

FREE DVD • LOMOND STREET (00) • TOP SOLDERING TIPS
• HOW TO MAKE A CABLE DRUM KIT

BRITISH RAILWAY MODELLING

BRM

SEPTEMBER 2017

**AIRBRUSHING
MADE
EASY**

LEARN HOW
YOU CAN PAINT
LIKE A PRO!



HOMETOWN GLORY

AWARD-WINNING LAYOUT IS PACKED WITH 60s CHARACTER

**5 GREAT MODEL
RAILWAYS**
— IN 00, EM AND N —

**THE
DCC ISSUE**
INSTALLATION GUIDE
WHAT TO BUY
LATEST TECH



£4.75



09

9 770968 076218

REVIEWED: BACHMANN CLASS 450 + OXFORD RAIL 'WARWELL'



**WOODLAND
SCENICS®**

SubTerrain System

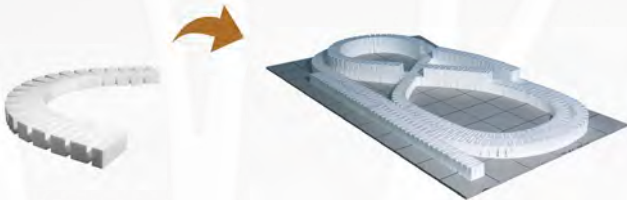
Construct your layout in 5 easy steps!

The **Layout System** is our most advanced foam system which takes the guesswork out of designing and building a layout. The **Sub Terrain Manual (WST1402)** provides detailed instructions for using this system.

- **No experience necessary!**
- **No complicated calculations!**
- **No expensive power tools!**
- **Online Tutorials** - click on the YouTube logo on our homepage for tutorial videos

1. Risers

- Elevate the track from a flat surface to create low-lying areas.

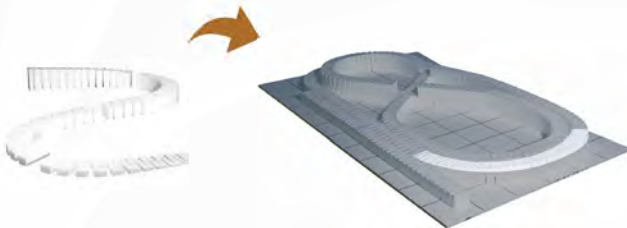


| Product No. | Qty | Height |
|-------------|------------|---------------|
| WST1406 | 4 per pack | 1/2" (1.27cm) |
| WST1414 | 4 per pack | 3/4" (1.9cm) |
| WST1407 | 4 per pack | 1" (2.54cm) |
| WST1408 | 4 per pack | 2" (5.08cm) |
| WST1409 | 2 per pack | 4" (10.1cm) |

**Each piece is 2 1/2" W x 24" L (6.35cm x 60.9cm)*

2. Inclines/Declines

- Provide the proper change in elevation so your train runs smoothly.



| Product No. | Qty | Description |
|-------------|-------|------------------|
| WST1410 | 8/set | 2% Elevation Set |
| WST1416 | 6/set | 3% Elevation Set |
| WST1411 | 4/set | 4% Elevation Set |

**Each piece is 2 1/2" W x 24" L (6.35cm x 60.9cm)*



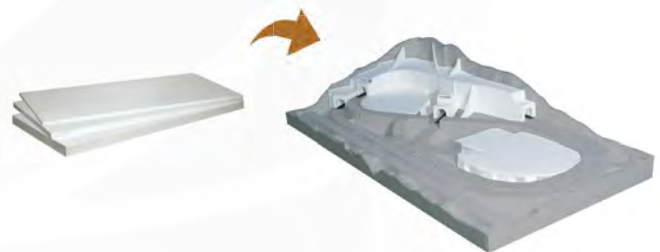
3. Profile Boards

- Use Profile Boards (**WST1419**) to add sides and create terrain contours with the Hot Wire Foam Cutter (**WST14402**).



4. Foam Sheets

- Create flat areas, tunnels and layout bases.



| Product No. | Qty | Thickness |
|-------------|------|---------------|
| WST1422 | 1 pc | 1/4" (6mm) |
| WST1423 | 1 pc | 1/2" (1.27cm) |
| WST1424 | 1 pc | 1" (2.54 cm) |
| WST1425 | 1 pc | 2" (5.08 cm) |
| WST1426 | 1 pc | 3" (7.62 cm) |
| WST1427 | 1 pc | 4" (10.1cm) |

**Each piece is 12" W x 24" L (30.4cm x 60.9cm)*

5. Plaster Cloth

- Use Plaster Cloth (**WC1203**, **WC1192**, **WC1193**) as a convenient method for modelling lightweight landforms and terrain base.

DISCOUNT 'O' GAUGE

TOWER BRASS LOCOMOTIVES

R.T.R in unpainted brass/factory painted

| | |
|--|---------|
| GWR/BR King..... | £900.00 |
| GWR/BR Railcar 19-33..... | £550.00 |
| GWR/BR Parcels Railcar No.34..... | £550.00 |
| GWR 1361 Early black chassis..... | £525.00 |
| GWR/BR 1361 Late black chassis..... | £525.00 |
| LY/LMS/BR Pug black..... | £450.00 |
| GWR/BR J39 0-6-0 black..... | £925.00 |
| GWR/BR 8750 Pannier black chassis..... | £525.00 |

TOWER BRASS COACHES

Fully assembled in unpainted brass
GWR/BR Collett D127 brake 3rd..... £235.00

FULLY FINISHED R-T-R LOCOS

| | |
|--------------------------------|---------------|
| L&Y/LMS/BR Pug 0-4-0T..... | from £525.00 |
| GWR/BR 1361 0-6-0ST..... | from £695.00 |
| GWR/BR 8750 Pannier tank..... | from £695.00 |
| GWR/BR King 4-6-0..... | from £1260.00 |
| GWR/BR Razor Edge railcar..... | £835.00 |
| GWR/BR Parcels railcar..... | £810.00 |
| LNER/BR J39 0-6-0..... | £1075.00 |
| LMS/BR Original Patriot..... | £1650.00 |
| B.R. V2 2-6-2..... | £1640.00 |

Over 100 R-T-R locos available off the shelf

GLADIATOR LOCO KITS

| | |
|--|---------|
| GTR1 LNER/BR D10 4-4-0..... | £310.00 |
| GTR18 LMS/BR de-streamlined Duchess..... | £395.00 |
| GTR19 LMS/BR non-streamlined Duchess..... | £395.00 |
| GTR20 LMS/BR Princess..... | £395.00 |
| GTR21 LMS/BR Rebuilt Royal Scot..... | £345.00 |
| GTR24 LMS/BR Original Patriot..... | £345.00 |
| GTR25 LMS/BR Rebuilt Patriot..... | £345.00 |
| GTR28 LMS/BR 2P 4-4-0..... | £315.00 |
| GTR44 LMS/BR LMS/BR Coal Tank 0-6-2T..... | £225.00 |
| GTR48 LMS/BR Crane Tank..... | £205.00 |
| GTR50 LNER/BR Beyer Garratt 2-8-8-2..... | £620.00 |
| GTR53 LMS/BR 8F 2-8-0 & rivetted tender..... | £345.00 |

JAVELIN LOCOMOTIVE KITS

| | |
|--|---------|
| JKL3 GWR/BR Dukedog 4-4-0..... | £325.00 |
| JKL5 SEC/SR/BR D Class 4-4-0..... | £305.00 |
| JKL6 G.W.R. Dean Goods 0-6-0..... | £295.00 |
| JKL7 SEC/SR/BR C Class 0-6-0..... | £295.00 |
| JKL11 LMS/BR Long Fire Box Black Five..... | £345.00 |

MERCIAN LOCO KITS

| | |
|--|---------|
| SG5 LNER/BR J94 Austerity 0-6-0ST..... | £180.00 |
| GW2 GWR/BR 14cx Autotank..... | £175.00 |
| ML11 M.R. Spinner 4-2-2..... | £295.00 |

TOWER COLLECTION (D.J.H.) BEGINNERS KITS

| | |
|---|---------|
| TC1 Class 02 0-4-0 Diesel Shunter..... | £240.00 |
| TC3 Andrew Barclay 0-4-0 Steam Shunter..... | £240.00 |

TOWER COLLECTION LOCO KITS

Require wheels, gears and motor

| | |
|--|---------|
| TC2 LMS streamlined Coronation..... | £525.00 |
| TC4 LMS/BR non streamlined Duchess..... | £525.00 |
| TC5 LMS/BR de-streamlined Duchess..... | £525.00 |
| TC6 LMS/BR Sir William Stainer..... | £525.00 |
| TC7 LMS/BR Black Five 4-6-0..... | £525.00 |
| TC14 LMS/BR Stainer 8F 2-8-0..... | £525.00 |
| TC16 LMS/BR Locomotive with sloping firebox..... | £525.00 |

D.J.H. LOCO KITS

| | |
|--|---------|
| K300 B.R. Standard 84xx 2-6-2T..... | £345.00 |
| K301 B.R. Standard 2MT 2-6-0..... | £395.00 |
| K302 LMS/BR Ivatt 2-6-2T..... | £345.00 |
| K303 LMS/BR Fairburn 2-6-4T..... | £345.00 |
| K310A LNER/BR A3 with Corridor tender..... | £575.00 |
| K317B BR Britannia with BR1/1A tender..... | £575.00 |
| K324B B.R. 9F 2-10-0 BR1B/BR1C..... | £575.00 |
| K326 B.R. Class 03 complete kit..... | £395.00 |
| K336 LNER/BR R. Peppercorn A2..... | £535.00 |
| K338 LNER/BR R. G5 0-4-0T..... | £395.00 |
| K340 B.R. Class 14 complete kit..... | £395.00 |
| K344 NEW LNER/BR Hunt Class 4-4-0..... | £475.00 |
| K345 NEW LNER/BR Thompson A2/1..... | £556.00 |

PECO LINESIDE KITS

| | |
|--|--------|
| LK704 Wooden lineside hut kit..... | £19.00 |
| LK705 Brick lineside hut..... | £19.00 |
| LK709 Ground Level Signal Box..... | £27.25 |
| LK735 GWR Yard Crane..... | £20.50 |
| LK741 GWR spear fencing..... | £10.50 |
| LK 742 GWR spear fencing ramps..... | £10.50 |
| LK743 Field fencing and gates..... | £9.45 |
| LK745 Telegraph Poles (4)..... | £6.00 |
| LK749 Loading Gauges (2)..... | £11.85 |
| LK750 Single track level crossing gates..... | £19.25 |
| LK758 Platelayers tools..... | £6.10 |
| LK759 Platform lamps (4)..... | £8.35 |
| LK760 Telephone boxes (2)..... | £8.35 |
| LK761 GWR Station seats (4)..... | £7.90 |
| LK762 MR/NER station seats (4)..... | £7.90 |
| LK763 SR/BR Station seats..... | £7.90 |
| LK764 Bicycles (8)..... | £7.90 |
| LK790 GWR home or distant signal..... | £17.75 |

SLATERS BR WAGONS AND VANS

| | |
|--|--------|
| 7062 B.R. 12ton Vanwide..... | £37.50 |
| 7063 B.R. Standard Van..... | £37.50 |
| 7064 B.R. 12ton Standard/Flat Van..... | £37.50 |
| 7065 B.R. Meat Van..... | £37.50 |
| 7066 B.R. Insulated Van..... | £37.50 |
| 7067 B.R. 13 ton conflat 'A'..... | £33.75 |
| 7069 B.R. Lowfrt Wagon..... | £33.25 |
| 7070 B.R. 12 ton Palvan..... | £37.50 |
| 7071 B.R. 13 ton High Goods Wagon..... | £33.25 |

PECO WAGON KITS

| | |
|------------------------------------|--------|
| W601 GWR Toad brake can..... | £38.75 |
| W602 GWR Permanent Way brake..... | £38.75 |
| W603 GWR 6 wheel brake..... | £40.50 |
| W604 GWR 4 plank open..... | £32.50 |
| W605 GWR Steel Open..... | £32.50 |
| W606 GWR 10 ton Van..... | £39.75 |
| W607 BR 16 ton Mineral wagon..... | £40.50 |
| W608 BR 27 ton Iron Ore wagon..... | £39.75 |
| W609 BR 20 ton Pig Iron wagon..... | £39.75 |

PECO 'O' GAUGE TRACKWORK

| | |
|---|--------|
| SLE786BH Curved R/H Point..... | £52.25 |
| SLE787BH Curved L/H Point..... | £52.25 |
| SL700BH 12 yards flexitrack..... | £76.95 |
| SLE791BH Right Hand Point..... | £41.95 |
| SLE792BH Left Hand Point..... | £41.95 |
| SLE797BH Y Point..... | £41.95 |
| SLE790BH Double Slip..... | £87.95 |
| SL10 24 metal railjoiners..... | £2.65 |
| SL11 12 insulated railjoiners..... | £2.65 |
| SL740BH Buffer stop..... | £2.65 |
| TP1 Long Track pins (15mm)..... | £3.25 |
| ST700 Box (6) 393mm straight..... | £43.25 |
| ST725 Half circle 1028mm radius curves..... | £46.00 |
| NEW Setrack R/H Point..... | £41.95 |
| NEW Setrack L/H Point..... | £41.95 |

HELMSMAN CONTROLLERS

| | |
|-----------------------------------|---------|
| CF5A Sump Single Controller..... | £169.00 |
| RM5 Remote handset for above..... | £45.00 |

H.M.R.S. TRANSFERS

| | |
|--|--------|
| H1 L.M.S. loco and coach..... | £20.00 |
| H2 L.M.S. yellow loco and coach..... | £20.00 |
| H2A L.M.S. black style/Crew loco..... | £20.00 |
| H3 L.M.S. loco lining..... | £20.00 |
| H3A L.M.S. coach lining..... | £20.00 |
| H4 L.N.E.R. green loco and coach..... | £20.00 |
| H4A L.N.E.R. black loco and Gill Sands..... | £20.00 |
| H5 L.N.E.R. loco lining..... | £20.00 |
| H6 L.M.S. goods wagon lettering..... | £18.50 |
| H7 G.W.R. loco and coach lettering..... | £20.00 |
| H8 G.W.R. loco and coach lining..... | £20.00 |
| H9 S.R. Maunsell loco and coach lettering..... | £20.00 |
| H10 S.R. Bulleid loco and coach lettering..... | £20.00 |
| H11 G.W.R. goods wagon lettering..... | £18.50 |
| H12 L.N.E.R. goods wagon lettering..... | £18.50 |
| H13 S.R. goods wagon lettering..... | £18.50 |
| H14 BR steam loco and coach lettering..... | £20.00 |
| H15 BR blue diesel and coach lettering..... | £18.50 |
| H16 LNW/R/WCJS loco coach & wgn..... | £21.00 |
| H17 LTR/MR/SD/LY/MCR gds lettering..... | £20.00 |
| H18 N.E.R. loco and coach lettering..... | £21.00 |
| H20 CB/NB/GSWR/HR/GNSR wgn lettering..... | £20.00 |
| H22 B.R. mixed traffic/L.N.W.R. loco lining..... | £20.00 |
| H24 MR/SD/LY/LTR/MGN loco & coach..... | £21.00 |
| H25 B.R. pre-TOPS wagon numbers etc..... | £18.50 |
| H26 B.R. pre-TOPS wgn instructions etc..... | £18.50 |
| H31 Pullman crests, names and numbers..... | £21.00 |
| H32 Pullman lining..... | £18.50 |
| H40 G.N.R. coach lettering..... | £21.00 |

PARKSIDE WAGON KITS

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

BACHMANN SCENECRAFT BUILDINGS

| | |
|---|--------|
| 47040 Diesel Refuelling Point..... | £39.95 |
| 47047 Hampton Hill Platelayers Hut..... | £19.95 |
| 47203 Low Relief Corner Shop..... | £19.95 |
| 47004 Provender Store..... | £30.00 |
| 47009 Single Engine Shed..... | £60.00 |
| 47036 Sectional Lineside Hut..... | £20.50 |

DAPOL R-T-R TERRIERS

| | |
|--|--|
| G.W.R. green Portishead..... | |
| L.B.S.C. Marsh union Gipsyhill..... | |
| S.R. green Fishbourne..... | |
| BR late crest black 32636..... | |
| RRP £225.00 OUR PRICE £189.00 | |
| Sound fitted RRP £410.70 OUR PRICE £345.00 | |

LIONHEART SUBURBAN COACHES

| | |
|---|-------------------------------|
| Fully finished superb quality with interior details and lights. | |
| Single cars (3 types) B.R. Maroon..... | RRP £265.00 OUR PRICE £225.00 |
| 2 car 'B' set G.W.R. or B.R. 6 types..... | RRP £470.50 OUR PRICE £399.99 |
| 4 car D set G.W.R. or B.R. 4 types..... | RRP £823.50 OUR PRICE £699.99 |

DAPOL (EX LIONHEART) PANNIERS

| | |
|--------------------------------------|--|
| 64XX and 74XX G.W.R. or B.R. | |
| List Price £399.00 OUR PRICE £340.00 | |
| Available now | |

DAPOL (EX LIONHEART) AUTO COACHES

| | |
|-----------------------------------|--|
| Choice of B.R. or G.W.R. Liveries | |
| RRP £200.00 OUR PRICE £170.00 | |
| Available now | |

NEW DAPOL 57XX LOW CAB PANNIER

| | |
|--|--|
| Available in a range of G.W.R. and B.R. liveries plus London Transport red | |
| RRP £235.00 OUR PRICE £199.75 | |
| Available late 2017 Reserve yours now | |

NEW DAPOL 10 FOOT W.B. WAGONS

| | |
|---|--|
| B.R. Open Wagons (various) | |
| RRP £45.00 OUR PRICE £38.50 | |
| B.R. VEA, VBA, MEAT, INSULATED AND STANDARD VANS (12 TYPES) | |
| RRP £49.95 OUR PRICE £42.50 | |

DAPOL R.T.R. WAGONS

| | |
|---|--|
| A range of approx 100 private owner and company wagons 5, 7 and 8 plank | |
| RRP £44.41 OUR PRICE £38.00 | |
| 6 WHEEL MILK TANKERS 5 TYPES | |
| RRP £80.60 OUR PRICE £70.00 | |
| S.R. / B.R. PILLBOX BRAKE VANS (4 Liveries) | |
| RRP £80.60 OUR PRICE £70.00 | |
| See our website for details | |

NEW DAPOL JINTY

| | |
|--|--|
| Early or late LMS S.D.J.R. British Railways or late B.R. available numbered or un-numbered | |
| RRP £225.00 OUR PRICE £191.25 | |
| Any of the above sound fitted | |
| RRP £400.00 OUR PRICE £340.00 | |
| Available late 2017 Reserve yours now | |

DAPOL (EX LIONHEART) 45XX PRAIRIE

| | |
|---|--|
| Superb quality fully finished with diecast body and excellent detail. Choice of six liveries, numbered and un-numbered. | |
| RRP £495.00 OUR PRICE £420.75 | |
| Sound fitted RRP £650.00 OUR PRICE £552.50 | |
| Available late 2017 Reserve yours now | |

IXION HUDSWELL CLARKE

| | |
|----------------------------------|--|
| R.T.R. 0-6-0 LOCO | |
| Lined forest green | |
| RRP £299.00 OUR PRICE £225.00 | |
| OR FITTED WITH DCC SOUND £375.00 | |

IXION FOWLER

| | |
|-------------------------------|--|
| 0-4-0 DIESEL SHUNTER | |
| GWR No1 lined green | |
| or private owner plain green | |
| RRP £299.00 OUR PRICE £225.00 | |

HELJAN CLASS 128 PARCELS RAILCAR

| | |
|---------------------------------------|--|
| 6 Versions | |
| See website for details | |
| RRP £579.00 OUR PRICE £460.00 | |
| Available late 2017 Reserve yours now | |

NEW HELJAN CLASS 121

| | |
|--|--|
| Passenger Railcar | |
| Available in a range of liveries from Cats Whiskers to N.S.E | |
| RRP £579.00 OUR PRICE £460.00 | |
| Available late 2017 Reserve yours now | |

NEW HELJAN CLASS 117

| | |
|--|--|
| 3 Car D.M.U. | |
| Available in a range of liveries from Cats Whiskers to N.S.E | |
| RRP £1100.00 OUR PRICE £875.00 | |
| Available late 2018 Reserve yours now | |

NEW HELJAN CLASS 120

| | |
|--|--|
| 2 and 3 Car D.M.U. | |
| Choice of blue or green liveries | |
| 2 car set RRP £800.00 OUR PRICE £640.00 | |
| 3 car set RRP £1100.00 OUR PRICE £875.00 | |
| Available late 2018 Reserve yours now | |

NEW HELJAN 61XX PRAIRIE TANK

| | |
|---------------------------------------|--|
| HJ6100 6110 Great Western | |
| HJ6101 6106 G.W.R. | |
| HJ6102 6114 B.R. unlined black | |
| HJ6103 6111 B.R. unlined green | |
| HJ6104 6132 B.R. lined green | |
| HJ6120 un-numbered Great Western | |
| HJ6121 un-numbered B.R. unlined black | |
| HJ6122 un-numbered B.R. unlined green | |
| HJ6123 un-numbered B.R. lined green | |
| HJ6124 5184 Great Western | |
| HJ6125 4144 B.R. unlined black | |
| HJ6126 5158 B.R. lined green | |
| RRP £649.00 OUR PRICE £500.00 | |
| Available late 2017 Reserve yours now | |
| See our website for full details | |

NEW HELJAN 43XX MOGUL

| | |
|--|--|
| 7 standard versions in G.W.R. and B.R. all un-numbered and 3 limited editions numbered | |
| List Price £779.00 OUR PRICE £630.00 | |
| Available 2018 Reserve yours now | |

NEW HELJAN CLASS 45

| | |
|--|--|
| 6 versions from original green to later blue | |
| RRP £699.00 OUR PRICE £550.00 | |
| Available now | |

NEW HELJAN CLASS 03

| | |
|--|--|
| Several versions from original green to later blue | |
| Price to be confirmed | |
| See our website for details | |

NEW HELJAN CLASS 05

| | |
|---------------------------------------|--|
| HJ2590 B.R. Plain Green | |
| HJ2591 B.R. Green with chevrons early | |
| HJ2592 B.R. Green with chevrons late | |
| HJ2593 B.R. Blue with chevrons | |
| HJ2594 CEGH Yellow | |
| HJ2595 NCB Green | |
| HJ2596 Industrial Maroon | |
| RRP £395.00 OUR PRICE £315.00 | |
| Available mid 2017 Reserve yours now | |

HELJAN READY TO RUN WAGONS

| | |
|---------------------------------------|--|
| Class B tankers 4 types | |
| VAA vans 4 types | |
| OAA open wagons 5 types | |
| RRP £84.95 OUR PRICE £70.00 | |
| Mix and match any ten for £65.00 each | |

NEW HELJAN CLASS 37 CENTRE HEAD CODE VERSION

| | |
|-------------------------------|--|
| Green with yellow ends | |
| Blue large logo | |
| Dutch livery | |
| Railfreight 3 versions | |
| RRP £599.00 OUR PRICE £475.00 | |

HELJAN CLASS 40

| | |
|--------------------------------------|--|
| B.R. Blue with yellow ends | |
| RRP £649.00 OUR PRICE £500.00 | |
| Last few | |

BRM DIGITAL

BRM TV

BRITISH RAILWAY MODELLING

IN THIS EPISODE...

Join us for a tour of 'Lomond Street', a fully-fledged DCC layout set in the 1980s with a distinctively Scottish flavour. Back in the studio, Phil Parker assembles a simple cable drum kit and gives advice on soldering your layout wiring.



**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

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Richard Loydall's Cambrian Railways layout has a circular solution for its fiddle yard.

52 LOMOND STREET (OO)

Class 37s prowl and grimy details prevail in Nick Skelton's modern image layout.

60 MAYFIELD CENTRAL (OO)

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66 MELTON MOWBRAY (NORTH) (N)

Local boys make good with an award-winning tribute to their home town.

PRACTICAL BRM

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There's no need to fear this seemingly tricky tool, says Phil Parker.

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93 NEW GEAR

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100 OXFORD RAIL WARWELL

Another month and another Warwell appears. Andy York investigates...

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Andy McVittie enjoyed 'Vopak Terminal' so much that he just had to meet its maker.



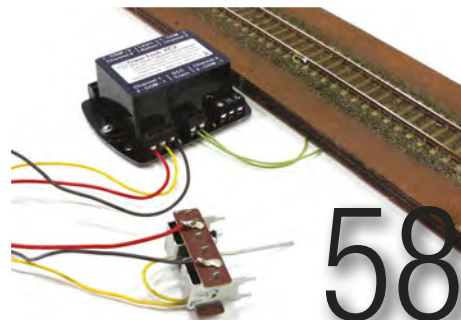
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Announcing the new Oxford Rail... Warwell Wagons



Introduced in 1942 for the transport of Sherman tanks the 50T bogie Warwell wagon continued to see service after the end of the Second World War. British Railways obtained many of the wagons as they were ideal for the transportation of loads unsuitable for existing rolling stock.

The Warwells continued to be developed and improved upon for military use and can still be seen operating on today's tracks. In BR use the Warwells were modified so that they could carry girders and similar loads.

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OR76WW001 Warwell A Ministry of War Transport No. MS. 1



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Other Warwell wagons available soon:

OR76WW004 MOD KWA Warwell Triple Pack Nos. 95535, 95578, 95540 (Not illustrated) (Please note: Some of the images shown are pre-production models and may not accurately represent the true colours of the final production product)

In Pursuit of Excellence





A snowy Yorkshire scene is the setting for BR 8F No. 48744 as it crosses the ice cold river on 'Malham'. See page 22.

Let's face it, we're lucky to be railway modellers in the United Kingdom. Every show season we're spoilt for choice as dedicated members of model railway clubs large and small put hours of organisation into their annual shows. Whilst it's easy to overlook and take for granted, I can guarantee that many of them will already be working on their shows for next year and beyond as I write. All of it for the benefit of the hobby, giving it much needed exposure in the local press and beyond. It's vital to the success of the hobby that we continue this tradition.

With many a family wallet currently feeling the strain, re-inventing the way the traditional annual model railway show attracts its audience is going to be important if it's to succeed. Particularly in an age where on-demand entertainment and other distractions are plentiful.

If you're hesitant at getting involved at your local model railway club, I'd encourage you to give them a helping hand, if only to marshal the car park that show weekend. Everyone can be a part of a local success story.

Recent market trends like 3-D scanning, printing and laser-cutting are fascinating, even to non-railway modellers and yet, at many shows they're overlooked. If we're to be seen as a hobby equally as valid in this century as the last, let's portray it as one. We've featured some great content in past pages of BRM, where new technology has been put to good use – let's encourage more of that at shows. Keep up with market trends and suggest ideas at your local club. Every little helps to make your show unmissable and memorable. Social media and self-promotion

are great ways to get started and cost nothing.

It's not quite the busy show season yet, you'll be thinking. That's true, but the preparation and organisation ahead of shows is certainly underway and it's not too late to get involved and make your mark. For the rest of the time, we can still make the most of the weather – our Editor, Andy McVittie, certainly is as he tours Northern Cyprus. I get the feeling we'll be eating Turkish Delight in the office upon his return.

On a totally different subject, the BRM Guide To Trackplans and Layout Design Volume Three is now on-sale in WHSmiths and model shops. As you can imagine, it's been a busy month for me, but I hope if you're planning a layout or you like collecting trackplans you'll find it of use. There's plenty of great guidance inside from trackplan experts Paul Lunn and Ian Wilson, with 60 trackplans covering all gauges and eras. You can download your digital edition today from www.pocketmags.com/BRM or buy a print copy online at www.brm-magazine.co.uk

And so, on to this issue – our DCC special. Often talked about as being 'new', this year, the earliest DCC decoders from Lenz recently celebrated their 28th birthday. The standard has evolved and matured much since those early years, but the mystery that surrounds it still remains for many. Hopefully, in our varied practical articles this issue, we'll resolve your questions. ■



FEATURES EDITOR I Howard Smith

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BRM OCTOBER ISSUE ON SALE
SEPTEMBER 14 - SEE P141

BRITISH RAILWAY MODELLING

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

SUBSCRIPTION ENQUIRIES

T 01778 392002

DIGITAL EDITION ENQUIRIES

E help@pocketmags.com

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Tom Brown 01778 391135

ISSN 0968-0764

PRINTING

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

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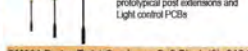
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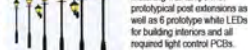
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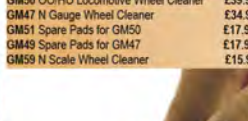
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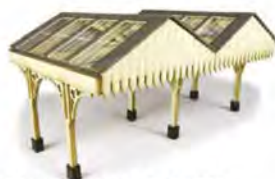
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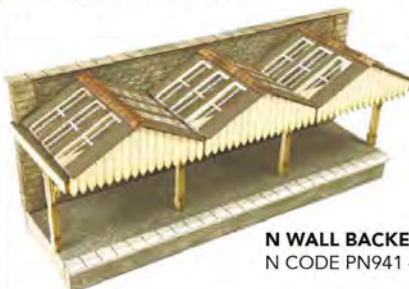
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H7-A4-005 4464 "Bittern" in LNER Garter blue
H7-A4-007 60012 "Commonwealth of Australia" in BR green with early crest

Streamlined Non-Corridor Tender Variants:

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H7-A4-003 4468 "Mallard" in LNER Garter blue (as preserved)
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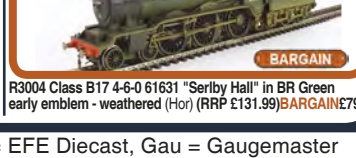
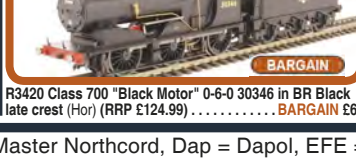
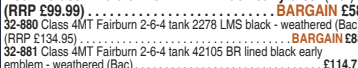
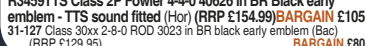
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35-076A Class E4 0-6-2T Brighton tank 2517 in Southern Railway green (Bac)..... £101.96



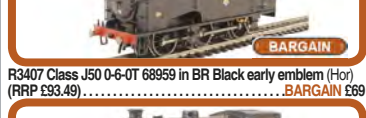
31-321DS Class J11 0-6-0 64377 in BR black early emblem - weathered and DCC sound fitted (Bac)..... £203.96



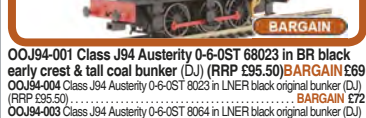
31-320DC Class J11 Robinson (GCR 9J) 64325 in BR black late crest - DCC Fitted (Bac) (RRP £109.95)..... BARGAIN £62



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R3500 The Sir Nigel Gresley Collection (Hor)..... £480



R9287 Thomas and Friends - 2-6-0 No.1 Thomas the Tank Engine (Hor) (RRP £43.99)..... BARGAIN £31



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



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) (RRP £289.99)..... BARGAIN £150



30-425 Class 251 Midland Pullman train pack in Pullman nanking blue - Collectors Edition (Bac)..... £490



R3399 EWS freight train pack Class 67 in EWS and three MHA open wagons (Hor) (RRP £239.99)..... BARGAIN £139



R3402 Queen of Scots Train Pack Class A4 4-6-2 in LNER garnet blue and three pullman coaches - Ltd Ed of 1000 (Hor)..... £280



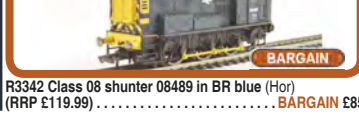
R3300 Winston Churchill's Funeral Train Pack Battle of Britain class 4-6-2 34051 'Winston Churchill' in BR green late crest, 2 Pullman coaches & SR Baggage car - Ltd Ed (Hor)..... £222.21



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



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

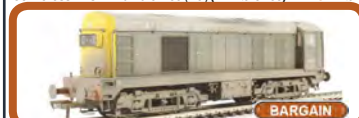


R3490 Class 08 08673 in InterCity - Railroad range (Hor) (RRP £44.99)..... BARGAIN £28

R3342 Class 08 shunter 08489 in BR blue (Hor) (RRP £119.99)..... BARGAIN £85



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



32-034A Class 20 20141 in BR Green full yellow ends - weathered (Bac) (RRP £124.95)..... BARGAIN £69



R3394TTS Class 20 20163 in BR blue - TTS sound fitted - Railroad Range (Hor) NEW..... £93



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



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



R3583TTS Class 37/0 37040 in Railfreight triple grey - Railroad Range TTS Sound fitted (Hor) NEW..... £85



32-784 Class 37/0 37421 Mainline Blue Centre Headcodes (weathered) (Bac)..... £106.21



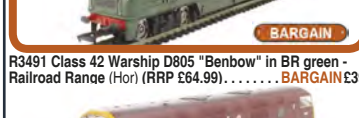
32-377A Class 37/0 37401 'Mary Queen Of Scots' in BR large logo blue (Bac)..... £117.26



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



32-381DS Class 37/7 37796 Railfreight coal sealer (DCC Sound Fitted) (Bac) £203.96



32-484 Class 40 40159 in BR Blue (Bac)..... £123.21



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



R3491 Class 42 Warship D805 'Benbow' in BR green - Railroad Range (Hor) (RRP £64.99)..... BARGAIN £39

32-068 Class 43 Warship D838 'Rapid' in BR maroon full yellow ends (Bac)..... £127.46

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

R3482 Class 4DH Sentinel DH16 in MSC (Manchester Ship Canal) (Hor) (RRP £85.99)..... BARGAIN £40

R3483 Class 4DH Sentinel Crossley and Evans (Hor) (RRP £85.99) BARGAIN £40

Est. 1946
Hatton's
MODEL RAILWAYS

Prices valid until 13/09/17

All prices correct
when going to press.
Errors excepted.



R3571 Class 50 D400 in BR blue - Class 50 is Fifty Presentation pack - Special edition (Hor) **NEW** £144
4D-003-004 Class 52 D1058 "Western Nobleman" BR blue full yellow panel (Dap) £126
4D-003-010 Class 52 diesel loco D1010 "Western Campaigner" in BR blue full yellow ends (Dap) £126



4D-003-012 Class 52 diesel loco D1026 "Western Centurion" in BR blue full yellow ends - weathered (Dap) £127
32-534DS Class 55 Deltic 55004 "Queen's Own Highlander" in BR blue - DCC sound fitted (Bac) £212.46



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



32-764 Class 57/3 57305 "Northern Princess" in DRS Northern Belle (Bac) £131.71
32-762DS Class 57/3 57312 "The Hood" in Virgin Trains Livery (Weathered & DCC Sound Fitted) (Bac) £203.96



R3572 Class 60 60087 "CLIC Sargent" in Colas Rail Freight orange/black (Hor) **NEW** £149



32-733DS Class 66 66040 in EWS - DCC sound fitted (Bac) **NEW** £208.21



32-737 Class 66 66065 in EWS DB Schenker branding - weathered (Bac) **NEW** £142.76



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



32-738 Class 66 66711 "Sence" in GBRF/Aggregate Industries (Bac) **NEW** £131.71



R3388TTS Class 67 67004 "Calm Gorm" in Caledonian Sleeper - TTS sound fitted (Hor) (RRP £184.99) **BARGAIN** £104



R3481 Class 67 67025 "Western Star" in EWS (Hor) (RRP £159.99) **BARGAIN** £99
4D-006-002 Class 73 electric-diesel 73124 in BR blue (Dap) £119.51

Electric locos



O071-004HAT Class 71 E5013 in BR Blue full Golden Arrow headboards, arrows and flags pre-fitted - Exclusive to Hatton's (DJ) **NEW** £139.95



O071-002HAT Class 71 E5015 in BR Southern Region light green full Golden Arrow headboards, arrows and flags pre-fitted - Exclusive to Hatton's (DJ) **NEW** £139.95



R3376 Class 71 E5022 in BR Green no yellow ends (Hor) £127.50
7602 Class 76 EM1 Woodhead electric E26049 in BR blue - Ltd Ed for Olivias Trains (Hel) £160



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



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

DMUs



32-286 Class 101 2 Car DMU in BR green small yellow warning panel "Shrewsbury/Aberystwyth" (Bac) (RRP £159.95) **BARGAIN** £94



32-285 Class 101 2 Car DMU in BR green speed whiskers "Newcastle/Middlesbrough" (Bac) (RRP £149.95) **BARGAIN** £89
32-290DS Class 101 2 car DMU in Network SouthEast with passenger figures and DCC sound (Bac) £229.46



4D-015-001 Class 122 Gloucester RCW "Bubblecar" single car DMU 55002 in BR blue & grey (Dap) **NEW** £123.25



4D-015-003 Class 122 Gloucester RCW "Bubblecar" single car DMU 55012 in Regional Railways (Dap) **NEW** £123.25



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



4D-015-004 Class 122 Gloucester RCW "Bubblecar" single car DMU SC55013 in BR blue (Dap) **NEW** £123.25



4D-015-HAT01 Class 122 Gloucester RCW "Bubblecar" single car DMU TDB975023 in Route Learning BR blue - Hatton's limited edition (Dap) **NEW** £129.95
8820 Class 128 DPU 55991 in BR blue yellow ends "Parole Service" (Hel) (RRP £119.95) **BARGAIN** £59
8923 Class 128 DPU 55991 Royal Mail Letters red (Hel) (RRP £119.95) **BARGAIN** £59
8921 Class 128 DPU 55992 Royal Mail Letters red (Hel) (RRP £119.95) **BARGAIN** £59



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



8990 Class 128 DPU in BR green speed whiskers & Midland style fronts M55987 (Hel) (RRP £119.95) **BARGAIN** £69
32-928 Class 150/1 2-car DMU 150150 in BR Regional Railways Sprinter - weathered (Bac) £161.46

EMUs



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



R3341A Class 2-HAL 2623 2 car EMU in BR blue (Hor) (RRP £149.99) **BARGAIN** £62
31-032 Class 350/1 Desiro 4-Car EMU 350 101 in London Midland (Bac) (RRP £189.95) **BARGAIN** £99
31-031 Class 350/2 Desiro 4 Car EMU 350 238 in London Midland (Bac) (RRP £189.95) **BARGAIN** £99



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

DEMUS



31-236A Class 205 "Thumper" 1121 in BR green small yellow panel - weathered (Bac) **NEW** £203.96
31-238A Class 205 "Thumper" in BR blue - weathered (Bac) £203.96

Track Maintenance vehicles

36-151 Plasser OWS10 crane. Self propelled track maintenance vehicle (motorised) (Bac) (RRP £59.95) **BARGAIN** £42

Train sets - analogue



R1183 "Master of the Glens" Train Set Class P22-8-2 "Cock O' The North" in LNER green and three LNER teal coaches (Hor) (RRP £184.99) **BARGAIN** £145



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



R9285 Thomas the Tank Engine - Passenger and Goods Train Set (Hor) (RRP £109.99) **BARGAIN** £80



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

Train sets - DCC



R1172 e-Link Majestic train set A1 Pacific Peppercorn Class in Experimental blue & BR Class 47 (Hor) (RRP £299.99) **BARGAIN** £250



R1126 Mixed Freight DCC digital train set Class 08 0-6-0 BR diesel electric loco, steam loco & 4 wagons (Hor) (RRP £249.99) **BARGAIN** £170



R1125 Somerset Belle train set Class 3F 0-6-0 S&DJR 0-6-0 steam loco & 3 wagons - DCC control (Hor) (RRP £199.99) **BARGAIN** £130



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

Coaches

39-001 2 x Mk1 coaches Works Test Train BR blue & grey - weathered (Bac) £76.46
39-460 57 ft Porthole Corridor Brake 3rd in BR crimson and cream (Bac) (RRP £39.95) **BARGAIN** £27
39-426 BR Mk1 POS Post Office Sorting Van BR Blue & Grey (+ Nets) (Bac) (RRP £59.95) **BARGAIN** £40
39-501 BR Mk1 SLF Sleeper Car E2054 BR blue & grey (Bac) (RRP £42.95) **BARGAIN** £30
R4764 Collett corridor brake third (right hand) W4935W in BR maroon (Hor) £38



R4790 GWR A30 autococh 191 in GWR chocolate and cream (Hor) **NEW** £28



R4791 GWR A30 autococh W190W in BR crimson and cream (Hor) **NEW** £28
39-455 LMS 57 ft Porthole Corridor 1st in BR crimson & cream (Bac) (RRP £39.95) **BARGAIN** £29
39-470 LMS 60 ft Porthole Corridor Brake 1st in BR Crimson & Cream (Bac) (RRP £39.95) **BARGAIN** £25
39-475 LMS 60 ft Porthole Open Vestibule 1st BR in crimson & cream (Bac) (RRP £39.95) **BARGAIN** £29
39-131 Mk1 CK Composite Corridor 7153 in Network SouthEast blue (Bac) (RRP £38.95) **BARGAIN** £29
39-500 Mk1 SLF Sleeper Car M2002 in BR Maroon (Bac) £36.21
39-500 Pack of 4 (Bac) (RRP £179.80) **BARGAIN** £136
34-633 Mk1 Suburban 2nd brake BR blue - weathered (Bac) (RRP £29.95) **BARGAIN** £20
34-632 Mk1 suburban BS brake second E43152 in BR blue - weathered (Bac) (RRP £29.95) **BARGAIN** £20
34-677 Mk1 suburban S second E46094 in BR blue - weathered (Bac) (RRP £29.95) **BARGAIN** £21
34-678 Mk1 suburban S second E46116 in BR blue - weathered (Bac) (RRP £29.95) **BARGAIN** £20

R4618 MK2E BSO brake second open 9504 in BR intercity (Hor) (RRP £24.99) **BARGAIN** £17
R4663 Pullman First Class Kitchen Car - K-Type Pullman Car (Hor) (RRP £49.99) **BARGAIN** £33

39-530 SR PMV parcels van S1151S in BR green black ends (Bac) £28.01
R4572A Thompson non-corridor composite 88426 in LNER teal (Hor) £38

Wagons

38-115 100 ton TEA bogie tank wagon in Fina - weathered (Bac) £39.06
38-034 100 tonne HHA bogie hopper wagon in COLAS - weathered (Bac) (RRP £46.95) **BARGAIN** £29
38-700 12 Ton Pipe Wagon BR Bauxite (Early) (Bac) £20
38-702 12 Ton Pipe Wagon BR Engineers Olive Green (Bac) (RRP £23.95) **BARGAIN** £13.50
38-162 12 ton planked ventilated van in Departmental olive green (Bac) (RRP £16.95) **BARGAIN** £9.50
37-679 12 ton fruit absorbing open wagon in BR bauxite (late) (Bac) (RRP £16.95) **BARGAIN** £11.50
38-385A 12T Fruit Van in BR bauxite (Bac) **NEW** £16.96



R4618 MK2E BSO brake second open 9504 in BR intercity (Hor) (RRP £24.99) **BARGAIN** £17
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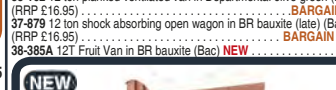


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37-679 12 ton fruit absorbing open wagon in BR bauxite (late) (Bac) (RRP £16.95) **BARGAIN** £11.50
38-385A 12T Fruit Van in BR bauxite (Bac) **NEW** £16.96

38-387 12T Fruit Van in NE brown (Bac) **NEW** £16.96
37-751D 12T ventilated Fruit Van in BR - weathered (Bac) **NEW** £15.26
37-751D 12T ventilated Fruit Van in GWR grey (Bac) **NEW** £14.41
38-450A 13 ton Hyflit steel open sheet in BR bauxite (early) (Bac) (RRP £17.95) **BARGAIN** £11
38-331 13T high sided steel wagon chain pockets LNER grey (Bac) **NEW** £16.96
38-330 13T high sided steel wagon smooth sides & wooden doors in BR late grey (Bac) **NEW** £16.96



38-387 12T Fruit Van in NE brown (Bac) **NEW** £16.96
37-751D 12T ventilated Fruit Van in BR - weathered (Bac) **NEW** £15.26
37-751D 12T ventilated Fruit Van in GWR grey (Bac) **NEW** £14.41
38-450A 13 ton Hyflit steel open sheet in BR bauxite (early) (Bac) (RRP £17.95) **BARGAIN** £11
38-331 13T high sided steel wagon chain pockets LNER grey (Bac) **NEW** £16.96
38-330 13T high sided steel wagon smooth sides & wooden doors in BR late grey (Bac) **NEW** £16.96

Opening Hours

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

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

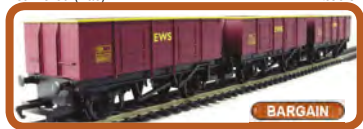

NEW

37-684A 14T tank wagon in Esso chrome grey (Bac) **NEW** £18.66
37-686A 14T tank wagon in ICI Chemicals (Bac) **NEW** £18.66

NEW

37-663 14T tank wagon in Shell / BP black (Bac) **NEW** £18.66
4F-030-016 16-ton steel mineral wagon M620225 BR grey - weathered (Dap) **NEW** £10.5037-537D 20 Ton Brake Van BR Bauxite (Late) - Weathered (Bac) (RRP £26.95) **BARGAIN** £15
38-272 22 ton Presto in Rugby Cement (Bac) (RRP £28.95) **BARGAIN** £19
38-750 22 Ton STV Tube Wagon BR Bauxite (TOPS) Weathered (previously announced as BR grey) (Bac) (RRP £27.95) **BARGAIN** £16
37-506 24 ton ore hopper wagon in B.I.S.C. Iron Ore (Bac) **BARGAIN** £12.71
4F-033-110 24-ton steel ore hopper 'Camforth Iron Company' 236 (Dap) **NEW** £10
4F-033-111 24-ton steel ore hopper 'Camforth Iron Company' 236 - weathered (Dap) **NEW** £11
37-275F 27 ton steel tippler wagon BR grey 'Iron Ore' (Bac) **BARGAIN** £9
38-146 29 ton VDA sliding door box van in BR Civil Link - weathered (Bac) (RRP £25.95) **BARGAIN** £16
37-831 3 plank wagon BR Departmental olive green (Bac) (RRP £13.95) **BARGAIN** £10
37-832 3 plank wagon in LMS bauxite (Bac) (RRP £13.95) **BARGAIN** £8.50
37-833 3 plank wagon in LMS grey (Bac) (RRP £13.95) **BARGAIN** £9.50
38-042A 31 tonne OBA open wagon in BR Plasmor Blackfreight (Bac) (RRP £22.95) **BARGAIN** £14
38-045 31 tonne ZBA Bass open wagon BR brown (Bac) (RRP £22.95) **BARGAIN** £14
4F-016-023 4-wheel banana van B881722 in BR red (Dap) **NEW** £9.50
4F-016-029 4-wheel banana van B882126 BR bauxite Geest lood (Dap) **NEW** £9.504F-054-001 45' IDA 'super low' container twin wagon (SL 45) 39 70 490 1000 - 2 in DRS (Dap) £37.36
4F-054-002 45' IDA 'super low' container twin wagon (SL 45) 39 70 490 1000 - 4 in DRS (Dap) £37.36
4F-054-004 45' IDA 'super low' container twin wagon (SL 45) 39 70 490 1011 - 9 in DRS (Dap) £37.36
37-066 5 Plank Wagon Wooden Floor 'David Parsons & Son' (Bac) (RRP £14.95) **BARGAIN** £8.50

37-326C 90 Tonne JGA Bogie Hopper in RMC - weathered (Bac) £36.51

R6367 Coal train pack - pack of 3 open wagons in EWS - Railroad Range (Hor) (RRP £19.99) **BARGAIN** £14
38-679 GWR Shunters Truck BR Black 'Margam Jn' Weathered (Bac) (RRP £18.95) **BARGAIN** £11
38-675 GWR Shunters Truck GWR Grey 'Canons Marsh, Bristol' (Bac) (RRP £17.95) **BARGAIN** £9
38-677 GWR Shunters Truck GWR Grey 'Old Oak Common' (Bac) (RRP £17.95) **BARGAIN** £9
38-210B JJA auto ballast out generator wagon in ex-Railtrack - weathered (Bac) (RRP £54.95) **BARGAIN** £31

R6794 KFA container wagon in Tiphook Rail 1x 20' and 1x 40' container (Hor) £28

R6793 KFA container wagon in Tiphook Rail 1x 20' and 1x 40' container (Hor) £28
38-052 MTA open box ballast wagon in EWS (Bac) (RRP £19.95) **BARGAIN** £12
37-365 Pack of 3 13 ton steel sand tippler wagon in Taunton Concrete - weathered (Bac) (RRP £41.95) **BARGAIN** £28
4F-020-027 Pair of 4-wheel cattle wagons B893520 and B893520 BR bauxite (Dap) **NEW** £19
4F-020-028 Pair of 4-wheel cattle wagons B893520 and B893520 BR bauxite - weathered (Dap) **NEW** £20.50H4-WW-002 Warwell wagon 50t diamond frame bogies WW.55 in WD (LMS) (Hat) £33
H4-WW-002 Pack of 4 (Hat) £119H4-WW-003 Warwell wagon 50t diamond frame bogies in WD (LNER) (Hat) £33
H4-WW-003 Pack of 4 (Hat) £119

H4-WW-004 Warwell wagon 50t diamond frame bogies MODA95560 in MOD 1970s olive (Hat) £33



H4-WW-005 Warwell wagon 50t diamond frame bogies MODA95534 in MOD 1970s olive (Hat) £33



H4-WW-006 Warwell wagon 50t diamond frame bogies M360333 in BR grey (Hat) £33



H4-WW-007 Warwell wagon 50t diamond frame bogies M360329 in BR Gulf Red (Hat) £33



H4-WW-008 Warwell wagon 50t diamond frame bogies KDE314159 in BR black S&T branding and steel/rail carriers (Hat) £33



H4-WW-009 Warwell wagon 50t diamond frame bogies DM721227 in BR Olive green ELECTRIFICATION branding and steel/rail carriers (Hat) £33



H4-WW-010 Warwell wagon 50t diamond frame bogies DW160819 in BR brown steel/rail carriers - weathered (Hat) £37



H4-WW-011 Warwell wagon 50t diamond frame bogies DM748343 in BR grey bolster deck conversion (Hat) £33



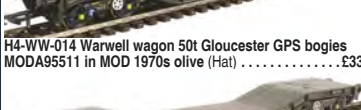
H4-WW-012 Warwell wagon 50t diamond frame bogies DM748316 in BR brown bolster deck conversion (Hat) £33



H4-WW-013 Warwell wagon 50t diamond frame bogies AD9W96501 in BR engineers yellow (Hat) £33



H4-WW-014 Warwell wagon 50t Gloucester GPS bogies MODA95511 in MOD 1970s olive (Hat) £33



H4-WW-015 Warwell wagon 50t Gloucester GPS bogies MODA95512 in MOD 1970s olive - weathered (Hat) £37



H4-WW-016 Warwell wagon 50t Gloucester GPS bogies MODA95539 in MOD 1990s olive (Hat) £33



H4-WW-017 Warwell wagon 50t Gloucester GPS bogies MODA95537 in MOD 1990s olive - weathered (Hat) £37



H4-WW-020 Warwell wagon 50t Gloucester GPS bogies MODA95524 in MOD 2000s olive - weathered (Hat) £37



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



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

Containers & Loads

R9700 Log Load - Small Logs (3 Pieces) Suitable for OTA wagons (Hor) (RRP £8.99) **BARGAIN** £4.50

DCC accessory decoders



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

Point motors



R8014 Mark 2 Point Motor (Hor) £7.50

Lighting equipment

R8949 2x double socket for Skale Lighting system (Hor) (RRP £4.99) **BARGAIN** £1.50R8952 Bulbs for Skale Lighting system (x 4) (Hor) (RRP £3.99) **BARGAIN** £2R8950 Fuses for Skale Lighting system - Pack of 4 (Hor) (RRP £3.99) **BARGAIN** £1R8947 Power Strip for Skale Lighting system (Hor) (RRP £9.99) **BARGAIN** £3

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

4F-028-007 Pack of two 45' curtain sided containers 'Tesco Less Co2' (Dap) **NEW** £114F-028-008 Pack of two 45' curtain sided containers 'Tesco Less Co2' - weathered (Dap) **NEW** £124F-028-003 Pack of two 45' hi-cube containers 'Malcolm Logistics' (Dap) **NEW** £12.504F-028-004 Pack of two 45' hi-cube containers 'Malcolm Logistics' (Dap) **NEW** £13.504F-028-011 Pack of two 45' hi-cube containers 'Malcolm Logistics' (Dap) **NEW** £12.504F-028-012 Pack of two 45' hi-cube containers 'Malcolm Logistics' - weathered (Dap) **NEW** £13.50

Cables & Wires

R8951 Length of extension wire for Skale Lighting system (Hor) (RRP £5.99) **BARGAIN** £3

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

Spares

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

SL-10 Metal rail joiners/fishplates (for code 100 rails inc Hornby, Peco & Peco Streamline). For OO, HO & O gauge - Pack of 24 (Pec) £2.20

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

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

R8212 Spare rollers for rolling road (for use R8211) (Hor) (RRP £17.11) **BARGAIN** £3

Buildings - railways

R8007 Booking Hall (Hor) (RRP £34.99) **BARGAIN** £19

LK-20X Double length overall arched station roof (Pec) £21

R8002 Goods Shed (Hor) (RRP £22.99) **BARGAIN** £15R8785 Level Crossing Hut (Hor) (RRP £9.99) **BARGAIN** £6R8783 Lineside Huts (2 Pack) (Hor) (RRP £9.99) **BARGAIN** £644-0068 March Station Canopy (Bac) **NEW** £28.0144-0067 March Station Facilities and Stores (Bac) **NEW** £42.4644-0066 March Station Ticket Office (Bac) **NEW** £42.4644-0065 March Station Waiting Room (Bac) **NEW** £42.46R8786 Small Signal Box (Hor) (RRP £13.99) **BARGAIN** £4

Man-made scenic structure - railway-related



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



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

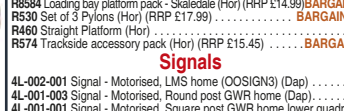


R083 Box of 6 Buffer Stop (Hor) £9.50

R083 Single (Hor) £1.80

R6643 Curved Platforms - 2nd Radius - Skaledale (Hor) (RRP £16.99) **BARGAIN** £8

R334 Double-track station platform canopy (Hor) £19



R070 Electrically Operated Turntable (Hor) £64

R8584 Loading bay platform pack - Skaledale (Hor) (RRP £14.99) **BARGAIN** £7R530 Set of 3 Pylons (Hor) (RRP £17.99) **BARGAIN** £12R460 Straight Platform (Hor) (RRP £15.45) **BARGAIN** £5R574 Trackside accessory pack (Hor) (RRP £15.45) **BARGAIN** £7

Signals

4L-002-001 Signal - Motorised, LMS home (OOSIGN3) (Dap) £22

4L-001-003 Signal - Motorised, Round post GWR home (Dap) £25

4R-001-001 Signal - Motorised, Square post GWR home lower quadrant (OOSIGN1) (Dap) £22

4L-003-003 Signal - motorised, SR ladder home (Dap) £25

Buildings - general

R9757 Church Chapel - Low Relief (Hor) (RRP £22.99) **BARGAIN** £11R9759 County Hall - Low Relief (Hor) (RRP £37.99) **BARGAIN** £18

4L-040 Diesel fuelling point - Scenecraft range (162 x 37 x 56mm) (Bac) £13

R9856 Left-Hand Mid Terraced House - Based on R8621 (Hor) **NEW** £20R9756 Low relief shop front - 'Highland Mills' (Hor) (RRP £24.99) **BARGAIN** £12R9766 Maestros Market - Skaledale 'The Street' Collection (Hor) (RRP £32.99) **BARGAIN** £19R8787 Pill Box - Skaledale 'Rural' range (Hor) (RRP £7.99) **BARGAIN** £4R9857 Right-hand Mid Terraced House - Based on R8622 (Hor) **NEW** £20R9800 Rural Bus Stop (Hor) (RRP £7.99) **BARGAIN** £4.50R9854 The Country Cottage - Based on R8976 (Hor) **NEW** £36R9851 The Country Farm Dutch Barn - Based on R8784 (Hor) **NEW** £40R9848 The Country Farm House - Based on R8782 (Hor) **NEW** £45R9849 The Country Farm Outhouse - Based on R8783 (Hor) **NEW** £27R9850 The Country Farm Tractor/Plough Shed - Based on R8785 (Hor) **NEW** £20R9853 The Cricket Pavilion - Based on R8990 (Hor) **NEW** £36R9855 The Village Garage - Based on R9650 (Hor) **NEW** £36R8682 Victorian brick & glass greenhouse - Skaledale (Hor) (RRP £11.99) **BARGAIN** £9R9761 Ye Olde Tea Shoppe - Low Relief (Hor) (RRP £22.99) **BARGAIN** £13

Man-made scenic structure - non-railway

R9762 Holiday Coach Access Steps (Hor) (RRP £12.99) **BARGAIN** £7R9797 Newspaper Kiosk - Skaledale (Hor) (RRP £6.99) **BARGAIN** £4.50

Bridges, Tunnels & Walls

R8977 Brick Walling - Straight (4 per pack) (Hor) (RRP £9.99) **BARGAIN** £5R8745 Corner walls x 2 - Skaledale 'Gasworks' range (Hor) (RRP £11.99) **BARGAIN** £6R8530 Cotswold Wall Pack No.1 - Skaledale (Hor) (RRP £9.99) **BARGAIN** £5R8540 Cotswold Wall Pack No.2 - Skaledale (Hor) (RRP £9.99) **BARGAIN** £5R8541 Cotswold Wall Pack No.3 - Skaledale (Hor) (RRP £15.99) **BARGAIN** £8R8512 Double brick tunnel portals x 2 - Skaledale (Hor) (RRP £15.99) **BARGAIN** £8R8511 Double stone tunnel portal x 2 - Skaledale (Hor) (RRP £15.99) **BARGAIN** £8R8517 Glider bridge (Hor) (RRP £16.99) **BARGAIN** £8R8008 Grand suspension bridge (Hor) (RRP £18.99) **BARGAIN** £10R8544 Stone Portals Side Walls - Skaledale (Hor) (RRP £12.99) **BARGAIN** £5

Minerals, Water & Rocks

JSTREAM Feature mat - Stream / River - 1200mm x 75mm (Jav) **NEW** £3

People - civil

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

36-047 Locomotive staff x 6 (Bac) £8.46

Track - Code 100 Setrack

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

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



UK P&P £4 per order
£2 per single diecast item
£7 guaranteed Next Day delivery
 (Orders before 2pm)
O Gauge (1:43 Scale)



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

Wagons

2F-036-024 4-wheel bulk grain hopper 42314 GWR - weathered (Dap) **NEW** . . . £14
 2F-036-023 4-wheel bulk grain hopper 42315 in GWR (Dap) **NEW** . . . £13
 2F-036-029 4-wheel bulk grain hopper B885325 in BR (Dap) **NEW** . . . £13
 373-020C 46T HEA hopper in BR bauxite (Gra) **NEW** . . . £11.86



373-507A 46T HEA hopper in BR Railfreight red and grey (Gra) **NEW** . . . £11.86
 373-975B 46T POA mineral wagon in Tiger grey (Gra) **NEW** . . . £16.11
 373-976B 46T POA mineral wagon in Tiger - weathered (Gra) **NEW** . . . £16.11
 2F-071-022 7-plank open wagon "Ton Philip" 277 (Dap) **NEW** . . . £8
 2F-071-023 7-plank open wagon "Ton Philip" 277 - weathered (Dap) **NEW** . . . £9
 2F-071-038 7-plank open wagon "War Department Naval Stores" (Dap) **NEW** . . . £9
 2F-071-039 7-plank open wagon "War Department Naval Stores" - weathered (Dap) **NEW** . . . £10
 377-100B 90T GLW bogie hopper in RMC - weathered (Gra) **NEW** £29.71

Accessories

2F-028-005 Pair of 45 foot curtain sided containers - "Stobart Less Co2 Rail" - 450004-3 and 450002-2 (Dap) **NEW** . . . £13
 2F-028-006 Pair of 45 foot curtain sided containers - "Stobart Less Co2 Rail" - 450004-3 and 450002-2 - weathered (Dap) **NEW** . . . £14
 2F-028-007 Pair of 45 foot curtain sided containers - "Stobart Less Co2 Rail" - 450012-5 and 450013-0 (Dap) **NEW** . . . £13
 2F-028-008 Pair of 45 foot curtain sided containers - "Stobart Less Co2 Rail" - 450012-5 and 450013-0 - weathered (Dap) **NEW** . . . £14

Spares

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

Track - Code 80 Setrack

ST-11 Double straight track (Pec) . . . £1.50
 ST-6 Setrack left hand point insulfrog (Pec) . . . £8.50
 ST-5 Setrack right hand point insulfrog (Pec) . . . £8.50



ST-300 Starter Track Set (Pec) . . . £46

Track - Code 80 Streamline



SL-300 Pack of 25 1 yard (91.5cm) length of Wooden-Sleeper Nickel Silver Flexible track (Pec) . . . £64
 SL-300 Single (Pec) . . . £3
 SL-E395 Right hand medium point electrofrog (Pec) . . . £9

Track - Code 55 Finescale



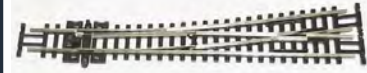
SL-300F Pack of 30 1 yard (91.5cm) length of Finescale Nickel Silver flexible Wooden Sleeper track (Pec) . . . £84
 SL-300F Single (Pec) . . . £3



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



SL-E389F Finescale left hand large point electrofrog (Pec) £11



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



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



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



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



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

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

Buses

379-592 Bristol Lodekka Bristol Omnibus (Gra) (RRP £9.95) **BARGAIN** £6
 379-502 Bristol VRT Midland General (Gra) (RRP £9.95) . . . **BARGAIN** £6
 379-561 Guy Arab 2 deck "Birmingham" (Gra) (RRP £9.95) . . . **BARGAIN** £6
 379-606 Leyland Atlantean London County (Gra) (RRP £9.95) . . . **BARGAIN** £6

Commercial vehicles

NFG007 Foden FG 8 Wheel Flatbed Blue Circle (Oxf) **NEW** . . . £5
 NFG012 Foden FG Oval Tanker Isherwoods (Oxf) **NEW** . . . £5
 NFG008 Foden FG Round Tanker John Houston (Oxf) **NEW** . . . £5

Steam locos



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



7S-010-011 Class A1X 'Terrier' 0-6-0T 32636 in BR black late crest (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-008-002 Class 08 shunter D3045 in BR blue wasp stripes (Dap) £199.95



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



4505 Class 45 'Peak' in BR early blue red bufferbeams - unnumbered (Hel). £550



4502 Class 45 'Peak' in BR green small yellow panels and green roof - unnumbered (Hel). £550



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

Wagons

7F-058-004 14-ton Type A tank wagon in Shell Motor Spirit silver (Dap) . . . £42.46
 7F-059-002 14-ton Type B tank wagon in Esso black (Dap) . . . £42.46

Man-made scenic structure - railway-related

47-042 Pack of four Lifting Jacks (Bac) **NEW** . . . £22.91
 47-560 Pack of four inside cabinets (Bac) **NEW** . . . £8.50
 47-548 Station signage set (Bac) **NEW** . . . £6.80

Track - Code 124 Bullhead Streamline



SL-700BH Box of 12 1 Yard O Gauge Flexible Nickel Silver Track (Bullhead Nickel Silver Rail) (Pec) . . . £75
 SL-700BH Single (Pec) . . . £6.50



SL-E790BH Double slip (8 degree angle). Electrofrog (Pec) . . . £85



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



SL-E791BH Right hand point bullhead rail and electrofrog (Pec) £41
 SL-725 Setrack Bullhead 2nd radius standard curve 410mm (16") radius 1020mm (40.5"). 16 make a circle (Pec) . . . £6



ST-U751 Setrack second radius Unifrog left hand point (Pec) £43



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

Cars

43AMVT001 Aston Martin V12 Vantage S Volcano Red (Oxf) **NEW** . . . £20



43RSD001 Rolls Royce Silver Dawn/Std Steel Maroon/Black (Oxf) **NEW** . . . £21

Military ground vehicles

43RL003 Land Rover 1/2 Ton Lightweight RAF (Red Arrows) (Oxf) **NEW** . . . £14

G Scale

Train sets - analogue



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

Analogue controllers



10LGB Single Track Cased Controller for G Scale (Gau) £79

Any or Multiple Scales

Analogue controllers



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



D Double/Twin track power controller (Gau) £69



Q Quadruple 4 circuit power controller (Gau) £140

Analogue point control

CDU Capacitor Discharge Unit (Gau). £11

DCC decoders



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



36-557 Pack of 5 21-pin E-Z Command 4-function 1A decoder back EMF (Bac) (RRP £92.50) . . . **BARGAIN** £70
 36-557 Single (Bac) . . . £15.73
 X9659 4-pin DCC decoder for Sentinels and Peckett locos (Hor) . . . £12



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



DCC23 6-pin 2-function 1A (2A peak) decoder (suitable for N gauge) (Gau) £24
 BPDC27 8 & 21-pin 4-function 1A (1.8A peak) small OMNI decoder (measures 231 x 27w x 10d mm) x 5 (Gau) . . . £71



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



R8249 Box of 6 8-pin 4-function 2-sided 0.5A (1A peak) decoder (Hor) £92
 R8249 Single (Hor) £16

DCR-8PIN-Direct Box of 10 8-pin compact direct 4-function 1.1Amp decoder back EMF (Hat) . . . £105
 DCR-8PIN-Direct Single (Hat) £13
 DCR-8PIN-Direct Box of 5 (Hat) £59
 DCC28 OMNI 6 Pin Decoder Harness (Gau) . . . £17.50

DCC accessory decoders

DCD-ADS8FX COBALT 8 output Accessory Decoder for all Solenoids and other point motors needing momentary power (DCC) . . . £56

DCC controllers



36-504RC Dynamis Ultima© DCC System Trial copy RailController Software (Bac) £240



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



DCC04 Prodigy "Advance 2" Wireless starter DCC controller package (Gau) £369



DCC01 Prodigy Express Package. Can be extended the DCC13 Walkaround or DCC51 Wireless (Gau) . . . £129
 524-037 SB5 Smart Booster Entry level 5A DCC system for use Power Cab controller (NCE) £150

DCC accessories

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

Point motors

DCP-CB1DIP Cobalt ip slow-action digital point motor * 1 (DCC) . . . £20



DCP-CB12DIP Cobalt ip slow-action digital point motor - pack of 12 (DCC) . . . £200
 DCP-CB6DIP Cobalt ip slow-action digital point motor - pack of 6 (DCC) . . . £105
 DCP-CB55 6 Cobalt SS surface mounted point motors controller - pack of 6 (DCC) **NEW** . . . £125
 PL-10 Point Motor (Switch Machine) (Pec) . . . £6
 PL-10 Bag of 6 (Pec) . . . £34



PL-10E Bag of 6 Point Motor Extended Pin (use PL-9) (Pec) . . £34
 PL-10E Single (Pec) . . . £6
 PM-2 Seep point motor (Gau) . . . £3.50
 PM-1 Seep point motor accessory switch (Gau) . . . £4.50
 PL-11 Side/surface mounted point motor (Pec) . . . £7.50



HAT-PM-01 Pack of 6 Solenoid point motor including pin extension and 2-way arm for use points and signals. Exclusive to Hatton's (Hat) £35
 HAT-PM-01 Single (Hat) £5.50

Switches & Levers

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

Accessories



GMC-LT Locomotive Tester for N, OO9, HO and OO scales (Gau) £270

Trees

R8944 Sycamore 75-100mm (Pack of 16) - Starter Tree Kit (Hor) (RRP £12.10) . . . **BARGAIN** £9

Track underlay

JCS18L Cork Sheet - 1/8" Thick - 24" x 36" (Jav) . . . £9

Tools

XU2175B Flexible track cutters (XURON) (Gau) . . . £15
 GM628 Mini hobby hammer - ideal for track pins (Gau) **NEW** . . £4
 GM637 Modelling Scissors - 180mm (Gau) **NEW** . . . £6
 DCM-RRAB Rolling Road - Active (Powered) Set - 6 Way - For OO, N, HO, TT Gauge - See Description (ex DCP101) (DCC) . . . £51

MALHAM

Every bit as picturesque as his 'Corwenna' layout, Phil Waterfield's entire front room is devoted to this semi-fictional Yorkshire Dales scene.



Factfile

Layout name: Malham
Scale/gauge: 4mm:1ft / OO
Size: 13.5ft x 8.5ft
Era/region: 1950s B.R. Midland region
Location: North Yorkshire
Layout type: Terminus to fiddle yard
Power/control: DC
Words: Phil Waterfield
Photography: Andy York

Phil has captured the expanse of the Yorkshire Dales with his rugged grassland, dry-stone walls and complementray backscene. A 4F departs Malham with a rake of mixed hoppers.



standing on the top of the limestone cliff looking back towards the village of Malham there is a fairly flat area that seemed suitable to host a railway terminus



The branch passenger service is most frequently entrusted to an elderly Johnson 1P 0-4-4T from a Craftsman kit is seen emerging from the fiddle yard's tunnel.

What inspires us to build model railways?

In our youth it was probably an extension of playing with our childhood toys. The classic 6 x 4 foot hardwood baseboard being perhaps the interim stage between the two. I certainly had such a baseboard with a circle of Hornby 3 rail track that lived up against

the wall in the front room when not placed across a couple of chairs for an operating session with Hornby's excellent Bristol Castle. Scenery comprised some poster-painted sawdust and a few Airfix buildings. But at least it was a start.

During the early 1960s family holidays were taken in Bournemouth and the journey down to the coast was via the Somerset and Dorset (S & D) line, and this inspired a change to two rail operation with my first branch to fiddle yard configuration with an S & D flavour. To augment the two Triang 3Fs a Hornby 8F matched with a Wills 4F kit

formed the basis of a conversion to an S & D 7F. Station buildings and a goods shed were constructed with card overlaid with stone (brick) paper. These two exercises were perhaps my first attempt at serious model building. This layout, 'Sutton Mallet', was a permanent fixture in a small 7' x 4'6" boxroom, and remained for several years.

During the mid 1960s the photography bug took hold and closure of the S & D in 1966 coincided with reading O S Nock's 'Main Lines over the Border' and a couple of railtours over the Settle and Carlisle (S & C). A few visits to the lineside, usually in typical weather, confirmed a new favourite line. The vastness of the landscape gave obvious problems to convert into a small layout, but David Jenkinson had produced several articles at the time featuring 'Marthwaite', an imaginary terminus down Dentdale and Garsdale Road. Although both these layouts would not remotely fit my available space, I set about seeking a plausible location for a new layout and some inspiration to discard Sutton Mallet.

My other interests during the next few years put inspiration on hold, and it was at Easter in 1978 when, after an absence of ten years, steam returned to the Settle and Carlisle in the form of V2 Green Arrow. The northbound trip was on Saturday with the return on Monday, giving a day off.



This was spent exploring Malham Cove and Gordale Scar. Standing on the top of the limestone cliff looking back towards the village of Malham there is a fairly flat area that seemed suitable to host a railway terminus. Upon return home a visit to study the O.S. map in the library confirmed it may have been possible to build a line to Malham from a junction in the Bell Busk area.

The old S & D layout was finally recycled to provide some timber to construct a new baseboard for a rather tiny Malham Mk 1. This time the Peco points were electrically operated and buildings were much improved, scratch-built from balsa wood and Slater's stone Plastikard. These still survive nearly 40 years on, albeit refurbished on the current layout.

This period in the 1980s was perhaps the peak of kit-building locos, certainly for me, and a Johnson 0-4-4 (Craftsman) an Ivatt tank (Ks) a 4F (Wills) and a compound (Cotswold) were all constructed and survive in operation on the current layout. Bachmann and Hornby now produce much more realistic models, of which I have quite a number, but the satisfaction of finally getting one's own built loco to run satisfactorily has been lost.

After display at a local exhibition Malham Mk 1 was set up along one wall of the bedroom, although it failed to survive a house move in 1999. The new property had a spare room and thoughts of a Dent-inspired layout were dashed when I realised an eight foot wide room just couldn't do justice to a train of more than three or four coaches. So I returned to the Malham branch scenario.

This time there was considerably more space for the terminus and an opportunity to provide more in the way of scenery and non-railway buildings. I loosely based my track plan on Hawes, on the branch from Garsdale. The basic track plan was altered to include a turntable and loco servicing facilities. I included a branch to a quarry, which partially screens the fiddle yard and provides extra traffic movements into the station to run round the wagons to and from the quarry.

My main satisfaction in modelling now comes from constructing buildings, and the extra space available gave me an opportunity to add Station Road. Here scratch-built models of Malham Post Office, the blacksmith's shop and a building imported from Horton in Ribblesdale complete perhaps my favourite part of the layout. Although a recent excursion into modelling has involved DAS clay on foamboard,

KEY DETAILS



Having been impressed with layouts at exhibitions where the trains run on an embankment, I included for the first time such a feature on Malham, including a typical Yorkshire Dales stream and waterfalls. Photos of such features are invaluable to getting the correct feel of the area. The river has a bed of granite ballast and larger stones from Malham, with an application of Woodland Scenics water. The foaming over the rocks was added with some polystyrene cement before the application of the water. A typical Dales barn and a couple of Belted Galloway cows complete the scene.

Forming the scenery was plaster bandage over polystyrene insulation with various forms of scatter, scenic materials and static grass. The longer static grass is used at the lineside but not where the sheep are grazing. It is rare to see sheep in the Dales munching on three foot high grass.

LAYOUT FOCUS



In front of the hidden fiddle yard sits the quarry sidings and loading plant which is accessed by reversal at the terminus. The structures are nicely toned with a grey patina from the inevitable limestone dust.

“after display at a local exhibition Malham Mk 1 was set up along one wall of the bedroom, although it failed to survive a house move in 1999



“scratch-built models of Malham Post Office, the Blacksmith’s shop and a building imported from Horton in Ribblesdale complete perhaps my favourite part of the layout



these buildings were all constructed using Plastikard, although the roofs are slated with paper and card slates individually applied.

The quarry building is a freelance design, but uses an American HO kit that is modified, extended and clad in Wills corrugated sheeting. Ancillary buildings are generally typical, with one based on such a structure at Langcliffe quarry.

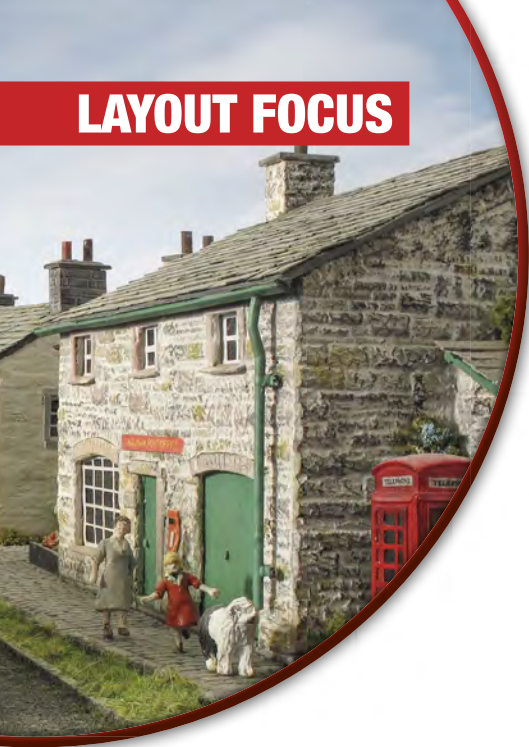
A must for any layout set in the Dales or on the S & C are the stone walls so typical of the area. My previous attempts to model these were with scribed plaster, the results were disappointing to say the least. Having observed 4mm scale walls built with real pieces of stone on the truly excellent ‘Stainmoor Summit’ layout, I had a trial run, although I was not convinced I would live long enough to complete the length of

Ex-Midland 4F No. 43924 rounds the curve over the bridge with a mixed rake of coke hoppers.





Built in local stone, this rural station befits the landscape. Passengers and cargo await collection, and Malham's famous Cove is seen in the distance.



walling I required. I decided to try a trial length using Plastikard 'stones'. These were more adhesive-friendly and I decided this was the way forward. I found a 300 mm length could be completed in an hour or so during an evening while watching the television. After a few evenings the sections were transferred to the layout and bonded together with extra stones. The wall sections were then washed with a weak coat of black and dark grey enamel. When dry, the wall was finished with grey and white matt enamels to the projecting stones with the odd touch of green to steep slopes and it is best built *in situ*.

My layout has approximately 15,000 such 'stones', but they were not all completed without significant breaks in the exercise!. Readers so inspired may need to consider that there has been a recent release in the trade of flexible stone walling, which might alleviate the considerable task of this form of tedium. Whether the results are better or worse I cannot comment, since I have not seen the product in the flesh.

In conclusion, I must admit to finding the current railway scene rather depressing, there seem to be bushes and trees everywhere, together with all the detritus left by Network Rail after re-ballasting and ancillary works. Even the Settle and Carlisle has changed in the 50 or so years I have been visiting. For example, Ais Gill Summit is barely recognisable from the end of real steam days with forestation covering the summit area where the signal box used to be. Careful research is therefore necessary before embarking on mass tree production on a pre-1970s layout. Reference to today's site visit or a scan of Google Earth should be replaced by studying appropriate photographs of the period one wishes to model.■

Locomotive Roster

| Locomotive | Manufacturer | Function |
|------------------------|-------------------|-----------------------------------|
| 1000 Midland Compound | Bachmann | Specials |
| 41157 Midland Compound | Cotswold Kit | Passenger |
| 41284 Ivatt Tank | Ks | Push Pull local |
| 41536 Deeley Shunter | Branchlines kit | Quarry shunter |
| 41708 Johnson Tank | Bachmann | Goods/shunter |
| 42073 Fairburn Tank | Bachmann | Passenger |
| 42942 Crab | Bachmann | Mixed traffic |
| 43047 Ivatt 4 | Bachmann | Mixed traffic |
| 43657 3F | Bachmann | Mixed traffic |
| 43924 4F | Bachmann | Mixed traffic |
| 44414 4F | Wills kit | Mixed traffic |
| 45562 Jubilee | Bachmann | Passenger |
| 46440 Ivatt 2 | Bachmann | Mixed traffic |
| 48744 8F | Hornby | Goods |
| 49395 Super D | Bachmann | Goods |
| 51231 Pug | Hornby | Quarry shunter |
| 58077 Johnson Tank | Craftsman Kit | Push Pull local |
| 58148 Johnson | 00 Works | Goods |
| 61138 B1 | Hornby | Specials |
| 62005 K1 | Hornby | Specials |
| DMU | Derby Lightweight | Bachmann Local Passenger |
| Hilda | Sentinel Shunter | Scratch-built body Quarry shunter |



Dry stone walls describe the undulating North Yorkshire landscape very well. Bachmann's 3F only adds to the majestic scenery.



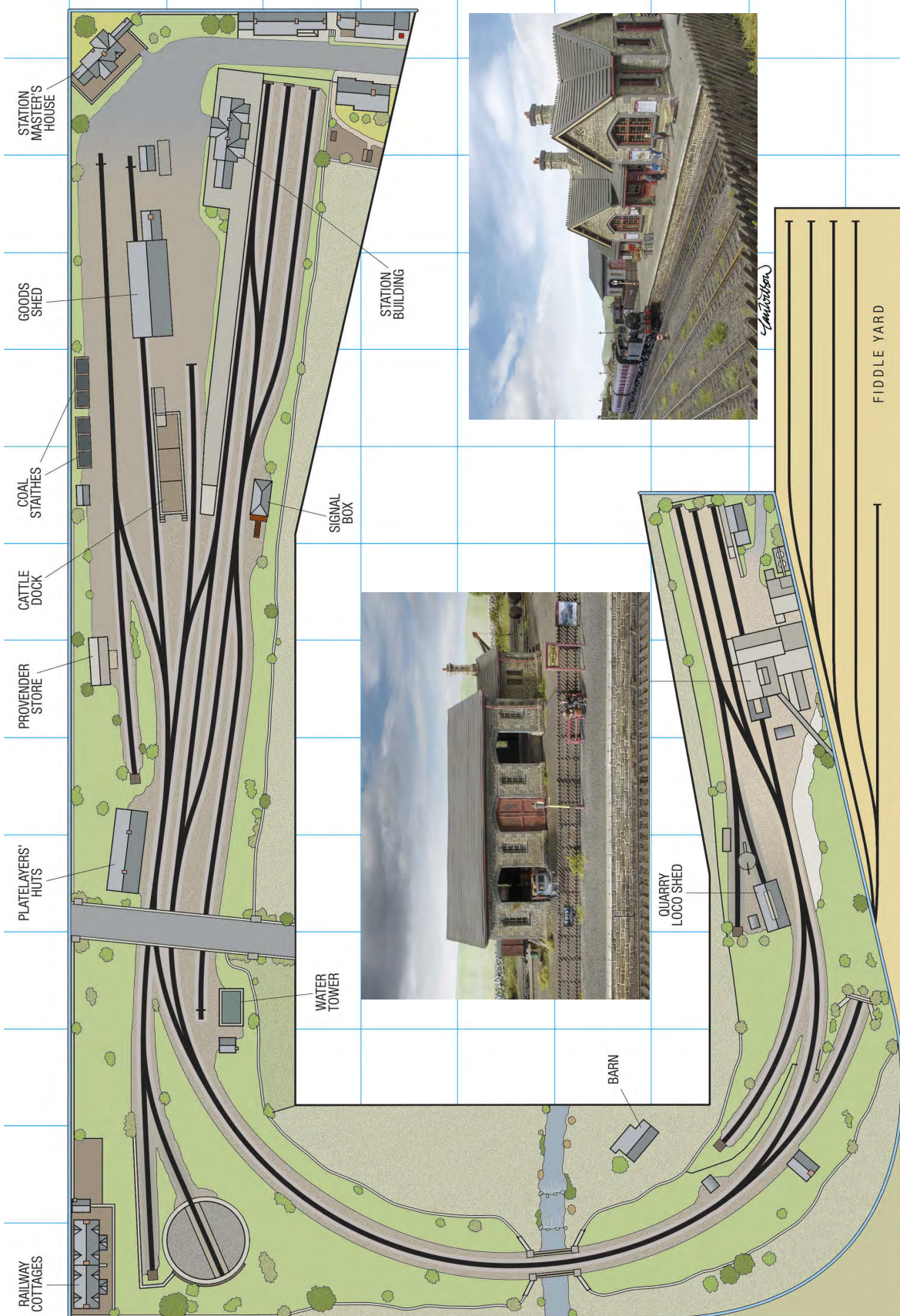
What we think...

Phil's slice of North Yorkshire has got bags of atmosphere; shades of Grassington's quarry, dry stone walls and elderly Midland engines. It's an excellent plan for a branch line terminus with goods traffic, whilst giving the opportunity to spend time on some nice scenic treatments.

Andy York, RMWeb Editor

MALHAM

00
GAUGE





In this box you'll find the airbrush, a few accessories, instructions and a cleaning brush. I'm using the tool in double-action form, but it can be converted to single-action using the supplied valve.

Get started with...

AIRBRUSHING

Is an airbrush a tool that only experts can master? Phil Parker shows that even a beginner can use it to improve their models.

Airbrushing is the modelling topic that most people consider one of the 'black arts', but it doesn't need to be viewed this way. Put simply, if you can use an aerosol, you can use an airbrush. The two work in the same way, but the airbrush offers a finer spray and more precise control.

For this tutorial, I'm using a Sparmax Max-4, which is a double-acting airbrush that is suitable for beginners and intermediate modellers. Realistically, this is going to be ideal for pretty much anything we want to do. The double-action is important, since the same trigger controls both paint and air flow. Push it down for air, or pull it back for more paint. After a few minutes messing around this all makes sense.

You will also need an air supply. Aerosol cans and bottles of gas designed for welding are options, but a compressor is better. There are plenty on the market and most will do

the job. It's worth looking at the 'duty cycle', which is the length of time the compressor can pump air before it needs to cool down. The longer the better but, unless you are working on large models, 20 minutes is great and even half of that will be OK.

Safety is also a consideration. Paint fumes are toxic so buy a suitable mask – one rated for vapour, not just dust, and always work in a well ventilated area. The painting part is easy, enamels or acrylics can be thinned and sprayed, although practise will be required to ensure the right consistency. Mix it in pots and always mix a bit more than you think you need.

Finally, don't start by attacking your latest locomotive. Dig around under second hand tables at shows for tatty wagons. There isn't a painter out there who doesn't still practise on an old model or two so they can see how the latest mix or technique will work out.

Shopping List

- airbrush • air source - compressor or can
- paint • white spirit • vapour mask • hairdryer
- old/second-hand model for practice purposes

The Basics

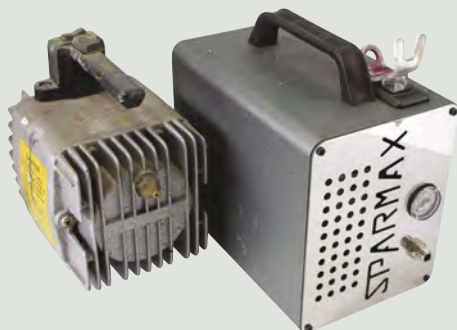
An air supply is essential. Aerosol cans of air look like an excellent idea, but I don't recommend them unless you really need to work portably. The supply doesn't last very long and the pressure supplied drops. Standing the can in warm water helps to even this out, but only a bit.



1

2»

The choice of compressors can be bewildering, so talk to other modellers and suppliers for suggestions. Here are two of mine; on the left a cheap diaphragm compressor that is noisy but effective. The other is a Sparmax unit that I've used for the last year. It's quieter, more sophisticated and does everything I'm likely to require.



3»

Some very cheap accessories you'll need are paint mixing cups (I use pound shop shot glasses), a stirrer and pipette for transferring paint thinners from big bottle to cups. That and lots and lots of kitchen towel.



4»



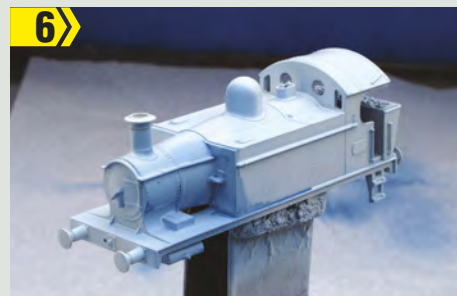
A mask stops you breathing in paint fumes. Do not rely on a dust mask, these won't stop the much finer vapour droplets. I have a spraybooth and still wear a mask. Beginners are advised to work outside using a large cardboard box as a booth, which stops the paint from going everywhere.

5»



Mix up some paint 50:50 with thinners and load some into the airbrush. Then spend time spraying bits of paper to see how more/less air and paint mixes appear. Raiding the recycling bin for old plastic packaging isn't a bad idea either to practise on odd shapes.

6»



Learning how thick to mix paint takes a bit of time. Here, there is a bit too much thinners in the mix but, as I am aiming for lots of thin coats rather than a few thicker ones, I didn't worry about this. A hairdryer speeds up the drying process and reduces the urge to lay on a thick coat.

Wagon Weathering

1»



More than anything else, I use an airbrush for weathering models. It's the only way to lay down a nice hazy colour over a surface and the results will generally look better than anything you've done before. The paints are thinned with white spirit at 75:25 thinner:paint.

2»



I start with black working from above and on the upper sides. The nozzle is held about 30cm from the model while working. If it's a warm day, the paint dries slightly before hitting the side giving a little texture to the finish. If it's cold, a hairdryer is useful between coats.

3»



Bringing the nozzle too close to the model or over-thinned paint can cause runs. A kitchen towel moist with thinners is useful to quickly remove faulty paint. Another advantage of an airbrush is shown here, painting under the walkways is much harder with a brush.



4»



I work the earth colour into the underframe by spraying from beneath. Start on one side of the wagon and bring the airbrush across making sure you go past it. Several passes may be required to build up the level of grot required. Finish with a coat of track colour. Don't worry about letting each colour dry before moving on, they can blend on the model just as in real life.

Building weathering

1»



Ready to plant buildings, such as this Scenecraft Pendon Wash house, look great. For some reason the chimney is squeaky clean, which isn't a good look at all.

5»



Adding a bit of dirt takes less than five minutes but the difference between clean and weathered wagons is huge. If you have many models, airbrushing a batch speeds things up. Being able to vary the colours adds a subtlety that can be missing from some factory weathered finishes too.

2»

Mix some black and dark grey paint, add thinners and gently spray around the chimney pot and nearby roof to add realistic soot. Build the effect up gradually depending on the area your model is set. The method works just as well on scratch-built and card kit-based models.



Track weathering

1»

Correctly thinned, you can airbrush with any paint you like. For this piece I'm using acrylic paint from the Lifecolor Rail Weathering set. While it is possible to thin these with water, a better result is obtained using the correct thinners. The paint will dry quicker than enamel and is more pleasant to use.



2»



I start with a general coat of 'Sleeper Grime', since this is supposed to be a grotty siding. Work along both sides of the track as the rail causes a clean 'shadow' to form. Pay attention to the prototype too – steam and diesel tracks get dirty very differently.

3»

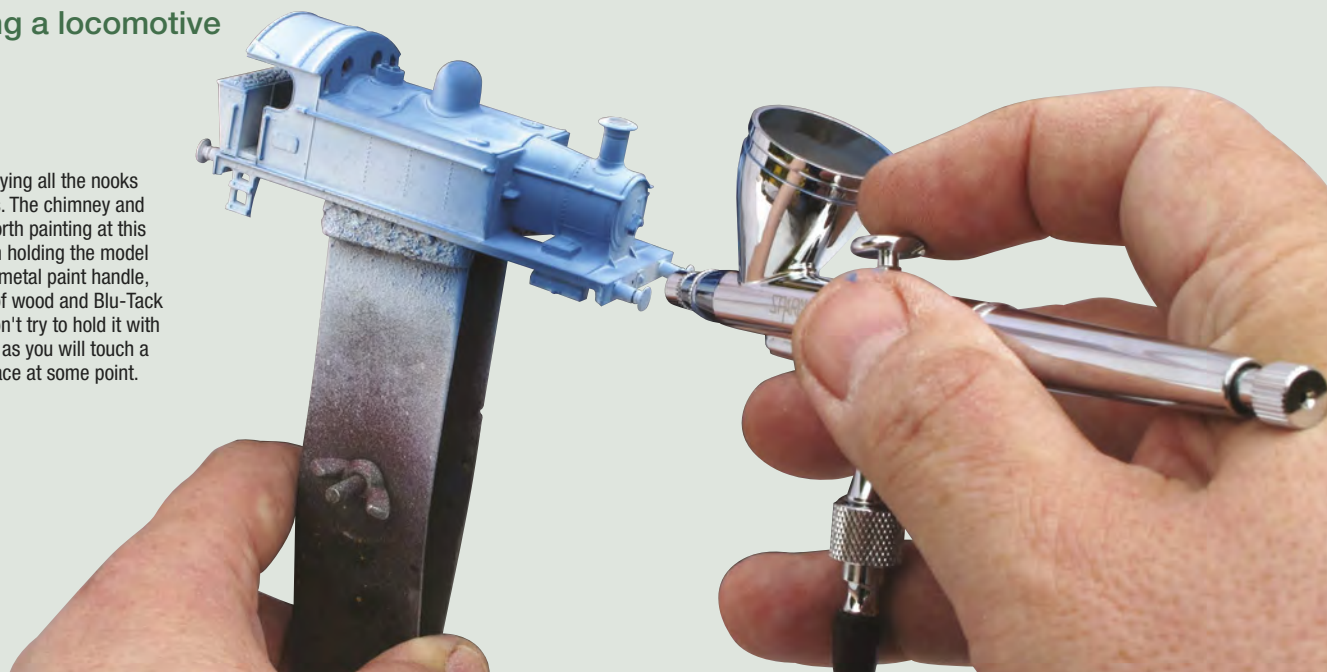


A mix of 'Weathered Black' and 'Roof dirt' is applied where a diesel loco has been standing. Once spraying has finished, rub the edge of a wooden lollypop stick along the rail tops to clean them of paint.

Painting a locomotive

1»

Start by spraying all the nooks and crannies. The chimney and dome are worth painting at this point too. I'm holding the model on a sprung metal paint handle, but a piece of wood and Blu-Tack will work. Don't try to hold it with your fingers, as you will touch a painted surface at some point.



2»



Cover the sides by starting the paint with the spray past one end of the model. Bring it along at a constant pace until you pass the other end. Repeat until the coverage is complete. Remember, many thin coats are better than a single thick one.

Cleaning up



One essential chore is cleaning the airbrush after use. The paint is sprayed through a hole less than half a millimetre across, so if any is allowed to dry inside, it gums things up. Start by running the appropriate thinners through the airbrush until it comes out clear. Then repeat using airbrush cleaner. Put a cloth over the end to bubble the cleaner a little as part of the process. If things do gum up, the tool can be taken apart following the instructions and cleaned with cellulose thinners.

3»



With a little practice, a good quality paint finish is within the reach of everyone. More complicated liveries are harder, but by this point you'll need some of the many books available on the subject.

“don't attack your newest locomotive first. Dig around under second hand tables at shows for tatty wagons. There isn't a painter out there who doesn't still practise on an old model or two

INBOX

Q&A
LETTERS
PROJECTS

STILL CREATING AT 87

The oldest member of Neepsend MRS (Don Woolhouse, aged 87) is a layout builder, not a layout operator. It was agreed that Don could build a layout of his own while we used a completed layout. Don decided it would portray steam and early diesel stock. All the locomotives have sound and working lights. There is a town with a station along with goods yard, a loco shed, and milk depot. Street, yard, station and signal box lights are also included. There are two rural stations with goods yards and a gradient to a branch station over a small fiddle yard serving a colliery. There is also a harbor scene with boats and a steam loco depot with working turntable. The layout is operated using Lenz DCC with Peco code 100 track. It has taken Don three years to lovingly build at his own expense.

David Walker, Neepsend



HAPPY FAMILIES

Here is a photo, taken by my long-suffering wife, of myself with our two boys, enjoying the fabulous prizes supplied to us by BRM for winning an online magazine competition. Oscar, aged 11, and Louis, aged nine are now badgering me to build a larger layout so that we can make good use of the new locomotives and rolling stock. A house move is going to be the only way to achieve this, but it will be worth it to play trains!

Alex Fishpool, via email



FIGURATIVELY SPEAKING

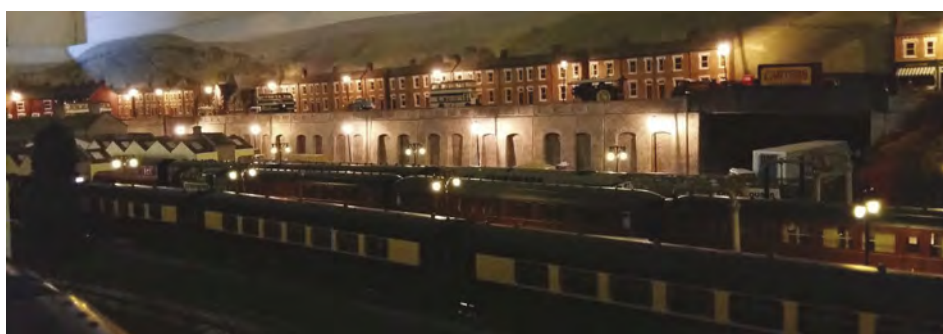
Just to say how much I enjoyed Richard Rose's article on figure painting in the July 2017 issue of BRM. I have often seen amazing layouts let down by figures that look like extras from the old 'Cravendale' TV Adverts. As somebody who has a keen interest in both model railways and wargaming, I'm amazed how these two hobbies seem to live in separate silos, and how ideas/products are developed in one hobby that have been available in the other for some time. Conversely, I have seen many wargame tables at shows with great figures, buildings and terrain that are equal to any layout, that are spoiled for me by a track bed and trains set out as a crude afterthought. I find this odd, especially if the train is playing a key role in the game.

David Knight, Haverhill





Don's layout already looks great, but is even more atmospheric after dark.



Jonathan wasn't able to do any modelling while he was with us, but his layout seems to have been keeping him busy.



A snapshot of Jonathan's collection...

WORK EXPERIENCE

Model Railways has been a passion since the age of eight, when I received my first Hornby train set. Now at university my time 'playing with trains' has been drastically reduced while I try to complete my History with Journalism course. Having just completed my second year, I knew it was time to look for work experience.

After some correspondence with **BRM**, I was kindly offered a week's work experience. Luckily these dates coincided with my summer break, so I snapped up the opportunity. Being based in Kent, the issue of where to stay needed to be resolved.

A B&B was found, although the 40-minute walk to the offices was somewhat daunting.

My experience was a great. Not only was I able to learn from the team, but I was given the opportunity to contribute too. I'd like to thank everyone at **BRM** for making it such a useful and interesting time. Hopefully I'll return in the future.

Jonathan Loughlin, Chislehurst

INBOX

Q&A
LETTERS
PROJECTS

KEEP IN TOUCH

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



A splendid rendition of a plainly popular pub, and all the better if it has inspired a larger layout. Is anybody else feeling thirsty?

DOWN THE PUB

'The Trackside' is my local bar that is on Platform two of Bolton Street Station, on the East Lancashire Railway in Bury. Being a regular I got to know, in advance, all the changes that were planned for my local. Being a model railway fanatic, making a model of how it was in years gone by was a no-brainer. Most of my model is 4mm and 2mm card covered in brick papers, with candyfloss sticks as supports. The stonework was created using balsa wood and coffee stirrers. The interior is lit with yellow and white LEDs along with exterior lights by TrainSave. Platform signs were photographed and reduced to scale by my friend Lee Giles. Hand painting all 66 people and 62 barrels was fun. When I showed my creation to the locals I was questioned when was I going to build the rest of the station? So, I've started on it as a working layout.

Keith Young, via email

STAR LETTER

Wins a year's subscription to BRM!



DRESSED PROPERLY

The huge photographs on pages 22 and 23 of the July issue of BRM ('Duffield') is very well photographed, but I would question whether it does the layout operators or BRM any favours. The locomotive that is front and centre of the picture has no lamps or vacuum pipes. Therefore, two holes in the buffer beam, no screw coupling and part of a tension lock coupling is on display. On the other hand the Britannia on the front cover of this issue has been properly dressed.

Ian Porter, via email

NAPIER NOISE

I glanced through one or two BRMs at our club HHMRS and was pleasantly surprised to find a magazine that covered a broad spectrum. I am now a subscriber, and thought the June issue was great. The blue Deltic featured was a regular visitor to Liverpool Lime Street - my friend and I were totally in awe of it when we saw and heard it with two plumes of exhaust. Keep up the good work!

William Dykes, via email

WEATHERING WOES

I would like to add further comment on your theme of model railway scenery that featured in Inbox in BRM June. I am a total convert to weathering stock, buildings and indeed all the elements of the scenery. Being an N Gauge enthusiast I find that the colours straight from the tin are too dense, so I try to de-saturate them by using a 'control colour', usually a neutral shade such as cream or light grey. When using this method it harmonises the overall effect and achieves a natural look that is more in keeping with the scale of the model.

Richard Boden, Lincolnshire



There's nothing like a good coat of grime.
Keep up the weathering work, Richard.



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LAYOUT FOCUS

LLAWRYGLYN

Richard Loydall's fondness for Cambrian Railways led him to create this scenic tribute, set shortly before the outbreak of WW1.



Factfile

Layout name: Llawryglyn
Scale/gauge: 4mm scale, EM gauge
Size: 15ft x 3ft (including fiddle yards)
Era/region: Cambrian Railways c. 1910-1912
Location: Mid-Wales
Layout type: End to end
Power/control: DC
Words: Richard Loydall
Photography: Tony Wright

“the station building and simple gravel platform, plus the sheep pen and open lever frame, are all based on ones found on the Tanat Valley line between Oswestry and Llangynog



A busy scene as ex-Metropolitan Railway tank locomotive No. 2 pauses for water while shunting the goods yard at Llawryglyn.

Today's traveller on the Cambrian line between Shrewsbury, Aberystwyth and the Welsh coast may, as they pass Caersws station, catch a glimpse of a very small platform and an adjacent engine shed a little off the main line. This was the station for the erstwhile Van Railway, which ran from Caersws to the lead mines at Van, some five miles away. Opened in 1871, it provided an outlet for the lead ore being produced by the mine, and a means by which various supplies could be brought in. A passenger service also operated briefly from 1871, but that service ceased in 1879.

Mining riches

At its height, the Van mine was considered to be a source of vast wealth, with shares trading at one point at £84 each – a huge price that is the equivalent of about £9,000 today. The success of the Van mine, and the prospect of further discoveries in the area, inevitably attracted various other explorers, with around ten other mining companies operating locally in the 1870s. The New North Van Mining Company was established in 1872 near Llawryglyn, but sadly failed to emulate the success of its larger neighbour, and ceased to trade in 1873. However, in my version of history, it did prosper for a time, and looked to establish its own rail connection, which was then operated by the Cambrian Railways Co. This latter line would have left the Van Railway in the vicinity of Red House siding, run past the small village of Trefeglywys, and then followed the valley of the River Trannon to Llawryglyn, with a short mineral extension to the mine itself. My model is therefore based on a Cambrian practice in the years prior to World War I, when the Cambrian (which was never a well-off concern) was probably at its most successful.

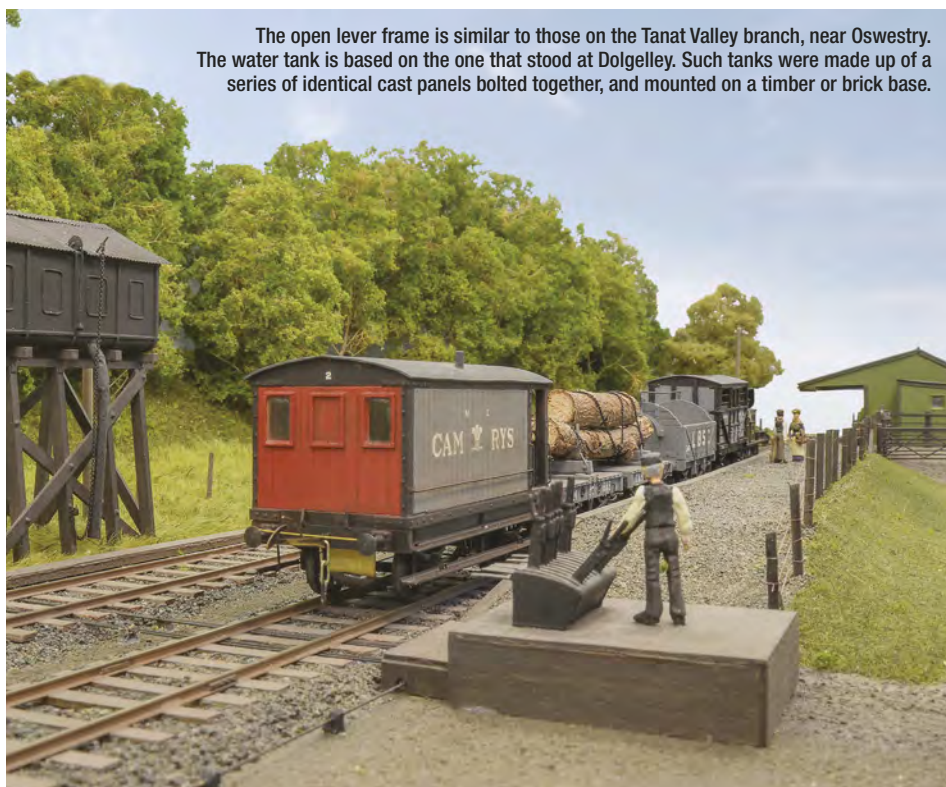
Creating landscapes

Had the line been built, there is a suitable site for a station in the heart of the village, bounded on one side by the infant River Trannon and with an area of woodland on the far bank of the river. I have tried to reflect this in my model, with the river and trees forming a backscene that helps to frame the model. The trees are made from sea moss plants (sometimes sold as a 'forest in a box'). The plants were sprayed with a brown/grey mixture first, to tone down their natural colour, then given a good coat of spraymount aerosol adhesive, followed

Cambrian No. 25 (built by Manning Wardle and previously owned by the Van Railway) is dwarfed by the adjacent cattle wagon as the train guard supervises activity.



The open lever frame is similar to those on the Tanat Valley branch, near Oswestry. The water tank is based on the one that stood at Dolgelley. Such tanks were made up of a series of identical cast panels bolted together, and mounted on a timber or brick base.





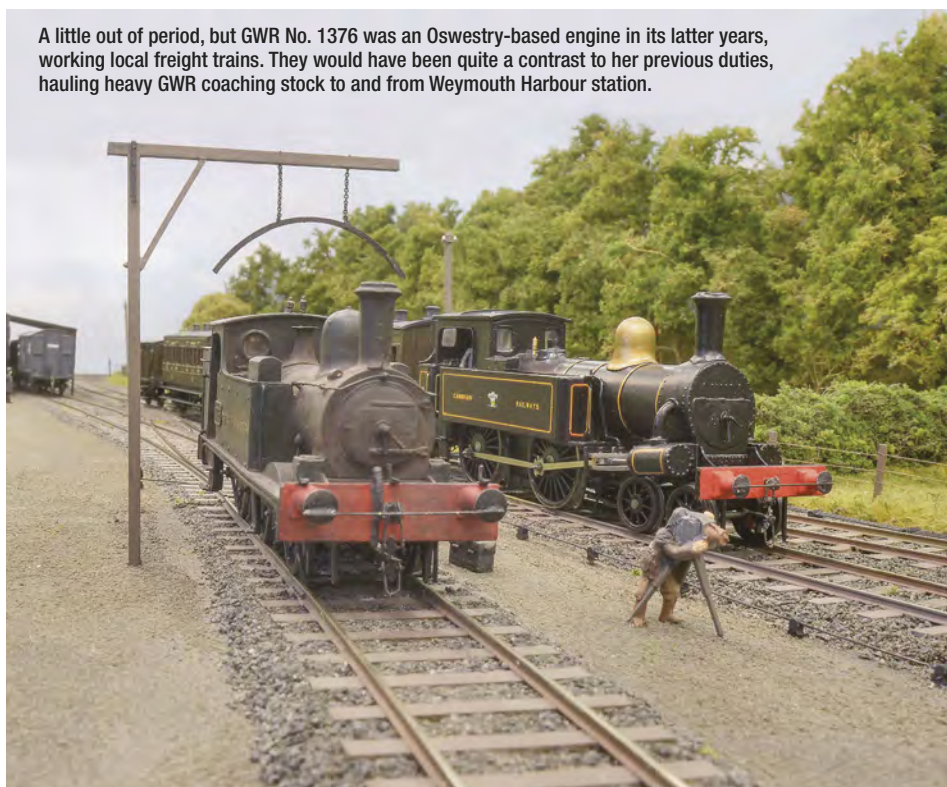
by Woodland Scenics coarse flock powder. A light coating of firm hold hair spray then helps to secure the 'foliage' in place. Grouped together, the plants hopefully give the impression of a fairly dense woodland. They also help to soften the divide between land and sky, and a number of people have commented on how effective they are as a backdrop to the layout.

Although very hard to spot, the track plan of the layout is based on one that appeared in a book called 'An approach to model railway layout design - finescale in small spaces' by Iain Rice and published by Wild Swan. The original plan had many more features in it (a dairy, a corn mill and more sidings), but as I started to see it in my mind's eye, things started to feel a bit overcrowded for what was and is a relatively rural and sparsely populated area. Consequently, things got pruned back to create a feeling of spaciousness. The layout has also been a fair time in the planning, with the baseboards and some of the buildings built quite a few years ago, but stored until the time-space equation finally allowed work to start on what is actually the first layout I've built. Both the original plan and the layout as built have a curved front to the scenic section, which has helped to give a little more space for scenery at the front of the layout.

Trackwork and control

Construction of the layout is pretty conventional and it operates using 12 V DC through a hand-held controller made by AMR. The track is built using copper-clad sleeper strips and small section flat bottom rail, and hopefully captures the character of a lightly laid branch line, with poor quality ballast that the Cambrian obtained from the waste material produced by the Van mine. I also decided to build points with interlaced sleepers rather than more conventional long timbers. I gather that long point timbers were quite expensive, so the more financially-challenged railways sometimes resorted to using ordinary sleepers for their pointwork instead. Tracklaying took quite some time to get right, and in particular to try and capture the flowing nature of real trackwork. One tip I picked up from a magazine article was to place a small mirror on the track when tracklaying and look at the reflection of the track in the mirror, rather than at the track itself. It's surprising what the mirror shows in terms of small irregularities.

A little out of period, but GWR No. 1376 was an Oswestry-based engine in its latter years, working local freight trains. They would have been quite a contrast to her previous duties, hauling heavy GWR coaching stock to and from Weymouth Harbour station.





Nasmyth, Wilson & Co 0-4-4 tank loco No. 7 is a little far from home, as it was one of six built for the Wrexham and Ellesmere Railway, which was operated by the Cambrian from its opening in 1895. No. 1376 pauses between shunting duties.



Buildings and scenery

The surrounding scenery is based on expanded aluminium mesh covered with plaster bandage, and the grass is made from teddy bear fur. This was shaved to length with electric hair clippers, then coloured with oil-based enamel paint heavily thinned with white spirit (Precision Paints LNER Doncaster Green gives a nice shade to start with). Small changes in colour can then be made by lightly over-spraying some areas with Humbrol acrylic green paints. Adding hedges, weeds and other foliage helps to bring the grass to life; but there are still a few more details that I'd like to add, such as a few meadow flowers, thistles and other plants.

Fellow Cambrian modellers may recognise some of the buildings and other features on the layout. The station building and simple gravel platform, plus the sheep pen and the open lever frame, are all based on ones found on the Tanat Valley line between Oswestry and Llangynog.

LIKE THIS?

The Welsh Railways Research Circle is a useful source of information. More details can be found at www.wrrc.org.uk

**EM
GAUGE**

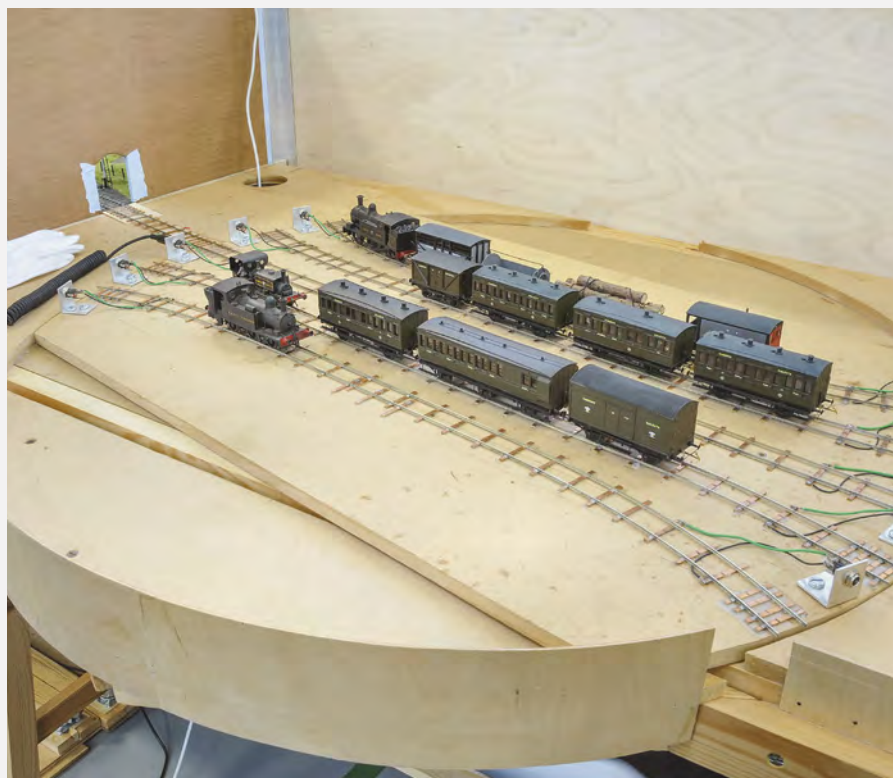
Metropolitan Tank No. 2 again, as its driver waits for the stationmaster to set the road. The lightly-laid track, with flat bottom rail spiked to the sleepers, and poor-quality ballast obtained from mining waste, is worthy of note.



The late Mike Lloyd's book on the Tanat Valley Light Railway, published by Wild Swan, contains numerous photographs and plans of structures, locomotives and rolling stock, and provided much inspiration. The goods shed is modelled on the one at Dinas Mawddwy, near Machynlleth, and is based on measurements taken of the original building. Its corrugated iron construction provides an interesting contrast to the other buildings. Finally, the smithy is a model of the real smithy at Llawryglyn. This was secured by the Museum of Welsh Life at St. Fagans, Cardiff in the early 1970s, and subsequently rebuilt there. Consequently, it can readily be examined at leisure. The museum also kindly let me have some plans of the building, which were used to construct a shell from thin ply that was then covered with Das modelling clay and scribed to give the appearance of its stone construction. It would be quite nice to add an interior to the building at some point.

KEY DETAILS Fiddle yard

Most of the trains on the layout are relatively short in length (as they are limited to the space available in the run round loop). Consequently, a simple turntable fiddle yard allows an entire train to be turned around; and avoids the risk of damage to engines in particular when lifting them off the track to put them on the other end of the train. The 'table' is from a piece of ½" thick MDF board about 4' x 2', with a circular piece cut out of the middle of it, and mounted on a frame of 2" x 1" timber. The table itself sits on a sheet of thin MDF board, which allows the table to rotate, but not very freely, so it will tend to stay put unless it deliberately moved round. Alignment is done by eye. Electrical connection to the desired road is via a curly cable that came from a mobile phone car charger, and which plugs into a series of identical sockets that are mounted on small L-shaped brackets and wired to each particular track. The small curved piece nearest the camera, with the raised 'fence', detaches for transport and is intended to stop anything rolling off if the table is turned to access one of the outer tracks.



The other job outstanding is to add a little weathering to the slate roof, but this isn't something I've mastered yet.

Sourcing stock

It's fair to say that the pre-grouping Cambrian isn't well served by the ready-to-run manufacturers, so kit and scratch-building has been the order of the day for locomotives and rolling stock. That said, if Hornby or Bachmann were looking for a possible new prototype to model, they could do worse than consider a Cambrian 0-6-0 Jones Goods tender locomotive – about the same size as a Dean Goods, many were taken on by the GWR at the grouping, and quite a few lasted into BR days. It would look lovely in Cambrian lined black livery.

No. 25, the small Manning Wardle 0-6-0

tank locomotive, represents one of the two locomotives originally supplied to the Van Railway and subsequently acquired by the Cambrian when it took the line over in 1896. It was built from an old Peter K etched-brass kit.

The ex-Metropolitan Railway 4-4-0T would in reality have been a little too heavy for a line such as the Van Railway, but is an example of one of the locomotives acquired at a bargain price by the Cambrian in 1905 following the electrification of the Met's underground lines. It has never been clear why the Cambrian bought them, as their weight made them unsuitable for the company's lightly laid branch lines, while their limited coal and water capacity meant that they weren't really suitable for longer distance main line traffic either. They ended



LAYOUT FOCUS

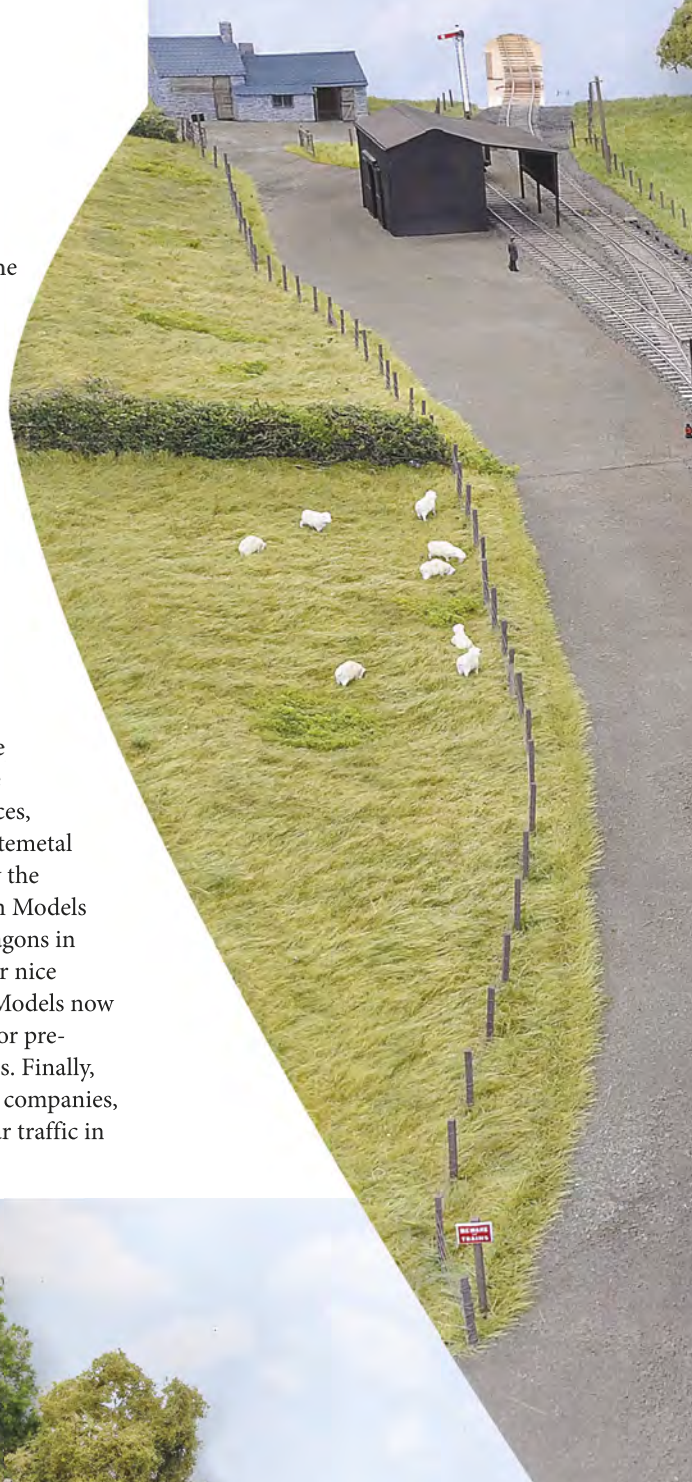
up doing short distance passenger and goods workings and local yard shunting duties. The model was built from the old K's whitmetal kit, with a compensated chassis based on Alan Gibson milled brass frames.

One locomotive has recently been completed, which is a model of a Sharp Stewart 0-6-0. The Cambrian had a number of them, and two were supplied to the neighbouring Mid Wales Railway in 1873. My model is of Mid Wales Railway No. 9, in original condition with an open cab. This was 'interesting' to build, shall we say, because the producer of the kit never wrote any assembly instructions for it. The open cab also needed two footplate crew on-board. A suitable cast whitmetal driver took up a lot of space on the footplate, so I needed a fireman that was fairly compact. I couldn't find one that seemed to fit the bill, so I ended up having myself scanned and 3-D printed by Alan Buttler of Modelu3D.co.uk, who did a fine job. I can now appear on my own layout.

A small GWR locomotive sometimes puts in an appearance as well. This is No. 1376, one of two 0-6-0T locomotives built by the Bristol & Exeter Railway for use on the Culm Valley Light Railway in Devon. Having been acquired by the GWR, they were rebuilt and put to work hauling boat trains on the

Weymouth Harbour tramway. No. 1376 was transferred to Oswestry in 1927, and saw out the last of its days on local workings there. The model is based on an old Mainline LNER J72, with an extended bunker and a few other minor additions to the body, plus an etched brass chassis kit from Perseverance.

Coaching stock is mainly constructed from Ratio GWR and Midland Railway plastic coach sides, cut up and re-assembled. With the addition of new scratch-built ends and underframes, they produce some reasonably accurate models. The wagons come from various sources, including the small range of whitmetal kits produced many years ago by the Model Wagon Company. Dragon Models also produce some Cambrian wagons in etched brass, including the rather nice timber trucks; while Cambrian Models now produce a couple of plastic kits for pre-grouping Cambrian open wagons. Finally, the Cambrian (like most railway companies, in more rural areas) had a regular traffic in livestock, especially sheep.



The station building and adjacent sheep pen are closely based on those at Llanygynog on the Tanat Valley line; except that the real station building was clad in corrugated iron rather than timber. A couple of Tiny Signs railway posters add a small splash of colour to the building.



A bird's eye view of the layout, looking west in the direction of Caersws. Llawryglyn smithy can be seen in the distance, and the infant River Trannon is on the right of the scene.



The photographer adjusts his camera as a short passenger train departs from Llawryglyn. He and his bag mark where uncoupling magnets are placed under their respective lines to operate the Sprat & Winkle couplings on the rolling stock.



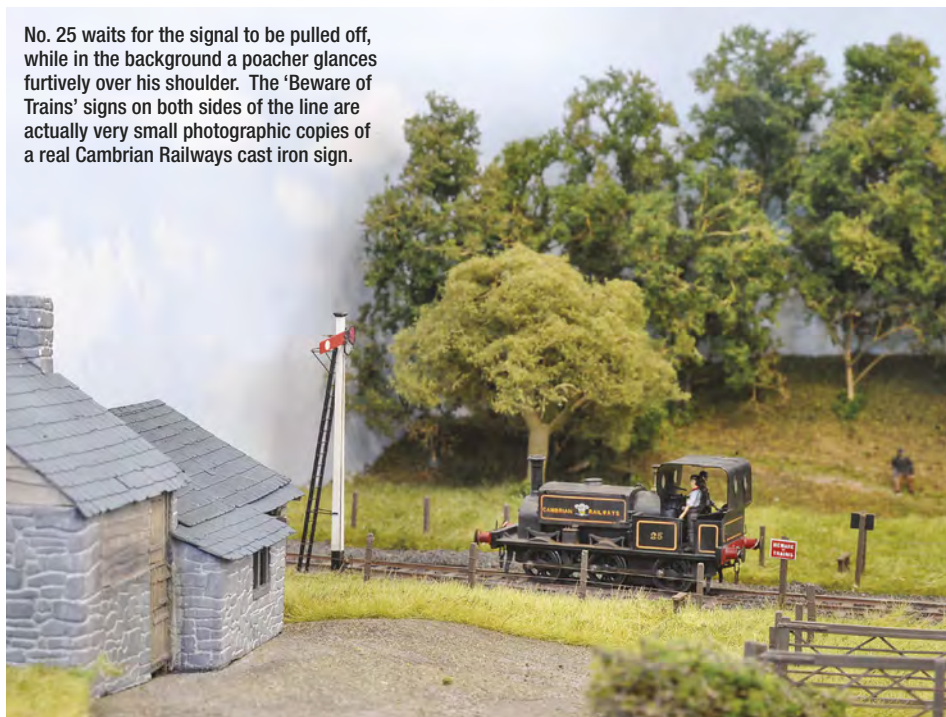
Looking east towards the mineral railway extension leading to the mine, with the corrugated iron goods shed in the foreground. The backscene of trees helps to soften the line where the ground beyond the river meets the sky.

Uniquely, it also had a wagon for the conveyance of dragons, which has been modelled complete with a suitable load and a smoke unit for additional realism. Quite a few children seem to like it, as well as a number of adults.

I think it was the late Peter Denny (the builder of 'Buckingham Great Central') who said that as long as everything on a layout was to a similar standard, nothing would look out of place in the scene we are trying to create. I've tried to keep a consistent standard across the various parts of the layout, and I'm very pleased with the way it has turned out. A number of people have commented on the feeling of space; and the track plan, while simple, is actually sufficient to make operating quite interesting.

As to any future plans, like most modellers, I have various kits in the cupboard waiting to be built; including one for a certain small green engine called 'Ivor'. I've almost finished a model of a Cambrian Railways motor bus, the prototype of which ran between Pwllheli and Nevin in the early 1900s. I'm slowly researching the history of the first station at Pwllheli, which closed in 1909 when the line was extended across the harbour to the station we know today. A model of that earlier station would be nice to build. In the meantime, the bus may appear on Llawryglyn from time to time, possibly as an early example of a rail replacement bus service. ■

No. 25 waits for the signal to be pulled off, while in the background a poacher glances furtively over his shoulder. The 'Beware of Trains' signs on both sides of the line are actually very small photographic copies of a real Cambrian Railways cast iron sign.



Meet the modeller

My interest in all things Cambrian goes back to childhood and family holidays spent at Llwyrngwil, near Barmouth. We regularly travelled up and down the Cambrian coast on the train, so I got to know the line and the area quite well. A little while later, the late CC Green published his Cambrian Railways Album, which covered the pre-grouping Cambrian in great detail; and a fair bit of my saved-up pocket money was spent on a copy. Very slowly, I started to build the odd wagon from a plastic kit, or buy a locomotive kit that might be useful for a pre-grouping Cambrian layout at some point in the future. More recently, my parents lived not far from the real Llawryglyn for some years, so I also got to know that area quite well, which then gave me the idea for the layout's location.

BR Class 24 diesel

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With thanks to Paul James (Photo), Greg Brookes (Locos) and Kier Hardy (Layout). Models have been renumbered, modified and weathered. Exhaust is Photo-shopped.



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Fit a...

DCC SOUND DECODER

DCC convert Michael Russell installs a Rails Exclusive sound upgrade kit into a ViTrains Class 47 diesel.

Shopping List

RAIL EXCLUSIVE

Zimo Class 47 sound kit for ViTrains model: £99.00
(Similar version is available for Bachmann model at same price).
ZIMO SC68 Stay-alive super-capacitor £22.00
ZIMO LS26x20x08 3D-speaker £11.00
(other sizes available)
www.railexclusive.com

Many modellers are put off retrofitting their locomotives with sound because they're concerned that a great deal of work will be required, however, that doesn't always have to be the case. Rail Exclusive provides sound upgrade kits for the common Class 47 diesel to make the process simple. In this instance, I'm using the pack designed for the ViTrains model. Don't be concerned if your locomotive is super-detailed and delicate, because it is incredibly easy to carry out this 'plug and play' upgrade and you hardly need to use any force or tools. It really doesn't get any easier!

Zimo sound decoders are available with a range of steam, diesel and electric sound projects pre-loaded. Check out official retailers like Digitrains and Coastal DCC who have their own sound libraries and can offer model-specific advice.

These kits make updating locomotives easy and are good value for money when you consider the features and quality of components. There's a level of flexibility if you stray from the basic kit. I particularly like the Zimo MX-645 decoder because it has a 'stay alive' capability and a 'smart stop' algorithm. If you stop on a dead section, the locomotive automatically moves a small amount to ensure its subsequent restart is trouble free – that's a feature worth having! ■

What is 'stay alive'?

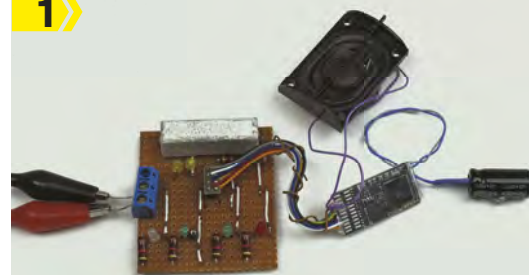
No matter how meticulous you are at cleaning, at some point a locomotive will suffer from a poor electrical contact with the track. The jerky running or stopping that this causes is bad enough, but for a sound-fitted locomotive this is even more problematic because the power interruption can cause the sound to restart. A capacitor fitted to the decoder eases this problem by supplying power until the locomotive reaches a clean piece of track. However, most decoders don't have this capability and need extra components fitted. Capacitors can be quite bulky too.

Modifications

If you have a locomotive for which a kit isn't available, or you wish to modify your locomotive further, there are options. If you're short on space, move the speaker to another location, for example, the battery box/fuel tank. Rail Exclusive can supply an optimised 3-D speaker for this, available in different sizes, such as the Zimo LS26x20x08.



1»



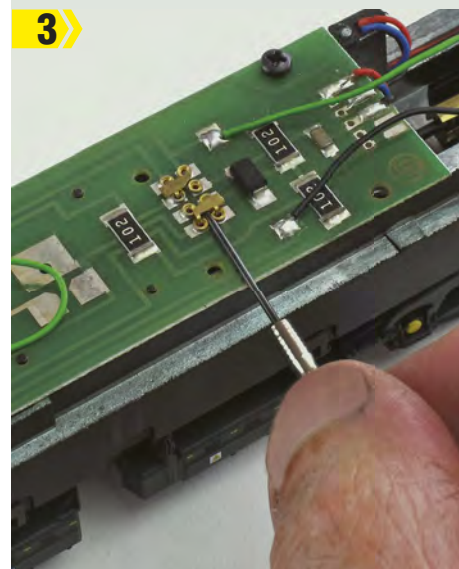
First, test the locomotive on a DC supply to ensure that it runs correctly. You may also like to test the decoder on its own too. Some modellers use an old locomotive for this purpose, but I have built my own tester on a circuit board.

2»



To remove the body turn the locomotive upside down. Place your thumb under the body between the battery box and fuel tank and gently pull out and push up. You will hear the tabs disengage. Now turn the locomotive around and repeat for the other side. You need little force for this procedure.

3»



Two tabs are fitted in the decoder socket for DC operation. Gently lever both of these out using a small jeweller's flat-bladed screwdriver.

4»



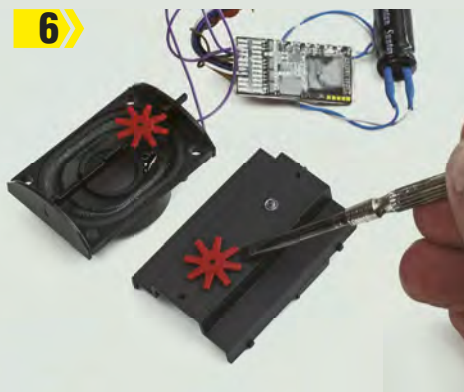
The speaker fits under the fans in the model. First, identify at which end of the body these are present.

5»



Now turn the body over. Apply gentle outward pressure to the body sides at the appropriate end and the four tabs holding the fan housing will disengage allowing you to lift it out.

6»



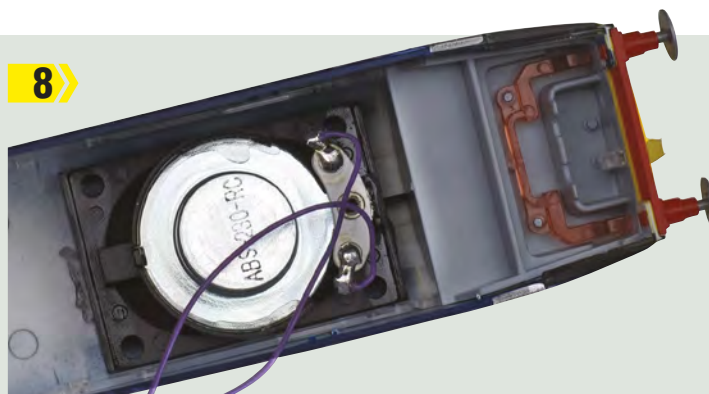
Prise the fans off the fan housing – be careful as they are glued in place and may suddenly spring off. Push them into position on the speaker enclosure and hold in place with a little dab of superglue.

7»



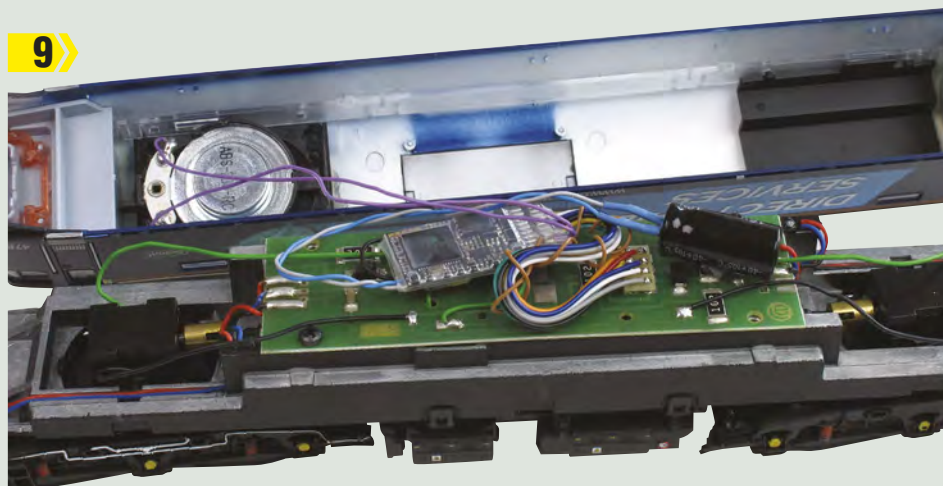
If the tab comes away with the fan, open up the hole again using a 1.2mm drill.

8»



Glue the speaker in place using high tack PVA glue. To get the spacing correct, place the protruding tab on the end of the enclosure right up against the cab bulkhead. Look from the outside to check that the fans are lined up correctly. Leave to dry.

9»



At this stage, ensure that the body is in the correct orientation to the chassis by comparing the underframe detail to the position of the fans by consulting the Rail Exclusive certificate picture. Plug the decoder lead into the socket – the picture shows the correct orientation for pin 1. Attach the decoder and the capacitor to the circuit board using the double-sided adhesive foam pad provided. Now place the body back on ensuring that you don't trap any of the wiring between the body and chassis. The body will snap back into place with very gentle downward pressure.

10»



Place your locomotive on a programming track. Now check that you get reading 3 on CVs 17/18 (the decoder uses extended addressing). I recommend that you change the address before you use the locomotive on your layout.



Factfile

Layout name: Lomond Street
Scale/Gauge: 16.5mm/00 gauge
Size including fiddle yards: 8ft by 2ft 6in
Era/Region: 1980s Blue diesel/Scottish region
Layout type: Fictitious Glasgow Motive
Power Depot
Power/Control: Lenz DCC
Words: Nick Skelton
Photography: Andy York

LOMOND STREET

Nick Skelton's compact layout imagines a fictional 1980s Scottish diesel depot. In all other respects, this grimy industrial scene is remarkably true to life.



The muted cityscape backscene expands the compact layout with great renditions of electricity pylons and gasometers with characteristic rust-streaking on the lower levels which collapsed inside each other. The paraphernalia of a small refuelling point adds plenty of interest.

I went fictional, imagining that a fire at the depot had rendered it temporarily inoperable; the management having decided to reopen an imaginary ex-North British Railway steam shed

In the early 1980s I was fortunate to indulge in three Freedom of Scotland weekly tickets.

Careful planning allowed the use of overnight sleeper trains, within Scotland for accommodation, even if after only a brief period in bed you were turned out of the stock at an unearthly hours and sometimes at remote locations.

The final trip was the most enjoyable. The new Mk. 3 sleepers had been introduced and offered at a bargain price of £1 per night. This, coupled with the fact that the Scottish Class 37 had no electric train heat, meant the sleeper was accompanied by one of the Ethel converted Class 25 Train Heating Units.

I will always remember sticking my head out of the window of the Fort William 'beds' into the damp early morning; Scottish air just above Garelochhead, and hearing the Eastfield allocated class 37/0 being thrashed within an inch of its life and slipping repeatedly on the damp rails.

From these memories and many others was born my Scottish Diesel depot, the fictitious Lomond Street. The name was chosen as after consulting a map of the area surrounding Eastfield Depot, Glasgow. Lomond Street was in close proximity, and the name had the desired Scottish flavour.

I did consider a model of Eastfield, and have seen a well-rendered diorama of the depot. Photographs, however, showed the buildings to be a drab clad monolith with little character, so I went fictional, imagining that a fire at the depot had rendered it temporarily inoperable; the management having decided to reopen an imaginary ex-North British Railway steam shed.

Not only were the West Highland locomotives to be temporarily shedded at Lomond Street, there was also the 75 ton breakdown crane, the Divisional Manager's saloon and Ethel to be accommodated.

Being a member of Scarborough and District Railway Modellers, I also owed the club a layout for the support I had received in building my previous layout, Rumbling Bridge. Within the Club were baseboards constructed for a failed project of mine, Kyle of Lochalsh, I decided to utilise two of the boards making a layout of 8' by 2'6". I also wanted to demonstrate to some new club members that layouts can be constructed quickly, provided there is adequate planning and commitment. The Committee assisted me greatly in this by approving the plan I



Long-disappeared brands such as Fine Fare take us straight back to the 1980s, as 37012 'Loch Rannoch' enters the scene from the fiddle yard.

KEY DETAILS

Scenery

The contours are formed of polystyrene covered in plaster bandage and painted. A tip is to use PVA glue instead of water when preparing the bandage, as this provides a very robust surface.

I tried to replicate an area of standing water using clear varnish painted over a dark background. Grass is of the static variety and is supplied by Green Scenes.

I have attempted to add a bit of life using Dart Castings figures painted by another club member, Geoff Britton. There are train spotters sat on the wall, a crowd around the burger van in the street and a dog disgracing itself. The Shed Foreman is taking a few moments out of his busy day to walk his dog – what else but a West Highland terrier!

The backscene buildings are scratch-built from card and plastic, as are the depot fuel tanks, although the fueling point is a Knightwing kit. The Shed itself is built from plywood covered in embossed plastic. The roof has Plastikard slates, individually applied. The elegant bow top windows are from York Modelmakers. The front shed wall has fictionally suffered subsidence, a timber buttress is provided.





the layout is rather dated by the presence of 37191 'International Youth Year 1985', as this locomotive only carried the name for less than 12 months

The compact nature of the layout is evident in this overall shot; a classic small shed with a kickback into the refuelling facilities that ensures plenty of activity in a small space.





Scrubby wasteland has been well-captured by Nick. The tatty wooden fence will barely keep any spotters away from a closer look at the 75T breakdown crane.

submitted and providing the finance.

The layout was to be DCC controlled using the robust and reliable Lenz system. The same was used on my previous layout, and there were obvious advantages in relation to using a single system interchanged simply between two layouts.

I have a preference toward the scenic side of the hobby. To enable me to indulge in this I recruited Club Members Ian Harper and Roland Wood to assist with matters electric. Ian and I do the installation and shout for Roland when it all goes wrong!

Construction started in September 2014. Just ten months later we had a Layout which has already appeared on the Show circuit. Of course having the baseboards, constructed by White Rose Model Works gave the project a huge leg-up, but a track plan was drawn on lining paper and the points placed to ensure that the headshunts were long enough and the necessary run round shunts could be performed.

Having previously used finescale track I again used the Code 75 SMP flexible

supplied by Marcway, along with their pre-formed paintwork. Turn outs available off the shelf were used without resorting to kit-building. The point work was switched using Tortoise motors, which have the ability to be barred over manually in the event of a failure during an exhibition.

When wiring, droppers from each section of track were soldered and attached to the buss bar. This negates the use of track joiners and a source of electrical conductivity problems, particularly as the layout gets long in the tooth. No signalling was required on the layout.

Rolling Stock includes the Divisional Manager's saloon, which was sourced from Bachmann. This needs Scottish-ising as soon as I have the time. The breakdown crane is a kit built by Ian Harper, but rigged by the ever-patient club member Patrick Kane, who finally succumbed to considerable pestering. The accompanying Mess and Tool coach is an Ian Kirk Gresley full brake kit. It is almost sacrilege to paint it black!

And so to the locomotives. Most are West

Highland with the odd Inverness interloper and a Glasgow – Edinburgh 'shove duff'. 37114 Dunrobin Castle was chosen, as I had haulage between Inverness and the Kyle of Lochalsh behind it, and 37027 since this is the loco that performed the previously described heroics at Garelochhead. There is a motel collection of 26s and 27s that seem to hang around the depot area ticking over, as well as a pair of class 20s. Shunting is carried out by the resident class 08.

The layout is rather dated by the presence of 37191 'International Youth Year 1985', as this locomotive only carried the name for less than 12 months. You will have to excuse my indulgence, but I have fond memories of seeing the loco ex-works on a summer-dated Scarborough – Glasgow train in that year.

It will come as no surprise that the locomotives are sound-fitted, again trying to recreate the West Highland experience. The sound is supplied by Legomanbiffo via DC Kits. The class 37 is particularly impressive, with full thrash being achieved almost from rest replicating the way only the Scottish



Orange Strathclyde PTE buses tell us where we are!
Lifting Jacks sit outside the shed with 37025 'Inverness TMD'

crews drove them. Equally impressive is the return to idle in a similar distance.

Whilst some of the locomotives either never, or perhaps rarely, graced the West Highland metals, being a Glasgow Depot it is not unreasonable for, say, Inverness-based locomotives to visit. Much of the locomotive sound and headlamp fitting was carried out by Lee Edmondson of Lees Locos.

The scenery is rather minimalist compared with my previous layouts. The shed is bounded on one side by a high wall, a step in the wall enables locomotives to enter a tunnel into the one road fiddleyard and cassette system. Slaters embossed stonework was used, first painted black using acrylics and then the brown/pink shade of Scottish stone. Individual stones were highlighted and the whole wall weathered using powders.

The cassette system in the fiddleyard utilises cassettes made from aluminium angle on a plywood base. The electrical connection to the cassettes is made by energised wheel brushes making an interference fit.

The layout has made a couple of show appearances and has several booked. Operation has been enjoyable, once one or two track work gremlins have been identified and sorted out. The breakdown crane, with its crane runner bogies, is particularly adept at identifying any track defects! Lomond Street is scheduled to appear at the Scarborough and District Railway Modellers 2017 Show at The Memorial Hall, Pickering YO18 8AA on the 19th and 20th of August.

What we think

Nick has produced some great layouts and Lomond Street focuses on the region and era very well, with plenty of atmosphere and detail, and we do like the painted backscene.

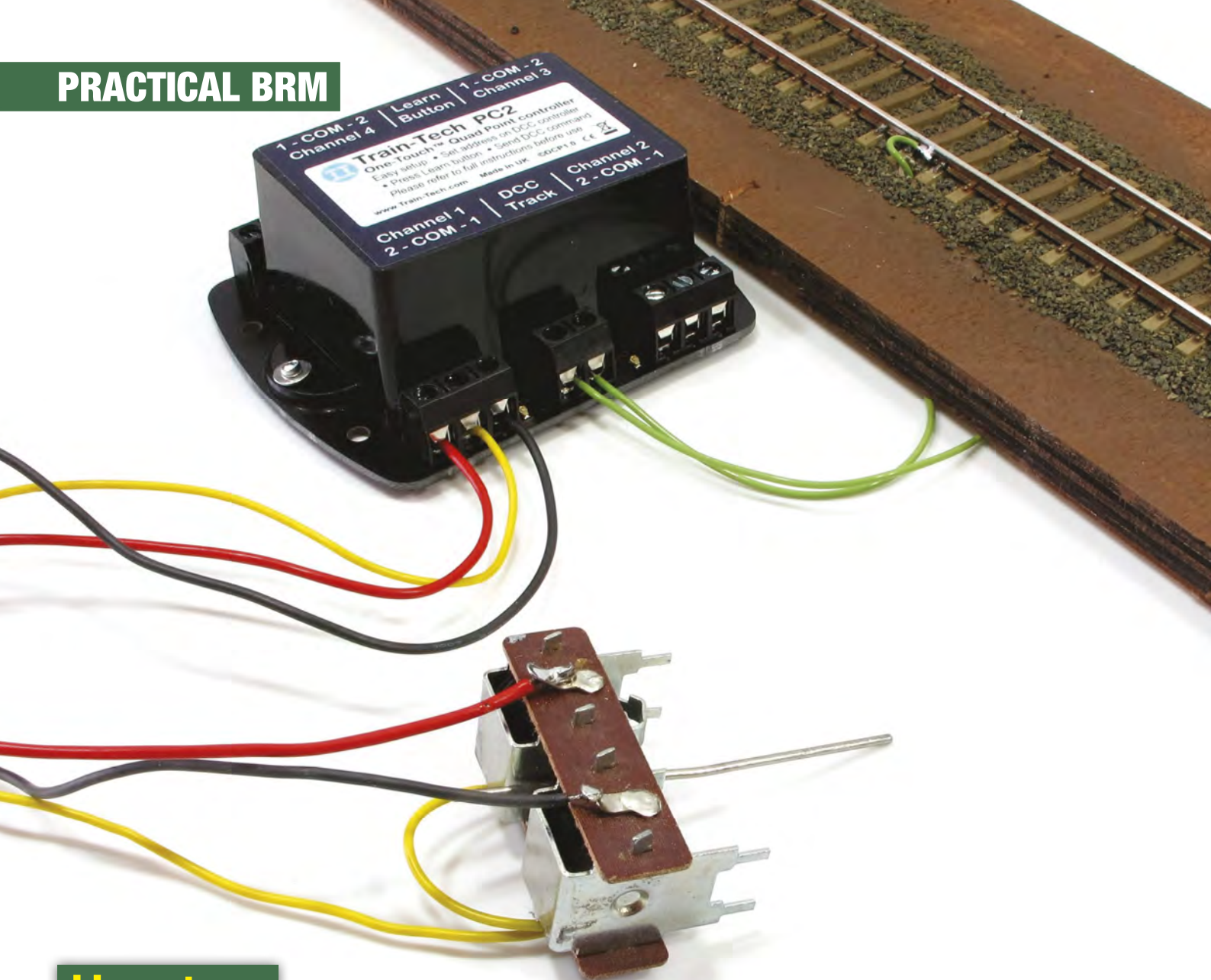
MEET THE MODELLER



Nick Skelton is a retired Police Officer with a lifelong interest in all forms of transport, particularly rail and road. After working for the Police as a Traffic Constable and then in a civilian role for 47 years, he finally threw in the towel at age 61 and became a volunteer on the 20inch gauge North Bay Railway at Scarborough. Nick is now qualified to drive both steam and diesel locomotives and describes his new role as 'living the dream.' After several failed solo efforts at layout building, Nick joined Scarborough and District Railway Modellers about 12 years ago. With help and advice from Club Members he has produced several show layouts including 'Ardlui', 'St Cyrus' and 'Rumbling Bridge', all of which have graced the pages of BRM.

The typical gable end of a North British engine shed rises above a busy scene including a visit from the Engineer's inspection saloon.





How to...

SIMPLIFY LAYOUT WIRING WITH DCC

Point motor wiring is the main culprit in making the underneath of a layout look like an explosion in a spaghetti factory. Phil Parker looks to see if DCC can simplify things.

If there is one thing likely to convert a DCC 'refusenik' like me from analogue to digital control, it's the prospect of simplifying the wiring under my layouts. Even for the short models I build, there always seems to be a mass of wires to attach. Great long cable-runs link the control panel to every point motor. Bad enough that these are vulnerable when the model is moved,

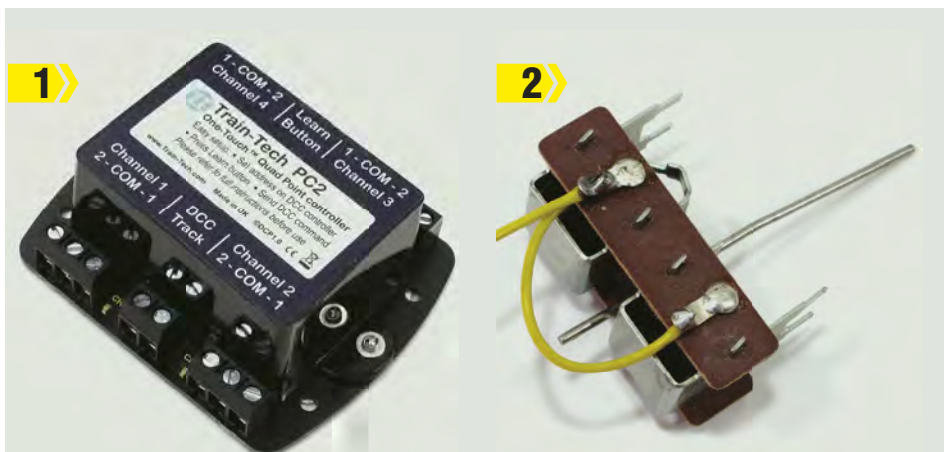
installing them is one of those jobs I dread. In theory, DCC offers the solution.

Every point motor can be attached to a single control box. This box is attached to the track and the control signal is sent along. No long runs of wire. You don't have to take each wire through fiddly plugs and sockets between boards either. As long as the rails are live then my accessories will work.

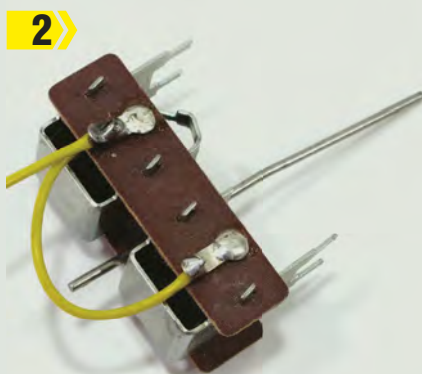
Shopping List

Train-Tech
PC2 Quad Point DCC Controller - £45
www.train-tech.com

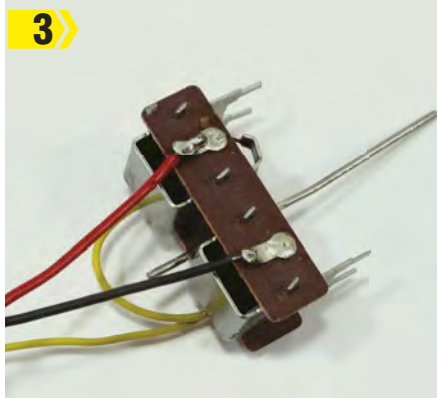
One stumbling block might be cost but once you remove the bills for reels of wire, plugs, sockets and even cable clips, then the DCC option looks appealing, even for a small model. If your layout fills the shed or is fifteen feet long and on several boards, both the money saved on materials and time not spent fiddling with lengths of wire can be considerable. ■



1 Train-Tech's PC2 point controller can operate four different solenoid point motors. 75mm long by 60mm wide and 30mm deep, it needs to be near the motors but doesn't need to be right next to them. Screw holes allow it to be fixed under the board and once you have trained it, no further access should be required.



2 I'm using a Peco PL-10E for our test, although other solenoid motors work in the same way. The first task is to set up a 'common return' by joining one side of both coils together. Motor operation takes place when one of the individual coils is fired using the terminal on the other side. The electricity all returns to the same point, hence the phrase 'common return'.



3 The electrical impulses are sent to the individual coils along these wires. It doesn't matter which side you join together, just don't join both sides of the same coil or it won't work. Using different colours for the wires is a big help if fault finding is later required.



4 All connections are made using screw terminals. Tinning the wires will help long-term reliability. The final job is to fit connections from either the track or bus-bar (green wires in the main image) to the two-hole block in the middle.



5 Before the unit will work, it has to be programmed. Set your DCC controller to operate accessories, choose an address and then press the 'learn' button on the PC2. Send a forward or backward signal from the controller and the outputs will take consecutive number channels from the one sent. Further details are included in the instructions but it really is simple.



On this month's DVD

Phil shows you some of the basic soldering techniques to ensure good, reliable electrical connections.

The kit option

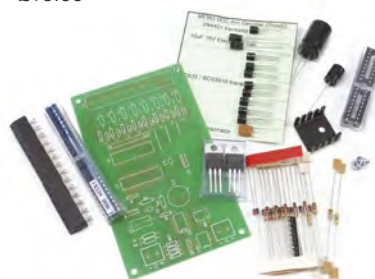
If your points are operated by motor-driven turnout operators, such as Tortoise, you need a controller capable of providing a steady output rather than a burst of electricity such as the Train-Tech PC2.

Supplied in kit form, the MERG Steady State Output Accessory Decoder is a very flexible device that can not only run point motors but will operate other low-current accessories such as lights or memory wires. Eight outputs are available – enough to run four motors. Power isn't taken from the track. A separate 12-15v AC feed is required, but most controllers will provide a suitable output.

Assembly is helped by the usual excellent MERG instructions and the well-packaged components. Even if you've never assembled an electronic gadget before, taking care with each step and checking every joint made as you work should ensure success.

MERG kits are only available to MERG members but membership provides access to both on-line forums and local group meetings. If you have problems, there will always be plenty of people around to help!

MERG (Model Electronic Railway Group)
www.merg.org.uk
 Kit 53 - DCC Accessory Decoder - £10.00



A thoroughly modern scene, by any definition. Mayfield Central is full of authentic details, and there's even more to see beneath the station roof.



MAYFIELD CENTRAL

Peter Redford and Brehon Malervy-Flood pooled their knowledge of DCC when constructing this cutting-edge computer-controlled layout set in the north west.

Mayfield Central is the first part of a modern image layout currently under construction in a double garage in Southend-on-Sea.

Card models and inkjet printed photorealistic textures have been used to create the majority of buildings and surfaces. The increasing availability of laser-cut models has allowed detailed modern image features to be added with ease. The use of a hobby 3-D printer has also created interesting bespoke additions.

Origins

This entirely fictional station serves the north west of England. Northern, Virgin and Cross-Country services regularly occupy

its platforms. 'Mayfield Central' is named after the old Manchester stations, Mayfield and Central. Manchester Mayfield was an old four-platform overflow station next to Manchester London Road. The derelict shell can still be seen on the approach to Manchester Piccadilly. Manchester Central of course, became the impressive exhibition centre that can once again proudly bear the Manchester Central name.

Buildings

The original Baring Street entrance to 'Mayfield Central' is through the very recognisable and always impressive Scalescenes Large Station Building.

This 'download, print and build' station

model has been customised using Network Rail signage to bring it into the modern era and a large Costa Coffee outlet is doing good business in the former waiting room.

Building techniques were learned from constructing the station and print and build kits from ModelRailwayScenery.com. These skills have been employed to good effect in the design and build of custom structures as confidence has grown. Two sheets of 2mm grey board glued together create strong external walls. Many of the photorealistic textures have been purchased for download and printed on a Kodak inkjet printer. Others have been created in Photoshop using images of real buildings or surfaces as the starting point.

KEY DETAILS



CCTV

Security is tight at Mayfield, with CCTV installed to ensure that all the action going on inside the concourse can be seen.

It would be a shame if the detailing inside Mayfield could only been seen by sticking your face up to the windows.

A small HD camera was therefore hidden inside the interior structure on the concourse and a wall mounted monitor placed above the station provides a glimpse of what is happening inside.

In a strange sort of way, the modern station concourse recently constructed at the platform end of 'Mayfield Central' was inspired by the demolition of the temporary canopy and ticket halls at London Kings Cross. As the main concourse was moved to the side of the station building at Kings Cross, the main entrance to 'Mayfield Central' was constructed at the front.

A visit to the brand-new Rotterdam Central station gave the idea for the sloping pointed roof. The roof of the station is adorned with solar panels downloaded from Modelrailwayscenery.com. The passengers at 'Mayfield Central' receive their mobile signal from a laser-cut telecommunications mast from Scalemodelsenery.com. The ventilation units are borrowed from a Scalescenes office block download kit.

Mayfield Central isn't the work of fine craftsmen. It's more an example of what can be achieved by assembling and customising readily available items



Mayfield Central's main concourse is highlighted with a long line of ticket barriers. Fare evasion has reduced considerably since their installation.

Station Signage

The Network Rail Wayfinding guide provided the source for the station signage. Characters and symbols were cut and pasted from this document to construct the Mayfield signboards in Adobe Photoshop. They were printed on glossy photographic paper.

The guidelines themselves were followed closely, so Mayfield passengers should have no problem finding their way around the station. The road names are borrowed from those around the real-world Mayfield.





A young lady chats on her phone oblivious to the fact that she is standing over the yellow line on this modern platform scene.

KEY DETAILS

Escalators

Having lasted only slightly longer than those originally installed on the new Jubilee Line stations, the Scalescenes card models were replaced recently by plastic models produced by Exclusive First Editions (EFE). These blend better with the other station furniture and provide a crisper look.

Before installation by the orange army, they were carefully masked up and the steps were sprayed with a primer and then a very light dusting of aluminium spray to create a dirty metallic effect for a more real-world look.



One of the big benefits of using the download and print models is that individual elements (or the whole thing) can be used multiple times.

The recent release of Automatic Ticket Barriers by Scale Model Scenery was a moment for celebration. These laser-cut beauties took time to assemble but the addition of a full ticket line transformed the station concourse. Fare evasion has reduced considerably! The train information boards are also Scale Model Scenery laser productions.

A Velleman 3-D Printer purchased a few years ago has not had as many uses for railway modelling as hoped for. The noticeable ridging between each printed layer on this low price early model limits its application for detailed work. It has been put to some good use in creating door and window frames for various shops and buildings.

Exploiting DCC

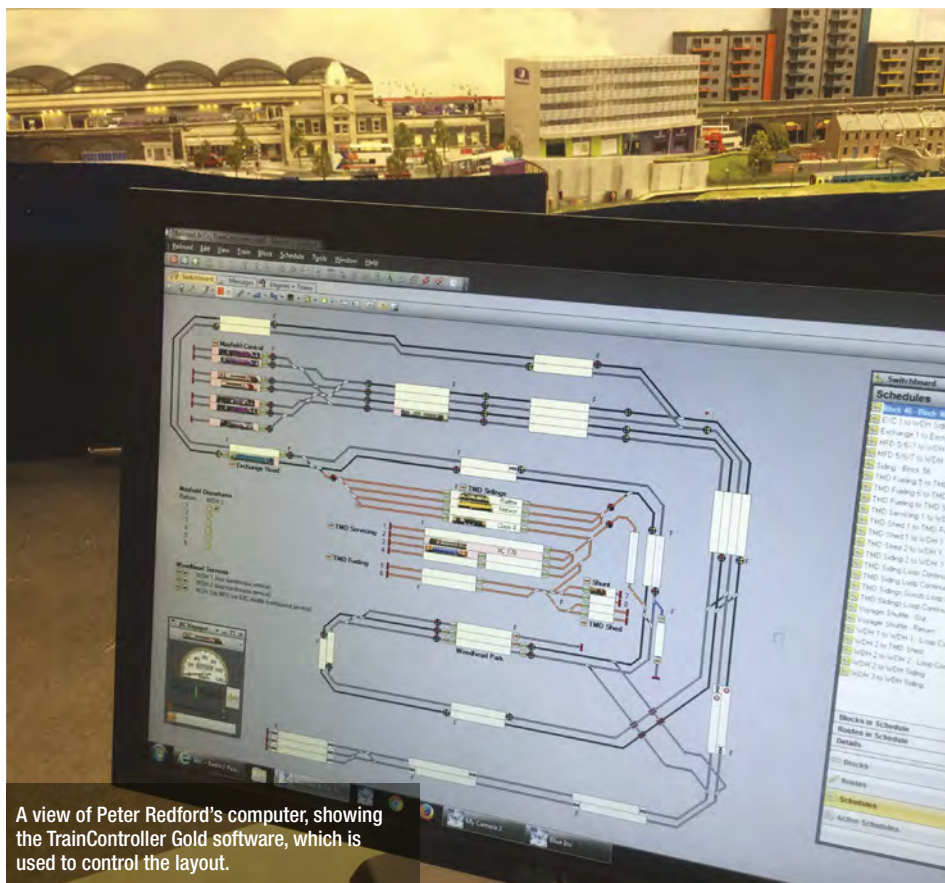
At the heart of the system is the Digitrax

DCS100 Command Station. Freiwald TrainController software is used to run the system from the computer. Block occupancy detection is provided by wiring each track section independently through a Digitrax BDL 168 LocoNet Occupancy Detector Card. This allows for greater control of the locomotives travelling around.

The system controls the points, four aspect signalling and the trains. It receives inputs from track occupancy detectors and infrared sensors mounted under the track. The track layout was designed on the computer before construction began and a key consideration was the need to divide it into fixed blocks to support the automated control.

The seven platforms at 'Mayfield Central' are serviced by two 'Up' lines and two 'Down' lines. Without the need for a team of operators, the use of DCC makes it perfectly possible for two trains to be departing the station simultaneously and at the same time for two others to arrive.

DCC allows complex schedules to be run without a team of operators. It's fantastic



A view of Peter Redford's computer, showing the TrainController Gold software, which is used to control the layout.

to see the computer juggle the arrival and departure of services. Platforms are allocated automatically taking account of the formation length.

Automated Signalling

Heathcote IRDOT-1 infrared detectors are mounted under the track at the stopping positions at the platform ends and in front of the signals. The excellent Signatrak CML DAC20 cards are used to drive the IR sensors. Each card drives ten sensors as well as eight Tortoise point motors. After trying a number of different alternatives, Signalist SC1 LED decoders were found to work best at driving 4 aspect UK signals from the Digitrax System.

Where next?

'Mayfield Central' will be one of four stations on the layout. A large traction maintenance depot is nearing completion and a local retail park with a flagship Mini dealership is in the early stage of construction. The run to the seaside town of 'Pig's Bay' is for the future. Whether this is achieved in one year, five years or ten, much pleasure and satisfaction will be gained along the way. ■



A glimpse through the doors reveals detail beneath the station roof, which is an impressive feature in itself.

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MELTON MOWBRAY (NORTH)

N Gauge needn't be the preserve of compact layouts, as John Spence and Steve Weston prove with their 22 foot long tribute to their home town.



Factfile

Layout name: Melton Mowbray (North)
Scale/gauge: 2mm:ft, N Gauge
Size: 22ft x 8 ft
Era/region: 1960s/East Midlands
Layout type: Continuous loop
Power/control: DC
Words: John Spence and Steve Weston
Photography: Andy York

Steve, as a native Meltonian, could remember certain details from his childhood, but an appeal in the local newspaper brought forward a number of people with their own recollections and photographic evidence



Giving N Gauge space to breathe on an exhibition layout means respectable length trains can be viewed in their entirety. Here an Austerity 2-8-0 plods northwards with a rake of loaded mineral wagons of mixed heritage and ownership.

With the station being raised above road level the exhibition viewer is presented with a nice angle that shows the amount of work involved in the canopy metalwork.



KEY DETAILS

Scenery

The scenery; roads and pavements were painted directly onto the primed baseboards. Embankments were created using card strips over thicker card formers, with several layers of newspaper coated with wallpaper paste to form the groundwork. Painted with coloured emulsion, this formed a suitable base for flocking powders on grassed areas. Gradually, buildings were fixed into position and people and vehicles were added to bring some life to the model.

The backscene receives many compliments at shows; it shows a simplified version of the buildings as they were but without detail which could detract the viewer from the layout. However, great care was taken to blend colours with that of the buildings and scenery to ensure a coherent composition.



photographic evidence. Using the OS map, photographs and on-site measurements, all were made using the same method. Using Slaters' products, an inner core of plain sheet was then embossed with brick, stone or wood as appropriate. Use of liquid poly bonds the layers together to form a structure capable of sustaining knocks. Details are added using micro-strips and rodding to form items such as gutters and downpipes. Some use of proprietary materials from building kits were also used, but only where suitable.

Although meticulously researched, some mysteries still remain. Although 'Home Ales' appears on the town side of the bridge between the station and cattle market, we are not absolutely certain that it also appeared on the north side. If not, what did? The small brick building at the turning into the north yard has been nicknamed 'The Tardis' but its purpose is also unclear. Was it a booster pump for the platform water cranes or for the gas that fed the lamps?

The trains that ran over the line were captured through documents and/or photographs. However, some element of modellers' license has been embraced! The layout has been built to show the line through the town in two periods, the first during the early years of nationalisation (1948-53) and the second up to the final demise of the summer specials (1957-62). The latter is what you see in these pictures. The buildings around the line remained

largely as they were throughout both periods but an additional warehouse in the goods yard is added, which, unlike all of the others, remains unattached to the layout.

Stalwarts of joint line locomotive traction (i.e. J6s, J39s, L1's and K2s) were still running even in this period, although all were withdrawn from service by the end of 1962. Others, such as B1s, 8Fs and Austerity 2-8-0's, remained in use up to the very end in September 1964. However, had the Modernisation Plan of the mid 50s suggested that the line be revitalised to encourage traffic between the three main lines north, i.e. LNER, Midland and LNWR routes, then inter-regional trains hauled by more recent designs might well have been seen. Steve himself once saw a Jubilee class locomotive shunting the yard, a friend likewise saw a Britannia and they have evidence that 9Fs also traversed the line. These locomotives can be seen on the layout heading passenger, fish and iron ore trains respectively. They even imagine that, due to an incident at Trent Junction, a Blue Pullman was re-routed via this line.

By the time it closed in September 1964, traffic had been dwindling for many years. Its downfall was that it wasn't the only, or the first, railway through the town; that was the Midland line, originally the Leicester to Peterborough Railway. Built to avoid traffic payments to the Midland Railway, the joint line was built primarily for freight use.



A B1 with a lengthy holiday special returning from the east coast heads along the embankment that sits above the cattle market, and which takes up a fair proportion of the town area modelled.



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Rich mineral traffic, mainly coal and iron ore was conveyed along its route, which linked the LNWR's extension from Rugby to Market Harborough and on to the GN's main line at Newark. In northeast Leicestershire, the line crossed under the Grantham to Nottingham route and links were added for access in either direction. In addition, a junction north of Harby and Stathern station led directly to the Nottingham route at Saxondale junction. A spur from Marefield, south of Melton Mowbray, led into Leicester city itself and a grand terminus station and goods depot were built there.

As well as freight traffic, local passenger workings from Nottingham to Northampton and Leicester to Grantham were part of the timetable, the latter of these allowing a connection with both the up and down Flying Scotsman trains at Grantham.

By the post-WWII period, passenger traffic had declined and a decision was taken to discontinue services in 1953. Summer specials to the east coast resorts of Skegness and Mablethorpe continued from May to September throughout the 1950s. However, even these were terminated at the end of the season in September of 1962 whilst freight workings struggled on for a further two years.

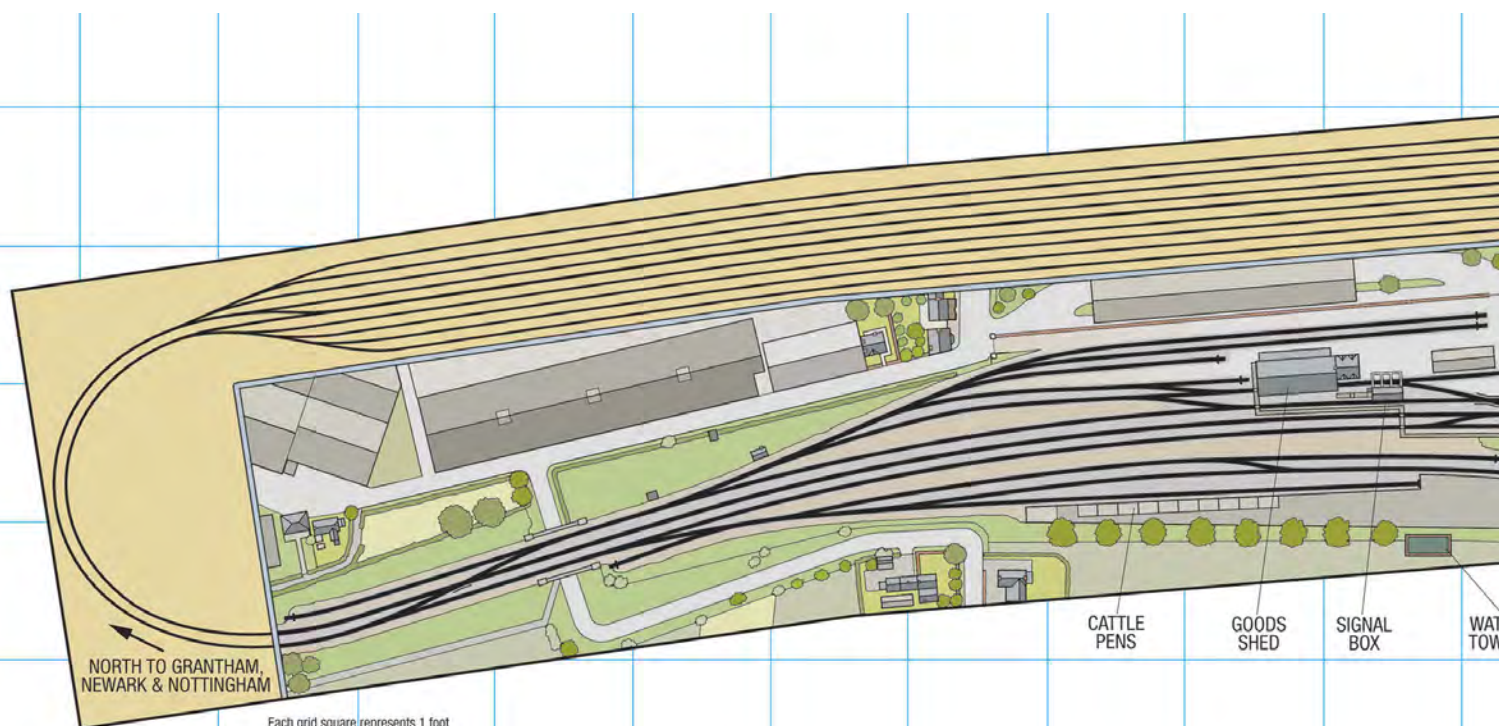
So why did they wish to exhibit this layout? After many years of exhibiting John's previous layouts, they both enjoyed the experience almost as much as creating layouts in the first place. Apart from the opportunity to run the trains, there is also a positive social dimension; engaging with fellow exhibitors, host club members and the visiting public at each show. Whatever the reason, both John and Steve strongly feel that

there is a duty to entertain the paying public by keeping trains running. No matter how exquisite a model might be, visitors will walk away if there is nothing happening on a layout.

One of the questions they are most frequently asked is "how long did it take to make it?" All they can answer is that it was put together over a two-year period coinciding with John's retirement and Steve stepping down to part time employment, and it has certainly been a labour of love. While many modellers are content to invent imaginary places, John and Steve have, in this case, tried to recreate a specific time in Melton Mowbray's history. This posed particular challenges, but the result has been greatly fulfilling and they are very happy to share their achievement with others. ■

Trackplan

MELTON MOWBRAY (NORTH)

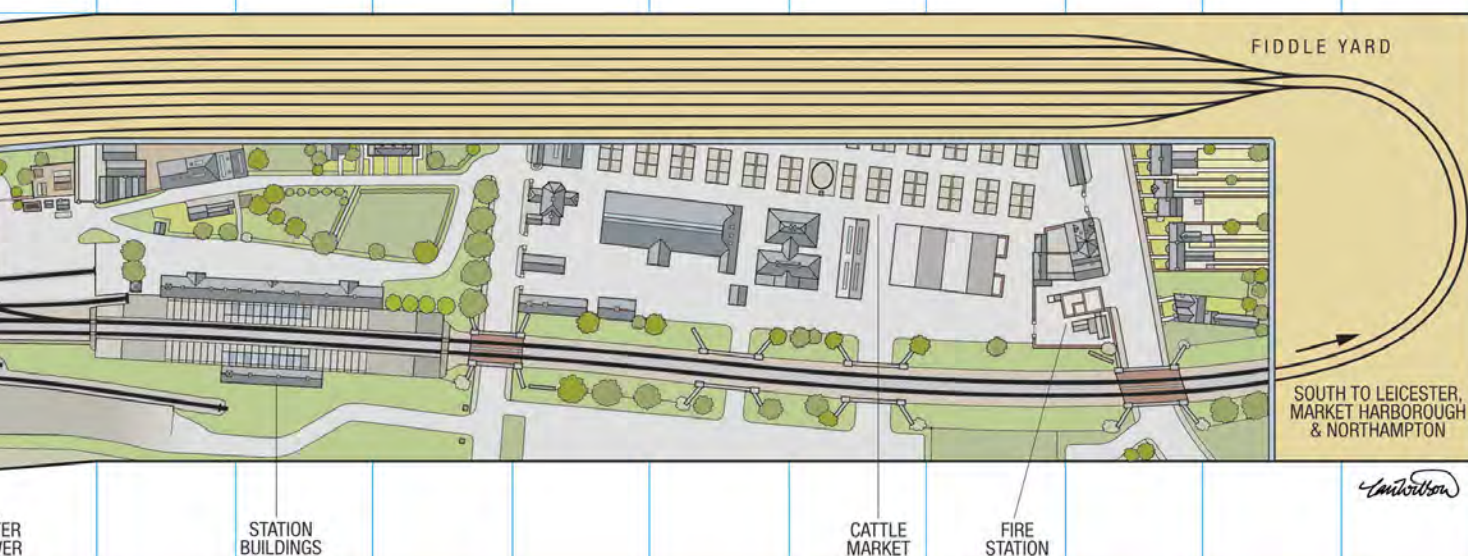
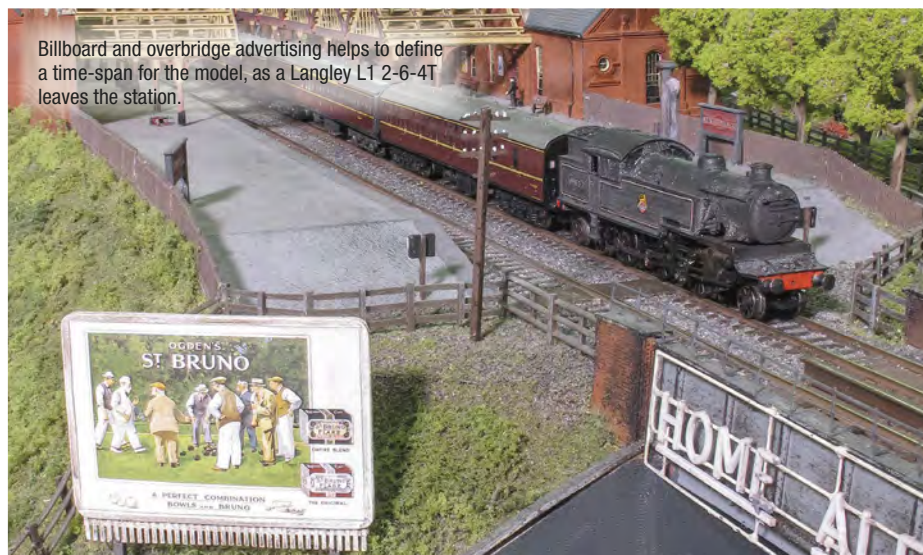


Meet the modellers



As with many of their generation, both John Spence (L) and Steve Weston (R) had a train set in their early childhood. Steve grew up within throwing distance of 'The Northern' itself and was a regular spotter at this or the Midland station in Melton Mowbray. Many years later, and even though they had known each other for some time, they discovered their shared enthusiasm for railways in general. However, it was John who had built and begun to exhibit an N gauge layout, with Steve helping out as an operator from the early '90s. Two more of John's exhibition layouts later, they embarked on this joint venture. Both have since begun new projects, again in N gauge; Steve on a home-based layout and John embracing new ground on an ex-LSWR seaside branch line which, all being well, he will debut at the Derby show next year.

...there is a duty to entertain the paying public by keeping trains running. No matter how exquisite a model might be, visitors will walk away if there is nothing happening on a layout



COMPARING KITS

Lured by the appeal of a more unusual wagon for his layout, Martin Wicks compares two different wagon kits for a BR Shocvan - a vehicle used to transport fragile goods.



Assembled, painted and now ready to roll, a 12T Shocvan kit from Slaters' Plastikard.

Our layout 'Down Ampney' is set in the era 1965 to 1976 and within this timeframe a myriad of rolling stock was to be found on the Western Region.

It all adds colour and interest to our small trunk-line layout. Amongst the mundane rolling stock of the period are more interesting types, amongst which are 'Shock' (or Shoc) vans and wagons.

I was lucky enough as a birthday present to be given a Slaters 12T Shocvan kit.

Sometime later I bought a Just Like The Real Thing counterpart and built both vehicles together. As supplied, both kits represent Plyside vans with corrugated metal ends, the JLTRT kit has eight shoe 'Clasp' brakes, Slaters' has four shoe 'Morton' brakes.

The detailed Slater's kit is made from moulded plastic with lost wax brass and etched brass detailing parts. The JLTRT kit uses resin construction for the body and chassis/underframe, with whitmetal

underframe components and detailing parts also from lost wax brass.

Both kits have their plus points yet, ironically, the simpler-looking of the two by JLTRT was probably the more challenging to build. Both vehicles were more involved than the build of a standard van with research and construction. They make excellent models, the JLTRT kit uses a multimedia approach similar to the style of kit so beloved by military modellers. ■

Shopping List

Slaters (7061) 12T Shocvan kit
Just Like The Real Thing (PWV 13G) 12T Shocvan kit
Railmatch Bauxite spray paint
Halfords red-oxide primer
Humbrol 70, 62, 33 and 34
Humbrol Maskol
Turner's acrylic gouache
Fox transfers
Games Workshop chaos black spray paint
Games Workshop & Lifecolor paints
MIG weathering powders and fixative
Tamiya weathering master products
Reeves watercolour pencils & HB pencil
Cheap talcum powder
Deluxe Materials Plastic Magic and Acrylic Filler
Squadron Green Putty
Solvent-free UHU
Resin-based Cyano adhesives

Tools required

- Files
- Micro-Mesh finishing sticks and pads
- Pin vice and drill bits
- Stanley knife
- Xuron etch and side cutters
- Swann Morton scalpel
- Razor, fret and coping saws
- Glassfibre pencil
- Toothbrushes
- Microbrushes
- Cocktail sticks

Back Story: Shoc Vans

Many modellers think of shunting movements as the gentle 'kiss' of buffer to buffer, but unlike passenger stock, this was often far from the case with goods vehicles. Shock-absorbing opens or vans were used by the LMS, LNER and GWR to protect fragile goods when stock was being 'loose or rough shunted' and BR continued to build Shock Vans to the designs of the GWR, LMS and LNER. In 1952 the first BR Shock Vans appeared, built at Darlington.

Shock vehicles bodies weren't directly attached to the chassis unlike traditional rolling stock, instead, the body was restrained by longitudinal - solebar mounted - springs which cushioned sudden movements. Under BR, shock vehicles were visually identified by three vertical white stripes on the sides and ends of the vehicles.



1»



The Slaters van part assembled during a dry-run. I added end battens to the two roof ends and formed bolt-head detail from plastic rod of the appropriate size.

2»



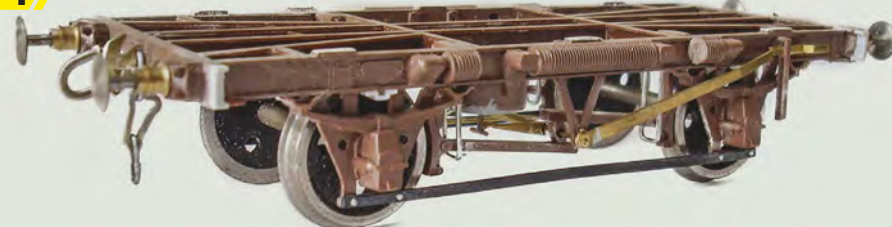
The Slaters chassis inverted. I added a through vac pipe run using an old piece of plastic downpipe coupled with an old 'Top E' guitar string attached to the vacuum cylinder.

3»



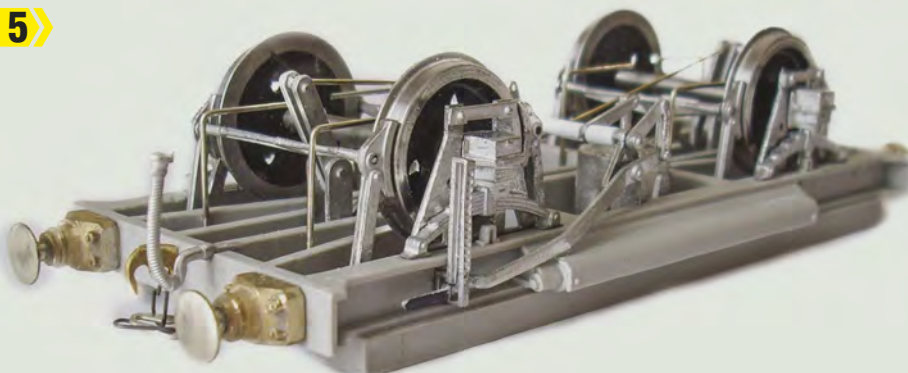
The moulded spring bump-stops seemed one dimensional. So I decided to replace them with some made from plastic sheet.

4»

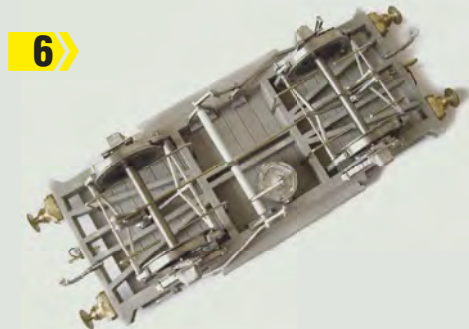


Brake tie-bars on the Slater's chassis were formed from spares that came with the JLTRT kit, then reinforced at the rear with brass strip. Bolt heads were added to the fronts.

5»



The JLTRT Chassis inverted. The headstocks when viewed end-on have less moulded detail than on the solebars.



With the JLTRT chassis, I added brake check-straps to an 'L' pattern. Underneath the wagon, detail is very good.



If using un-insulated wheel-sets on the JLTRT Shocvan chassis, ensure the brake shoes are kept away from the wheels to avoid electrical shorting.



The ends were painted with a weathered rust colour mix, then treated with Humbrol Maskol in patches with a foam sponge. Washing up sponges are useful for this work.



Complete and fully painted, the JLTRT has been treated to less weathering than its twin brother – see main image. Nonetheless, both add more variety to rakes of mixed goods.



Both van bodies are sprayed with Halfords acrylic red oxide primer and left for a few days to dry. Both were then sprayed with Railmatch B.R Bauxite.



Both van bodies are painted with Humbrol enamels using a patchwork style. I distressed the bodysides with a fibreglass pen to add texture. A dry brushing of Humbrol No. 70 helps to age the Bauxite.



The chassis modifications on the Slater's van are toned down under a coat of Games Workshop 'Chaos Black'. Subtle weathering was applied to the end panels.

Further reading:

British Railways Wagons Vol. 1 Silver Link Publishing
British Railway Goods Wagons In Colour, Midland Publishing
Getting The Best From Plastic Wagon Kits, Irwell Press
British Railways Wagons The First Half Million, Leopard

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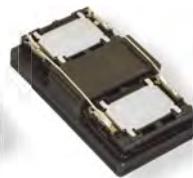
LS 26x20x08

3D optimised 1W



LS 40x20x09

3D optimised 1W



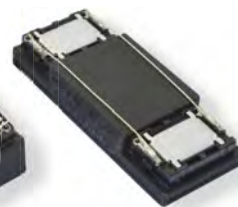
LS 40x22x09

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LS 50x15x14

Twin speaker 2W



LS 55x22x09

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The joy of SMALL SHOWS

BRM might host some of the biggest shows, but we still like getting to smaller events. Phil Parker explains why he enjoys smaller club events, while Jerry Clifford sheds light on what it's like to be an exhibition manager.



Along the length of the UK, hardly a weekend passes without there being several events taking place that would be of interest to **BRM** readers. Most will be held in village halls or small schools. Their catchment area won't extend much beyond the county boundary but there will be something for everyone, even the time-starved.

Talking to modellers, some are a bit dismissive, they might go but probably not as they are a bit busy and it's 'not worth their valuable time'.

I BEG TO DIFFER

While I love the big events, something you can enjoy in a couple of hours is still worth a look. Maybe the layouts won't be the big names you read about in the magazines, but here's a secret - sometimes they are.

Taking a layout out for its first public appearance can be fraught with problems. No matter how much effort has gone into building the model, packing it in the car and bouncing along the road is sure to find out those poor electrical joints or bits of scenery not properly stuck down. There's also the

matter of operator training to consider. Do you really want to do this in front of thousands of people? It's why many layouts - even those with famous names - start their tour of the exhibition circuit at small local shows to test their strengths and weaknesses.

At a big event, it can be difficult to chat with a layout owner as you compete with so many others with the same idea. If the attendance is only a couple of hundred then the more relaxed atmosphere will see all your questions answered and possibly even a trip around the back to get hands-on.

“With the bare bones of the show in place there still remains a very long list of jobs to be done. A suitable venue found, jobs allocated, stewards organised, insurance arranged - and so the list goes on. Most important of all, a catering team needs to be put together to sell those wonderful cakes and keep everybody suitably lubricated with copious amounts of tea



'Tackeroo' built by Andy Banks and Andy York seen at the Stafford Finescale show 2017.

I've done this many times, but only when it's quiet enough to do so.

Don't imagine that only the famous layouts are worth a look either. Many superb modellers simply don't want to travel to the other end of the country to exhibit. They may never appear at a big event.

Personally, model railway shows are about chatting as much as viewing but I've often been pleasantly surprised at the ideas and inspiration I've come away with. Don't ignore the village hall events, you might be missing out.



'Keyhaven' depicts a small engineering works at a dockside.





Andrew Burchill's tramway seen at Beaconsfield show in 2015

An Exhibition manager's tale: Jerry Clifford

The recent Warminster show was not only the first show put on by the Mendip Model Railway Group, but also the first I have ever organised. I must admit that having been 'volunteered' for the job of exhibition manager I did approach it with some degree of trepidation. I have exhibited at dozens of shows over the years so knew exactly what made a successful small show – namely high quality layouts, demonstrators who could engage their audience, a range of complementary traders and cakes!

Now knowing what is required and actually delivering it are, of course, two completely different things. Layouts and demonstrators weren't really a problem as we are fortunate to have, either as group members or friends of the group,

some fantastically talented modellers who, with a bit of arm twisting and promise of the aforementioned home-made cakes (paid for mind – this was a fund raiser!) agreed to come along and support us. For traders I called in the local model shop, in our case the Gas Cupboard in Trowbridge, who proved invaluable for advertising to the local modelling community along with a small selection of other well-known traders with the emphasis on suppliers of kits, bits and raw materials. I'm a great believer that a good range of traders is every bit as important as the layouts to attract the paying public.

With the bare bones of the show in place there still remains a very long list of jobs to be done. A suitable venue found, jobs allocated, stewards organised, insurance arranged - and

so the list goes on. Most important of all, a catering team needs to be put together to sell those wonderful cakes and keep everybody suitably lubricated with copious amounts of tea. Finally, a suitable nearby pub needs to be identified for that all important post show debriefing.

So, was it a success and would we do it again? The answer to both questions is an emphatic 'yes'. It was a lot of work by a great team of people but the result was a memorable day. We had a lot of fun, the feedback from the paying public was very positive and the group raised some much needed funds. To steal an analogy, we now have the task of producing that difficult second album. Come and see how we get on in June 2019.



Arun Quay built by Gordon and Maggie Gravett seen at Warminster 2017

Second hand stalls

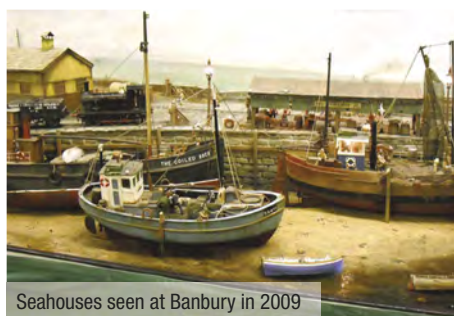
We all love a bargain and if there is one area where small shows beat the mega events, it's that club members will be persuaded to empty their cupboards and turn locomotives, wagons, coaches, kits, books, buildings and anything else they have no more need for into hard cash.

In recent years, online auctions have partially taken over this role, but for many the hassle of listing and then posting something is too much trouble. It's far easier to slap a price sticker on something and then drop it on the sales table for everyone else to pick over.

There are most definitely bargains to be had, especially if you don't mind a bit of modelling work. Examine potential purchases carefully but don't hang around too long. Once it's gone, it's gone!



Tim Johnson's Churchrail model of Highley seen at Churcahail, Warwick in 2010.



Seahouses seen at Banbury in 2009

Where are the shows?

There are a couple of places where you can find your local shows.

RMweb (rmweb.co.uk)

Upcoming shows are listed on the right hand side of the main forum page

BRM online (www.brm-magazine.co.uk)

Shows are found in the 'Events' menu.

Refreshments

It's no secret that I like a piece of cake and that some good catering will encourage me to return next year.

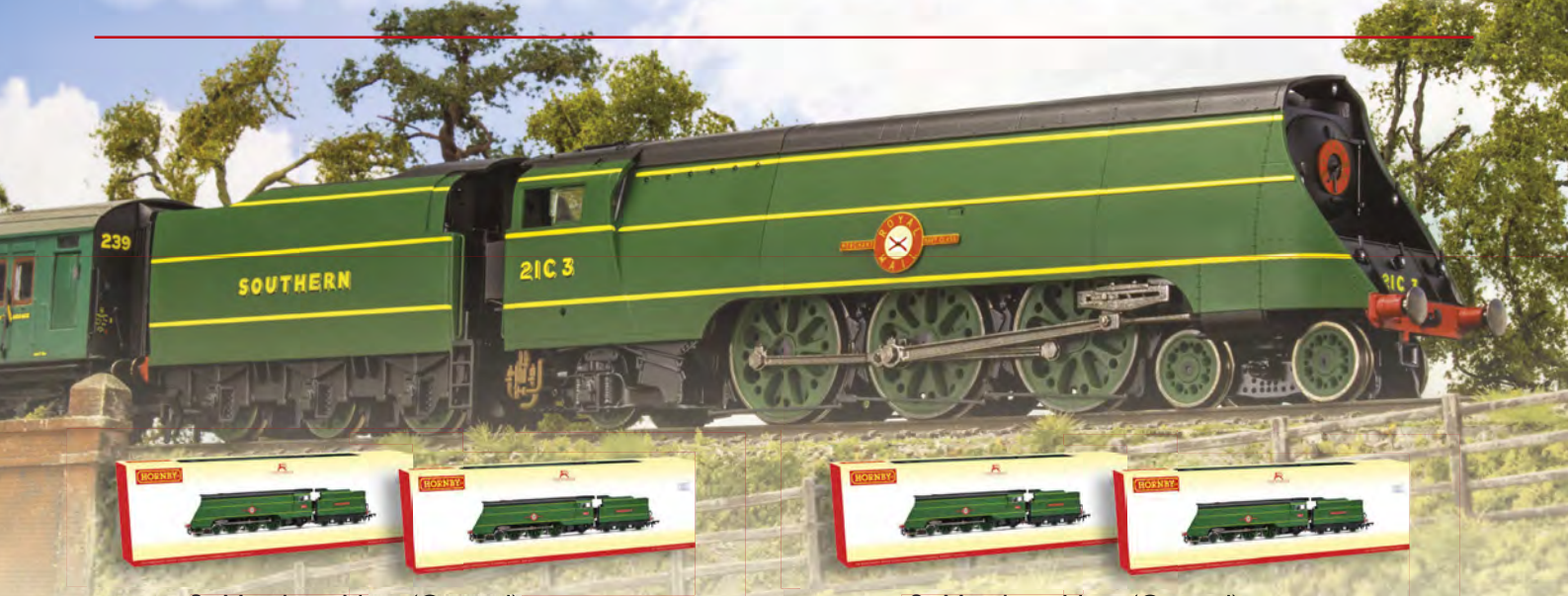
Food sales are a major source of income at local shows, sometimes bringing in more money than admission fees. The club members normally band together, recruiting their partners and children to serve up homemade sandwiches and cakes.

Sitting around chatting to other modellers is all part of the fun. Friendships are made and confirmed over cups of tea. All you need to do is sit down at the table and ask what everyone else models...



Kim's Kitchen laid on a fine selection of cakes at Warminster this year. They tasted as good as they looked!

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R3400
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 £319.99- AVAILABLE NOW



R3484
 Br 0-6-0 Diesel Electric BR Class 08
 No 13363 'M1080M', BR Maroon
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R3485
 BR 0-6-0 Diesel Electric BR Class 08
 'Laura Diesel Depot' No 08644
 £139.99- AVAILABLE NOW



R3394TTS
 Br Bo-bo '20183' Class 20
 £109.99- AVAILABLE 5th May

TO SEE THESE AND THE REST OF THE HORNBY RANGE VISIT YOUR LOCAL MODEL SHOP

Dates shown are for guidance only and subject to change.

Visit www.hornby.com to locate our nearest Hornby stockist or call 01843 233525

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.

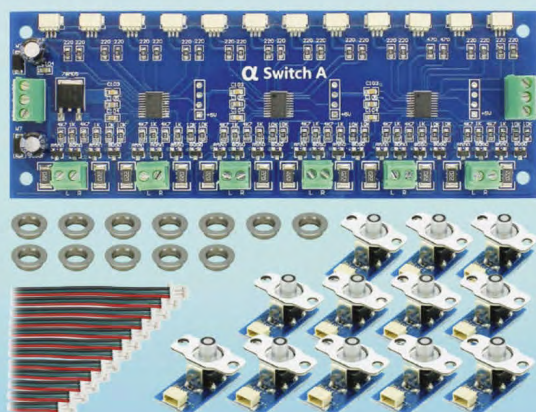
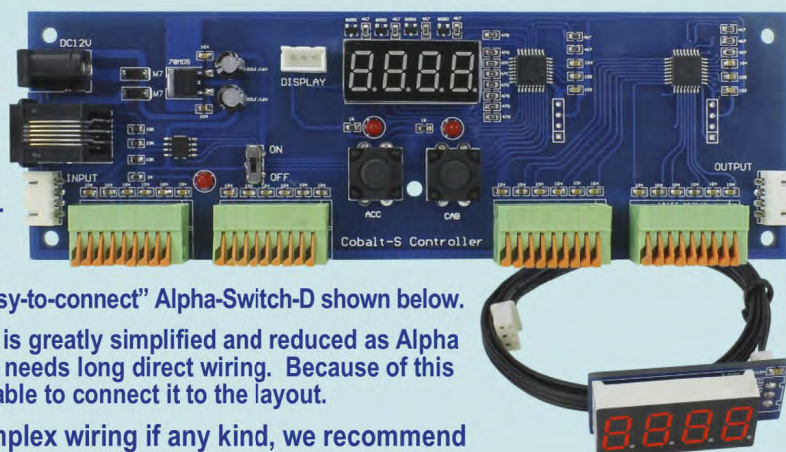
Alpha

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



BRM meets... **DIGITRAINS**

BRM's DCC issue wouldn't be complete without an interview with one of Britain's leading DCC Specialists. Howard Smith travelled to Lincoln to meet Jeremy and Nicole Fairlie-Smith, owners of Digitrains.

Howard: For somebody starting out in DCC, what advice do you give to establish their needs and manage expectations?

Nicole: Right, there's a lot. DCC is a personal choice because there's such a wide range of controllers. The first thing we need to know is what gauge they're modelling in and how many locomotives they think they're going to have running at the same

time. If you only run one locomotive, you won't need a very powerful system, but if they think that in the future they'll have 15 locomotives running, it changes power requirements, which will change the route we lead them down. Another decision is whether they want something that's static like a console or a handheld system to control their layout.

Howard: Talk us through your top five best-selling DCC systems.

Nicole: The top 5 DCC systems we sell vary slightly, but the two bestsellers never change. At the top is the NCE Power Cab, a handheld two-amp system, a controller that is not wireless, but tethered with a cable. It's very capable and a fantastic system. It'll run five or six Digitrains locomotives perfectly.

The second-best seller, the ESU ECOS is at the other extreme – a six-amp system. It's very fancy, but people buy it because they just fall in love with the way it works. It's colourful with a touchscreen and it's really interactive.

No system is gauge-specific, it's all down to the amount of power. We sell the two-amp NCE Powercab to people who have O gauge, OO gauge and N gauge layouts. So long as it doesn't exceed its two-amp capability, it'll run any gauge.

Howard: After the top two best-sellers, does it become a bit blurry?

Nicole: Yes, it depends what's new in the market. The new ACE controller from Signatrak is a really good system and you've a choice of power output with it.

It's probably the most straightforward system to use. The only drawback for some people is they prefer to operate everything via a handheld controller. A handheld controller is available, but it doesn't offer all the functions. That said, the system can be updated and it's affordable.

Howard: Which DCC system do you see as a good all-round product?

Nicole: The NCE power cab. We sell one a day on average. It's fantastic, with a full 28-function system so you can access everything a decoder can do.

Howard: Unlike online-only retailers, you offer more than just sales. Tell us about your 'try before you buy' services.

Nicole: We like to chat with customers about what they need. We'll take them to the

Chris and Jeremy went to the first exhibition in a Volvo estate with their few little bits and pieces. Now we struggle to fill big transit vans, so we take a car too

demonstration layout and show the systems we recommend based on what they've said and they can have a play and see what they like using. It's hard to know how big or heavy a system is from an online picture.

Jeremy: We had a chap come in this morning and we showed him the trains moving and the different handsets. He chose one he liked the look of, so we concentrated on that, taught him how to use it and he left confident about the new system he was going to use.

Howard: Are most of your customers new to DCC or looking to upgrade?

Jeremy: Most are beginners, aren't they?

Nicole: They are. We tend to get some who upgrade. Usually because they've been given a train set by a family member for Christmas who thought "granddad will love this". Train set controllers can be basic, so many look to upgrade soon after.

Howard: How have you seen DCC evolve since you started your business?

Nicole: Systems are now more complex, but the interfaces are more user-friendly.

Digitrains: How it all began

In 2005, Chris Fairlie-Smith had been reading about Digital Command Control and thought it was the way forward. Jeremy, his business partner was to help him. At the time, digital equipment was hard to source in the UK and a gap in the market was seen. They went from wanting to build a DCC layout, to not building it at all because business grew so quickly and spare time wasn't available.

Chris and Jeremy had a stable block behind Chris' house where the business originated and remained for nine years until moving into an industrial unit three years ago.

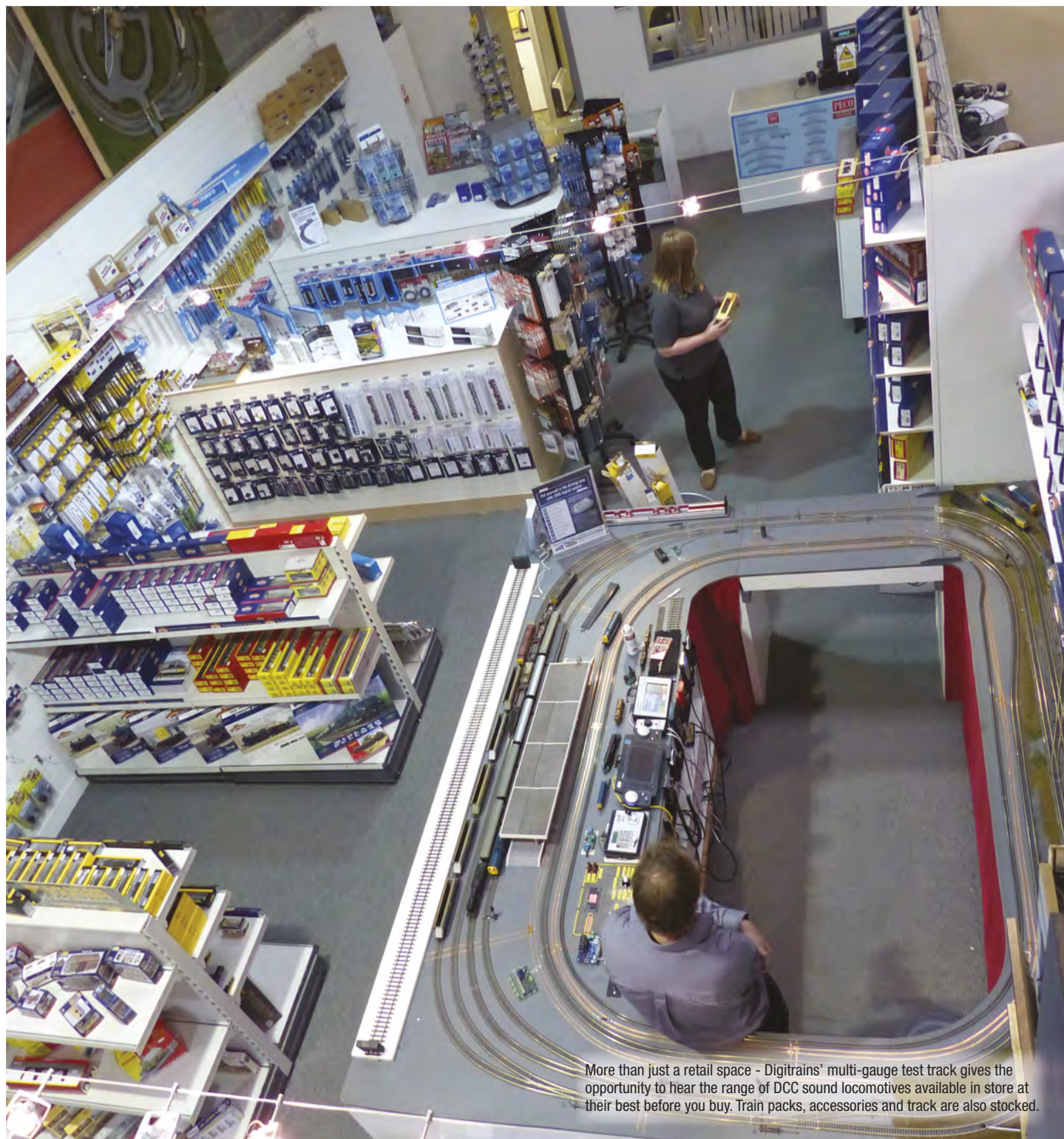
Jeremy: The continental systems are still hampered because they're German. They've customers in countries that speak other languages, like France or Italy, so they don't want lots of English or German language on the handsets. You'll find numbers, squiggles and symbols instead, making continental systems a little less intuitive. The US systems like NCE and Digitracks have touchscreens, so you can change the language. You've got to learn the continental handsets through the manual and memorise them, which can be a little awkward.

Howard: There are many different decoder types for somebody new to DCC, how do you offer advice on what to look for in a new decoder install?

Jeremy: The most common question we're asked, one actually asked this morning – is what does it mean when it says 6-pin, 8-pin or 21-pin? The answer is that you buy the decoder that suits the number of pins. If your locomotive says 6-pin, don't worry what that means, just buy one that fits. There are budget decoders in the 6-, 8- and 21-pin range and there are higher quality decoders that offer more. There's a good choice now of high-quality budget decoders, so £15-£20 can buy you a reliable decoder.



An array of DCC system handsets to try for free in store. From left to right: NCE Powercab, Digitrains DT500, ESU ECOS, Signatrak ACE (on shelf), a second NCE Powercab, Roco Multimaus, Gaugemaster Prodigy Advance ACE.



More than just a retail space - Digitrains' multi-gauge test track gives the opportunity to hear the range of DCC sound locomotives available in store at their best before you buy. Train packs, accessories and track are also stocked.

Howard: Can you explain to our novice DCC readers what a decoder CV is please?

Jeremy: Yes, the vast majority of decent decoders you can plug into a locomotive, give it a number, drive it and it'll be absolutely fine. But if you want to take advantage of the adjustments that are available to alter the speed and acceleration, you can do that too. What a decoder does is adjustable and every adjustment is stored in what's called a CV: a configuration variable.

Howard: And for the non-DCC literate, how is a CV value changed?

Jeremy: Call up the number of the CV that is related to the adjustment you want to make. This can be found in your decoder memory. Enter a different numerical value into that CV to make the adjustment. Even changing the locomotive number is changing a CV. All decoders are sold with the standard number 3 address. If you want to change it to number 10, just go to

CV number 1 where the decoder address is stored and change it from 3 to 10. If you want your locomotive to accelerate slowly, you go to CV number 3 where the acceleration value is stored and put a higher number in there than was in there originally. It sounds complicated but required two things: read the decoder manual to find out which CV number does what and then the second column tells you the range of numbers that you can enter.

Howard: Talk us through the difference between programming on a programming track and programming on the main (ie the rest of the layout).

Jeremy: Programming on the main is useful because it's quick and it allows you to change a locomotive whilst it's in operation. With sound-equipped locomotives, you could alter the volume, the advantage being you can hear whether it's set correctly. The procedure works on the main track, but there are two things you have to remember. You must know the locomotive's number, so you don't reprogram the rest of the layout, and you can't read information back. On the programming track, you can't drive a train. You don't need to know its number because if you've forgotten, you can ask it, but if you did that procedure on the main line, it would ask all locomotives.

To re-cap, you can't read on the main track, but you can reprogram the vast majority of CVs. It'll try to program any CV number that you put in whether the decoder is allowed to take it in or not is by design. Strangely, with TCS decoders, for example, you can't reprogram the shorter address on the main track but you can reprogram the long address. So, you could renumber it as 4524, but you can't renumber it as 10. It's just the way the decoder is designed.

Howard: Tell us about accessory decoders. What advice do you give to someone looking to control a point from a DCC handset?

Jeremy: There's a huge number of choices. Question number one has to be what type of point motor you're using – that'll determine what decoder you need. The three most common point motors in use are:

Still number one: the solenoid. It clicks one way or the other way and requires three wires to drive it and brief pulse of electricity.

At number two: the slow-motion type like DCCconcepts Cobalt or Circuitron Tortoise which require two wires. They're continuously powered with a low current and the two wires exchange polarity to drive the motor one way or the other.

At number three: servos. They're cheap

motor-driven devices, quite small and fit easily under the baseboard in a cheap bracket. People are building servo brackets and they're becoming more popular recently, especially over the last five years. They require three wires and a servo driver too.

Howard: And your second question to customers would be?

Jeremy: How many outputs do they want and what other things do they want it to do? Some decoders take care of point frog polarity, others will only change the direction of the point.

At this point Jeremy disappears out of the office and returns, locomotive in hand.

Jeremy: That's a Hornby Class 20 locomotive fitted with TTS sound. Currently the cheapest way to get into DCC sound in the scale. You hand money over the counter and depart with a sound-fitted locomotive in a box. At £102, it's roughly the price you can expect to pay to put sound from a good decoder into an existing model. For a non-railroad high-quality model, adding high quality aftermarket sound to it, expect to pay twice that.

You can't synchronise the 'chuffs' on a TTS steam locomotive, but most users don't notice. For most people, it's good cheap fun. From then on, there's a leap up in price to the higher level very quickly. You've got cheap or expensive. The next decoders up from Hornby TTS are those from Soundtraxx. They've released a new range of British sounds.

Howard: Its Econami range?

Jeremy: Yes, they're quite versatile because each decoder has multiple sound sets listed on it. So by changing a CV you can select between different locomotive sounds.

Howard: Cost of conversion is often banded about for those with large collections of DC locomotives. What's your advice?

Jeremy: There are very economical decoders and controllers you can get that go a long way for little money. People sometimes think it's £700 to get a decent controller and

Three recommended accessory decoders

Train tech PC-2 "It's a little decoder in a box and drives four point motors. There are no other outputs, so frog polarity changing isn't an option, but it keeps operations nice and easy."

DCCconcepts Cobalt IP-digital "Our most popular at present, this slow-action point motor has an integrated decoder. It only costs a few pounds more than the same point motor without decoder, making it a 'no-brainer'."

DCCconcepts CDU "Designed for solenoid point motors, it has outputs for control panel LEDs or live frogs."

locomotives fitted with DCC, but there are control systems that are very capable that are less than the price on a high-quality locomotive.

Howard: And layout and locomotive adaptations – reliable wiring and pickups must be mentioned a lot?

Jeremy: An important point. Many think that because DCC track power is there all the time, locomotives are going to run better because they're not waiting for the power to turn on like they used to, but that's not the case. The biggest killer with digital operation is interruption to the control signal. The power is there all the time, but the instructions to tell it what to do are complex packets of information. Older locomotives with poor pickups might be easy to convert, but it's much more difficult to get them to run properly when they're done. You can easily fit decoders to old locomotives because they've got more room inside and have much simpler mechanisms. Do they run well when you try them? Often, they don't. Clean wheels, pick-ups and track is absolutely essential.

Howard: Tell us about your other in-house customer services

Jeremy: We install decoders into locomotives that are suitable for decoder installation. We don't offer repairs and because we're so busy we only fit decoders into new models.

On that note, I'm treated to a guided tour of the spacious – but filled – premises, where we compare models and handsets. If you've a DCC-related question, drop by Digitrains' shop and test the products on show. ■

“just because you have a good decoder doesn't mean that the bloke putting the sound in knows what he's doing – a good sound project is vital”

BACHMANN PRESSES THE BUTTONS



➤ Bachmann's recent press day was a positive affair, with Andy York and Phil Parker reporting lots to see and much progress since the briefing six months ago.

Bachmann's confidence was undelined by news that the company is enjoying an 8% growth year-to-date. Its ongoing strategy is similarly bold: Aim – To be the best; Goal – to catch up with promised releases; Vision – to build a sustainable business in what are the most challenging times since the company's formation; Ambition – to serve the hobby and to put something back in to so that future generations can enjoy it too.

In terms of announcements, it's evident that Bachmann is exploring ways in which additional features can increase the appeal of their products. Case in point, the Mk.2F coach (top). The latest EP samples were shown and the lighting functionality was demonstrated. Each coach contains built-in DCC circuitry, and LEDs at each end allow users to choose oil-lamp or battery-lamp mouldings, or a blanking plate. Later variants feature central door locking lights, which are selectable so that only the side of the coach at the platform is activated. The DBSO also features directional head and tail lighting and cab lighting.

The latest decoration samples of the Thompson coaches (next down) were also worthy of note, demonstrating the quality of the teak-effect paint finish.

Bachmann's N gauge Class 40 (below) is now in production, and looks excellent. A demonstration of the DCC sound showcased 26 different functions and packed a lot of punch. The first EP samples of the N gauge Birdcage stock were displayed too, and these are likely to be available in the second quarter of 2018.

Speaking of which, the livery samples of the Birdcage stock in SE&CR and Southern liveries were also shown (bottom).



The decoration and lining is exquisite. The expected delivery date is September 2017.

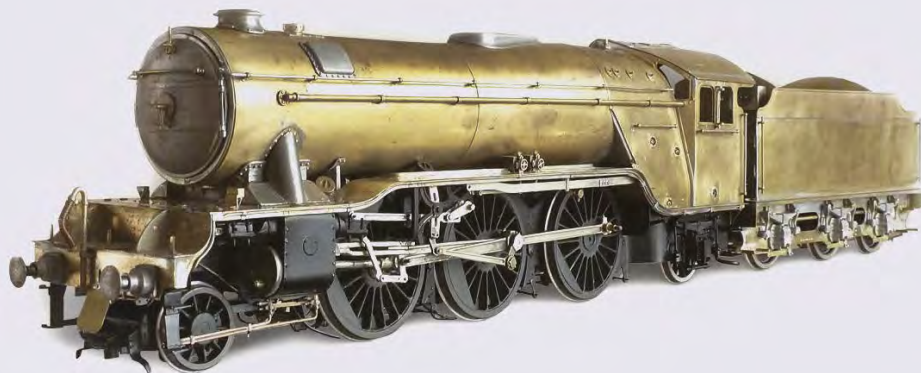
Space doesn't permit coverage of the whole press day in this issue. However, a full

report, complete with images, is available on RMWeb.

See www.brm.ag/Bachmann2017 for more.

BRASS BEAUTIES

Finney7 has announced the next two releases from its 7mm scale range. The 'Princess Coronation' is available now, with the engine priced at £500 and the tender £195. The kit comprises a one-piece, resin firebox and boiler and separate smokebox. It has an etched nickel silver chassis and brass footplate, cab and detailing parts. The tender is etched in brass and both engine and tender have detailing parts in brass and nickel silver with white-metal castings. Meanwhile, the V2 (pictured) - engine £450, tender £160 - launches in September



ber and is of similar specification, but the firebox, boiler and smokebox are etched in brass with formers to assist in the construction process. Absolute beginners are

advised to seek simpler or more modest projects, but accomplished builders should head to www.finney7.co.uk for more information.

DART FIGURES HIT THE TARGET

Dart Castings supplies a wide range of well-detailed figures, and the company was an easy choice when it came to selecting models for our recent painting masterclass (see BRM July). Their new tram/bus crew makes a fine addition to its roster. The figures, which are part of the 'Monty's Models' range, are supplied in unpainted white metal. The full crew retails at £3.20, with single figures starting at £1.80. Completing the theme, a bag of 14 Passengers costs just £7.70, reflecting the fact that they are meant to be used inside trams, buses and trains where they are less visible. All can be bought at www.dartcastings.com.



PRE-FABULOUS

➤ Scalescenes unveils an unpretty but definitely proto-typical addition to its range of downloadable/printable railway buildings. 'CLASP' (Consortium of Local Authorities Special Programme) was an architectural system employed by local authorities and British Rail during the 60s and 70s. Architectural wonders they most certainly aren't, but the collection of pre-fabricated steel and concrete panels was assembled into all manner of buildings, including station buildings and signal boxes. Scalescenes' version can be built up in the same way, with a selection of doors and windows, internal walls and a rigid roof and assorted posters completing the package. Available in OO and N scales and priced at £3.99, this is an economic way to add a bit of authenticity to a modern image layout. See the full range at www.scalescenes.com.



HATTON'S HOPPER

Images of the livery samples of Hatton's forthcoming ICI hoppers in partnership with Oxford Rail have been released. Priced at £24 (or £25 weathered), the OO gauge wagons are available in mid- or battleship grey, in pristine or weathered conditions to cater for the long lifespan of these wagons from 1936 to 1997.

Oxford Rail will doubtless retail the wagons in due course, but Hatton's has them for pre-order right now.

For further details on the liveries available, visit its website at www.hattons.co.uk.



REVOLUTION UPDATES

The crowd-funded business model of Revolution Trains enables it to bring interesting new models to the market, such as the Class 390 Pendolino and the IZA Cargowagon Twin. In a new announcement we learn that the former is on track for delivery in mid-October, the factory apparently having had to produce 11,000 cars to meet demand. In the meantime, there's still work to be done on the Cargowagon, with steps, handrails, document clips and parking brake wheels still to be finalised. Fingers crossed that none entails any undue delays. We'll hear much more from Revolution in the next issue, but parties interested in either project should head to www.revolutiontrains.com for more information.





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YOUR OPINION

Share your thoughts on this model.
Visit www.brm.ag/ORCarflat to get involved in the discussion.

NEW MODELS

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OXFORD RAIL OR76CAR001 60FT BR CARFLAT

Now with Oxford Rail stockists in three different guises is its 60ft BR Carflat car carrier. Pictured is B748747 in BR Bauxite and black livery. Also available is B748735 in BR bauxite and B745900 in BR bauxite and black livery with TOPs data panels. Its respectable standard of decoration will please most and the end bumper irons and 16 wheel chocks included are a nice touch. Ideal for use with its diecast cars.

Also announced by the manufacturer are three more liveries - B745893 in weathered BR bauxite, B745684 in BR blue with Motorail branding and TOPs code and B745758 in BR Motorail livery, offering modellers a suitable variant for the entire lifespan of these vehicles.

Price RRP £29.95

W www.oxfordrail.com

BACHMANN CLASS 66 SORRENTO 32-727W KERNOW MODEL RAIL EXCLUSIVE

Based on Bachmann's standard Class 66 model, this exclusive re-livery for model shop Kernow Model Rail Centre sees the MSC graphics and latest GBRf livery as applied to 66709 in January 2015. Limited to 512 pieces and supplied with etched nameplates, a numbered certificate of authenticity is inside. The model is expected during August 2017 and pre-orders are invited via its website.

Price £169.95 (DCC ready 21-pin socket), £189.95 DCC-fitted, £279.95 DCC Sound

W www.kernowmodelrailcentre.com



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BACHMANN SCENECRAFT

Bachmann's new O gauge figures are en-route to model shops with three different packs of standing or sitting passengers and two packs of 1970s station staff. The station signage set shown has a BR Totem and information display with route map and advert. Other detailing packs are available such as lifting jacks, lineside equipment boxes and coolant trolleys.

Price Station signage RRP £7.95, 1970s station staff (per pair)

£10.95

W www.bachmann.co.uk



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EXCLUSIVE FIRST EDITIONS BRITISH RAIL PLANT AND MACHINERY TRAINING VEHICLE

The acquisition of Exclusive First Editions by Bachmann last year continues to yield a variety of layout vehicles for OO gauge modellers. Hot on the heels of the release of its British Rail Department of Mechanical and Electrical Engineers Training Vehicle by Exclusive First Editions, this latest edition will arrive shortly with retailers. The vehicle depicts a Bristol chassis with Eastern Coach Works body, sporting the same blue/yellow livery with red wrap-around band as its previous release, with Plant and Machinery Training Vehicle wording.

Price TBC

W www.bachmann.co.uk



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OXFORD RAIL OR76DG001 GWR 0-6-0 'DEAN GOODS' No. 2309

Available in DCC-ready and DCC sound-fitted guises, Oxford Rail's GWR 'Dean goods' locomotives have now landed with retailers. Four guises are being offered - No. 2309 in Great Western green with garter crest, No. 2409 in BR Black with early emblem, No. 2475 in Great Western green and No. 2534 in Great Western green with snow plough. DCC-ready versions are fitted with an 8-pin DCC socket, sound-fitted versions make use of ESU Loksound v4.0 decoders, with sound provided by Coastal DCC.

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W www.oxfordrail.com



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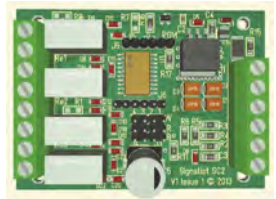
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An easy-to-use method for accurate and consistent plotting of curved track is now possible with this new tool by 3CP. Avoiding the use of string or tape measures, this track curve plotting tool for OO gauge flexi-track is ready to use from its wooden case, with a pencil and sharpener included.

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Price RRP £32.00

W www.signalist.co.uk



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Price RRP £48.95

W www.dccconcepts.com



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N/OO/O



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Price £16.95

W www.finescalemodelworld.co.uk

DCC CONCEPTS AD-8SX DCC AND DC SOLENOID POINT DECODER

Connect this decoder to your DCC accessory power bus or track and change Peco, Seep, Hornby or similar solenoid point motors with its outputs. The AD-8sx has eight outputs, each of which can reliably control two solenoid point motors (16 points in total) thanks to its powerful integrated capacitors, and which can activate all outputs at once, unlike traditional Capacitor Discharge Units (CDUs). This feature is of use if setting 'routes' - multiple points set at once, or, if a computer is being used, to control the layout.

DC users can benefit from the LED status outputs of the AD-8sx for feedback to a control panel and if necessary, the unit can be used on a DCC- and DC-controlled layout giving all operators control of points.

Price £79.96

W www.dccconcepts.com

PROTOTYPE INSPIRATION

Service History: CLASS 450 EMUS

Keen diesel and electric enthusiast, Pip Dunn, charts the history of these units.

Photography by Mark Pike.



When the railways were slowly privatised in the late 1990s, and franchises were let, the train operating companies that took them over set about replacing older, existing coaching stock they'd inherited. For many bids, new trains were seen as one way of winning the deal.

South of the Thames, the majority of the timetable was made up of commuter trains worked by elderly Mk. 1 'slam-door' EMUs. Legislation was looming to replace these.

There were three franchises. Southeastern, South Central and South West and Stagecoach Rail won the SW operation, which it imaginatively branded as South West Trains (SWT).

Initially its stock replacement was limited to a fleet of 30 four-car Class 458 'Juniper' units from Alstom, which got off to a shaky start as regards reliability and poor riding. When it was clear that a Mk. 1 replacement was a priority, SWT turned its attention to Siemens and placed a large order through Angel Trains, for its Desiro 750V DC EMUs.

The company ordered 110 four-car units in April 2001 for a planned delivery from 2003, and this was soon increased to 127 sets, giving a total of 508 vehicles. These trains were for outer-suburban services and were supplemented by 45 five-car Class 444



A London Waterloo to Portsmouth Harbour service in the form of 450004, draws beside 450568 (ex-high density) that will terminate ahead with a stopping service from London Waterloo on June 6, 2015.



On August 16, 2005, Pioneer 450001 is approaching Millbrook (Hants) with a Bournemouth Traction & Rolling Stock Maintenance Depot to Northam Depot test run.



inter-city units also from Siemens and also part of the Desiro Platform.

The Class 450s were delivered between 2002 and 2006, with the Class 444s built in 2002-03. The bodyshells were built at Uerdingen in Germany, but fitting out of the shells was split between Vienna in Austria and Krefeld in Germany.

Each Class 450 comprises a Driving Motor Standard Open (DMSO), a Trailer Composite Open (TCO), a TSO (Trailer Standard Open) and a second DMSO. The DMSOs have 70 seats, the TCOs have 24 First and 32 Standard Class seats and the TSOs have 61 Standard seats and nine flip-down seats. There is a toilet in the TCO and a disabled-access toilet in the TSO, while there are also two wheelchair spaces.

The DMSOs are numbered 63201-300 and 63601-700 for 450001-100, 63701-710 and 63751-760 for 450101-110 and 63901-917 and 63921-937 for 450111-127. TCOs are numbered 64201-300, 66851-860, 66901-917, while the TSOs are 68101-200, 66801-810 and 66921-937.

The two DMSOs have four traction motors each, supplied by Siemens. Although built as 750V DC units, the TSO vehicles feature a well in their roof for easy retrofitting of a pantograph should the units ever be needed to be converted to run off a 25kV AC overhead power supply.

Delivery

Each unit was sent to the Wildenrath test track in Germany for shakedown tests, the first unit being tested in April 2002. It spent several months at the bespoke test track, and allowed some preliminary driver training to be undertaken.

Once the units were tested, they were moved via the Channel Tunnel to the UK, and taken to Wembley where the necessary customs clearance took place before the units were moved for commissioning.

To commission and maintain the units, Siemens built a bespoke depot at Northam in Southampton, and all 182 SWT Desiro units are allocated here. They don't all return on-site every night and can be maintained at other SWT depots such as Wimbledon and Bournemouth.

All Class 450s were delivered in the South West Trains 'outer suburban' livery which was predominately blue with red doors and red and orange swishes on the cabs. Yellow panels were added to cab ends. The units feature corridor connections to allow eight- and 12-car sets to run with the guard having access to the entire train while on the move.

On October 15, 2003, 450015 was named Desiro as a precursor to the unit entering passenger traffic, the first of the fleet to do so. It undertook some press trips from Waterloo to Basingstoke. Thereafter the



Seen just south of Micheldever with an empty stock working from Basingstoke to Northam Depot on April 23, 2010 is 450073.

units slowly entered traffic and allowed older units to be withdrawn and other units to be cascaded.

Operations

The Class 450s are used on most suburban services on the SWT area, from Waterloo to Guildford, Alton, Basingstoke, Windsor & Eton Riverside and Reading. However, they also work further afield to Bournemouth, Portsmouth Harbour and Weymouth, and were used to visit Brighton on trains from Basingstoke, but these duties have ceased.

Units 450043-070, were converted during 2007/08. The 28 units had their First Class and some Standard Class seats removed to allow more room for standing passengers on busy commuter trains. These high-density units were renumbered 450543-570. In 2013, the First Class seats were returned, but not the Second Class. Having 19 fewer Standard Class seats meant they retained their Class 450/5 numbers to allow diagramming staff to be aware of their changed interior layout.

In more recent times, the units have replaced SWT's last slam door units on the Brockenhurst-Lymington Pier branch. They work alongside the Class 444s, and also share some duties with the surviving – and modified – Class 458s.

Future

The Class 450s have led a relatively unspectacular life so far, and have done exactly what was expected of them. Passengers like them – a step up from the Mk. 1 EMUs they replaced. Their future seems to be more of the same – working for whatever company has the SWT franchise. A change of operator would inevitably see a change of livery. But for now, it's business as usual. ■



On October 17, 2012, high density units 450553 and 450559 approach Vauxhall station with a London Waterloo to Weybridge (via Staines) service.

BACHMANN CLASS 450 DESIRO EMU

Electric Multiple Units (EMUs) might not be everyone's idea of an exciting model, but they are absolutely central to the operation of the modern passenger railway – the majority of British rail journeys each year are made on electric units of one sort or another.

Having created a market for BR era Southern Region third-rail EMUs over the last few years, Bachmann has now turned its attention to the post-privatisation period. In response to public demand, it has modified its Siemens Class 350 'Desiro' dual-voltage EMU to depict the closely-related South West Trains Class 450. SWT took delivery of 127 of these four-car outer-suburban trains from Germany/Austria in 2000-06 to work across its network linking London Waterloo with Portsmouth, Southampton, Weymouth and many routes closer to the capital.

Although the SWT units are outwardly very similar to their West Coast Main Line sisters, first produced by Bachmann in 2012, there are a few detail differences that required attention from Bachmann's design team. It's not simply a case of removing the pantograph from a batch of '350s'!

Detail Differences

Starting with the roof area, the non-operational single-arm pantograph carried by the '350' model is omitted from TSO vehicle, although the space to accommodate it is still there, as it is on the prototype, which is designed for straightforward conversion to dual-voltage operation. The pantograph well has been redesigned and features four square mounting points for the absent 'pan', as well as several other neatly modelled blanking plates and a tiny wire grab rail.

With its smooth, flat body panels and angular, modular look, the Desiro doesn't win any design awards, but it makes for an attractive model of a contemporary third-rail EMU. The bodysides and inner ends are relatively featureless, but the roofs have separately-fitted air-conditioning units for the passenger saloons and driving cabs.

It's the cab ends that most clearly define the character of this train, and Bachmann captured the shape and detail of the Siemens cab area beautifully, particularly the curved windscreens and central gangway. It's no less impressive under the body, with a wealth of crisply moulded equipment modules attached to the detailed floorpans. These include sandboxes and wire sandpipes on the driving cars, which look strangely old-fashioned on a modern train.

The SGP SF5000 bogies are neatly moulded and sit pleasingly close to the body. They correctly have third-rail shoe gear on both bogies of both driving cars.

Apart from the area occupied by the chassis block, a full interior with correct SWT 3+2 pattern seating is visible through the flush-fitted smoked glazing.



Bachmann has captured the character of the Siemens Desiro UK design very effectively. Note the dummy Döllner coupler, which fits into the NEM pocket if you're running your set as a single four-car train. Other couplers can be fitted for multiple working.

SWT's attractive blue/red/orange outer-suburban livery, which still looks modern despite being 17 years old, sits well on the model and has been superbly executed by Bachmann. Detail differences aside, it is the major factor distinguishing this model from the earlier Class 350s. The predominantly blue bodies have a pleasing eggshell finish, with satin orange bands either side of the red doors. The swooping orange and red bands at the cab ends correctly continue up and over the roof and have the same eggshell finish as the blue areas. There are at least two variations in the decoration of SWT '450s' with the orange/red bands sitting at different heights on the cabside. Bachmann's model matches the real 450073 with the lower edge of the orange band bisecting the bottom corner of the cab door droplight, rather than sitting below it.

FACT FILE

I MODEL Bachmann 31-040
South West Trains blue Class
450/0 four-car EMU
I PRICE RRP £319.00
(£349.95 weathered)
I WORDS Ben Jones
I PHOTOGRAPHS
Phil Parker



The attractive, but soon-to-be obsolete South West Trains outer-suburban blue livery is superbly applied throughout and features lots of crisply printed details.

Other aspects of the soon-to-be-obsolete livery, designed by Ray Stenning for Stagecoach, are equally convincing, from the thin orange stripe along the lower body and SWT logos to the 'Quiet Zone' branding, wheelchair and bicycle pictograms on the doors and design elements denoting the First Class accommodation in the TCO vehicle. There are also dozens of tiny notices printed on the inside of the glazing, warning notices and maintenance instructions across all four cars.

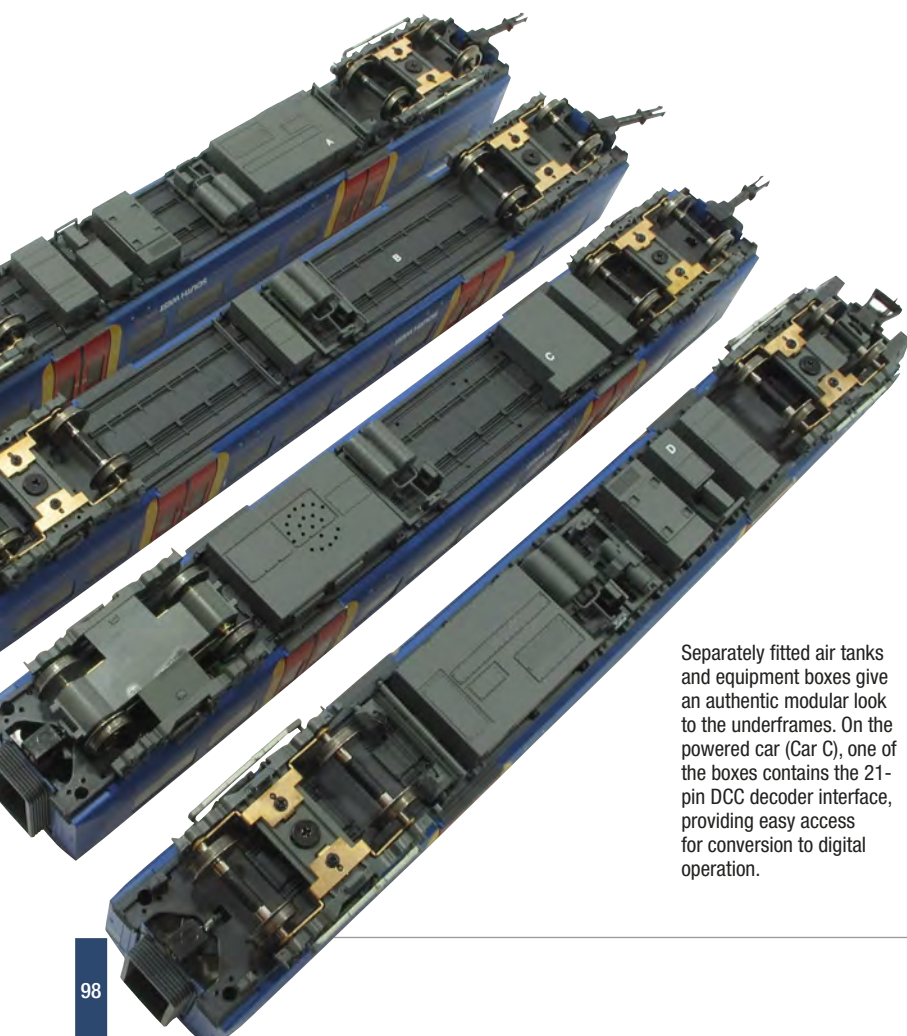
A superb weathered version is also available as 450127, with decoration applied to replicate the different behaviour of the painted and vinyl areas on the real '450s'. The painted roofs fade faster than the vinyls after repeated trips through the carriage wash (see photographs).

Clever Design

As before, the 'Desiro' is cleverly designed to make operation and DCC conversion as easy as possible. Above each cab is an air-conditioning unit which can be prised out to reveal an on-off switch for the cab lights, whilst under the body of the Coach 'C' (68173), the 21-pin DCC decoder socket is housed in a detachable module, along with space for a sound decoder and speaker. It's a good solution that really ought to be more widely employed on British OO models.

Thanks to the conductive coupling bars between each car, the unit needs just one decoder for DCC operation. To ensure that the train is coupled in the correct order, the cars are marked A,B,C and D underneath and, helpfully, on the double-leaf plug doors. In real railway terms, the correct formation for 450073 is DMSO(A) 63273+TCO 64273+TSO 68173+DMSO(B) 63673.

LEDs are used for lighting throughout, with bright blue-white head and side lights in the daytime running arrangement, red tail lights and illuminated destination displays reading 'Portsmouth & Southsea'. Interior lights are also provided, both in the passenger saloons and cabs. Side-mounted destination displays are just visible behind the smoked glazing on the DMSO cars.



Separately fitted air tanks and equipment boxes give an authentic modular look to the underframes. On the powered car (Car C), one of the boxes contains the 21-pin DCC decoder interface, providing easy access for conversion to digital operation.



Mechanically, the unit is identical to the Class 350 with just two axles powered by a motor housed in a heavy die-cast chassis block at the toilet end of the TSO car. This occupies a substantial portion of the interior, although the smoked glass helps to disguise it.

The two powered axles have inside bearings, but all 14 trailing axles have pin-point bearings with brass pick-ups for the interior lights. This makes the unit free-running with a pleasing 'swoosh' from the metal wheels as it runs.

Our sample was a superb performer, being smooth, quiet and reliable on Code 75 or Code 100 track, negotiating complex pointwork without any problems. A big improvement over the Class 350s is the instruction booklet, designed and produced to Bachmann's latest standards. It's very useful and an essential read before you unbox your model.

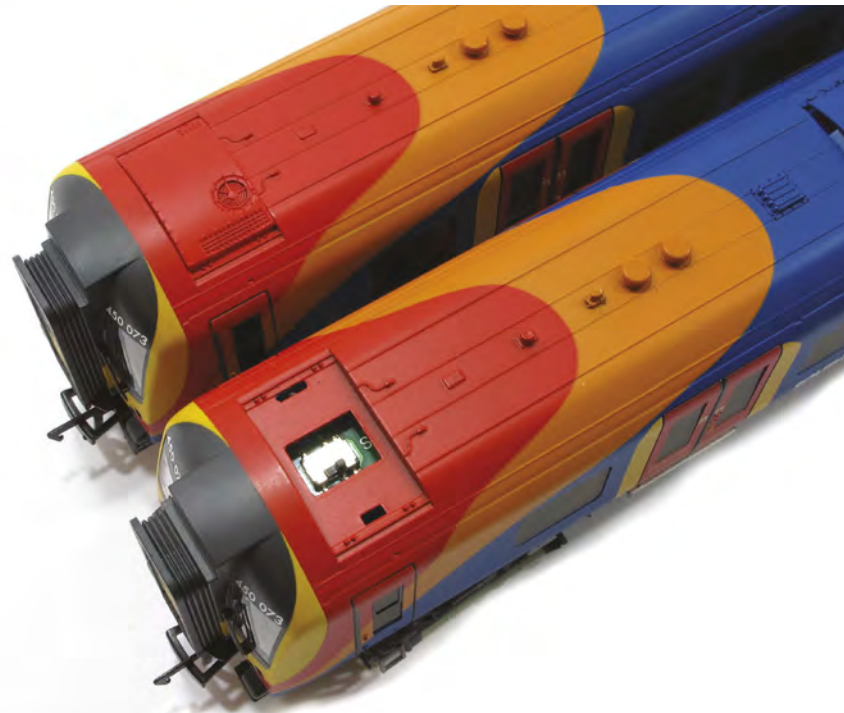
If you don't need to run your Desiro in multiple, the package includes dummy Dellner couplers, which fit under the end gangways and obstacle deflectors that plug into the NEM pockets. These help to complete the front end appearance but if you are running more than one unit, tension lock couplings are supplied for the outer ends of the set. NEM coupler pockets mean you can replace them with your choice of couplers if necessary.

Desirable Desiro

Ironically, Bachmann's SWT Class 450s reach UK shops just as Stagecoach is about to hand over the franchise after 20 years in charge. On August 20, the SWT 'Desiro' fleet will be absorbed by the new First/MTR London South Western Railway franchise and will soon be joined by 90 new Bombardier 'Aventra' suburban EMUs. However, that should at least give Bachmann the opportunity to issue another batch of '450s' in the new livery!

These units have been around for almost 20 years and carried billions of commuters. As such, they deserve our attention. We hope that the '450' will be as successful as Bachmann's previous third-rail EMUs.

Bachmann has made an impressive model of one of the most successful electric trains on the contemporary railway. ■



The air-conditioning pods on the cab roof can be removed to reveal a sliding switch controlling the cab lights.



OXFORD RAIL 50T 'WARWELL'

Detail abounds on Oxford's wagon, with crisp moulding and eye-catching chains.



Hot on the heels of Hatton's Model Railways Warwell reviewed last month, is the Oxford Rail model of the 50T Warwell introduced in 1943 for the transport of U.S. Sherman tanks ahead of the Normandy invasions. Although the prototype is basically the same, the models are completely different in their approach.

FIRST IMPRESSIONS

The main body and deck of the Oxford Rail model is injection moulded plastic with excellent definition to the bolts, rivets and panel lines to the upper deck. The eye is instantly drawn to the chains, which are included with the model. The chain is possibly overscale, but as a variety of chains, shackles and straps were used on the vehicles through their lives. I can't say that it's wholly wrong. The crossed chains are secured by pins into the deck. I'm sure they could be removed with persuasion, but they don't appear to be designed to do so.

Our review sample features decoration as an 'as-delivered' wagon loaned to the Great Western by the War Office. Instinctively, I would have said the green should be a little darker, but there is a shortage of colour reference material available, although black and white images show the wagon and loaded Sherman tanks to be of similar shade so my mind is drawn to the shades I have seen of restored Sherman tanks. The decoration of the wagon is good though; a pleasing matt finish and crisp white lettering even in the difficult to access recessed sides.

The definition to the wagon's side and the early pattern diamond bogies is excellent and the axle bearingboxes are correctly slightly sloped back on their top face. The bufferbeam details are good too apart from the screw jacks which seem to lack finesse.

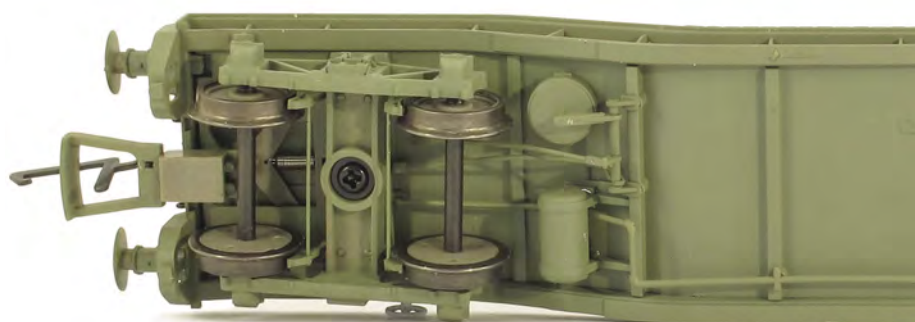
FACT FILE

MODEL Oxford Rail 50T Warwell
PRICE RRP £29.95
WORDS AND PHOTOGRAPHS Andy York

WELL WAR TWO

We have never had a OO gauge RTR model of a Warwell until now, when two arrive within a month, so modellers are inevitably going to choose between the two. The Oxford model is perfectly adequate with good deck detail, but I feel that Hatton's has accommodated for later variations, and has better detail with respect to the underside and the jack screws. Its weight also gives an impression of quality.

As ever in these increasingly common instances of duplication, the best model would be one which combines the best points of both. Sometimes modellers may not be aware of, or particularly care about, these nuances and make a choice based on the one factor they can easily understand - *price*.



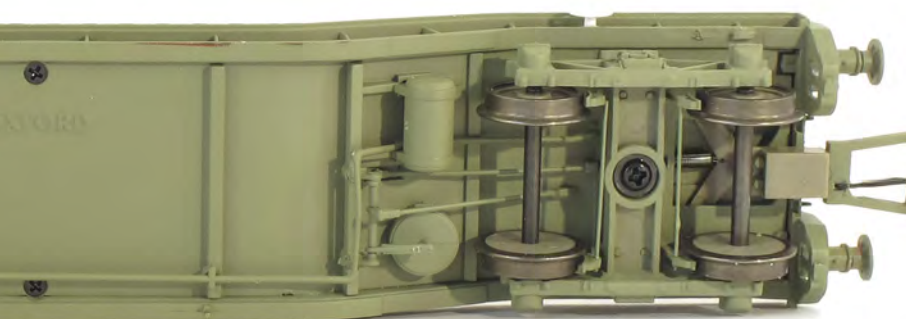


The model is fitted with oval buffers that only came into use later. There is a set of round buffers with the squared-off top edge in the detailing pack and they are a straightforward swap as the buffers aren't sprung.

On the underside there is good braking gear detail with cylinders and piping. The NEM coupling pocket is mounted to the ends of the base of the wagon rather than the bogies, but they have good lateral and fore/aft motion to accommodate tight radius curves.

Oxford Rail has mainly announced early versions of the Warwell, although there's a later designated KWA wagon on its list, so it will be interesting to see how well detail differences will be accommodated over the life of the wagons. Models will also be available with loads in due course; one with a Sherman tank and one with a traction engine, which plays to the strengths of the Oxford Rail parentage.

The manufacturer has executed the Warwell to a good standard, matching all key dimensions, and I'm sure it will prove popular. The main plus point I see for it is the definition of detail on the top deck. ■



datafile

i BASICS

Manufacturer: Oxford Rail

Catalogue Refs:

OR76WW001 Warwell A Ministry of War Transport MS1

OR76WW002 Warwell A Diamond Bogies BR Brown DM360331

OR76WW002W Warwell A Diamond Bogies BR Weathered DM360332

OR76WW003 Warwell A Steel carrier DM748305 Diamond Bogies

OR76WW004 MOD KWA Warwell triple pack 95535/95578/95540

OR76WW006 Warwell No36 with Sherman Tank

OR76WW009 Warwell with Steam Road Engine DM721211

OR76WW010 Southern Railway Warwell - revised bed MS14176

RRP: £29.95

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

Era: 3 to 9

Company/Operator: WD/LMS/LNER/GW/BR

Weight: 36g

Body: Plastic

Accessories: Alternative buffers, brake pipes

VITAL STATISTICS

| Dimension | Model | 1:76 | Model | +/- |
|-----------------------|-----------|-------|-------|-----|
| Length (over buffers) | 47'0" | 191mm | 190mm | -1 |
| Width | 8'3" | 33mm | 33mm | 0 |
| Wheel diameter | 2'9" | 11mm | 11mm | 0 |
| Wheelbase | 14.4-14.5 | - | - | 0 |

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R3525 Hornby Battle of Britain
'Sir Archibald Sinclair' s21C159 British Railways Real Coal & TMC Weathered
Was £209.99
NOW £188.45



Oxford Rail Dean Goods
OR76DG001 2309 GWR Green Real Coal & Weathered by TMC
Was £157.95
NOW £141.75



31-187DS Jubilee 5588 'Kashmir'
Bachmann *DCC Sound* Real Coal Plates, Glossed & Weathered by TMC
Was £299.95
NOW £258.95



32-534DS Bachmann Class 55
Queens Own Highlander 55004 DCC Sound Plates Fitted, Deluxe Weathered
Was £299.95
NOW £259.95



31-661DS Class 47/3 Dutch Livery
Bachmann 47346 BR DCC Sound Plates & Parts Fitted 1 End Weathered by TMC
Was £294.95
NOW £253.95



32-753DS Class 57/0 Freightliner
Bachmann 57007 Freightliner Bond DCC Sound Plates, Parts TMC Weathered
Was £294.95
NOW £253.95

N Gauge



372-033DS Castle Class
Farish 5029 'Nunney Castle' GWR Pre-served DCC Sound TMC Weathered
Was £264.95
NOW £226.95



371-650A Class 57/3
Graham Farish 57306 'Jeff Tracy' Virgin Weathered by TMC
Was £159.95
NOW £136.25



371-171 Class 37/4
Graham Farish 37421 Colas Weathered by TMC
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NOW £133.75

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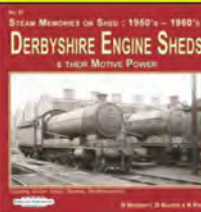
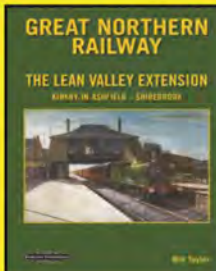
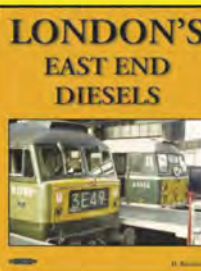
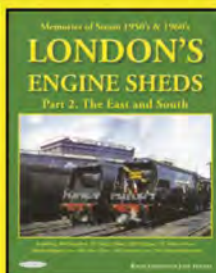
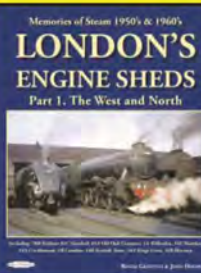
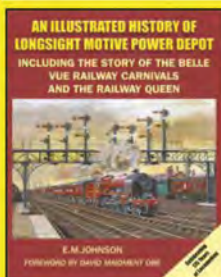
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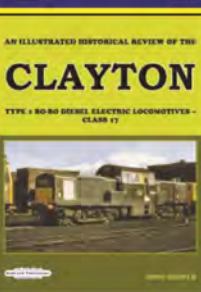
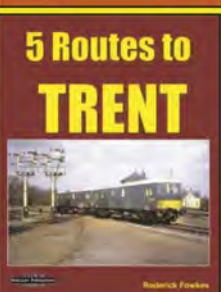
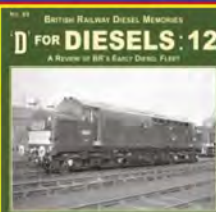
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EVENTS

EXHIBITIONS

SEPTEMBER 02 - SEPTEMBER 03

Blackburn & East Lancs Model Railway Society Exhibition Hyndburn Leisure Centre, Henry Street, Church, Accrington, Lancashire BB5 4EP
Opening Times: Sat/Sun 1000 - 1700
Prices: Adult/Concession £7.00
 Unaccompanied Children £4.00
 Accompanied Children Free

The Medway Model Railway Show

Fort Pitt Grammar School, Fort Pitt Hill, Chatham, Kent ME4 6TJ
Opening Times: Saturday 1000 - 1700
 Sunday 1000 - 1600
Prices: Adult £5.00
 Child £2.00
 Family £12.00

SEPTEMBER 09 - SEPTEMBER 10

Meridienne - International N Gauge Show
 Warwickshire Exhibition Centre, The Fosse, Fosse Way, Leamington Spa, Warwickshire CV31 1XN
Opening Times: Saturday 1000 - 1700
 Sunday 1000 - 1600
Prices: Online Adult £10.00
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DIARY DATES are now ONLINE!

As of the December 2016 issue of BRM, only a select number of Events will be listed within the magazine. For an extensive list of all Diary Dates please visit our website at the address below.

www.brmm.ag/brmevents

WEBSITE

Enter your event on our website
www.world-of-railways.co.uk

Closing date for the October issue is August 10

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The Railway Enthusiasts' Club 2017

Model Railway Exhibition Woking Leisure Centre, Kingfield Road, Woking, Surrey GU22 9BA
Opening Times: Saturday 1030 - 1730
 Sunday 1000 - 1700
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 Child £3.00
 One accompanied child free with an adult
T: 01252 542574

The E.M. Gauge Society expoEM

Autumn Partington Sports Village, Chapel Lane, Partington, Manchester M31 4ES
Opening Times: Saturday 1030 - 1730
 Sunday 1000 - 1630
Prices: Members £7.00
 Visitors £8.00
 Tickets bought Saturday give re-entry on Sunday
W: www.emgs.org

SEPTEMBER 10

The White Horse Model Engineering & Garden Railway Show White Horse Country Park, Trowbridge Road, Westbury, Wiltshire BA13 4LX
Opening Times: Sunday 1000 - 1600
Prices: Adult £5.00
 Children under 16 Free

SEPTEMBER 23 - SEPTEMBER 24

Dorset Model Railway Exhibition
 Queen Elizabeth School, Blandford Road, Wimborne, Dorset BH21 4DT
Opening Times: Saturday 1030 - 1630
 Sunday 1000 - 1600
Prices: Adult £6.00 Sunday
 Child Free
T: 01823 480097

OCTOBER 07 - OCTOBER 08

Fareham Raillex 2017
 Leisure Centre, Park Lane, Fareham, PO16 7JU
Opening Times: Saturday 1000 - 1730
 Sunday 1000 - 1630
Prices: Adult £6.00
 Accompanied Children Free
W: www.fareham-mrc.org.uk/raillex-2017

OTHER EVENTS

AUGUST 26 - AUGUST 28

Northampton & Lamport Railway - Gala Weekend Pitsford & Brampton Station, Pitsford Road, Chapel Brampton Northampton, NN6 8BA
Opening Times: Saturday/Sunday/
 Monday 1000 - 1630
T: 01604 8203027
W: www.nlr.org.uk

SEPTEMBER 02 - SEPTEMBER 03

Llanfair Garden Railway Show
 Caereinion Leisure Centre, Llanfair Caereinion, Welshpool SY21 0HW
Opening Times: Saturday 1000 - 1630
 Sunday 1000 - 1600
Prices: Adult £6.50
 Accompanied Children Under 16 Free
T: 07796 863249

OCTOBER 07 - OCTOBER 08

Apedale Valley Light Railway, Tracks to the Trenches Apedale Community Country Park, Loomer Road, Chesterton, Newcastle-under-Lyme, Staffs ST5 7LB
Opening Times: Sat/Sun 1130 - 1600
Prices: To be confirmed
T: 0845 094 1953

TRAIN & TOY FAIRS

AUGUST 20

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

AUGUST 27

SRP Toy Fairs - Rayleigh Swayne Park School, Sir Walter Raleigh Drive, Rayleigh, Essex SS6 9BZ
Opening Times: Sunday 1000 - 1400
Prices: Adult £2.00
 Child Free
T: 0773 9998012

AUGUST 28

Toy & Train Fair - Bridgnorth Leisure Centre, High Town, Bridgnorth, Shropshire WV16 4ER
Opening Times: Monday 1030 - 1500
Prices: Admission £2.00
T: 01270 652773 Tony Oakes

AUGUST 30

Joe Lock Toy & Train Fair - Selsdon
 St John's Community Hall, Selsdon, Croydon, London, CR2 8DD
Opening Times: Wed 1800 - 2000
Prices: Admission £1.00
T: 07866 641215

SEPTEMBER 03

SRP Toy Fairs - Worthing Charmandean Centre, Forest Road, Worthing, West Sussex BN14 9HS
Opening Times: Sunday 1000 - 1400
Prices: Adult £2.00
 Child Free
T: 0773 9998012

Barry Stockton Train & Toy Collectors Fairs

Hulme Hall, Port Sunlight, Wirral, Merseyside CH62 5DH
Opening Times: Sunday 1030 - 1530
Prices: Adult £2.00
 Child £0.50
T: 0151 334 3362

SEPTEMBER 09

Jim Corr Toy & Train Fair - Gateshead
 Gateshead International Stadium, Neilson Road, Gateshead, Tyne & Wear NE10 0EF
Opening Times: Saturday 1000 - 1500
Prices: Adult £3.00
 Senior £2.00
 Child £2.00
T: 7504035955

Toy & Train Fair - 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

SEPTEMBER 10

SRP Toy Fairs - Herne Bay The Kings Hall Beacon Hill Herne Bay, Kent CT6 6BA
Opening Times: Sunday 1000 - 1400
Prices: Adult £2.00
 Child Free
T: 0773 9998012

SEPTEMBER 16 - SEPTEMBER 17

Locomotion Steam Gala
 The National Railways Museum, Shildon, Co Durham DL4 1PQ
Opening Times: Sat/Sun 1000 - 1700
T: 01535 642367
 NB Toy Fairs in November and December are **CANCELLED**.

SEPTEMBER 17

SRP Toy Fairs - Midhurst
 The Grange, Bepton Road, Midhurst, West Sussex GU29 9HG
Opening Times: Sunday 1000 - 1400
Prices: Adult £2.00
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T: 0773 9998012

Ray Heard Train & Toy Fair

Newton Abbot Racecourse
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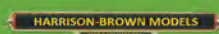
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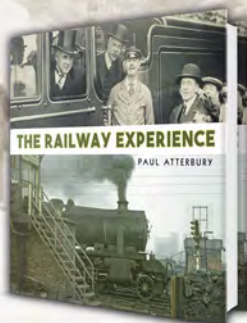
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**Squires will be exhibiting at the following shows in 2017 –
Diary updated as bookings are confirmed.**

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.
Coming to Telford??? - Why not try Sunday??? - the show is less busy - see more of the layouts AND a lot easier to get to our stand!!!! :-)

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 16/17 - SHILDON Autumn Steam Gala Locomotion Museum, Shildon
DL4 1PQ Sat/Sun 10 - 5pm. *Free Car Parking and Free Entry to Museum and Exhibition - Yes that's Free Entry!!!!!! :-)

MAIN ATTRACTION - come and see LNER Class A3 4472 Flying Scotsman
Sept 23/24 - HALIFAX M/Rail Ex, 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 - 5**

***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 7/8 - SWANSEA Model Railway Exh, presented by Swansea Railway Modellers Group, Swansea Leisure Centre, Oystermouth Road, Maritime Quarter, Swansea **SA1 3ST** Sat 10-5, Sun 10-4.

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 21 - CHICHESTER M/R Ex, Boy's H/Sch, Kingsham Rd, Chichester, W.Sussex. **PO19 8AE**. 10-5.
Oct 21/22 - UCKFIELD M/Railway Exh, Uckfield Civic Centre, Uckfield. **TN22 1AE Sat/Sun 10-5**

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 M/Rail Ex, Hallmark Hotel, Aberdeen Airport, Aberdeen, **AB21 7DW** Sat 10-5/Sun 10-4. **New Venue - www.facebook.com/AberdeenModelRailwayclub **

Nov 4 - HIGH WYCOMBE - WYCRAIL 17 Model Railway Exhibition, Cressex Community School, Cressex Rd, High Wycombe, Bucks **HP12 4UD**. 10-5.

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 - PORTSMOUTH South Hants Model Railway Exhibition, Admiral Lord Nelson School, Dundas Lane, Portsmouth, Hants PO3 5XT. Sat 10-5 ***Plenty of Free Parking***

Nov 18/19 - WORKINGTON Model Rail Show, University of Cumbria, Energus Building, Blackwood Rd, Lillyhall Estate, Workington, Cumbria. **CA14 4JW**. Sat 10-5, Sun 10-4.

Nov 25/26 - BIRMINGHAM Warley National Model Railway Exh Hall 5, NEC Birmingham 40 1NT. Sat 9.45-6pm, Sun 9.45-5pm. **50th Exh** Advance Ticket Holders gain entry 9.15am both days.

EXHIBITIONS & SHOWS IN 2018

Jan 13/14 - BOGNOR REGIS M/Railway Exh, Felpham Community College Felpham Way, Felpham, Bognor Regis, W.Sussex **PO22 8EL** Sat 10-5, Sun 10-4.30 **Plenty of Free Parking**

Jan 21 GUILDFORD - Astolat Model Railway Exhibition, The Surrey Sports Park, University of Surrey, Richard Mayjes Road, Guildford, Surrey, GU2 7AD. Sunday 10-5. www.astolatmrc.co.uk

Jan 27/28 KENDAL Model Railway Exh Leisure Centre, Burton Rd, Kendal, LA9 7HX Sat/Sun 10-5

Jan 28 BRISTOL - Bristol 'O' Gauge Group Exhibition University of the West of England (UWE Bristol), Conference & Exhibition Centre, Filton Road, Bristol, **BS34 8QZ**. Sunday 10-4.

Feb 3/4 ALTON - FebEx 2018 Alton Model Railway Group Exhibition Eggers School, Anstey Road, Alton, Hants, GU34 4EQ. Saturday 10.30 - 5. Sunday 10.30 - 4.00.

Feb 18 - MANCHESTER ALSRM O Gauge Show, Woodhouse Park Lifestyle Centre, Portway, Wythenshawe, Manchester, M22 1QW 10-4. Free Parking, Test Track, 16 'O' Gauge layouts.

Free entry ALSRM Members

Feb 23-25 GLASGOW Model Rail Scotland Scottish Exhibition Centre, Glasgow, G3 8YW. Friday 10.30 - 6, Saturday 9.30 - 6, Sunday 9.30 - 5. www.modelrail-scotland.co.uk

Mar 3/4 - 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

Mar 17/18 PERTH GREEN Model Railway Exhibition, Perth Green Community Centre, Inverness Road, Jarrow, Tyne and Wear, NE32 4AQ Sat 10-5, Sun 10-4.

April 7 - NORWICH Model Railway Exh, Hellesdon High School, NR6 5SB. Sat 10 - 4.30pm.

May 4 - 6 - The 50th Bristol Model Railway Exh The Thornbury Leisure Centre, Alveston Hill, Thornbury, Near Bristol, BS35 3JB. Friday 1pm - 7pm, Sat 10 - 6.30pm, Sun 10 - 5pm. Coming to Bristol Show? Why not try Saturday?? or Sunday??? The show is less busy

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19 August Ludlow; 9/10 September Coventry N Gauge;
23/24 September Aylesbury Scale 4; 30 September Telford

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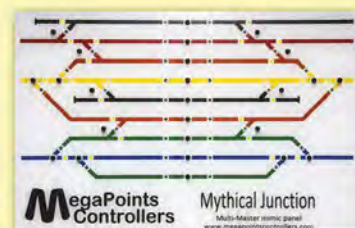
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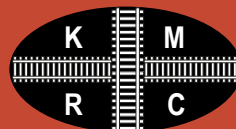
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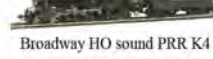
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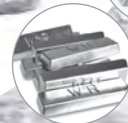
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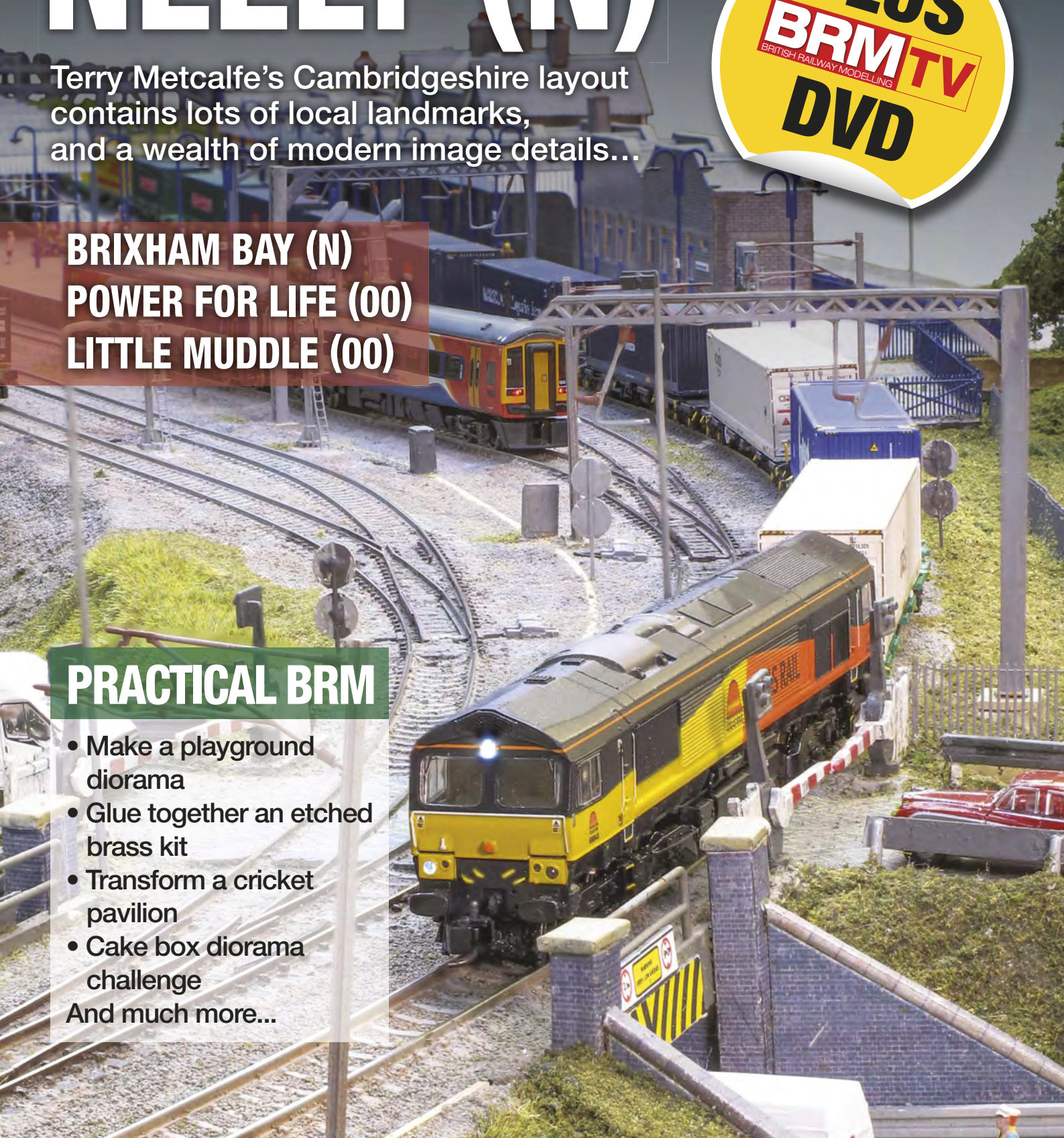
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Meet the Modeller Special

PAUL ROLLEY

Modern image isn't to everyone's taste, but few people do it better than 'Vopak Terminal' creator Paul Rolley. Andy McVittie heads to Cardiff to meet the man.

I first met Paul at the Nottingham exhibition, where 'Vopak Terminal' caught my eye with its elaborate chemical refinery. Duly impressed, I stopped and we chatted for a while, and I wondered what his next project might be. I soon found out at Mickleover MRC's Derby expo, when Paul showed me early castings for his latest challenge 'Adit A2'. Much more about that anon. In the meantime, I was invited to his Cardiff home, where I learned a bit more about his modelling inspirations and his punishing modelling schedule...

Andy: Let's start at the beginning. What was it that got you into railway modelling?

Paul: My father was an N gauge modeller and my older brother Brian is a walking railway encyclopaedia. He just soaks that stuff up, but he'd never built a train set until he made 'Rosamund Street'. I did all the other stuff – marriage, kids, divorce and all that – but for 20-odd years I didn't really do anything in railway modelling. Then ten years ago, I built my first train set 'Ranelagh Bridge'. It had old Lima stuff that I'd bought as a teenager and something just clicked.

So I joined my brother's model railway club and I learned various techniques. They were building a modern image layout called 'Cwm Cwrw' – 'Beer Valley' in Welsh. I went to an exhibition and spent all day playing on layouts that worked and that weren't 'train sets', which is what I'd been building. In the meantime I'd got some feedback for Ranelagh Bridge on RMweb. It was dire, but it made me realise what people were looking for at exhibitions and that you have to do your research properly. That drove me to build something that was an improvement,

MEET THE MODELLER



Search for 'Naturol' on RMweb.co.uk to see more of Paul's industrial scenes. An incorrigible modeller, his compact 'Blue Circle' diorama was actually built to keep him busy in between his larger exhibition layout projects.

and from then on each of my layouts has been better than the one that came before.

Andy: Your layouts all have contemporary and industrial settings, but what is it about modern image modelling that appeals?

Paul: I started train-spotting when I was 14, and I can remember going to Radyr, which is a big freight marshalling yard in the north of Cardiff. Also, when I was at school, the freight line that took the coal to Newport and anywhere further east ran past the playground. You'd have 'Peaks', a

pair of Class 20s... unusual stuff that you'd rarely see. The school used to organise trips to Swindon or Didcot just to spot trains and go through the yard. Some of the teachers were interested in trains too, so I didn't feel alienated in any way. These are the things I grew up seeing, so it's nostalgia for me.

Andy: Some of your models are fictionalised scenes and some are based on real-world settings. How and where do you find the inspirations and source materials?

Paul: I like to have something that's

different to anybody else. So when I'm walking around a show, I'm thinking there's no regional parcel stuff, there's no blue and grey; everyone's doing modern image diesel depots or clay down in Cornwall. I wanted to see something in parcels so I scoured the internet for images.

Someone showed me a photograph of a run-down Wolverhampton low-level with a Western pulling some parcel wagons, and I thought it was a fantastic scene to model. This was the basis of my layout 'Parcels Point'. All the research is pictorial, though, and I use the internet as a resource.

Andy: You've built many layouts, but can you tell us about the typical timeframe from conception to completion to next project?

Paul: I typically build one layout a year, but during the build process I'll usually be exhibiting another layout. I exhibit that for a year, on average, and then exhibit its replacement the following year.

Andy: Now that your reputation has been established, do you find that your layouts are being booked in advance of their completion?

Paul: They are, yes. Most show organisers generally ask me if I'm building a replacement for the layout I'm showing at the time. On the basis of seeing what I've built, they'll ask about the new layout and what's different about it. Right now my next layout 'Adit A2' is already booked for four shows next year. I have already been approached to go to BRM's Doncaster show (Festival of British Railway Modelling, 10-11/2/18).



Andy: Exhibitions are obviously important to you, but what do you like about them?

Paul: Exactly what we're doing now – talking and interacting with people. All my layouts are operated from the front for that reason, and there's no natural barrier between me and the public. I want something different out of my exhibiting, and that's what I get from standing at the front.

Andy: Given the quick turnarounds and the typical lifespan of your layouts, how do you find the time to fit your modelling in with all your other commitments?

Paul: Well, 'Sanatorium Road' and 'Castle Works' were built when I had a flat on my own, and I could model at my leisure. Ranelagh Bridge, Vopak Terminal and Parcel Point were built when I was living with my new partner, Liz, and modelling was on a stricter timescale, where my time was split between duties with my children and duties as a partner in a relationship. I typically model on Sunday afternoon and maybe an hour every evening. It's amazing what you can do in an hour if you plan your time well.

Andy: Let's talk about Vopak for a moment, then. Is it based on an actual scene?

Paul: My old house backed onto the Vale of Glamorgan railway line, and on that line ran the container train that went through to the Barry docks. I'd look out of my window and see the train go past, and think that I'd fancy building a container terminal. I changed jobs years later and that required me to go to Barry Docks every day. I found that if I timed it right I could turn up just as the train arrived. On the back of that, and seeing the Dow Corning terminal in the distance, I started to think there's the makings of a model here. It didn't offer much appeal on paper, so I had to think about making the layout as presentable as possible. This is where my impressionist side came in. I couldn't get within a mile and a half of the terminal, so I tried to model the general feel of it as viewed from a distance, using bottle tops and readily available things from around the house. As long as nobody stands too close to the layout, I think it works.

Andy: Bringing things up to date, then, can you tell me a bit more about your new layout, Adit A2.

Paul: Back in the 70s there was an original attempt at building a Channel Tunnel. The original access tunnel ran into a chamber, where they assembled the machines and headed towards France.

I'd got some feedback for Ranelagh Bridge on RMweb. It was dire, but it made me realise what people were looking for at exhibitions and that you have to do your research properly

It wasn't much more than a service duct. When they started building the Channel Tunnel again, we already had a partially constructed tunnel. They excavated a new cavern and put a narrow gauge railway system in. It's this scene that I'm modelling. Operationally, it's very simple – precast concrete tunnel segments from the 'Isle of Grain' are delivered and transferred for onward movement down the access tunnel to the tunnel boring machines. A potential stumbling block is that I need to build a crane to remove the tunnel lining segments. The problem is that I need to move the segments from a horizontal position on one train into a vertical position. I haven't solved that yet, so the layout will be interactive. I will physically pick up the segments, show them to the public, and then place them in the correct position. In doing so I can overcome the fact that the crane is unable to perform the same function.

Andy: You already have bookings next year for Adit A2, but what progress have you been able to make so far?

Paul: I've got all the tracks, all the pointwork and the main locomotive is back from the painter now. It is the 1000th train that ran to Shakespeare Cliff, so I'm actually modelling a very specific date and time. Now I've just got to knuckle down and put the whole layout together.

Andy: So with everything you've told me about your planning, building and exhibiting schedule, does that mean you're already thinking about a replacement for Adit A2?

Paul: Yes, once the Channel Tunnel was finished, the wagons were hired to move steel scrap. Having an interest in steel already, with the steelworks here in Cardiff, the next layout is going to be a weighbridge based on the one at Celsa. I've already got a baseboard built up, so the layout might arrive sooner than usual. I might not even give it a name, but use the old 'Allied Steel and Wire' logo instead.

Andy: That might make our job a little harder when we report on it! One final question. With all your layout building and exhibiting experience, what advice would you impart to other modellers?

Paul: Rule one is always model for yourself – it's your train set! Also run what you want, and run what makes you happy. If in doing that you find that you've been able to please others, you are well on the way to exhibiting and building more.

With those wise words, we wrapped things up. There's plainly a lot more in store from Paul and I look forward to covering his future projects as they develop. In the meantime, if Vopak Terminal has impressed you, as it did me, Adit A2 sounds even better. The first potential sighting is Derby next year, and for that I can't wait. ■



TAIL LAMP

Attending nearly 40 exhibitions a year, David Fenton from layout control system specialists MegaPoints Controllers is sat in this month's 'hotseat'.

It was while sat at the end of a wind-swept, rain-sodden runway during a model aircraft flying competition, it dawned on me that Britain has the perfect weather for model railways. That was over five years ago, and since giving up on some 40 years model aircraft flying and returning to my first hobby of model railways, I haven't had time to look back.

It became clear there was demand for modern, plug-in layout controllers that work from the box and don't require soldering. After design work, MegaPoints Controllers was born and our 12-channel servo controller went on sale. We have total end-to-end control from design to manufacture. I was attracted to solving problems from the operator's perspective and also in the manufacture of our products. I'm very proud that the only programming device you need for any of our products is a single finger. I still refuse



At the helm of the soldering iron, David Fenton.

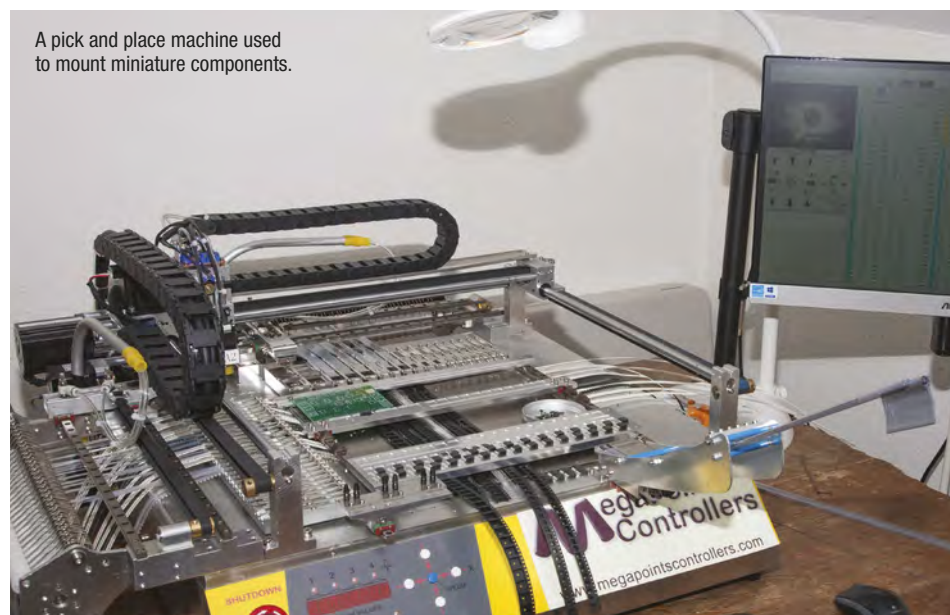
to outsource construction, choosing to build and test every circuit board.

IN THE OFFICE

Orders tend to flow in overnight from multiple countries and we ship direct, worldwide. Mid-morning to early-afternoon is spent in the workshop manufacturing. A couple of years ago I would be bent over a soldering station making boards by hand using 'through hole' components. This was unsustainable and so began the year-long

transition to surface-mounted components that were placed by automated machinery. It's the only way to achieve the volume and quality we needed.

Sat in the workshop is our third pick and place machine. I'd tried with hobbyist-grade machines (two previous versions) and it just doesn't work. You need to be able to power it up and know that it will work reliably, every time. Our current machine turned out to be a life-saver, as it can reliably churn out around a hundred boards each day.



A pick and place machine used to mount miniature components.

KEEPING BUSY

We've grown to a staff of three and are innovating like mad. Our newest mimic panel control boards are all plug-and-play, requiring no soldering when plugging in the lights and buttons for your mimic panel. Buttons and LEDs are now available in ready made packs that only require plugging in. We've also evolved into providing a full end to end specialist service with a bespoke mimic panel making that's taken off. All of our circuit boards work for both analogue and digital layouts.

Last year we attended 37 exhibitions - we thrive on the banter from the public. Our demonstrations are somewhat animated, but it's all part of the fun. I've heard it said, if you do what you love, you'll never work again. I love my hobby! ■

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7S-026-002/D/U/UD - Jinty 3F 0-6-0 16554 Late LMS/DCC/U/UDCC
7S-026-003/D/U/UD - Jinty 3F 0-6-0 No 23 S & D Blue/DCC/U/UDCC

7S-026-004/D/U/UD - Jinty 3F 0-6-0 47673 BR Late Crest/DCC/U/UDCC
7S-026-005/D/U/UD - Jinty 3F 0-6-0 47501 British Railways/DCC/U/UDCC
7S-026-007/D - Jinty 3F 0-6-0 7480 LMS Late Push Pull/DCC



7P-004-001/D/R/S - Autocoach GWR Crest Chocolate & Cream 36/Light Bar Dcc Fitted/Light Bar DCC Ready/Light Bar DCC Fitted Sound
7P-004-002/D/R/S - Autocoach GWR Twin Cities Crest Chocolate & Cream 41/Light Bar Dcc Fitted/Light Bar DCC Ready/Light Bar DCC Fitted Sound
7P-004-003/D/R/S - Autocoach GWR Shirtbutton Chocolate & Cream 37/Light Bar Dcc Fitted/Light Bar DCC Ready/Light Bar DCC Fitted Sound
7P-004-004/D/R/S - Autocoach GWR Great Crest Western Chocolate & Cream 40/Light Bar Dcc Fitted/Light Bar DCC Ready/Light Bar DCC Fitted Sound
7P-004-005/D/R/S - Autocoach BR Maroon N38/Light Bar Dcc Fitted/Light Bar DCC Ready/Light Bar DCC Fitted Sound

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4D-009-004/D - Class 121 Bubble Car W55023 BR Blue/DCC

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4D-011-001/D - Streamlined Railcar 12 Lined Choc & Cream GWR Monogram/DCC
4D-011-002/D - Streamlined Railcar W10 BR Lined Choc & Cream/DCC
4D-011-003/D - Streamlined Railcar W14 BR Lined Carmine & Cream/DCC
4D-011-004/D - Streamlined Railcar 8 Lined Choc & Cream GWR Twin Cities/DCC

Class 142



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ND116B/D - Class 142 Regional Railways 142081/DCC
ND116C/D - Class 142 Northern Spirit 142025/DCC
ND116D/D - Class 142 Arriva Trains Wales 142085/DCC
ND116E/D - Class 142 Tyne & Wear PTE 142021/DCC

HST



Previously produced model shown for illustration purposes only.

2D-019-005 - Class 43 HST Blue/Grey ER 43193/E43119
2D-019-006 - Class 43 HST East Coast 43309/43306
2D-019-007 - Class 43 HST Virgin East Coast 43311/43312
2D-019-008 - Class 43 HST GNER Blue 43106/43109
2D-019-009 - Class 43 HST GWR Green 43187/43188

Also released this month:

2F-013-063 - Gunpowder Van - SR Improved GPV 59060
2F-013-064 - Gunpowder Van - SR Improved GPV 59060 Weathered
2F-034-059 - 21T Hopper - BR E289590
2F-034-060 - 21T Hopper - BR E289590 Weathered
4F-011-015 - Ventilated Van - LMS Grey 117870
4F-011-016 - Ventilated Van - LMS Grey 117870 Weathered

4F-013-118 - Gunpowder Van - Ferrocete 280
4F-013-119 - Gunpowder Van - Ferrocete 280 Weathered
4F-040-027 - 4 Plank - David Cook 12
4F-040-028 - 4 Plank - David Cook 12 Weathered
4F-080-108 - 8 Plank - Denaby 3182
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|  | Link | Price | Date announced | CAD done | In Tooling | Seen 1st EP | Decorated samples | In production | On Board Ship | Released |
|---|--|--------------|----------------|----------|------------|-------------|-------------------|---------------|---------------|----------|
| Class 450 | hattons.co.uk/cl450 | from £271.96 | Mar 2015 | | | | | | | |
| 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 121/122 | hattons.co.uk/dapolbubble | £123.25 | Dec 2012 | | | | | | | |
| GWR Streamlined Railcar | hattons.co.uk/gwrrc | from £119.43 | Jul 2014 | | | | | | | |
| Class 59 | hattons.co.uk/dapol59 | from £121.13 | Oct 2015 | | | | | | | |

|  | Link | Price | Date announced | CAD done | In Tooling | Seen 1st EP | Decorated samples | In production | On Board Ship | Released |
|---|--|----------|----------------|----------|------------|-------------|-------------------|---------------|---------------|----------|
| OO Gauge 50t Warwell Wagon | hattons.co.uk/warwell | from £33 | Oct 2016 | | | | | | | |
| Golden Arrow Class 71 | hattons.co.uk/goldenarrow | £139.95 | Jun 2016 | | | | | | | |
| ICI Hopper Wagon | hattons.co.uk/ici | from £24 | Mar 2015 | | | | | | | |
| O Gauge 50t Warwell Wagon | hattons.co.uk/warwell | from £85 | Oct 2016 | | | | | | | |
| Beilhack ZZA Snowplough | hattons.co.uk/beilhack | £43 | Oct 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 |
|---|--|-----------|----------------|----------|------------|-------------|-------------------|---------------|---------------|----------|
| O Gauge Class 05 | hattons.co.uk/hel05 | £315 | May 2016 | | | | | | | |
| Class 47xx 'Night Owl' 2-8-0 | hattons.co.uk/47xx | £154 | Nov 2014 | | | | | | | |
| Class 07 Shunter | hattons.co.uk/cl07 | from £111 | Jan 2016 | | | | | | | |
| O Gauge Class 50 (Refurbished) | hattons.co.uk/hel50 | TBA | Apr 2017 | | | | | | | |

|  | Link | Price | Date announced | CAD done | In Tooling | Seen 1st EP | Decorated samples | In production | On Board Ship | Released |
|---|--|--------------|----------------|----------|------------|-------------|-------------------|---------------|---------------|----------|
| Merchant Navy 4-6-2 | hattons.co.uk/mn | from £153 | Mar 2015 | | | | | | | |
| Class H Wainwright 0-4-4T | hattons.co.uk/hclass | from £90 | Sep 2016 | | | | | | | |
| Hitachi IEP Class 800 | hattons.co.uk/IEP800 | from £229.50 | Nov 2016 | | | | | | | |
| Class 8P Princess Coronation 4-6-2 | hattons.co.uk/duchess | from £171 | Nov 2016 | | | | | | | |
| Class 87 | hattons.co.uk/hornby87 | £169.99 | 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/oxdgc | £95 | Jan 2016 | | | | | | | |
| 60' Carflat Car Carrying Wagon | hattons.co.uk/oxcarflat | £25 | May 2016 | | | | | | | |
| YEC Janus 0-6-0 Shunter | hattons.co.uk/janus | £74 | Nov 2015 | | | | | | | |
| 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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ISSUE 122
JULY 2017



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UK: \$40.50; Rest of Europe: \$52.00; Outside Europe: \$60.00
Binders: UK \$9.50 - Overseas \$11.00

DISTRIBUTION

News trade
Warners Distribution
Tel: 01778 392417

Model Trade

Warners Trade Sales
Tel: 01778 392404

Overseas Agents

JAPAN: Eriai Co, Ltd, 1-1-12
Toyotama-kita, Nerima-ku, Tokyo 176

Printed by: Warners Midlands Plc
Lincolnshire

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PUBLICATIONS PLC 2017
ISSN: 1466-0180

Cover: One of the great-looking 15in gauge engines, 'Katie' has brought heavy haulage capability to the Kirklees Light Railway – our feature on the line begins on page 30.

Photo: Andrew Charman

NARROW GAUGE WORLD is published
nine times per year.

This issue published 30th June 2017
Next issue on sale 28th July 2017



www.warnersgroup.co.uk

Issue No 122 July 2017

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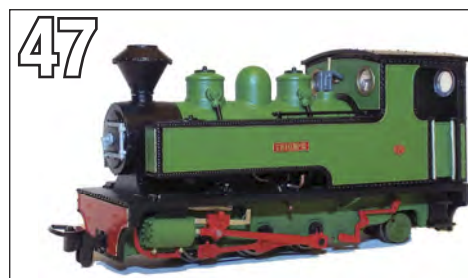
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Minimum gauge – maximum fun...



NGW Editor Andrew Charman has been indulging his guilty pleasure – minnum gauge – again this month...

Photo: Former Fairbourne resident 'Sian' starred at the line's Gala over the Spring bank holiday, here framed by 12.25in rolling stock. Photo: Andrew Charman

A warm welcome to the July edition of *Narrow Gauge World*, and as I write this it certainly is warm! Temperatures in our little bit of mid Wales have been up around 27

degrees this weekend, and I've sympathised with my fellow Welshpool & Llanfair volunteers rostered as loco crews – hot work! I did also note that it's scheduled to be only a couple of degrees cooler when I next step onto the footplate of our Kerr Stuart 'Joan' in a couple of days' time...

Something I've noticed over nearly eight years (wow...) of editing *NGW*, is that things tend to happen in batches. For example, the last month for me has certainly been dominated by what we call 'the narrower gauges'. In this case it's meant the 12¼in gauge of the Fairbourne Railway and the 15in gauge of the Kirklees Light Railway, both of which I've visited in the last couple of weeks.

Mind you one could argue that at the Fairbourne's Gala at the end of May, it was the 15in gauge making the headlines. The railway has been extending the mixed-gauge track it laid a couple of years ago, and the 15in stretch now offers a decent run down towards the beach and allows a return to the line for the locos and stock that served the Fairbourne for most of its life, until pop entrepreneur John Ellerton changed it all in 1985.

I have a soft spot for the Fairbourne – it always seems to me to be a line doing a good job despite being rather closer to adversity than many of its fellows in the Great Little Trains of Wales – not least the fact that residents of the beach town have been told they might have to clear out within the next couple of decades as it will no longer be economic to maintain the sea wall...

Despite all this, one always gets a friendly welcome from Murray Dodds and his team. Not only do they run the line well but they also try to be innovative, the 15in gauge being an obvious example. Secretly I reckon that if a sugar daddy was to come along with a very large amount of money, they would like to reinstate 15in gauge along the whole two miles. I do know that when they relay the Beach Road level crossing they intend to put in a third rail...

An important role

My visit to the 15in gauge Kirklees Light Railway provided a different sort of experience, but fun nonetheless. As I describe in the feature starting on page 30, this is a line very firmly geared to family days out – and we have to remember that the vast majority of the revenue for all our heritage lines comes not from enthusiasts but tourists and families simply wanting a train ride and an acceptable cup of tea. On this particular Friday I was likely the only enthusiast at the Kirklees,

but I had a fun day and also enjoyed seeing so many youngsters clearly enjoying the pleasures that come from experiencing steam railways – get them early, that's what I say!

Steam at last

Definitely back to mainstream narrow gauge this coming month – I have an appointment that I, along with many others, have been awaiting a long time. It is to see the first steam in the boiler of a certain new-build Lynton & Barnstaple Baldwin 2-4-2. Assuming all goes well you'll read all about it in next month's issue...

Finally this month – I've told you before of the advantages of taking out a subscription to *NGW* – delivery the moment the magazine is published, often a couple of days before, no more trying to find us in the newsagents... Well if you've so far been tempted to subscribe but not bothered, this month is certainly the time to take the plunge because as you will read on the page at left, we have one heck of a subscription offer going – even I was surprised when I first saw it!

It is well worth subscribing because we have some real gems coming up in the coming months – more and more railways now regard us as the specialist magazine for their market, which leads to some excellent opportunities for behind-the-scenes features...

Andrew Charman



■ The welcome sight and sound of a lifting safety valve. Peckett 0-6-OST 'Jurassic' was steamed for the first time in 31 years on 31st May as restoration of the 1903-built loco progresses at the Lincolnshire Coast Light Railway. Once steam was successfully raised a trial run of the overhauled chassis was made along the length of the line. The rebuild of the loco has been aided by a £43,000 grant from the Heritage Lottery Fund.

Photo: Dave Enefer/LCLR.

Llanfair works shut by asbestos

The Welshpool & Llanfair Light Railway has been operating without the use of a workshop for more than three months after asbestos was found within the building.

The material was discovered in the line's Diema diesel locomotive No 17 while it was under overhaul, and subsequent investigations identified contaminated parts and material in several locations. This was in addition to asbestos in the roof and wall sheeting in some of the railway's buildings, which the W&LLR was already aware of and which was known to be stable in place and therefore not a hazard if undisturbed.

Licensed contractors were engaged to conduct a survey of the workshop, machine shop and several storage containers, identifying areas of contamination, while an air quality survey carried out confirmed that authorised persons with appropriate Personal Protection Equipment were safe to go into the buildings but that no work should be done inside.

The affected buildings were immediately closed to protect volunteers and staff, and the asbestos-containing material was removed by the contractors. They also cleaned some tools and parts for immediate use, enabling the W&LLR to set up temporary facilities for running repairs in the line's loco shed.

Relevant external authorities were notified and the line's external Safety Advisor visited the railway to review management of the situation and all hazardous material handling.

Machines moved out

The contractors returned in May to clean the machine shop and its equipment, most of the machinery being moved to the industrial units bought by the W&LLR last year. Some equipment is being upgraded and will be re-installed in the machine shop, some is being preserved for display in the line's planned museum, while a few items not practical or economic to clean have been disposed of by the contractors.

In June the contractors began cleaning the main workshop building, with hopes

that it would be reopened by mid July. As part of these works W&LLR Trustees have agreed to replace the asbestos roof and wall sheeting with steel cladding – these costs would have been incurred anyway in the new workshop phase of the line's Major Developments project.

The purchase of several new machine tools planned for the new workshop has also been brought forward and these will help increase productivity when the current building is reopened.

The closure has delayed the overhaul of the Diema and the restoration of 0-8-0T no 699.01 'Sir Drefaldwyn', both of which were underway in the workshop at the time.

Members attending the line's AGM on 20th May were told that the asbestos remediation work would cost the W&LLR a significant five-figure sum – this would be met from existing reserves for emergencies

and not from the '2020 Vision' appeal, which has already raised more than £100,000 for the Major Developments project in less than a year.

The W&LLR board has also appointed an independent volunteer with professional experience to conduct an internal enquiry into the asbestos issue.

The ongoing restoration of loco 'Sir Drefaldwyn', seen here some months ago, has been significantly delayed by the asbestos issue.



Protests close Darjeeling line as station set alight

Just as *NGW* closed for press news broke that all services on the Darjeeling Himalayan Railway had been suspended in the wake of political unrest.

Supporters of an independent state of Gorkhaland tried to burn down one of the stations on the line, a UNESCO World Heritage site. Gayabari station was set on fire on 15th June but local people doused the flames and prevented serious damage.

Supporters of the pro-Gorkhaland GJM party are reported as preventing DHR stationmasters working, while Ghum station has been the scene of a pitched battle between the GJM and security forces.

The suspension of DHR trains has come only two weeks after full services resumed over the entire 87km (54-mile) line between New Jalpaiguri and Darjeeling on 28th May, the route having been severed since 2010 by a number of landslips caused by monsoons.

According to Indian media the political situation has led to a collapse of the tourism industry that is so important to the Darjeeling area. *The Indian Express* reported that tourism numbers normally averaging 600 a day at this time of year, had 'come down to a trickle'.

"All reservations for the summer season have been cancelled," reported the paper. "As incidences of violence spilled out onto the plains on Saturday – the sixth day of the shutdown – hotels, homestays and eco-resorts downed shutters as drinking water supply and access to staples were hit in the ensuing chaos."

The paper added that locations along the railway were witnessing widespread protest rallies and arson, rendering them inhospitable for tourists.

■ Contract to end loco 'cannibalism' at Darjeeling – see page 14

Pioneer Kerr Stuart diesel is given its wheels back

Work to restore pioneer Kerr Stuart diesel locomotive no 4415 at the Ffestiniog Railway took a major step forward in mid June when the chassis was reunited with its wheels.

Built in 1928 and tested on the then Welsh Highland Railway, no 4415 is described as the oldest purpose-built diesel locomotive in the UK and the only known survivor of its class. After its trials on the WHR it worked for a while on the FR, which couldn't afford to buy it. Its later history included spells in Ireland and on a sugar plantation in Mauritius, from where it was repatriated by members of the Greenwich & District Narrow Gauge Railway Society in 1997 and the FR.

After several years in store at the railway's Minffordd yard, the first phase of



Photo: Chris Parry/FR

restoration began in earnest in 2016, culminating in assembly of the 'bottom end.' The work involved fitting the layshaft and its associated sprockets and gears, fitting the springs and radius rods that attach the wheelsets to each other and to the frames, lifting the frame onto the wheelsets, assembling the brake gear, fitting and adjusting the drive chains, and fitting drawgear and couplings.

"This is a big step forward for the

project, and is effectively the end of stage 1, although there are still a few little bits to finish off," said FR spokesman Chris Parry, adding that attention could now be turned to the engine and gearbox.

■ Kerr Stuart 4415 completed a hat-trick of recent re-wheelings at the FR, with the rolling chassis of both 'large England 0-4-0ST 'Welsh Pony' and Chinese C2 0-8-0T being reassembled in the past few weeks (see *NGW*121).

'Pony' boiler passes test

Progress on the rebuild of Ffestiniog Railway 0-4-0ST 'Welsh Pony' has taken another major step forward with the boiler passing its hydraulic test.

The boiler, the third built at the FR's Boston Lodge but the fourth that the 1867-built locomotive has carried, was expected to have been steam tested by the time this issue is published, after which it will be installed in the new frames. These were mated with their wheels in time for the 'Quirks & Curios II' weekend over the May bank holiday, reported in *NGW*121.

The removed boiler and frames – the latter dating from 1890 when they replaced the loco's originals – are to be taken to Minffordd for safe keeping as historical artifacts. According to FR staff, dismantling the loco for the rebuild has revealed much more about its history, including a large steel strap tied around the rear of the frames and thought to have been a cheap means of addressing rear springing issues.



Welsh Pony's new boiler, with its predecessor behind.
Photo: Michael Chapman



Polar Bear clocks up 50 years

Amberley Museum celebrated the 50th year in preservation of Bagnall 2-4-0T 'Polar Bear' on Saturday 3rd June. The date fell exactly half a century after the loco was purchased from the Isle of Man by the Brockham Museum Association, founder of the collection that is today at the Amberley site in Sussex.

Polar Bear was built in 1905 for the Groudle Glen Railway, her design similar to the nine-year older 'Sea Lion' on the same line. The line served a zoo on the island but while popular until the Second World War it then declined and closed after the 1962 summer season – by which time Polar Bear was the only working loco.

Polar Bear was bought for £25, along with some carriage parts, by the Brockham Association and moved to its site near

Dorking in Surrey, moving to Amberley in 1982 when the Brockham organisation merged with the them Chalk Pits museum.

Polar Bear was returned to steam in 1982 but after five years had to be withdrawn, needing a new boiler. In 1993 the loco returned, wearing its original yellow GGR livery, and has been a regular operator at the museum since. It has also been back to the Isle of Man on four occasions to be reunited with Sea Lion on the restored Groudle Glen line, most recently in 2016.

Polar Bear will star at the museum's rail gala on 8th-9th July. The museum's Bagnall 0-4-0ST 'Peter' will also be in steam and an intensive service of passenger and industrial trains operating, as well as trade stands and a themed model railway exhibition.



■ The Apedale Valley Railway's 'Stanhope Steam Gala' on 13th-14th May provided some unexpected extra entertainment for visitors on the Saturday in the form of a re-railing exercise. Joffre 0-6-0T no 3014/1917 came to grief on points leading from the yard to the display area.

A prompt response by the line's permanent way department ensured that the loco was back in use within a couple of hours and fortunately no damage was done to either locomotive or track.

Visitors to the event included Phil Mason's rapidly becoming very well-travelled Kerr Stuart 0-4-0T 'Diana', seen here on a passenger working with eclectic rolling stock and wearing a 100th birthday headboard.

Photos: David Bott



Manx Heritage festival to mark anniversaries

Full plans for the annual Manx Heritage Transport Festival have been announced, with key themes of the event set to be the 50th anniversary of the reopening of the Isle of Man Steam Railway and the 1958 nationalisation of the Manx Electric Railway, and subsequent repainting of stock into green livery.

This livery, last used in 1960, has been recreated for the event on stock running today, including on the Douglas Horse Tramway (pictured above by David Lloyd-Jones). The Horse Tramway is now running normally after its horses recovered from the virus reported in *NGW121*.

The Heritage Transport Festival runs from Wednesday to Sunday, 26th-30th July. A wide range of activities includes guided walks along the closed sections of the Isle of Man Railway, including the Foxdale branch, tours of the lines' depots, special trains including a travelling post office, bespoke stock workings, museum exhibitions and the chance to drive trams on the Manx electric line.

More details of the Festival are at www.rail.im, from where a brochure detailing individual events can be downloaded.

Unusual workings at Corris Spring Gala

The Corris Railway staged a second successful Spring Gala Day on Sunday 28th May, running variety of trains between Corris and Maespoeth Junction.

Motive power for the intensive timetable of passenger and van train services rotated between Kerr Stuart Tattoo new-build 0-4-2ST no 7, Ruston Hornsby diesel no 6 and Orenstein and Koppel diesel no 11, while the revivalists' first-ever loco, Simplex nor 5 'Alan Meaden' worked demonstration works trains.

Visitors were shown components for the line's Falcon steam loco project and progress on the southern extension beyond Maespoeth Junction, including the first

Corris Railway 0-4-2ST no 7 fills up at the newly installed Maespoeth water crane during the Spring Gala event.

Photo: David Coleman/CR



new track as featured in *NGW120*.

Unusual workings included the chance to ride in brake van number 204, recreating the era between 1930 and 1948 when

passengers were unofficially carried in the brake van of goods trains, while Corris Railway Society members were able to ride a gravity train.

■ Following the success of its Stanhope Steam Gala on 13th-14th May, the Moseley Railway Trust has announced the holding of a new enthusiast-focussed event on its Apedale Valley Railway in Staffordshire. The 'Diesel Delights' weekend on 7th-8th October will feature many of the Trust's collection of internal combustion locos, with some hauling their first-ever passenger trains.

In 2018, the Trust intends to hold the third of its popular WW1-themed 'Tracks to the Trenches' events, on 13th-15th July. Potential exhibitors of WW1-appropriate items, particularly road vehicles, are now being sought – more details at www.mrt.org.uk

Photo of Stanhope: MRT



BRIEF LINES

FR hunts wartime staff

The Ffestiniog Railway is trying to determine what became of staff who left the line in 1914-18 to fight in the First World War. A total of 19 staff are thought to have joined up, and the railway believes only two of them were killed in action. It now wants to learn more about the others ahead of an event to commemorate the centenary of the end of the war in 2018.

Jack for Leadhills

Andrew Barclay 0-4-0T 'Jack' is to return to the Leadhills & Wanlockhead Railway for the line's Steam Weekend on 29th-30th July. The loco, built in 1925 for an Edinburgh gasworks, last visited the Leadhills line in 2001.

FR attracts first-timers

The Ffestiniog Railway reports that bookings for the line's annual Volunteers Training Week, which this year runs from 29th July until 4th August, are including a significantly larger than usual number of first-time applicants. The week traditionally sees young people carrying out a wide range of tasks on the FR and often results in several new volunteers signing up.

Young weekend at Llanfair

The Welshpool & Llanfair Light Railway's Young Members Group will be staging its second 'Summerfest' on 29th-30th July. The event provides a weekend of activities for 16-25 year olds, while also taking in the line's annual members' barbecue. more details are available from info@wllr.org.uk or by calling 01938 810441.

FR role for David

Fresh from joining the board of the Seaton Tramway (NGW120), former deputy chief inspector of Her Majesty's Rail Inspectorate David Keay has now also taken up a role on the Ffestiniog Railway Company board. David commented that he is looking forward to using his experience to help the FR's knowledgeable team with ongoing engineering development and sustainability

'Utrillas' – Graham's engine

Our news story on the West Lancashire Light Railway's new turntable last month stated that the line had imported and restored loco 'Utrillas' whereas the loco's owner Graham Fairhurst was responsible for both. Apologies to Graham.

85 Tour draws crowds

The 'Grand Tour' being undertaken by the Welshpool & Llanfair Light Railway's 1954-built ex-Sierra Leone Hunslet No. 85, on its way home from a five-year stint on display at the NRM's Locomotion museum in Shildon, (NGW120) is proving a major success.

So far the loco has visited events at the Armley Museum in Leeds, Hull (a city strongly connected with Sierra Leone) and the Museum of Water & Steam at Kew, with many visitors turning out to see it at all of the venues.

At each No. 85 has been accompanied by W&LLR members promoting the line's major developments appeal – it is intended that the loco will be the first to be restored in the new workshop that forms part of the appeal. Also present have been a delegation from the UK-based Friends of the

Sierra Leone Railway Museum, promoting the museum which tells the story of the West African nation's once extensive 2ft 6in gauge Government railway.

No. 85 was next due to be on display at the Tyseley Works 50th Anniversary weekend in Birmingham on 24th-25th June, and following this a summer residency has now been confirmed at the Blist's Hill Victorian Town at Ironbridge in Shropshire.

No. 85 will then visit the Shrewsbury Steam Rally on 27th-28th August before making a triumphant return to the W&LLR as part of the line's annual Steam Gala on 1st-3rd September.

Restoration of the loco to service is still some time away though a private fund set up by W&LLR footplate crew has already raised close to £30,000 for the new boiler required.

Photo taken at Kew by Tim Abbott





Euro locos head to Ratty 'Oktoberfest'

Locomotives from Germany and Austria will be among a host of visitors to the Ravenglass & Eskdale Railway later this year for the line's 'Oktoberfest' gala.

The event, held over a week from 21st to 29th October, will have a strong German theme, with even German food on offer in the line's restaurants. And highlight among the visiting loco contingent will be a pair of Krauss Pacifics, 'Tazzelwurm', built in 1950 for the Killesberg Railway in Stuttgart, Germany and the 1928-built 'No.1' from the Prater Liliputbahn in Vienna, Austria.

The Romney, Hythe & Dymchurch, Kent will be sending Krauss 0-4-0 'The

Bug' built in 1926, and 4-6-2 'Black Prince' built by Krupp in 1937.

Also in steam will be museum locos 'Synolda', 'Count Louis' and 'Katie', but centre of attention for many could be the official launch of the line's own 'Train from Spain', yet another Krauss 4-6-2 built in 1929 for an exhibition in Seville. Acquired by the Cumbrian line last year and restored, it will now carry the name 'Whillan Beck'.

Krauss Pacifics, 'Tazzelwurm' from Germany and 'No.1' from Austria will headline the Ravenglass & Eskdale Railway's Oktoberfest event. Photos: R&ER



Nelly on the shore

The 9½in gauge Lakeshore Railroad has been loaned an extra locomotive to assist with its 45th anniversary celebrations.

'Nelly', a large 0-4-2 tank engine from the private Brightwalton Light Railway, becomes the first -ever visitor to the Lakeshore line at South Shields, and by kind permission of its owner will remain on the line for the duration of the 2017 season. Provisional steaming dates are set to be released on the line's website at www.lakeshorerailroad.co.uk. Anyone travelling especially to see the loco in action is advised to e-mail the line beforehand on info@lakeshorerailroad.co.uk

Nelly was set to play a central role in the line's 45th Anniversary Weekend on 24th-25th June, which as well as featuring the operational home fleet was also to welcome a second visitor, 'James Boyd' from the Downs Light Railway. A re-cutting the ribbon ceremony was planned for 10:30am on 24th June, re-enacting the opening train, followed by a quintuple header later the same day.

Photo: Lakeshore Railroad



■ The Corris Railway ran its traditional headboarded train as part of the Machynlleth Comedy Festival on 20th-21st May. The line also hosted a morning performance by comedians in its carriage shed at Maespoeth.

Meanwhile the line has announced that its annual model railway exhibition will be held at The Plas in Machynlleth on 26th-27th August, with larger scales featuring. **Photo: CR**

Threlkeld Quarry Railway



Steam Gala: 29th-30th July 2017 with visiting steam locomotives



Trains running frequently between 10am-5pm
Photographic charter on 27 & 28 July
Contact Martin Creese on 07771906075
or email: mail.30742@btinternet.com
For updates see



www.threlkeldquarryandminingmuseum.co.uk
or our Facebook Page

Proceeds from the event will go to the Great North Air Ambulance.



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TRACTION



■ If anyone was in any doubt that the Lynton & Barnstaple Railway is no longer sleeping, this shot above, taken by the L&B's *Tony Nicholson* at the Spring Gala on 14th May, should prove it. Woody Bay station was packed with superbly restored stock, and for the Autumn Gala in September there should be further steam in evidence in the form of new-build 2-4-2T 'Lyn'. We hear the loco will be lit up for the first time in early July, and we hope to bring you pictures next month.

Left and below: From *NGW's* Romney, Hythe & Dymchurch correspondent *Steve Town* come some pictures of the line's Spring Gala in mid May, which as ever featured lots of visiting engines, such from 'Synolda' from Ravenglass at left, and some pretty bespoke train movements, such as the one featuring resident 4-6-2 Pacifics 'Southern Maid' and 'Winston Churchill' below. During the event the railway ran for 33 consecutive hours using some 11 different locomotives.





■ The Fairbourne Railway's Spring bank holiday Gala again featured much action on the newly extended 15in/12.25in mixed-gauge line, which now runs almost as far as Beach Road level crossing where the railway turns to parallel the beach. Certainly enjoying the line was returning Fairbourne 15in gauge loco, the Guest-built 2-4-2 'Sian'. Back in the environment in which it spent most of its working life before leaving in 1986 after the Fairbourne line was regauged, Sian spent the weekend giving rides, topping-and-tailing with fellow 15in gauge visitor, 'Mountaineer'. This 0-4-0 formerly worked on the Bush Mill Railway in Tasmania, and now lives on the Cleethorpes Coast Light Railway.

All photos on this page by Andrew Charman

■ The Fairbourne Gala also featured the official return to service of the line's 12.25in gauge 2-6-4T 'Russell' after a major overhaul. This loco was built in 1979 in the style of a Leek & Manifold Railway Kitson loco and remodelled in 1985 to look like the famed North Wales Narrow Gauge/Welsh Highland engine.



Cannibalism no longer at the Darjeeling

INDIA

An agreement signed to supply spares to the Darjeeling Himalayan Railway is expected to end the practice of 'cannibalism' on the 2ft gauge line – stripping parts from out-of-service steam locomotives to keep their stablemates running.

The Darjeeling line's fleet of Sharp Stewart B-class 0-4-0STs were all built between 1899 and 1925, and of the 34 originally built just 13 remain either in service or in various stages of repair. With new spares unobtainable for many years the temptation to remove components from unservicable locos is not surprising.

Now, however, the Northeast Frontier Railway, which oversees the DHR, has signed a Memorandum of Understanding with Heavy Engineering Corporation Limited (HECL) for the supply of new spare parts for the locomotive fleet – in the process helping to maintain the DHR's constantly under threat status as a UNESCO World Heritage Site.

The spare parts situation has become acute in recent times –



while the steam locomotive fleet is reported as being in very poor condition, the line has also been suffering from a shortage of diesel locomotive availability. This has led to services being reduced to alternate days, and while the tourist-pitched Joy Train timetable remains unchanged it has been subject to very short notice cancellations, leaving many visitors disappointed.

Photo above, taken by *Michael Chapman* in 2010, shows loco maintenance underway in the DHR's Tindharia workshops.



Above: Spot the loco! Corpet-Louvet 0-6-0T 'Lulu' hides among the trees during the opening day celebrations. Meanwhile progress continues, with the museum shed roof receiving its panelling, below, and trackwork also underway, below right. *Photos: MTVS*



First MTVS open day attracts the visitors

FRANCE

Enthusiasts working to re-establish the Museum of French Steam Tramways and Secondary Railways (MTVS) at its new home in Crèvecœur-le-Grand enjoyed a red-letter day on 17th May when its running line was officially opened.

The first train, for donors to the project, was hauled by Corpet-Louvet 0-6-0T 'Lulu' (1679/1925), and then services ran on a hourly basis throughout the rest of the day.

Despite very humid weather affecting visitor numbers, museum spokesman Olivier Janneau stated that around 400 passengers were carried. He described the atmosphere as very positive with some visitors travelling very long distances to see the project.

Meanwhile much progress is being made at the new site, particularly on the museum shed which in early June was receiving its roof panelling. Tracklaying is also underway to extend the running line.

More information on the MTVS project can be found on its French-language website at <http://musee-mtvs.com/>

■ In our report of the Stars of Sandstone Festival in SOUTH AFRICA in NGW121 we described the debut of the newly-restored SAR General Electric loco no 91-010 and then used a photograph of an entirely different locomotive! Thanks to *Dave Richardson* of the Sandstone Steam Trust we are happy to show you the right engine here.

The loco was one of 20 ordered for the Port Elizabeth to Avontuur 2ft gauge line and delivered in 1973. They were intended to replace the ageing NG13 and NG16 Garratts and NG15 tender locos.

Dubbed the largest 2ft gauge diesel electric locos in the world, they were re-distributed to industrial operations after services on the Avontuur line ended in 2009. Fitting of new bogies enabled them to run on the 3ft 6in 'Cape Gauge' and 91-010 was used for shunting in the Port Elizabeth area. In 2013 it was offered for sale and purchased by the Sandstone Trust, which also obtained 2ft gauge bogies for the loco. Restoration included fumigating the cab which was found to be full of spiders!



Hopes rise for full reopening of line damaged by floods

GERMANY

Hopes are rising that the full length of the the 750mm gauge Weißeritztalbahn will reopen shortly.

The line was closed following serious floods in 2002 and while the section between Freital Hainsberg and Dippoldiswalde subsequently reopened, the section between Dippoldiswalde and Kurort Kipsdorf has remained closed. However some test runs have recently been carried out but the full opening date is yet to be confirmed.



Weißeritztalbahn services were being hauled by 99 1793-1 a 2-10-2, built in 1957, when *Jonathan James* visited on 23rd April.



■ Peter Neve opened his newly-built 'Pete's Hobby Railway', a private 2ft gauge line built on his property at Junee, New South Wales in AUSTRALIA earlier in the year. Hunslet 0-4-2T no 1187 of 1915 broke the formal ribbon across the track, with Peter – celebrating his 75th birthday – on the regulator. Other trains on the day were hauled by a 48hp Ruston diesel unit. More details of the project can be found on the website www.PetesHobbyRailway.club Photo: *Ben O'Malley*

BRIEF LINES

Fatal accident on Darjeeling

A 55 year-old local man died in hospital on 9th May, a day after he fell under the wheels of a Darjeeling Himalayan Railway steam loco hauling a Joy Train service in INDIA. According to local reports he was trying to scramble up a lineside bank but lost his footing on the slippery surface.

Cumbres named the best

The 3ft gauge Cumbres & Toltec Scenic Railroad has been named the best attraction in Colorado and New Mexico, USA in a poll carried out by leading US newspaper *USA Today*.

Feldbahn track work

Track renewal has been underway on the Berlin Feldbahn in GERMANY. The 500mm gauge of 2km (1.2mi) length runs in the same park in the German capital as the better-known Berlin Parkeisenbahn, a 600mm gauge former 'pioneer railway' running in a large circuit.

Photo: *Jonathan James*





Oil – but also coal – at Ooty?

Steve Sedgwick updates widely-reported technical developments on India's Nilgiri Mountain Railway.

The loss of coal firing on India's Nilgiri Mountain Railway was reported in *NGW120*, sourced from a local press release issued in mid February. Over the years there has been much press discussion over the future of the NMR, be it closure, privatisation, conversion to electric or diesel power or loss of coal firing. I had the good fortune to visit the line a few days after this particular report from *The Hindu*. What I found was a much more vibrant and positive scene than might initially be envisaged.

First a little background. The NMR is a 46km-long metre gauge line that connects Mettupalayam on the plains of Tamil Nadu with the former British hill station of Ootacamund – this has now been 'Tamilised' into Udagamandalam but for many it still keeps its affectionate colonial nickname of Ooty.

The line operates in two sections – from Mettupalayam to Coonor is

steam worked with X class 0-8-2T rack and adhesion locomotives. For the first 7km or so the line climbs gently to Kallar using normal adhesion working. After Kallar the rack section climbs 1330m in 19km to reach Coonor, the largest intermediary town on the line. The second section from Coonor to Udagamandalam is less steep with a ruling gradient of 1 in 23 and has always been adhesion worked. Today Indian Railways' YDM4 diesel locos haul trains on this upper section.

Returning to the issue of coal firing, the modernisation of Indian Railways and the general demise of steam prompted a search for a replacement for the X class in the 1990s. There are numerous reports of how diesel or electric power might have been introduced set against calls to keep the steam locos because of their heritage and tourism value. Eventually a compromise solution

Above: Built in 2014, 37399, the newest of the new-build X-class locos. The most obvious features of the oil burning system are the fuel saddle tank and, at the rear, the exhaust and ventilation louvres for the diesel electric generator.

Below: The diesel electric generator infrastructure is clear on this view of 37391 as it waits to take the 07.10 train at Mettupalayam on 22nd February. This loco was built in 1949 and converted in 2007.

arose where some of the Swiss-built X class locos were converted to oil firing. There is little coal in this part of India and even less which is suitable for steam locos. Poor quality coal was blamed for steaming difficulties and high maintenance costs. Coal also had high supply and handling charges.

Loco 37395 was the first engine to be converted in 2002. However, by the late 2000s it was clear that the original Swiss engines were reaching the end of their economic working life. Buying new steam locos from Switzerland, according to another press report, would have been prohibitively expensive. Indian Railways therefore took the rather surprising decision to build four new oil burning engines to continue the steam tradition of the NMR. These were constructed as oil burners at the Golden Rock Workshops of Southern Railway at Tiruchirapalli to the general X Class design. The first loco, 37396, went into service in March 2011 with the fourth, 37399, joining the NMR in 2014.

Complex locomotives

The evolution of the X class into an oil burner has produced an unusually complicated machine. The locomotives are compounds – a pair of high pressure lower cylinders power the eight driving wheels and above these is a second pair of low pressure cylinders and valve gear which, through reduction gearing, drive the cog wheels which engage with the Abt-system rack.

There is a physical connection between the two sets of reversing gears to avoid conflicts of direction between the two power units. Despite this just such a conflict appears to be



happening when one first sees an X class moving. While the adhesion mechanism rotates in one direction, the rack drive system rotates in the opposite direction because of the extra axle in its power train. Although perfectly logical, it does at first look as if something is seriously amiss.

Steam-electro-diesel

In addition to these features are the complications introduced by oil firing, the most obvious of which is a saddle tank for fuel, perched on top of the boiler and side tanks. Less obvious and perhaps most radical for a steam loco is the large diesel-electric generator and electrical control panel in what would have been the rear coal bunker. The exhaust pipe from the diesel engine and ventilation louvres are clearly visible on the back of the loco and the electrical power is used for several purposes.

One is to supply fuel to the firebox. The primary fuel is furnace oil which is thick and sticky and must be atomised with steam in a strong airflow for efficient combustion. So, on a cold engine with no steam, furnace oil cannot be burnt. Instead, the electrical system first powers two pumps which deliver diesel to two diesel burners at either side of the firebox. Once boiler pressure reaches 3bar (45psi) there is sufficient steam for the atomisers to work and the fuel source is switched to furnace oil.

The oil is delivered by a second pair of electric pumps to two burners facing centrally into the firebox door. Good combustion is ensured with a large electric blower fan installed in the footplate floor, while perhaps the most surprising modification on this steam locomotive is the pair of electric pumps which have replaced conventional injectors for supplying water to the boiler. Electrical power also runs the lighting and cooling and

Right: X-Class motion. The lower cylinder and cranks are for adhesion working. Between the second and third drive axles are the cog wheels, driven by the upper cylinder which powers the pair of small crank wheels. These turn the cog wheels through reduction gearing and so rotate in the opposite direction to the flanged driving wheels – note the positions of the two radius arms at opposite ends of the expansion links of the adhesion and rack valve gear. It is all coordinated by a lever linkage between the two radius rods in the centre of this view.

The circular boss between the two rack crank wheels is the activator for the band brake. As the boss turns it tightens bands around the crank wheels, effecting braking force thorough the rack and pinion.

Below: With drain cocks open, 37391 had just engaged with the rack at Kallar to start the climb to Coonor.

All photos by Steve Sedgwick



exhaust fans in the locomotive's cab.

As with all rack engines, braking power is paramount. The X class has four systems: a dynamic brake using the cylinders as air compressors when working downhill, a vacuum brake, a hand brake and a band brake. The last works through the rack system by several straps tightening around grooves in the circumference of the crank wheels of the rack power unit.

The end result of all of this a locomotive with twin steam powerplants for rack and for adhesion traction supported by an extensive diesel-powered electrical system. This is still a steam locomotive when all around are not, though perhaps one that a purist might question. Nevertheless, when I visited the trains were full of Indian and foreign tourists and there was a definite party atmosphere onboard. But with only one round trip a day on the steam section there is limited availability. Indeed, on 5th April *The Times of India* reported that the NMR has been completely booked out until 30th June.

Alongside talk of introducing a second train to increase revenues there may also be a faint glimmer of hope

of perhaps one of the original coal-fired locos being restored as an added attraction despite all reports to the contrary. In yet another press article, *The Economic Times* dated 4th March revealed that the oldest surviving X-class engine, 37384, had been returned to Coonor works from Ooty for restoration for steam charters – quite a turnaround. Days before my visit, 37384 had been propelled to Ooty from Mettupalayam for static display where I saw it on 22nd February. This is the movement reported in *The Hindu* article. Another decommissioned loco, oil-burning 37386 that I had seen at Mettupalayam shed, was to be prepared as a replacement for 37384 at Ooty.

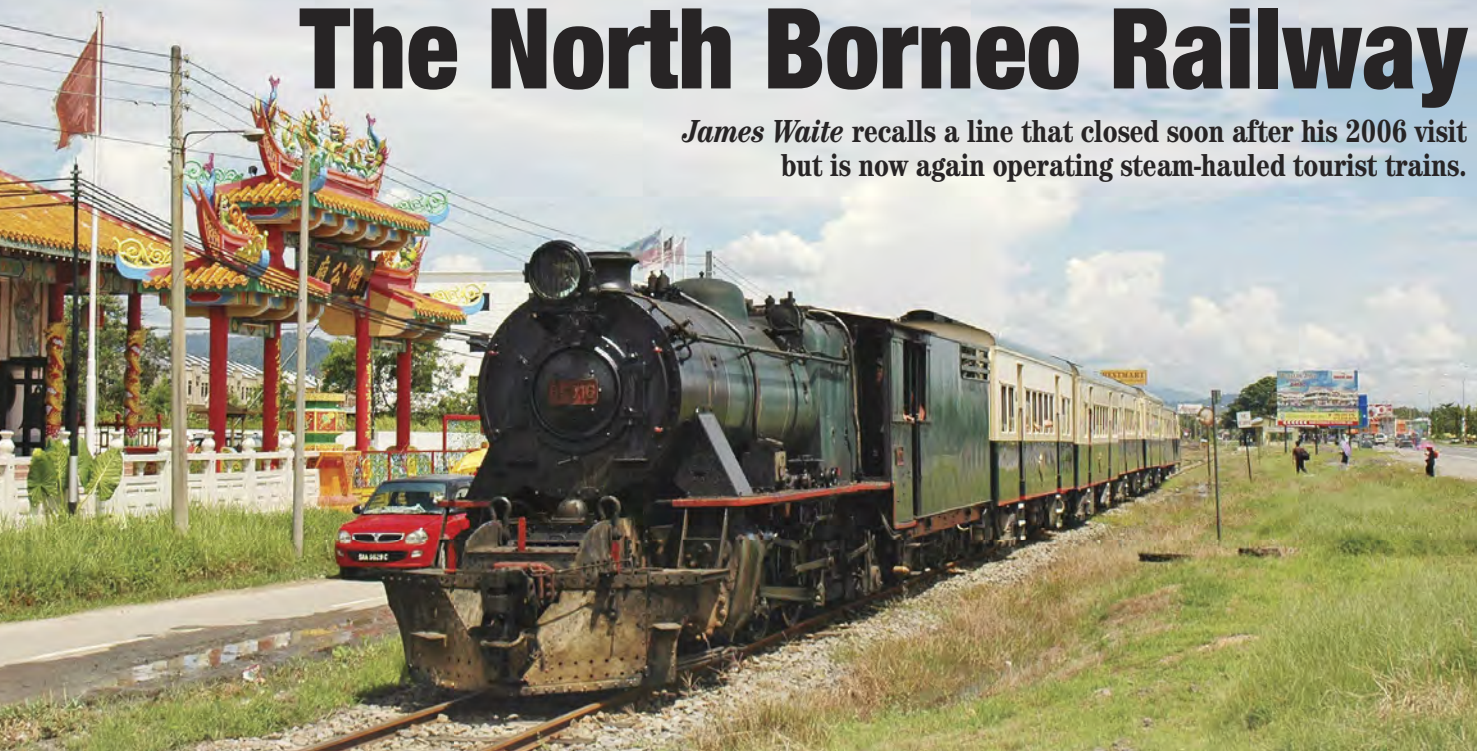
Looking at all these different reports on the NMR it is clear that this is rather a fluid situation but one not entirely without hope. However, time alone will tell if we really are going to see a coal-fired loco at work again on the NMR. **NGW**

I am very grateful to Julius Kingsley, Sherin Kuriakose, T N Subramanian and James Wilmshurst of Experience Travel for their support in producing this account.



The North Borneo Railway

James Waite recalls a line that closed soon after his 2006 visit but is now again operating steam-hauled tourist trains.



The modern development of what is now the Malaysian province of Sabah began when the British North Borneo (Chartered) Company was formed in 1881. In 1888 the British protectorate of North Borneo was established and the company became responsible for its internal affairs. Construction of the metre gauge North Borneo Railway began in 1896 with the 20-mile section between Beaufort South and Weston. The

work was overseen by A J West, the company's Superintending Engineer and the railway opened in 1898.

In the following year construction of a second line began along the province's west coast from Beaufort Town, on the opposite side of the River Padas, for 57 miles to Jesselton, today's Kota Kinabalu. It opened in 1902. In the opposite direction the railway was gradually extended inland from Beaufort Town through the narrow Padas gorge to Tenom and onwards through more open country to Melalap, 39 miles away. It was

*"On our
lineside
trips we
saw water
buffalo
keeping cool
in the mud,
fishermen
hunting
their catch
amongst the
mangroves.."*

completed in 1907 and apart from a few short branches or sidings used only for freight this marked the full extent of the railway. Traffic on the line was never heavy and many of the locos were kept in store for lengthy periods in the 1920s and 1930s.

One link which was never completed was the proposed bridge across the river at Beaufort and the Weston branch was always isolated from the rest of the system; it closed in 1963 and the Tenom to Melalap section went three years later. More recently trains at the northern end have terminated at Tanjung Aru in the outskirts of Kota Kinabalu



though much of the track through the town was still in place when my wife and I visited in 2006.

The line was originally worked by a group of 0-4-2Ts and 4-4-0 tender locos, some of which carried Penney and some Brush builders' plates, though there has been speculation that they were all actually built by Brush. After 1900 a series of light 4-6-0s appeared, the majority of which were built by Kerr Stuart which also supplied further 0-4-2Ts. The last of these 4-6-0s to run, no 14 'Maitland', was restored to working order in 1955 to mark the 50th anniversary of the arrival of the railway in Kota Kinabalu. It was intended to preserve it but very sadly it was mistakenly sold for scrap in 1958, reputedly while the railway's CME was away on holiday.

Handsome Hunslets

In 1912 four handsome 4-6-4 side tank locos were built by Hunslet. One of these, works no 1092, is preserved, considerably altered but still as a 4-6-4T, in the fine Sabah Museum at Kota Kinabalu. It was originally numbered 14 and named 'Kinabalu' after the large mountain which dominates the view from much of the province, but was renamed 'Sir H. Ralph Hone' in 1953 after the colonial governor of the day. It became no 7 under a renumbering scheme carried out in 1954.

Another of the four 4-6-4Ts, 'Gaya', works no 1091, originally no 13 and no 6 under the 1954 scheme, was rebuilt as a 4-6-0 in 1954. The frame, at least, of the tender from 'F.C. Stoop', one of the Kerr Stuart locos, was adapted for this conversion and it may be that the loco's old side



Facing page, top: The southbound tourist train hauled by 2-6-2 no 6-016 (Vulcan Foundry 6276/1955) passes the Chinese temple at Putatan.

Above: A railcar emerges from the south portal of Pengalat tunnel.

Below: No 6-016 approaches Kawang station.

Photos by James Waite, May 2006.

tanks were used to provide the tender tank. Gaya is also preserved at the museum. Both these locos had been recovered in very poor condition after the Second World war when Borneo was occupied by the Japanese, hence the need for extensive reconstruction. They were retained after the other old locos were withdrawn to work the lightly laid Tenom-Melalap line. Hunslet also supplied two small 0-6-4 side tank locos in 1913 for use on local passenger trains and for shunting and ballast train work.

No further locos were acquired for many years apart from a four-wheeled Sentinel, works no 6375, which arrived in 1927. It was not an immediate success and two years later was rebuilt by lengthening its wheelbase and fitting a superheater, work which involved the provision of a small smokebox projecting through one of the end sheets.

In this form the Sentinel was quite a successful loco, being used mostly for shunting though from the late 1940s it spent some years working trains on the Weston branch.

After a final spell shunting at Kota Kinabalu it was withdrawn in 1963 and is now another exhibit at the museum. It did not carry a number until it became no 13 under the 1954 scheme and was fitted with the pre-1954 numberplates from Gaya – this being misleading as they include Gaya's building date of 1912, long before the Sentinel factory built its first loco!

To help the railway recover after the Japanese occupation three 0-6-0 tram locos were acquired from Belgium in 1949. One of them, 'Emma', was found to be completely worn out and never put into service. The other two, 'Elisa' and 'Celine', were stripped of their tram engine clothing and worked as shunters for a few years until replaced by diesels.

Few of the pre-war locos survived the early 1950s. Sir H. Ralph Hone was the last of the 4-6-4Ts to run in »





something like its original form and was probably withdrawn in the early 1960s. The rebuilt Gaya went in 1968. It's good that they're both now at the museum along with the Sentinel and this is a little recompense for the loss of Maitland.

"The line was closed for more than four years..."

Changing times

The final steam locos acquired were three 2-6-2s, nos 14, 15 and 16 built by the Vulcan Foundry in 1955, works nos 6274-6. They are much larger and more powerful than any of their predecessors and are in many respects a shortened version of the YD class 2-8-2s which Vulcan Foundry had built for the Burma Railways a few years earlier. They were the factory's last steam locos.

Nos 14 and 15 were wood burners as all the railway's previous locos had been but no 16 was built as an oil burner. They worked until the early 1970s when they were replaced by diesels and put in store. Due to the railway's comparatively short length they had only covered a low mileage and were still in good mechanical condition. At some date probably in the early 1960s another renumbering scheme was implemented, resulting in the numbers of the 2-6-2s being prefixed by 6 and Gaya, presumably the only other surviving steam loco, becoming 3-006.

In the late 1990s nos 15 and 16 were overhauled to work a tourist train between Tanjung Aru and Papar, about halfway to Beaufort. Five carriages built in the 1970s were

refurbished to form the train along with an old diesel railcar which was adapted to form a kitchen car.

When we visited in 2006 the daily services on what is now the Sabah State Railway were being handled by quite a miscellany of diesels. Detailed information about them is hard to come by but they included at least two types of bo-bo machines and one series of four-wheel shunters which were probably all built in Japan. Trains through the gorge beyond Beaufort consisted mainly, if not entirely, of short trains hauled by the bo-bos. Services over the remainder of the line were worked mostly by railcars which were said to have been built in Italy.

From 2007 the line was closed for more than four years to allow for major rebuilding by a Chinese-based concern and they have supplied several new locos, carriages and railcar sets. The local services resumed in February 2011 and the steam train first ran again the following July.

Several small Wickham railcars survived in the shed at Tanjung Aru along with other small cars which looked as they, too, might have been built in Japan. The star attraction among the diesels was definitely a small and smartly maintained six-wheel diesel built by Hunslet in 1951. It was numbered 21 in the 1954 scheme but had become no 4101 by 2006. It was one of a pair, the other being preserved in the forecourt at Tanjung Aru station.

The steam train is staffed by the operators of a hotel complex on the coast near Tanjung Aru who are also responsible for underwriting the costs of its operation. The staff dress in colonial-era uniforms and lunch, in the form of a traditional colonial tiffin box, is served en route. The out-and-back trip lasts a little under four hours including a one-hour layover at Papar. As I write this the train makes two trips each week throughout the year.

During its overhaul no 16 was converted from coal to wood firing. Mangrove wood has always provided fuel for the wood burners and a large quantity is kept at Tanjung Aru. No 14 survives at the back of the shed.

Along the line

Today Tanjung Aru is the operating headquarters of the railway and the location of the principal engine sheds and repair shops which were set up there in 1912. The station is a concrete structure, the original having been destroyed during the Second World War. The first few miles of line south of Tanjung Aru run through the southern outskirts of



Kota Kinabalu, past the airport and, further south, a large army depot. Throughout this section it runs close to the shore and crosses the estuaries of several streams.

At the approach to Kinarut it turns inland. The village is inhabited largely by ethnic Chinese people, the name deriving from the Malay name for China. Close to the station there is a Chinese temple with a statue of a Buddha who looks out over the railway line. On its outward run the steam train stops for 20 minutes or so to allow a brief visit. Most of the village consists of wooden terraced housing. One of the villagers was very keen to show us around and to recount the history of the village during one of our visits there.

South from Kinarut the line runs through a palm forest and climbs through a low ridge of hills. After Kawang station it runs along a causeway across a mangrove swamp. There's then another climb before the railway reaches its only tunnel at Pengalat, the floor of which had to be lowered and its width increased from ten to 13 feet in the 1950s to accommodate the 2-6-2s. After running through paddy fields for a couple of miles the line crosses the River Papar and enters Papar station.

Brand new table

Here there is a sizeable yard. In 2006 the station building was a delightful colonial structure. Across the tracks was a curious Heath Robinson-looking turntable which had been installed for the tourist train's locos and managed to dispense with a pit. All this was swept away during the reconstruction and the station has been completely rebuilt. The new building lacks the period character of the old one but on the plus side there's a smart new turntable of much more conventional design with a proper pit. Is this the world's newest table built specifically for use by steam locomotives?

The province is rich in oil and is a major contributor to Malaysia's economy. It is mostly a Christian community and its rule by what is often seen as the increasingly assertive government in mainland Malaysia, a predominantly Muslim state, is by no means universally popular. The huge army base beside the line in Kota Kinabalu is said to be the largest anywhere in the country. Many people in Sabah suspect that it's there to forestall any possible local uprising as much as to see off any external threat, though in 2013 the troops were very quickly able to repel an attempted invasion by a group variously described as an Islamic terrorist army or just as

"Is this the world's newest turntable built specifically for use by steam locos?"

Facing page, top: 4-6-4T no 7 'Sir H. Ralph Hone' (Hunslet 1092/1912) survives at Sabah Museum.

Facing page, centre: Also at Sabah Museum is four-wheeled Sentinel no 13 (6375/1926).

Facing page, bottom: Six-wheeled diesel no 4101 (Hunslet 4218/1951), which is four years older than the surviving Vulcan Foundry steam locos. The exhaust pipe looks much higher than the loading gauge!

Above: No 6-016 standing outside Tanjung Aru loco shed with Japanese-built four-wheeled shunters on either side.

Right: The steam tourist train is almost lost among the trees as it turns on the triangle at Tanjung Aru.



pirates operating out of Mindanao in the Philippines.

Sabah is a delightful place to visit. During our trips out to the lineside we encountered scenes as varied as water buffalo keeping themselves cool in the mud, fishermen looking for their catch amongst the mangroves and all manner of unusual birds overhead – and we didn't have far to go to find Borneo's most famous residents, its orangutans. The staff at the engine shed and station at Tanjung Aru were universally welcoming and helpful as were those in charge of the steam train.

The train is very photogenic. The locos carry their old NBR livery. The

carriages were built in the early 1970s in Japan, probably after the end of the steam era but they're of traditional design and painted in the railway's old green and cream colour scheme. In 2006 there were also quite a number of British-looking freight wagons and vans around. I hope they've survived the reconstruction.

I've drawn much information from a lengthy article by the late Arthur Garry in the April 1970 issue of the *Industrial Railway Record*. Mr. Garry worked in Borneo between 1915 and 1938 but sadly he died shortly before the article was published. Other information comes from the Sabah Museum's guidebook. **NGW**





Ian Dean, formerly Managing Director of the Mid Hants Railway, found a new role as volunteer driver in Burgundy a pleasant shock. Here he gives the background to a line that could hardly provide a greater contrast to his former environment.



Above: One of the two Sunday trains on the Chemin de Fer de la Vallée de l'Ouche awaits departure from Bligny-sur-Ouche.

Left: Ian and Julie Dean with the Couillet 0-6-0T 'Burgonde'. The French public were often taken aback when they saw a woman firing the loco!

Facing page, top: Built in 1910 and the oldest loco on the line, Burgonde is now listed as a 'Monument Historique' by the French Government.

Photos by Ian Dean and from his collection

The Chemin de Fer de la Vallée de l'Ouche is found in Burgundy about 12 miles west of Beaune. The 600mm gauge line runs for seven kilometres along the beautiful valley of the River Ouche, a tributary of the Saone. The line has its headquarters and depot at the small town of Bligny-sur-Ouche and uses the trackbed of a former standard gauge secondary route with an interesting history.

Opening in November 1836 the standard gauge line was laid between coal mines at Epinac and the quay on the Canal de Bourgogne at Pont d'Ouche for the transport of coal, a distance of 28 kilometres. The rails were laid on stone blocks and haulage was by oxen or horses, with several inclined planes operated by stationary steam engines. Gravity was used over several stretches on the loaded run from Epinac. On the present line the gradient falls all the way for the outward journey with a consequent climb on the return.

By 1855 steam locomotives had been brought in to replace the animal haulage, although they were not used over the whole line until 1860. Six locomotives were acquired, two from Belgium and four from Alsace. In 1860, 160,000 tonnes of coal were transported, mail was carried on the

line and local passengers conveyed in the wagons free of charge,

Following the opening of normal standard gauge railways serving Epinac via other routes, the line went into decline. In 1886 the main line PLM company was persuaded to take it over, convert it to normal-sleepered track and extend it to the Burgundian capital of Dijon. It took until 1905 for the line to be regraded and opened throughout and it then ran until the outbreak of World War II, when the service was suspended.

In 1942 the section from Cussy La Colonne to Epinac was lifted by the occupying Germans, either for re-use elsewhere or for scrap metal. It was never relaid, and the line then ran only between Cussy La Colonne and Dijon until 1968 when it was finally closed. Following closure the local authority bought the station at Bligny-sur-Ouche, together with the station yard and trackbed as far as Pont d'Ouche.

In that same year a group of French enthusiasts were looking to create a narrow gauge tourist railway elsewhere in Burgundy, but their efforts failed. Attention turned to the Valley of the Ouche and in 1971 a group was formed. In 1972 the French magazine *La Vie du Rail* announced the project, using 600mm gauge track and the locomotives and rolling stock belonging to a Parisian collector named Dr Hummell. A kilometre and a half of track was laid from Bligny-sur-Ouche, but then activity ceased without any public trains having run.

In 1977 a new group, dubbed 'SOBOFER', was formed and a second start made. In July 1978 the line was inaugurated and the first public season began, services running as far as Thorey-sur-Ouche. The line has been progressively extended over the years since, and reached the present terminus/halt at Pont d'Ouche in 1994.

Operation initially was by a number of industrial diesel locomotives and an 0-6-0T built by Couillet of Belgium in 1910. It was rescued from a sugar factory at Maizy in Northern France. During this period from 1978 a number of operators ran the line with varying success, until in 1986 the present Association was formed.

Raising steam

My involvement with the CFVO began in 2002 when I bought a farmhouse to restore near the line. I paid a first visit as a fare-paying passenger and was interested to see how the line operated, so I met with the President, a charming Frenchman called Jean-Claude Laboureau. He



spoke excellent English and I found that he regularly came to Wales to drive on the Ffestiniog Railway in his holidays. He persuaded me to join the Association, and so began 14 years of happy involvement.

Having been Managing Director of the Mid Hants Railway from 1988 to 1992, for me the contrast could not have been more extreme. To come from an enterprise with hundreds of volunteers to one with a membership of around 35, of which 12 are active, was quite a shock, but a pleasant one.

Steam operations take place on Sundays and Bank Holidays with two round trips per day at 14.45 and 16.30. On arrival at the Bligny-sur-Ouche depot at around 10 in the morning the two-man crew use a diesel to draw the steam loco for the day out of the shed and over the ashpit. The tubes are swept, ashpan and smokebox emptied, and the firebox cleaned. Around 11am a fire is started, initially with kindling and logs, and the loco is cleaned and the bright work polished. At about the same time the Chef de Train (guard) »

The Chemin de Fer de la Vallée de l'Ouche stocklist

Steam locomotives

- 1) **0-4-0**: Built by Decauville to a Henschel design. Construction began in 1943 at Corbeil (Paris) but the workers objected to building locos to go to Germany, so delayed it at every opportunity. Completed after the war by Les Forges et Aciéries de Firminy in the Loire region, the loco entered service in 0-4-0 tank form in 1947. It saw industrial use at Gray in the Haut Marne and arrived at Bligny-sur-Ouche in the early 1980s. The owners decided to convert it to a tender locomotive, and on the death of one of the owners it was purchased for the Association.
- 2) **0-6-0T no 4 'Burgonde'**: Built by Couillet at Hainault in Belgium in 1910, one of three sold to a sugar beet refinery at Maizy in Northern France. It is now regarded by French authorities as a 'Monument Historique'. Israel Newton, the English boilermakers, recently carried out a re-tube.
- 3) **2-6-0T no 8**: Built in 1938 by Usines De La Meuse of Leige, Belgium, for the sugar refinery at Maizy, where the Couillet also worked. It was in service until 1950. It arrived at the CFVO in 2005 in a partially dismantled state, and was restored by members and made operational for the 2008 season.

Diesel locomotives

- 1) **4-wheel Simplex** with 60hp Dorman engine, ex-National Coal Board and re-gauged for the CFVO by Alan Keef Ltd. Hydraulic transmission.
- 2) **4w Jung**, three-cylinder air-cooled engine, hydraulic transmission.
- 3) **4w Deutz** with four-cylinder air-cooled engine and mechanical jackshaft drive.
- 4) **4w Poldi** with six-cylinder water-cooled engine and hydraulic transmission.
- 5) **4w Plymouth** with V-6 air-cooled Deutz engine, mechanical transmission.

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Four 'Baladeuse' carriages ('toast-racks' in the UK), also on WWI underframes.
Two brake vans, one four-wheeled, one bogie eight-wheeled, used on all trains to carry bicycles, cold drinks and the guard.
Several former military wagons of French, British and US origin, and a few ex-industrial wagons used for line repairs.

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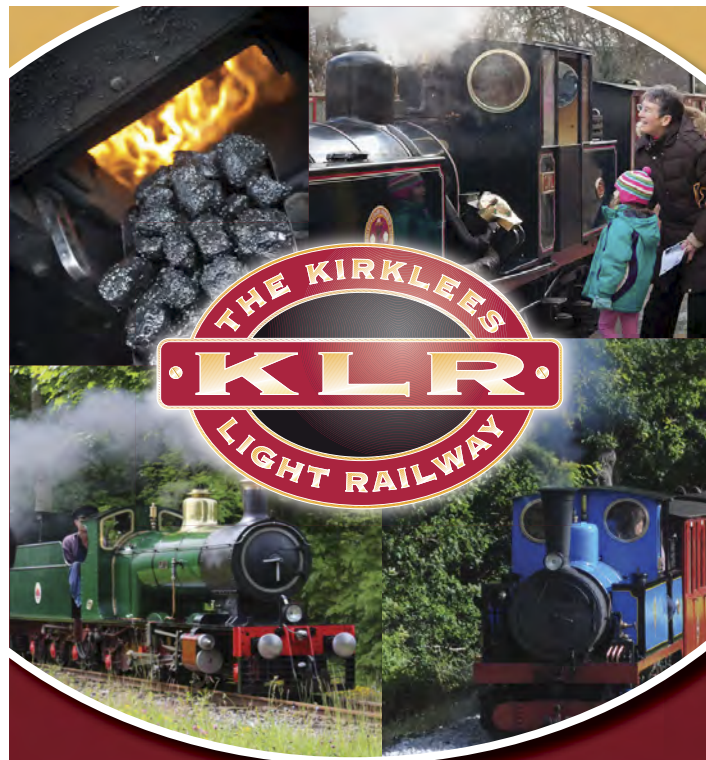
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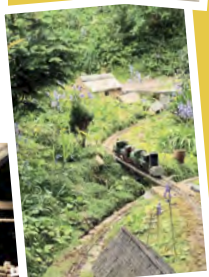
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arrives and uses the diesel to haul the carriages out and prepare them.

At noon a bell sounds and the crew head to the Portacabin for lunch. This cabin is well equipped with lockers, an office, library, TV and DVD player, dining table, fridge, microwave cooker, shower and toilet. During the course of a leisurely meal, steam pressure in the loco raises gently while the crew enjoy four courses and coffee – very civilised!

At 13.45, an hour before departure, the loco is moved off the ashpit, which is emptied, the oil can is applied where needed, coal and water topped up and the loco taken to the station ready for departure. By this time the Chef de Gare (stationmaster) has opened the booking hall and the public begin to arrive and join the train.

At 14.45 the station gong sounds and the Chef de Gare blows his whistle as does the Chef de Train who also waves his flag. With much loco whistle blowing the train departs for Pont d'Ouche.

From 2004 until 2014 my wife usually fired for me, but latterly she found the confined cabin too hot during the summer. It was interesting to watch the reaction of the French public, who considered it unusual to see a woman firing and often wanted to take her picture! Julie owned a McLaren traction engine before we moved to France, and found firing and driving a locomotive on the railway much easier. This did not stop others checking her fire, water level and technique – which was always correct. France is still a very chauvinistic society!

The round trip

Leaving Bligny-sur-Ouche station one passes the depot on the left and the line begins to drop gradually, running all the way in the beautiful valley alongside the River Ouche. On arriving at the minor road level crossing at Oucherotte, the Chef de Train descends and protects the crossing with his flag unless the lady who lives in the crossing house hears the whistle and comes out.

We then pass the halt at Les Cudilles – it is right out in the country and no one ever joins the train here. After that we have the passing loop at Pre Magnien, where on busy days the trains can cross. There are no signals on the line and a token system is in use to protect the trains. All points are worked by ground levers, as there are no signal boxes, although those at Pre Magnien are sprung for automatic operation.

We next come to the small station at Thorey-sur-Ouche, where there is another level crossing for a minor



“This did not stop others checking her fire, water level and technique – which was always correct...”



Top: This four-wheel Simplex diesel is a former National Coal Board loco and came to the line via Alan Keef Ltd in Britain.

Above right: The line's depot has basic workshop facilities, although any machining work has to be done off-site.

Right: The station building at Bligny-sur-Ouche is in immaculate condition and looks utterly French in style.





road. After that we get to the passing loop at La Garenne and continue on to the end of the line at Pont d'Ouche. Owing to the limited space on the embankment there is not enough room for a run-round loop, so the train is propelled back 500 metres to the loop at La Garenne.

No crossing the locals

The line could have been extended by another 500 metres into the old station site at Pont d'Ouche, but to do so would have involved creating a level crossing over the main road and this would have been very unpopular locally. Therefore the loco runs round at La Garenne and the fireman builds the fire up for the climb back to Bligny-sur-Ouche. As visibility is good at the level crossings on the return trip there is no need for the Chef de Train to descend. The train arrives back at the terminus and after

taking on coal and water is ready for the next round trip.

The Sunday trains run from 1st May 1st to 30th September, with a diesel-hauled service every day in July and August. In the winter months the volunteers deal with maintaining the locomotives, carriages and track, usually having a team effort on Saturdays – there are no employees. The depot has basic workshop facilities and pits, but all machining work has to be carried out off-site.

Jean-Claude Meyer is now the President and is in charge of publicity and promotion. Jean-Francois Boidot acts as Manager and organises work schedules, Pierre Guyenot is the Engineer, Bob Simmons (another Brit) organises the rosters and Jacky Grippen does just about everything else! I served on the Management Committee for three years, but with my limited French and no great love

of meetings decided to limit my activities to driving, firing or occasionally guarding.

The CFVO is proud to be twinned with the Bredgar & Wormhill Railway in Kent.

One good aspect of the line is that it receives superb local authority support. The facilities are provided rent-free, contributions are made for acquisitions and overhauls, and the local tourist office works hard on our behalf. We have a number of younger members in training, but are always seeking new volunteers. So if any readers fancy moving to Burgundy and joining the team, they will get a warm welcome – despite Brexit! **NGW**

Above: The loco depot with, from left to right, the La Meuse 2-6-0T no 8, Couillet 0-6-0T 'Burgonde' and the Decauville 0-4-0 on shed.

This page: The Decauville 0-4-0 receives attention from some of the line's volunteers at the loco depot.

More Information

More details of the line are at <http://thetouristrailwayoftheouchevalley.blogspot.co.uk>, and the site includes an English translation.



Small locos in the landscape

In the narrow gauge world, size really doesn't matter when in search of a top-notch photograph...



Even in a slightly odd plum livery, Guest 2-4-2 'Sian' looked well at home on her old stomping ground of the Fairbourne Railway over the Spring Bank Holiday. *Andrew Charman* took the picture, and then turned to capture newly returned-to-service 'Russell' (below right), heading back into Fairbourne. This forms a nice contrast with the loco's full-size inspiration (below), pictured by *Michael Chapman* heading out of Porthmadog on the Welsh Highland Heritage Railway during the May bank holiday weekend.



Overleaf: Definitely a train in the landscape! The last of the Spring bluebells hang defiantly on as Welshpool & Llanfair Kerr Stuart 0-6-2T no 12 'Joan' attacks the 1 in 29 Golfa Bank with an early-season train. *Ralph Ward* took this picture from one of the new photo locations that have been opened up thanks to diligent efforts by the W&LLR's lineside 'Hedgebashers' group.







**NARROW
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Family Values...

The Kirklees Light Railway may be firmly family orientated but *Andrew Charman* discovers that enthusiasts should not ignore the line.

The purist enthusiast will find it easy to dismiss the Kirklees Light Railway. Not only is the 3.5-mile line in West Yorkshire one of the modern breed of narrow gauge railways built on former standard gauge trackbeds, it is also pitched as a family visitor attraction first. Yet as I discovered when I visited on a Friday afternoon in June, scratch beneath the surface and the 15-inch line offers quite a lot of interest readers of this magazine.

First some history. The route used by today's railway was originally a standard gauge branch line opened by the Lancashire & Yorkshire Railway in 1879, and running from Clayton West Junction to Clayton West. The L&YR engineered it for both a planned doubling of the track and extending beyond Clayton West, but in the event neither happened.

Substantial coal traffic from two major mines on the route helped sustain the branch through the Beeching-initiated pruning of the UK

rail network in the 1960s, but while most lines in the district were adopted by the West Yorkshire Passenger Executive, the Clayton West branch missed out. The last passenger train ran on 24th January 1983, the final coal train a year later, and the branch was lifted by 1986.

Enter minimum gauge railway enthusiasts Brian and Doreen Taylor, who having run a miniature line in a park in Halifax were keen to do something bigger, and seeking a site on which to lay a 15-inch gauge railway. The dormant branch met their needs and construction of the new line began in 1991, supported by Kirklees Council. By the time a Light Railway Order was obtained that September, a mile of line had been built from Clayton West to a temporary terminus at Cuckoo's Nest – named after a station on the Eaton Hall Railway built by minimum gauge pioneer Arthur Heywood.

Trains began running to Cuckoo's

Above: 'Katie' sets off from Clayton West with another train for Shelley – the Kirklees Light Railway is a busy member of today's narrow gauge scene.

Below: Volunteer guard Dave Askham prepares to uncouple the newly arrived 'Badger' from its train in the spacious surroundings of the once standard gauge Clayton West station.

All photos by Andrew Charman, 2nd June 2017.

Nest in October 1991, just under another mile to Skelmanthorpe in December 1992, and with grant aid from the European Union's coalfield regeneration scheme, Shelley in May 1997. That's as far as the line will ever go, the point where the former branch joins the still active main line between Huddersfield and Sheffield still visible from the KLR's Shelley station.

Change of owners

The Taylors operated the line, using four steam locos that Brian had built, and staffed by a small team of paid staff and volunteer support, until the early 2000s, when they decided to retire. Park and leisure home manufacturer Stately Albion acquired the line in 2006, and has since made major investments particularly aimed at families, these including a new tearoom at Shelley and two large children's play areas.

There are plenty of children in evidence when I park in the enormous car park at Clayton West just after midday. As I will learn in a chat with KLR general manager Stuart Ross later, from annual passenger numbers of around 20,000 when Stately Albion took over, today the line carries in excess of 60,000 each year, so most days are busy days.

The original Clayton West station building proved too small for the new line and a new building was opened in 1997, though parts of the standard gauge platform remain. To reach it you walk through a children's play area with a mixed 3/5/7¼in raised model engineering track forming its perimeter. Also prominent is a standard gauge DMU, painted bright blue and used these days to hold children's parties.



The KLR is all about children – while even traditional heritage lines hold a ‘Thomas the Tank Engine’ weekend each year, there are five on this line, and they form an essential part of its business model. None of us traditional enthusiasts should have an issue with this, the railway playing an essential role in bringing to life the books that first spark an interest in railways among children, and with the locos mostly being quite small, in a friendly, compact form. We should remember that half a century on from when steam formed part of daily lives, creating such interest is essential to produce the enthusiasts of the future that will sustain our heritage lines for future generations.

Novel steam fleet

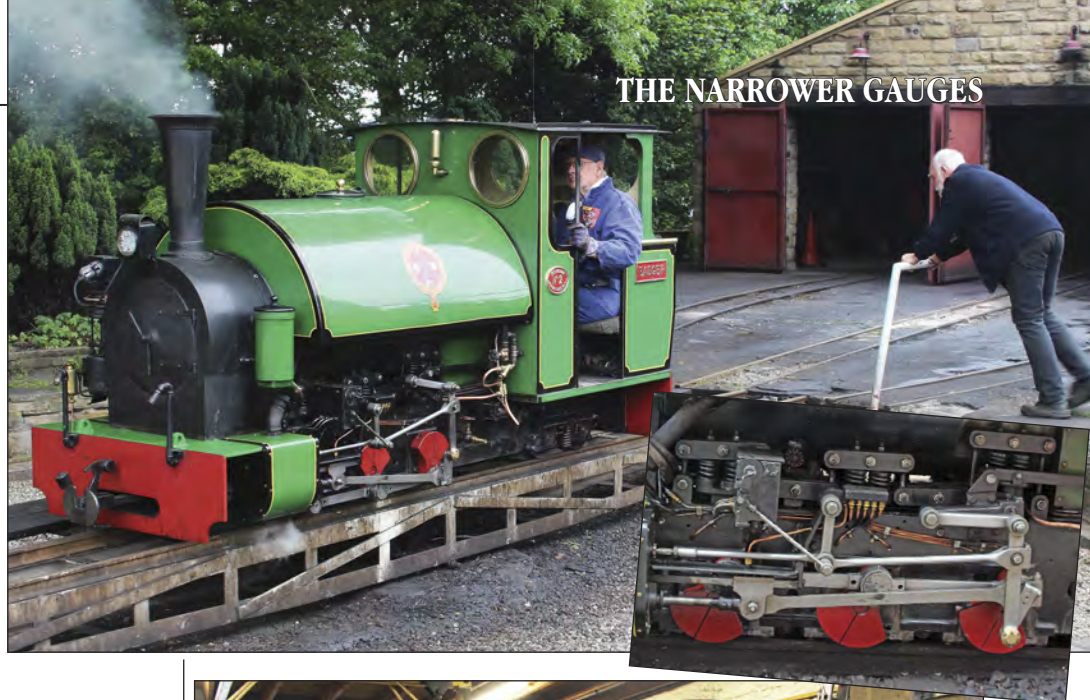
The core steam fleet of the KLR is in itself interesting. I have not been at Clayton West long when a train steams in from Shelley, hauled by the bright green liveried ‘Badger’. This tiny 0-6-4 saddle tank was built by Brian Taylor in 1991, vaguely in the style of a Kerr Stuart ‘Tattoo’. It boasts several novelty features for steam locos, most notably the exposed double coil springs on each axle.

Oldest loco on the line is ‘Fox’, a Hunslet-style 2-6-2T built in 1987, and currently under major overhaul in the KLR’s capacious workshops. These are housed in the former standard gauge goods shed, and showing me round KLR operations manager Ian Screeton says that most maintenance, even wheel turning, can be carried out in-house, with only coded boiler work having to be sub-contracted.

Looking at Fox’s chassis, Ian explains that the four Taylor locomotives were not really built for the level of work they are expected to perform today; “They’ve evolved, we’ve ‘beefed them up’ as we’ve maintained them,” he adds.

The other two engines can be found in the current joint loco/carriage shed, located at the far end of the station beyond the turntable. ‘Hawk’ and ‘Owl’ are both 0-4-4-0 articulated machines – the former entered service in 1998 and was inspired by a Kitson Meyer that Andrew Barclay built for service in Chile, while the 2000-built Owl is based on a Heisler constructed by the Avonside Engine Co. Among Ian’s wish-list projects is the construction of a third power bogie for Hawk, so they can be swapped around for maintenance much like the Ffestiniog does with its double Fairlies.

As we talk, the other half of today’s two-train service arrives (on its quietest days the KLR runs five return trips, nine on a peak day),



Top: Dave puts his back into it as Badger is turned at Clayton West. The inset shows the loco’s unusual exposed coil-spring suspension.



Above right: The line’s oldest loco, ‘Fox’ is currently undergoing a major overhaul.

Below: Articulated pair at rest in the combined loco and carriage shed at Clayton West – Heisler ‘Owl’ and Kitson Meyer ‘Hawk’.

hailed by the new pride of the line. The 2-4-2 ‘Katie’, built by Guest Engineering in 1954 for Dudley Zoo, is a highly famous 15-inch gauge locomotive, due to its many years on the Fairbourne Railway until rendered redundant by that line’s conversion to 12¼in gauge. Katie arrived at the KLR in 2015 from the Windmill Farm Railway of minimum gauge expert Austin Moss, and formed the centrepiece of the Fairbourne-themed Kirklees Gala last

Autumn. This saw several other items of former Fairbourne stock visiting including sister loco ‘Sian.’

Katie provided an answer to the KLR’s desire for a more powerful loco, and to see just why such power is needed on the Kirklees route I join driver Dick Allison on the very cosy footplate of Badger for a round trip to Shelley. Like our guard Dave Askham Dick is a member of the line’s highly active volunteer support team, and his previous footplate





experience includes Garratts on the Welsh Highland Railway. It soon becomes clear that the Kirklees is no rest cure as the route climbs a 1 in 70 gradient all the way, significant for 15in gauge even without the fairly heavy trains that are the norm on the line. Constant monitoring of fire and water levels are essential all the way – it's a line that has to be driven.

It's also a line with some impressive infrastructure along the way. The trains look even more tiny as they pass beneath overbridges that were big for standard gauge – today the crossing point of Skelmanthorpe sits under one of these bridges. Even more impressive is the Shelley Woodhouse tunnel, at 467 metres the longest tunnel on any UK 15in line. Despite towering over the train it remains dark enough to provide the many travelling children with an extra thrill, and in fact the little carriages give them more opportunity to look up at the impressive structure than would a standard-gauge equivalent.

Above: Driver Dick Allison puts the iron through Badger's fire. Some careful management is necessary to ensure these small locos climb the 1 in 70 to Shelley without problems.

Above right: The 467-metre Shelley Woodhouse tunnel is the highlight of the trip to Shelley.

Below: Katie has steam to spare as driver Neil Cobbold checks back along his train before departure from Clayton West.



Children are much in evidence at Shelley, sitting on the wall watching avidly as Dave pushes hard on the turntable to turn Badger, with Dick aboard, ready for the return trip. And chatting over a cuppa back at Clayton West a little later, KLR General Manager Stuart Ross is under no illusions as to the line's core market.

"It is not really a heritage railway, but a visitor attraction," Stuart says. "What we are preserving is the experience of train travel. It's very angled towards the young – for years under the Taylors' ownership the railway didn't really know quite what it was, aiming to cater for enthusiasts but not really doing it. When Stately Albion took over 11 years ago, they latched on to the line's appeal to young families and everything we do is now geared to that."

He argues, however, that there is much for enthusiasts to enjoy. "We have quite small, interesting narrow gauge engines working up a 1 in 70 gradient for 3.5 miles on relatively heavy trains. If enthusiasts aren't snobby about it then it's quite an interesting railway – it's certainly not a completely miniature line."

Stuart is definitely an enthusiast, first volunteering on the line in 1998 while at university. In 2008 he was

taken on as temporary staff for six months, "and in 2010 I somehow ended up as the GM."

The volunteers are vital to the line, he adds, and enjoy a very positive environment. "Without the volunteers we wouldn't be here and we've had a strong volunteer workforce from day one. They turn themselves to everything from very mundane tasks, housekeeping and such like, to steam engineering work."

"It's been a meritocracy – we don't have departments, there is no operating, or carriage and wagon department, so the politics that tends to accompany such operations is much less evident here. It works – if people put the effort in they can become an engine driver, which is what most enthusiasts aim for when they join a heritage railway."

Needing a backup

The acquisition of Katie was certainly appreciated by the volunteers, but Stuart adds that the loco was needed. Overhauls of the Taylor locos were starting to take longer, particularly boiler work, due primarily to the demands of the route. "On our Santa trains through December we carry more than 10,000 people and that requires four steam engines and every carriage in traffic to cope. We got to the point where if an engine went out of service the engineers would be here until silly times at night."

After a search on the used loco market and a couple of false starts Katie provided the answer, and Stuart adds that the loco's presence on the line has had an extra positive effect. "Buying it showed the staff and the volunteers that we were still investing in the railway, in this case a good five figures, but the loco also brought a new audience to the railway."

"I never realised how many people from West Yorkshire went to mid Wales on their holidays, those in their '50s and '60s, and they remembered Katie from the Fairbourne. The loco





brought us a lot of good publicity – when it came we invited a lot of the Fairbourne people over, and they still come regularly to see it.”

He admits that the loco is a challenge for the engineering department. “Every job takes slightly longer – when you look back in the Fairbourne history, Katie appears to have been a Cinderella engine, only used on high days and holidays, and so is still very untouched.”

The KLR has tried very hard to maintain that. “We’ve taken a ‘museumsque’ view – when we put the air brakes on we hid them under the tender because we didn’t want to change the appearance. If we take something off it’s stored in a box so if someone wants to put it back on at a later date they can.”

Modifications made since arrival have included improvements to the springs and the addition of sanders. “It generally steams very well, and is probably working harder here than it ever did before.”

Future plans

With passenger figures having tripled in a decade Stuart is now considering what the line needs to offer in future. “The Yorkshire tourist market is very competitive, and we need to keep the railway as a core attraction. The

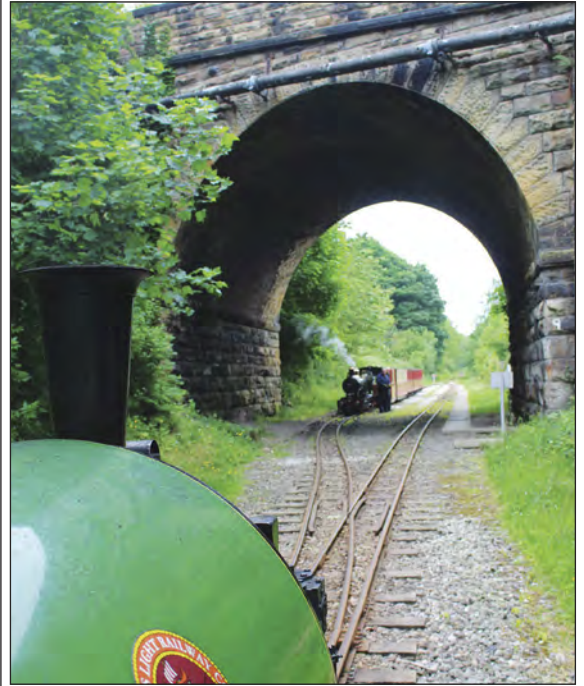
permanent way is starting to require attention, the 1983 vintage colliery rail coming towards the end of its life, and we’ve started using recycled plastic sleepers.

“Ian is still working through beefing up the Taylor engines, but we also need a large diesel capable of rescuing a full passenger train – our current diesel couldn’t get one of the bigger engines and a full train up to Shelley if it had to.”

Stuart has radical ideas regarding said diesel; “I’m trying to persuade people that we need a modern version of (the Fairbourne Railway’s) ‘Dingo’. It was so different to anything else on the 15in gauge. Or the Streamliner that was on the Disney Railroad in California in the 1950s – it was very of its time and would be something different that works for us.”

Also on the wish list is new rolling stock with better wheelchair access, and a separate engine shed with visitor access; “We need to get the engines away from the rolling stock, they are all currently in the same shed and that makes the carriages dirty.”

He adds very firmly, however, that the KLR needs to focus on many aspects a lot of railways don’t consider. “The children’s play areas are all due for renewal, and there are other family-focused things we are



Above left: Avidly watched by young visitors, Badger is turned at Shelley ready for the return trip.

Above: Framing the halfway crossing point of Skelmanthorpe, standard gauge infrastructure looks even bigger above the 15in rolling stock.

Below: A drink for Badger at Shelley – Dick is as attentive to his mount as any driver on more traditional lines...

exploring. On our doorstep we have six farm shops all with additional attractions at a nominal charge, so we have to justify our ticket price.”

Stuart admits that the railway’s title, Kirkstall being the medieval name of the area, and the local council supporting the project in the early days, makes many local visitors wrongly believe that it is a council-run operation and that therefore they should pay “benevolent” ticket prices. “Every penny we make is ploughed back into the railway, it’s not taken by the directors or anything like that.”

It is still fun for all concerned, Stuart concludes, and that very much includes the volunteer enthusiasts. “We don’t run roughshod over health and safety, but we tend to find ways to do things, rather than ways not to do things.

“People who come to our Galas will realise that we don’t take ourselves too seriously – it should be fun. This railway was not built to bring slate down a mountain or anything like that, but purely for pleasure. **NGW**





Broadly Narrow at Port Adelaide

Hugh Dougherty is impressed by the sheer variety on show at South Australia's National Railway Museum.

If you're ever in Adelaide, then take the 5ft 3in gauge suburban train trip out to Port Adelaide and visit the National Railway Museum. Here you'll be able to see plenty of narrow gauge, and all within the context of the three gauges that helped build Australia – Bob Sampson, the museum's executive officer, is quite sure that the story of the country's gauges has to be at the heart of the museum, for as he says it's the story of Australian railways themselves.

"The three gauges, the Irish standard gauge, the British standard gauge, and the Australian 'standard'

narrow gauge of 3ft 6in, all had their part to play," Bob adds.

"At the museum we offer all three on show, as well as demonstrating mixed-gauge shunting, mixed-gauge trackwork, and a break-of-gauge display recalling sights once common on our railways."

Open daily since 1988, and fully self-supporting financially, the museum is proud of its narrow gauge exhibits. Bob admits that his favourite is 3ft 6in gauge Andrew Barclay 0-6-0T 'Peronne' of 1919, once the mainstay of rail operations at Port Pirie Smelter, and now a

regular live-steam locomotive on open days, high days and holidays.

"She's a lovely little locomotive," smiles Bob. "We restored her to working condition in 1988, having acquired her in 1966. She was kept initially at our original base at Mile End, where thanks to the efforts of dedicated enthusiasts, several items of rolling stock were preserved before we moved to our current premises. I'm also a qualified driver on Peronne, and it's a pleasure to drive her on our narrow gauge track when we operate trains for visitors."

The Barclay tank is the only working narrow gauge locomotive, but the displays inside the museum include examples from UK and Australian builders. The characteristic upward-sloping running plate and cylinders, in so many ways the Beyer Peacock trademark from Norway to the Isle of Man, is much in evidence. You'll find it on a Silverton Tramways Company 2-6-0, which left Beyer Peacock's Gorton, Manchester works for Broken Hill in 1893, while other products of Beyer Peacock include a 4-8-2 tender locomotive, built in 1951 for the Silverton Tramway, and a massive beast on the narrow gauge by any standards.

Australian 3ft 6in gauge doesn't necessarily mean small scale. The might and sheer presence of the museum's Beyer Garratt 4-8-2+2-8-4 proves the point. Bob boasts that this



Above: The mighty Beyer Garratt French connection – no 409 was built in France in 1954 under licence for South Australian Railways.

Museum chief Left: Bob Sampson with 3ft 6in gauge 'Peronne' – his favourite locomotive in the museum.

Photos by Hugh Dougherty, November 2016

locomotive is a truly international one, being built in France for South Australian Railways in 1954 under licence from Beyer Peacock.

Carriage contrasts

Narrow gauge rolling stock on display includes the oldest carriage, a wooden-bodied four-wheeler built in Adelaide in 1877. Its wooden longitudinal benches and open balconies look for all the world like something on the Clogher Valley or Cavan & Leitrim. How passengers survived Australian summer heat in such a vehicle is not recorded. At the other end of the scale is a 12-wheeler sleeping carriage of 1900 used on the Broken Hill expresses until 1966.

Like all the exhibits, the rolling stock is changed round regularly when mixed-gauge shunting is carried out. This is an art form in itself, which I only ever once saw being practised on the harbour tracks in Derry. Visitors can also enjoy a ride on the museum's 457mm (18in) gauge line to the Adelaide suburban 5ft 3in gauge network. It has a mixture of steam and diesel, and passes the only working mechanical signal box in South Australia, while giving good views of the mixed-gauge trackwork in the museum yard.

You'll also find 457mm gauge in action at the seafront Semaphore Tourist Railway nearby, a 4km line run by museum volunteers. Its 0-4-0 tender locomotive 'Bill' is maintained in the well-equipped museum workshops, which keep the wheels turning on tracks broad and narrow.

Also on show at Port Adelaide are many artefacts from the narrow gauge era, including signalling apparatus, with much that UK visitors would recognise such as Webb and Thompson train staff instruments. There is paperwork, cutlery and dining sets from the trains which ran considerable distances north from Adelaide on the route of what is now the standard gauge Ghan train.

There is much to see as far as steam and diesel exhibits on the other two gauges are concerned. The might of streamlined 4-8-4 no 504 of the South Australian Railways, built in 1926 by Armstrong Whitworth, dwarfs the narrow gauge train at the other side of the break-of-gauge station platform. Add a working HO-gauge model railway, complete with narrow gauge trains running alongside their broader gauge counterparts, one of the most extensive railway photographic and records archives to be found in any railway museum, an excellent bookshop and a café, and you soon come to realise that a visit to the National Railway Museum at Port

"We're proud to display what we've been able to preserve to ensure the role it played in the history of this country is never forgotten..."



Top right: Y class no 97, built in 1890 at Gorton, Manchester and mainstay of the South Australian Railways 3ft 6in gauge system.



Above right: Sleeper luxury narrow gauge style from 1900 on the Broken Hill Express.

Below: Diesel locomotive no 7 'Ken' takes a train round the museum's 457mm (18in) gauge external line.

Adelaide is something not to miss.

"Narrow gauge fans are especially welcome," says Bob, who has been associated with the museum from its earliest days. "We are here to present the picture of our railways as they grew and developed. The narrow gauge, now much diminished in South Australia, and today restricted to the preserved Picci Richi Railway and a couple of freight lines was ideally suited to the pioneering days

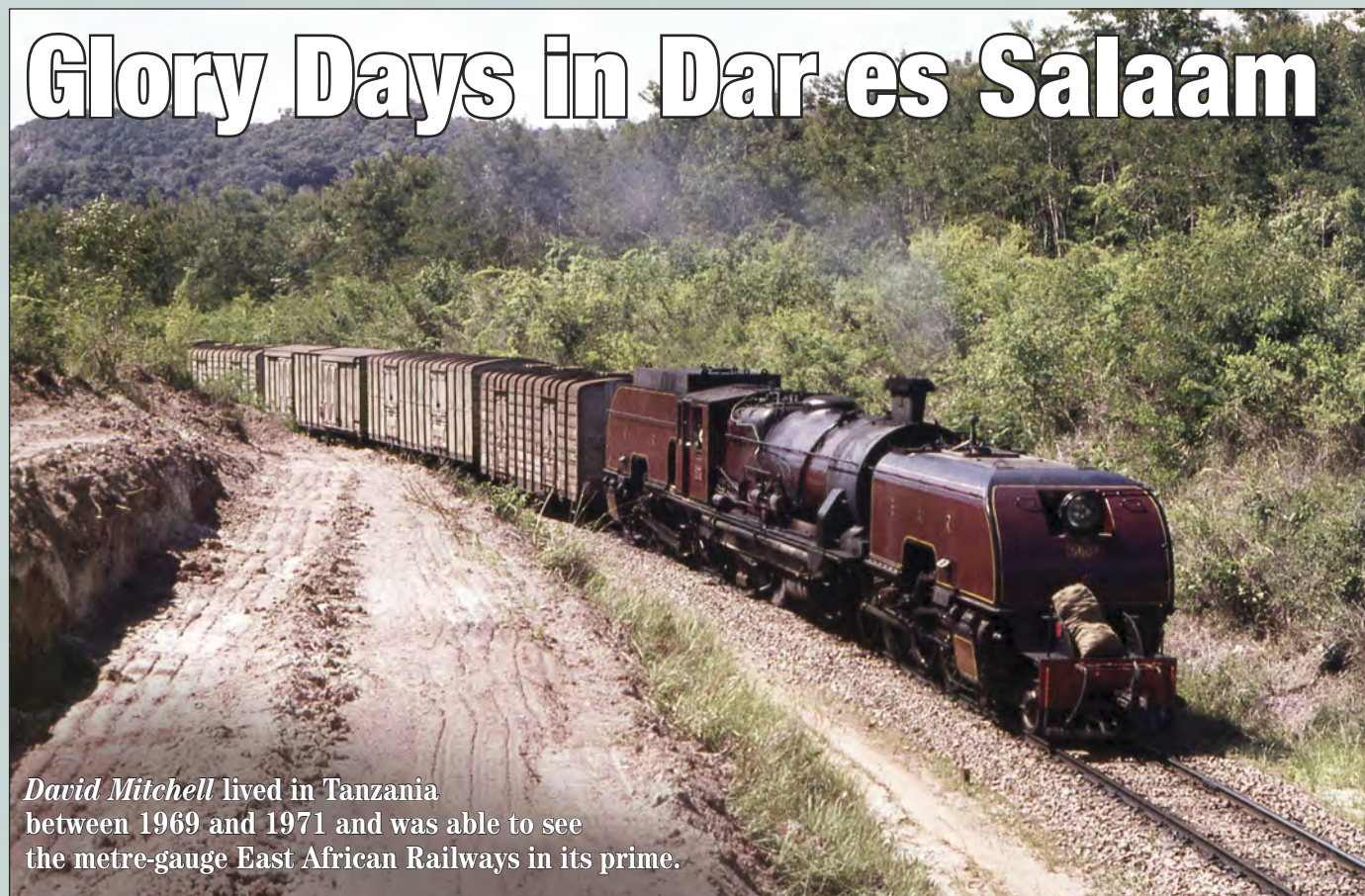
of railways. We're proud to display what we've been able to preserve to ensure the role it played in the history of this country is never forgotten."

More Information

Full details of opening times, admission charges and events, including live-steam days when Peronne pulls a demonstration narrow gauge train, go to www.natrailmuseum.org.au



Glory Days in Dar es Salaam



David Mitchell lived in Tanzania between 1969 and 1971 and was able to see the metre-gauge East African Railways in its prime.

Dar es Salaam, a port on the Indian Ocean, is the capital of Tanzania. It is the eastern terminal of the railway which runs west to Lakes Tanganyika and Victoria. Up to the First World War it was a German colony. The Mittellandbahn, later known as the Central line, was built

from Dar es Salaam to Kigoma on Lake Tanganyika, both to open up the country and also to tap into the transport of copper from the Katanga region of the Belgium Congo across the lake. The line was built under the management of the Ost-Afrikanische Eisenbahn Gesellschaft (OAEg) by

Above: Class 56 no 5603 approaches Pugu, the first station out of Dar, with a freight from Morogoro. At this time most Central line trains, apart from mail services to Tabora and beyond, were steam worked.

Left: Class 60 no 6019 stands at Pugu with the 09.00 from Dar to Nairobi. The first two carriages are ex Tanganyika Railways.

Below: Class 56 no 5604 takes water at Mkalamo, on the link between the Central and Tanga lines. It is working the twice-weekly Dar es Salaam train.

Philipp Holzmann of Frankfurt am Main, work starting from Dar in February 1905.

Parsimony resulted in the first section to Morogoro (209km) being laid with 40lb rail and having very tight curves for the metre gauge. It opened to Morogoro in October 1907. By July 1912 it had reached Tabora (847km) and increased traffic resulted in the eastern section being realigned and relaid with 56lb rail. Finally the line reached Kigoma (1251km) in February 1914. Two steamers for use on Lake Tanganyika were erected at the port in Kigoma for cross-lake traffic.

The Allied invasion of German East Africa in 1916 saw a great deal of damage done to the railways. After the war the country became Tanganyika, a British-mandated territory, and the railways became Tanganyika Railways. In the 1920s the line north from Tabora, which had been started by the Germans, was completed to Mwanza on Lake Victoria, opening on 15th August



1928. On 1st May 1948 the Kenya & Uganda Railway and the Tanganyika Railways merged to form East African Railways.

Opening of the link line between Ruvu on the Central line and Korogwe on the Tanga line in 1963 increased freight and passenger traffic from northern Tanzania and Kenya into Dar es Salaam. In 1970 the main traffic flows to and from Dar were four mail trains per week to Kigoma and Mwanza, dividing at Tabora. These were usually diesel worked with class 90 (later renumbered class 87) locos. There were two passenger trains per week to Moshi and Nairobi over the link line, usually Garratt hauled as were the freights from Moshi.

On the Central line there was a daily mixed to Morogoro and five or six freight trains a day, some diesel hauled but the majority steam, either with Garratts or ex Tanganyika Railways 21 or 25 class engines. Dar station was in the centre of the city, with the shed on one side and the works on the other. Two miles from the station there was a marshalling and goods yard at Ilala where the line from the docks connected.

Ex-works locomotives

There were only a small number of enthusiasts in Dar when I was there. The officials and staff were generally friendly and helpful and, although Tanzania was quite security conscious, I never had any problems. I did take the precaution of having a letter from the Regional Head Office. My daily drive to work took me »



Top: Class 56 no 5603 outside the shed at Dar es Salaam, showing the full splendour of Dar works painting and lining. The 4-8-2+2-8-4 Garratt was built by Beyer Peacock in 1949. The Class 56 was generally held to be the best class on East African Railways. December 1969.

Above: In the yard at Dar shed is no 2505, built by Vulcan Foundry for the Tanganyika Railways in 1926 as class MK (Mikado). They were successful, apart from some guidance problems with the leading pony truck on the sharply curved Dar to Morogoro section, and spent their life on the Central line. March 1970.

Below: Dar shed with 2104 on the left, 5603 centre and 5604 on the right.





Left: Pugu station on a Saturday morning. On the left no 5604 waits with the Moshi/Nairobi train, while the Dar-bound mail train from Kigoma/Mwanza runs into the loop headed by no 8727, a 1Co – Co1 built by English Electric in 1967. March 1971.

past the loco shed and I was able to see anything interesting. When locomotives had been through the works they would come to the shed for final checks and a test run to Pugu, the first station out of Dar twelve miles distant, usually piloting on train T.11, the daily mixed to Morogoro, and accompanied by a number of works staff. Any loco was permitted to run between Dar and Pugu on test.

Dar es Salaam works turned out the engines fully lined and was considered to do a better job at finishing than Nairobi. It was also an opportunity to see loco types not

normally seen in Dar, like classes 26 and 30.

Driving home one evening I saw no 2611 in the shed yard. On enquiring what was happening to it, I was told they were keeping it there until I had photographed it! This I did and a request that it should work the Morogoro mixed the following day was granted. The class 26s were based at Tabora and normally worked the Mwanza, Kigoma and Mpanda lines.

Some diesels worked into Dar, invariably class 90, usually on the Central line mail trains. At this time they were still in the lined red livery,



Below left: Entering Ilala marshaling yard is a special train of 3ft 6in gauge Chinese vehicles for use in building the TanZam Railway to connect Dar with Kapiri M'poshi in Zambia. Assistant Mechanical Engineer, Ted Hudson, is on the footplate of class 31 no 3146.

Below: Class 56 no 5603 leaves Dar es Salaam docks. It faces a stiff climb up to the marshalling yard at Ilala where it will join the mainline. Steam engines were very unusual in the docks at the time.

All photos by David Mitchell.

but repainting in green with a yellow stripe was starting. They were also in the process of being reclassified to class 87. Shunting at the docks and station was also dieselised.

There were a number of lineside locations around Dar, but generally the line was difficult to access. There were some dirt roads which I managed to travel along in my trusty VW Beetle to get action pictures.

The Central line mail train left Dar at 3.15pm on a Sunday afternoon and crossed the inbound mixed at Pugu. The mail train was not timed to stop at Pugu but the timetable included a note: 'Provided adequate notice is given, the Dar es Salaam – Mwanza and vice versa Passenger Trains may on request be stopped at Stations en route to pick up or set down FIRST CLASS Passengers.' I gave notice and on the day reminded the driver and the guard. The train duly stopped and I had a pleasant afternoon trip.

The Saturday morning train to Moshi and Nairobi was always steam hauled with either a 56 or 60 class Garratt, and I was able to travel on the loco on several occasions to Ruvo (49 miles; three hours). Ruvo was the junction for the link line and we returned on the inbound mixed.

Work was just starting on the TanZam Railway at the end of 1970 and several trains of Chinese equipment came from the docks en route to Kidatu, the branch terminus where construction was based at the time. With this line being 3ft 6in gauge the TanZam had no physical connection.

East African Railways was a very well run concern and served the three countries well. However, politics resulted in its break up in 1976 and I am glad I saw it in what may be regarded as its prime.

■ A sequel to this feature will portray frequent visits around 1970 to Moshi at the foot of Mount Kilimanjaro.



The Zig-Zag line – in Kent

Stuart Chapman describes the Eynsford Light Railway, a private line with a purpose...



Typical of a host of narrow gauge railways built just to serve the interests of their owners, without coming to the attention of the public, is the Eynsford Light Railway in north Kent

The seeds for construction of the line were sown when owner Ken Jackson acquired a locomotive and some track in 1995. Later the line would return former Provan Gas Works Andrew Barclay 0-4-0ST 'Darent' to steam – this locomotive has since left the line and now resides at the Hampton & Kempton Steam Railway.

Today's services on the Eynsford line are in the hands of Simplex internal combustion loco no 9711. This was constructed in 1952 for a sewage works in Middlesex and was also used by a contractor when building the Toddington Services on the M1 motorway.

Unusual route

The railway has a purpose, to move manure and logs. While the line begins by running round the edge of a horse paddock, its unusual feature is a series of zig zags down the hill side through a wooded area to the manure heap.

In addition to freight vehicles the line possesses two passenger carriages, one of them a bogie

Photos of the Eynsford Light Railway taken during the Narrow Gauge Railway Society visit by Stuart Chapman

vehicle that was constructed from a frame originally used to store works of art in Welsh quarries during World War 2. There is a single station, complete with a southern railway semaphore signal originally from Barnehurst, near Dartford on the former Southern Railway.

While the railway is private it

hosts a small number of society visits each year. On 20th May the Narrow Gauge Railway Society visited in and addition to the resident Simplex members were greeted by visiting locomotive 'Bicknor' a 1953-built Motor Rail Simplex no 9869, normally resident at the Bredgar & Wormshill Light Railway. **NGW**



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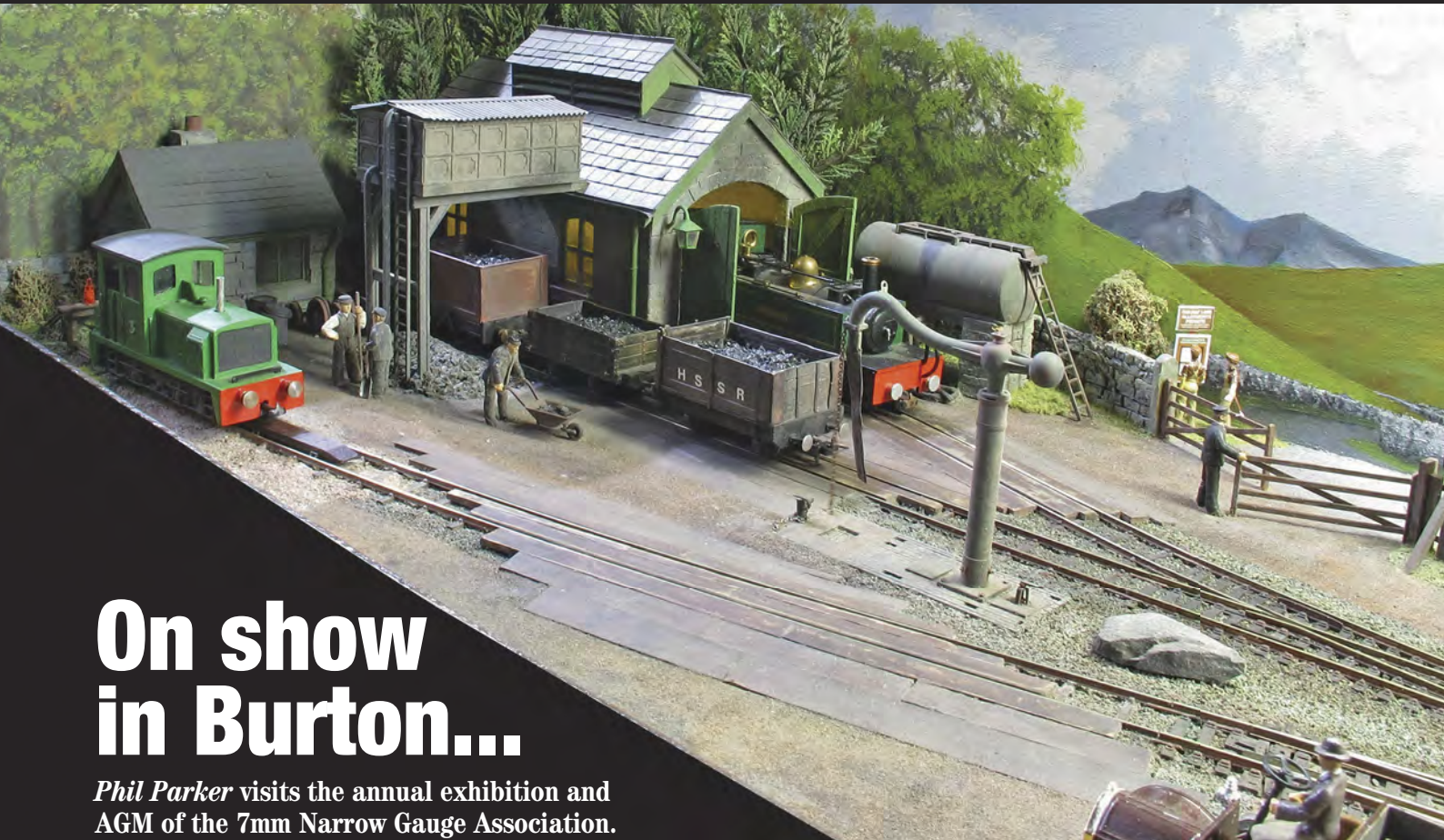
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On show in Burton...

Phil Parker visits the annual exhibition and AGM of the 7mm Narrow Gauge Association.

Boasting nearly 1000 members, the 7mm Narrow Gauge Association returned to Burton-on-Trent Town Hall in June for its 38th exhibition and AGM. Some 16 layouts, mostly in O16.5 or On30 scales but including a Gn15 one brought by Blackdog Models, were on show at this friendly exhibition.

In a side room, there were competition entries. An interesting modelling challenge was presented to entrants hoping to win the Howard Clarke Trophy. Each had to build a loco servicing depot diorama in a 12-inch square space. The winner, Kevin Harlow modelled a suitably frosty section of the Western Front in Winter 1917.

Despite there being little ready-to-run available other than the well known Bachmann range of On30 models, modelling in 7mm narrow gauge is very accessible. Most people start with a ready-to-run chassis and modify the body to 7mm scale, perhaps making use of one of the wide range of kits produced.

All the benefits of O gauge but using track plans closer to OO in size, makes the scale perfect for those who want (need?) to work in larger sizes but lack the room for a large-scale layout. If you've fallen in love with 2ft narrow gauge, then take a closer look at the 7mm NGA (7mmnga.org.uk) and maybe you'll be heading to the Burton show in June next year.

Top: 'The Slindon Vale Railway', by the Surrey Area Group of the Association, shows clearly the quality possible in 7mm scale.

Right: You don't need a lot of space either – this is a mine layout constructed by the West Midlands Area Group.

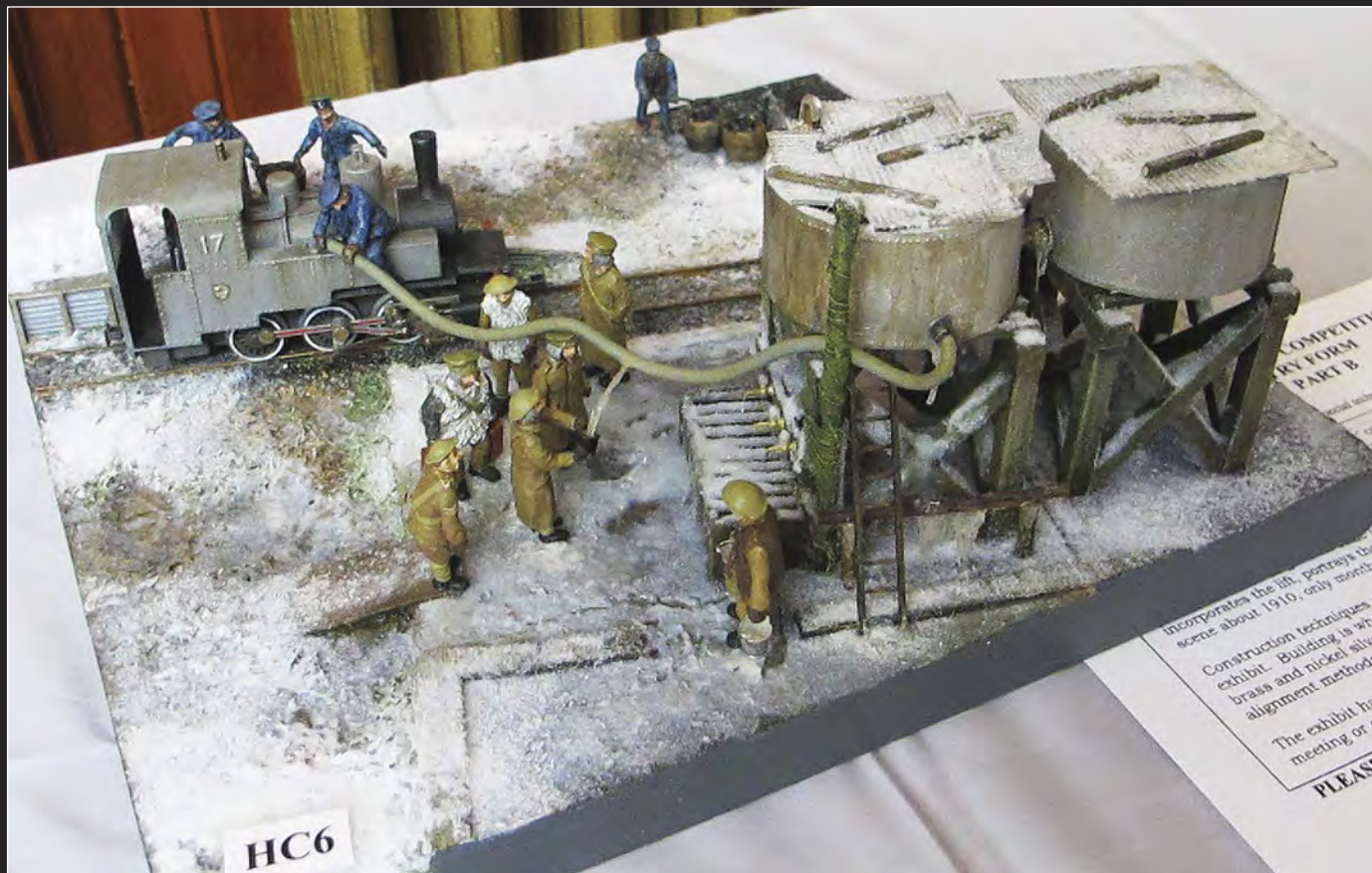
Layouts at the Burton Show

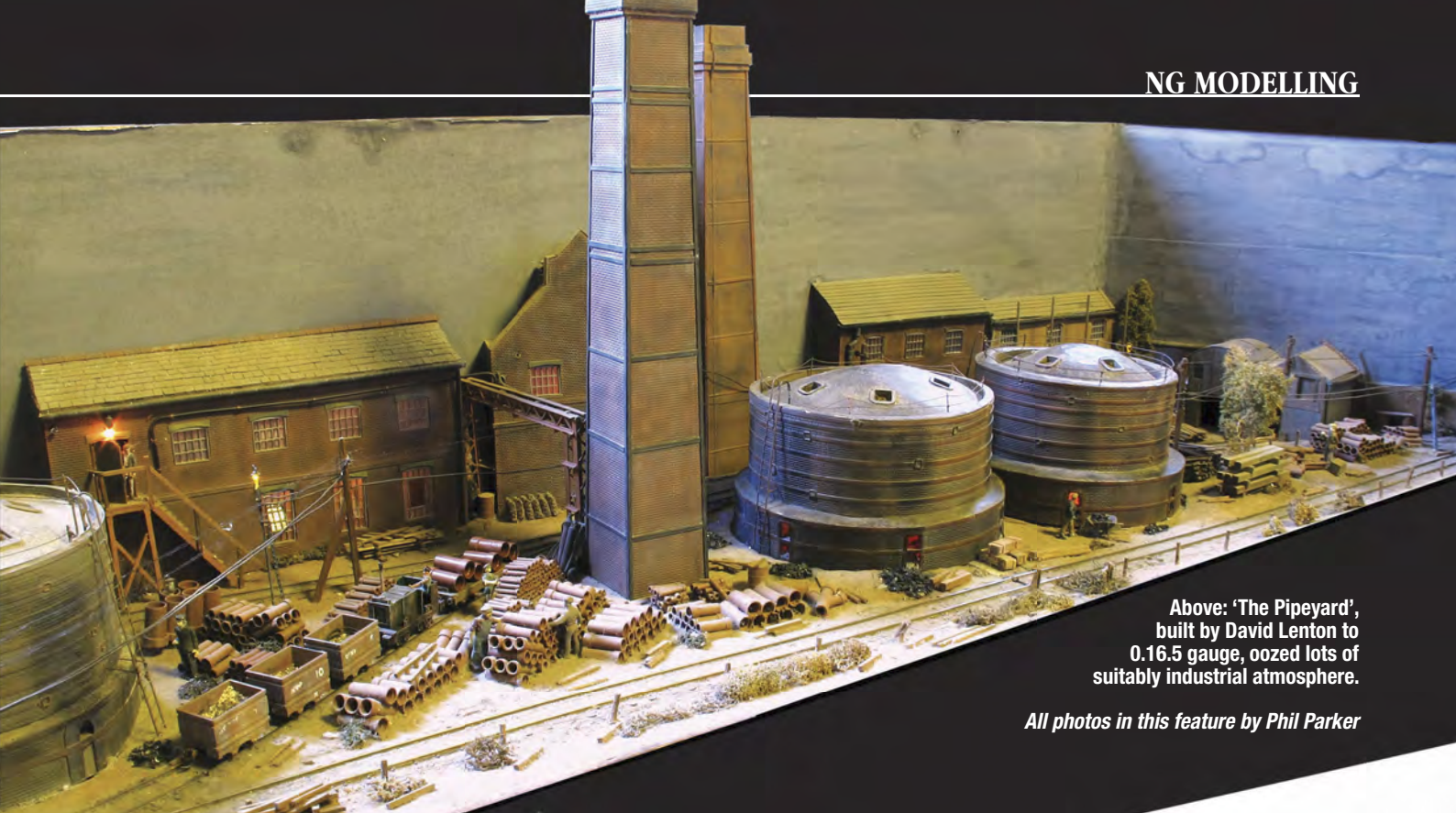
Appleton Dene, 0-16.5 – Tony and Sue Clarke
The Pipeyard, 0-16.5 – David Lenton
Arfer Yard, 0-16.5 – Mark Surr
Madeleinea, On30 – Ned Williams
Slindon Vale Railway and Norewood for Slindon, 0-16.5 – Surrey Area Group of the 7mmNGA
Rumbow Edge, 0-16.5 – Mac Strong
Adamant Cement Works, 0-16.5 – Lincolnshire Area Group of 7mmNGA

Mill Lane, 0-16.5 – Dave Holmes
The Wagon Lift at St Petrock Quay, 0-16.5/32mm – Angus Bentley
Caanan Valley, On30 – John Aldridge
Snowy River, On30 – Slim Gauge Circle
Hambleton, Stoneybrook and Swale, 0-16.5 – Arline Wilson
Black Cat Mine – Black Dog Mining Co Gn15 – Trader

»







Above: 'The Pipeyard', built by David Lenton to 0.16.5 gauge, oozed lots of suitably industrial atmosphere.

All photos in this feature by Phil Parker

Right: 'Mill Lane', by David Holmes, depicts a typical quiet terminus, with road vehicles playing a prominent part in the scene.

Below: Superbly-built US-style bridge, part of 'Caanan Valley', an On30 layout built by John Aldridge.



Below: An interesting mix of passenger and industrial stock, and well modelled rock faces, on the 'Runbow Edge' layout of Mac Strong.

On the page at left we show a selection of the competition entries that displayed plenty of innovation and quality.

At top is the Western Front diorama that won Kevin Harlow the Howard Clarke Trophy. Entrants had to build a loco servicing depot in a 12in square space – we hope to show some more entries next month.

Centre far left is the version of the Lynton & Barnstaple new-build that won Paul Holmes the L&B Trophy, while the Betchworth quarry style 'Sir Jasper' at centre left was only deemed worthy of a runner-up spot for Andrew Young in the John Stitson Shield.

At lower far left is the Manning Wardle-style loco built by Frank Sharp that took the Don Mason shield, while the novel Citroën railbus, at lower left, was a David Lloyd Trophy winner for Bill Bateson.



Locomotives of the Isle of Stoner

John Wooden comes up with a suitable history to justify his extensive 009 locomotive collection...



For a small and impoverished narrow gauge railway on an island in the middle of the channel, the Isle of Stoner Railway has a ludicrous number of locomotives. I suspect that most model railways suffer from the same malaise. In reality the railway network on the island might justify half a dozen locos... I'm not sure how many there have been over the years but it is considerably more than six.

To tell their stories it is best to tell a little of the history of the island and its railway.

Early Days

In the history of the IoSR the first two locomotives on the island were a De Winton and a tiny well tank, 'Poppy' – built in the railway's own workshops. Neither of them were hugely successful but Lord Stoner enjoyed having such cutting-edge technology in his realm and so as the railway expanded, he invested in an 0-4-0 saddle tank called 'Lucy.' The next loco to arrive was a small 0-6-0 side tank built by George England; 'Nancy' as she was named was a much better loco. With his contacts at the George England factory, Lord Stoner attended the famous loco trials on the Festiniog Railway and was so impressed that he immediately ordered a Double Fairlie of his own – 'Lady Stoner'. All five are shown in our heading photo.

From then on the rail network expanded and with expansion came the need (?) for lots more locos. Amongst the earliest and most successful of this proliferation were 'Oberon' and 'Titania'; products of the Fletcher Jennings company. They were realistically sized for the work in hand and being similar in build they helped provide spare parts for each other (*picture 2*).

As time went on the railway became the backbone of the island's economy and so it was vital that a reliable service was provided and larger carriages and longer trains necessitated bigger locomotives. Hunslet became a preferred supplier and two more substantial engines were purchased new from the firm in the 1890s, namely 'Doris' – an 0-6-0 side tank and 'Lord Stoner' an 0-8-0 along similar lines. After these came 'Gloria' a slightly smaller version of 'Cackler' of the Dinorwig Quarries (*picture 3*).

Decline sets in

After the First World War the fortunes of the island and the railway went into decline and rather than repair old locos or purchase new ones an increasingly eccentric collection of partly worn out secondhand engines arrived. Five of these are seen at the quarry in *picture 3*, while this was also the era of the railcars and the rail lorries, seen at Underhill Town in *picture 4*.

Having learned some lessons from Colonel Holman F Stephens, with whom several consultations, were made the line was reduced to the use of internal combustion engines for the most part. However, when the Lynton & Barnstaple Railway closed, Lord Stoner was at that famous auction at Pilton Yard and saw fit to purchase some carriages, wagons and a locomotive. (Which one will depend on what I get when the Heljan model becomes available!). This and some mainland advertising campaigns led to a brief upsurge in summer tourist traffic.

Dark times

Being a neighbour of the better known Channel Islands the Isle of Stoner was overrun by the Nazis in 1940. Dark times ensued for the islanders and their railway. The IoSR was used by the occupying forces and not well cared for especially towards the end of the war. The islanders did not take well to occupation and a small but vicious resistance movement, The Cheesemen, did much damage to infrastructure and locomotives alike. After liberation the line was in a parlous state and the reluctant decision was made to close the Underhill line and concentrate on getting the mainline back into some sort of working order. The Northern Line was mothballed and all the rolling stock taken to Port Lucy (*picture 6*). The Germans did leave a Krauss behind, and because the rail staff liked it they bought a Barclay... (*picture 7*).

Rebirth

The 1950s and 1960s saw a steady rise in tourism and demand for the island's famous products, stone and cheese. In 1962 the Northern Line was reopened with the help of a supporters' society. Old locos and rolling stock were brought back to life and the track was re-laid in places and otherwise the grass and bushes cut back. (*pictures 8, 9*).

Today, the summer of 1964, sees the railway and the island in general on the up. Please come and visit the line, there is always a warm welcome. Underhill Town will appear at the Manchester and ExpoNG shows this year. **NGW**

■ The story of the Isle of Stoner Railway model appeared in **NGW** issues 115, 116 and 120.



Fourdees offers a complete train...



Those 009 modellers looking for a quick stock boost could be interested in this new complete ready-to-run train pack from Fourdees. Included is the Clogher Valley Railway-styled freelance locomotive, a pair of four-wheeled Glyn Valley Tramway carriages produced in a bespoke livery for Fourdees by Peco, along with a box van and an open wagon.

The locomotive is a freelance design heavily influenced by the six Sharp-Stewart built engines that worked the Clogher Valley Railway in Ireland between 1887 and 1942. As the line was a roadside tramway the locos had their motion hidden behind skirts and were intended for cab-first running, hence the large windows on the cab backsheet.

The Fourdees model imagines the Sharp Stewart 3ft gauge design regauged to 2ft 3in gauge (which is what 9mm gauge 009 track scales out exactly to). The body boasts a great deal of detail, including several separate components, a full cab interior, etched works-plates and even flush-glazed windows. 009 standard Peco couplings are fitted.

The two four-wheeled carriages are versions of the Peco Glyn Valley Tramway vehicle in a bespoke and quite intricate brown and cream livery, including gold lining on the lower panels and Indian-red droplights. The two items of freight stock are also by Peco, taken from the Lynton & Barnstaple freight range but in plain

livery with no railway identifying lettering.

Fourdees can supply the sets at £189.50 each, plus £7.25 UK postage, with the loco in either Brunswick Green, Maroon or Black livery. However we are told the black versions are on the point of selling out, though a waiting list for the next batch is being taken.

Also new from Fourdees is a superb ready-to-run version of the Bagnall Matary 0-6-2 'Triumph' that ran at the Bowaters paper mill in Kent, and which today is preserved on the Sittingbourne & Kemsley Railway.

Finished in Bowaters green, the model is every bit as good as the previous Kerr Stuart produced by this firm, the Welshpool & Llanfair Light Railway's 'Joan.' Detail on the body includes inset brass side panels to provide a smooth finish, while the cab fittings are represented along with etched nameplates and flush-glazed windows. Each model includes a choice of spark arrestor or copper-cap chimneys, and the cab doors can be removed if desired.

Maker's plates are supplied fixed but not the nameplates, though Fourdees will fit these, and the chimney, for no extra cost.

Power is provided by a Graham Farish 08 chassis, with custom etched motion parts attached. Each model is supplied with a collector's booklet, giving details on the prototypes, the Bowaters Railway and the Matary class.

The model costs £262.50 plus £7.25 postage.

Fourdees Ltd
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Lynton stock from Slaters

The new Lynton & Barnstaple kit pictured here is the first of a clutch of 7mm scale releases from Slater's Plastikard featuring stock from the renowned Devon line.

The kit makes up an example of carriages 15 or 16 in their original condition as supplied in 1897. Carriage 16 remained (with minor changes) in this condition until the line closed in 1935, while carriage 15 was converted to a brake composite with some internal alterations, though with few exterior changes.

Kits are mainly of injection moulded polystyrene components, with cast brass door handles and details and turned lamp tops. Metal wheelsets are supplied in either 14mm or 16.5mm gauge. Cast brass scale couplings are



included but the coupling pocket is designed to take the Kadée type 146 (standard head, long centre-set shaft) auto coupling – these are not supplied in the kit.

Price of each carriage kit is £80.00.

More good news for L&B modellers is that Slaters is in the process of re-introducing the range of 7mm scale kits previously made by

L&B Models. First to come will be a kit for the Baldwin 2-6-2T Lyn, a full-size new-build version of which will steam in the next few months. Other carriages and wagons will follow.

Slater's Plastikard Ltd
Tel: 01629 734053
Web: www.slatersplastikard.com

The Festiniog Railway – The Spooner Era and after 1830-1920 Peter Johnson

■ The major arrival this month is the first of a two-volume history of just about the best-known narrow gauge railway around. And while we may think that the Festiniog/Ffestiniog Railway is one of the most documented lines, it has not really been subject to a detailed history of its entire life since the two-volume set produced by J I C Boyd and last reprinted in 2002.

Peter Johnson is without doubt the most qualified to write such a history, having been intimately connected with the FR since the 1970s and having also written several past books on the railway, including the two-volume *Immortal Rails* documenting the preservation history since the 1950s.

Peter has made the most of many hours spent scouring archives for this new history, and also taken advantage of both the A4 format and modern high-quality printing techniques to reproduce many of the colourful original plans that were deposited in Victorian times as the railway was progressing. In fact

two of the appendixes consist of maps deposited for the 1869 Act of Parliament applied for by the line, and 6in Ordnance Survey maps revised in the same year.

The text is to typical Peter Johnson style, chronological and documenting the factual history without going off on tangents or lapsing into romantic picture painting. It is a highly detailed history, from the leading affairs of the company down to individual incidents, actions of the loco drivers and such like – for example we learn that building the single Fairlie 'Taliesin' cost the FR £1305 4s 10d!

Most of the pictures are familiar, as one would expect from any history of this period as new illustrations are unlikely to surface, but they benefit from making the most of the large format.

In summary this is an excellent, perhaps definitive, history of the FR up to 1920, and we look forward to the second volume bringing the story up to date. **AC**



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Deutz – (catalogue reprint)

■ Enthusiasts of industrial internal combustion will likely enjoy this A4 format booklet from German publisher EMH, as it is effectively a full colour reproduction of the catalogue that diesel locomotive manufacturer Deutz produced for its range in the 1950s.

While published in Germany this is an English-language version, and while the cover suggests it focuses on the

55bhp model it is in fact a collection of brochures for locos right across the Deutz range, from 14bhp right up to a 165hp monster, and also covering specialist locos such as mining engines.

Modellers will find detailed specifications for each loco that are included very useful, while several of the loco descriptions include

detailed technical specifications ranging across engine, transmission, electrics and much more. There are even one or two general arrangement drawings included.

A host of quality 'works shots' of the locos and various components, together with pictures of Deutz engines in action in industrial situations complete an impressive affordable package. As mentioned, modellers will find the booklet highly useful but anyone who likes their narrow gauge diesels will also find much of appeal.

According to the booklet it is available in the UK without ordering direct from Germany, from well-known narrow gauge bookseller Andrew Neale. **AC**

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Small Island by Little Train Chris Arnot

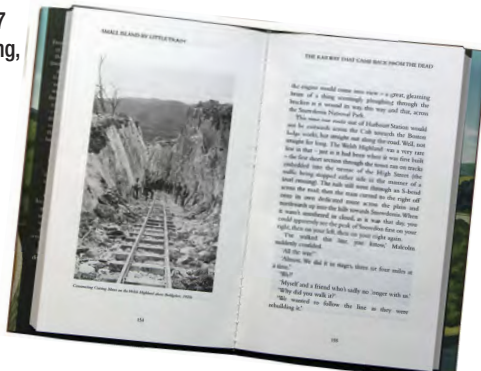
■. This is another example of an author with no particular narrow gauge railway knowledge being commissioned to tour the UK painting a picture of our interest through the various lines he visits, and as such I approached the book with trepidation. But Chris Arnot admits to being a trainspotter in his youth and he avoids falling into the trap of patronising those who give so much time to our narrow gauge railways and produces what is an enjoyable read.

In the course of a comprehensive tour, even extending to a Statfold Barn open day and including thoughts on the long-lost Leek & Manifold Railway, the author does a good job of bringing across some of the unique appeal of the narrow gauge. *NGW* readers won't learn anything new, but it might be a good title to give to a family member while trying to convince them to accompany one on a visit!

My only criticism is that the coverage is so extensive that the very few lines missed out are all the more obvious, and yes that does include the one *NGW*'s Editor works on! One feels they could at least have been included in the directory at the back... *AC*



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Quirks & Curios II (DVD)

■. Anyone who has seen previous examples of the Ffestiniog & Welsh Highland Railway's prolific video output will know just how high are the quality standards of in-house cameraman and producer John Wooden, and this latest disc, documenting the second 'Quirks & Curios' Gala over the May bank holiday, lives up to expectations.

One also senses, however, that John let himself off the leash with this film, particularly the opening sequence which boasts a soundtrack and camera trickery as quirky as the event!

The disc soon settles down into typical style, covering every aspect of the Gala from the moment the first visitors started arriving and throughout all four days of the event itself. As ever lots of different camera locations feature, some of them very clever, while there is no intrusive commentary, instead relying on a few on-screen captions with what one is watching supplying the soundtrack.

The film is an excellent memory of the Quirks event, which attracted a vast range of narrow gauge motive power, some of it very odd. Buy the BluRay version, by the way, and a film of the first Quirks event in 2010 is included too! *AC*



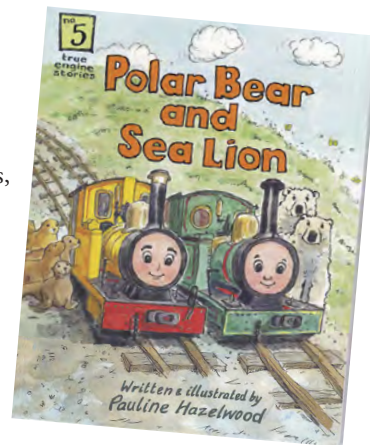
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48

Polar Bear and Sea Lion Pauline Hazelwood

■ In producing the fifth in the enjoyable and highly affordable series of softback children's books, author and illustrator Pauline Hazelwood again moves away from the locos of the Bala Lake Railway. Having recently told the story of well-travelled Kerr Stuart Wren 'Peter Pan' this time Pauline heads to the Isle of Man and the Groulle Glen Railway's diminutive Bagnall 2-4-0Ts 'Sea Lion' and 'Polar Bear'.

While clearly to 'Thomas the Tank Engine' style, these books are based firmly on factual stories, and their large format, together with the colourful quality illustrations which neatly capture the lines of the locos, make them highly appealing to young future railway enthusiasts. Meanwhile they also provide a useful fund-raising source for the railways that sell them – while available from the publisher's website, you will also find them in many a railway shop, providing an inexpensive souvenir for junior when one takes them along on a visit – all part of their education of course! *AC*



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Dinorwig Quarry and Maid Marian (DVD)

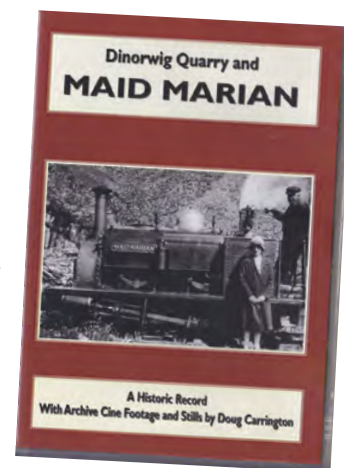
■ Published by the Maid Marian Locomotive Fund, this DVD is far more than a means of fundraising for one of the best-known Hunslet locos rescued from Dinorwig Quarry, as it celebrates its 50th year in preservation.

The disc consists primarily of 8mm cine film made by fund founding member Doug Carrington when he visited the quarry in its final years, together with a host of still pictures he also took. Of reasonable quality for enthusiast film of the time the footage documents daily quarry life in detail – there are a host of fascinating scenes during the 45-minute running time including a footplate ride that really gives an impression of what life on the locos was like for the crews, and a remarkable view as a train chases one of the road tractors that will replace it down the line.

Maid Marian's acquisition and recovery is also documented in full, including a wince-inducing sequence of the loco being lowered down an incline and hitting the bottom at speed to ensure it doesn't become stuck!

This is a very good disc and the many enthusiasts of slate quarry railways will find it an essential buy. *AC*

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Reopening on the Isle of Man
The article on the 1967 reopening of the Isle of Man Railway in *NGW*121 gives the impression that the railway's Fairy Godmother waved her wand and a group of people popped up to buy the railway and later waved her wand to open it. Anyone who cares to consult copies of *Model Railway News* from that time would realise that in fact a lot of behind-the-scenes work was going on.

I should mention that lead times for magazines in those days were about two months (they are a bit quicker now) and any announcement made in January 1966 would not instantly appear. Indeed, I had to use all my influence to persuade the printers to drop out an item and put the announcement into the next magazine (March).

All stops were pulled out to have an IoM picture on the cover and editorial in the April magazine. Sir Philip Wombwell read it in the magazine and with his friends the Marquis of Ailsa and Lord Strange (who isn't mentioned in the article), decided to do something about it. Jack Shortland and I spent a Sunday morning with Sir Philip discussing the matter; it was the first of several meetings we had. These continued until the brief announcement in the April 1967 magazine followed by a longer article in the May edition.

Incidentally the picture used for all the adverts was the cover of *Model Railway News* and was a painting which I commissioned from a transparency that I had taken. Perhaps an approach to me should have been made before use in the article by the author.

Paul Towers
former Editor, *Model Railway News*

Andrew C replies: Fascinating to hear of the work went on to ensure the Isle of Man Railway did not disappear and we hope to run a more detailed piece from Paul in the near future.

On the subject of the painting, once it became a poster it was in the public domain for anyone to photograph and publish so we feel David Mitchell can be forgiven for not seeking out the originator of the image!

Of museums and carriages

Mike Blackmore (*Viewpoint*, *NGW*121) takes a pot at me for suggesting York Railway Museum was too distant for a day trip. Perhaps he thinks I live in London? When Clapham Museum closed, I was living in Basingstoke and commuting to central London for work. I now live in Ilfracombe which involves a four-hour journey just to get to London – a day trip is impossible. Factor in overnight accommodation and you can understand why I have never visited York. I don't spend time mourning the fact I've never been to York, but I will be moving to Nottingham soon, so will then be in reach of the NRM. It'll still be a three hour journey including getting to Derby, but do-able in a day.

Andrew C's mention in *Viewpoint* of the Lynton & Barnstaple carriage at the NRM reminds me that when I used to wander the deserted track bed in the '60s and '70s, I once paid a visit to Clannaborough Rectory where the carriage resided before being taken to York. It will be good to make its acquaintance again after so many years, though I doubt I'll be allowed to sit on the seats again.

On the Shelf in the same issue mentions the carriage the Ffestiniog rescued from Snapper and converted into a dining car. Sacrilege! But at least it survived unlike the other carriage at Snapper which was destroyed by cattle. It was in a very sorry state when I last saw it. I did have a ride inside FR carriage 14 ex L&BR 15/6993 in 2010 behind 'Lyd' when the L&BR 'woke up' after its long sleep. I never expected that would happen all those years ago.

Tony Olsson



Above left: This poster gives no hint of the behind-the-scenes work that went on to ensure the Isle of Man Railway reopened, see the letter from Paul Towers. Photo: David Mitchell

Above: Tony Olsson believes it is unlikely that the NRM will allow him to sit in its former Lynton & Barnstaple carriage as he did when it was at Clannaborough Rectory – we suspect he is correct! Photo: Andrew Charman

Facing page, above: Reader Herbert Ortner solves the mystery of the Austrian electric loco in David Mitchell's picture taken in the late 1960s.

Facing page, right: Orenstein & Koppel 0-4-0 'Pistache' at the CF de Rillé – see 'Back to Front!'

A mystery solved

On page 51 of *NGW*120 David Mitchell asked for help identifying pictures in his collection as he could only recall they from an Austrian mineral line in Northern Styria and taken in July 1966.

They are of the Radmer mining line in Styria, once running from Radmer station on the standard-gauge Eisenerz line to the village of Radmer an der Stube and further on to Neuhaus. The 12.8km long line had a gauge of 830mm and was originally built as a forest railway. From 1939 on the railway was used as a mining line for the Radmer open-cast iron ore mine, a business similar to the famous styrian Erzberg but on a much smaller extent. Timber transport ceased at some point during the 1950s.

The steam locomotives are of the KDL 110 class, a Heeresfeldbahn type from WWII. The line from Radmer station to the mine in Radmer an der Stube was electrified and re-gauged to 900mm in 1967 to be operated with rolling stock from the Erzberg mining railways. The picture of the electric engine at the mine's incline must have been taken at some time after that event. In June 1979 the Radmer mine and the Erzbahn Radmer, as it was called in its later years, were closed.

With best regards from Vienna!

Herbert Ortner

A local not a tourist

In *World News*, *NGW*121 it is reported how the Soller Railway in Mallorca has scrapped its discount tickets for local people after a



complaint of discrimination to the European Commission. In fact the complaint was not filed by a visitor to the line but by a German resident of Mallorca.

The discriminating part of the local fares policy was that they were offered only to holders of a Spanish national ID card (DNI = Documento Nacional de Identidad), and as such discriminating against foreign residents who pay taxes just as locals do. Offering reduced fares to local residents would not have been a problem as such and takes place all over Europe, but it is not acceptable that those are only offered to people based on national identity, race, gender and such like...

Thomas Kautzor

Gelli on the way back

In the '25 years ago' section of 'That Was the Year' (*NG Extra*, *NGW120*) we asked what happened to the frames of 1893 De Winton 'Gelli', rescued from the pit of a Pen yr Orsedd Quarry engine shed, after they were sold again in 2011. Reader Francis Stapleton tells us that they were acquired by an engineer who has spent the last few years sourcing as many genuine De Winton components as possible to enable restoration, including some from Gelli itself. He has also obtained an original De Winton boiler and is now in a position to begin the restoration with a view to returning the loco to steam within a few years. We look forward to Gelli's return!

Back to front!

Our feature on the CF de Rillé roundhouse in *NGW121* was praised by French readers, even though it did contain a couple of errors. A roundhouse clearly has to be wider at the back than the front – and not the other way round as stated. Also, in the photo showing seven locos outside the roundhouse, the second from left is not a Decauville 0-4-0T; it is no 2 'Pistache' (Orenstein & Koppel 4852 of 1911).



That was the year that...

Our regular look back in the archives at the narrow gauge news stories of the time and their legacy...

From 30 years ago

In *NGW121* we reported how in June 1977 the Narrow Gauge Railway Society newsletter was full of proposals for new schemes. A decade on and the June 1987 issue was on similar form, reporting on no less than four proposed new schemes – sadly only one came to fruition...

Trackbed schemes in England and Wales

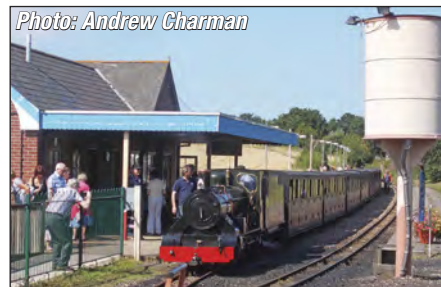
Plans have been announced to lay narrow gauge lines on the trackbeds of four ex-standard gauge branches. One is for nine miles of ex-GER formation from Wroxham to Aylsham in Norfolk; another for nearly four miles from Johnston to Neyland in West Wales.

In Norfolk, a local consortium is planning to go into partnership with the council to create a line – Broadland District Council has earmarked £150,000 for maintenance... According to the local newspaper the Romney Hythe & Dymchurch Railway has been consulted and some of its stock may initially be used, suggesting a 15in gauge.

The line in West Wales would use the formation of the old GWR branch which lost its passenger service in 1964. The line through one suggested terminus, Johnston, is still open, being on the Milford Haven branch. Gauge of the line has been quoted at 1ft 11½in, and it is likely to be built in stages, starting from the Neyland end.

In Yorkshire, a local paper has reported plans to build a narrow gauge line, to be steam operated and 2ft gauge, on part of the trackbed of the lifted Scarborough to Whitby line, at Ravenscar. **New 2ft gauge scheme in South Wales** – A pilot study with a miniature line to see if a 2ft n.g. railway could be successful in the Afan Valley, near Port Talbot, has been proposed. The Afan Valley Light Railway Society has been set up to raise funds, and local councils asked for cash help. The plan is for a two-year trial period with a 10in gauge line over a mile of ex-R&SB trackbed from Afan Argoed country park towards Cymmer... If successful the gauge would be expanded to 2ft and the track extended three miles to Cymmer, and eventually five miles to Blaengwynfi.

Photo: Andrew Charman



The Norfolk plan of course became the Bure Valley Railway, opened three years later in July 1990 and since proving a big success (picture above). The other three schemes came to nothing – the Ed believes the Yorkshire one in particular could have been a spectacular line, having walked part of the trackbed in 2015. It was bought by Scarborough council and converted into the popular 'Cinder Track' walking and cycling route, though this is today attracting controversy. Thousands have signed a petition against proposals that the path is taken over by transport charity Sustrans, which would widen it and install a hard tarmac-style surface. Campaigners believe this would harm local wildlife, and encourage fast cyclists.

Extracts from *Narrow Gauge News*, the news journal of the Narrow Gauge Railway Society – for more details of the Society and how to join, go to www.ngrs.org.uk or see the advert elsewhere in this issue.



Narrow Knowledge...

■ This issue's quiz includes what we think may be a stinker of a question! (Q9) if you would like to contribute some similar tricky brain teasers, send them to the editorial address on page 3. Answers as usual next month.

- 1) When and where would you have seen Dougal at the zoo?
- 2) Which Devon line that opened in 1829 was only just narrow gauge?
- 3) What narrow gauge line closed on 6th July 2014?
- 4) What would have been unusual about a visit to the Surrey Light Railway in 1991?
- 5) We've just got off the train at Deelis – on what line were we travelling?
- 6) Which nation's loco fleet consisted of 0-4-0 tanks and Mallets?
- 7) Major Barry Turner led the cosmetic restoration in 1972 of which locomotive, and where?
- 8) What erroneous claim to fame does the locomotive in question 8 have?
- 9) Why would London's first tube line merit a place in this magazine?
- 10) Where did *NGW* editor Andrew Charman picture this extension trackbed, pictured at right?



Answers to quiz in *NGW* 121

- 1) De Winton, Penrhyn Quarry, vertical-boilered steam locos, and 1877.
- 2) The Manx Electric, near Fairy Cottage halt.
- 3) A Hornsby 'hot bulb' oil locomotive that ran at the Royal Arsenal Railways in Woolwich, London.
- 4) W G Bagnall, at the Castle Engine Works.
- 5) The Eastbourne and Seaton Tramways.
- 6) The Snowdon Mountain Railway.
- 7) 'Rishra', on the Leighton Buzzard Railway.
- 8) The Welshpool & Llanfair Light Railway.
- 9) The Great Whipsnade Railway, 'Victor'.
- 10) The Nursery Line at Bressingham.

Unexpected Narrow Gauge...

■ So the Editor goes off on holiday, and still manages to find some narrow gauge when he least expects to...

Just about surviving amongst the ornamental stonework here are original rails from the Swanage Pier Tramway. This was a 2ft 6in gauge line opened in 1858 in the Dorset seaside town, much better known today for its standard gauge preserved railway.

The Tramway was originally intended to be something much grander, running a distance of almost two miles from the pier to stone quarries at Langton Matravers, including an incline to overcome a 400ft difference in height, and providing a sea transport link for the quarried stone. But the town's officials did not approve and only a short length was built from a harbour side yard onto the pier. Reputedly the line only saw horse and hand-propelled traffic, and closed in the 1930s.



Special Events

Only events of interest to rail enthusiasts are included in this guide – for contact details see Diary on following page. If you have an event to publicise send details to address on page 3.

- **1st, 18th, 25th July, Abbey Pumping Station Events.** 2ft gauge line operating adjacent to National Space Centre, Leicester.
- **1st-2nd July, Rhiw Valley Light Railway Open Weekend.** 15in gauge line close to Welshpool & Llanfair. www.rvlr.co.uk
- **1st-2nd July, Evesham Vale Light Railway Steam Gala.** Intensive service, triple-headed train, possible visiting loco.
- **1st-2nd July, Sittingbourne & Kemsley Railway Steam & Beer.** Real ales and ciders from across UK, live music.
- **1st-2nd July, Tallyllyn Railway Llechfan Garden Railway Weekend/Beer Festival.** Live steam on garden railway at Tywyn.
- **2nd July, Bredgar & Wormshill Rly Open Day.** 2ft gauge gem near Sittingbourne, Kent, 01622 884254, www.bwlr.co.uk.
- **2nd July, Corris Railway Gravity Train.** 3.15pm from Corris.
- **8th-9th July, Amberley Museum Rail Gala.** Intensive service with steam, petrol, diesel and electric. Model railways, traders.
- **15th, 22nd, 29th July, Lincolnshire Coast Light Rly operating day.** www.lclr.co.uk. 22nd Gala, trench railway demo trains.
- **15th-16th July, Romney, Hythe & Dymchurch Railway 90th Anniversary Party.** Historical content, heritage re-enactments.
- **15th-16th, 29th-30th July, Welshpool & Llanfair Light Railway Vintage Weekend.** Heritage stock running, period attractions. 29th-30th also Young Members Weekend.
- **26th-30th July, Isle of Man Heritage Transport Festival** All rail/tram lines, 60th anniversary of Manx Electric Rly. www.rail.im
- **26th July, Groudle Glen Railway Open** 11am-9pm for Heritage Transport Festival.
- **29th July, Tallyllyn Railway Young Members Day.** Entire railway operated by young members.
- **29th-30th July, Threlkeld Museum Steam Gala.** Visiting locos, industrial trains, marking 50 years since Dinorwic steam ended.
- **29th-30th July, Leadhills & Wanlockhead Railway Steam Weekend.** Visiting loco Barclay 'Jack'.
- **30th July, Gartell Light Railway Open Day.** 2ft Somerset line, frequent timetable. 01963 370752, <http://newglr.weebly.com>



The Threlkeld Gala is always a photographer's delight. Photo: Karl Heath

- Tramways**
- **Douglas Horse Tramway:** Isle of Man, 01624 662525, www.rail.im/ Daily except Mondays, Tuesday 4th July.
 - **Manx Electric Railway:** Isle of Man 01624 662525, www.rail.im Daily, 60th Anniversary Transport festival 26th-30th.
 - **Seaton Tramway:** Devon 01297 20375, www.tram.co.uk Daily services, every 20 mins from 10am.
 - **Snaefell Mountain Railway:** Isle of Man 01624 662525, www.rail.im Daily services. Transport festival 26th-30th.

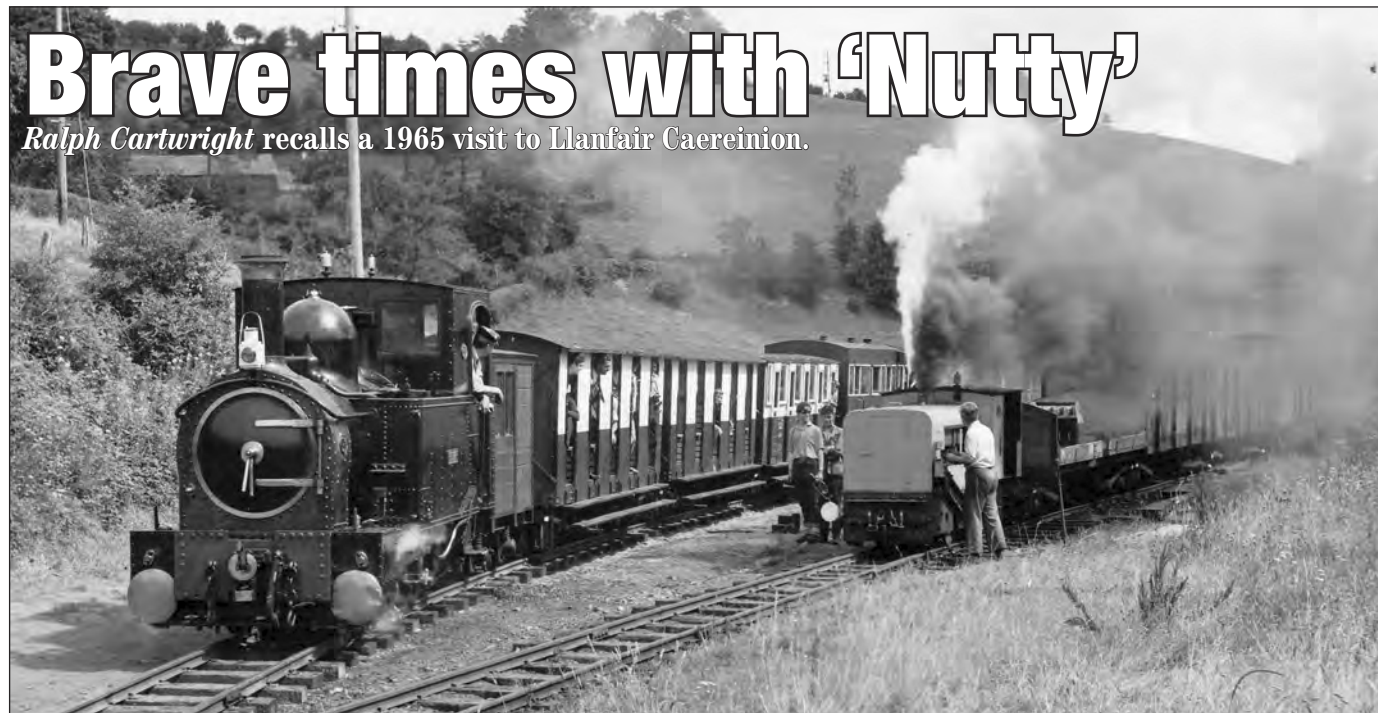
- Miniature Railways**
- **Audley End Rly** (10.25in): Essex 01799 541354, www.audley-end-railway.co.uk Daily services
 - **Beer Heights Light Railway** (7.25in): Devon 01297 21542, www.pecorama.co.uk Daily from 10am.
 - **Heatherslaw Light Rly** (15in): Northumb 01890 820317, www.heatherslawlightrailway.co.uk Daily services from 11am
 - **Lappa Valley Rly** (15, 10.25, 7.25in): Cornwall 01872 510317, www.lappavalley.co.uk Daily from 10am.
 - **Littlehampton Miniature Rly** (12.25in): Sussex www.littlehamptonminiaturerailway.com Weekends, Wed-Fri school hols
 - **Moors Valley Rly** (7.25in): Hants 01425 471415, www.moorsvalleyrailway.co.uk Daily from 10.45am
 - **North Bay Railway, Scarborough** (20in): Yorks 01723 368791, www.nbr.org.uk, Open daily from 10.30am
 - **Rhyl Miniature Rly** (15in): Clwyd 01352 759109, www.rhylminiaturerailway.co.uk Fridays, weeknds, daily from 21st

[illegible]

No responsibility can be accepted for dates on this list - check with line before travelling. Not listed? Send details to address on page 3 or to andrew.charman@warnersgroup.co.uk

Brave times with 'Nutty'

Ralph Cartwright recalls a 1965 visit to Llanfair Caereinion.



Just over 50 years ago, I set out to visit the Welshpool & Llanfair Light Railway. It was not then very well known – railway preservation was in its infancy. But the W&LLR's dramatic river bridge collapse – the first but not the last – had featured in several newspapers. This and the subsequent rebuilding by the Army attracted local interest, not least because this attempt to take over a branch of British Railways was then almost unprecedented. If idiosyncratic, the project to save and try to run a doomed public railway made a story of brave enterprise. And in summer 1965, there were reports of trains running again at weekends.

So, curious as to what these pioneers were trying to achieve, I headed for Llanfair Caereinion. It was a chance to experience the charm of 2ft 6in gauge. The station wore a forlorn air, with its big black shed and

a yard beset with coal heaps, most still belonging to local merchants. Across the tracks embedded in coal dust, the little old booking office-cum-waiting room sold tickets. The fare was 2s 6d (12½p). Just a dirt strip served as a rudimentary platform.

Trains were scheduled to depart on each hour from 11am until 5pm. Unfortunately, they were limited to the stretch of line from Llanfair to the works on the River Banwy bridge, about a mile. That day, my trip was behind the rather quaint chain-driven Sentinel vertical-boilered 0-4-0 'Nutty', which operated trains most Saturdays.

I thought Nutty, a gift from the London Brick Company to the Talylyn Railway, was a fascinating machine with its vertical water-tube boiler in the cab. Built at Shrewsbury in 1929, it was on loan to the W&LLR which had re-gauged it

"I thought Nutty was a fascinating machine with its vertical water-tube boiler in the cab..."

from its original 2ft 11in gauge. With cylinders and engine crankshaft mounted beneath the tank, it had rather a squat appearance.

The open-sided ex-Chattenden & Upnor toast-rack carriages gave an air of adventure but a much more comfortable ride was available in the ex-officers' saloon. The ten-minute journey was punctuated by a stop for water at the old water tower by the river. I don't think Nutty had much braking capacity but it was pretty level as far as Heniarth, which was the limit of working. We later discovered that on other days one or other of the line's original 1902-built Beyer Peacock 0-6-0 tank engines was used.

People power

Having partially lifted the loop for vehicles to pass, two sidings had been provided at Heniarth for shunting in preparation for the return journey. However, this required the combined efforts of staff and passengers, apparently commonplace except when 'The Earl' or 'The Countess' were working, and Nutty would draw the carriages forward to facilitate the run round. Before returning, passengers had an opportunity to walk down the embankment and inspect work on the bridge.

It was all great fun and the exhilarating ride behind the game little Sentinel was unforgettable. But, of those present that day, few if any could have envisaged then how the bridge faced collapse in 1997 and had to be rebuilt again or how Llanfair station would be sympathetically re-modelled, let alone what a variety of rolling stock would arrive from exotic locations worldwide. **NGW**

Above: On 14th August 1965, the Banwy bridge was reopened and W&LLR No 5 'Nutty' was relegated to engineering trains. Waiting in the sidings, it allows 'The Earl' to pass with the first train back from Castle Caereinion.

Left: Working hard, Nutty passes the water tower on the return from Heniarth during its time working passenger trains.

Photos: Author's collection



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