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Official PTLR works photograph showing the observation coupe end



The second official PTLR works photograph showing the guard's brake end

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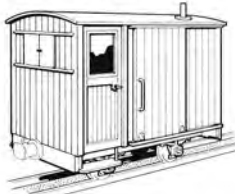
In the meantime, we will look forward to seeing you at the 16mm AGM in Peterborough and we will continue to attend as many of the garden railway shows as possible in 2017.



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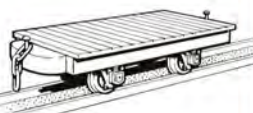


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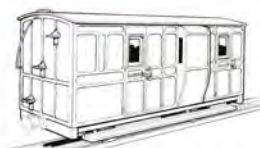


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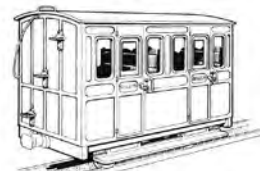
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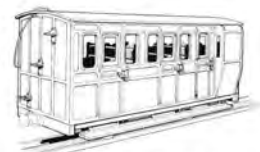
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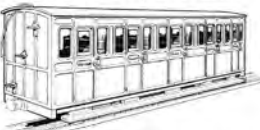
PS16 Luggage Brake



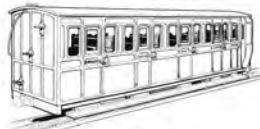
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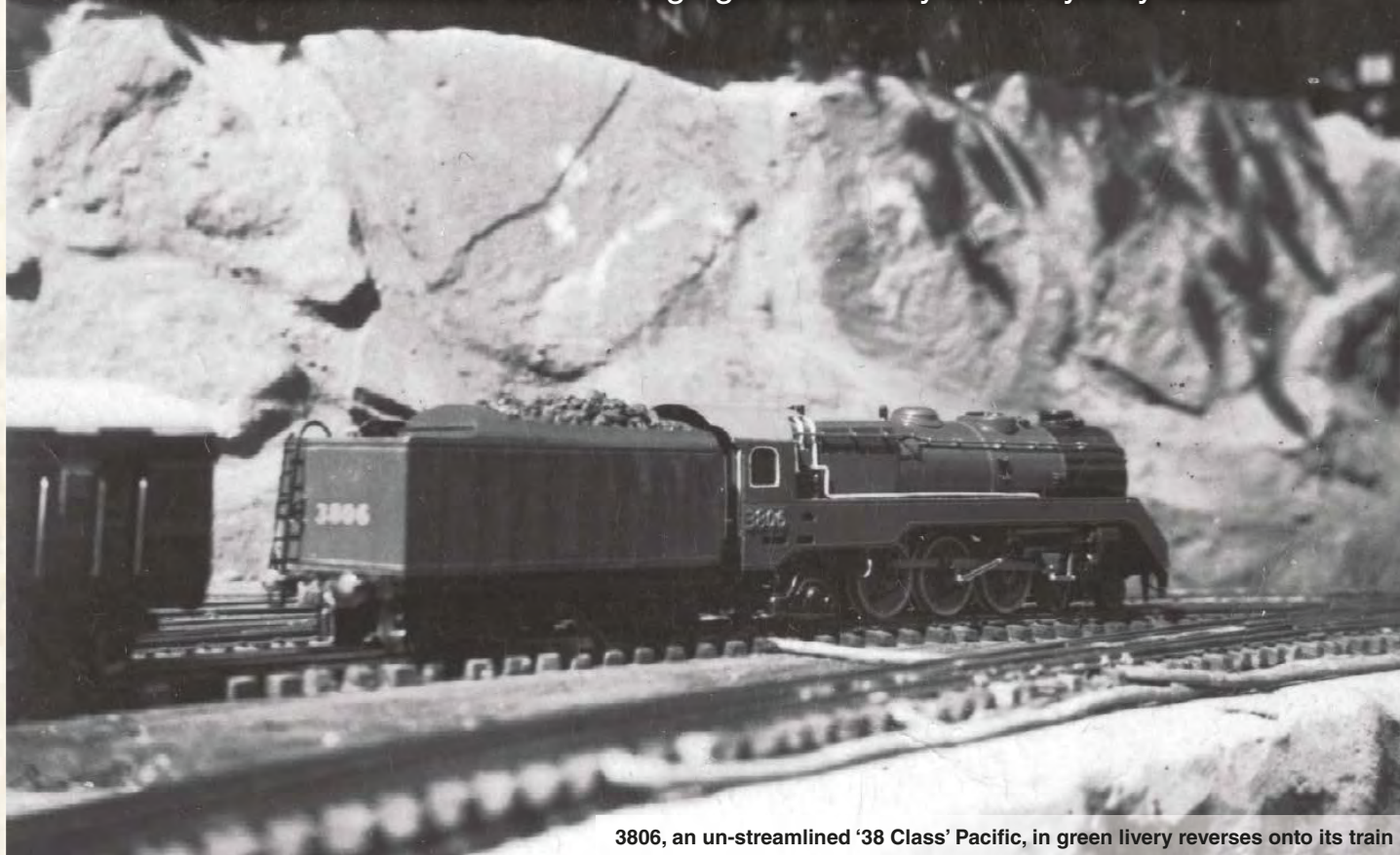
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An Early Australian Garden Railway

Les Fordham describes this O Gauge garden railway in the Sydney suburbs



3806, an un-streamlined '38 Class' Pacific, in green livery reverses onto its train

In the 1950s there was an extensive O Gauge garden railway in the Sydney suburb of Cheltenham, which featured models of the New South Wales Government Railways. Australian modellers of the time were not as fortunate as their British counterparts. Ferris, a company that manufactured radios and car radios, manufactured tin plate models of the Sydney Suburban trains, an electric 'Parcels Van', a '36 Class' steam locomotive and a couple of pieces of goods rolling stock. A company called 'O Gauge House' made kits of some locomotives, including the pair of '38 Class' models in these photographs.

The Ferris trains were 3-rail, with a transformer that had two terminals on the case, between which fuse wire was stretched in order to protect against short circuits; it was wise to have spare fuse wire on hand. Most of the

locomotives and rolling stock on the outdoor layout would have been built from the rather rudimentary kits of the time or scratchbuilt. From reading some articles on the NSW Railway's 7mm scale display layouts, 24V DC, war surplus motors were utilised to provide the traction.

My father and I had a model of the New South Wales Government Railways 'C38' streamlined Pacific locomotive, numbered 3802, in the green livery, that was typical of the '38 Class' in the days of steam. This particular loco features in many of the photographs.

The track was Austral Bronze brass rail, attached to timber sleepers, mounted on a timber batten set in concrete. The rail came in very long lengths; I remember my father and I once delivered a large bundle that we had tied to the roof of our car. A three-rail system was utilised and the railway

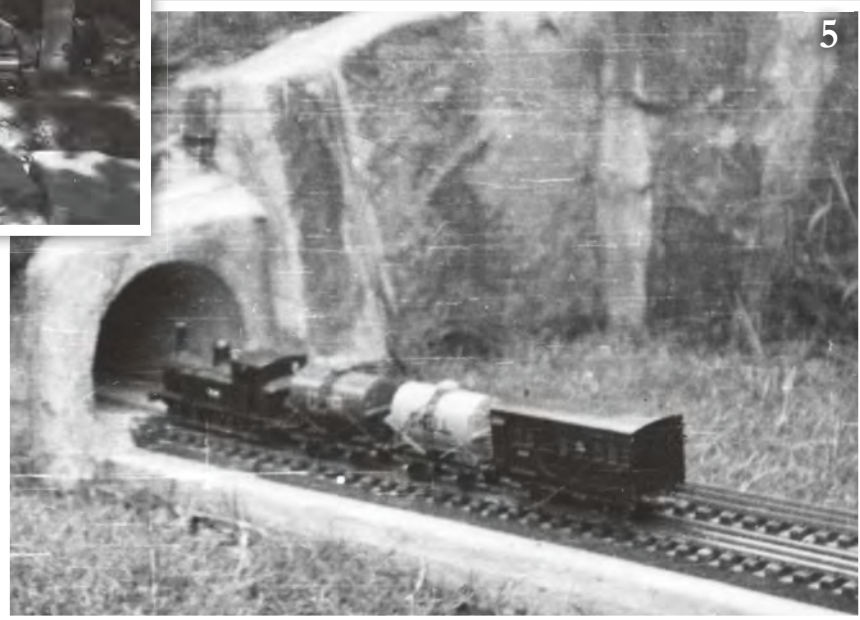
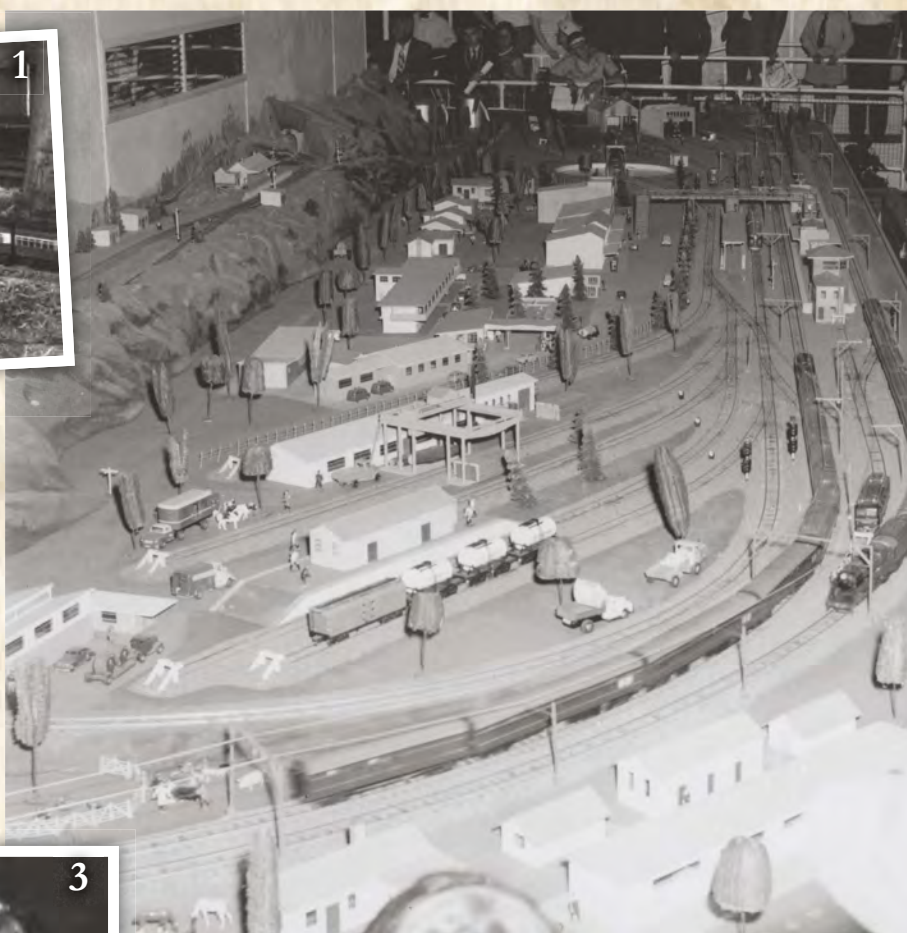
was sited in a garden that was on two levels, with access to the lower level by a set of stairs.

ALONG THE LINE

The line started from under the house, where there were cupboards and tracks to store locomotives and rolling stock. Here, the track was set at about waist height, from where it led outside at ground level.

Two tracks led out from under the house, through a scissors crossover set in concrete, before the line curved away to the left in a 90-degree curve to run along the line of the fence. Alongside this double track section was a series of storage or staging tracks. The line then curved away in a left-hand 90 degree curve, to run along the edge of the top terrace, crossing a concrete viaduct.

The line then crossed a concrete path that led to the steps that went



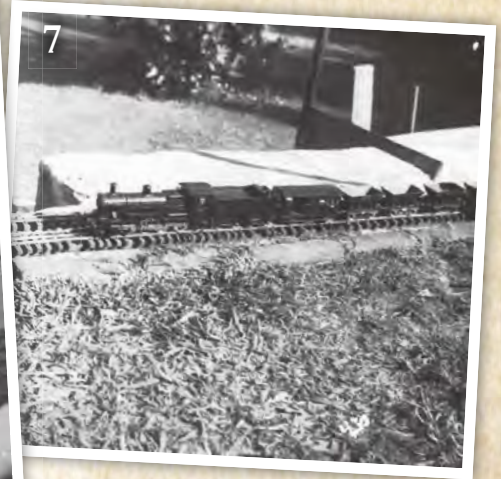
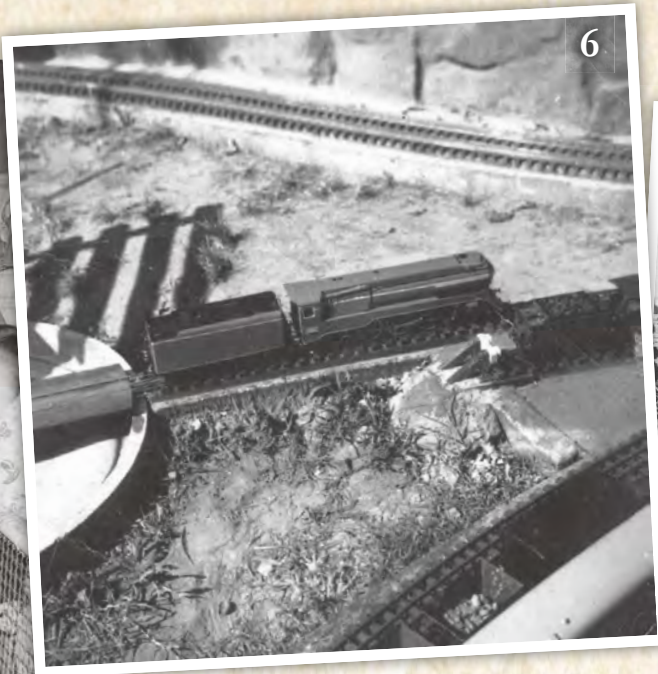
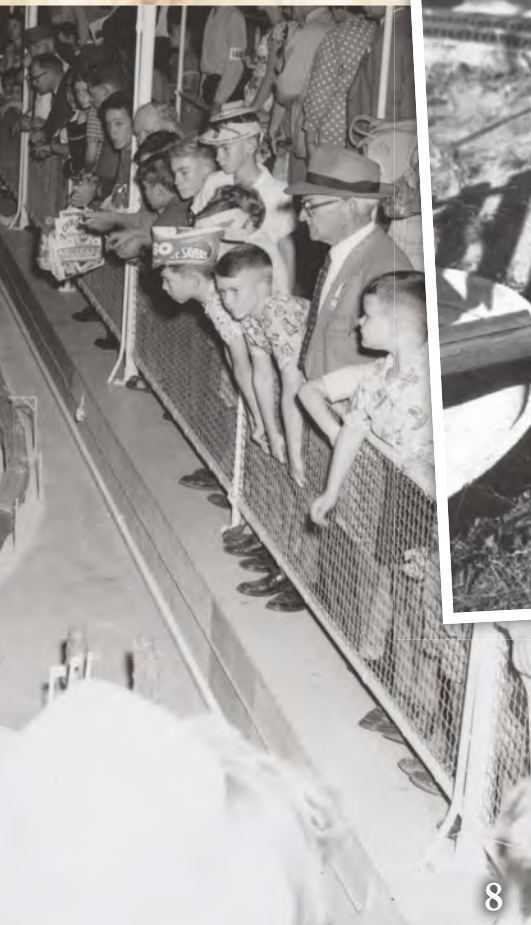
down to the lower level of the garden, before reaching a station with an island platform. This was operated as the limit of suburban trains and a single track line where these trains terminated was straight along from the platform. A single line curved away near the platform to the left and then into a right hand curve that ran along the fence line. Part way along this straight was a crossing loop before the single line

entered a spiral loop to descend to the lower terrace of the garden.

Just past this bridge, it had been planned to join onto the track from the lower level, but this was never completed. The double line entered a large station yard, complete with a turntable, through a complex network of tracks. At the front of this yard was an operating pit for people to stand in.

From this station, the double

line passed through a tunnel under the steps before curving away to the left and entering a large station yard. At this point it was planned to complete a large loop around the lower garden level, but this was never fully completed. The total length of line from the house to the last station on the lower level would probably be about 200 feet or more, so it was a pretty decent run.



1. 3802 heads a set of coaches typical of those used on shorter distance country services; the storage sidings can be seen in the background

2. 3802 crosses the viaduct with a set of coaches used on longer distance country services

3. 3802 on the longer distance passenger cars at the top of the spiral; once the track reached the lower level of the spiral, a set of points led onto the double line, which then crossed a girder bridge

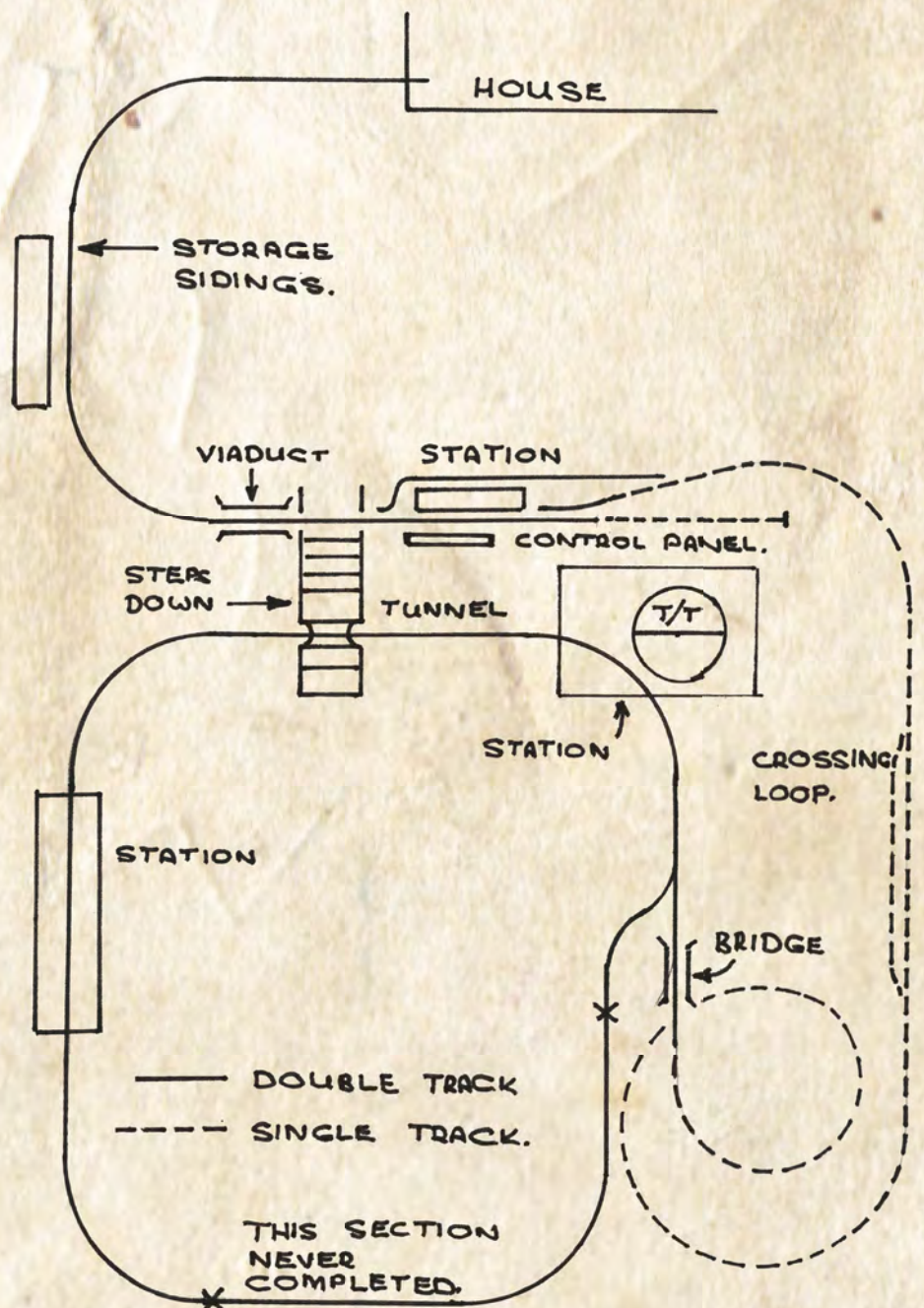
4. A round boiler '36 Class' 4-6-0 locomotive and set of coaches at the start of the lower level double track section. The track on the top level and part of the spiral can be seen as well as the connection to the uncompleted lower level section.

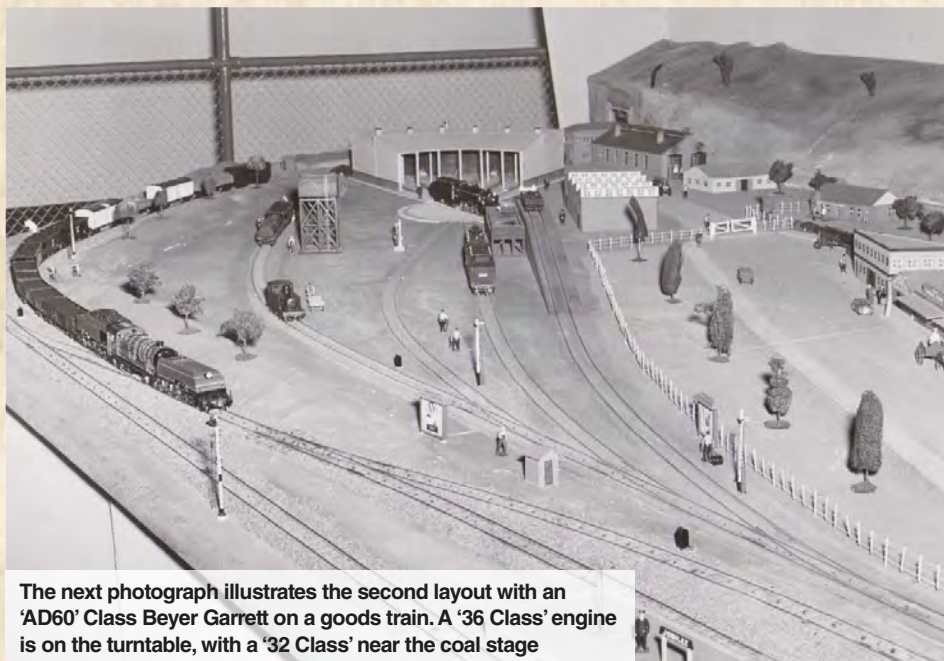
5. No 74 dives into the tunnel under the stairs with a short goods set

6. 3802 in the turntable area

7. The 'D55' class 2-8-0 locomotives were a class of 120, built by Clyde Engineering in 1918. They were fitted with the unusual Southern Valve gear. The '50' and '53' classes, along with the '55' class, were the backbone of the railways freight locomotives until the '57' class 4-8-2 engines were introduced in around 1929

8. At the 1955 or 1956 Royal Easter show the New South Wales Government Railway's layout featured some of the vintage locomotives which operated on the garden line





The next photograph illustrates the second layout with an 'AD60' Class Beyer Garrett on a goods train. A '36 Class' engine is on the turntable, with a '32 Class' near the coal stage



The U105 was an American 4-4-0 locomotive delivered in 1876 by the Baldwin Locomotive Works. Up until this time, all previous locomotives were from British builders



No. 74 was one of four tank locomotives built for Sydney Suburban Services by the Sydney Company, Vale & Lacey, in 1875

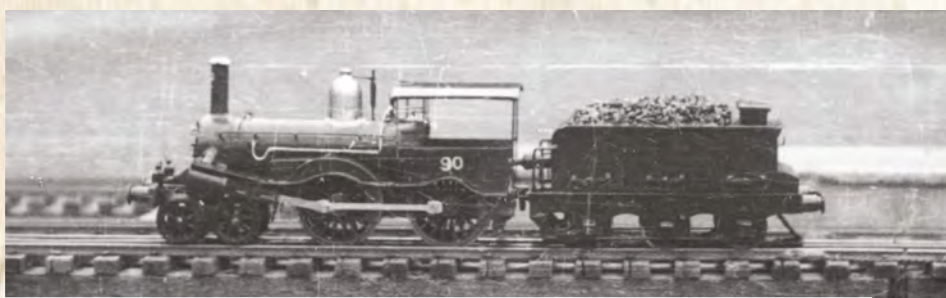
MOTIVE POWER

A very wide variety of New South Wales trains were operated on the line including; '32 class' 4-6-0 mixed traffic locomotive, '36 class' 4-6-0 passenger locomotive, '38 class' Streamline Pacific locomotive, '38 class' non streamlined Pacific locomotive, '55 class' 2-8-0 goods locomotive, and a '600/700 class' two-car diesel unit.

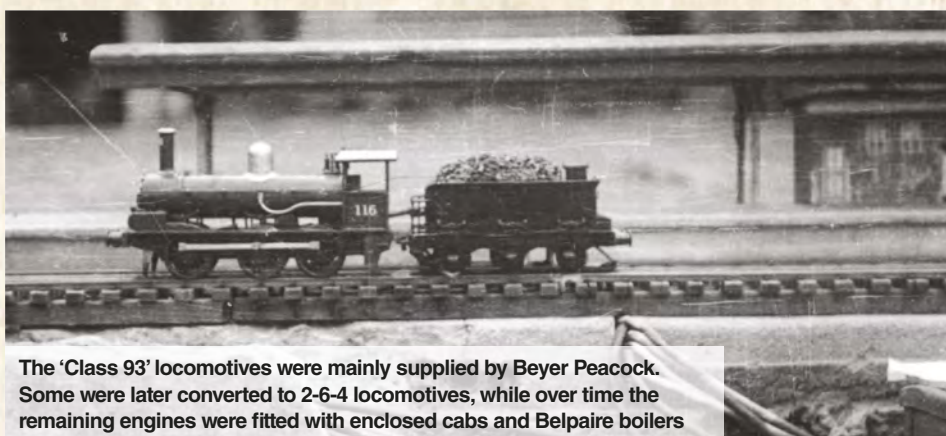
The New South Wales Government Railways had a very extensive O Gauge exhibition layout that was displayed every year at the Sydney Royal Easter Show. This layout was 2 rail with centre stud pick-up, operating at a voltage of 24 volts. The overall length of the layout was 42 foot, and 19 foot deep. The operators controlled the layout from behind the back scene, and also managed a series of staging tracks for trains that were on display. The railways had their own section of model builders who maintained the layout and built locomotives and rolling stock for it.

In 1955, the centenary year of the New South Wales Government Railways, there was a display of old time locomotives on their show layout. Many of these locomotive models were brought up to this garden railway and operated one afternoon. A few photographs are included of some of the vintage locomotives.

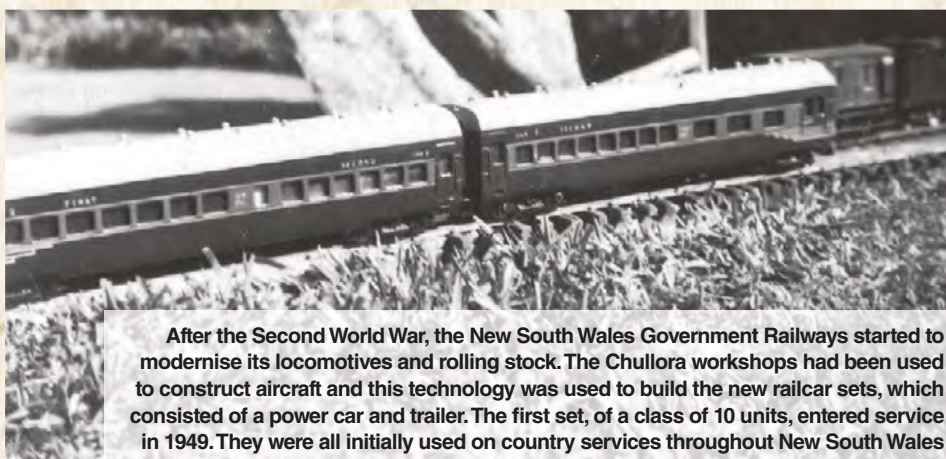
All of the photographs of the garden were taken by my father. The last two photographs of the New South Wales Government Railways Royal Show layouts were supplied by Jim Longworth, who also assisted with more information on these layouts. ■



Locomotive 90 was built by Beyer Peacock in 1878 and later converted to a 4-4-2 tank locomotive. More locomotives of this class were built by the Scottish builders Dubs & Co



The 'Class 93' locomotives were mainly supplied by Beyer Peacock. Some were later converted to 2-6-4 locomotives, while over time the remaining engines were fitted with enclosed cabs and Belpaire boilers



After the Second World War, the New South Wales Government Railways started to modernise its locomotives and rolling stock. The Chullora workshops had been used to construct aircraft and this technology was used to build the new railcar sets, which consisted of a power car and trailer. The first set, of a class of 10 units, entered service in 1949. They were all initially used on country services throughout New South Wales

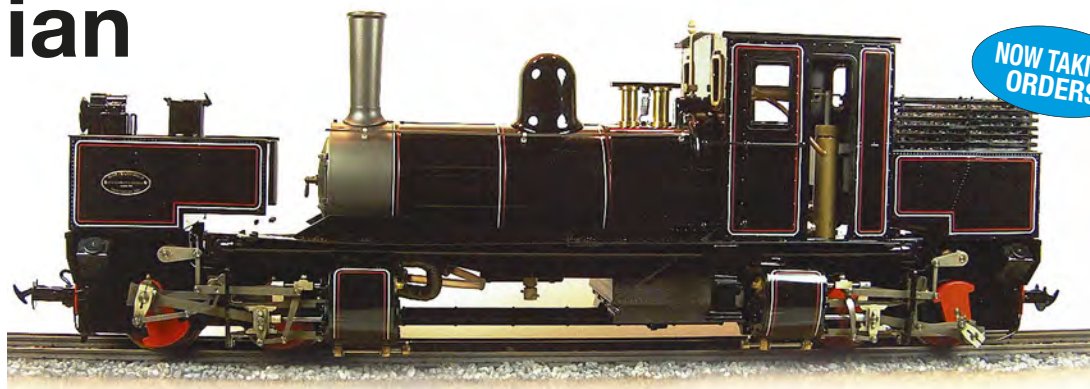
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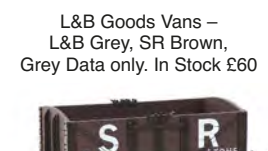
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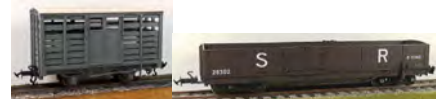
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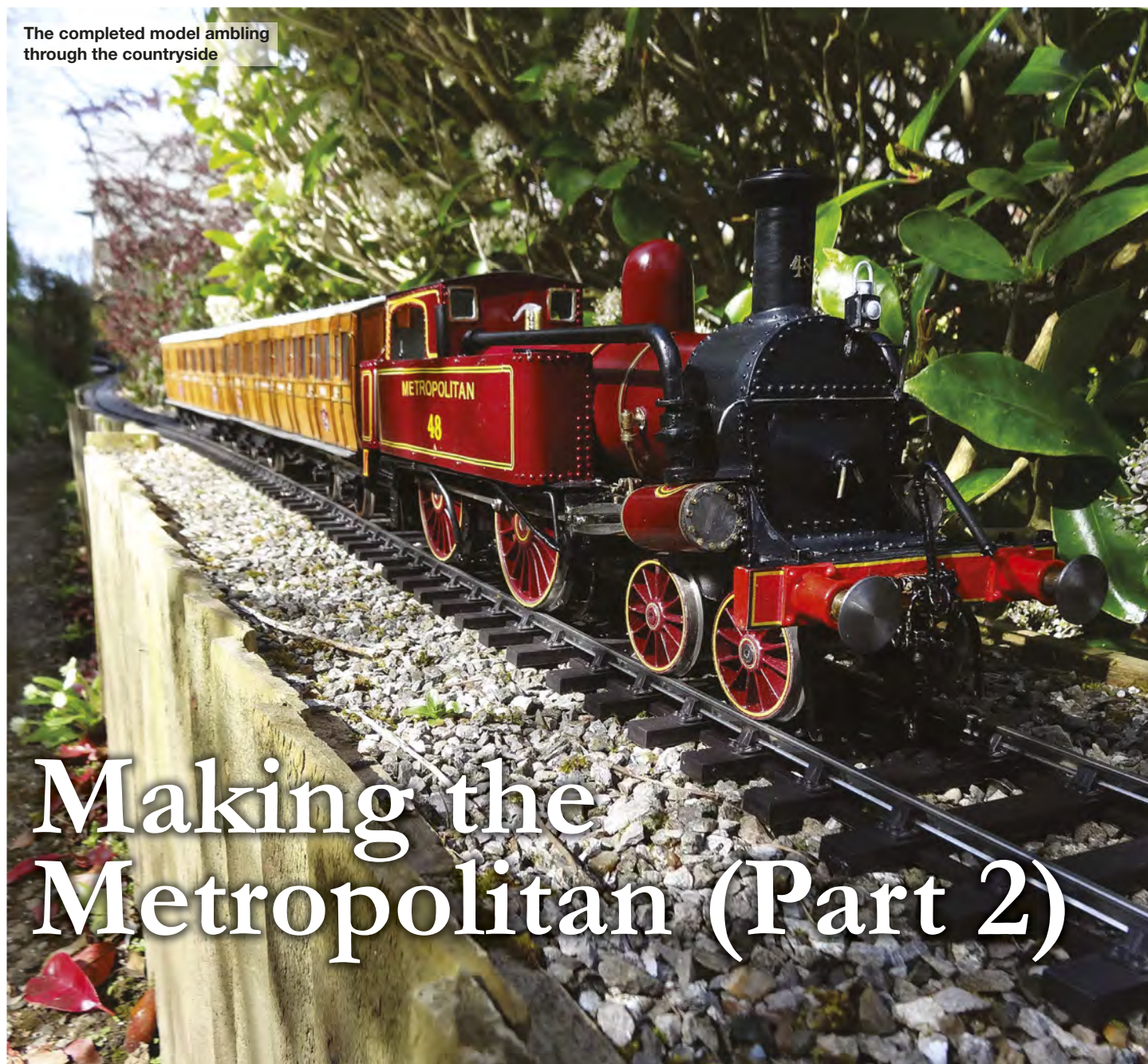
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The completed model ambling through the countryside



Making the Metropolitan (Part 2)

John Branch completes his Gauge 3 steam outline Beyer-Peacock 4-4-0T

When it came to the boiler and firebox, I was grateful that it was, in principle, a straightforward cylinder with a sloping front and straight sides towards the rear. I was thus faced with a choice: draw out the development of the shape, cut it out and roll it to shape; or modify some pre-made object. As I doubted my ability to do the former, I looked for a way to achieve the latter. The scale diameter of the boiler is 56mm; the closest material in my resource box was a length of 2 inch welded steel pipe, of a fairly heavy-duty type. To get the right diameter, I sawed along the welded join and prised the pipe apart. This took a lot of effort, but it enabled me to insert a length of

steel of a width calculated to expand the diameter to the correct figure.

To make the smokebox, I used the same source of material, expanded even more and shaped as per the prototype. This was not easy, and it was my third attempt that was used. It was more like blacksmithing than precision modelling, as the steel material was fairly thick. I used a rubber-faced mallet and an anvil to persuade the metal to take on the correct shape.

The front of the smokebox has a characteristic rearward slope, and the smokebox door covers only approximately half (the lower half) of the front of the boiler. The door also has a strange bulge that presents a problem

when it comes to its reproduction. I considered forming the bulge with the application of hammer blows to the reverse of the laser-cut brass sheet. A trial run told me that this was possible, but likely to result in a somewhat distressed look. Eventually, I used epoxy repair putty that stuck to the brass and could be shaped roughly by thumb whilst pliable, and by using knives, files and emery when hard.

I soldered the boiler barrel and smokebox together, and then drilled a large number of holes and inserted pins, to simulate an approximation of the number of rivets used on the prototype to do the same the job.

The bodywork is made from laser-cut,



Designing, printing and fitting the transfers was a challenge

0.5mm brass. I drew about 30 separate designs and cut 60 odd components. I had investigated the use of chemical milling (etching) for making these parts, and had gone a long way along the design path when I came up against some software incompatibilities that stopped me from transmitting the design instructions in the format required. After identifying and installing new software, I soon hope to use the etching process for some small components.

One of the advantages of etching over laser-cutting is the former's ability to etch half-way through the material. This can be used on the blind side of a component to align a part-to-part joint and to make curves or right angle bends in a precise and accurate way. As it was, I decided to stick with laser-cutting for this job, and this has worked well, although I would have liked to try out the etching process.

Many readers will be familiar with kits containing parts made by one or both of these processes. If you are contemplating entering the design and build arena, do not underestimate the amount of work required. Any given part is probably fairly easy to draw in an acceptable way,

but ensuring that multiple parts can be assembled into sub-assemblies, and those sub-assemblies into a whole model takes considerable effort.

Any compromises tend to be additive and to impact at some time on a fixed dimension (wheel diameter, for example), giving rise to a need to

modify parts on the hoof.

This makes a mockery of the accuracy that you are paying for in having the parts made by professionals. Measure twice or three times before committing to a cut is a good rule, as is doing something else for a couple of days before returning to the decision making.



The completed body-shell awaiting painting

THOUSANDS OF RIVETS

In common with most Victorian heavy (especially steam) machinery, this locomotive was held together by rivets; thousands of rivets. Representing these on the sheet metal of the tanks or cab can be achieved by punching from the rear with a sharp pointed tool, but I have never managed to achieve a neat enough layout using this method. The laser and chemical etching techniques are both ideal for solving this problem; so long as the drawing is right, the holes or etched centres will be in the right places.

The holes thus formed still have to be filled with something representing a rivet, however, and I tried various methods, starting with 'Real' rivets supplied by Live Steam Models. These are actually too big in scale terms, but look good; I used them for attaching components to the mainframes. I tried other methods; some different sizes of track pins, and picture hook nails, but for the majority of rivet detail I used dressmakers' pins, or, at least, their heads. I got through two boxes of pins, and that is an awful lot. For the most part, the rivet holes were laser-cut, which meant that they were of the right size and in the right place.

Some parts, due to my oversight, had to be fabricated by hand. If you can see wonky alignments in the photos, it is not the fault of the laser company, but a combination of my failing eyesight and bendy drills.

Once you start to get up close and personal with a subject like this, the amount of detail becomes clear – and it is huge. The pipes that take the exhaust steam to the water tanks to be

condensed are fairly obvious features that add character to the model. But smaller things, like, for example, the diverter valves that direct exhaust steam either up the chimney or into the water tanks are actuated by a lever in the cab, and this mechanism needs to be seen. The control rod runs down the length of the boiler, supported along the way, then pulls a lever attached to a rod that crosses the centre of the smokebox. The rod has a lever at each end that pulls and pushes another horizontal lever, which is connected to the valve.

Other lever and rod arrangements operate the sanding gear and the reverser. The brake cylinders and their linkages are all visible, as are the vacuum brake pipes that are connected to the trip located between the driving wheels that applies the brakes if a signal is passed at danger. The slidebars (and there are four of them per side) have individual brass lubricators. The list goes on, so it is up to the individual builder whether to include the cylinder drain cocks (not yet), water tank water level gauges (maybe), sanding control rod (yes), the link under the boiler from one sand box to the other (no).

I learned a lot about steam engine design, and the adaptations needed to work them underground from this exercise. There are still a lot of brass widgets fitted to many parts of the engine, the purpose of which remain unknown to me; some of which I have incorporated and some I have ignored.

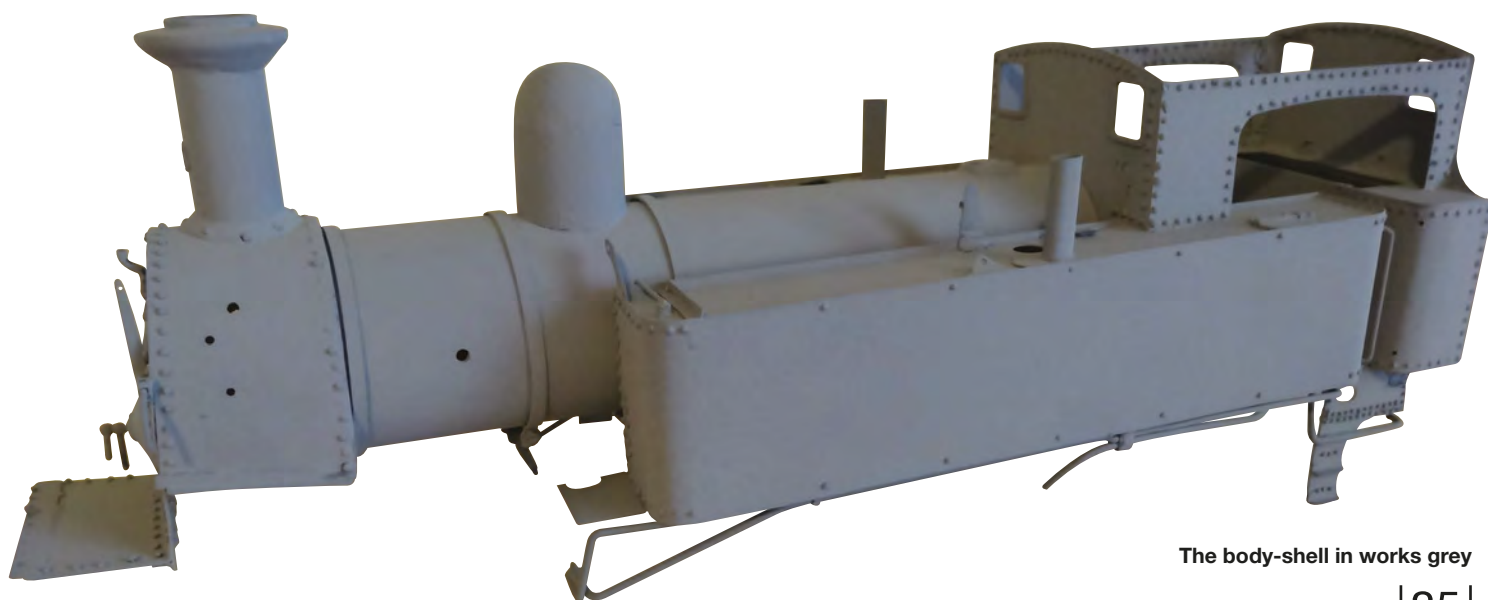
Some things could not be ignored. A glance at the cab layout looks, at first, fairly conventional, with a large reversing lever on the left, a throttle centre top, a boiler water-level glass on

each side, and a fire hole below with lever alongside for opening/closing the firebox door. Add various steam valves (blower, injector, and vacuum brake) and it results in a fairly busy space for the crew. Then a number of very crude levers become obvious; the previously mentioned diverter valve, the sanding gear, drain cocks, firebox dampers and water inlets to the pumps are all operated by steel rods. These run in straight lines from the device to the cab, where they terminate in various ways, mostly fairly crude.

ALLAN VALVE GEAR

One feature that I wanted to try to reproduce was the Allan valve gear. This involves four eccentrics and their straps, two links, the necessary lifting and lowering gear and the valve piston rods. Most of this was included in the steel laser order, and thus it all fitted and wobbled satisfactorily when the axle turned. It is not accurate enough to use to control real valves, although that could be achieved with closer tolerances. The only disappointment is that the gear is virtually hidden from view when the locomotive is fully assembled, but it is good to know that it is there. This feature is really a vanity project, just to see if I was capable of achieving it. I'm pretty happy with it.

To power the beast, I bought 10 NiMh rechargeable AA cells from Strikealite. I specified the tabbed version, as these can be soldered easily (all 10 in series in this case) resulting in a 12 v 2.5A-h battery. I find that multiple AA cells mounted in plastic battery boxes and relying on spring force and friction to maintain electrical



The body-shell in works grey

contact can be unsatisfactory. Corrosion gets in and high resistance at the many contacts results in low voltage output. The battery assembly was wrapped in gaffer-tape and stuffed into the boiler with the wire ends terminated in a Tamiya 2-pin plug. As a small aside; these plugs/sockets are available from some suppliers (see the web) at a fairly huge discount when you buy 10 of everything. An MTronik ESC motor controller and a tiny 2.4GHz receiver from Planet completed the electrical equipment. Plugs and sockets are fitted to the motor, the ESC and to a centre off 2-pole changeover switch. This has allowed me to fit a charging socket to the underside, so that it should not be necessary to disassemble any part of the locomotive unless something goes drastically wrong. The ESC fits in the ashpan below the firebox; the receiver is in the coal bunker.

MIXED THIS UP

Painting and decoration followed assembly and test. The body was cleaned using mild detergent, hot water and an electric toothbrush in an attempt to get rid of all fingerprints. It was primed using grey car aerosol, and then masked for further sprays - Indian red for the inside frames, red wine for the body and satin black for most of the rest. I

brush painted the inside of the cab in white, although I don't think this is prototypical. The buffer beams are an orangey-yellow colour, and this extends to the buffer housings. I mixed this up from acrylic paints by eye to match colour photographs. The window frames were left unpainted brass.

Lettering and lining was fun. I studied the Fox range of waterslide transfers and found that they offered a close approximation of the numbers in size and style. The word 'Metropolitan' and the lining were more difficult. The lining is yellow/black/yellow, and the lettering is a 'sans serif' style. I had used inkjet-printable transfer paper in the past with some success, but hoped that commercial lettering could be used. Designing and printing the transfers is no great problem, but because the inkjet ink is essentially transparent, they cannot be printed on a transparent substrate, but on an opaque white one. This, in turn, means that each and every subject has to be cut out very precisely if a white border is to be avoided. My way to avoid this is to design a narrow body-colour border on the cut-line. Matching the printed colour to the painted body takes a fair bit of trial and error.

This engine will pull three coaches with some style. It even climbs a one-in-fifty gradient at a respectable pace. Not

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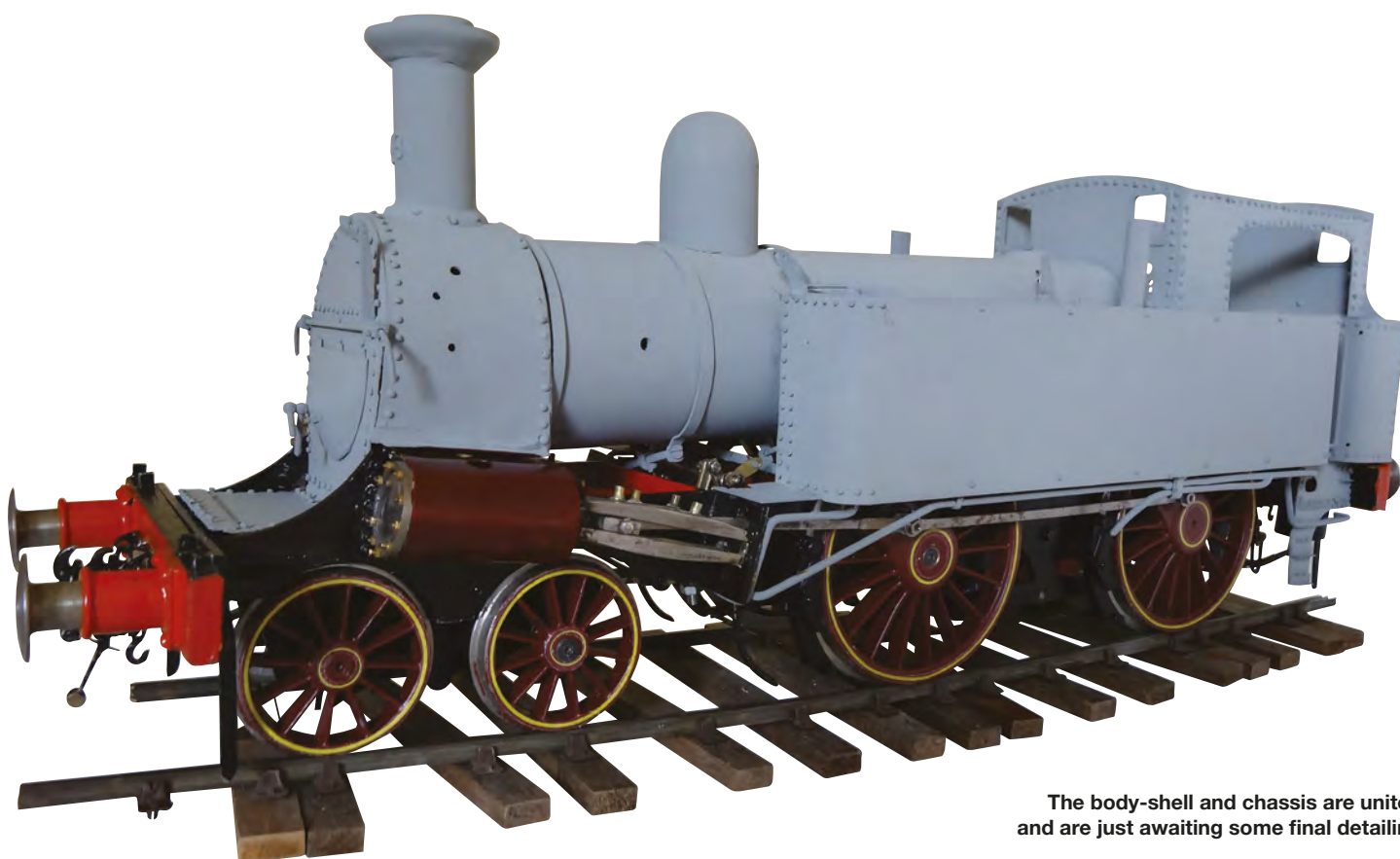
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bad for an 1864 Nissan.

What else to say? The photos illustrate the progress to a running engine. Whether it represents a good reproduction of the prototype I leave to you. I know where the compromises are and thus where not to look too hard. Please do not count the rivets. ■



The body-shell and chassis are united and are just awaiting some final detailing

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We are again pleased to be able to present a diverse range of large scale layouts in various gauges. Some layouts new to the show this year include Glandrel's Wood, Mwch Grumblyn and Flagg Fluorspar whilst old favourites Stanley Midland and the impressive Gauge One Tinsplate display will also be running for your enjoyment.

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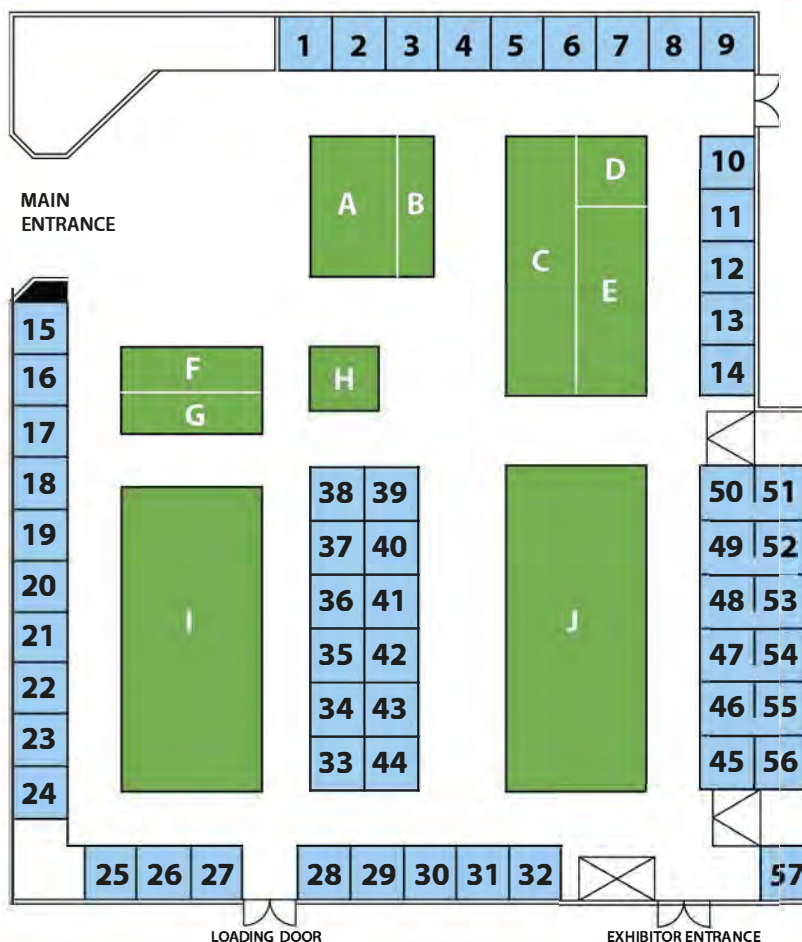
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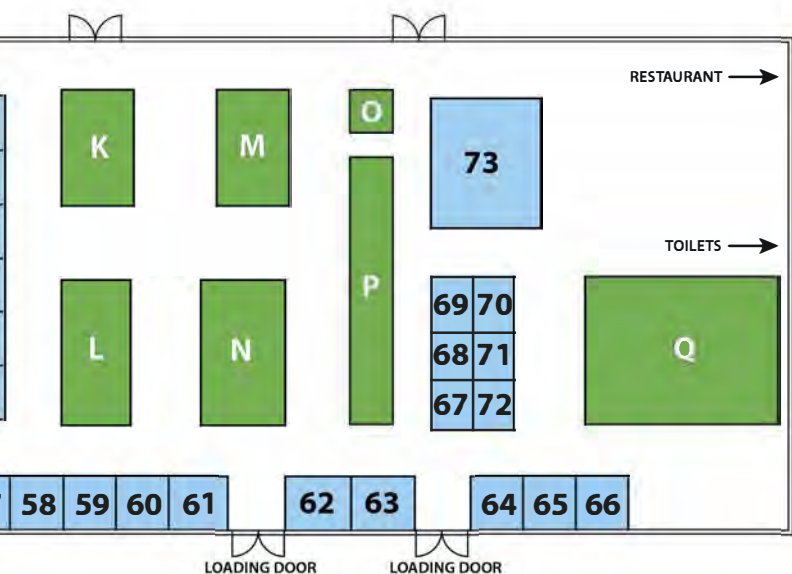
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The link and pin system in use



Situated next to Rheilffordd Pen-y-Llyn, our 45mm ground level garden railway is a small 32mm gauge slate mine railway complex. In my imagination this is a struggling, cash strapped, company that uses any item of secondhand railway equipment it can find. A situation that isn't so far from reality, as the intention was to use up the odd 32mm items we've collected over the years. Hence its locomotive is a Mamod, driven by a battery powered, radio controlled tender; and its rolling stock consists of Binnie flat wagons; to which will be added some tippers when I get round to building them.

Returning to my imaginings, the mine manager has recently consulted the railway's chief engineer about couplings. "You see," he said. "The operations on our 2 foot (32mm) tracks are all shunting; but our 'shunting man' is complaining that his knees are giving out. So, grovelling on the ground fiddling with 'pesky' three-link chains is getting beyond him, and trying five-links hasn't helped... Any ideas?"

"Hmmm," said the Chief Engineer. "How about trying the 'Gem double link and Stanley pin' system? It's dead easy to use and is just as realistic as chains; in fact I'm sure I saw a video on the internet where it was being used."

The mine manager looked a bit dubious; but when, along with the rest of us, he searched the internet for 'Gem clip' and 'Stanley rivet', decided to give it a go. The construction of these items is very simple. The 'Gem double link' is a small paper clip, disguised by sliding a 1mm bore silicon rubber sleeve over it. As pictured; depending on how you cut the clip up, you can have: a short link, a long link, or a link with an eye at one end (hence the reference to a 'double link'). The 'Stanley pin' is a cut down 1.8mm pop rivet with as short an aluminium piece as you can find. I intend to spray them matt black to make them less obvious. However, I've made them easier to see in the pictures by omitting the paint.

The system worked well last summer both pulling and propelling (pushing) wagons, and it makes coupling/uncoupling much easier. The link simply hooks over the tender's buffer beam hook and the pin uses what would have been the split pin hole for the Binnie coupling on the flat wagon. No doubt there will have to be adaptations for different wagons, but nothing too complex. For instance I could have just removed the hook on the tender and used two pins.

Back in my imaginary world, the

mining company also owns a few 3ft (45mm) gauge slate wagons that transport its finished slates on the main line. Motive power is provided by hiring the local Bag-Drew. So, spurred on by the successful use of this coupling system, the loco's Accucraft chopper couplings (that already had the chopper hook removed) have been adapted to take a coupling pin. The adaptor simply being a small piece of hardwood with two holes drilled at right angles. This is then clamped in place by the bolt where the chopper hook was mounted. Lack of space on the slate wagons means that the link has to be permanently attached. Once again this system has greatly reduced the amount of 'muttering' during uncoupling. ■

The three possible configurations of the 'link' plus the pin



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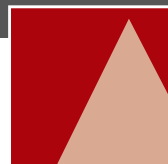
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A comprehensive guide to building small live steam locomotives for a garden railway, aimed at all modellers from beginners upwards. The author starts with an explanation of the technical terms, then introduces the basic metalworking techniques. The early designs he describes use a mixture of ready-made components, kits and simple skills to enable you to produce your own working locomotives. Thereafter, further instructions, tips and hints are offered to provide the advice you will need to tackle more complex designs. Separate chapters cover machining, boilermaking and painting. Fully illustrated throughout with photographs and drawings, this is an invaluable work for the railway modeller.

GARDEN RAILWAYS by R. Tustin

Garden railways require specialised treatment when compared with indoor lines and this book, one of the first on the subject, is still useful today with much information to be gained.



INTRODUCING BAT & OWL by LBSC

A photostat facsimile of the constructional articles on LBSC's famous 'O' gauge locomotives, one an 0-6-0 tank, the other a 4-4-0 tender locomotive.

GARDEN RAILWAY MANUAL by Blizzard

A detailed guide to narrow-gauge garden railway projects, containing 12 projects, including laying track, signals and various buildings, three projects for motive power, including how to assemble a live-steam engine kit, also projects for rolling stock with drawings, text, and colour photographs. Very useful particularly for the newcomer to 16mm narrow gauge. 184 well produced, all colour, well illustrated pages. Hardbound.



A STEAM LOCOMOTIVE FOR 'O' GAUGE by N Dewhurst

Describes and, with the accompanying set of 17 A3 sized plans, illustrates the construction of an 'O' gauge 4-6-0 Steam Locomotive, either as an LMS Class 5 or a GWR County Class.

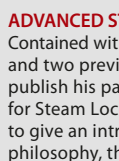
MODEL LOCOMOTIVE CONSTRUCTION by Martin Evans

This book deals with the construction of model locomotives, electrically-driven, for the popular gauges 'O' and '1'. The reader is taken right through the subject, which is dealt with in a practical manner. Chapters include a discussion on the tools and equipment required before a start is made, the selection of suitable materials, building the locomotive bodywork, turning wheels and axles, making scale valve gear, dummy riveting, detail work, making boiler mountings, painting and lining.



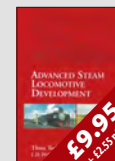
DRIVING STEAM LOCOMOTIVES - AN INTRODUCTION by Holland & Ryder

Based around the notes prepared for participants on a footplate experience course, this book gives an introduction to how a steam engine works and the functions and duties of the driver and fireman. Covers all gauges of passenger hauling steam railway from model 2 1/2" gauge up to standard gauge and includes references to the differences peculiar to the model and miniature gauges.



ADVANCED STEAM LOCOMOTIVE DEVELOPMENT by Dant Porta

Contained within this book are three of Porta's papers, one public and two previously circulated privately. Porta himself wished to publish his paper Fundamentals of the Porta Compound System for Steam Locomotives, and this is the core of the book. However, to give an introduction to much of Porta's work, and his overall philosophy, the paper he presented entitled Steam Locomotive Development in Argentina - its contribution to the future of railway technology in the under-developed countries is included. The third paper is, again, a private one, and deals with the subject of steam leakage.



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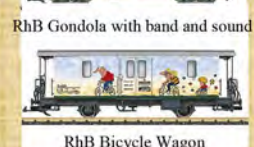


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The completed model of Port Erin station building before transport to site



Port Erin Station

Simon Davey of Brunel Buildings explains the design and construction process of these stunning models

In September 2015 we met Andrew Fletcher at Elsecar Garden Rail Show. He had recently built a new layout in his back garden in Manchester

and was looking for someone to make several buildings for him based on Port Erin Station in the Isle of Mann.

A short time after the exhibition we

visited Andrew at his home and carried out a survey of the area to establish how much space was available and if the buildings would fit his 'G' Scale layout.



The initial site survey in progress

The 3D Cardboard Prototype for the station building

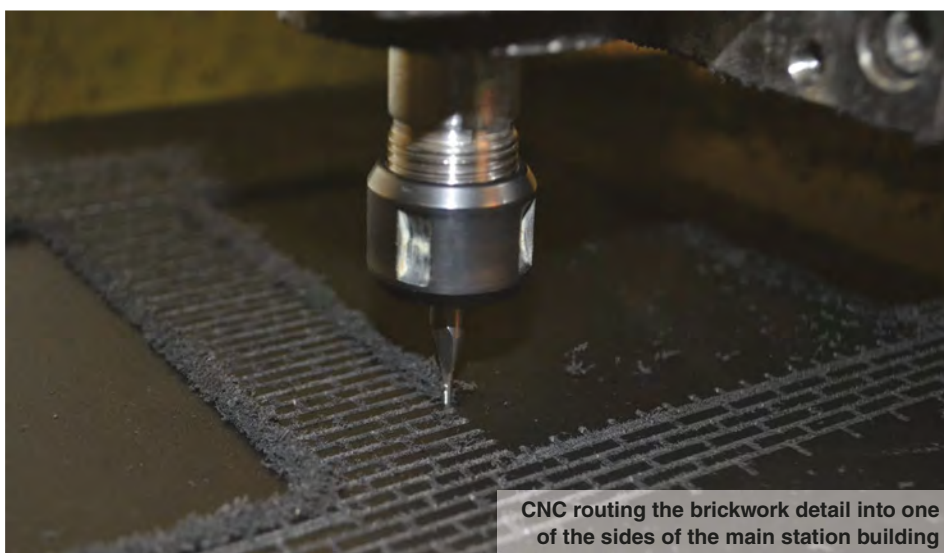
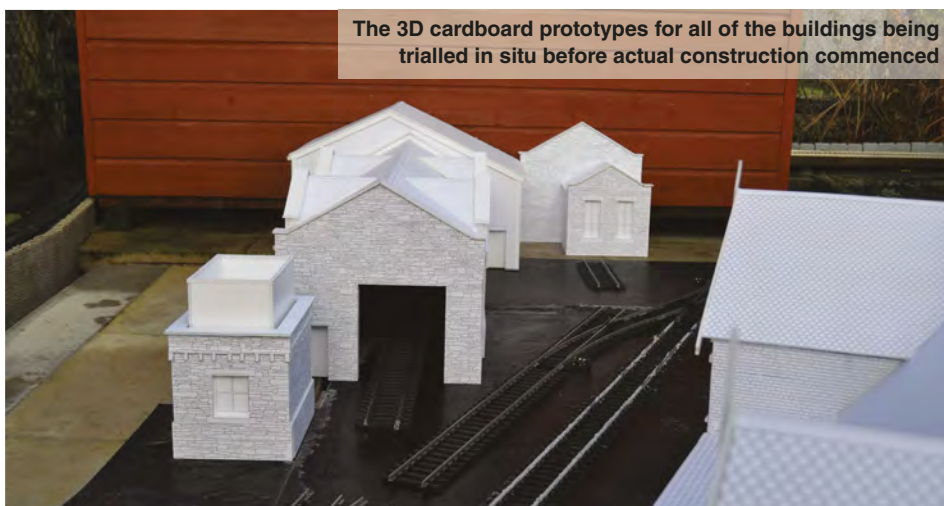


After preparing a block layout of the area it was decided that the main station building, water-tower, engine shed and part of the museum entrance would fit perfectly.

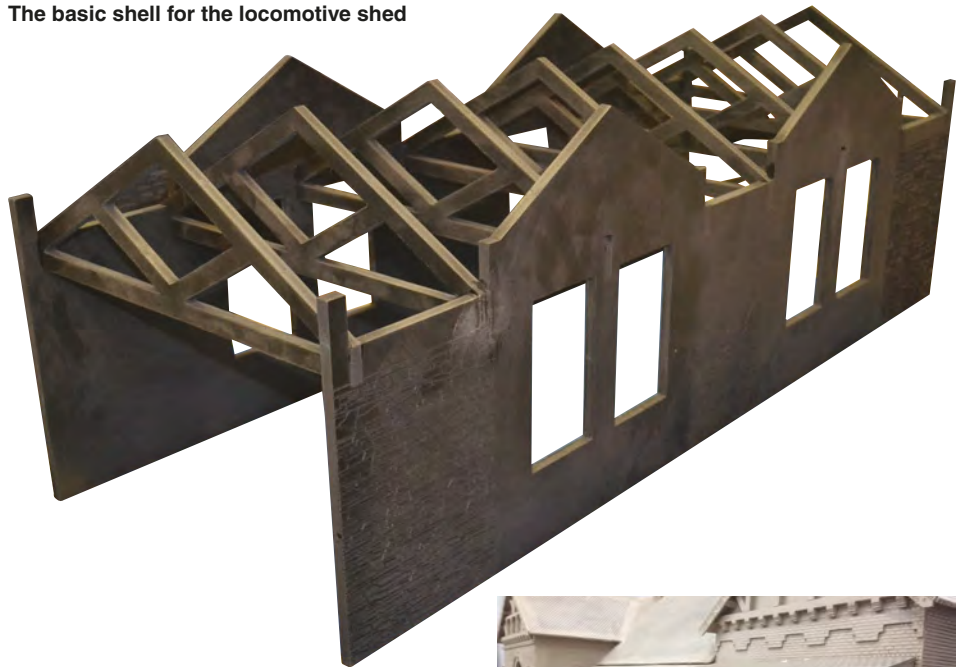
After having our quotation approved we arranged flights to the Isle of Mann and carried out a full dimensional survey with photographs of all the buildings. This information was then used to prepare scaled drawings. Cardboard prototypes of each building were then constructed from the drawings and another trip made to Andrew's home to check positioning and make any adjustments before manufacturing the actual finished models (All our models are made from exterior grade materials, which are weather proof and can be left outside all year round).

Once the final adjustment had been made to the master cutting files, all the components for each building were cut out in the workshop, using our CNC Router. These were then cleaned up and glued together to form the finished models. Each model was then sprayed with primer in our spray shop, ready for top coats and detailing (all our models are hand painted and finished to the highest standards).

The windows were fitted using hard wearing clear polypropylene, with self-adhesive vinyl graphics to represent the window details. The ornate cast iron pillars supporting the canopy on the



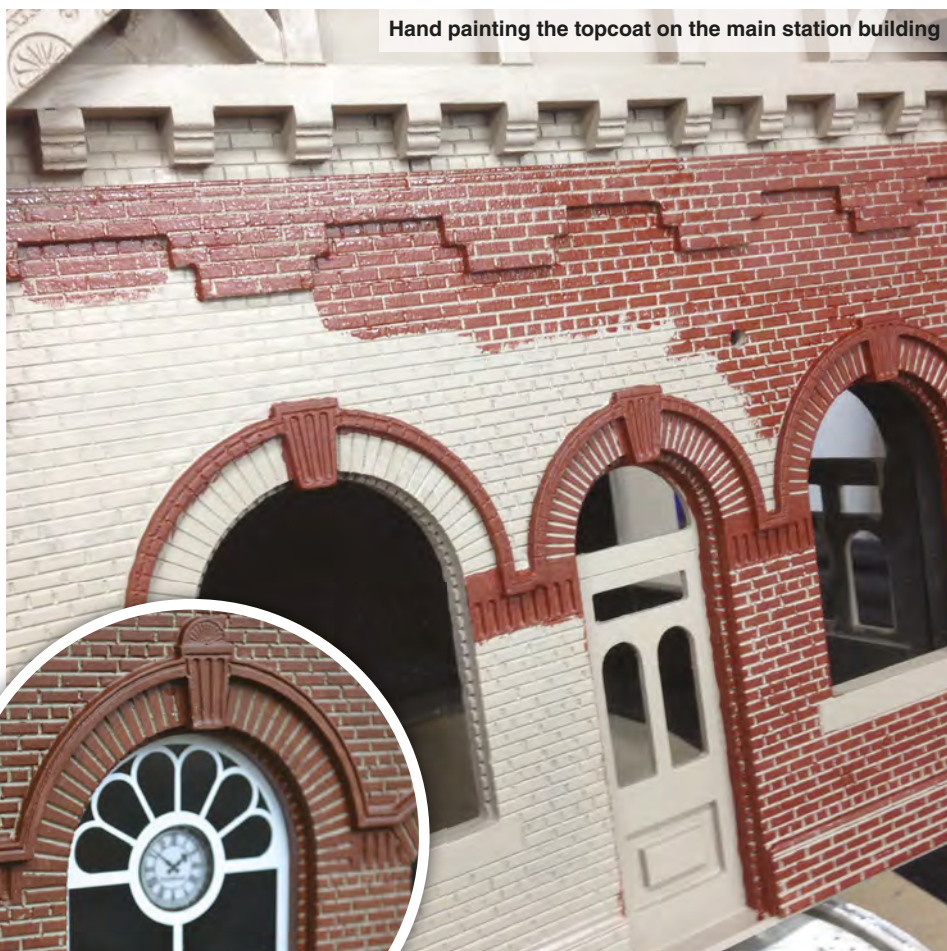
The basic shell for the locomotive shed



The many constituent parts awaiting assembly



Port Erin station building in primer; note the level of detail on the cast iron pillars supporting the canopy, which was achieved using 3D printing



Hand painting the topcoat on the main station building



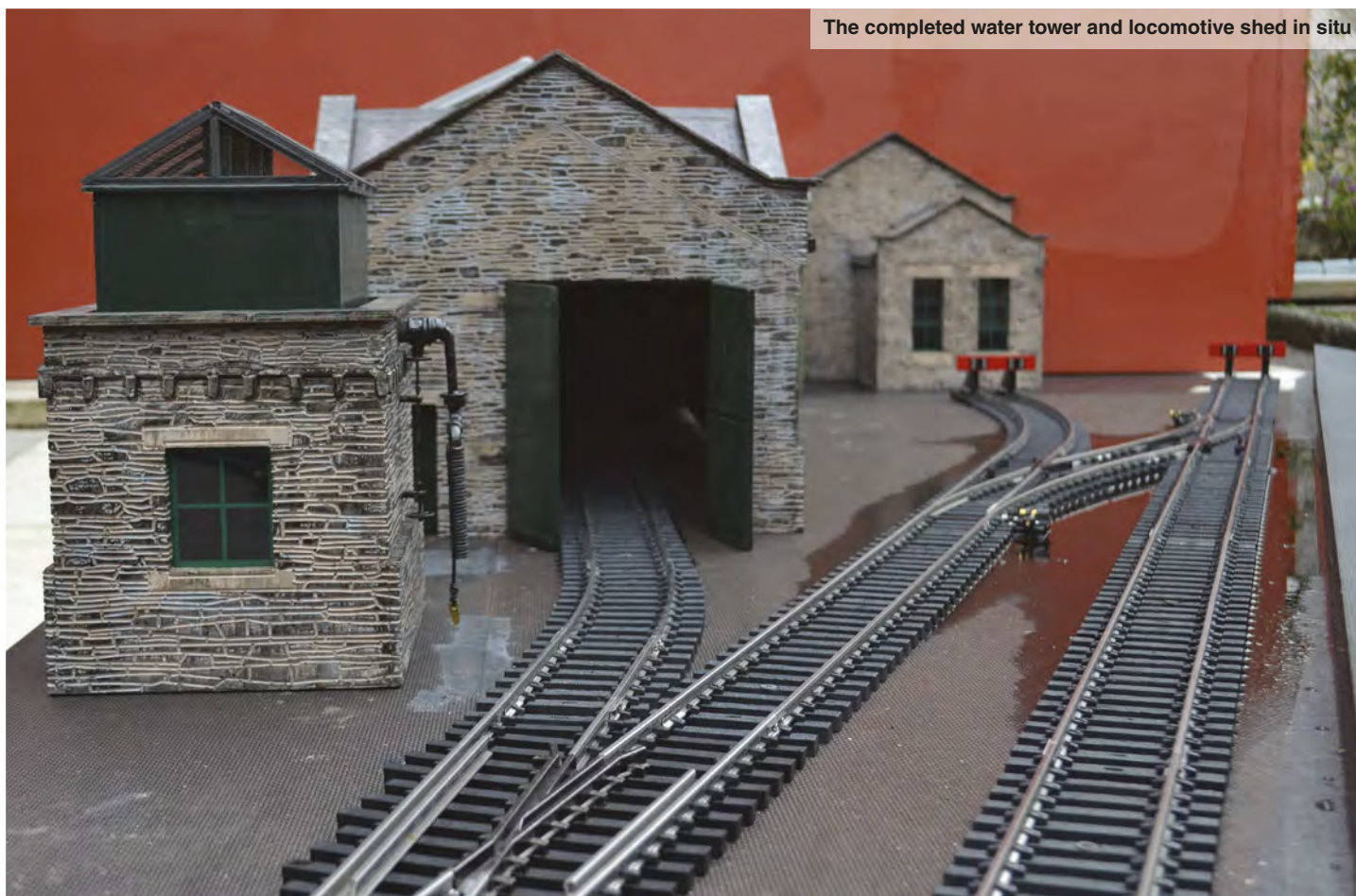
A close up view of the completed locomotive shed and museum building



The completed water tower



A close-up view of the detailed glazing



The completed water tower and locomotive shed in situ



All three buildings complete and in situ on Andrew Fletcher's garden railway

rail-side of the main station building were produced using a 3D printer to get the right level of detail.

After the models were completed we were allowed to exhibit them at this year's Peterborough Garden Rail Show, where they created a lot of interest and future orders for other similar projects, which we are currently working on at the moment (bespoke commissions are Brunel Models speciality).

After Peterborough we delivered the models to Andrew's home and installed

them onto the layout. Andrew has clad the area with his own exterior grade materials to form the platform so we provided some plant-on edgings to finish the job off nicely. Andrew is extremely pleased with the way the buildings have turned out and is already planning to extend his layout to incorporate Douglas station, which will be an exciting challenge for Brunel Models in the future.

If you have a garden railway project and need help with the design and construction of buildings and

infrastructure, why not give us a call or email us and we would be happy to help.... ■

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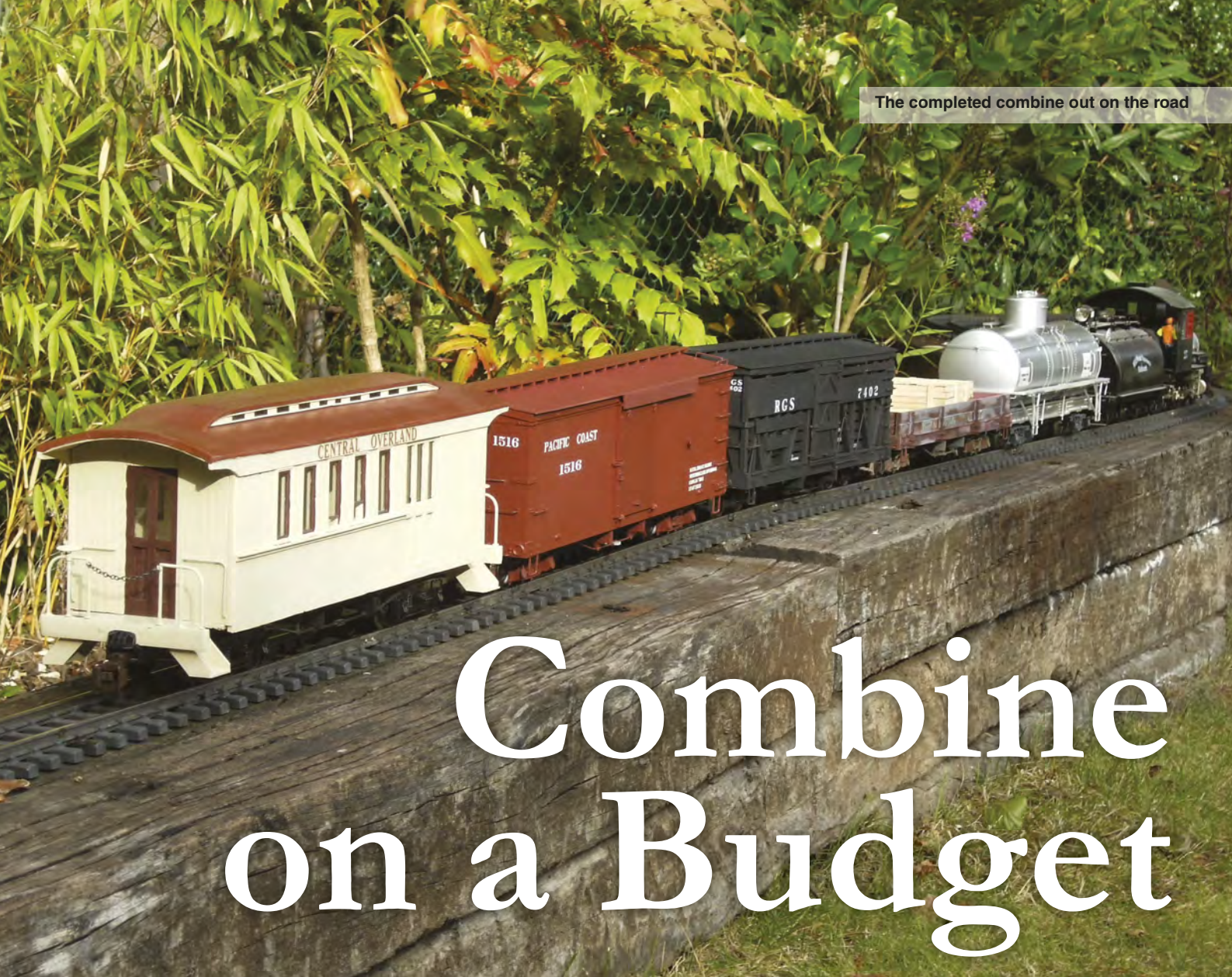
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Combine on a Budget

Ian Watts scratchbuilds an Fn3 Scale Combine in wood

Of late, I have been migrating from 1:22.5 to 1:20.3 (Fn3) mostly because the larger scale provides a more satisfying narrow gauge feel, with plenty of body overhang of the stock. Thus, having acquired a couple of Fn3 locos and some freight trucks, along with a secondhand Accucraft brass caboose, I started to think about a carriage. Accucraft then obliged by producing the Jackson Sharpe carriages, but they are pretty expensive when they arrive this side of the pond. In addition, having bought a reefer, the longest freight car yet on the line, I suddenly had doubts. These carriages might not meet the clearances of my line (which was originally laid out for 1:22.5) even if they could meet the clearances of my wallet...

So how about building one? Well, my construction skills are OK, but it's in the marking out and cutting out and patience departments that things are a

bit limited, and I couldn't see myself able to cut out five window openings accurately and in a straight line, and then to frame them up to actually look like windows. While pondering my limitations, I found a supplier of doll's house windows with a plastic frame that might possibly do the trick. I then thought about building the sides up on some form of substrate, and so here are some suggestions of how to arrive at something that gives a reasonable impression of the type of vehicle that could have rolled on Carson & Colorado rails.

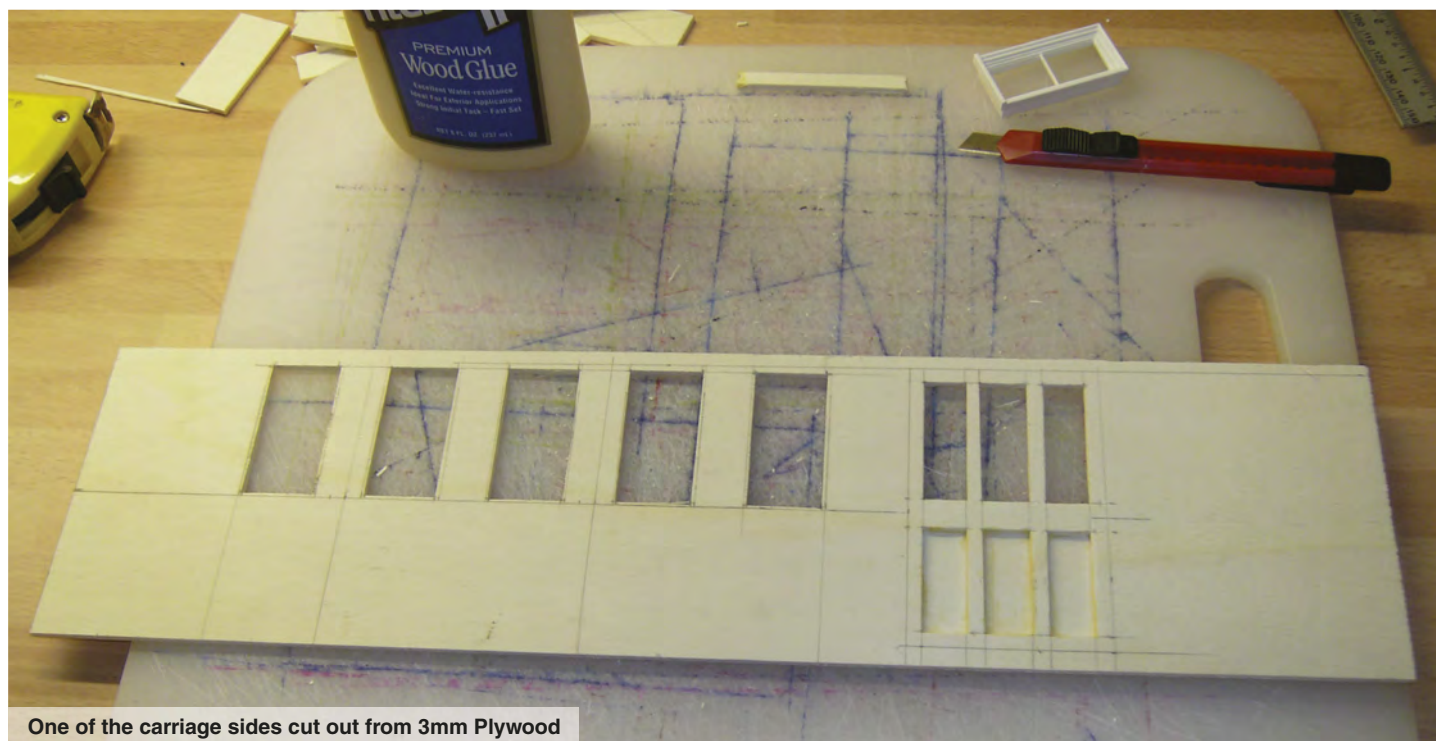
The timber all comes from a model boat supplier; sides and ends are constructed from 3 mm ply, with the window openings cut out to take the plastic frames, and the windows and lower panels of the baggage doors and veranda doors also cut out. The lower openings in these doors have another piece of ply glued behind, while the

upper openings would be glazed.

The vertical planks are individual strip wood planks 5 mm x 1.5 mm, with a bevel sanded on each outside edge to enhance the 'V' joint. The waist strip is 6 mm x 1.5 mm. I also made sure that a couple of vertical planks were cut full height, to prevent any general dimensional creep around the windows, and to make sure that the planks above and below the waistline stayed in line; I just notched the waistline plank over these. The top board came from the 'bits box' as a left over from a low sided gondola conversion, and is 12 mm x 3 mm. I cut this to curve out over the balconies.

Pro-Rating The Dimensions

The overall size of the coach was a mixture of measuring my Fn3 freight stock, measuring a 1:22.5 Jackson Sharpe and pro-rating the dimensions, and general guesswork as to what looked right against photographs. The length



One of the carriage sides cut out from 3mm Plywood



The more or less completed carriage sides along with the carriage floor and a sub-frame from a 1:22.5 freight car

of the coach was 'estimated'; OK, well, guessed, so that it would achieve the clearances in the tight spots along the line.

The chassis base was again cut from 3 mm ply, and a sub frame from a Bachmann 1:22.5 freight car (bought second hand) was cut in half and extended. I only extended the outer two bearers, as I guessed the inner ones would never be seen. Once again, the exact amount that it was to be extended was simply a guess at putting the bogie pivots where I thought they ought to be, and where they would minimise the overhang and out swing on my

minimum 8ft diameter curves. The truss rods are from a Jackson Sharpe coach, all obtained from the same G Scale Central forum member, as were the wagon sub-frame, along with a pair of Jackson Sharpe bogies.

It's worth saying at this stage that I had no idea how I was going to make the clerestory roof. With my limited skills, I was working on the basis that, if the four sides when sitting on the chassis, looked OK, then I'd push on and think about the roof. As they seemed to look alright, I decided that I would mark out some formers for the roof and clerestory. Again, I took

dimensions from a 1:22.5 coach and adjusted them for 1:20.3 (divide by 20.3 and multiply by 22.5 and then round to the nearest millimetre). The curve of the roof was ideally suited to one of our dinner plates, and the curve of the top of the clerestory is the same as the curve of the main roof. I decided that it would be hard enough for me to reliably cut the shape of the formers, without making any attempt to cut out anything from the centre; once again using the 3 mm ply; so the formers are solid.

Four of these formers were enough for my limited patience, and I therefore decided to use the 3 mm ply (of which I had plenty) cut into 15 mm planks as the basic roof covering. This was the first mistake, as I had not allowed for such a thick roof covering when measuring the height of the clerestory. However, not realising the impending problem, I carried on. I framed the roof up on the work surface and then glued it to the 'box' of sides and ends. The body, complete with roof, would be removable from the chassis and thus any interior access would be gained from underneath. I glued two formers of under slung strips of 5 mm wood, which are not visible in the photos, but which gave some extra rigidity while gluing the main roof planks.

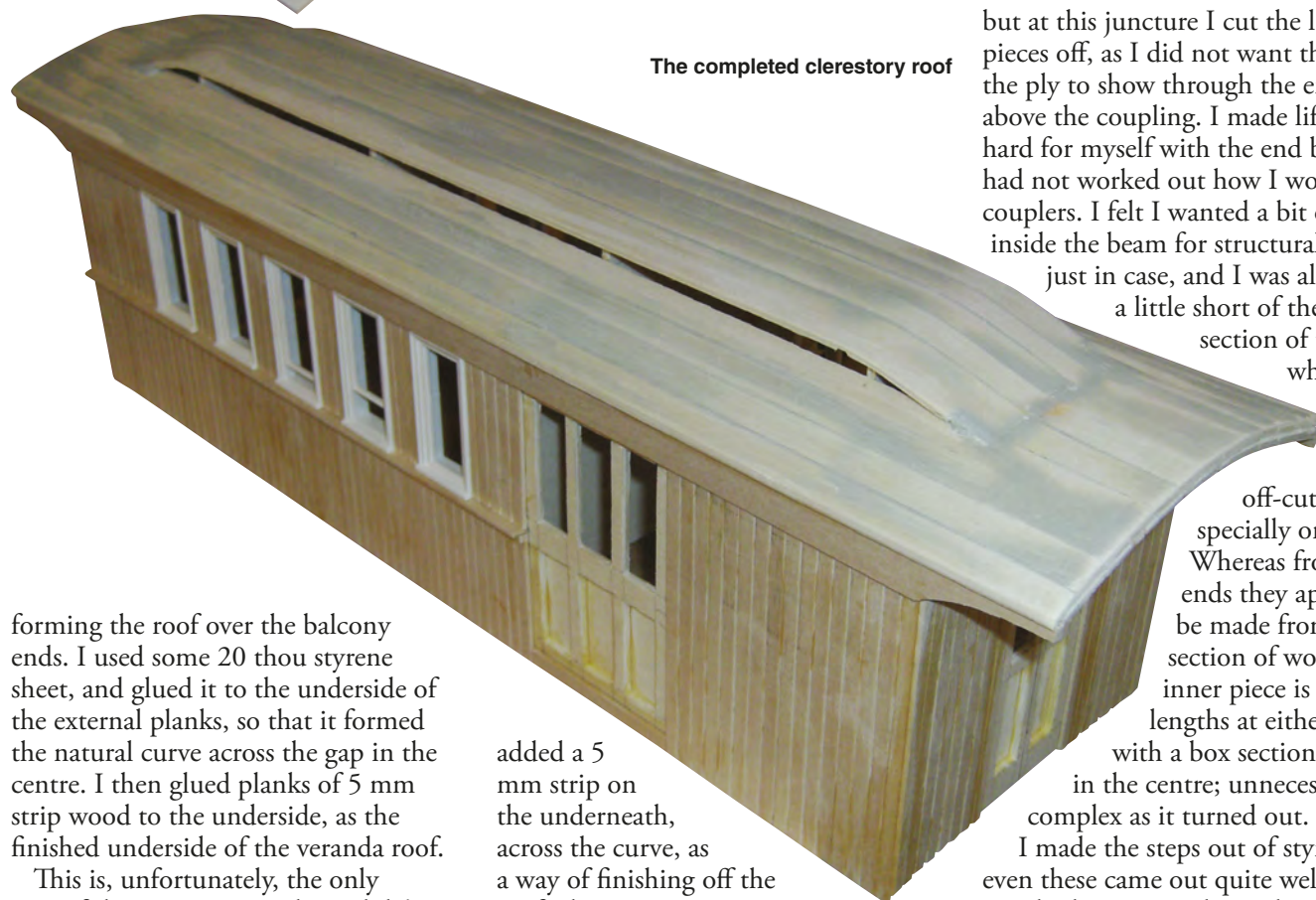
A DUCKBILL ROOF

I had decided by now that a duckbill roof was probably feasible, so I set about

The basic body-shell has been assembled and the construction of the roof has begun



The completed clerestory roof



forming the roof over the balcony ends. I used some 20 thou styrene sheet, and glued it to the underside of the external planks, so that it formed the natural curve across the gap in the centre. I then glued planks of 5 mm strip wood to the underside, as the finished underside of the veranda roof.

This is, unfortunately, the only part of the construction that I didn't photograph, as the photos were originally more a record of the progress, rather than 'how to do it'.

I had worked out from photos that the end of the clerestory came down over the wooden ends of the coach body, and so I glued some short roof planks of 3 mm ply on top of the styrene, and thus had a rigid roof over the veranda ends. The sandwich construction can just about be seen in one of the following pictures. I also

added a 5 mm strip on the underneath, across the curve, as a way of finishing off the roof edge.

I then found by experimenting that, by scoring through one layer of the 3 mm ply, I could bend it enough for the shape of clerestory as it dropped down to the duck-bill. Five planks were enough for the clerestory roof, and I notched the outer ones by 5 mm where they met the main roof, in order that I would have an overlap under which I could fix the clerestory windows. It turned out that 5 mm was too much; but I was beyond the point of no

return. The photo doesn't really reveal that the gap for the clerestory windows was too low and the recess is too deep.

Car body filler was used on the gaps and the roof down sanded. I was concerned about weather proofing a wooden roof, and so I elected to cover it in tissue and dope. There is quite a bit of advice on the internet about how to do this, and most of it is unhelpful. Find a friend who has built balsa wood aircraft to get good advice, use traditional dope and when it doesn't quite stick down properly, dab away gently with some acetone (nail polish remover will do) and it will all settle down into place.

A BIT OF BRASS

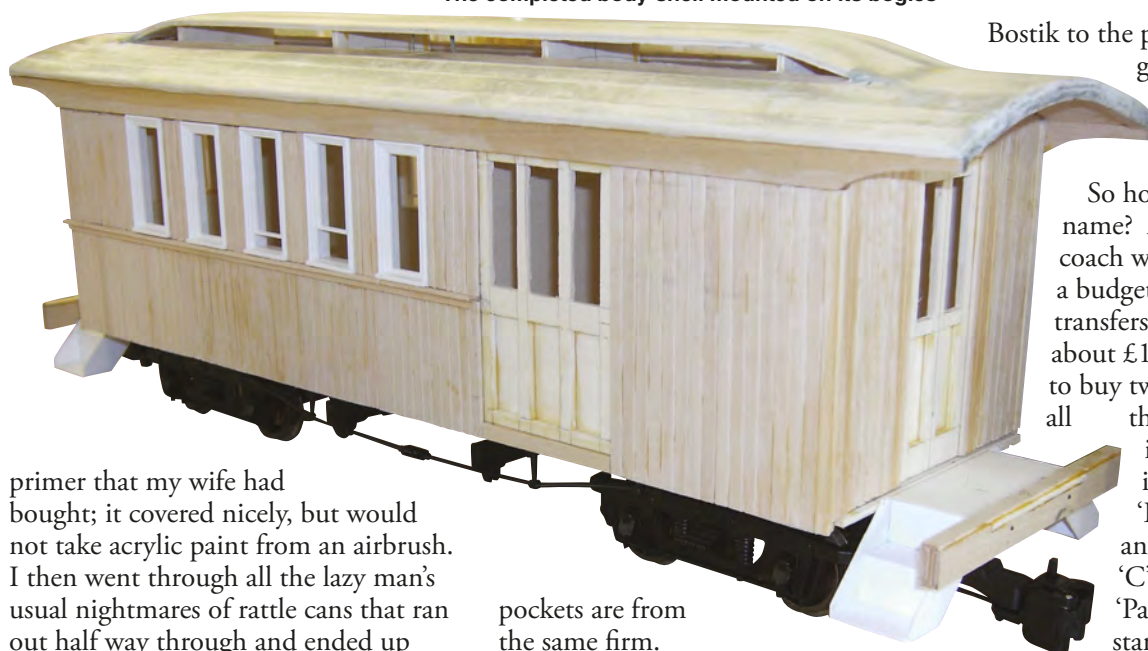
I had, up until now, made cut outs in the floor deck for the veranda steps, but at this juncture I cut the little 'T' pieces off, as I did not want the edge of the ply to show through the end beam above the coupling. I made life a little hard for myself with the end beams, as I had not worked out how I would fix the couplers. I felt I wanted a bit of brass inside the beam for structural purposes just in case, and I was also getting

a little short of the large section of timber, which had always come from off-cuts and not specially ordered. Whereas from the ends they appear to be made from two section of wood, the inner piece is two short lengths at either end, with a box section of brass in the centre; unnecessarily complex as it turned out.

I made the steps out of styrene, and even these came out quite well for my standards. For simplicity the angle is 45 degrees, but the only thing was that I couldn't be bothered to work out how much to reduce the treads by, with the result that the lower tread protrudes by a couple of millimetres. In instances such as this, I have always been taught that you cover an error by making it look intentional, so I trimmed the ends at 45 degrees so they don't shout at you.

Painting should have been simple, except that I had used up my etching prime so I tried some of the Plasticote

The completed body-shell mounted on its bogies



primer that my wife had bought; it covered nicely, but would not take acrylic paint from an airbrush. I then went through all the lazy man's usual nightmares of rattle cans that ran out half way through and ended up rubbing it down and brush painting the whole coach. If I'd wanted it to look all glossy and fresh out of the shops, I would have had to spray it with much more attention to preparation, but as it's meant to look like a vehicle that has seen plenty of use; it's OK.

Balcony end rails are from a UK firm that makes pewter castings as replacement for Bachmann 1:22.5 plastic detail parts. They're fine, except the wider Fn3 coach means that you can't use the centre gate, so I added some chain. The dummy coupler

pockets are from the same firm.

Now for the bit I was dreading; the clerestory. You will recall that the clerestory roof was too low, and the overhang too wide. It eventually occurred to me that I could attempt a vinyl type of approach. With some 3mm polycarbonate left over from my 1:1 boat windows, I cut a solid piece to fit into the entire gap of the clerestory side light. Then, using some 20 thou styrene square section, with some small styrene rectangles cut to size, I fabricated a 'ladder' to cover each side. I painted them first, glued them with

Bostik to the polycarbonate and then glued the whole piece in place. If you apply the '10 foot rule', it doesn't look too bad.

So how did I get that road name? Ah, well, it's like this. The coach was meant to be built to a budget, and a set of lettering transfers of the right size costs about £1; so you wouldn't want to buy two sheets. However, not all the letters are reproduced in the same quantity. For instance, you get four 'E's, but only two 'W's and worst of all, only two 'C's. So any name with 'Pacific' in it, is a non-starter. I played around with various words, and then did

a bit of research into the Pony Express, and found that one of the successor organisations was Central Overland. Given that this vehicle would generally carry small packages and that bigger goods would travel in boxcars and gondolas, I reckoned that, as I had enough letters, the name would have to do. So that's it. To complete the model, the windows were glazed using polycarbonate and Bachmann Spectrum 1:20.3 coupler pockets were fitted; and it runs just fine... ■



The body-shell after final detailing, painting and lettering

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Organised by Meridienne Exhibitions, this ever popular event is back for its 16th year and is now sponsored by GardenRail Magazine and sister title Engineering in Miniature. Located at the Warwickshire Exhibition Centre this event is set to host 13 layouts representing most of the major scale and gauge combinations from across the garden railway world. With an eye to keeping things fresh, the organisers are pleased to welcome six layouts that have never attended the show before, to complement seven returning favourites and all backed up with comprehensive trade

support. Of course GardenRail will have a stand, so if you have any comments or ideas about the magazine or you have any questions, here is the perfect opportunity to come over and say hello.

The venue is well recognised as having excellent transport links, being located on a main bus route giving rapid access to Leamington Spa and the National Rail Network. For those travelling by car, there is free parking with just a short walk to the main entrance and the whole site is fully wheelchair/ mobility scooter friendly.

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Newchapel Junction - O gauge *
Roche Junction – G Scale *
Solihull 16mm Group Portable Layout*
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Please mention **Garden Rail** when contacting suppliers.



Berry Hill Works

As announced in last month's trade news, the new Roundhouse Live-Steam loco for 2017 will be a model of the Hunslet 0-4-0ST Lilla. The prototype spent much of its working life at Penrhyn Quarry where it received the much loved Penrhyn livery of Black, with Red and Blue lining, which is also the livery it carries at the present time. Such a livery is bound to be a popular choice for this new model and Matt Acton of Berry Hill works has just announced that he will apply the full lining scheme as presently carried on the prototype for £200. Slots have been reserved in his timescale to allow this work to be carried out when the locomotives have been completed by Roundhouse. Firm bookings will be taken from customers who have ordered their loco and have their batch number, but Matt is open to enquiries and is happy to take details of any serious customers.

Berry Hill Works

Tel: 07977057589

E-mail: matt.acton@hotmail.co.uk

Web: www.berryhillworks.wix.com/16mm

Loco-Boxes

Loco-Boxes has recently announced that they will be releasing a 'Complete Water Package; Butt to Boiler' at the Midlands Garden Railway Show. This package comprises of one of our rain water filters (as reviewed in GR269) and one of Jacksons 'Superior' top-up bottles. These bottles have a cushioned trigger handle for more comfort and give three to four times the volume per stroke compared to the usual trigger spray. The rain water filter and the 'Superior' bottles are both

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Harecroft

Harecroft is a new business making predominantly small 16mm, true scale industrial engines and wagons and already building up a reputation for favouring the more 'obscure and peculiar' prototypes. Currently they have three kits in production,

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The National Garden Railway Show
Countdown to Dominic's Demos...
Time Team used to have just three days to excavate an archaeological site, but the Association of 16mm Narrow Gauge Modellers wants to go one better and build a train in less than five hours!

As part of the Budget Boulevard section of the 2017 National Garden Railway Show (to be held on Saturday 8th April at Peterborough Arena) Director Brian Dominic will be demonstrating how quick and easy it is to build modern kits made from laser cut wood or MDF, or cast from resin.

To prove the point he constantly makes that "anyone can build these kits" he will start as the Show opens to assemble a Swift Sixteen Teeny Weeny Tank Wagon, build a Houston Gate Locomotive Works LB1 body and Deluxe Battery Electric Chassis kit, and a flat wagon from Wood Valley Works, with the aim of having a complete train ready to be one of the prizes in the Grand Draw taking place at 4.00pm.

The only work that will be done in advance will be to wire up and test the electrics on the loco, but only to save bringing more tools to the Show. Opinion is currently divided as to whether he should pack up most of his workshop to bring to the Show, or whether or not to manage with the minimum of tools and risk it, but with 105 traders at the show we're sure someone would help him out!

The final finish will mainly be spray paint (though the flat wagon is likely to get the dilute Indian ink wash and black painted underframe treatment meted out to Brian's wagons in the past) so a fan heater and lots of floristry wire will be packed to enable quick drying. As the aim is to get all three vehicles finished in time for the Association Grand Draw, you'll be very welcome to drop by and talk to him, but please don't hold up the work!

Thanks are due to Swift Sixteen, Houston Gate Loco Works and Wood Valley Works, who supplied these kits to the Association free of charge.



The National Garden Railway Show is run by the Association of 16mm Narrow gauge Modellers
Web: www.16mm.org.uk

For more information to check out the show website: Web: www.nationalgardenrailwayshow.org.uk

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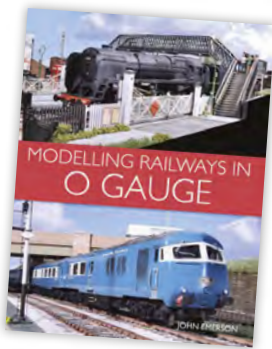


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Crowood Press

Modelling Railways in O Gauge - John Emerson
O gauge (scale 7mm to the foot) is often considered the 'senior scale' and it has



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O Gauge naturally lends itself well to a garden application, and this new title may prove particularly inspiring to those looking to model standard gauge practice.

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The receivers come with built in sounds (steam & diesel) and capacitors. Although the sounds are still American, a downloadable UK sound library is being developed.

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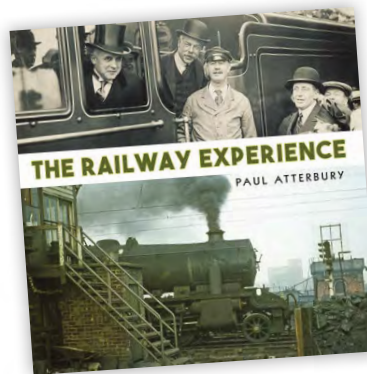
Tel 01132794872

Email John@finescalebrass.co.uk

Web: www.finescalebrass.co.uk

Bloomsbury Shire

The Railway Experience - Paul Atterbury
Bloomsbury Shire is pleased to introduce their new release, 'The Railway Experience'



which publishes on 23 February 2017.

Paul Atterbury is well known for chronicling our island railway story having already authored a number of titles, including 'A Century of Railway Travel' for shire in 2014. He is also well known as having appeared on the Antiques Roadshow since 1979.

In this latest 64 page, hardback book he presents a superb set of photographs, featuring passenger and goods workings, as well as stations, staff, and the annual excitement of the seaside holiday. With a distinct emphasis on the Steam Era, Paul's photographs show the everyday life of the railway, throughout the 20th Century. The images are carefully chosen from the author's private collection, many of them have never been published before.

ISBN 978-1-78442-064-2

RRP £9.99

Available from: www.bloomsbury.com/uk

Diary Dates

Date(s): Saturday 18th and Sunday 19th March 2017

Event: Midlands Garden Rail Show - Large Scale Model Rail

Address: Warwickshire Exhibition Centre, Fosse Way, Nr Leamington Spa, CV31 1XN

Organiser: Meridienne Exhibitions

Web Addr: www.meridienneexhibitions.co.uk

Times: 1000-1600 (Sat and Sun)

Online Prices: Adult: £7.50, Senior (65+) £6.50, Child 5-14 £2.00 (U-5 Free)

Full Ticket Price: Adult: £8.50, Senior (65+) £7.50, Child 5-14 £3.00, (U-5 free with paying adult)

Layouts: 15 layouts in various scales

Traders: 30+

Additional Info: Back for its 16th year, and this year sponsored by GardenRail. Ample free parking and restaurant on site.

DATE: Saturday 8th April 2017

Event: The National Garden Railway Show

Organiser: The Association of 16mm Narrow Gauge Modellers

Venue: Peterborough Arena, East of England Showgrounds, Peterborough. PE26XE

Open: Doors open 09.00, Main Exhibition open 10:00 - 17:00

Ticket prices: Online Advance Adults £8.00, U18 (with adult) FREE, On the door Adult £10 U18 (with adult) FREE

Website: www.nationalgardenrailwayshow.org.uk

Association website: www.16mm.org.uk

Amenities: FREE car parking for 2000+ vehicles, Disabled parking / entrance / flat floors; Restaurant / sandwich / coffee bars; Shuttle Bus (£5, U18 with adult FREE) to / from Peterborough BR, Cash machine on site

Layouts: Hopfields, Melin Llechi, Waterfield Hall Estate Railway, Pentre, Mendip Vale, Rhydypenderyn, 16mm Modular Layout, Mwch Grumblyn, Timpdon Lake Railway, Roche Junction, Fiddlers Green, Pudding Norton Creek, Waltham Wharf, Poppleton Nursery, Monkton Priors, Ronsway Mine, Dixon Green and Saed-y-parc

Traders: Over 100 with all the big names plus many who only exhibit at this show

Special feature: Driver for a Fiver on outdoor 15inch gauge No.24 from the Cleethorpes Coast Light Railway, Member to Member secondhand sales, Grand Prize Draw - over £7000 in prizes to be won, Model of the Year competition, Dominic's Demos - building a train from scratch during the show

SUBMISSION NOTES

Articles may be submitted to Garden Rail via posted disc, email, Dropbox (or any other large file sending system online). Please ensure that your name, telephone number and/or email address are on every digital document (there are several 'orphan' articles here, with no way of knowing who the author is). Articles may be submitted in Word or indeed in any other word processor (not Microsoft Publisher). Please do not use fancy formatting or embed photographs in your text - we have to strip all this out. Write your article using a clear font of your choice and number the captions for your photographs below the main text. Digital photographs (jpegs) should be at least one megabyte in file size - much more if a scenic rather than a basic working photograph. Best bet is to use the highest quality setting on your camera as default - camera memory is so cheap these days that there is no point in doing other than this anyway. We will accept chemical photographs for reproduction if of a historical nature, but not otherwise. Track plans will be professionally redrawn. An address is required for payment on publication.

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Dates and prices may vary



7/8ths Sea Lion 2-4-0T **In Stock**. 45mm gauge only, R/C £1295 **Last One!**



IOM Mannin 2-4-0T **In Stock** Live Steam R/C £1700 Green only. **Last One!**



SALE! Electric Mannin **£995** Holly Green only



Ragleth 0-4-0T **In Stock** Manual £850, R/C £1050. Power Unit £725



W&L 14, Feb 2017, all colours Manual £1800, R/C £2100



7/8ths Bagnall 0-4-0ST Mar 2017. Man. £1100, R/C £1400



Electric Baguley 0-6-0D all colours due Sep 2017 or later £299, battery R/C £599, Power Unit £199

New Locomotives For 2017
Dates and prices may vary



NEW! 7/8ths Decauville 0-4-0T live steam, April 2017 or later, Manual £1695

TRACKSHACK *Live Steam Garden Railways*



NEW! IOM Mona 2-4-0T, Ailsa Green or Indian Red, Jun 2017 or later. Manual £1550, R/C £1850. Electric £1325



NEW! Exe, Taw or Yeo, live steam, Jul 2017 or later, man £1850, R/C £2150, elec £1550



IOM Railcar #20, Aug 2017 or later. Track powered £895, battery powered R/C £1195



NEW! 7/8ths Polar Bear & Brown Bear, 45mm gauge late 2017 Man. £1295, R/C £1595

Gauge 1 Live Steam Locomotives
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G1 Kerr Stuart 'Victory' 0-6-0T Sep 2017 or later, GW green, GW black or indust. black, Manual £1050, R/C £1350, Power unit £900

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Fowler 0-6-2 tender, May 2017 Manual £1555, R/C £1772

WD Alco 2-6-2T Jun 2017, Manual £1800, R/C £2020

Russell 2-6-2T, Jul 2017, Man. £1625, R/C £1797

Little John 0-4-0D R/C Battery electric, Jul 2017, £582



Darjeeling NDM6, 0-4-0D, Aug 2017, R/C battery electric £1210, sound £1310

Lady Anne 0-6-0T Aug 2017 Manual £1325, R/C £1503

Katie 0-4-0ST Sep 2017 Manual £1275, R/C £1503

Bundaberg 0-6-2T Sep 2017 Man £1578, R/C £1745

Harlech Castle 0-6-0D Sept 2017 R/C Battery electric £888, with sound £1019, FR yellow band additional £40

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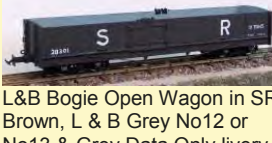
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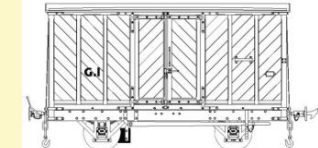
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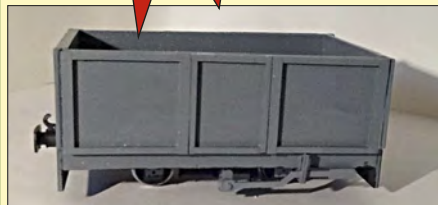
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