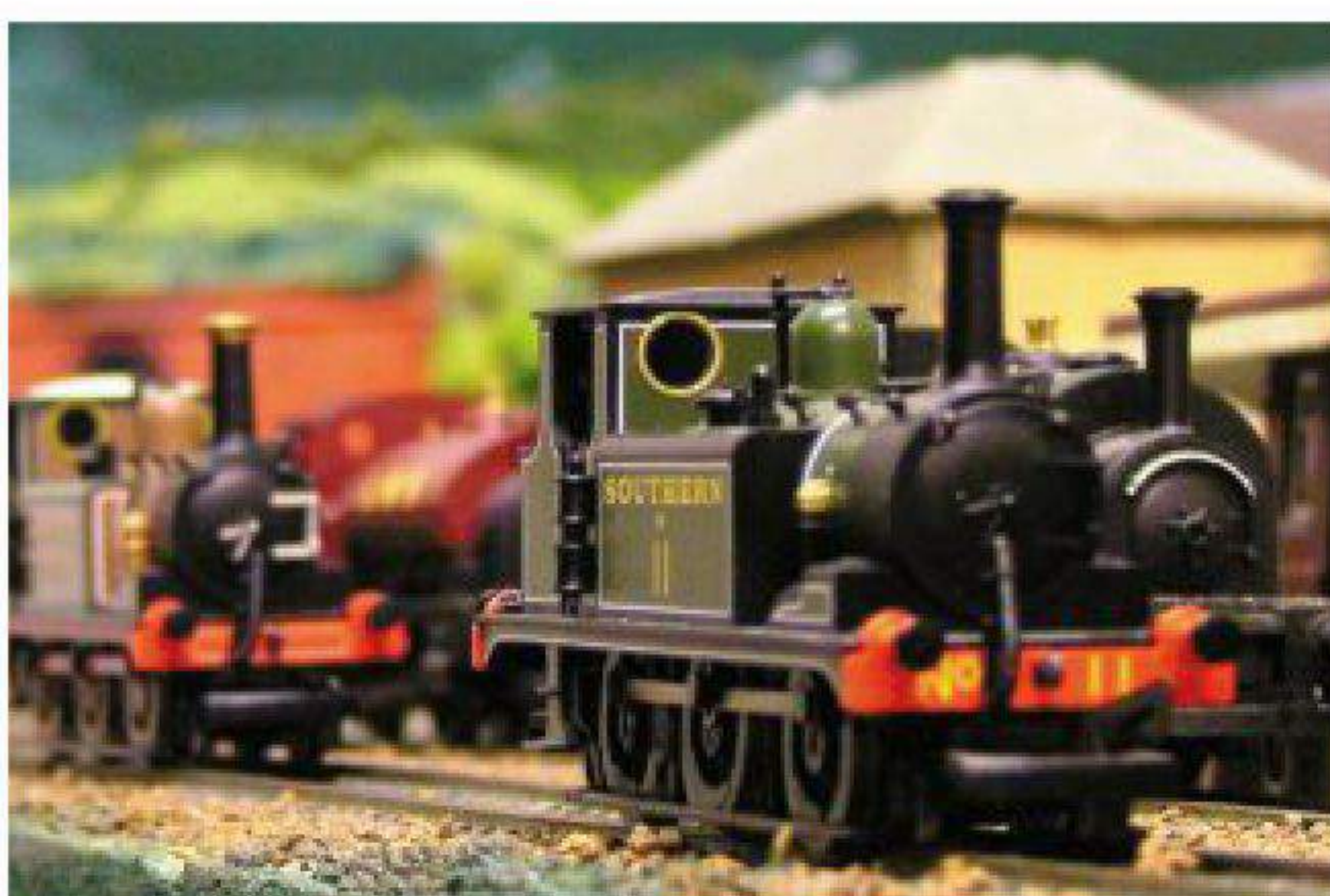


Modelling

REVIEWS, INTERVIEWS, NOSTALGIA, ADVICE



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ON GAUGES**



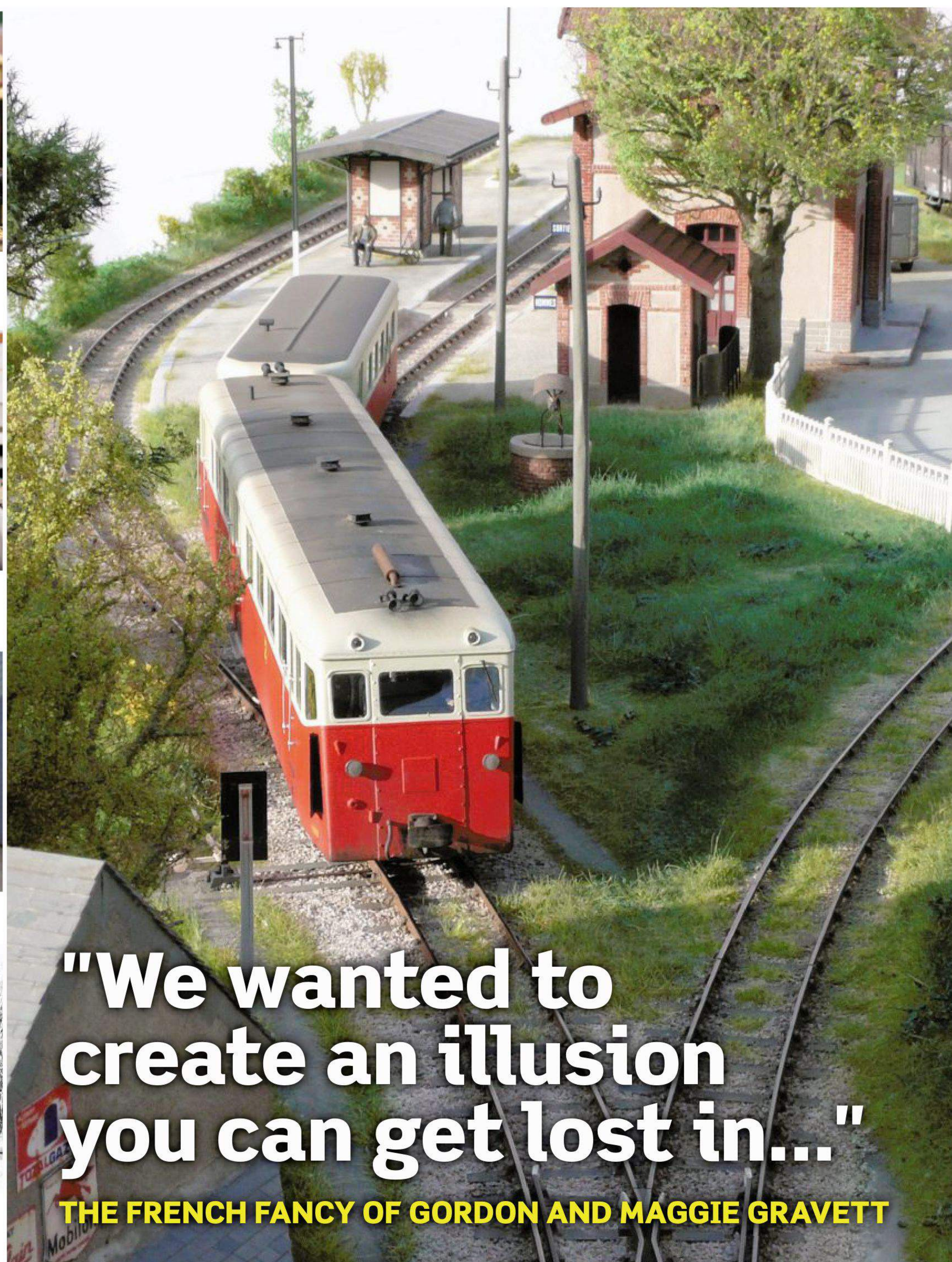
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NEW



Coming February 2017

39-526Z Bachmann PMV Cycle Van

TMC Limited Edition

Pristine £33.95*

Weathered £38.95*

The Southern Region 4 wheeled cycle van will be arriving early February. In 1951 fourteen standard Passenger Luggage Van's were converted primarily for the conveyance of cycles between London and the Channel Ports. They were used on trains to Dover, Folkstone and Newhaven. Fitted internally with between 24 and 60 hooks to carry bicycles and could be readily distinguished from standard vans by a white stencilled bicycle symbol.

Apart from use on the Channel Docks trains they were also used to convey new bicycles from Kent to London. They had one other use which took them away from the Southern Region as the Cyclist Tourist Club used to run special trains from the London area to other parts of the country. A typical train would consist of three or four coaches and cycle vans. British Transport Films made a programme about these excursions in the mid 1950's (See YouTube).

The cycle vans remained in service until the late 1960's following which they were used on parcels work alongside the standard vans. The TMC example will be S1282S finished in pristine crimson livery or weathered by TMC and should be available in January 2017.



Coming April/May 2017

38-191Y Triple Pack BR Bauxite Ale Vans Factory Weathered | 38-191X Single Ale Van BR White - TMC Limited Editions

Tripple Pack - £54.95* | Single Pack - £17.95*

TMC have also commissioned a triple and single pack of Ale Vans. By the early 1960's work for BR's fleet of Insulated vans was diminishing so a number of them were converted to Ale vans. Many of the converted vans were repainted Bauxite whilst others remained in their original white livery. Many of these vans were used by the Guinness Brewery at Park Royal in West London and travelled from there to various parts of the country. The TMC models will all be factory weathered and will include examples of peeling paint effects, replacement planks or doors, stickers and brandings that were found on the actual wagons.

A single pack [38-191X] will depict Ale Van B872054 in factory weathered white livery and a triple pack [38-191Y] will contain Ale Vans B872089, B872094 and B872145 in factory weathered bauxite livery.



Photos above of Bachmann Branchline Undecorated Engineering Samples, now passed for production.



Coming June/July 2017

Plate Wagons & Double Bolsters - TMC Limited Editions

Single Pack - £24.95* | Twin Pack - £49.95*

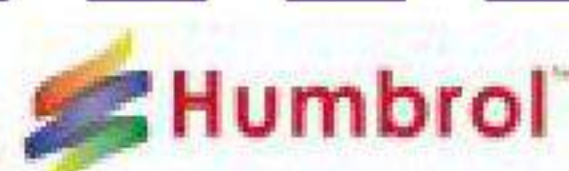
- 38-825Z Double Bolster Wagon, Freight Brown Livery
- 38-826Z Double Bolster Wagon Twin Pack, Freight Grey livery
- 38-827Z Double Bolster Wagon with Bolsters removed
- Twin Pack, Freight Grey livery
- 38-828Z Double Bolster Wagon LMS Bauxite livery
- 38-829Z Double Bolster Wagon LNER Grey livery
- 38-830Z Double Bolster Wagon Olive Green/Freight Grey livery

- 38-850Z Plate Wagon ZDO Freight Grey livery
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- 38-856Z Plate Wagon, Lakenby Works, Freight Grey

*All prices are subject to
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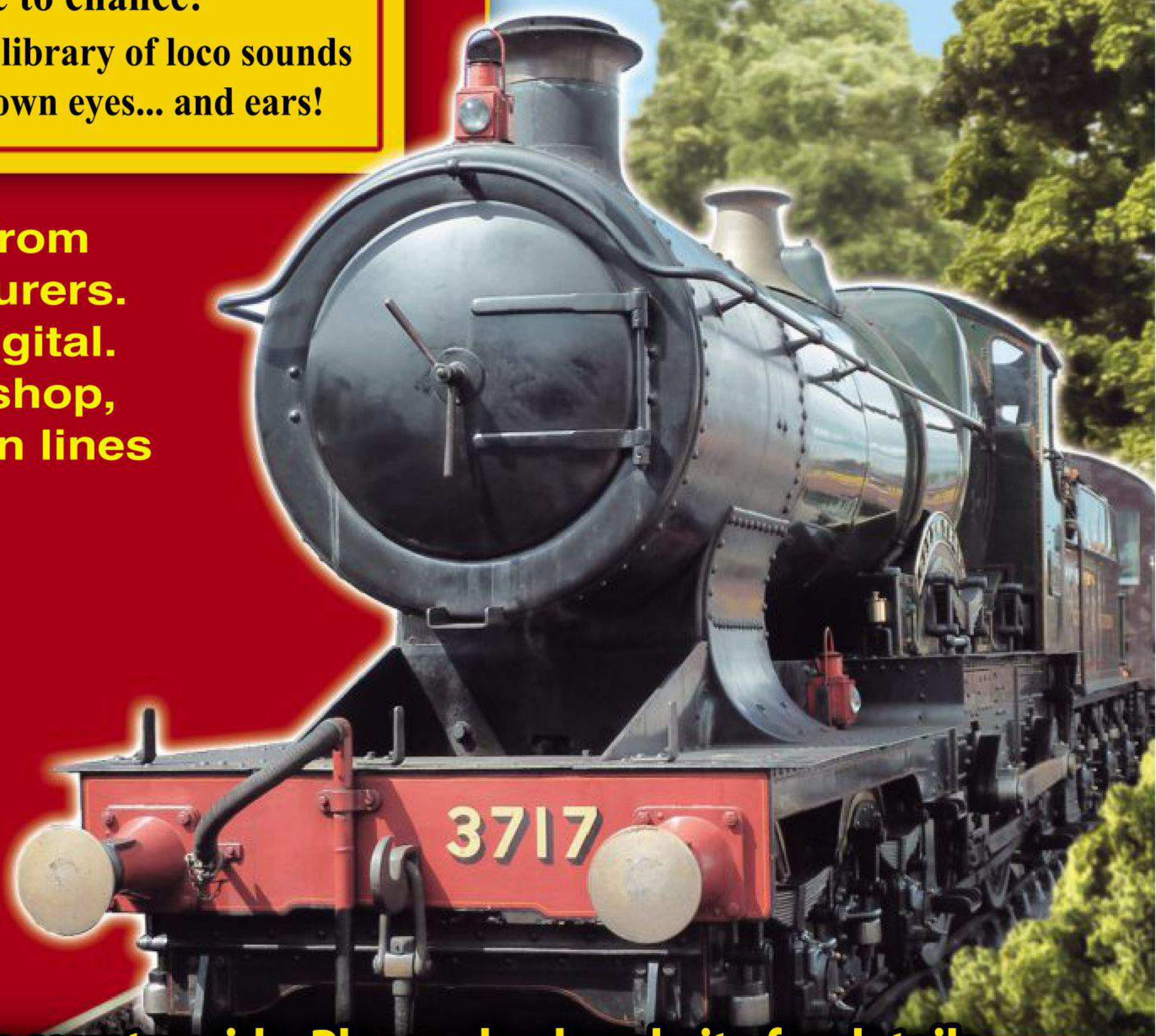
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Pendon Museum in Oxfordshire.



Crowds at this year's Warley show. Organisers were pleased that attendance figures were the same as last year and pronounced the event another success.

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Sarah Palmer
Editor

From the editor

With feedback from the Warley show at the end of November pronouncing a great success, the show proved that the model railway hobby is very much alive, well and being actively pursued in the 21st century, let's hope this continues into a new year.

We officially launched *The Railway Magazine Guide to Modelling* at Warley to great success with more 5000 copies of the magazine being given away free to new readers.

Since Warley we've had lots of positive feedback about the magazine, and we're hoping in 2017 we can take it from strength to strength, helping to bring new people and returners into the modelling hobby.

If you'd like your local model

shop or nearby heritage line to stock the magazine if it doesn't already, then contact our distribution assistant John Sharratt on 01507 529401 or email jsharratt@mortons.co.uk

This issue we've got plenty of interest, including a feature on 3D printing from a volunteer on the Bluebell Railway, a look at Gordon and Maggie Gravett's Pempoul layout before it retires from show life in May, a trip down memory lane with a look at the history of Bassett-Lowke, while our inspiration pages feature the city of Lincoln.

If you'd like to be featured in the magazine, or have a layout you'd like to share, send your suggestions to:

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Happy new year!



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Two brake second coaches are to be offered including M43301 (shown) and M43226.

Mk.1 suburban coach

Seated passengers enhance the popular Bachmann OO gauge suburban coach, writes **Nigel Burkin**.

MK.1 'SHORT FRAME' suburban coaches have been part of the Bachmann OO gauge range for many years and remain popular with modellers. Current models include four BR Eastern Region coaches in plain BR blue livery, which would be suitable for modelling Great Northern suburban services centred on King's Cross and East Coast Main Line routes.

Four BR lined maroon models labelled for Midland Region suburban services, released at the end of 2016, include two brake coaches, a composite coach with both first- and second-class compartments, together with a second-class coach.

The inclusion of two brake coaches with this new issue of the models is not accidental – a relatively high proportion of brakes were used in locomotive-hauled suburban train formations compared with long-distance passenger trains. All of the coaches are modelled on high-density non-gangwayed compartment stock with 57ft-long bodies fitted to

short underframes making them suitable for routes with a tight loading gauge and shorter than usual platforms.

'Metrogauge' profile 57ft stock allowed London Midland allocated suburban coaches to work the restricted tunnels through to Moorgate station.

Passenger conditions were cramped in the compartment stock – suburban coaches were not described as high-density stock for nothing. A 57ft second-class coach could seat 108 passengers, while the brake could manage 72 passengers. Compartments were enclosed with bench-style seats on either side and minimal leg room.

A small number of open second coaches (some with lavatories) and corridor composite coaches were constructed. However, the bulk of the 57ft suburban coach fleet was based on compartments for maximum passenger density.

Suburban coaches gave way to DMUS on the Midland and Western Regions whereas suburban coaches lasted until 1977 on the Great Northern

when electrification of the inner suburban East Coast main line routes was completed in 1976 and later extended to Royston in 1978. Class 312 and 313s took over Great Northern suburban services from suburban stock and DMUS from that time. It is worth noting that suburban coach operation was not restricted to London routes

and both the short frame and particularly the 64ft-long frame versions did operate in other parts of the UK.

The models:

Bachmann's suburban coaches are not as up-to-date as its main line Mk.1 coaching stock, lacking flush glazing and technical features such as NEM coupling pockets. Nonetheless, they stand up well to scrutiny in having finely tooled details and a neatly applied livery.

Care has been taken over livery application, which has accurate colour and lining that is sharp, clean and without any flaws such as dust. The variety of body shells offered by Bachmann allows modellers to represent most, if not all, suburban train formations too. One of the latest features to be added to Bachmann coaches is the fitting of passenger figures.

Of the sample models, the brake second coach numbered M43301, has 11 passengers fitted, equally distributed throughout the six compartments while M46067 is a second-class coach

Model details:

BR Mk.1 short frame suburban coaches finished in BR lined maroon livery.

Manufacturer:

Bachmann Europe Plc.

Scale:

4mm (1:76) scale, OO gauge.

Era:

1954 until the late 1970s depending on region.

Web:

www.bachmann.co.uk

Suggested retail price:

£39.95.



Suburban coaches are popular with modellers and Bachmann's latest releases cover the majority of suburban stock used on the Midland suburban routes into London with several running numbers.

adorned with 12 passengers.

The interior moulding is composed of brown plastic and has no other detail other than the fitting of passenger figures. It is worth noting that the brake second coaches included a ladies-only compartment located next to the guard's compartment and both models have the appropriate labels printed on the window glazing.

Of the lined BR maroon models, the composite coach is intended to represent a Diagram 311 coach, numbered 41000-41042 and 41049-41059 (Catalogue number 34-700C). The brake second coach as described in this article

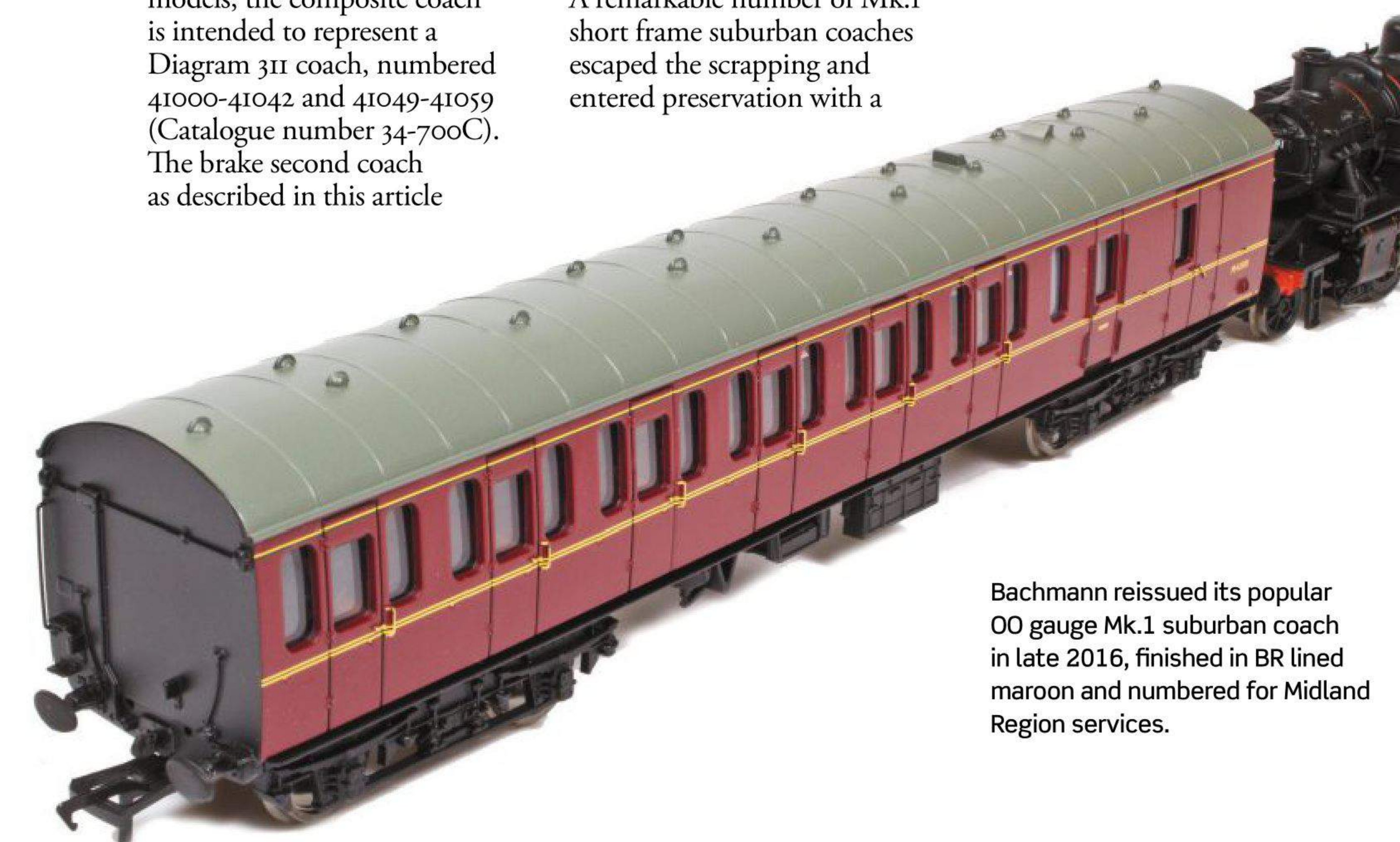
represents Diagram 371 coaches which were numbered 43100-43061; 43171-43259; 43360-43367. (Catalogue numbers 34-630A and 34630B).

Finally, the second-class coach, the second of the two models to be reviewed, is based on Diagram 326 stock, which was numbered 46063-46259 and 46299-306 (catalogue number 34604C).

In preservation:

A remarkable number of Mk.1 short frame suburban coaches escaped the scrapping and entered preservation with a

number of heritage railways; allowing enthusiasts to sample high-density suburban stock. It appears that at least significant numbers of the important coach types has survived and are beautifully restored on heritage railways as far afield as the North Yorkshire Moors Railway, Keighley and Worth Valley Railway, the Mid Hants and the North Norfolk Railway. ■



Bachmann reissued its popular OO gauge Mk.1 suburban coach in late 2016, finished in BR lined maroon and numbered for Midland Region services.

NEWS in brief

Modelling magazine launches at Warley

The Railway Magazine's Guide to Modelling, a new free monthly publication from Mortons Media Group, was launched at this year's Warley National Model Railway Exhibition, held on November 26-27. Thousands of visitors took up the offer of the free magazine which will be available from model shops and some heritage lines.

"I was really pleased with the reception *Modelling* got at the show," says editor Sarah Palmer. "We're hoping it will bring a fresh outlook to the marketplace and encourage more people into the hobby."

Also drawing the crowds at the show was *Betton Grange* now just three years from completion. It was the centrepiece of the exhibition hall, with other static exhibits including Vale of Rheidol locos No. 7 and No. 9, there to mark 175 years of the GWR, and Cleethorpes Light Railway's *Effie* on display to celebrate Sir Arthur Heywood, the innovator of the 15in railway, 100 years after his death.

Going on sale for the first time at Warley was *Patriot*, a limited-edition model from Dapol, of Freightliner's 66418, with proceeds from sales going to the ABF, the Soldier's Charity. Entitled Project Railway Honour, the scheme was created by Cpl Gareth Atkinson to raise funds while commemorating the historic sacrifices made by railway men during times of war.

"There was a lot of interest at the show," says Gareth, with 50 models paid for in cash and another 12 orders confirmed. "Another two models will go ahead, *Valour* and *Remembrance*, and we're also hoping for the go-ahead for a fourth model," he added. Next year's event will take place on November 25 and 26 2017.

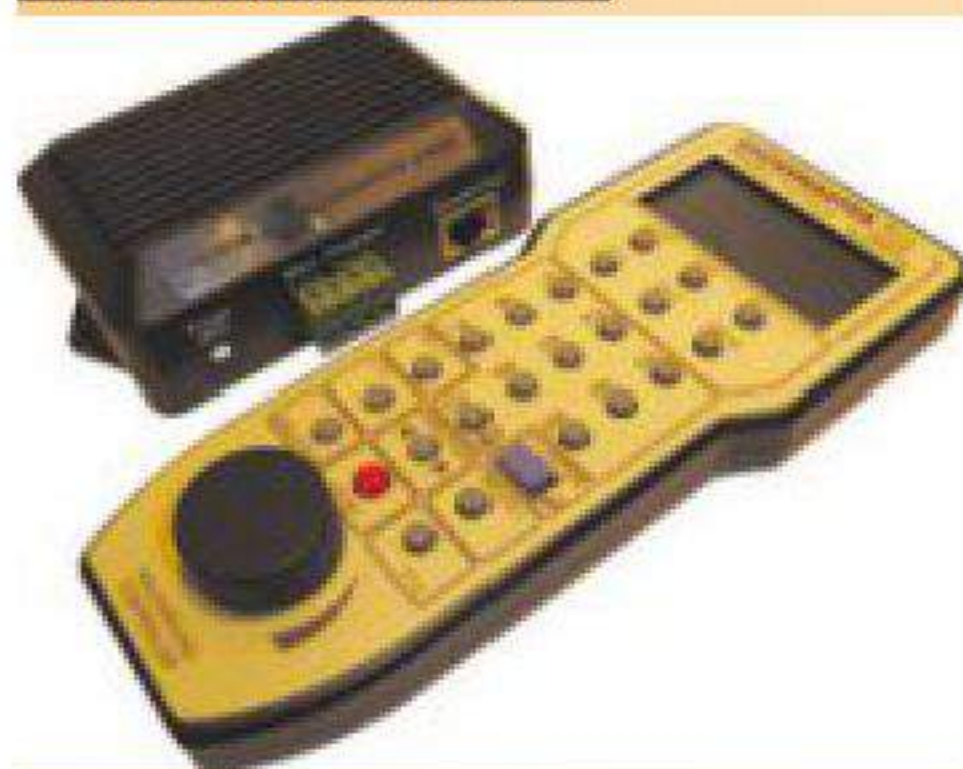
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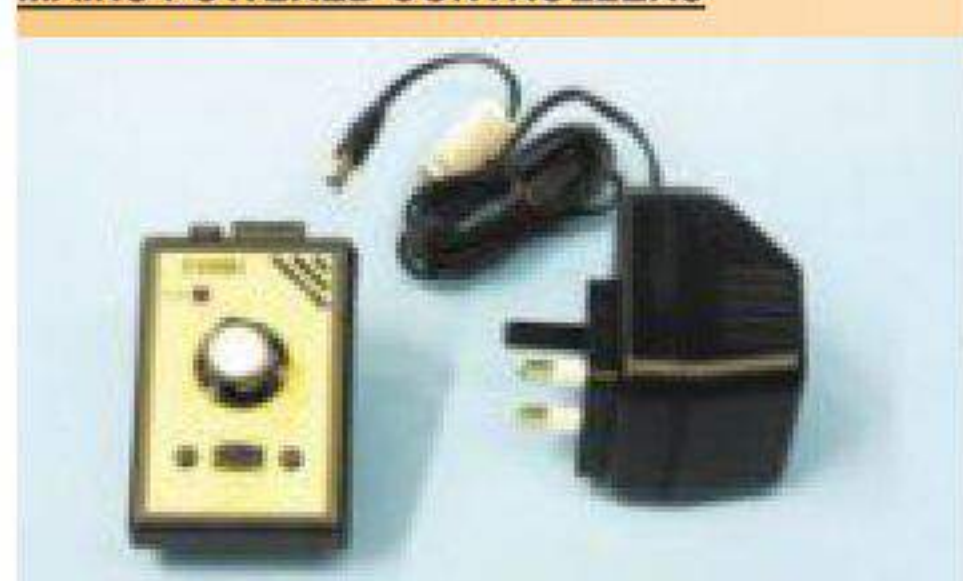
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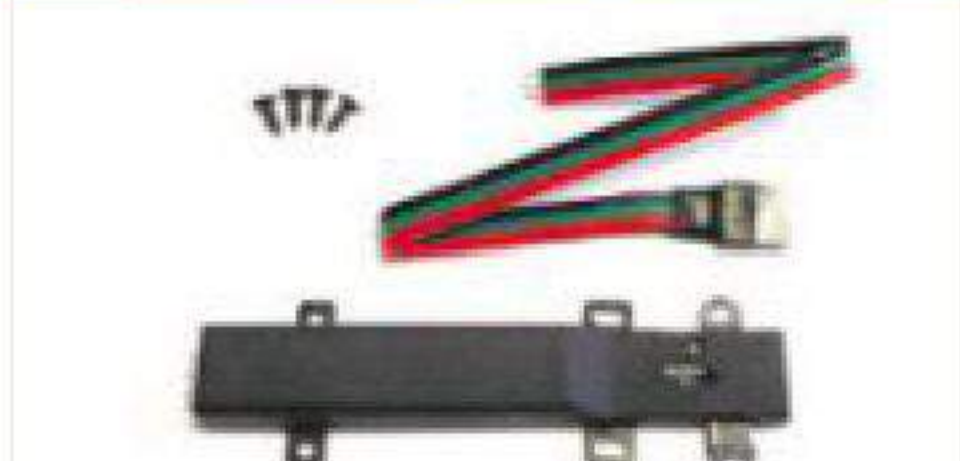
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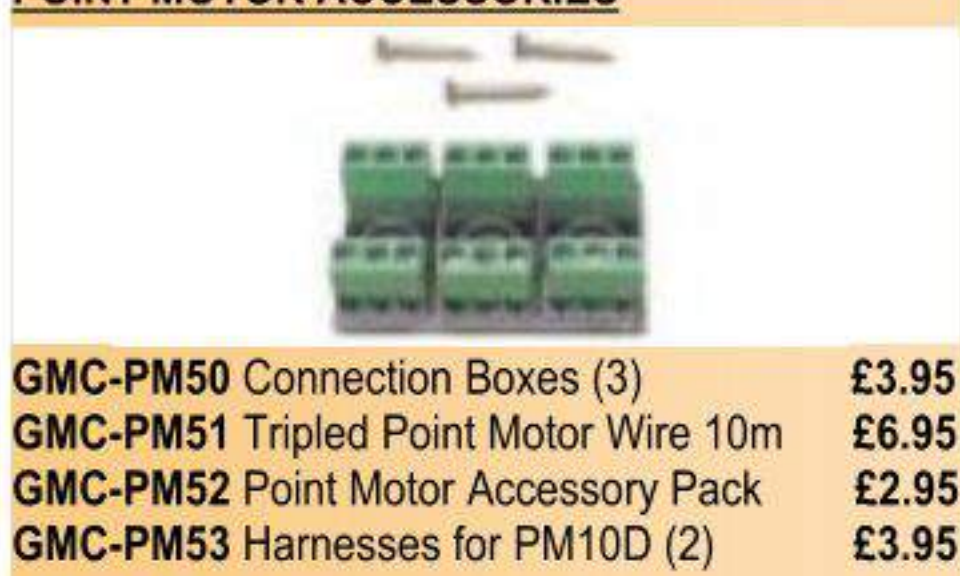


GMC-PM20 Surface Mount Point Motor £9.95
GMC-BPPM20 Surface Mnt Point Motor(5) £44.95
Designed with easy installation in mind, PM20 is placed parallel to your point-work and operates equally well orientated either way. PM20 works well with all popular modelling scales, and with the leading brands of track in the UK. The magnetic coils are high-efficiency for reliable operation. PM20 also has a plug-in harness that is very easy to use. Mounting screws are included.



PM20D Digital Surface Mount Point Motor £22.95
All the features of the PM20 but with an inbuilt DCC decoder to make wiring even easier.

POINT MOTOR ACCESSORIES



GMC-PM50 Connection Boxes (3)	£3.95
GMC-PM51 Tripled Point Motor Wire 10m	£6.95
GMC-PM52 Point Motor Accessory Pack	£2.95
GMC-PM53 Harnesses for PM10D (2)	£3.95

TRACK



ELECTRONIC HIGH FREQUENCY TRACK CLEANERS FOR DC (ANALOGUE) USE ONLY
GMC-HF1 Single Track Unit £39.95
GMC-HF2 Double Track Unit £49.95

AXLE-HUNG TRACK CLEANING PADS

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

TRACK TESTER



GM52 Multi Scale Track Tester £4.95

OO SCALE FLEXIBLE TRACK

GM30 900mm N/Silver Flexible Track (100)	£315
GM93 900mm N/Silver Blk Flexi Track (24)	£79.95
GM94 900mm N/Silver Brn Flexi Track (24)	£79.95
GM97 900mm N/Silver Brn Flexi Track (100)	£315
GM19 Code 100 (OO) Rail Joiners (24)	£2.95

OO SCALE TRACK ACCESSORIES

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



GM55 OO Lit Buffer Stop	£7.25
GM56 OO Buffer Stop Lights (Pack of 2)	£9.95
GM13 Pair of Leads (Joiners/Bare Wire)	£4.95
GM66 Hornby Type Track Pins 10mm	£2.75
GM67 Extra Long Track Pins 15mm	£2.75

N SCALE FLEXIBLE TRACK

GM96 900mm N/Silver Blk Flexi Track (24)	£59.95
GM18 Code 80 (N) Rail Joiners (24)	£2.95

N SCALE TRACK ACCESSORIES

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

OO GREY BALLASTED UNDERLAY SYSTEM



GM114 OO/HO Granite Ballast (500g)	£3.75
GM117 OO/HO Granite Ballast (200g)	£2.65
GM200 Flexible Ballasted Underlay (5m)	£23.95
GM204 Point & Crossing Ballasting Kit	£8.25

OO BROWN BALLASTED UNDERLAY SYSTEM

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

N GREY BALLASTED UNDERLAY SYSTEM

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

N BROWN BALLASTED UNDERLAY SYSTEM

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

OO SCALE CORK TRACKBED SYSTEM



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

N SCALE CORK TRACKBED SYSTEM

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



SCENICS

STARTER PACK



GM194 Scenic Starter Pack £24.95

GENERAL SCENIC MODELLING PRODUCTS

GM100 Mod Roc (2.75m)	£4.75
GM119 Fine Plaster of Paris (1kg)	£3.95
GM130 1/16 Cork Sheet 3' x 2' (60 x 90cm)	£6.95
GM131 1/8 Cork Sheet 3' x 2' (60 x 90cm)	£10.95
GM167 Balsa Bundle 50 x 76 x 229mm	£2.50
GM168 Balsa Bundle 75 x 150 x 450mm	£10.95

GRASS & GRAVEL MATS



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

MEADOW MATS

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

STATIC GRASS SYSTEM



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

BUDGET SCATTERS

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

LICHENS & HEDGES



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

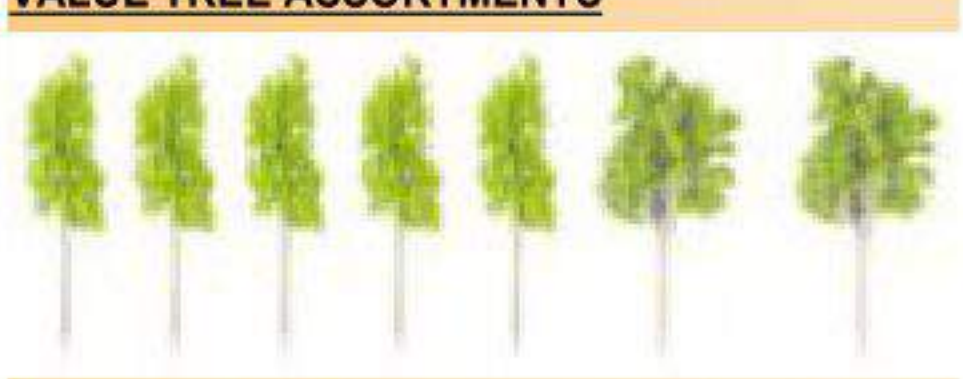
FOLIAGE

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

STANDARD TREES

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

VALUE TREE ASSORTMENTS



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

BULK TREES

GM120 Deciduous Trees (25)	£22.95
GM121 Mixed Trees (25)	£22.95
GM122 Fir Trees (25)	£22.95
GM123 Small Fir Trees (50)	£19.95
GM124 Deciduous Trees (25)	£22.95
GM125 Spruce Trees (25)	£22.95

MAKE YOUR OWN TREES

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

FLOWERS



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

PLANTS

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

GRASS STRIPS/TUFTS

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

BRICKWORK

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

Gaugemaster Controls Ltd, Gaugemaster House, Ford Road
Arundel, West Sussex, BN18 0BN, United Kingdom

Tel - 01903 884488

Fax - 01903 884377 E Mail - engineshed@gaugemaster.co.uk

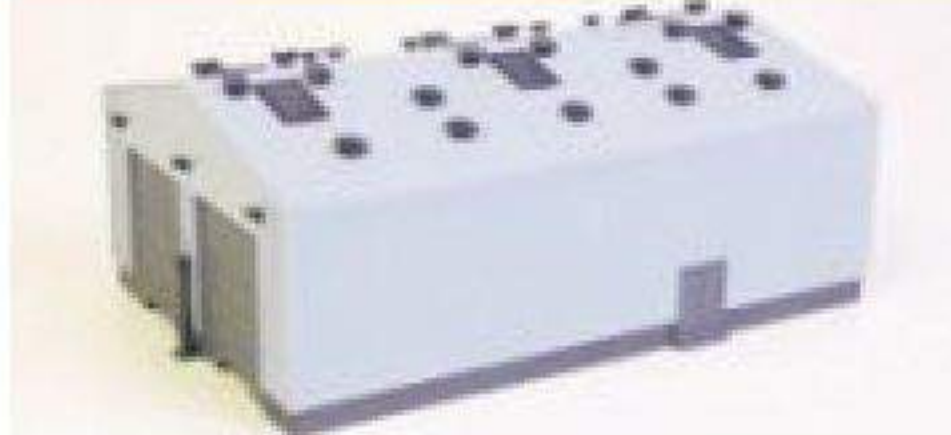


STRUCTURES

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



GM401 Fordhampton Station	£25.95
GM402 Fordhampton Signal Box	£11.95
GM403 Fordhampton Footbridge	£17.95
GM404 Fordhampton Level Crossing	£12.95
GM405 Fordhampton 60s Estate House	£15.95



GM406 Fordhampton Locomotive Shed	£20.95
GM407 Fordhampton Carriage Platforms	£9.95
GM408 Fordhampton Village Store or Pub	£17.95

COMING SOON...
GM409 Fordhampton Pub/Bistro TBA
GM410 Fordhampton Rest Home/Doctors TBA
GM411 Fordhampton Farmhouse/Cottage TBA
GM412 Fordhampton Gasometer TBA
GM413 Fordhampton Nurseries TBA
GM414 Fordhampton Bridge TBA



KESTREL
DESIGNS

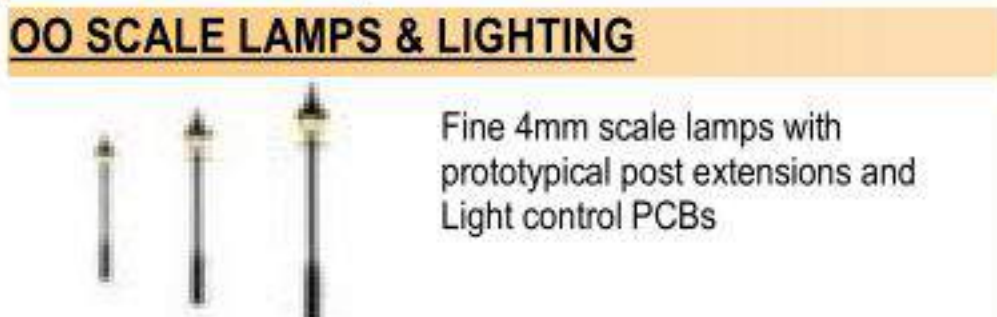
N GAUGE PLASTIC KITS	
GMKD01 House	£4.35
GMKD02 Shop	£4.35
GMKD03 Bungalow	£3.60
GMKD04 Church with Porch	£5.95
GMKD05 House/Shop Unit with Glazing	£6.75
GMKD06 Two Shop Unit with Glazing	£6.75
GMKD07 Four House Unit	£6.75
GMKD08 Country Station	£8.75
GMKD09 Station Buildings	£5.35
GMKD10 Island Platform with Flat Canopy	£8.25
GMKD11 Flat Canopy	£5.95
GMKD12 Small Signal Box	£6.45
GMKD13B Farm Rail Fencing Brown	£3.10
GMKD13W Farm Rail Fencing White	£3.10
GMKD14 Telegraph Poles	£3.10
GMKD15 Windows Doors & Guttering	£4.35
GMKD16 Platforms (2)	£2.85
GMKD17 Platform Ramps (2)	£2.35
GMKD18 Station Yard Huts	£3.35
GMKD19 Weighbridge & Office	£4.35
GMKD20 Coal Office	£3.35
GMKD21 Level Crossing/Keepers Cottage	£5.95
GMKD22 Four Greenhouses	£3.10
GMKD23 Two Domestic Garages	£3.10
GMKD24 Water Tower	£3.85
GMKD25 Corner Shop	£4.65
GMKD26 Corner Pub	£4.65
GMKD27 Three Storey Townhouse	£5.95
GMKD28 Three Storey Town Shop	£5.95
GMKD29 Modern Station	£7.95
GMKD30 Modern Station Waiting Room	£5.75
GMKD31 Station Masters House	£6.45
GMKD32 Pair Pre War Semi Det. Houses	£7.25
GMKD33 Boilerhouse & Chimney	£6.45
GMKD34 Stable Block	£3.85
GMKD35 Cow Shed	£3.60
GMKD36 Barn	£5.95
GMKD37 Farm House	£7.50
GMKD38 Steel Footbridge	£7.50
GMKD39 Modern Industrial Unit	£5.95
GMKD40 Modern Fire Station	£7.25
GMKD41 Platforms Wide (2)	£3.35
GMKD42 Platform Ramps Wide (2)	£2.85
GMKD43 Goods Shed	£7.75
GMKD1000 Town Station	£16.95
GMKD1001 Old Factory with Chimney	£19.95

N GAUGE LASER CUT KITS
The same as the ultra detailed OO equivalents (GM451/GM452/GM453) - pack sizes vary from the 4mm versions though
GMKD51 Wooden Fencing £5.25
GMKD52 Lattice Fencing £5.25
GMKD53 Garden Sheds (2) £5.50

N GAUGE VALUE KIT SETS	
GMKD2000 Station Set	£14.95
GMKD2001 Town Set	£12.95
GMKD2002 Suburban Set	£14.95
GMKD2003 Farm Set	£16.95



LIGHTING



OO SCALE LAMPS & LIGHTING	
GM801 Barley Twist Gas Lamp Soft Black (3)	£12.95
GM802 B/Twist Gas Lamp BR/SR Green (3)	£12.95
GM803 B/Twist Gas Lamp LMS Maroon (3)	£12.95
GM804 B/Twist Gas Lamp GWR Stone (3)	£12.95
GM805 B/Twist Gas Lamp Grey Undercoat (3)	£12.95
GM806 Taper Post Gas Lamp Soft Black (3)	£12.95
GM807 Taper Post Gas Lamp BR/SR Grn (3)	£12.95
GM808 T/Post Gas Lamp LMS Maroon (3)	£12.95
GM809 T/Post Gas Lamps GWR Stone (3)	£12.95
GM810 T/Post Gas Lamp Grey Undercoat (3)	£12.95
GM811 Taper Post Oil Lamp Soft Black (3)	£12.95
GM812 Taper Post Oil Lamp BR/SR Green (3)	£12.95
GM813 Taper Post Oil Lamp LMS Maroon (3)	£12.95
GM814 Taper Post Oil Lamp GWR Stone (3)	£12.95
GM815 T/Post Oil Lamp Grey Undercoat (3)	£12.95
GM816 Swan Neck Lamp Soft Black (3)	£12.95
GM817 Swan Neck Lamp BR/SR Green (3)	£12.95
GM818 Swan Neck Lamp LMS Maroon (3)	£12.95
GM819 Swan Neck Lamp GWR Stone (3)	£12.95
GM820 W/Mounted Swan Neck Black(2)	£12.95
GM821 W/Mounted Swan Neck SR/BR Grn(2)	£12.95
GM822 W/Mounted Swan Neck LMS Mm(2)	£12.95
GM823 W/Mounted Swan Neck GWR Stne(2)	£12.95
GM824 W/Mounted Gas Lamp Soft Black (2)	£12.95
GM825 W/Mounted Gas Lamp BR/SR Grn(2)	£12.95
GM826 W/Mounted Gas Lamp LMS Maroon(2)	£12.95
GM827 W/Mounted Gas Lamp Undercoat (2)	£12.95
GM828 W/Mounted Gas Lamp GWR Stone(2)	£12.95
GM829 Modern Sgl Head Adjustable Lamp(4)	£14.95
GM830 Modern Dbl Head Adjustable Lamp (3)	£12.95



OO SCALE VALUE PACKS LAMPS & LIGHTING	
GM851 Barley Twist Gas Lamp Soft Black	£29.95
GM852 B/Twist Gas Lamp SR/BR Green	£29.95
GM853 B/Twist Gas Lamp LMS Maroon	£29.95
GM854 B/Twist Gas Lamp GWR Stone	£29.95
GM855 B/Twist Gas Lamp Grey Undercoat	£29.95
GM856 Taper Post Gas Lamp Soft Black	£29.95
GM857 Taper Post Gas Lamp BR/SR Green	£29.95
GM858 Taper Post Gas Lamp LMS Maroon	£29.95
GM859 Taper Post Gas Lamp GWR Stone	£29.95
GM860 Taper Post Gas Lamp Undercoat	£29.95
GM861 Taper Post Oil Lamp Soft Black	£29.95
GM862 Taper Post Oil Lamp SR/BR Green	£29.95
GM863 Taper Post Oil Lamp LMS Maroon	£29.95
GM864 Taper Post Oil Lamp GWR Stone	£29.95
GM865 Taper Post Oil Lamp Grey Undercoat	£29.95
GM866 Swan Neck Lamp Soft Black	£29.95
GM867 Swan Neck Lamp SR/BR Green	£29.95
GM868 Swan Neck Lamp LMS Maroon	£29.95
GM869 Swan Neck Lamp GWR Stone	£29.95
GM870 Modern Sgl Head Adjustable Height	£29.95
GM880 Modern Dbl Head Adjustable Height	£24.95

LIGHTING ACCESSORIES	
GM895 Light Control PCB - LED/Lamp (2)	£6.95
GM896 Light Control PCB - LED/Lamp (5)	£12.95
GM897 Mini Light Control PCB - LED (10)	£4.95
GM898 Mini Light Control PCB - Lamp (10)	£4.95
GM899 Spare Bulbs for Lamps (5)	£3.95

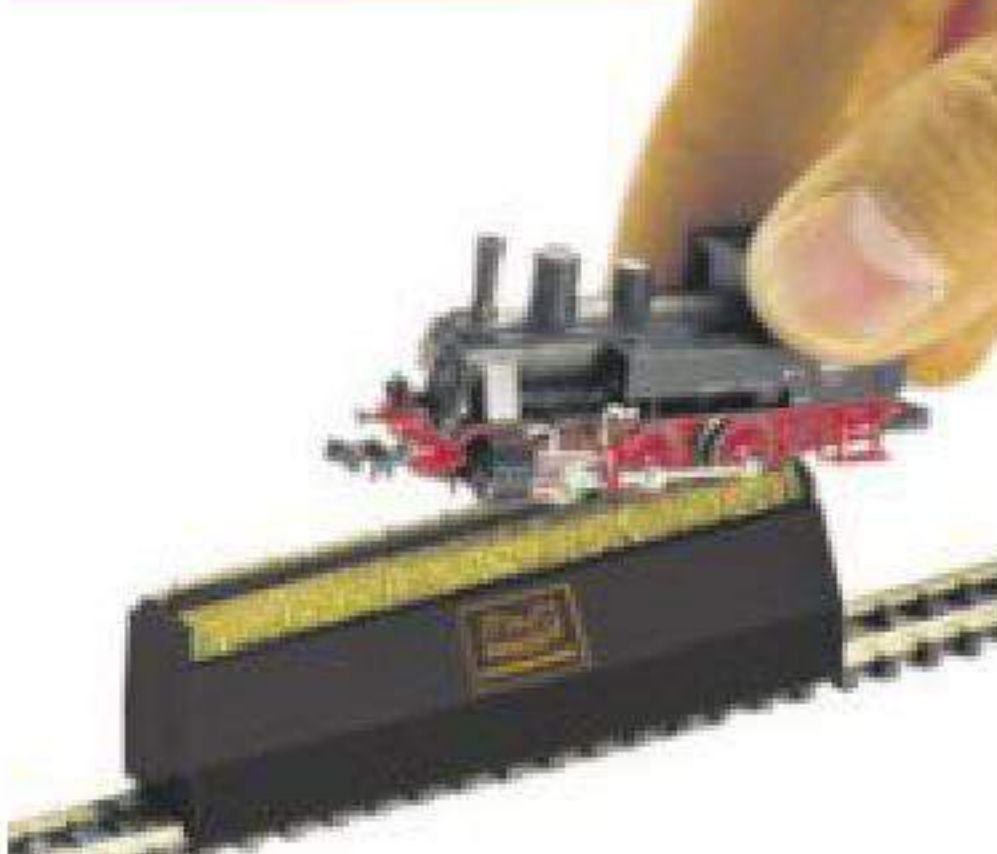


TOOLS

MODEL RAILWAY MAINTENANCE



GM50 OO/HO Locomotive Wheel Cleaner	£39.95
GM47 N Gauge Wheel Cleaner	£34.95
GM51 Spare Pads for GM50	£17.95
GM49 Spare Pads for GM47	£17.95
GM59 N Scale Wheel Cleaner	£15.95



GM60 OO Scale Wheel Cleaner	£19.95
GM619 Precision Lubricator	£4.75
GM667 Superfine Oil Pen w/Teflon Particles	£5.95
GM668 Electrical Contact Oil Pen	£9.95

GENERAL MODELLING TOOLS

GM26 Track Rubber	£3.15
GM27 Jumbo Track Rubber	£5.75
GM600 A2 Cutting Mat	£14.95
GM601 A3 Cutting Mat	£9.95
GM602 A4 Cutting Mat	£4.95
GM603 A5 Cutting Mat	£2.95
GM604 Round Nose Pliers	£6.95
GM605 Flat Nose Pliers	£6.95
GM606 Side Cutters	£6.95
GM607 Half Round Pliers	£6.95
GM608 Bent Nose Pliers	£7.95
GM609 S/Steel Tweezers (4)	£5.95
GM610 Double Ended Pin Vice	£9.95
GM611 Sawset 1 w/ Scalpel Handle	£3.50
GM612 Hole Saw & Arbor for Point Motor Fitting	£3.75
GM613 Trim-away Knife	£5.50
GM614 S/S Scalpel & Blades	£5.95
GM615 Plastic Scalpel & Blades	£6.50
GM617 Pick-Up Tool	£3.95
GM618 Magnifier Tweezers	£6.95
GM621 Locking forceps Curved	£19.95
GM622 Hot Wire Cutter for Scenic Modelling	£4.95
GM623 Wires for Hot Wire Cutter (5)	£6.75
GM624 Swivel Top Pin Vice	£4.50
GM625 Curved Tweezer Reverse Action	£4.50
GM626 Straight Tweezer Reverse Action	£4.50
GM627 Blunt End Tweezer Reverse Action	£4.50
GM629 Cutting Discs (10)	£4.95
GM630 Screw Top Mandrels (3)	£4.50
GM631 Slitting Discs (10) & Mandrel	£5.25
GM632 Budget Needle File Set	£6.95
GM633 Glass Fibre Pencil 4mm	£4.75
GM634 4mm G/Fibre Refills (10)	£7.50
GM635 2mm Glass Fibre Pencil	£9.95
GM636 2mm G/Fibre Refills (5)	£6.75
GM638 Cutting Broaches 0.6-2.0	£15.95
GM640 Archimedian Drill Stock	£5.95
GM641 HSS Jbbrs Drills 0.5 (5)	£3.95
GM642 HSS Jbbrs Drills 0.8 (5)	£3.95
GM643 HSS Jbbrs Drills 1.0 (5)	£3.95
GM644 HSS Jbbrs Drills 1.2 (5)	£3.95
GM645 HSS Jbbrs Drills 1.5 (5)	£3.95
GM646 HSS Jbbrs Drills 1.8 (5)	£3.95
GM647 HSS Jbbrs Drills 2.0 (5)	£3.95
GM648 Microbox Drills 0.3-1.6	£10.95
GM649 Microbox HSS Twist Drill Bits 61-80	£10.95
GM650 HSS Jbbrs Drills 0.3 (5)	£3.95
GM651 HSS Jbbrs Drills 0.4 (5)	£3.95
GM652 HSS Jbbrs Drills 0.6 (5)	£3.95
GM653 HSS Jbbrs Drills 0.7 (5)	£3.95
GM654 HSS Jbbrs Drills 0.9 (5)	£3.95
GM655 Spare Blades for GM614	£2.75
GM660 Pick n Place Twin Pack	£8.95
GM664 Economy Sprue/Plastic Cutter	£4.75
GM666 Clip On Magnifying Eye Glass	£6.75
GM669 Pin Pusher with Depth Stop	£10.95
GM670 Deluxe Paintbrush Set	£12.95
GM683 Soft Grip Knife Set with Blades	£6.95
GM684 Spare Blades for GM683	£1.50
GM693 Value Model Railway Drill	£9.95
GM694 Mains Powered Value Drill	£16.95
GM695 Model Railway Screwdriver Set	£4.95
GM696 Masking Tape 6mm x 18m (2)	£1.95
GM697 Masking Tape 10mm x 18m (2)	£2.75
GM698 Masking Tape 18mm x 18m (1)	£2.65

RAZOR SAWS

GM671 4 in 1 Saw Set	£19.95
GM672 Razor Saw Superfine	£11.75
GM674 Razor Saw Fine	£11.75
GM675 Razor Saw Medium	£11.95
GM676 Aluminium Mitre Box	£16.50
GM677 Fine Woodcraft Saw	£11.95
GM678 Flush Cutting Saw	£15.75
GM679 Universal Razor Saw	£12.75

SOLDERING STATION

GM661 Complete Soldering Station	£29.95
GM662 GM661 Spare Tip	£2.95

SOLDERING IRONS & BITS

GM680 15W 230V Soldering Iron	£16.95
GM681 25W 230v Soldering Iron	£17.95
GM682 40W 230v Soldering Iron	£19.95
GM685 15W No.6 Tip	£3.95
GM686 15W No.8 Tip	£3.95
GM687 25W No.6 Tip	£3.95
GM688 25W No.7 Tip	£3.95
GM689 25W No.8 Tip	£3.95
GM690 40W No.6 Tip	£3.95
GM691 40W No.7 Tip	£3.95
GM692 40W No.8 Tip	£3.95

SOLDERING ACCESSORIES

GM01 Low Melt Solder 70 degrees (20g)	£4.25
GM02 Solder 180 degrees (20g)	£3.95
GM03 White Metal Flux	£5.95
GM04 Brass Flux	£5.95
GM05 Non Acid Safety Flux	£6.25
GM06 Solder Wire 145 Degrees	£4.85



ELECTRICS

SWITCHES

GM501 Slide Switch DPDT	£1.70
GM502 Slide Switch DPDT (C/off)	£1.70
GM503 Toggle Switch SPST	£2.35
GM504 Toggle Switch DPDT	£2.65
GM505 Mini-Toggle DPDT (C/off)	£3.15

GM506 Mini-Toggle DPDT	£2.75
GM507 Mini-Toggle SPST	£2.45
GM508 Mini-Toggle SPDT	£2.45
GM509 Mini-Toggle SPDT (C/off)	£2.45
GM510 Mini-Toggle for Point Motors	£2.70
GM511 Mini-Toggle for G Point Motors	£3.65
GM512 Push to Break Black (5)	£5.95
GM513 Push to Make Black (5)	£2.85
GM514 Push to Make Blue (5)	£2.85
GM515 Push to Make Green (5)	£2.85
GM516 Push to Make Red (5)	£2.85
GM517 Push to Make White (5)	£2.85
GM518 Push to Make Yellow (5)	£2.85
GM519 Rotary Switch 1 Pole 12 Way	£2.85
GM520 Rotary Switch 2 Pole 6 Way	£3.75
GM521 Rotary Switch 3 Pole 4 Way	£3.75
GM522 Rotary Switch 4 Pole 3 Way	£3.75
BPGM501 Slide Switch DPDT (25)	£12.95
BPGM502 Slide Switch DPDT (C/off) (25)	£12.95
BPGM503 Toggle Switch SPST (25)	£34.95
BPGM504 Toggle Switch DPDT (25)	£42.95
BPGM505 Mini-Toggle DPDT (C/off) (25)	£44.95
BPGM506 Mini-Toggle DPDT (25)	£42.95
BPGM507 Mini-Toggle SPST (25)	£34.95
BPGM508 Mini-Toggle SPDT (25)	£34.95
BPGM509 Mini-Toggle SPDT (C/off) (25)	£39.95
BPGM510 Mini-Toggle for Point Motors (25)	£44.95
BPGM513 Push to Make Black (25)	£9.95
BPGM514 Push to Make Blue (25)	£9.95
BPGM515 Push to Make Green (25)	£9.95
BPGM516 Push to Make Red (25)	£9.95
BPGM517 Push to Make White (25)	£9.95
BPGM518 Push to Make Yellow (25)	£9.95

WIRE

GM09RB Twinned Wire Red/Black (10m)	£4.95
GM10 Wire Red/Black/Green (10m of each)	£5.95
GM11BK Wire Black 7 x 0.2mm (10m)	£2.15
GM11BL Wire Blue 7 x 0.2mm (10m)	£2.15
GM11BN Wire Brown 7 x 0.2mm (10m)	£2.15
GM11GN Wire Green 7 x 0.2mm (10m)	£2.15
GM11GR Wire Grey 7 x 0.2mm (10m)	£2.15
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Bachmann OO gauge 'Lanky Tank'

The British Railways' version of the Bachmann Lancashire & Yorkshire (L&YR) 2-4-2T tank locomotive is described by **Nigel Burkin**.

THE LANCASHIRE & Yorkshire Railway 2-4-2T Class 5 radial tank locomotive was quite a numerous class and was based on a design by John Aspinall. Three hundred and thirty locomotives were constructed between 1889 and 1911, primarily for passenger service.

The design was upgraded during its construction life from a round top firebox, which matched the shape of the boiler, to one with a round cornered square Belpaire firebox. The same firebox, which improved heat transfer and therefore the production of steam, was also retrospectively fitted to many rebuilt L&YR 2-4-2T locomotives.

The wheel arrangement of the L&YR 2-4-2T is an interesting one in that it is a 'radial' design with small load bearing axles working in special axle box and horn block arrangements, which allows the axle and wheels at the front and rear of the locomotive to move laterally in the chassis as a gentle arc to better run through track curves. The result,

despite it being a more expensive arrangement than fixed-axle horn blocks or pony trucks, is to reduce wheel flange and rail wear on sharp curves.

Passenger duties were the primary use of the locomotive and many of the class were fitted with push-pull equipment, which was visible on the side of the smokebox. Workings varied from local and suburban passenger services to station pilot duties and carriage shunting. The class carried out this work throughout the L&YR system from Humberside to Preston and Liverpool and continued to do so into LMS ownership (one locomotive, No. 1041 was transferred to the Wirral Railway and remained there until the 1923 Grouping).

British Railways inherited around 110 of the locomotives upon Nationalisation in 1948 and these were subsequently withdrawn in small numbers until the last locomotive was finally taken out of use in 1961. Only one survived the cutting torch: No. 1008, which was secured for the National

Collection after withdrawal in 1954. It has received cosmetic restoration but has not run in preservation according to my records.

Its choice is perhaps significant in that it was the first L&YR locomotive to be built at the company's Horwich works. It is this locomotive that Bachmann has based its OO gauge model on and No.1008 was offered as an exclusive model in L&Y lined black by the NRM in November 2013 with loco-specific details. The

Manufacturer:
Bachmann Europe Plc.

Scale:
4mm (1:76) scale, OO gauge.

Era:
1889-1961 depending on livery (model dressed for 1948-56 period).

Suggested retail price:
£109.95.

Web:
www.bachmann.co.uk

'production' models followed shortly afterwards in December 2013 and modellers generally agree that the model was both a brave choice for a mainstream model and very well executed. The model described in this article is British Railways No. 50764 finished in lined black livery (31-170).

Model details:

British Railways No. 50764, due for release by Bachmann in early 2017, was selected for this overview of the model. It features details specific to a BR locomotive including smokebox door cleat detail and a modified hand rail. The boiler arrangement is a round top; not a Belpaire firebox and no push-pull equipment is fitted. Two coal rails are fitted to a short coal bunker, which has no rivets on the sides, as per the locomotives when built. Class markings are for a 2P indicating that it is a Class 5 locomotive.

Body shell and detailing:

A number of tightly fitting sub-assemblies make up the body:



boiler, water tanks, cab and bunker together with numerous tiny details applied as separate components. The quality of tooling is extremely fine with subtle riveting on the rear panel of the bunker and delicate boiler bands. All of the mouldings are sharp and well defined with no trace of moulding lines, particularly in very visible areas such as the top of the boiler.

Everything is assembled to a metal running plate and footplate casting, which has some detail cast into it. Tank engines need as much weight as possible and there's not always sufficient room in a narrow boiler for ballast once electronics, motor, gearbox and wiring are fitted – especially if the cab area is to be kept clear for a detailed backhead, driving controls, driver and fireman!

With the cab in mind, the model features a beautifully clear footplate and cab, which has a fully detailed backhead and driving controls neatly picked out in appropriate colours. The rear



NEWS *in brief*

Out and about



In December, editor Sarah Palmer visited Digitrains in Lincoln as part of her research for the feature on page 32. Sarah spoke to Nicole there about running a digital demonstration event for the first time. It included displays from Bachmann, Sounds Loco, Train Tech and On Demand Diaramas.

Revolution honoured at Warley

Revolution Trains was awarded the 2016 Gwyn Humphreys Memorial Trophy at the Warley National Model Railway Exhibition at the NEC in November.

RT was the first company to successfully bring a crowdfunded model to market, namely the TEA tanker.

Scenic Sounds Generator

Brimal Components in collaboration with Iain Hale are pleased to announce their new Scenic Sounds Generator.

With up to 15 sound effects available to play on demand, they can be played either individually or together to give a richer mix to the scene.

Powered from a 9-16 V DC supply, the unit can be powered either from the layout via the 2.1mm DC plug or a separate PSU plugged directly into the rear power socket.

For more information visit www.brimal.co.uk/scenic-sound-controller.html

What's *in* the shops



« of the cab is detailed too and flush glazed spectacle plates with simulated metal frames completes the picture.

Loco frames:

Spring detail, sand boxes, sand pipes, brake rodding and brake blocks mounted in line with the wheels are just a few of the neatly moulded details applied to the locomotive frames. The whole assembly sits neatly in the die-cast running plate and is equipped with NEM-362 coupling pockets at both ends. The pocket mounting slot is concealed behind the end of the frames where guard irons are fitted, so when the couplings and box are removed, there is no visible sign of there ever being such an assembly.

Wheels and axles:

A great deal of effort now goes into making wheels specific to the locomotive being modelled, with the correct diameter of driving wheels and the use of the correct number

of spokes. The four driving wheels fitted to this model have fine-looking spokes and were, on testing of the model, found to be fully concentric on the axles. The load-bearing wheels fitted to radial axles are also fine in appearance and the model meets OO gauge standards perfectly. The model runs smoothly through even sharp curves and this good performance is assisted by Bachmann's version of radial axles. The leading and trailing wheel sets are pivoted within the frames of the model allowing it to run on sectional track curves with ease. An overall weight of 250g adds to its ability to 'hold the road' and its overall tractive effort too. It is unlikely that the model will be asked to handle more than five or six coaches at the most, which tests indicated that it was perfectly capable of doing.

Motor and electronics:

In common with many Bachmann steam locomotive

models, the L&YR 2-4-2T is equipped with a NEM-65I 6-pin DCC socket to save space. The model is not equipped with any electric lighting, so the use of a two-function six-pin decoder is more than adequate. The efficient motor draws little current, even under load, making a 0.5A decoder perfect for the job.

Current is collected from the track through wiper pick-ups acting on the rear of the main driving wheels. This on its own could result in gapping over complex junctions unless turnouts with metal frogs are used. However, the outer 'radial' axle wheels are also equipped with a pick-up system to avoid this problem. Current is collected on one side of each radial axle assembly through a wiper action on the axle. This spreads current collection over the length of the locomotive.

Livery and finishing:

The finish applied to the model of British Railways No. 50764

was immaculate – try as hard as I could, I could find no faults in the application of the black livery, the eggshell finish varnish or lining. Lettering, numerals and lining was straight and level with no traces of bleed.

Overall, the whole model is beautifully finished, down to the red buffer beams and lining applied along the running plate. The model is very well assembled with no traces of adhesive or loose fittings except the cab roof mounted whistle which had to be refitted with a tiny spot of glue.

Small details picked out in metallic colours add something to the lined black livery, including the brass finish around the cab glazing, which itself is commendably flush and very clear.

The model is a delight and perfect for smaller layouts, being no more than 150mm in length. It should not put the space-restricted modeller under any undue pressure! ■

Model Rail Scotland

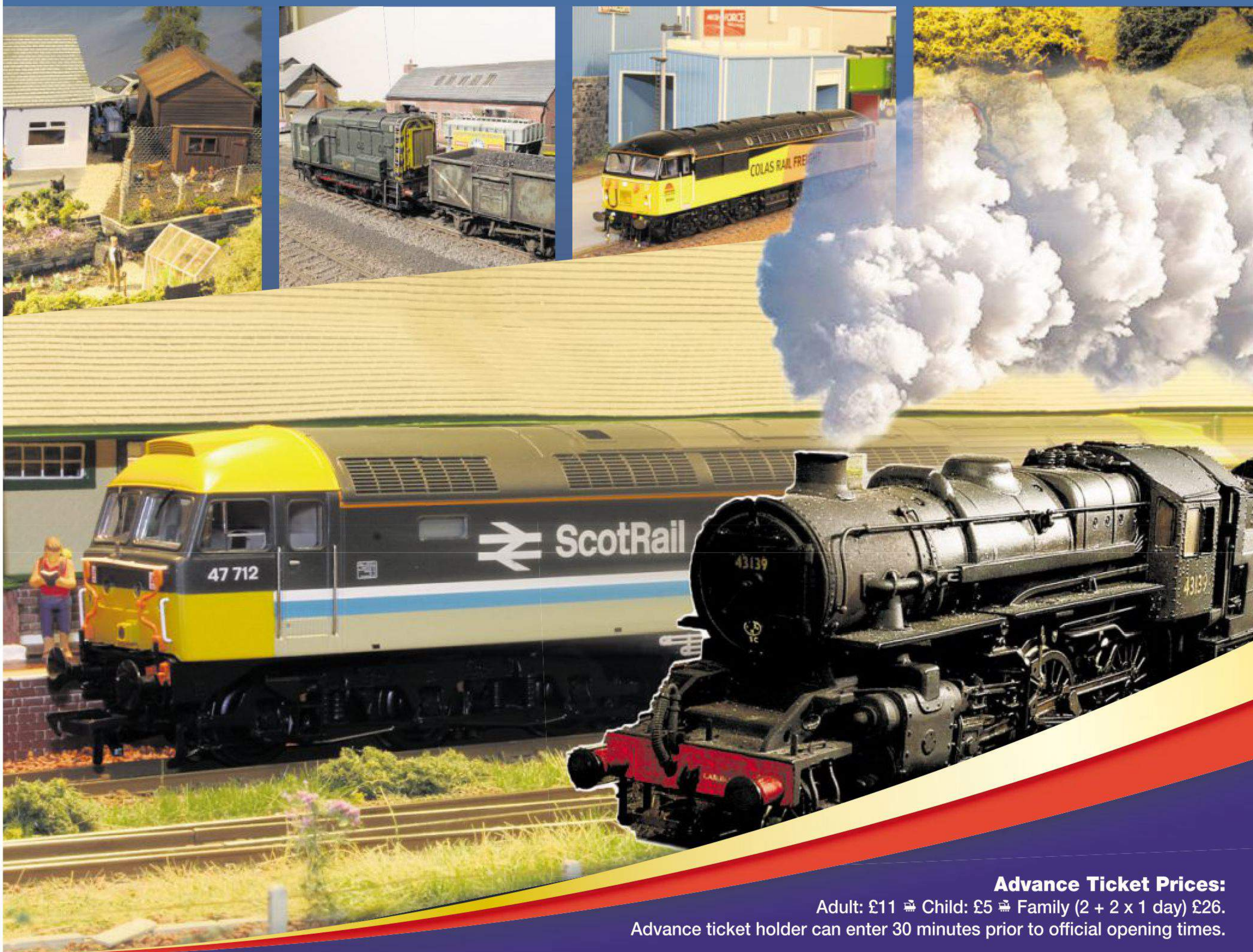
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Weathered edition wagons

Factory weathering of ready-to-run models is becoming increasingly realistic. **Nigel Burkin** reports on the latest weathered editions in OO and N gauge by Bachmann.

FOR NEWCOMERS TO THE hobby, together with those who wish to enjoy a more simple approach to railway modelling, the thought of taking a paint brush and weathering pristine models is a little daunting. In recent years, Bachmann has recognised the need for realistically weathered rolling stock models including wagons,

coaches and locomotives, and modellers not keen on risking ruining expensive models with weathering colours have given them an enthusiastic welcome.

The level of weathering effects applied at the factory has grown ever more sophisticated in response to this demand, with rust patching applied to wagons of steel construction, lime staining from hard water running down the boilers of steam locomotives and brake dusting arising from intense daily use of rolling stock.

Weathering and distressing of models adds an additional level of livery application to the production process of any

model, in both N and OO gauge.

Further printing applications to add distressed effects such as differences in the planking of wooden-bodied wagons including 'unpainted' new planks are applied over and above the basic livery application. Distressing of private-owner markings will require a separate pass or two with the printing process.

All of this adds to the time required to finish a model at the factory and consequently, more expensive models compared with pristine releases. However, the results are pretty realistic and will save the modeller time (and money) in not having to add character to their own models, leaving time for layout building, scenery and structure modelling.

Bachmann released a number of OO gauge seven and eight-plank mineral wagons late in 2016, which feature varying levels of weathering and distressing together with a 20t LNER brake van. In N gauge, a reissue of the popular COVHOP wagon in weathered condition is sure to be popular with those who like to replicate soda ash traffic. As the photographs demonstrate, the level of weathering goes beyond a quick squirt with dark brown paint in most cases.

Individual models:

37-885A: This weathered OO gauge seven-plank wagon, fitted with coke rails and finished with Cory Bros lettering, is a fine example of what can be done with the printing process





used in livery application. The model actually represents one taken into BR ownership featuring a BR running number with a P-prefix. Weathering includes new planking and worn private owner markings which have been interrupted by the new planks. BR would certainly not patch in the old owner name after making repairs to the wagon body.

37-209: A very interesting model for BR steam-era modellers is the OO gauge eight-plank former private owner wagon finished in very distressed condition – there being absolutely no trace of any private owner markings whatsoever. The wagon ‘could’ have been painted in BR grey following Nationalisation; the livery quickly becoming eroded

and weathering resulting in a model with a great deal of character. In common with the seven-plank former Cory Bros model, the wagon carried a BR number and a diagonal white stripe to show which end of the wagon is fitted with an end door. Coke rails are fitted as separate mouldings and a high level of detail is a feature of this model.



Manufacturer:
Bachmann Europe Plc.

Web:
www.bachmann.co.uk

Suggested retail prices:
OO gauge (16.5mm track, 1:76 scale).
37-885A Former private owner seven-plank wagon with coke rails as BR No. P156917: £17.50.
37-209 Former private owner eight-plank wagon with coke rails as BR No. P63984: £15.95.
37-114 Weathered seven-plank mineral wagon with Baldwin markings: £16.50.
37-529B LNER 20t brake van in weathered red oxide livery: £25.50.
N gauge (9mm track, 1:148 scale).
377-766A Weathered BR COVHOP in weathered unfitted grey livery (Graham Farish): £23.95.

NEWS *in brief*

Creating a backscene

New from Ian Allan Publishing is *Creating a Backscene: A Railway Modelling Companion* by Paul Bambrick and John Ellis-Cockell.

It's 244 pages and costs £30. I was impressed with its references to paintings and streetscapes in order to learn from them about scale, positioning of figures etc without exhorting the modeller to be an artist in order to achieve scenic models.

GWR Dean Goods class

Locomotionmodels.com has announced the latest exclusive edition in the National Collection in Miniature model railway series – a finely detailed model of GWR No. 2516 Dean Goods Class, produced by Oxford Rail, and available in either DCC ready or with sound versions.

The National Railway Museum's Dean Goods locomotive no. 2516 is currently housed at STEAM – The Museum of the Great Western Railway in Swindon, Wiltshire.

Restored in the 1960s for display, it currently appears as it would have done in the late 1920s Great Western green livery.

This is the first National Collection in Miniature series model to be produced by Oxford Rail in a new partnership with Locomotionmodels.com

All profits generated from the sale of National Collection in Miniature models are reinvested into the ongoing work to conserve, expand and display the National Railway Collection and National Collection in Miniature.

Visit www.locomotionmodels.com for more details.

What's *in* the shops



ABOVE: Straight from the box: nothing more needs to be done to the Bachmann weathered seven and eight-plank models. **RIGHT:** Light weathering has been applied to the reissued OO gauge LNER 20t brake van, including soot around the stove pipe and brake dust to the underframe.

« **37-114:** Some very fine tooling is a feature of the Bachmann OO gauge seven-plank models. This particular example features fixed ends and worn private owner markings and new planking following repairs to the body. Representing an example of the Baldwin wagon fleet, the wagon has pre-Nationalisation markings and would suit a layout based in the

1923-1947 Big Four era.

37-529B: The popular OO gauge 20t brake van is issued in its LNER guise with shorter running boards and finished in LNER brown oxide livery as No.182897. Features of the model include separate grab rails, flush glazing applied to the cabin and neatly applied lettering. Weathering is subtle, indicating that the wagon is not exposed to the wear and



tear of carrying loads and may have been painted in a workshop relatively recently. A light application of brake dust is applied to the underframe, which serves to highlight the moulded detail. None of the finely printed markings seen on the solebar are obscured.

377-766A: A weathered and rusted COVHOP soda ash wagon produced under the Graham Farish label demonstrates that the fine weathering and distressing effect can be applied to N gauge models too and to great effect. BR COVHOP wagons

are steel-bodied and suffered as a result of the aggressive nature of the chemicals they carried. The BR grey livery has been distressed with rust patching with the rust colour applied as a realistic dark brown. The model is finished with a light dusting of what could be brake dust and also traces of soda ash itself. While the model has extensive weathered effects, the finely applied lettering and markings are clearly legible, including instructions for operating the under-hopper discharge equipment. ■



Peter's Railway

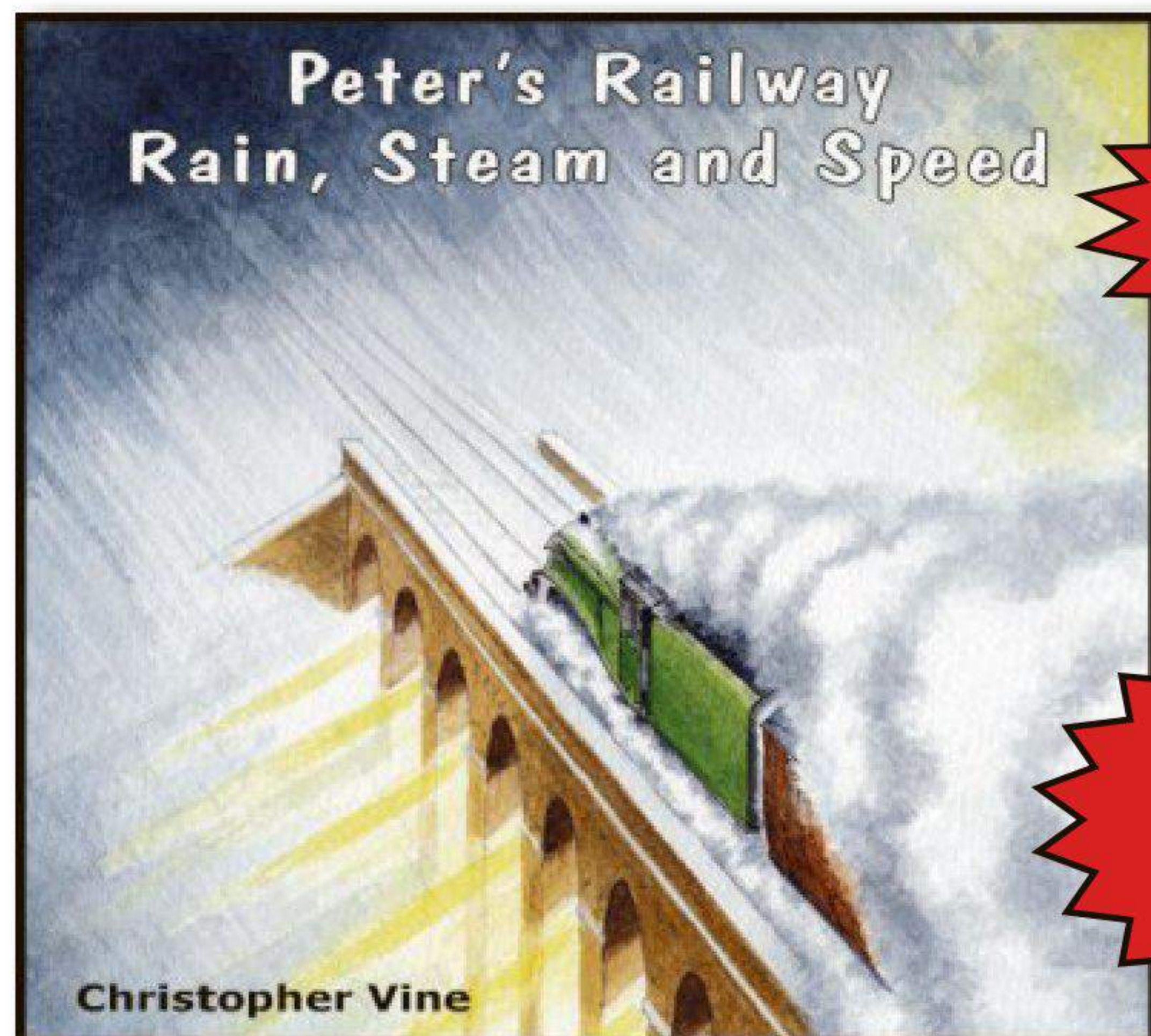
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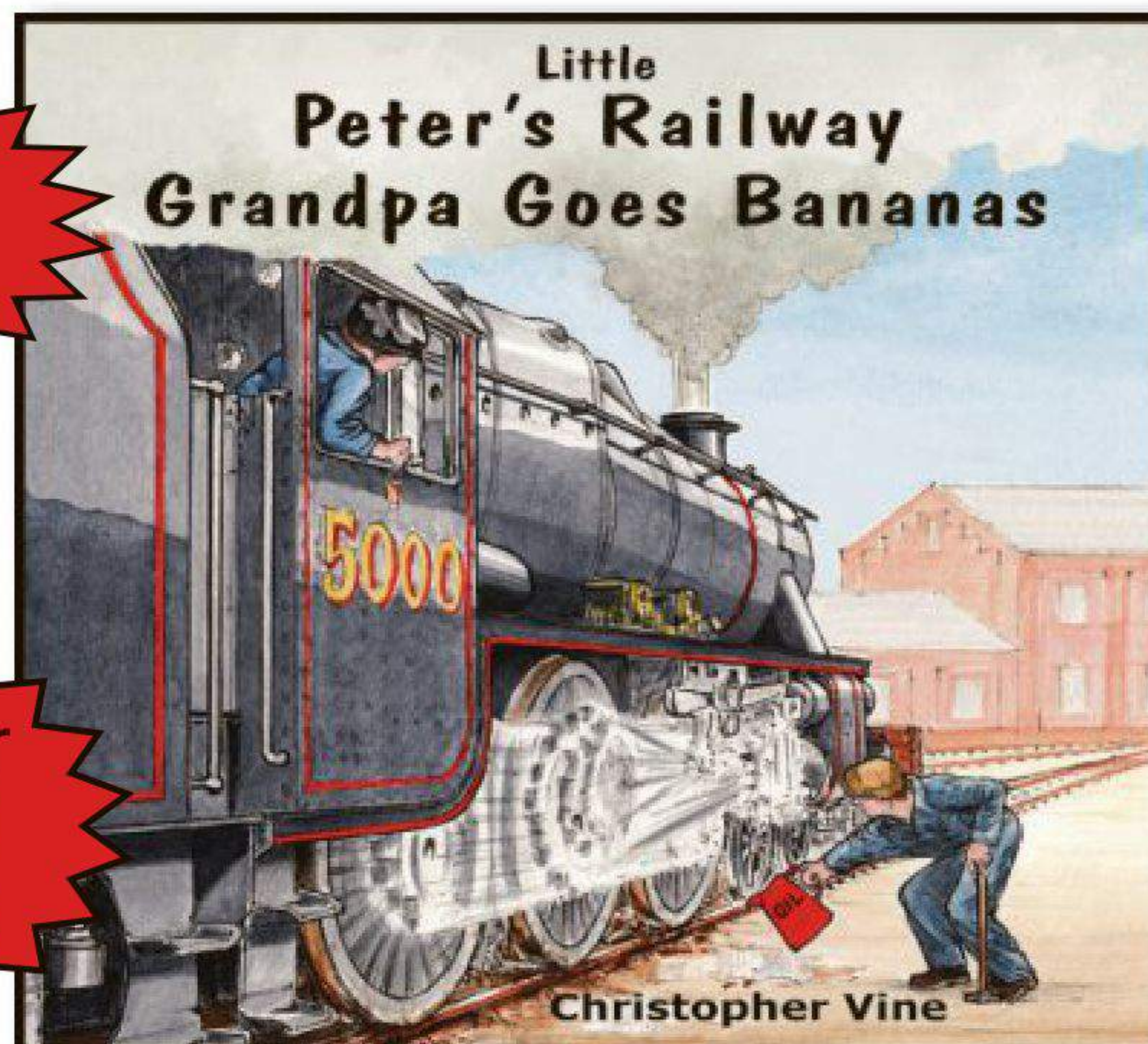
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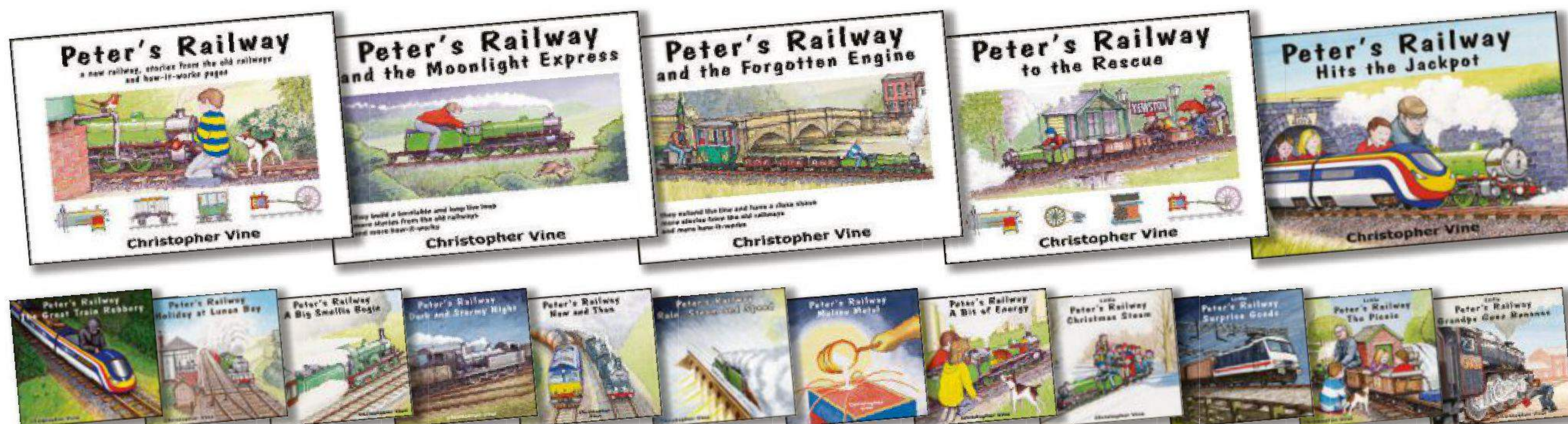
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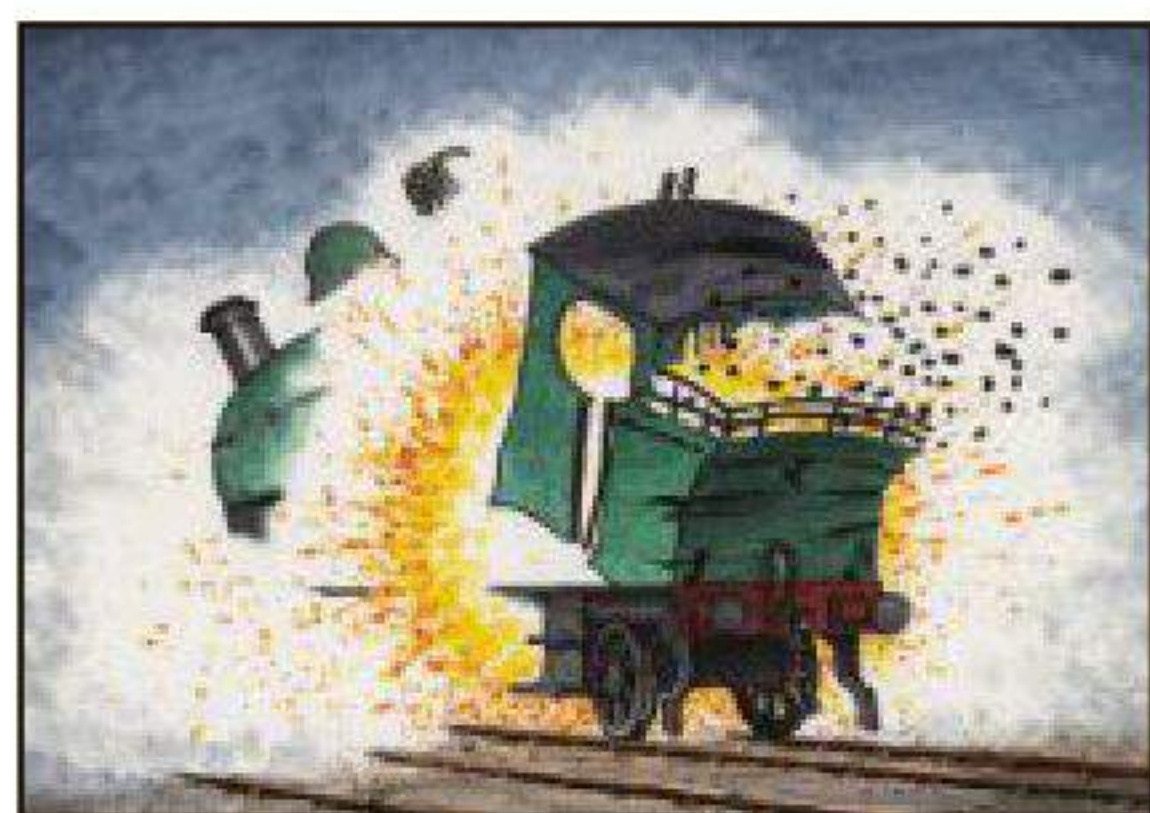
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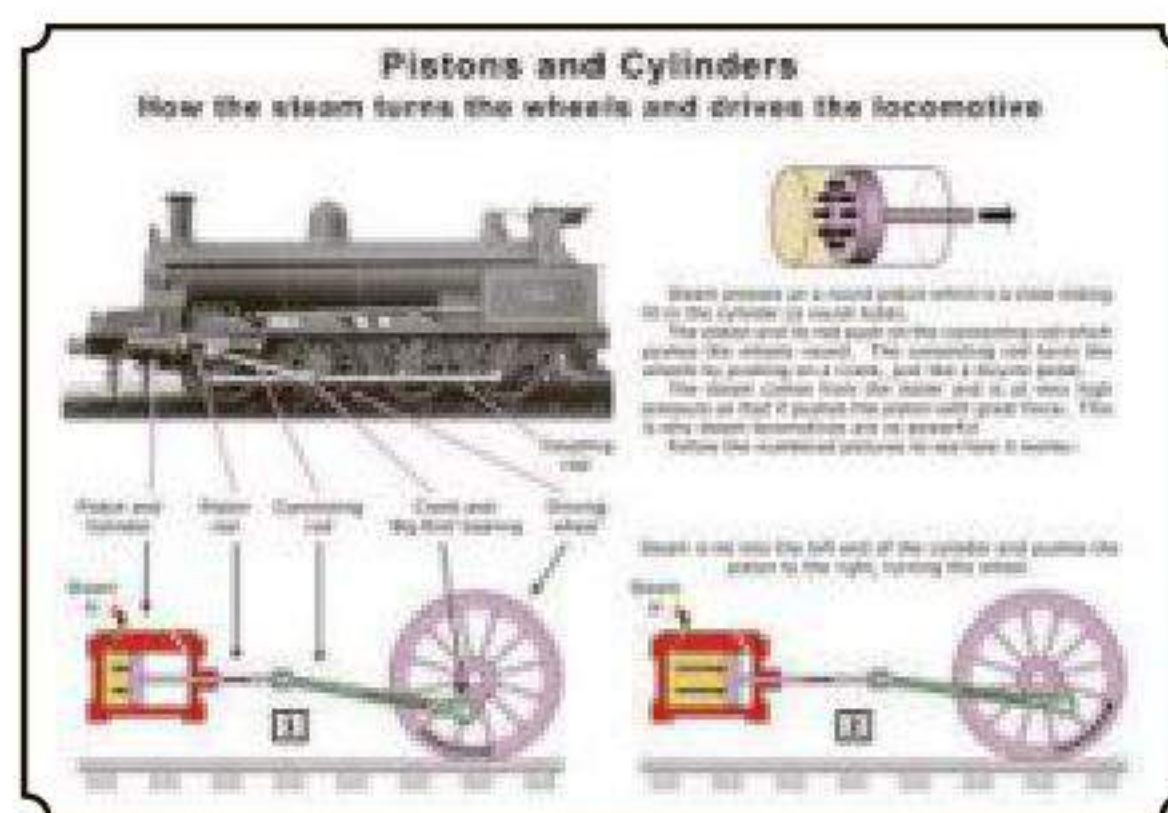
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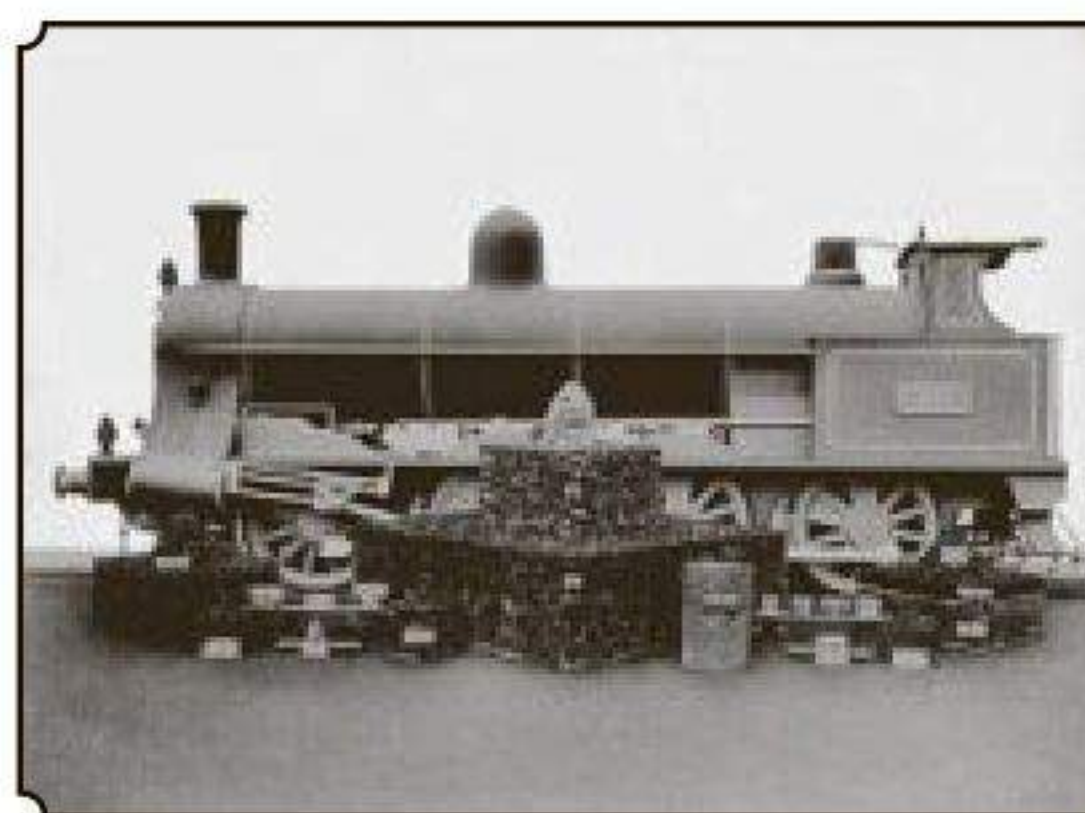
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Story



Technical



History



Adventure

A belle vue

A cycling holiday through Brittany seems an unlikely spur for a model railway, but as a long-distance cyclist myself I can certainly understand how being so open to the elements means you take in more of the sights of the countryside you're travelling through, says **Sarah Palmer**. That's exactly what happened to Maggie and Gordon Gravett after they went on a cycling holiday in France nearly 30 years ago and the experience spurred them to create Pempoul.

“WHEN YOU'RE CYCLING YOU SEE more and you smell more. We were in Brittany and cycled off the beaten track, where we discovered that there had once been a railway in the area,” says Maggie. From this the couple decided to model the area they had cycled through.

The metre-gauge Réseau Breton system once served much of inland Brittany connecting rural areas to the SNCF main lines but it closed to all traffic in 1967. Maggie and Gordon's fictitious scene shows a small section of the railway in the last years of its life.

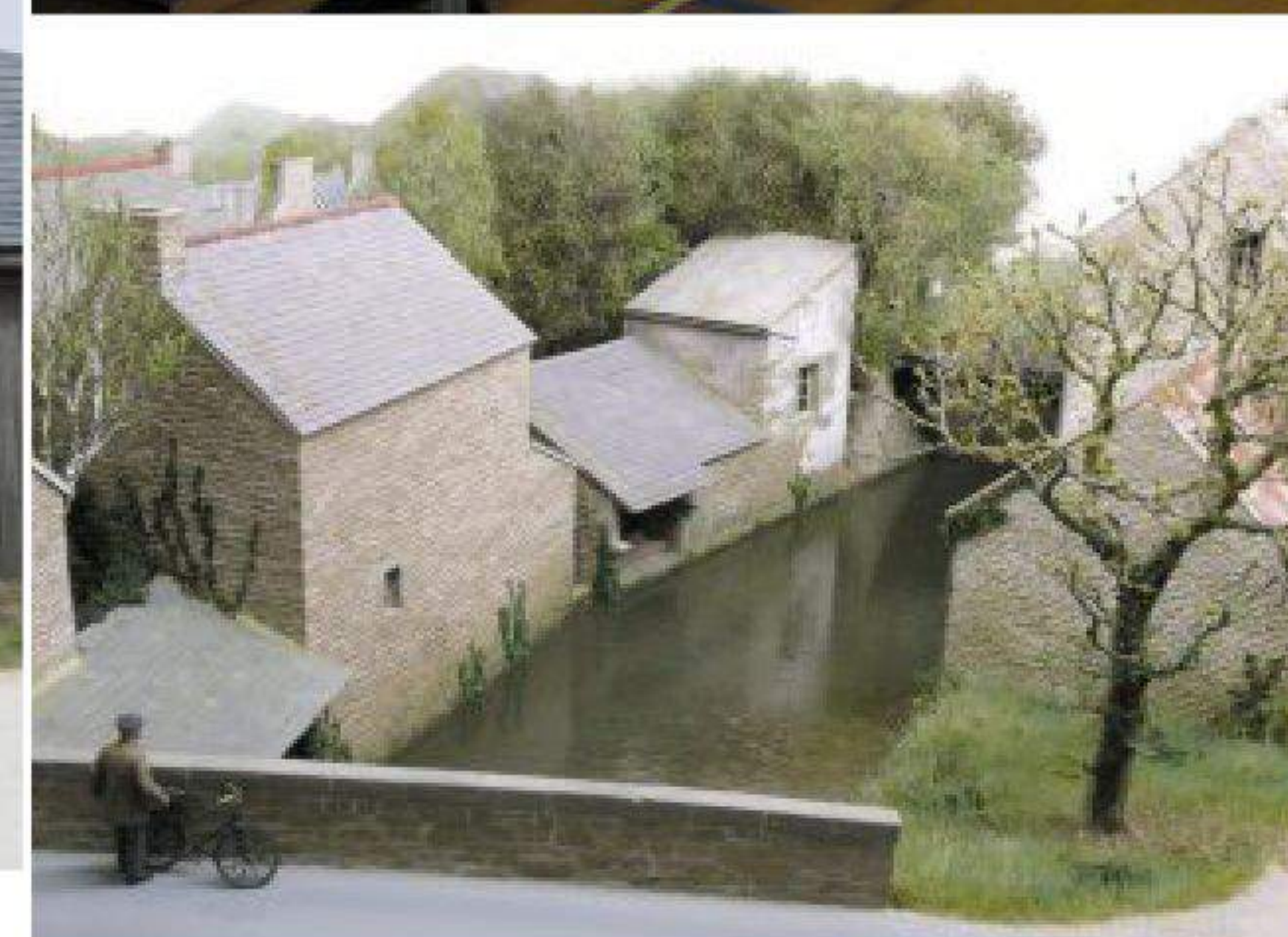
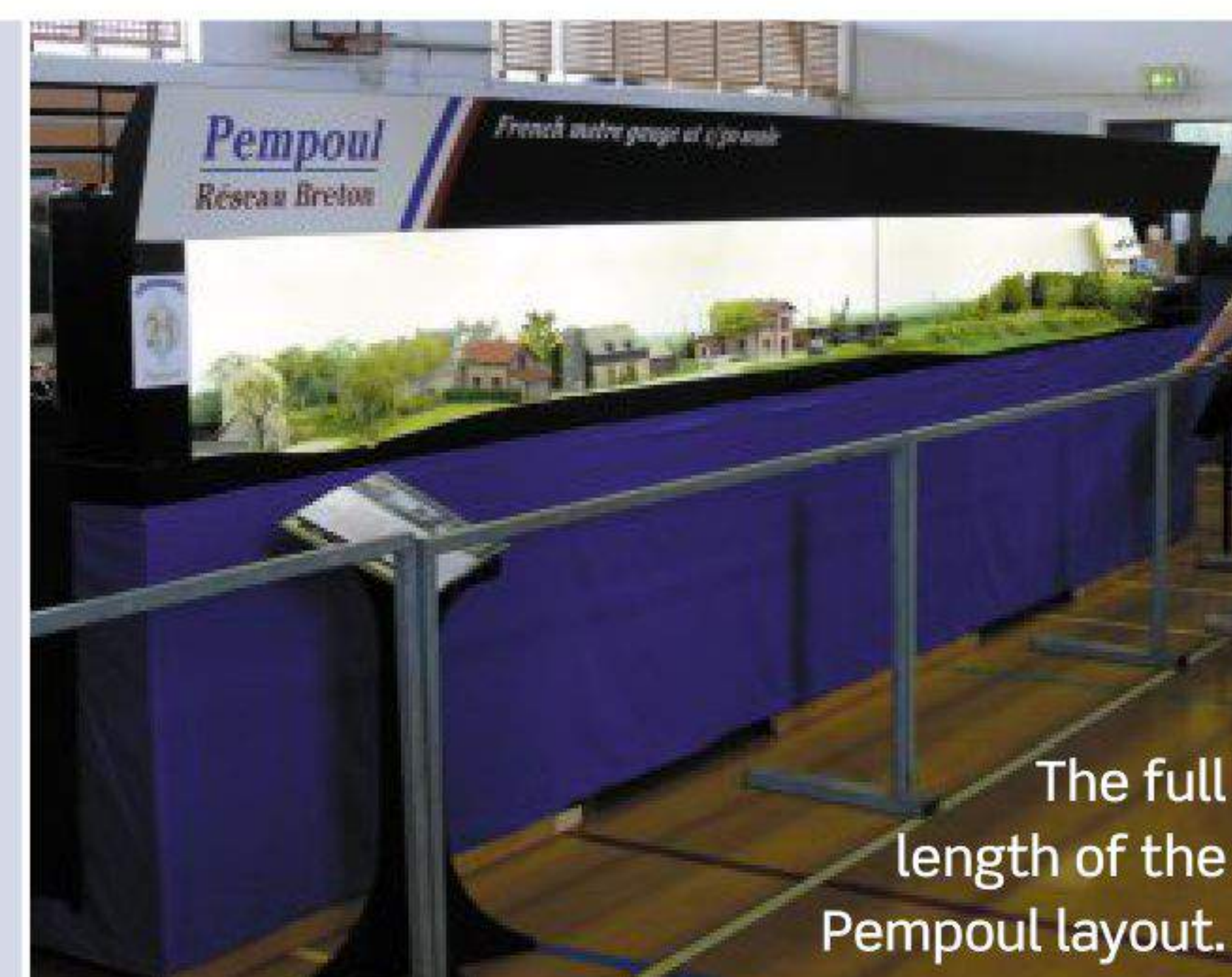
I first came across this layout at Spalding Model Railway Exhibition, and there was something about the scene that really grabbed my attention. It seemed to glow with a warmth and charm that felt more like peering over a stone wall into an actual French landscape rather than just a re-creation of one. It brought me in mind of Nicholas Hilliard, the noted British 16th century miniaturist who created microcosms of Elizabethan life and people using a fine squirrel-hair brush with acute attention to detail. It wouldn't be too much to say that this layout's

artistry belies a mere model railway.

“Each building has been hand scribed from foam board, which is then covered in Das modelling clay, left to dry then each individual stone is etched on to the surface, with an area no more than 5cm² taking up to two hours to do. I then give them to my husband to paint,” says Maggie as she explains how each building on the layout was painstakingly scratch-built.

“The layout took 17 years to make, including the research. My husband painted the backscene and trees as he has the skill with colour. These are real





LEFT: A Corpet-Louvet locomotive and train approaches Pempoul. Keeping the foliage of the trees open gives a greater impression of depth to a fairly narrow layout. **ABOVE:** One of the first buildings that Maggie wanted to make was this stone and wood agricultural store. On the left is a typical French electric sub-station tower.

You can see the full beauty of the hand-engraved stonework in this shot.

buildings that we've re-created, it's just that they don't exist anymore. One of the buildings we have on the layout now has a motorway running through it," she adds.

Although it's just Maggie I'm talking to about the layout she is at pains to point out that it was very much a joint enterprise with both herself and Gordon bringing valuable but different skills to the table.

"I love France and I speak French, which helps with the research and Gordon has the technical skill," she says.

"Gordon was a draughtsman and with Pempoul he wanted to create a continuous scene to make the viewer feel as though they were in the scene. In his mind's eye he walked along the track and also used the idea of a vanishing point. He used to be a model ship maker, creating, among others, miniature cruise liners that might adorn travel agents' windows," she says.

As well as the sheer artistry of this layout the gauge also stands out as being unusual.

"The gauge we've chosen is a funny one really, but 1:50 makes for easy maths," says Maggie. 1:50 had the advantage of giving easy to use metric dimensions, for example one metre = 20mm. Having said that the track was built to the well-proven 18.2mm gauge (EM standards).

"I can live with this inaccuracy and it has saved many hours in what was always going to be a very long-term project."

There is only a short window in which to see Pempoul though, as May will be its last outing – at the Railex show at the Stoke Mandeville

stadium in Buckinghamshire.

"Gordon will be 70 soon and it will become more expensive for the van hire that we need to move the layout around." You could say that Pempoul deserves something of a retirement as it has travelled all over Europe including Germany, France, Luxembourg, Belgium and the Netherlands.

"We have been working on something else, a scene based around the River Arun in Sussex, it will be called Arun Quay and is set in the steam era of the 1960s. When it's finished we want to build another French one."

With a layout of such quality, you'd think that everything was plain sailing, but that's not the case.

"We made lots of mistakes in the modelling of Pempoul," smiles Maggie. "The grass for instance didn't start off the colour it is now, so Gordon overpainted it to get it right."

"Also one of the first buildings was the barn and the two sides you can see have different stonework. But you can make it deliberate, we could say that irregular stonework was part of the original. The same applies when you make mistakes while operating the layout – you just pretend you did it on purpose."

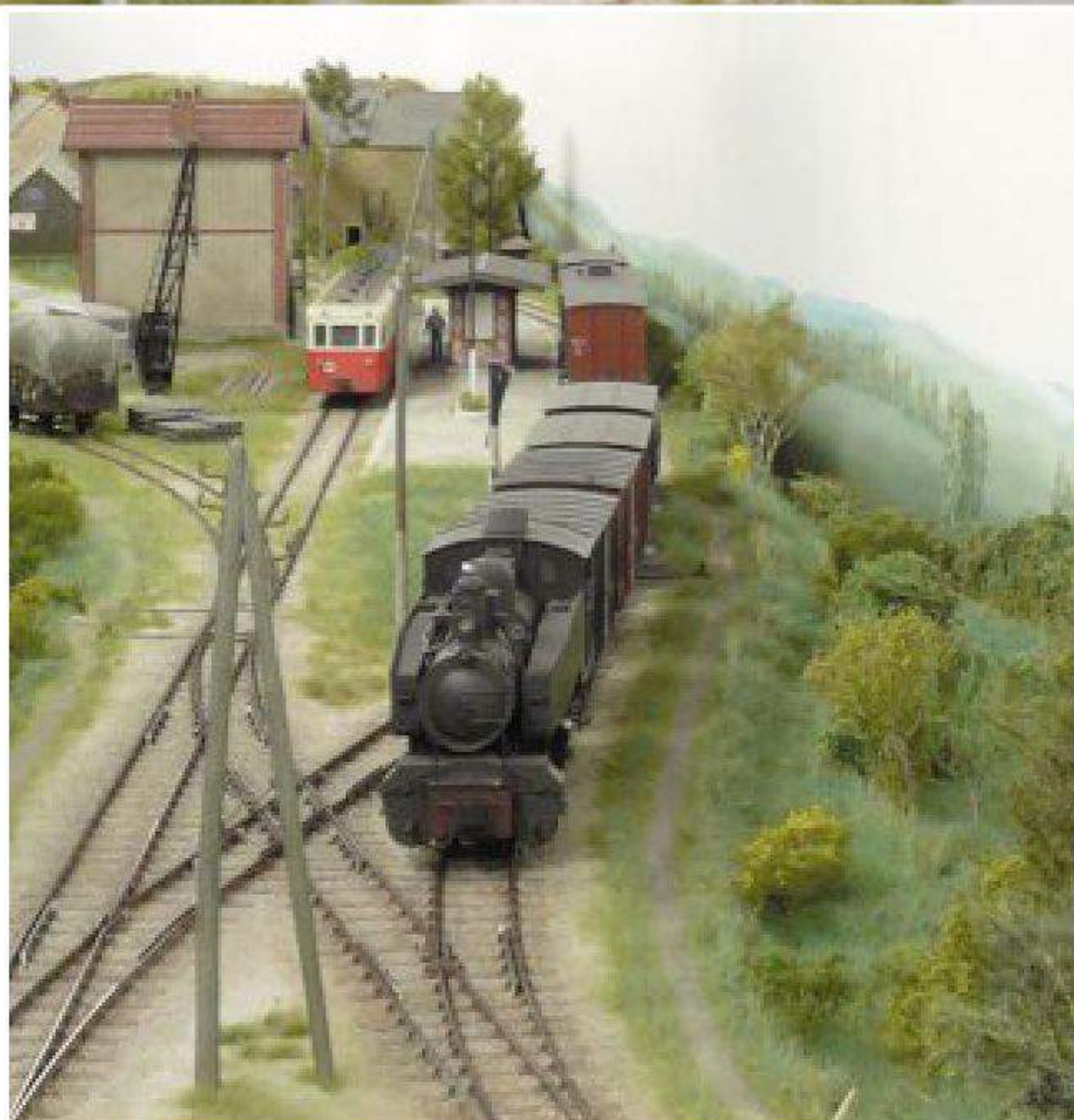
This attention to detailing and colour also applies to lighting the layout. Many modellers use their own lighting, such as daylight bulbs or LED lighting, to keep the lighting constant, at home and at shows. And if the green gloomy lighting at Warley »

Helping the next generation

For more than 20 years, Maggie has worked on the stand at Warley show with Peco and Squires who give OO gauge equipment free of charge for youngsters to use there. A team of eight works on the show now (it was originally three) and there are up to 150 children coming to model over the weekend.

Maggie also helps junior modellers at York Model Railway Show (April 15-17, 2017) and works at Pecorama in Devon over the school summer holidays.

Why does she do it? "To encourage children to do something other than press buttons so they can use their hands to create things and be imaginative. Children aren't often taught to make things and do seem to be getting fed up of screen-based activities. Too much in today's culture is about things being perfect and buying things off the shelf. We want to encourage experimentation and encourage trial and error, to not be afraid to fail and move on. Children can now use apps to control their layouts, I wouldn't have a clue how to use an app," laughs Maggie.



Most steam workings on the railway are freight and diesel 'autorails' cater for the timetabled passenger trains.



Maggie is a big believer in encouraging youngsters into the hobby.

About Réseau Breton

Réseau Breton was the only remaining metre-gauge railway in Brittany during the 1950s and 1960s, a reminder of former successful, and long-lived metre-gauge railways in this area of France. It was narrow gauge but by no means a small affair with the network consisting of five routes emanating from Carhaix in north-western France. Pempoul featured in a 2013 BBC Timeshift story entitled The Joy of (Train) Sets.

« is anything to go by then I can see why lighting is such a concern for exhibition layouts. Observation of nature and lighting do seem to be key to the accuracy and luminescence of Pempoul.

“Gordon walks every morning and often takes a camera with him to photograph what he sees. When we were doing our research for Pempoul, we visited France regularly for inspiration and photographed the trees. We would then print them off

at the right scale for our layout and use them when making the models. You can spend a long time making a tree. Gordon has learned so much about modelling trees that he's written two books on the subject, published by Wild Swan.”

Part of the realism of the layout is created through the trees, as you can look through the trees as they aren't covered in leaves, one of the many ways that the layout creates space by fooling the eye.

“We wanted to great a feeling of space, which is why we set it in a springtime mid-morning. We wanted to create an illusion you can get lost in.”

This is what is clever about Maggie and Gordon's backscene; it adds to the illusion and by not seeing someone at the back operating, it doesn't interrupt the fantasy. You can stand in front of Pempoul and lose yourself in it, and isn't that what it's all about? ■



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The Birmingham Carpet Dribbler

The carpet what?

Also known as the piddler, this was a classic Victorian toy with moveable front wheels, so it could be operated without tracks, hence the carpet element in its name. They date from around 1840 and were basically a small steam boiler mounted on wheels and were one of the first model trains. They loosely looked like the locomotives around at the time and were made completely from brass. They are classed as being the first commercially available model train.

So, it didn't run on rails?

No, they ran without track and were operated by filling a boiler with water, lighting the burner and then when in steam were allowed to run freely on the floor until they ran out of water, crashed into the furniture, or in the worst-case scenario exploded, which some did until they were fitted with safety valves.



Why was it known as a piddler?

As the tiny trains steamed their way across carpets they had a tendency to leave a watery trail behind them, hence piddler. As this water was often mixed with the fuel from the boiler, this trail could also be flammable, until the Victorian equivalent of health and safety intervened with design adjustments to make them less likely to catch fire.

Can I get my hands on one?

Reproduction models are available to purchase from www.steamengines.co.uk/Birmingham-dribbler and some modellers have attempted to build replicas. In 2012 a 3¼in gauge live steam brass 2-2-2 Dribbler with steam whistle, wooden insert to buffer, red spoked wheels and a flat back wagon was sold for £170 by Tennants Auctioneers. Diss Auction Rooms



sold a Maxwell Hemmens' limited-edition gold-plated steam model of a Dribbler at 19cm long, with wooden plinth and operating instruction manual replica from 1993 for £120.

Where can I see one?

Brighton Toy and Model Museum has one dating from 1865. You can also see clips of them in operation on YouTube.



Railway Children train pack

This month's giveaway is a Railway Children train pack from Bachmann Branch-line OO gauge, which comes with a GWR 57xx Pannier in GNSR livery, two GNSR coaches and Scenecraft Oakworth station building. It's DCC ready with an eight-pin socket and retails at £134.95.

This perennially popular book by E Nesbitt, first published 110 years ago, has been brought to the screen several times, the most well known of which is probably the 1970 Lionel Jeffries film starring Dinah Sheridan and Jenny Agutter, filmed on the Keighley and Worth Valley Railway.

"This line is in the premier league of heritage lines," says *Heritage Railway's* Robin Jones.

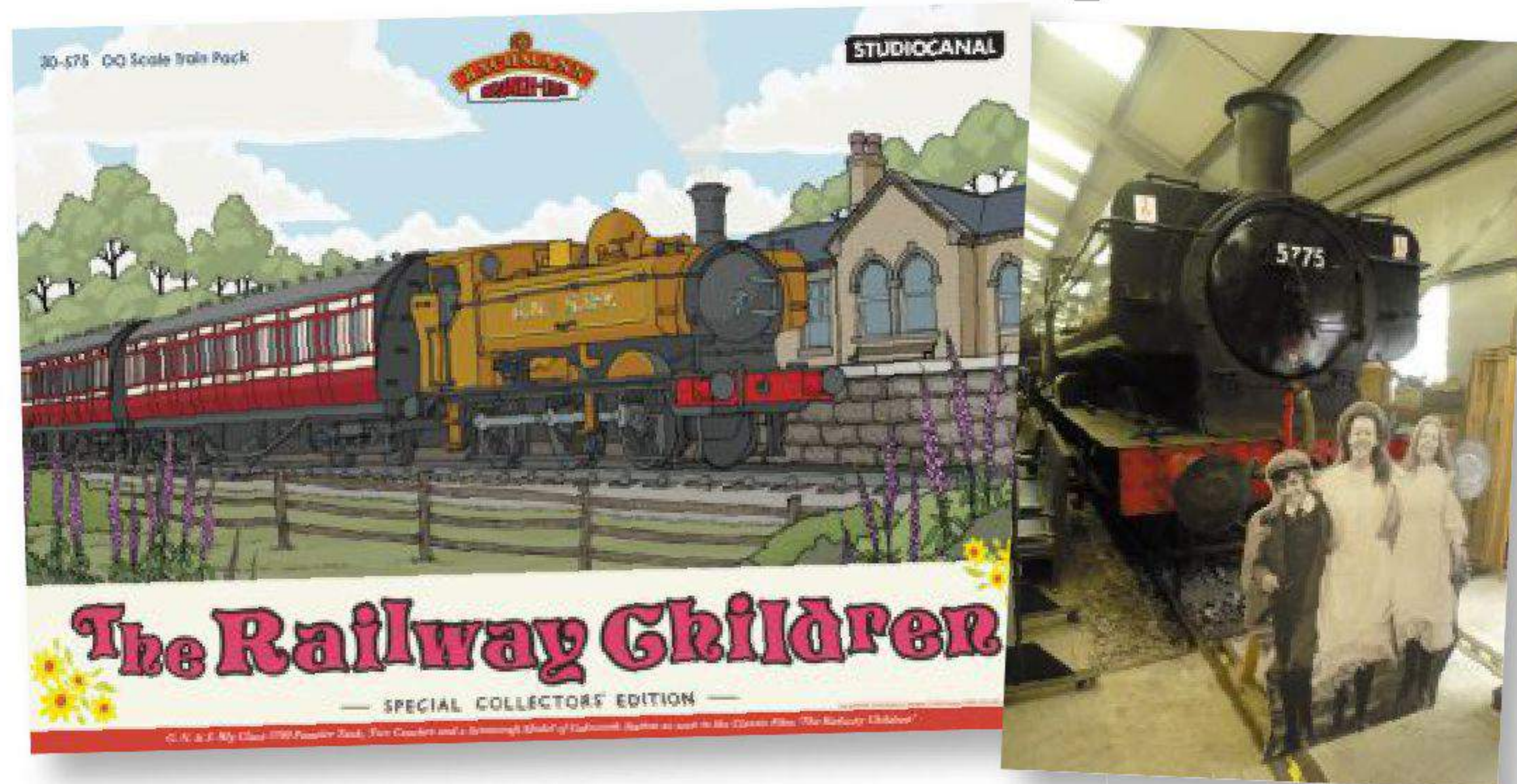
"It was perfect for the filming of the Edwardian classic,

The Railway Children."

More recently, The Railway Children has been enjoying a resurgence in popularity with a stage adaptation produced by the National Railway Museum in collaboration with York Theatre Royal, featuring a full-size pannier tank. It was first performed at the Signal Box Theatre in York and will be performed at King's Cross until January 8, 2017.

To be in with a chance of winning this amazing pack send your details to: *The Railway Magazine Guide to Modelling*, Mortons Media Group Ltd, Media Centre, Morton Way, Horncastle, LN9 6JR or enter online at www.railwaymagazinemodelling.co.uk/competitions.

Offer expires on January 11, 2017.



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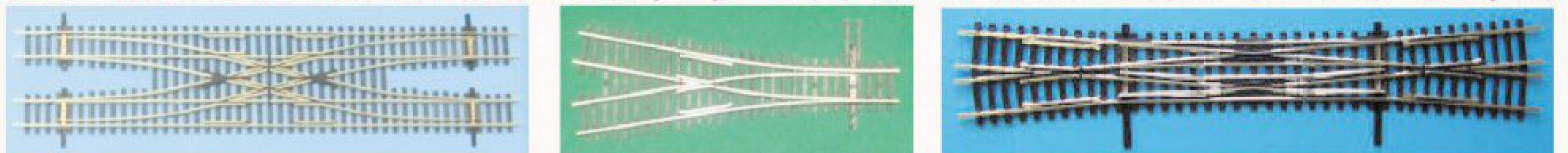


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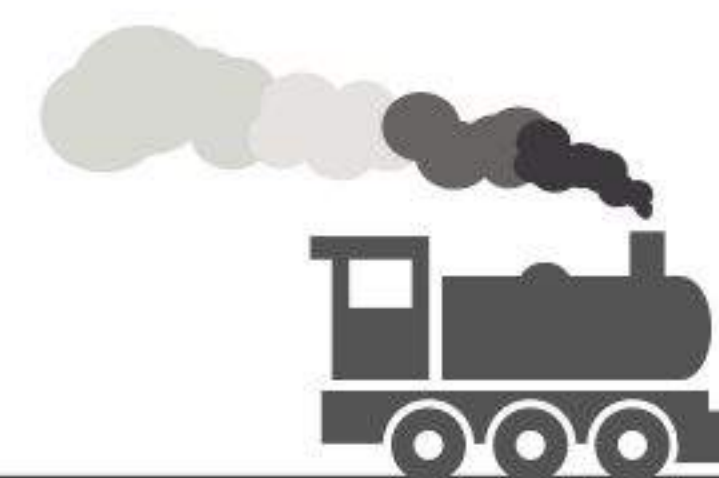
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Getting down to baseboards

Ian Lamb offers some advice on setting up a basic layout while reminiscing about his own early railway modelling days.

THE FORMER HORNBY MARKETING manager, Simon Kohler, (affectionately known as ‘Mr Hornby’) has been a great inspiration to modellers over the years, and his enthusiasm – not just for the company he represented – summed up so well what the hobby was all about.

“There cannot be too many hobbies that start with a Christmas, birthday or just a ‘well done’ present, which, over time, can evolve into being not only a hobby but also a passion that can, and does, last a lifetime. True, there are occasions in the enthusiast’s life when young families, education and mortgages take the lead but the interest never really fades and is only waiting for the right time to re-emerge and when it does it inevitably arrives with a new vigour. To think it all started with a train set years before!”

While appreciating that most railway modellers leave the hobby in their teens and return to it in later life, in my own case I’ve continued with model railways whenever the opportunity presented itself, though it is only in the last 20 years since taking early retirement that I have concentrated on it as much as I now do.

For many, the interest in model railways was one that was shared with either parent or both and no doubt it was one of them who first placed the idea of a train set into their child’s thoughts. From time to time in the early days my younger brother would share the hobby with me, but as I gradually moved away from playing trains towards serious railway modelling – plus the fact that he was more interested in football – I tended to pursue modelling on my own.

Once you have bought your first train

set, caressed it lovingly, and looked at it from every angle, you may feel rightly proud of yourself at the choice you have made. The next thing to do is very carefully remove it from its box, and – without too much excitement – assemble the circle and off you go. However, creating a model railway takes more than just trains and track.

It is easy to forget that most of us started off with a Hornby train set and consequently forgot all the mistakes we made in our early days of railway modelling. Very limited pocket money often meant trying to ‘cut corners’, usually resulting in the end product being more expensive than if I had simply saved up for the original – such is the impatience of youth! Very limited knowledge and understanding of electrical circuits was a major problem – and still is for people starting out – so it is never too early to learn such basic information.

For most of us, our model railway baptism – thanks to impatience waiting to see the train run – is usually on the living room floor where it can be easily damaged and collect dust that can affect loco running. Hence the need to construct a formal baseboard as soon as possible, subject to space available.

Today’s problems on this matter are no different to those of postwar Hornby Dublo for those starting off in modelling railways. Indeed, in today’s modern housing space is even more limited than that of the 1950s. As an astute marketing exercise at the time, Hornby Dublo coined the phrase a ‘table-top railway’ to get the potential layout off the floor.

To a certain extent it was much easier operating Hornby Dublo (because of its electrical simplicity owing to its third rail) »



« than the changeover to today's two-rail system, and in a sense the evolution of the hobby is such that moving to DCC has made things even easier.

Giving due time and attention to this matter was always worthwhile, and could avoid a lot of heartache and disappointment at a later stage. Generally speaking the average baseboard was 8ft by 4ft, mainly owing to that being a standard size of sheet at the local timber merchant. Without thinking, most newcomers rushed off and purchased hardboard, the worst possible thing to do, as track pins are almost impossible to secure, and over time this material tends to warp. Nowadays it's best to discuss your requirements with your local model shop or go for a product like Sundeala. Hornby recommends 10mm or 15mm blockboard.

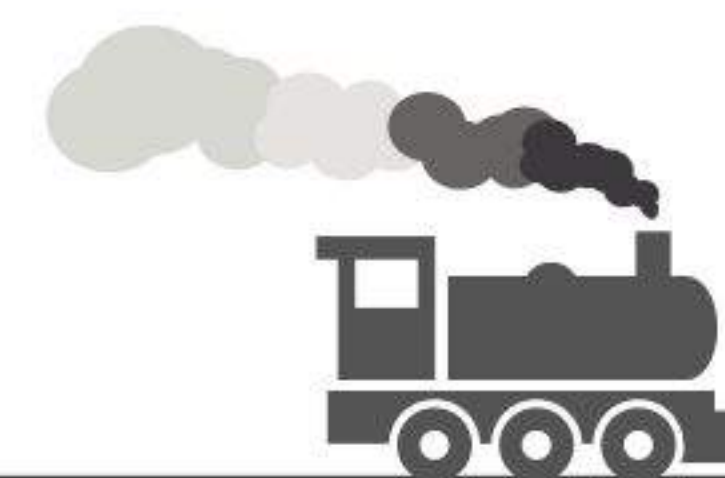
Whatever material is chosen it needs to be secured to an appropriate frame, usually made from lengths of 5cm x 2.5cm softwood, to provide a firm, even foundation for the track. Cross bracing is essential at approximately 0.6m intervals along the length and breadth. Before constructing this frame, a decision needs to be made as to whether the surface will be totally covered or have an operating well in the middle.

For many railway modellers a permanent layout on a table will satisfy their immediate needs. However, if possible do give serious consideration to portability; e.g. it may be necessary to dismantle the layout occasionally when the room is required for visitors. Also, table-top level is not ideal for operating purposes unless total control is performed

sitting down. It is much better to place the layout on longer legs, and stand for operating purposes, so avoiding back strain. This may not suit some viewers, but in many respects – such as young children and wheelchair occupants – the layout can be more realistic when seen from track level.

Gradually I am rebuilding all my layouts for leg support rather than tables – not least of all for speed of setting up at exhibitions, but also the tremendous space that is then available for central access and site storage beneath the baseboard.

Your hobby is only half the fun when operated alone, so encourage friends to share the pleasure of your layout with you. Not only do many hands make light work, it brings into the arena various other skills that you might not have yourself.



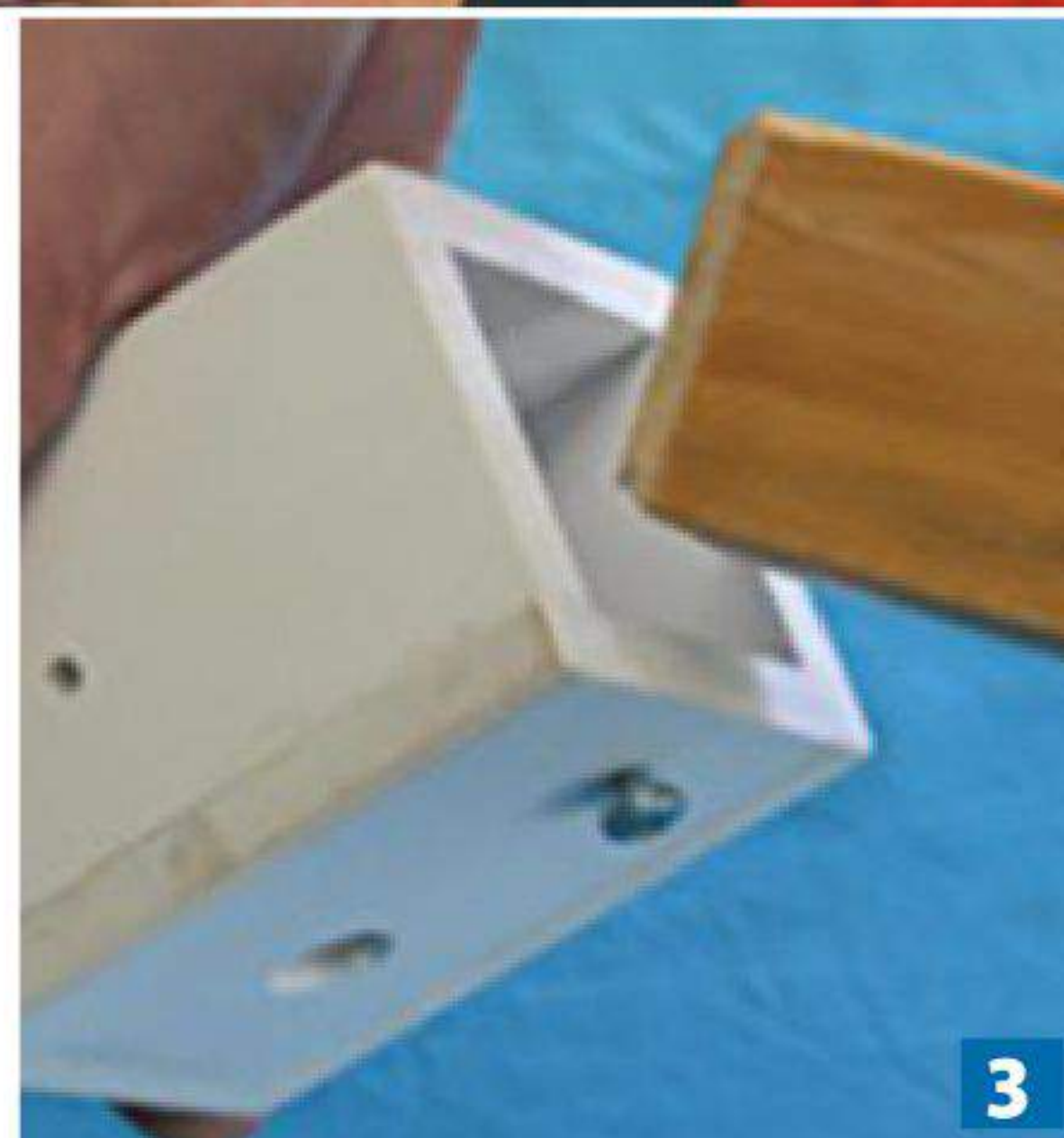
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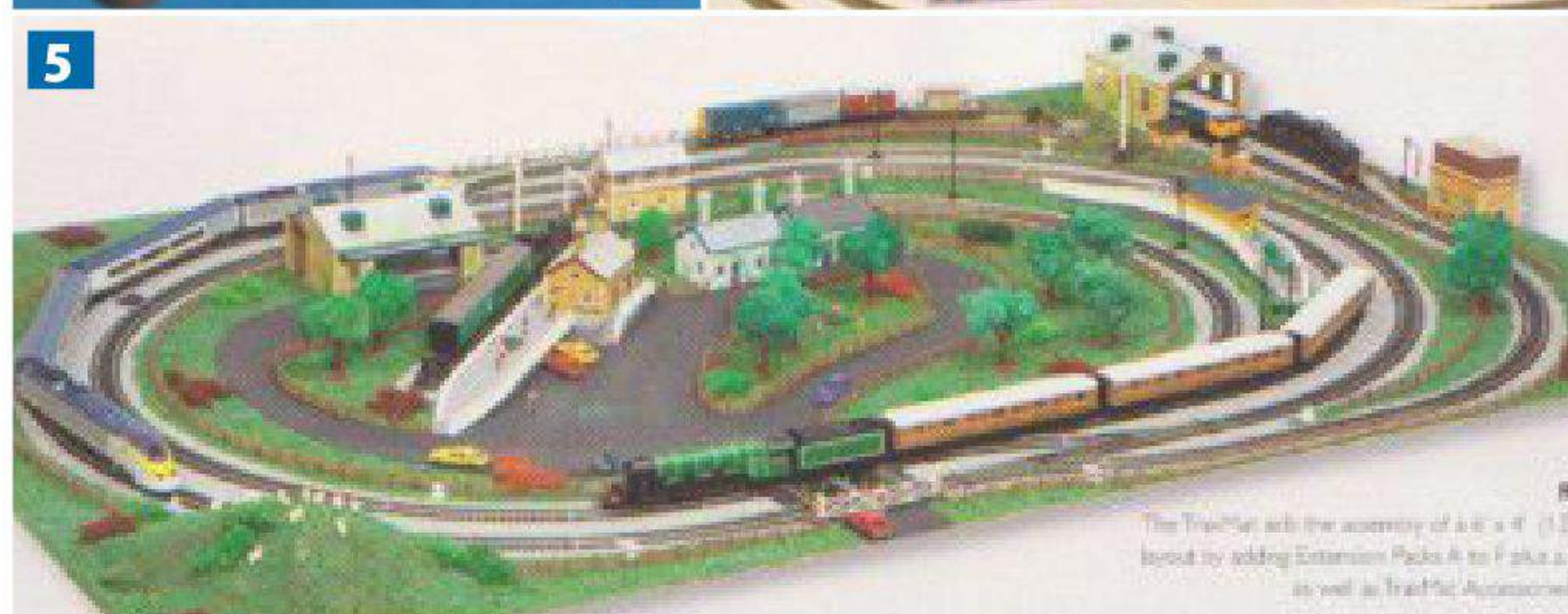
John Diffey acquired this derelict former GNSR Cromdale station in Strathspey and created it into the wonderful state it is now, for all to enjoy. At the far end is a 1916 Great North of Scotland railway carriage body which has been restored and converted into what is now a popular camping coach. On modelling, John jokes that he “works to the scale of 12 inches to the foot”.



3



4



5

In my teens some of my friends and I would get together to share our model railways at each other's houses, or combine our efforts for charity events such as community or fundraising events. I recall quite a few occasions when we simply set up an oval of track in a church hall corner and ran a tank engine round it hauling about six trucks loaded with Merrols, Spangles and other long-gone sweets of the day. For the purchase of a 6d [2½p] raffle ticket the buyer would receive a surprise sweet once the train emerged from the tunnel.

Once you have chosen a train set the next step is to think how you can expand the set into a layout. The comprehensive track system provided by Bachmann, Hornby and Peco (all interchangeable) will result in the creation

of a layout to suit most users.

For many, a model railway is not just a question of watching trains travel around a track – as mesmerising as that may be – but it is more than likely the fascination of miniature engineering, plus understanding the social history that formed the UK railways. Then there is the element of physics to ensure that the locomotives and rolling stock run and operate on a layout, as they should.

In my own case, with my father, other relatives and neighbours working on the railway in and around Edinburgh, it was much easier for me to access local depots than was the case for many of my peers, which inevitably meant that layout attempts at building an actual location tended to focus on my favourite place of the moment. ■

1: The excitement from this young lad is obvious as he proudly holds his first train set. After 40 years I wonder where he is now – hopefully still modelling railways.

2: Fellow modeller Peter Holland carefully screws a softwood leg into position after assembling the Chawton layout ready for operation. John Diffey also constructed the layout display board.

3: This shows how the leg is located into position, pushed up to its maximum length before securing with the retaining screw to enable the baseboard to be easily moved without the leg falling out.

4: Setting up your first layout. Look at these 1970s curtains!

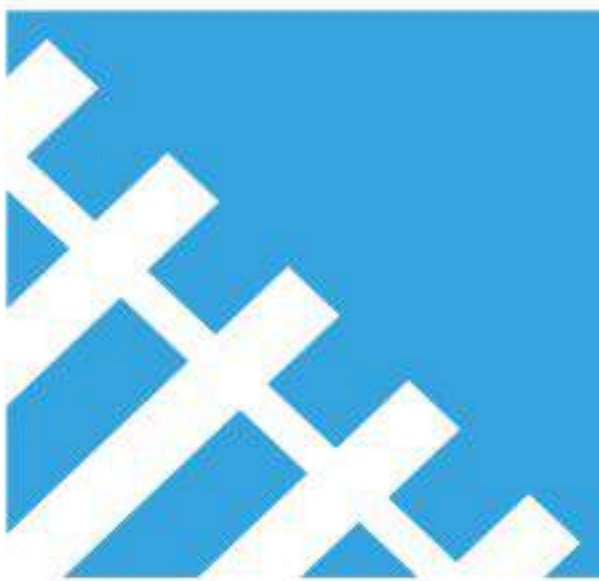
5: Hornby's TrakMat is ideal as a base for your layout at any stage in its development. By adding the suggested items to the TrakMat, a fully functioning model railway can be created.

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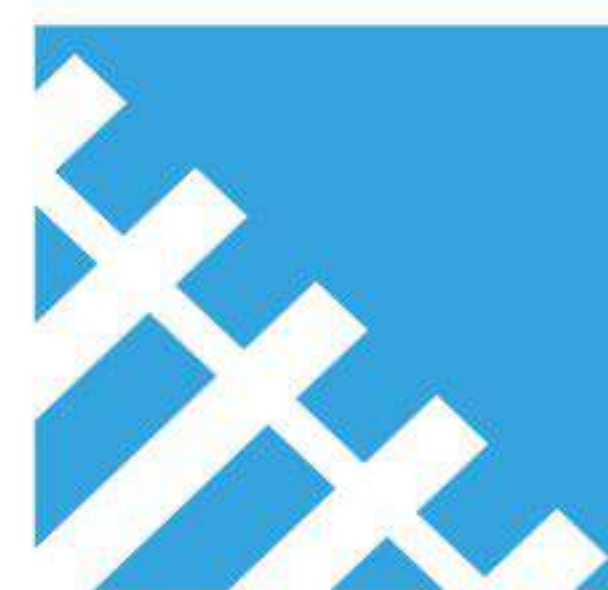


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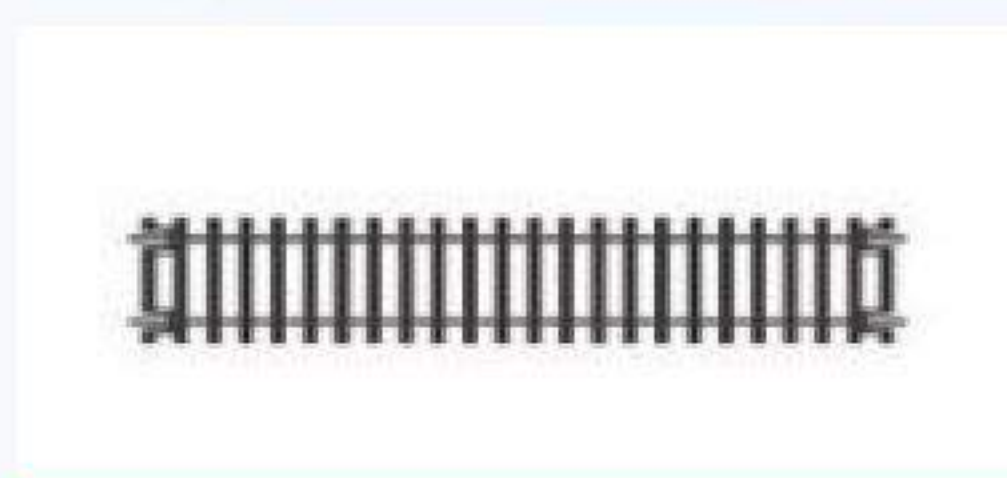
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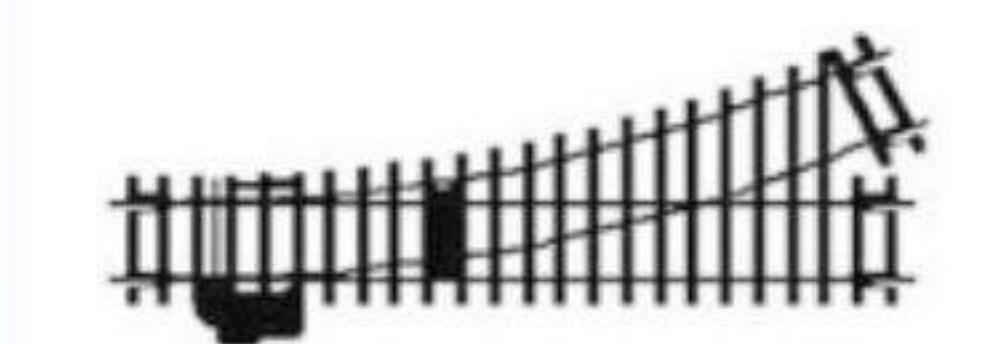
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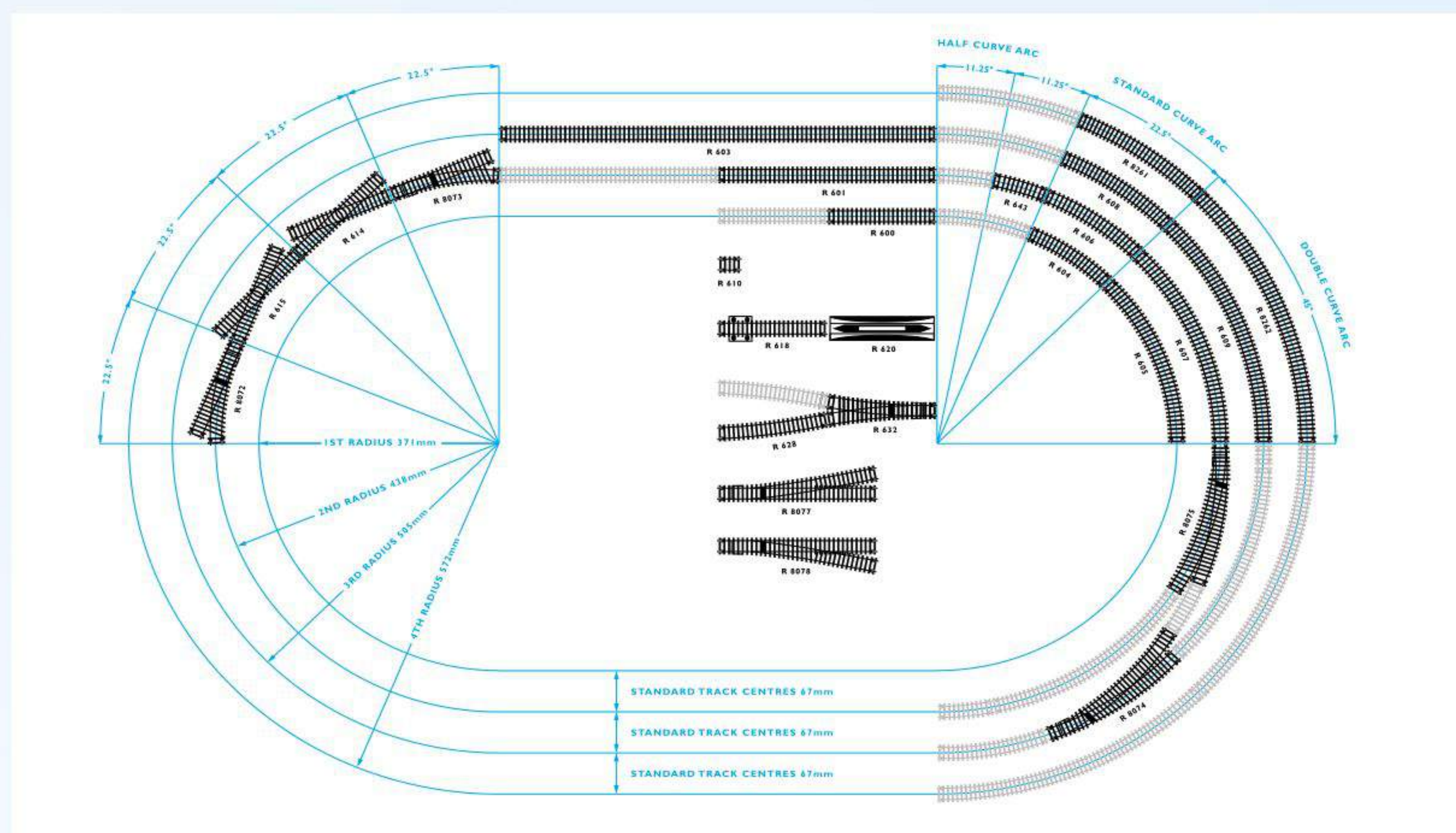
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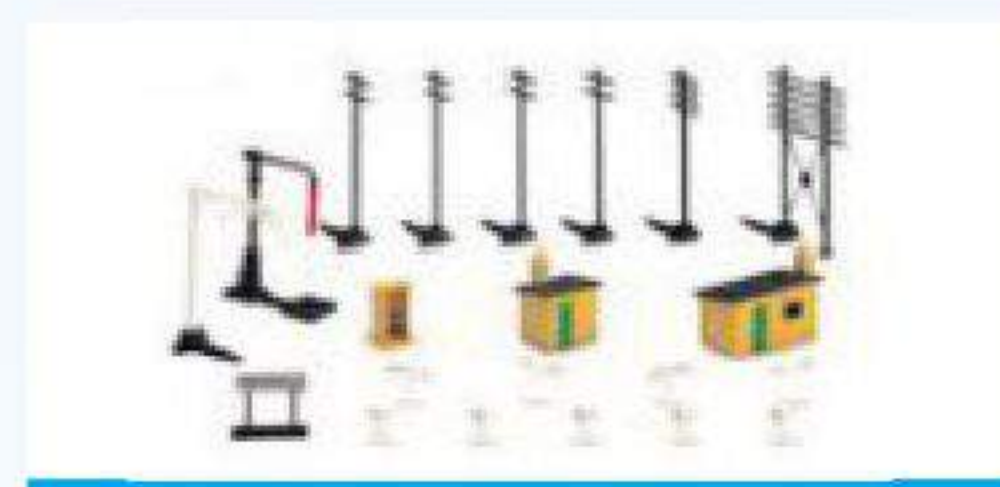
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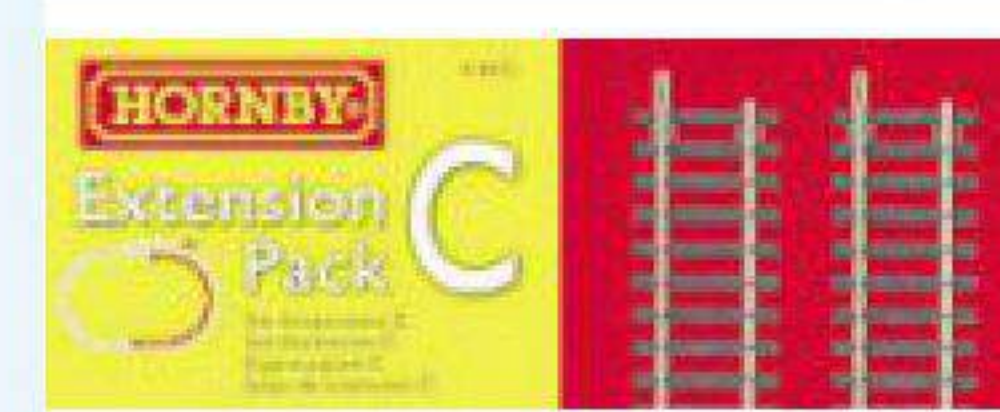
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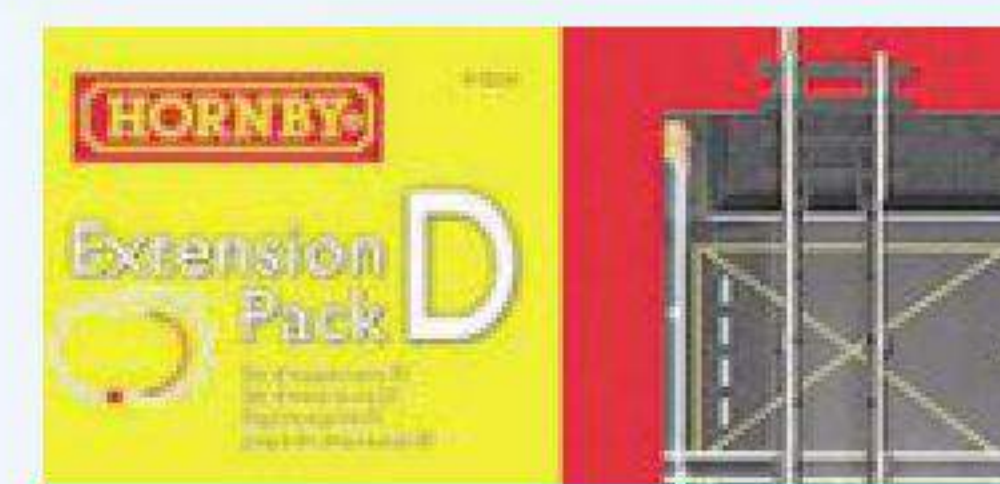
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Making a historic Mark

Each month we'll take as our cue an area or route to give you some ideas about what you could create in model form... as well as offering some history and nostalgia and suggestions for places you can visit. This month **Sarah Palmer** investigates historic Lincoln.

ASK ANYONE WHO LIVES IN THE CITY of Lincoln about the railway, and chances are they may look skywards and mutter about the High Street level crossing, which over recent years has had a habit of grinding the city's traffic to a standstill as lengthy freight trains rattled past.

Having often been on the 'wrong' side of the level crossing gates as the sirens sound, I've often had to make a dash before the gates descend, usually as I was hurrying to catch my train home from Lincoln Central station.

Unlike Central, I have only vague memories of passing through the city's other station, Lincoln St Marks, in the far-off days

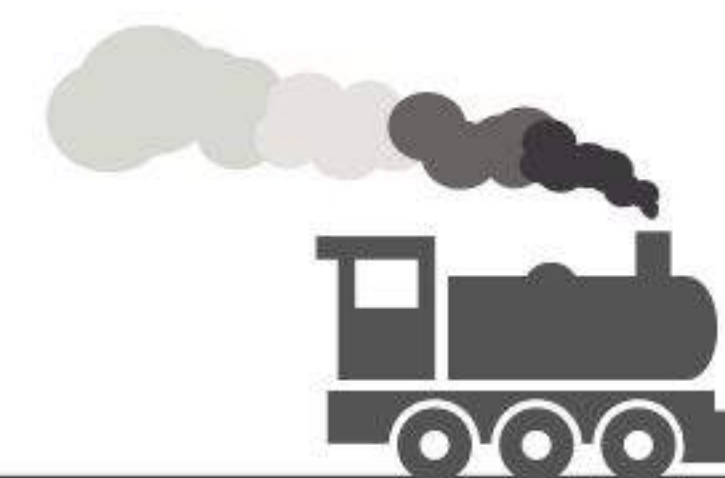
when there was a direct train to London from where I grew up. I recall nothing more than a station or signal box sign – maybe my parents had pointed out that the station was soon to close, which it did in 1985, and that's why I'd paid attention, who knows?

Many years later I worked in Lincoln, just as its university was starting to spread its capacious wings. On my early-morning train commute I'd pass dilapidated railway buildings including the former Holmes Yard buildings with rooflines resembling a mouth with teeth missing, sprouting with buddleia and always decorated with a string of pigeons. A warehouse and engine shed alongside Brayford Pool – the natural lake

in the middle of the city – were equally past their best even with their ochre brickwork bathed in golden-hour light.

In those years it was more the artistry the scene offered to a budding photographer that grabbed my attention, not the trackside history of the city. Thankfully a few of these buildings are sorrowful no longer, but given new leases of life with nods to their former lives, having been incorporated within the university campus as a library and entertainment venue.

The former station of St Marks is now a retail space for Argos and Lakeland, and the surrounding area was long ago turned into a retail complex complete with faux signal box.



An engineering legacy

Most famous for the production of the earliest tanks during the First World War and several aircraft including the Sopwith Camel, the original company of Rustons started out life in 1840 as Proctor and Burton, only becoming Ruston, Proctor & Co 17 years later when engineer and later mayor of Lincoln, Joseph Ruston, joined the company.

After the war the company evolved again, becoming Ruston & Hornsby Ltd after the amalgamation with Grantham's Richard Hornsby & Sons on September 11, 1918, and it was with Hornsby that the company acquired its heavy oil engineering capacity, becoming a builder of diesel and oil engines in varying sizes as well as steam engines for the agricultural market.

In the early Thirties Ruston and Hornsby

began producing diesel locomotives, continuing until 1967, and from the 1950s onwards was a gas turbine engine pioneer.

English Electric took over the company in 1966 with production of large Ruston engines moving to the EE Vulcan factory in Newton-le-Willows, with the gas turbine side of the business remaining in Lincoln, becoming Ruston Gas Turbines. GEC later bought English Electric, which later merged with Alcatel Alsthom, later bought by German company Siemens... which still runs its gas turbine industry in the old Ruston factory in the heart of Lincoln.

Ruston and Hornsby began producing diesel engines for ships and railway locomotives, and later in the 1950s started producing the world's first gas turbines for energy production.

Ruston Gas Turbines (as R & H became) was

the largest employer in the city at this time, employing more than 5000 people.

"Ruston shunters in preservation are not as numerous as I expected, although many lines do have one. Leighton Buzzard has 11 narrow gauge ones. Nene Valley has one standard gauge. Threlkeld quarry has seven narrow gauge and Midland Railway-Butterley has four narrow gauge but they are all narrow gauge or small standard gauge shunting engines," says *Heritage Railway* magazine's Brian Sharpe.

"Portable engines and road steam traction engines of all types were also built for home and export worldwide from the Sheaf Ironworks in Lincoln. 77 Ruston, Proctor engines survive in preservation in the UK and Ireland and 37 engines survive from the later Ruston & Hornsby era," says *Old Glory* editor Colin Tyson.



While in Lincoln you could visit Digitrains, which has an excellent running layout of Lincoln Central between 1965 and 1975 on display at its store in the city. The model of the station building is particularly impressive as it was scratchbuilt.



This wheelhouse, now a chip shop, was built in the 1880s as accommodation for the level crossing keeper for the Manchester, Sheffield and Lincolnshire Railway. From 1926 it housed the machine and operator for the crossing gates on the approach to St Marks station.

There are plans afoot to redevelop this area further, but the former railway station and adjoining office and platform is Grade II listed and the whole scheme is currently in the consultation phase.

The University of Lincoln sits on the south side of Brayford Pool; the former goods yard



» Lincoln Central in front of the city's beautiful cathedral.



Now an office for an insurance company, this building was the former stables for the Midland Railway.

« of the Great Northern station of Lincoln Central and the line to Gainsborough and Doncaster still passes alongside it.

Yet the city's first railway station was Lincoln St Marks, which dates from 1846 and was built for the Midland Railway by an unknown architect but Pevsner posits that it may have been W A Nicholson or I A Davies of the Midland Railway. For the first two years of its life the station was the end of the line from Nottingham.

As it was originally laid out as a terminus, the eastern end of the trackbed at the station may contain important remains of early engine turntables according to the Heritage Connect Lincoln website.

Lincoln's second – and now its only – station, Lincoln Central, was opened by the Great Northern Railway in 1848 at the height of 'Railway Mania' and the city council approved plans for a loop of the Great Northern line from Grantham to run through the city, meaning the creation of a new station. This was happening at the same time as St Marks station had begun an expansion programme with the aim of extending its track to meet the Great Northern mainline east of the city centre.

This presented a problem. At the time all

Horses for courses

Lincoln has surviving evidence of two lots of railway stables, both converted to modern use.

Railway horses were once commonplace, and could be found in many depots," says *Railway Magazine* deputy editor Gary Boyd-Hope. "They were primarily used for shunting individual wagons around a yard, but soon lost favour to shunting locos, which could move a lot more in one go. That said, many smaller yards retained horses for this work as they didn't warrant having a loco sent for minimal duties, and the horse was often cheaper.

"At the time of the Grouping in 1923 when the Big Four (LMS, LNER, GWR and Southern) came into being, they employed between them 1130 shunting horses, which had dropped to 238 by 1946.

"As I recall, the last shunting horse in the UK was called Charlie and based at Newmarket until 1967. He was used for moving the special rail horse boxes into the racecourse complex; steam locos were deemed too noisy and would spook the animals.

"Railway horses were not confined to shunting though, and would be used



Horses were used on the railways for shunting. JOHN F STILES

for the onward/inward transport of goods to and from yards. They would pull drays, mail coaches, wagons, carts and omnibuses. Again, in 1923 the Big Four employed 18,083 road horses (as opposed to shunting horses), and even at Nationalisation there were still 8793."

railways were completely separate entities: tracks, trains and stations were exclusive to the companies that ran them, meaning this left the high street with the prospect of two level crossings within 200yds as the companies had opposed the idea of sharing a crossing. Concerns were expressed about the disruption they would bring to the city, but plans proceeded after assurances that they would pose little problem.

The High Street's level crossing and rail traffic has caused severe delays on the High Street ever since; a problem only tackled

in June 2016 with the official opening of Network Rail's footbridge.

By the later 19th century the city had four lines connecting Lincoln via the Great Northern Loop line to Gainsborough, Boston and Spalding, and joining the Great Northern main line at Peterborough.

Of the many sidings and rail buildings that once covered an area around Brayford Pool – once used as port by the Romans – there are a couple of notable survivors for a part of the city that has seen thorough redevelopment over the last 20 years.

The University of Lincoln's main building now sits on part of the former Holmes Yard.





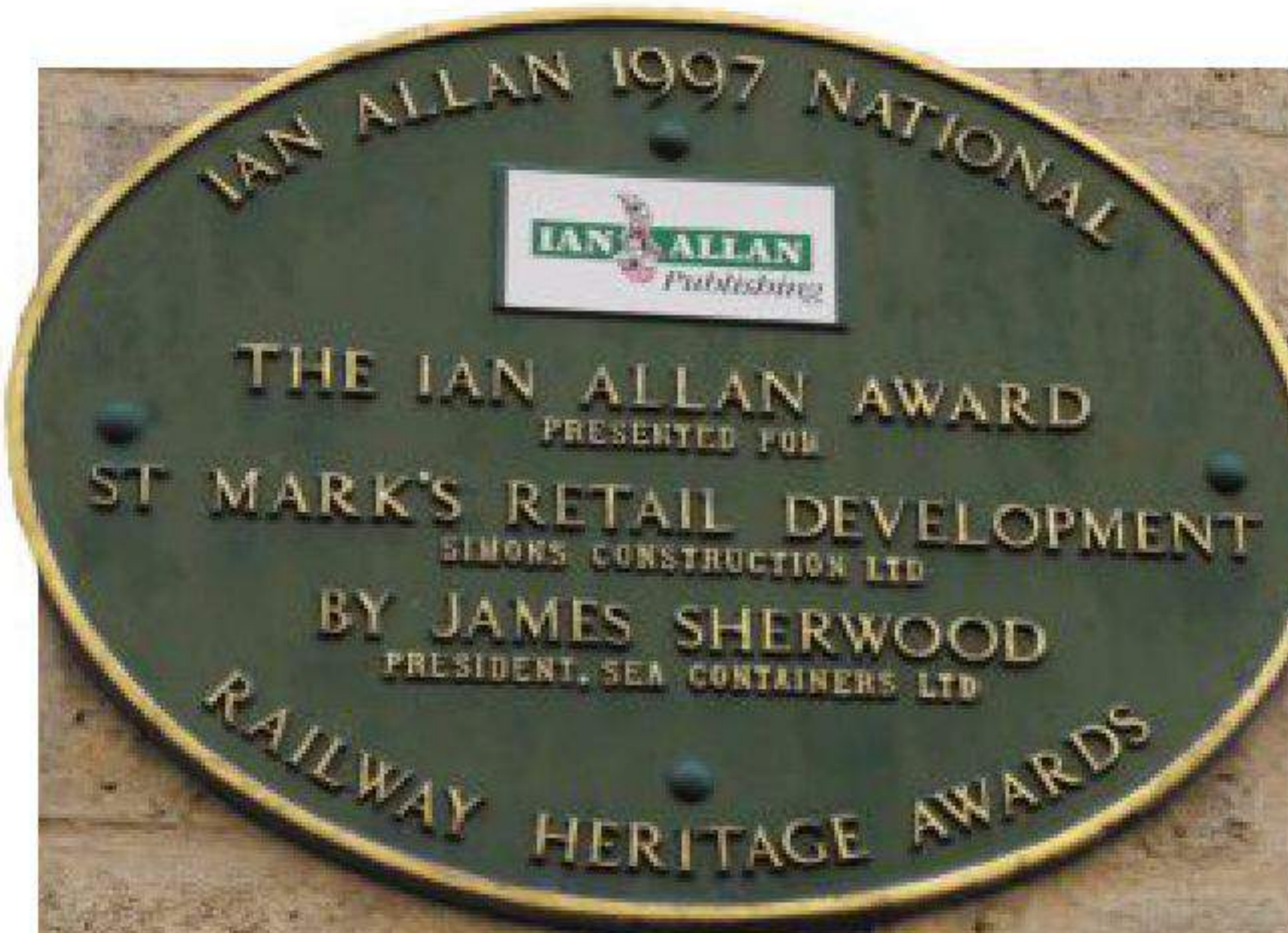
A Lindum Fayre steam excursion makes an annual trip to the city's Christmas market in early December. This shot shows the High Street level crossing, the closure of which used to bisect the city before the installation of a footbridge in 2016. BRIAN SHARPE

The railway and Lincoln

The railways came late to Lincoln... and the city proved something of a problem to the railway builders.

Issues included unstable ground and flooding which affected the sites earmarked for the infrastructure of sidings, goods yards, warehouses etc.

In addition many bridges were needed to cross water and there were the two level crossings on High Street. The high-level Avoiding Line, from New Boultham to Canwick Road, was a major engineering structure (opened in 1882), but was mostly removed in the 1980s.



Lincoln has received acclaim for its St Marks station building, as well as the Engine Shed and library conversion of the Great Central Warehouse.

The Great Central Goods Warehouse at East Holmes has been renovated and turned into the University of Lincoln's library, which opened in 2004. It was originally constructed in 1907 and spent the second half of the 20th century as a builder's warehouse before falling into decay. The building is important because it demonstrates a connection between railways and water transport in the city.

Brayford Pool had declined in fortunes but with the dredging and reopening of the Foss Dyke in the 18th century it became lined with warehouses, mills, granaries, breweries and maltings, with sailing barges and later steam boats bringing goods to and from Lincoln. Paintings and photographs from this era show the water full of barges, testimony to the thriving industry the Brayford facilitated. By the 20th century it was unable to compete with rail and road competition. A dock on its north side fell into disuse after the 1930s, and by the early 1970s it had silted up and been filled in.

The only surviving railway engine shed in

Lincoln is that built by the Great Northern Railway in 1876 at East Holmes north of the Great Central Warehouse. Built in 1874 by the Manchester, Sheffield & Lincolnshire Railway, it has now been converted into an entertainment venue with its walls reverberating to different types of tracks.

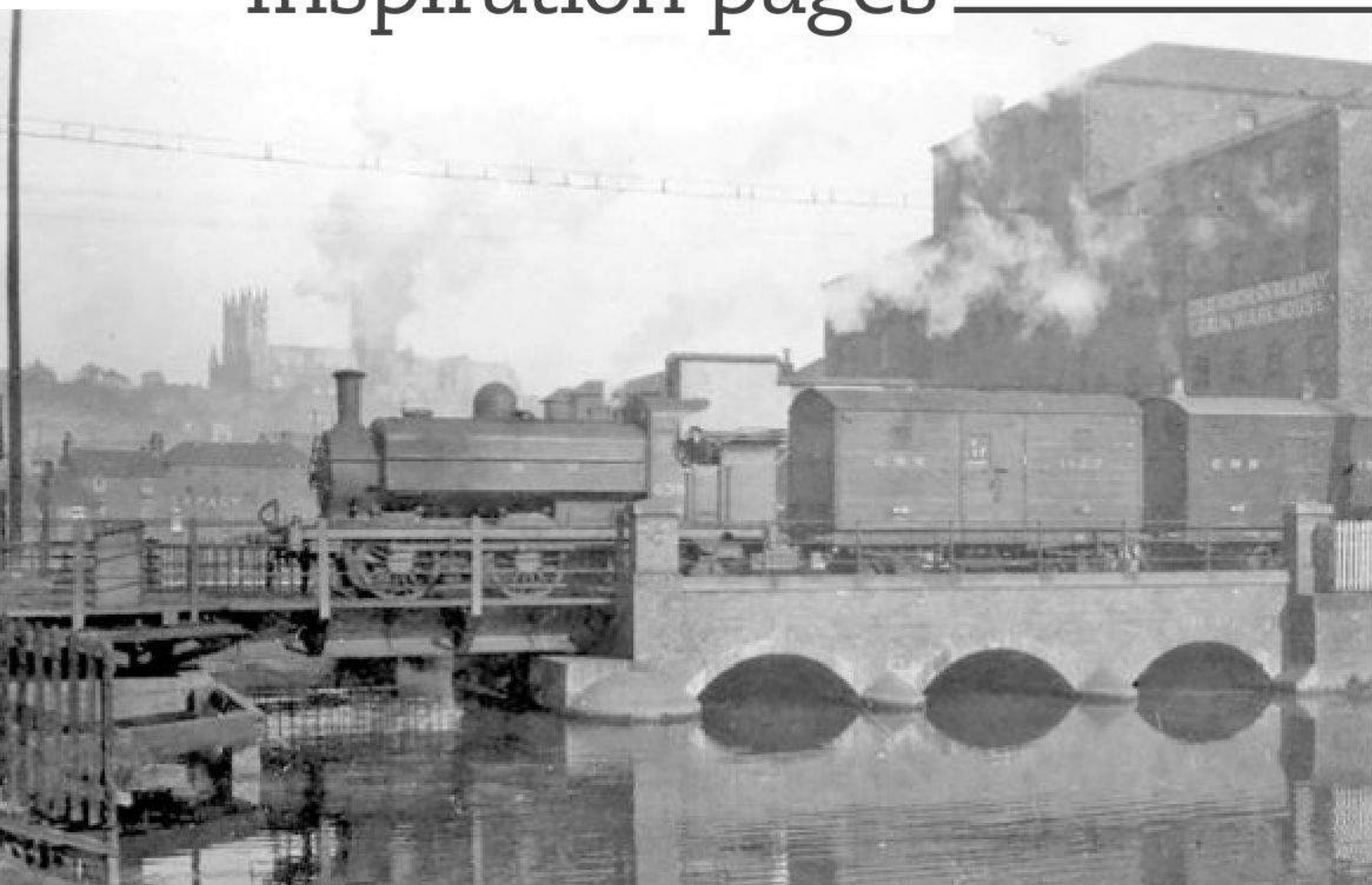
On Firth Road near the former St Marks station are the remains of the South Midland Railway stables; a two-storey building with a date-stone of 1844, meaning that it predates the arrival of the Midland Railway. This survivor offers an insight into early railways, particularly the use of working horses on the railways throughout the 19th century. Horses had been used to haul vehicles from the earliest days of the railways. Although locomotives could move heavier loads, horses were cheaper and more flexible, so for many years were kept to shunt at small depots.

In terms of representations of industry and ideas for the modeller, this area of the city has it all – barges, heavy industry, horses and railways.

The Brayford Pool has always been pivotal to the city's history – since Roman times it was lined with wharves but before the arrival of the railway the area south of the Brayford Pool was undeveloped common land known as Holmes Common. By the 1920s the site was completely covered by railway sidings and goods yards which became known as Holmes Yard. These sidings served the industrial area around the railways, and included a coal stage for refuelling trains.

For much of the 20th century until the 1970s, the site did not really change, but as heavy industry declined, so did the need for goods yards, sidings and warehouses, and these were gradually abandoned. By the mid-1990s the area had fallen into dereliction, but from 1996 the University of Lincoln built on land once occupied by East Holmes yard and motive power depot, rejuvenating the area completely. »

Inspiration pages



GNR Class J16 No. 638 going over Witham Swing bridge heading past Brayford Wharf in 1920.



Lincoln's Brayford Pool has gone from being disused and neglected in the 1960s to a thriving place surrounded by shops, a cinema and the city's university. It's also popular with the floating community.

Research sources

Track plans used to be difficult to source, requiring visits to local records offices to access old maps.

Today this can be simply done online by accessing the website of the National Library of Scotland at maps.nls.uk and going to Series maps.

The internet is not the only resource worth pursuing. Libraries usually include reference books on local history often containing information on local railways

and stations. Local record offices are also worth investigating.

One of the best ways of finding out about an area that takes your interest and that you've decided to model is to go and look for yourself. In the case of Lincoln this beautiful cathedral city has many attraction and is well worth a visit. Find out more at www.visitlincoln.com

www.lner.info has some excellent information on LNER engines.

Where to look:

- www.disused-stations.org.uk – provides a valuable insight into many former stations. Entries often include maps and photographs.
- www.davesrailpics.bravehost.com/lincs/lincs.htm#lincoln
- The Lincolnshire Echo – lincolnshirelive.co.uk/ – look in its photo archives
- www.rmweb.co.uk/community/index.php?/topic/69285-lincoln-holmes-yard/
- The Railway History of Lincoln by J G Ruddock and R E Pearson.

Lincoln's locos

“You’d have mainly seen LNER and ex-Great Central types such as B1s, J11s, J69s, K3s, and J39s, says *The Railway Magazine’s* Gary Boyd-Hope.

B1: LNER Thompson mixed traffic B1s would have been a common sight, which were built for a decade from 1942 and enjoyed popularity on ex-Great Northern and Great Central territory. If you want to see one in action No. 61264 runs on the North Yorkshire Moors Railway and No. 61306 *Mayflower* is mainline certified and based on the North Norfolk Railway. Hornby does a Hornby R3338 Class B1 4-6-0 61310 in BR Apple Green in OO gauge.

J11: Bachmann has two OO gauge Robinson class J11 models due for release in April, one LNER and one BR early emblem. None of the J11s survived into preservation.

J69: 20 of these Holden 0-6-0Ts were built after their introduction in 1902 and were last in service almost 60 years later. Connoisseur, SE Finecast, and DJH all produce OO gauge kits of J69. GER No. 87 has been preserved. It is currently on display at Bressingham Steam Museum.

K3: The K3 came about after Gresley wanted a new express goods engine for



B1 No. 61310 *Mayflower* at Thetford. BRIAN SHARPE

the Great Northern Railway based on his K2 2-6-0 loco, but with a higher boiler pressure. No K3s survived into preservation. In model form Bachmann does a OO gauge K3 in lined black. The LNER version will be of No. 3934 with a Group Standard tender. SE Finecast produces a whitmetal kit of the K3 for OO gauge and Proscale also produces a OO gauge kit of the K3/2 variant.

J39: The LNER class J39 of medium-powered 0-6-0 mixed traffic locos worked the LNER system between London and Scotland. It appeared in 1926 and became the standard goods loco with 289 built; the most numerous Gresley engine. All the J39s were scrapped. OO gauge kits of the J39 are available from SE Finecast, Proscale, and Dave Alexander and Bachmann does a ready-to-run J39. ■

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C & M Models, 1 Crosby Street, Carlisle, Cumbria, CA1 1DQ Tel: 01228 514689
E Atkinson & Sons Ltd, Promenade Shop, Lake Road, Bowness On Windermere, Cumbria, LA23 3DE Tel: 01539 443047
Crafty Hobbies, 54 Cavendish Street, Barrow in Furness, Cumbria, LA14 1PZ
Tel: 01229 820759
Hadrians Hobbies, Unit 6 The Old Brewery, Craw Hall, Brompton, Cumbria, CA8 1TR
Tel: 07962 177904
Jacksons Models & Railways, 33 New Street, Wigton, Cumbria, CA7 9AL Tel: 016973 42557

DERBYSHIRE

Ecclesbourne Valley Railway Association, Wirksworth Station, Station Road, Coldwell Street, Wirksworth, Derbyshire, DE4 4FB
Tel: 01629 823076

Malcs Models, 2-4 Pelham Street, Ilkeston, Derbyshire, DE7 8AR Tel: 07786 896807
Midland Railway Trust Ltd, Butterley Station, Ripley, Derbyshire, DE5 3QZ Tel: 01773 747674
Mount Tabor Models, Scarthin, Cromford, Matlock, DE4 3QF Tel: 01629 822294
TTCDiecast (Derby), 107 Nottingham Road, Derby, Derbyshire, DE1 3QR Tel: 01332 343943
WD Models, 25-27 Chatsworth Road, Chesterfield, S40 2AH Tel: 01246 208244
Barrow Hill Roundhouse Railway Centre, Campbell Drive, Barrow Hill, Chesterfield, Derbyshire, S43 2PR Tel: 01246 472450
Peak Rail PLC, Matlock Station, Matlock, Derbyshire, DE4 3NA Tel: 01629 580381
Chesterfield Railway Modellers, c/o 6 Fishponds Close, Wingerworth, Chestrefield, Derbyshire, S42 6SD Tel: 01246 271099

DEVON

Austins Toy Store, 6 Courtenay Street, Newton Abbot, Devon, TQ12 2DU
Tel: 01626 333444
The Model Shop Exeter, 4 St David's Hill, Exeter, Devon, EX4 3RG Tel: 01392 421906
Antics (Plymouth), 30 Royal Parade, Plymouth, Devon, PL1 1DU Tel: 01752 221851
Exmouth Model Railway, Queens Drive, Exmouth, Devon, EX8 2AY Tel: 01395 278383
Bekra Models, 91 Queen Street, Newton Abbot, Devon, TQ12 2BG Tel: 01626 334884
Buffers Model Railway Ltd, Colston Cross, Axminster, Devon, EX13 7NF Tel: 0129 735557
Osborns Models, 7 Honeystone Street, Bideford, Devon, EX39 2DL Tel: 01237 423453
Peco Model Shop, Underleys, Beer, Seaton, Devon, EX12 3NA Tel: 01297 21542
Shady Lane, 11 Grenville Street, Bideford, Devon, EX39 2EA Tel: 01237 238872
Brixham Model Centre, 83 Middle Street, Brixham, Devon, TQ5 8EJ Tel: 01803 882555
Dartmoor Railway, Okehampton Station, Station Road, Okehampton, Devon, EX20 1EJ
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Setchfield Models, 21-25 High Street, Poole, Dorset, BH15 1AB Tel: 01202 673300
Swanage Railway, Station House, Swanage, Dorset, BH19 1HB Tel: 01929 475204
Redlands Models, 71 Greenway Road, Redlands, Weymouth, DT3 5BD Tel: 01305 812183
Scale Link Ltd, Unit 27 Applins Farm Business Centre, Farrington, DT11 8RA
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Bournemouth Model Railway Centre, 329-331 Holdenhurst Road, Bournemouth, Dorset, BH8 8BT Tel: 01202 309872
Howleys Toy Master, 5 Frederick Place, Weymouth, Dorset, DT4 8HQ Tel: 01305 779255
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Dorchester Toymaster, 25 South Street, Dorchester, Dorset, DT1 1BY Tel: 01305 261152
East Dorset Area 'N' Gauge Group, c/o 3 Riggs Garden, Bournemouth, Dorset, BH11 8QZ Tel: 01202 546679

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Tel: 01825 720803
Classic Rail, 30 High Street, Ticehurst, Wadhurst, East Sussex, TN5 7AS T
el: 01580 200400
Silverhill Models & Toys, 383 London Road, St Leonards on Sea, East Sussex, TN37 6PA
Tel: 01424 431133
The Hobby Box, 121 High Street, Uckfield, East Sussex, TN22 1RN Tel: 01825 765296

EAST YORKSHIRE

KJB Models, Brushwood, West End Farm, West End, Pollington, Goole, East Yorkshire, DN14 0DP Tel: 07542 710005

53A Models, 430 Hessle Rd, Hull, East Yorkshire, HU3 3SE Tel: 01482 227777
Bridlington (Area) Railway Modellers & Train Enthusiasts Society, Barmates, Bridlington Railway Station, Station Approach, Bridlington, East Yorkshire, YO15 3EP
Tel: 01262 603309
Croppers Models, 17 Landsdowne Road, East Yorkshire, YO15 2QU Tel: 01262 677231

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Tel: 01621 786198
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John Dutfield Model Railways, Wards Yard, 133 Springfield Park Road, Chelmsford, Essex, CM2 6EE Tel: 01245 494455
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Marquee Models, Unit 71 The Harvey Centre, Harlow, Essex, CM20 1XS Tel: 01279 423334
Roneo Models, 32 Roneo Corner, Hornchurch, Essex, RM12 4TN Tel: 01708 442836
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Colchester A1 Models, 64 London Road, Colchester, Essex, CO3 4DF Tel: 01206 572094
Colchester & District Model Railway Club, c/o The Clubhouse, Armoury Farm, Armoury Road, West Bergholt, CO6 3JP
Tel: 01376 570156
Colin Bliss Models, 7 King Georges Place, High Street, Maldon, Essex, CM9 5BZ
Tel: 01621 851327

GLOUCESTERSHIRE

Gloucestershire Warwickshire Steam Railway, The Shop Store, The Railway Station, Toddington, GL54 5DT Tel: 01242 621405
Forest of Dean Models, High Street, Bream, Lydney, Gloucs, GL15 6JF Tel: 01594 563054
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Antics (Stroud), 49 High Street, Stroud, Gloucestershire, GL5 1AN Tel: 01453 764487
Cheltenham Model Centre, 39 High Street, Cheltenham, Gloucestershire, GL50 1DY
Tel: 01242 234644
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Bourton Model Railway, Box Bush, High Street, Bourton On The Water, Gloucs, GL54 2AN Tel: 01451 820686

HAMPSHIRE

Mid Hants Railway, The Watercress Line, The Railway Station, Alresford, Hampshire, SO24 9JG Tel: 01962 733810
The Magic Toy Box, 210 Havant Road, Drayton, Portsmouth, Hampshire, PO6 2EH
Tel: 02392 221307
Fratton Model Centre, 171-173 Fratton Road, Portsmouth, Hampshire, PO1 5ET
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Track Shack, Unit 4 Olive Court, Ramsey Road, Peel, Isle of Man, IM5 1RH Tel: 01624 845977
Model World, 16 St Pauls Square, Ramsey, Isle of Man, IM8 1LH Tel: 01624 816048
Isle of Wight Steam Railway, The Railway Station, Havenstreet, Isle of Wight, PO3 4DS Tel: 01983 882204
Reeds Hobbys, 5 Pier Street, Ventnor, Isle of Wight, PO38 1ST Tel: 01938 56189
Upstairs Downstairs, 3 Pier Street, Sandown, Isle of Wight, PO36 8JR Tel: 01983 406 616

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Romney, Hythe & Dymchurch Railway, New Romney Station, New Romney, Kent, TN28 8PL Tel: 01797 362353
Chalk Garden Rail, 4 Brewhouse Yard, Gravesend, Kent, DA12 2EJ Tel: 01474 351672
Manklows, 44 Seal Road, Sevenoaks, Kent, TN14 5AR Tel: 01732 454952
Model World, Unit 1 Anchor Business Park, Castle Road, Sittingbourne, Kent, ME10 3AE Tel: 01795 410630
Ramsgate Models, 74a Queensgate Street, Ramsgate, Kent, CT11 9ER Tel: 01843 584073
The Model Shop, 8 Front Road, Woodchurch, Kent, TN26 3QE Tel: 01233 860008
Ashford Model Supply Centre, Unit 23, Ellingham Way, Ashford, Kent, TN23 6NF Tel: 01233 635837
Invicta Model Rail, 130 Station Road, Sidcup, Kent, DA15 7AB Tel: 0208 3027774
Kent Garden Railways, 66 High Street, St Mary Cray, Orpington, Kent, BR5 3NH Tel: 01689 891668
Regal Models, The Old School House, The Historic Dockyard, Chatham, Kent, ME4 4TZ Tel: 01634 838808
Rochester Games & Models, 21 Corporaion Street, Rochester, Kent, ME1 1NN Tel: 01634 815699
The Hobby Shop, 122 West Street, Faversham, Kent, ME13 7JB Tel: 01795 531666
Turners Models, 14 London Road, Dover, Kent, CT17 0ST Tel: 01304 203711
Bexley Model Centre, Broughton House, Iris Avenue, Bexley, DA5 1HH Tel: 0845 22 66 545
Fenwick (Canterbury), St Georges Street, Canterbury, Kent, CT1 2TB Tel: 01227 766866
Fenwick (Tunbridge Wells), Royal Victoria Place, Tunbridge Wells, Kent, TN1 2SR Tel: 01892 516716
East Kent Models, 89 High Street, Whitstable, Kent, CT5 1AY Tel: 01227 770777

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Bolton Model Mart, 58 Great Moor Street, Bolton, Greater Manchester, BL1 1SN Tel: 01204 382282
Conways (West Houghton), 46-48 Market Street, Westhoughton, Greater Manchester, Lancashire, BL5 3AZ Tel: 01942 812398

East Lancashire Railway, Bury Bolton Street Station, Bolton Street, Bury, Lancashire, BL9 0EY Tel: 0161 7647790
Model & Hobby World, 7 Owen Road, Lancaster, Lancashire, LA1 2AW Tel: 01524 843553
Toys 2 Save, 1 Brighton Avenue, Cleveleys, Blackpool, FY5 2AA Tel: 01253 855 905
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Transport Models Ltd, Unit 1 Oyston Mill, Strand Road, Preston, Lancashire, PR1 8UR Tel: 01772 733644
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Tower Models, 44 Cookson Street, Blackpool, FY1 3ED Tel: 01253 623797 / 623799
West End Model Centre, West End Buildings, 113 Albert Road, Colne, Lancashire, BB8 0BT Tel: 01282 867711
Conways (Blackpool), 19-21 Birley Street, Blackpool, FY1 1EG Tel: 01253 626461
E C Toys, 44 Bond Street, South Shore, Blackpool, FY4 1BQ Tel: 01253 341897

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Great Central Railway, Loughborough, Leicestershire, LE11 1RW Tel: 08708 308298
The Signal Box, 1 Albion Street, Anstey, Leicester, Leicestershire, LE7 7DD Tel: 0116 236 2901
Keith's Model Railways, 2 Holyrood Drive, Countesthrope, Leicester, LE8 5TR Tel: 0116 2778634

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B & H Models, 7 The Strait, Lincoln, Lincolnshire, LN2 1JD Tel: 01522 538717
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RA Models, 182a Ashby High Street, Ashby, Scunthorpe, Lincs, DN16 2JR Tel: 07561 400533
Caistor Loco, Ashtree Enterprises, 8 Market Place, Caistor, Market Rasen, Lincolnshire, LN7 6TW Tel: 01472 859990
Granary Models, 31 High Street, Swineshead, Boston, Lincs, PE20 3LH Tel: 01205 820115
Masons Models, 20 New Road, Spalding, Lincolnshire, PE11 1DQ Tel: 01775 722456
Shermans Model Shop, 19 Dunstall Street, Scunthorpe, Lincs, DN15 6LD Tel: 01724 842439
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DB Models Ltd, No 4 Wheatshaef Court, Deeping St Nicholas, Spalding, Lincolnshire, PE11 3TH Tel: 01775 630479 / 07723 336344

LONDON

London Transport Museum, Covent Garden Piazza, London, WC2E 7BB Tel: 020 7379 7310
Ian Allan Bookshop & Model Shop, 45-46 Lower Marsh, Waterloo, London, SE1 7RG Tel: 0207 401 2100

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Northfields Model Shop, 217 Northfield Avenue, Ealing, London, London, W13 9QU Tel: 078 064 711 73
Janes Trains, 35 London Road, Tooting, London, SW17 9JR Tel: 020 8640 1569
Fenwick (Brent Cross), Brent Cross Shopping Centre, Brent Cross, London, NW4 3FN Tel: 020 8202 8200
Hannants London, Unit 2 Hurricane Trading Estate, Graeme Park Way, Collindale, London, NW9 5QW, 0208 205 6697

MERSEYSIDE

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DKG Hobbies, 14 Princes Street, Southport, Merseyside, PR8 1EZ Tel: 01704 500630
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Sawyer Models, 27 Bridge Street, Earlestown, Newton-Le-Willows, Merseyside, WA12 9BE Tel: 01925 227 835
Broadbent & Boothroyds, 295 – 307 Lord Street, The Bridges, Southport, Merseyside, PN8 1NY Tel: 01704 535177

NORFOLK

Hobbies, Units 8b-11 The Ravingham Centre, Ravingham, Norwich, Norfolk, NR14 6NU Tel: 01508 549330
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Train Terrain Models, 199 Plumstead Road, Norwich, Norfolk, NR1 4AB Tel: 01603 304379
B J Models, 112 – 116 Norfolk Street, King's Lynn, Norfolk, PE30 1AQ Tel: 01553 773394
Great Eastern Railway Models, 199 Plumstead Road, Norwich, Norfolk, NR1 4AB Tel: 01603 431457
Hunstanton Models, 36 High Street, Hunstanton, PE36 5AF Tel: 01485 533324
Bressingham Steam Museum, Bressingham, nr Diss, Norfolk, IP22 2AB Tel: 01379 686900
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NORTHAMPTONSHIRE

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A & H Models Ltd, 95 High Street, Brackley, Northamptonshire, NN13 7BW Tel: 01280 701410
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D, J & F Benham of Edwinstowe, 45 High Street, Edwinstowe, Nottinghamshire, NG21 9QR Tel: 01623 822302
Gee Dee Models, 21 Heathcote Street, Nottingham, Nottinghamshire, NG1 3AF Tel: 0115 9412211
Geoffrey Allison Railways, 90 Cheapside, Worksop, Nottinghamshire, S80 2HY Tel: 01909 473255
Sherwood Models, 831 Mansfield Road, nr Daybrook, Nottingham, Nottinghamshire, NG5 3GF Tel: 0115 9266290
The Goods Yard, Station Lodge, Lodge Lane Ind Est, Tuxford, Nottinghamshire, NG22 0NL Tel: 07930 557601

OXFORDSHIRE

Chinnor & Princes Risborough Railway Assoc, Chinnor Station, Station Approach, Station Road, Chinnor, Oxfordshire, OX39 4ER
Didcot Railway Centre, Station Road, Didcot, Oxfordshire, OX11 7NJ Tel: 01235 817200
Bicester Toys & Nursery Ltd, 66/68 Sheep Street, Bicester, Oxfordshire, OX26 6JW Tel: 01869 323946
Cholsey & Wallingford Railway, Preservation Society, 5 Hithercroft Road, Wallingford, Oxfordshire, OX10 9GQ Tel: 01491 835067
Dentons Cycles & Toys, 1 High Street, Whitney, Oxfordshire, OX28 6HW Tel: 01993 704 979

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Harburn Hobbies, 67 Elm Row, Leith Walk, Edinburgh, EH7 4AQ Tel: 0131 556 3233
Invergowrie Model Centre, 118 Main Street, Invergowrie, Dundee, DD2 5BE Tel: 01382 561064
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Dundee Model Railway Club, 2-4 Huntly Square, Craigie, Dundee, DD4 7SX Tel: 01382 644342 / 07776 011601
Edinburgh & Lothians Model Railway Club, c/o 3 Piershill Terrace, (off Portobello Road), Edinburgh, EH8 7ES
The Crafty Modeller, 9 Saltoun Square, Fraserborough, Peterhead, AB43 9DA Tel: 07521 983662

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Severn Valley Railway, The Railway Station, Hollybush Road, Bridgnorth, Shropshire, WV16 5DT Tel: 01746 765801
Classic Railway Models, 62 Whitburn Street, Bridgnorth, Shropshire, WV16 4QP Tel: 01746 769009

SOMERSET

East Somerset Models, The Railway Station, Cranmore, Shepton Mallet, Somerset, BA4 4QP Tel: 01749 880651
Frome Model Centre, 1-2 Catherine Street, Frome, Somerset, BA11 1DA Tel: 01373 465295
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Signals Model Shop, 8 Holly Court, High Street, Midsomer Norton, Somerset, BA3 2BD Tel: 01761 402484
West Somerset Railway, The Buffer Stop, The Railway Station, Minehead, Somerset, TA24 5BG Tel: 01643 700387
Denners, 23-25 High Street, Yeovil, Somerset, BA20 1RU Tel: 01935 444444
Eric Snook Ltd, 22-24 Union Passage, Bath, Somerset, BA1 1RD Tel: 01225 464914

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MG Sharp Models, 712 Attercliffe Road, Sheffield, South Yorkshire, S9 3RP Tel: 0114 244 0851
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Rails of Sheffield, 27-29 Chesterfield Road, Sheffield, South Yorkshire, S8 0RL Tel: 0114 2551436
Sheffield Transport Models (Puffer Willies), 206 London Road, Highfields, Sheffield, South Yorkshire, S2 4LW Tel: 0114 234 7792
Tag's Model Shop Ltd, 4 East Laith Gate, Doncaster, South Yorkshire, DN1 1HZ Tel: 01302 320732
Olivia's Trains & Models, 25a Mansfield Road, Intake, Sheffield, South Yorkshire, S12 2AE Tel: 0114 2647 449

STAFFORDSHIRE

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The Tutbury Jinny, Unit g Tutbury Mill Mews, Lower High Street, Tutbury, nr Burton Upon Trent, Staffs, DE13 9LU Tel: 01283 814777
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BASSETT-LOWKE LTD

Tony Stratford looks into the history books and asks the aficionados in order to find out more about Bassett-Lowke, a Northampton toy company specialising in model railways.

WENMAN JOSEPH BASSETT-LOWKE was without doubt the founding father of today's thriving model railway industry serving the UK market. He was an early exponent of both marketing and advertising and was responsible for introducing many to the hobby.

Born in Northampton in 1877 W J, as he was known, grew up in the family boiler making business of J T Lowke & Co. After the death of his father, his mother remarried into the Bassett family. W J added the name Bassett to his own upon his own marriage to Florence Jane Jones, the daughter of Charles Jones, one of the founders of the Crockett and Jones shoe manufactory, still in business today.

LEFT: W J Bassett-Lowke.

BELOW: This story from May 1987 of *The Railway Magazine* shows steam-outline petrol-driven 4-6-2 No. 4472 *Flying Scotsman* run as a 0-6-0 on the Poole Park Miniature Railway after its move from Tucktonia. In the 1970s the Bassett-Lowke company supplied model railway components to Tucktonia.

Both the Lowke and Bassett families were involved in engineering in the Northampton area, which was well known for its involvement in the shoe-making industry. Not surprisingly W J served his apprenticeship with the family firm and also spent some time working for Crompton & Co, one of the world's first large-scale manufacturers of electrical equipment, in Chelmsford.

W J was a keen model-maker and was involved in model engineering from an early age. He was also interested in architecture and contemplated it as a career; he believed in good design and wanted to encourage its practice in others. This all had an influence on his emergence as the first supplier of model railway products in the UK.

In 1899 at the age of 22 he founded his own mail-order business supplying small steam engines, boilers and components for model engineers – while still an apprentice in the family company – supplying the needs-minded enthusiasts with his friend and colleague Harold Franklin.

In 1900, he attended the Paris Exposition Universelle, a world's fair to celebrate the achievements of the previous century. Here he found railway models by the German manufacturers Bing, Carette and Marklin. By the time he arrived in France, having left school at 13, he was already a well-travelled young man, although his home would always be in Northampton.

W J negotiated deals for Bing, Carette and Marklin to supply him with British outline trains to his own designs. The first – a LNWR 4-4-0, manufactured by Bing in Gauge 3 – arrived in 1901. The first catalogue was published in 1902 and four years later W J published the first of his Model Railway Handbooks. In the same year his business attended a model engineering exhibition with his first trade stand.

W J chose to sub-contract most of his production to outside companies while he concentrated on supplying items in what was, in effect, the first modelling 'one-stop shop'. He entered into agreement with another Northampton company, George Winteringham, which supplied track from

»





What was Tucktonia?

Tucktonia was a model village in Hampshire opened by well-known entertainer Arthur Askey in 1976 but closed 10 years later.

Models were to 1/24th

scale and ran on 2 1/2in gauge track. Locos and rolling stock included a GWR Castle and seven GWR coaches, A4 *Silver Link* and *Silver Link* coaching stock,

Bo-Bo diesel hauling 21 wagons, Co-Co diesel hauling seven container wagons and two HST trains. The steam-hauled trains had a total length of 21ft each.

« 1902, and in 1908 became a subsidiary Bassett-Lowke company.

The Bassett-Lowke company was formed in 1909 and became W J's full-time employment, the following year it became a limited company. Activities were not just confined to model railways; the company also produced stationary steam engines, ship models and was also instrumental in the growth of miniature railways across the nation. The company was also a major supplier of castings and components allowing modellers to construct their own models to their own designs and requirements.

In order to reach more modellers, Bassett-Lowke opened a retail shop in High Holborn, London. Up until 1964, when it was sold to Beatties (the model shop retailer that went bust in 2001), it was a mecca for modellers for generations. Further shops opened in Edinburgh in 1922 and Manchester in 1927. A retail shop also existed at the works in Northampton.

W J was himself a member of the Institute of Locomotive Engineers and had a long association with Henry Greenly, a locomotive engineer who worked alongside W J designing locomotives for miniature railways, the first of which was constructed in 1905. Greenly served his apprenticeship with the Metropolitan Railway at Neasden as a draughtsman. He left the Metropolitan in 1901 to become assistant editor of *Model*

TOP: c1924 Carette for B-L gauge 0 Peckett 0-4-0ST No.810 repainted. SPECIAL AUCTION SERVICES

RIGHT: W J with his wife Florence outside the front door of 78 Derngate.

78 DERNGATE NORTHAMPTON TRUST

Engineer magazine. He went on to edit the first model railway magazine, which he founded with W J in 1909, entitled the *Model Railways & Locomotive Magazine*. It continued to be published until 1916. Greenly established his own engineering business in Hounslow, while continuing as a consultant with Bassett-Lowke.

The outbreak of the First World War cut off supplies of models from the German manufacturers, and when the war ended, not surprisingly there was a reluctance to purchase items of German origin. When supplies resumed, W J ensured that the items were marked 'foreign' made rather than carrying the marks of their manufacturers. Just before the outbreak of war the company had acquired the assets of Carson & Co in 1913 and that of Watford-based Butcher & Co, both of whom had been suppliers to the company.

When model railways were first being developed they were either Gauge 3, 2, 1 or 0. Over the years the smaller scale gained in popularity and after the First World War, 0 gauge became the most popular.

During the 1920s the German company Bing introduced a small scale approximately

half the scale of 0 gauge which became H0 or half zero. The Bing Table Top railway emerged in 1922 and W J and Henry Greenly were very much involved in its development. It was available in both clockwork and electric versions.

For the first time, the small British prototypes challenged W J's ability to get the German mechanisms to fit into British models, so a compromise was necessary. Instead of producing British models to half 0 at 3.5mm to the foot, a compromise of 4mm to the foot had to be adopted and this we know today as 00 gauge. With the departure of Stephan Bing, the head of the company in 1927, the range was short lived and it would be another 10 years before a table-top system re-emerged in another form. By 1932 the Bing company had gone into liquidation and the table-top system passed to Karl Bub, another German manufacturer who purchased the Bing assets.

Commercial work was an important part of the Bassett-Lowke portfolio. The company made architectural models, display models and sales aids for ship builders and shipping lines. Locomotive models were produced for companies and some saw





Bassett-Lowke's buildings

Bassett-Lowke applied the same attention to detail and use of technology to his houses as he did to his pioneering models.

W J's interest in architecture was a constant in his life and he commissioned Charles Rennie Mackintosh to redesign the interior of the house he bought when he married Florence

in 1917, No 78 Derngate.

In March 2017 it will be exactly 100 years since the newly married Mr and Mrs Bassett-Lowke moved into their residence. The house was a stunning showcase for Macintosh's avant-garde designs – realised against the challenging conditions of the First World War.

78 Derngate in

Northampton is open to the public and is the only house in England designed by Charles Rennie Mackintosh. Visit www.78derngate.org.uk

After leaving Derngate, in 1926 he moved to Britain's first Modernist house, designed by German architect Peter Behrens, at 508 Wellingborough Road, Northampton.



B. B-L Feltham-style tram. WALLIS & WALLIS AUCTIONS

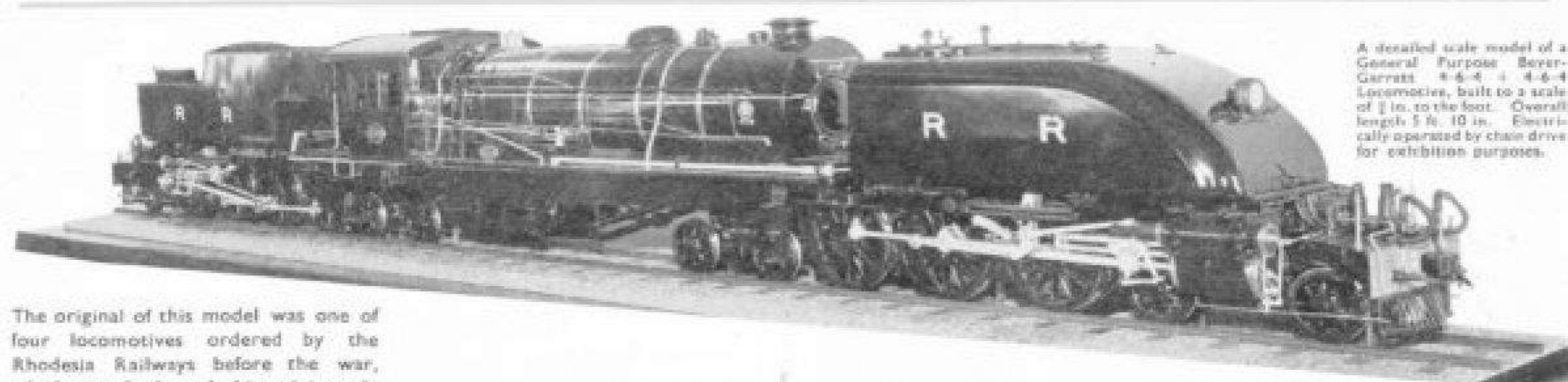
SECTION
3

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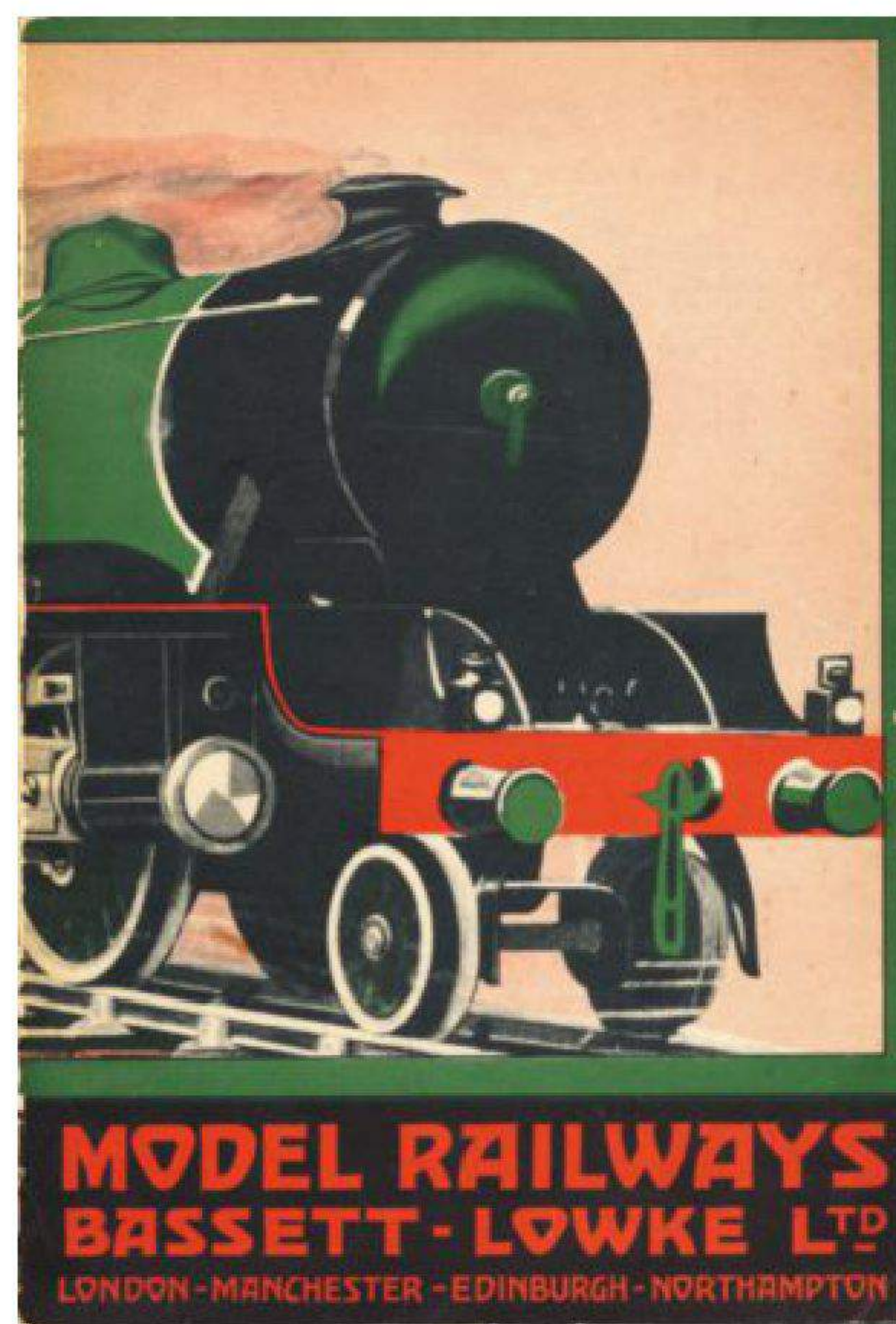


The original of this model was one of four locomotives ordered by the Rhodesia Railways before the war, which was built and shipped in early 1940, being put into service in June of that year on the Gwelo-Salisbury section of the Rhodesia Main Line. The illustration, which is from an untouched photograph, shows the amount of detail and accurate modelling which can be incorporated in a model of this type.

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Bassett Lowke advert from 1928.

service on the large O gauge layout displayed by British Railways until the mid-1960s. The company also built models of diverse subjects such as power stations.

O gauge remained the gauge of choice for modellers up until the outbreak of the Second World War. In 1927 Bassett-Lowke supplied more than 30,000 models of its 4-4-0 *Duke of York* in exchange for vouchers given away with BDV cigarettes!

1935 saw the introduction of a new HO system, Trix. The Trix company was formed by Stephan Bing in Nuremberg in 1927 following his purchase of Förtlner & J Haffner's facilities to produce metal construction kits similar to Meccano. These had holes in threes in an X pattern, hence Tri and X to form Trix. At that point Bing had no intention of re-commencing the manufacture of model railways but W J managed to convince him to do so.

A British Trix company was formed in London in 1932, with Franz Bing, Stephan's son, managing the company. Because British law required at least one British director, W J fulfilled that role.

By 1933 the Trix company had developed the first true HO table-top system, Trix

Express. Its unique pick-up system allowed two trains to run on the same line at once using two controllers. Bassett-Lowke was soon importing the trains, which were initially German outline.

In the same year the Bing company was taken over by the German government, as its owners and several key employees were of Jewish background. Fearing persecution, W J managed to arrange for Stephan to seek asylum in the UK.

By 1937 British outline bodies were fitted on to German chassis which were sent over minus bodies. Winteringhams commenced production of Trix Twin models sourcing die-cast bodies from a company in Worcester. As the political landscape changed in Germany, the British company became less reliant on supplies from Germany. With war declared between the two nations in September 1939 trading between the British and German Trix companies ceased.

Trix and Winteringham set up Precision Scale Models in 1941, although Winteringham's interest ceased the following year. Trix operated as a separate company and moved to Birmingham in 1960.

What happened to Beatties?

After the company collapsed in 2011 all that remained for sale was 'The Beatties Collection', a museum-quality collection of heritage transport toys from generations of production from model toy marques as famous as Corgi and Hornby. The collection was auctioned by Phillips.

Bassett-Lowke was soon employed on war work for the British government. We do know that the company produced scale models of potential targets produced from aerial photographs, such as those used in the build up to the Dambuster raids. It also produced models of Mulberry Harbours to be used as training aids ready for them to be used following D-Day in June 1944.

When peace came to Europe, production was slow to get going again. O gauge was no longer the dominant force and the pendulum swung very much towards OO. Early production concentrated on export orders and the Trix range lost its market

»



c1930 B-L gauge 0 LMS 4-4-0 *Duke of York*
of 1930 LACY, SCOTT & KNIGHT AUCTIONS

CORGI, the Northampton connection

Corgi was originally a brand name of Mettoy (Metal toy), which moved to Northampton in 1932 and was formed by Phillip Ullman and Arthur Katz.

Both had worked for Nuremburg company Tipp & Co but being Jewish sought asylum in Northampton. By then the company was owned by toy giant Mattel. Mettoy was behind the 1960s model railway range Playcraft Railways.

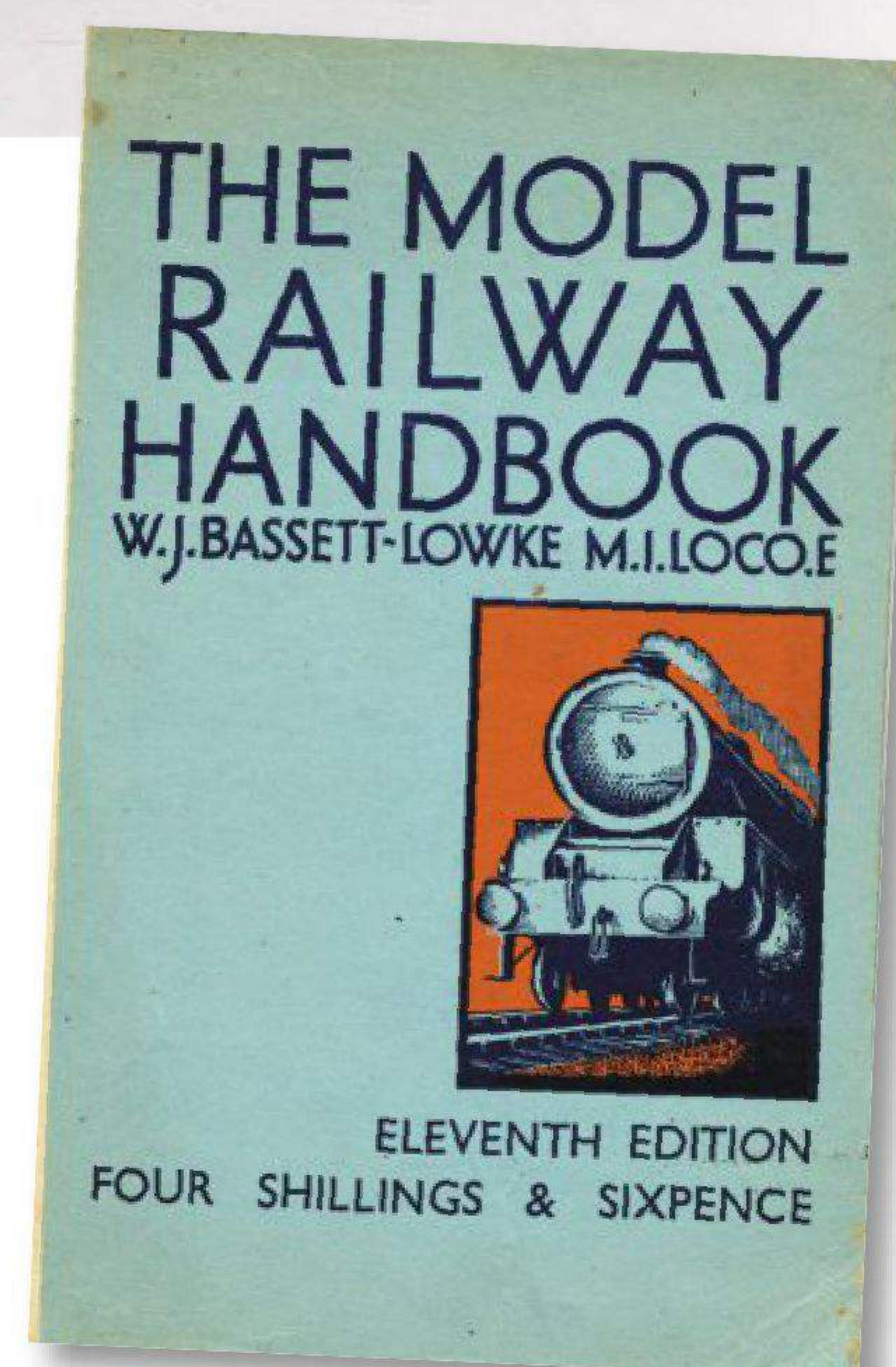
Corgi introduced die-cast scale model vehicles

in 1956, which were vastly superior to Dinky Toys and other models available at the time.

The company suffered financial difficulties in 1983 but a year later a successful management buy-out took place which continued until 1989 when the company was acquired by toy maker Mattel. During this time models began to be produced in Hong Kong instead of Swansea where they had been made previously. In 1995

Mattel sold the company to another management buy-out, the company trading as Corgi Classics with the company moving to Leicester with production being wholly sourced from the Far East.

By 1999 ownership was in the hands of Zindart, an American company. As well as producing a wide range of road vehicles the company diversified into producing a range of aircraft and a range of OO-scale buses.



« share to the more realistic Hornby Dublo range and they were joined in 1949 by Graham Farish and a year later Rovex, which went on to become the dominant force when its emerging range was sold to Tri-ang. 234231234q

The death of W J in 1953, at the age of 76, saw the start of the company's decline. He had been a local Labour councillor in Northampton (1930-1952) and also served as an Alderman. He was one of the founders of the Northampton Repertory Theatre and served as a director for many years. He was also a keen photographer and amateur film maker, producing a film promoting Northampton in 1932.

Despite the O gauge market being in decline the company turned out some of its best models. These included some of the last to be built, including the DPT Deltic Prototype locomotives built by Vic Reader,

one of its suppliers. These models were handmade in brass and therefore expensive.

The last catalogue appeared in 1963 and in 1964 the last of the company shops in High Holborn, London was sold.

Bassett-Lowke ceased trading the following year and there were a number of attempts to get the company up and running again. The name was acquired by two London businessmen Richard Derry and Ivan Scott in 1966. In 1968 the company then trading as Bassett-Lowke (SM) Ltd reached agreement with a London retailer of collectable model railways and model engineering items trading as Steam Age. Retail premises were at 59 Cadogan Street and the company sold models that were still available notably the live steam 2-6-0 Mogul using the trading name Bassett-Lowke (Railways) Ltd. In return, repair and restoration work from Steam Age was

placed with the main company.

In 1969 a commemorative catalogue was produced for the ill-fated tour to the United States of America by British iconic locomotive A3 Class 4-6-2 No. 4472 *Flying Scotsman* and a train of Pullman cars promoting British companies and their products. Bassett-Lowke (Railways) Ltd took exhibition space on the train and 5000 numbered catalogues were produced for sale.

In 1970 the main company changed hands again being taken over by the wife of Richard Derry, Anne Ritchie, under the name Bassett-Lowke (Holdings) Ltd. The company produced high-quality commercial and industrial models for a number of customers.

During 1976 the company supplied the model railway components for Tucktonia Model Village in Christchurch, Hampshire, which were built in the company workshops in Northampton. »

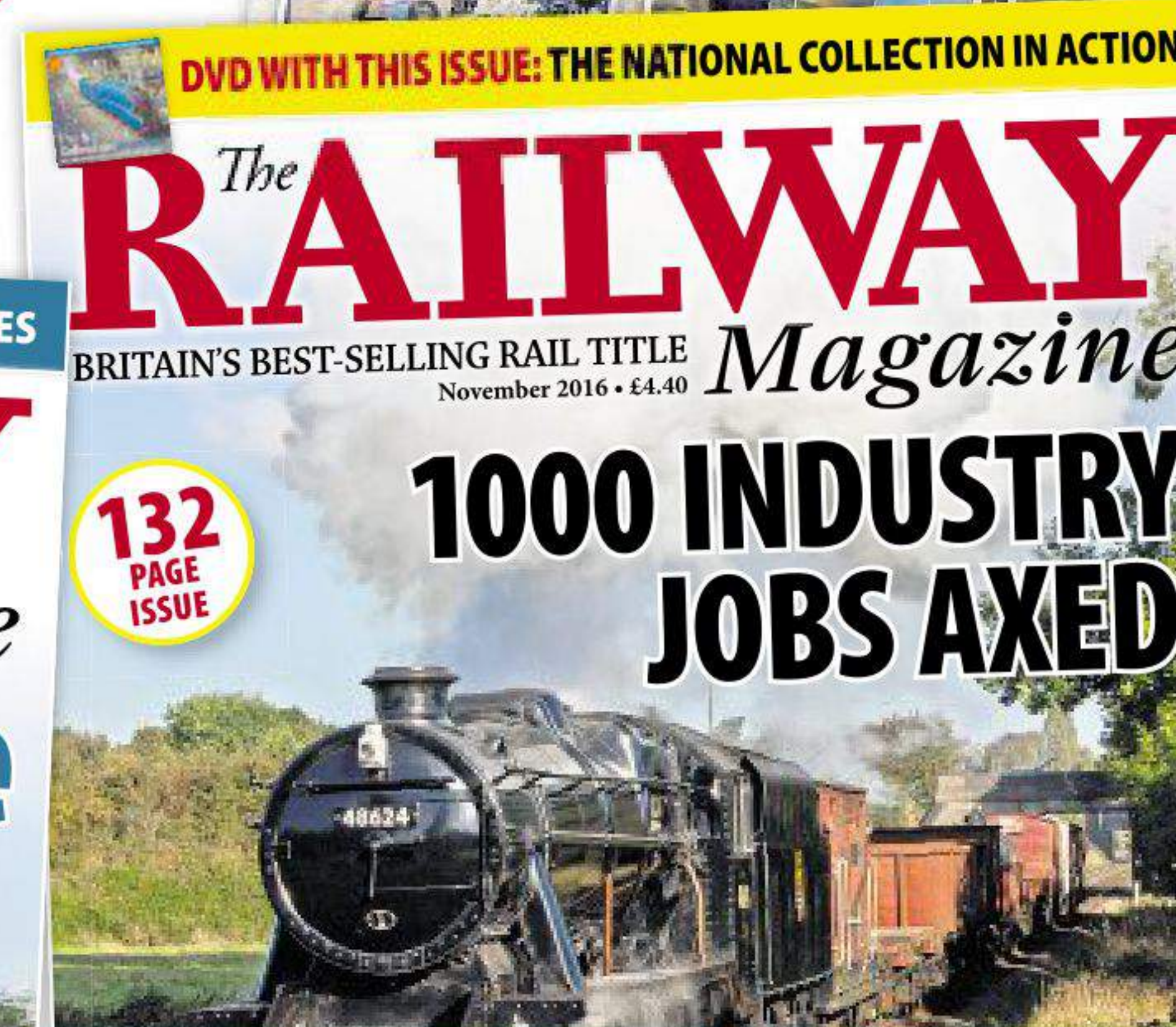
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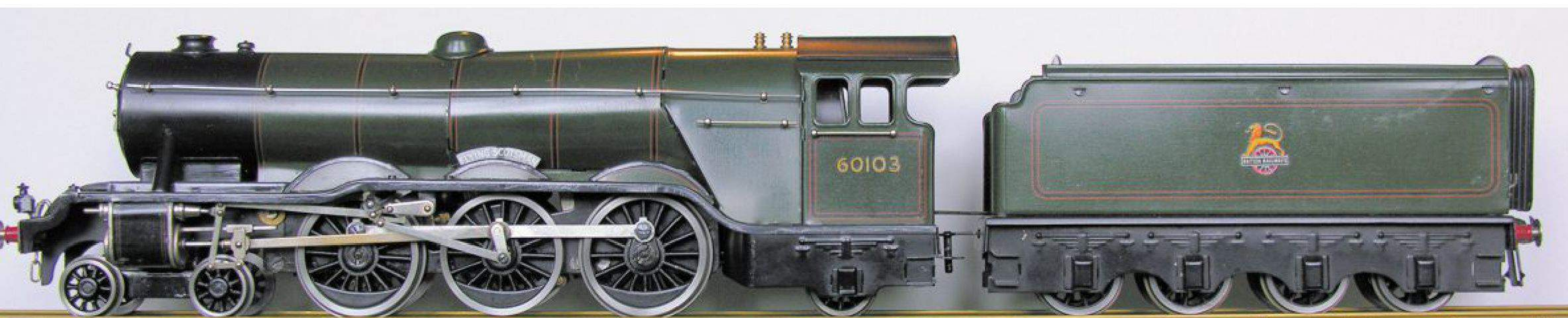


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Circa 1955 B-L 4-6-2 A1 BR green *Flying Scotsman* 60103 Nuscale. PAT HAMMOND



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Brighton Toy and Model Museum. 52/55 Trafalgar Street, Brighton, West Sussex BN1 4EB. www.brightontoymuseum.co.uk 10am-5pm (11am-5pm Sat). See website for admission prices.

DECEMBER 27

Keighley Model Railway Club Christmas Open Day. KMRC Club Rooms, Knowle Mill, South Street, Keighley, West Yorkshire BD21 1SY. www.keighley-mrc.org.uk 10am-4pm Tuesday. Adult £3.50, child £2.50. Club layouts.

DECEMBER 27/28

Gainsborough Model Railway Society Open Days. Florence Terrace, Gainsborough, Lincs DN21 1BE. www.gainsboroughmodelrailway.co.uk 1.30pm-6pm Tuesday and Wednesday. Adult £4, concession £3, child £3, family £10. (O) The East Coast Main Line from King's Cross to Leeds Central.

DECEMBER 29/30

Taunton Model Railway Group open days. Platform One, Bishops Lydeard station, West Somerset Railway, Bishops Lydeard, Somerset TA4 3RU. www.bathgreenpark.co.uk 10.30am-4pm Thurs. 10.30am-4.30pm Friday. Adult £1.50, child 75p. Bath Green Park station and Tamerig layouts.

DECEMBER 30

Wimborne Railway Society open day. United Reformed Church, Chapel Lane, Wimborne BA21 1PP. www.wimrail.org.uk 10am-2pm Friday. Adult £2.50, accompanied child 50p. Club layouts.

DECEMBER 31

West Camel Model Railway Society Christmas Show. Davis Hall, West Camel, Yeovil, Somerset BA22 7QX. Society contact: igoose261@btinternet.com 10am-3.30pm Sat. Adult £3, child (11-16) £1, child under-11 free. Eight layouts.

JANUARY 7

Ipswich Railway Modellers' Association. Open Day. 40A Norfolk Road, Ipswich, Suffolk IP4 4HB. www.irma.org.uk 10am-1pm Sat. Admission free. Layouts and second-hand stall.

JANUARY 7

Marlow, Maidenhead & District Model Railway Club Exhibition. Cox Green Community Centre, Highfield Lane, Maidenhead SL6 3AX. www.mmdmrc.org.uk 10am-5pm. Adult £4.50, child £2, family £10. Layouts and demonstrations.

JANUARY 7/8

ScoutRail 2017. Exeter Hall, Oxford Road, Kidlington, Oxon OX5 1AB. www.scoutrail.org.uk 10am-4.30pm Sat and Sun. Adult £3.50, concession £2.50, child £1.50. Layouts.

JANUARY 14

Bridport & District Model Railway Club Exhibition. Beaminster Public Hall, Fleet Street, Beaminster, Dorset DT8 3EF. 10am-4pm Sat. Adult £3, child £1. Layouts.

JANUARY 14

Heywood Model Railway Group. Unit 3, Park Works, River Street, Heywood, Oldham OL10 4AB. www.hmrg.co.uk 10am-4pm Sat. Admission by donation. Layouts.

JANUARY 14/15

Pratts Bottom Model Railway Exhibition. Village Hall, Norsted Lane,

Rushmoor Hill, Pratts Bottom, Orpington, Kent BR6 7PQ. www.orpingtonmodelrail.org.uk 10am-5pm Sat and Sun. Adult £3.50, child £1.50. Layouts and demonstrations.

JANUARY 14/15

Bognor Regis Model Railway Club Exhibition. Felpham Community College, Felpham Way, Felpham, Bognor Regis PO22 8EL. www.brmrc.co.uk 10am-5pm Sat, 10am-4.30pm Sun. Adult £5, child £3. Layouts.

JANUARY 14/15

Chiltern Model Railway Association Exhibition. Stevenage Arts and Leisure Centre, Lytton Way, Stevenage SG1 1LZ. www.cmra.org.uk 10am-5.30pm Sat, 10am-4.30pm Sat. Adult £8, child free. 30 layouts and demonstrations.

JANUARY 15

Weston-super-Mare Model Railway Show. The Campus, Highlands Lane, Worle, Weston-super-Mare BS24 7DX. www.westonsupermaretrainshow.com 10am-5pm. Adult £6.50, concession £6, child £2, family £15. 25 layouts.

JANUARY 20-22

London Model Engineering Exhibition. Alexandra Palace, Wood Green, London N22 4AV. www.londonmodelengineering.co.uk 10am-5pm Fri and Sat, 10am-4.30pm Sun. Adult £12, concession £11, child £4 with reduction for advance bookings. Displays, layouts and demonstrations.

JANUARY 21/22

City of Canterbury Model Railway Society Exhibition. St Anselm's School, Old Dover Road, Canterbury CT1 3EN. www.ccrrs.ic24.net 10am-5pm Sat, 10am-4pm Sun. Adult £5, concession £4, child £3, family £13. 15 layouts and demonstrations.

JANUARY 22

Astolat Model Railway Circle Exhibition. Surrey Sports Park, University of Surrey, Guildford GU2 7AD. www.astolatmrc.co.uk 10am-5pm Sun. Adult £6, child £3, family £12. 16 visiting layouts, three club layouts and traders.

JANUARY 22

SNCF Society Model Rail Show. Lenham Community Centre, Groom Way, Lenham, Kent ME17 2QT. www.sncfsociety.org.uk 10am-5pm Sun. Adult £4.50, child £1.50. French outline layouts, displays and demonstrations.

JANUARY 28/29

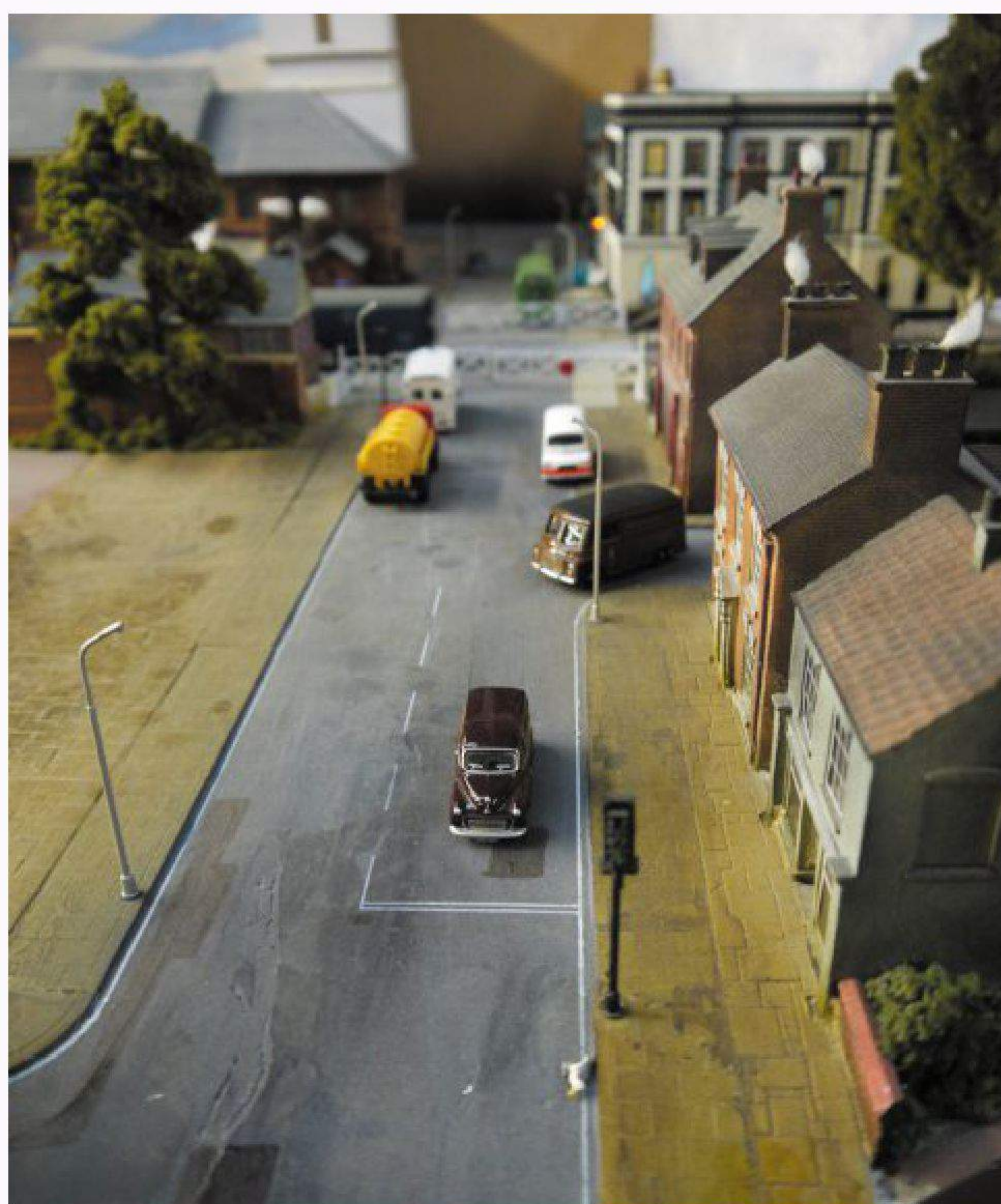
Erith Model Railway Society Exhibition. Longfield Academy, Main Road, Longfield, Kent DA3 7PH. www.erithmrs.ukmodelshops.co.uk 10am-5pm Sat, 10-4pm Sun. Adult £7, concession £6, child £3, family £18. Layouts and demonstrations.

JANUARY 28/29

Normanton & Pontefract Railway Modellers' Society Pontefract Model Railway Exhibition. New College, Park Lane, Pontefract, West Yorkshire WF8 4QR. www.nprms.org 10am-5pm Sat, 10-4.30pm Sun. Adult £5, child (under-16) free. 20 layouts and demonstrations.

JANUARY 28/29

Southampton Model Railway Society Exhibition. Barton Peveril College, Chestnut Avenue, Eastleigh, Hants SO50 5BX. www.southamptonmodelrailwaysociety.wordpress.com 10am-5pm Sat, 10-4.30pm



Sun. Adult £7, child £3, family £17. 23 layouts and demonstrations.

JANUARY 29

G Scale Society Kent Group's Winter Meet. Teynham Village Hall, Belle Friday Close, Teynham, Sittingbourne, Kent ME9 9TU. www.gscalekent.co.uk 11am-4pm Sun. Adult £2.50, child £1. Large-scale layouts and live steam.

FEBRUARY 4/5

Stafford Model Railway Exhibition. County Showground, Weston Road, Stafford ST18 0BE. www.staffordrailwaycircle.org.uk 11am-4pm Sun. Adult £2.50, child £1. Layouts.

FEBRUARY 11

Blackpool and North Fylde Model Railway Club. Cleveleys Community Centre, Cleveleys FY5 1ER. www.blackpoolandnorthfyldemrc.co.uk 11am-4pm Sun. Adult £2.50, concessions and children £2, family 2+2 £7.50. Club and members' layouts. Club meets every Monday evening 19.00-22.00. If you are interested you can contact chairman Alan Hawkins at chairman@blackpoolandnorthfyldemrc.co.uk.

FEBRUARY 11

G Scale Society West Midlands Group's Model Railway Exhibition. St Mary's Church Hall, Hobs Meadow, Solihull, Birmingham B92 8PN. 10am-4pm. Adult £3, child £1. Selection of layouts.

FEBRUARY 11

Heywood Model Railway Group Open Day. Unit 3, Park Works, River Street, Heywood OL10 4AB. www.hmrg.co.uk 10am-4pm. Admission by donation. Club layouts.

FEBRUARY 11/12

Bournemouth Model Railway Exhibition. The Hamworthy Club, Magna Road, Canford Magna BH21 3AP. www.bmre.org.uk 10am-5pm Sat, 10am-4pm Sun. Adults £5, children free. N, 00g, 3mm, 4mm, 7mm, HO, OO, P4, G1 gauge layouts.

FEBRUARY 11/12

Gartell Light Railway Model Railway Exhibition. Common Lane, Yenston, Templecombe, Somerset BA8 0NB. www.glr-online.co.uk 11am-4pm Sun. Adult £4, concessions £3, child £1. Ten layouts. Please note that the GLR will not be running during the exhibition.

FEBRUARY 18

Hillingdon Railway Modellers' Test Track Open Day. Yiewsley Baptist Church Hall, 74 Colham Avenue, Yiewsley, Hillingdon, Middlesex UB7 8HF. www.hillingdonrailwaymodellers.co.uk 10am-4pm. Admission £4. O, OO and N test tracks.

MARCH 4

Exmoor Toy and Train Show. Richard Huish College, South Road, Taunton, Somerset TA1 3DZ (Five mins drive from Junction 25 on M5) 10am-3.30pm. Admission: £2. Around 100 tables expected.

MARCH 11/12

East Grinstead Model Railway Club Exhibition. Sackville School, Lewes Road, East Grinstead, West Sussex RH19 3TY. www.egmrc.org.uk 10am-5pm Sat, 10am-4pm Sun. Adults £4.50, concessions £3.50p, Child (5-16) £3.50, Family £15. 17 layouts and trade support.

Gauging what's the best scale for you

Anything miniaturised needs to be scaled down from its full-size version, hence the often confusing number of gauges available to the modeller. Here we'll attempt to negotiate the minefield and explain what it is all about, writes **Tony Stratford**.

It seems that since the dawn of railways there have been battles over gauges, from Brunel's broad gauge to Stephenson's standard gauge, with people always having a preference for one over another.

The first commercial railways in the UK were designed to operate on a track gauge of 4ft 8½in, which was originally set by George Stephenson as it was the same distance apart as the wheels of horse-drawn carts used at the time, itself a measurement possibly dating back to Roman times.

In the UK lines that operate on track less than 4ft 8½in are known as narrow gauge and those larger as broad gauge, the latter being favoured by Isambard Kingdom Brunel for the Great Western Railway and other lines he engineered in the west of England which ran on tracks 7ft 0¼in apart. The last broad gauge lines were converted to standard gauge in 1892.

Narrow gauge lines were widely used for the construction of light railways and lines serving industry, particularly in rural parts where building standard gauge lines could not be justified financially or were constrained by the local geography.

In Ireland the track gauge for both Northern Ireland Railways (NIR) and

Iarnród Éireann in the Republic of Ireland is 5ft 3in.

Scaling down the real thing

Model trains by German companies Bing and Trix were imported to the UK by Bassett-Lowke. While this was fine for the German outline models, British modellers wanted locomotives that looked like the ones that operated here. Immediately, Henry Greenly, the noted miniature railway engineer was required to fit a British outline body on to an existing German-built chassis. At 3.5mm the body was too small to accommodate the cab full of electrics which early locomotives contained. So he had to seek a compromise and opted for 4mm to the foot and it worked, although it means that this historical anomaly leaves OO track width technically narrower than it should be.

In 1938, Hornby Dublo trains were introduced by Meccano Ltd in Liverpool and they also adopted OO scale. It has remained the British standard ever since, consistent with the British way of liking to do things a bit differently, as the most popular gauge worldwide is HO, more of which later.

The most popular scales today in the UK

are OO and N (2.0625mm to the foot) with extensive ready-to-run models that can be easily bought from your local model shop. O gauge (7mm to the foot) has been reinvigorated in the past few years and is now enjoying a renaissance.

British OO models and HO models purchased from European or American companies can be used on the same track and with the same controllers as British OO trains. Whereas in real life the British trains would be smaller, the use of OO alongside HO models makes them almost the same size when operating.

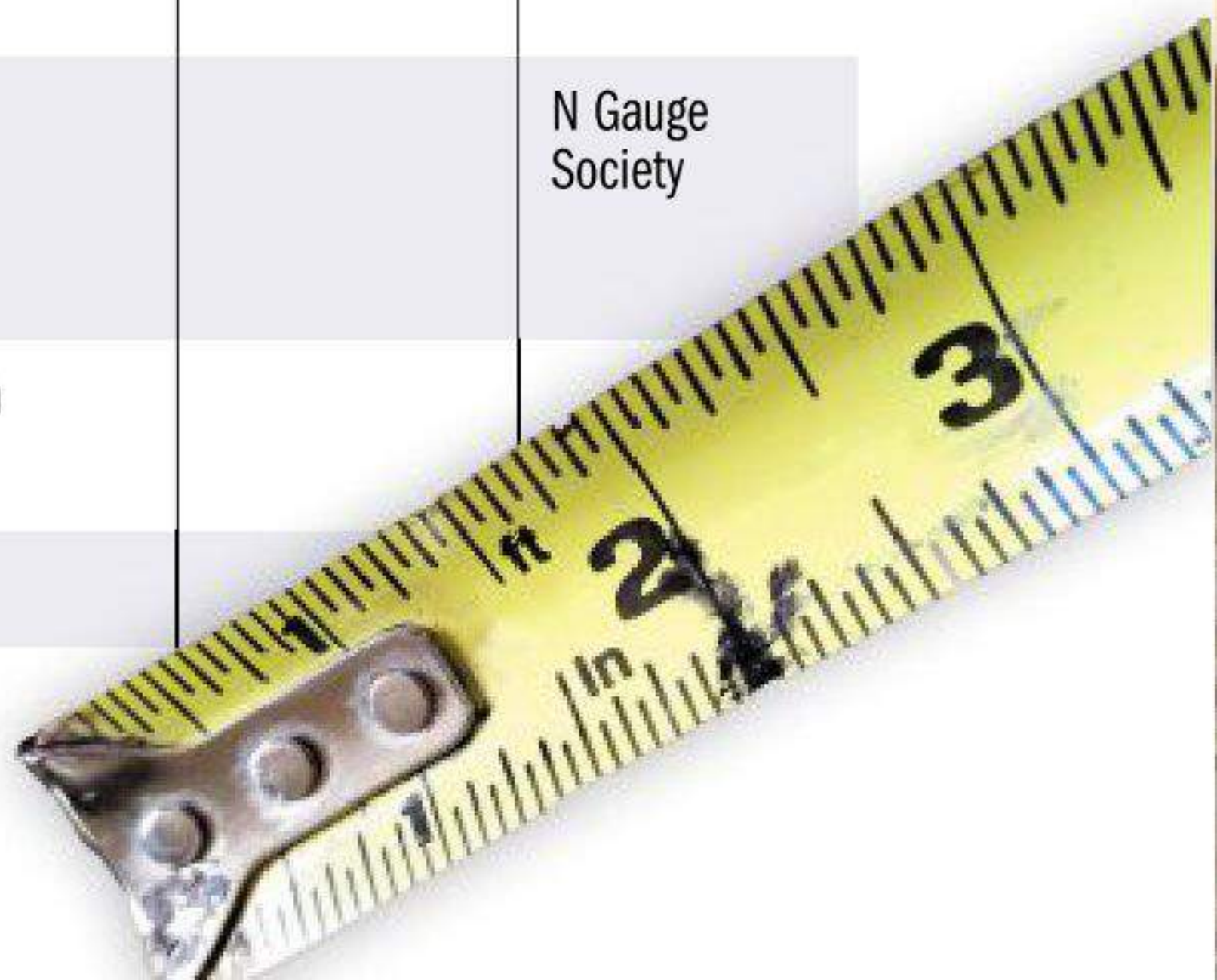
N gauge models share a scaling inconsistency with their OO gauge siblings in that in order to accommodate engines within the models they had to be larger than the scale technically demanded, so 2.0625mm to the foot N gauge models run on 9mm width track. N gauge was originally called OOO (Scale 1:152) when it first appeared ready-to-run in the UK in the early 1960s following the release of Lone Star products on to the market. As the track scale was again compromised some modellers prefer to work to 2mm fine-scale standards.

The table shows the largest scales first and the smallest last, and isn't an exhaustive list as other gauges are available. >>



Les Chatfield, Two Terriers, Creative Commons/Flickr

Name	Scale ratio	Track gauge imperial	Track gauge Metric	Notes	Supporting society
Gauge O	1:43 (UK) 1:45 (Europe) 1:48 (USA)		32mm		Gauge O Guild
S	1:64	0.883in	22.43mm		S Scale Model Railway Society
HO	1:87 (3.5mm to the foot)		16.5mm	Rest of the world - OO in UK	
OO (UK)	1:76 (4mm to the foot)		16.5mm		Various inc Double O Gauge Assoc
TT /3mm	1:101.6 (UK) (3mm to the ft) 1:120 (ROW) 1:130 (Russia)		12mm		The 3mm Society
N	1:148 (UK) (2mm to the foot) 1:160 (ROW)		9mm		N Gauge Society
Z	1:220		6.5mm		
T	1:480		3mm		





BELOW: The transfer shed at Didcot Railway Centre demonstrates how passengers were expected to transfer from broad gauge engines to standard gauge once they reached the end of the Brunel line. **ROBIN JONES**

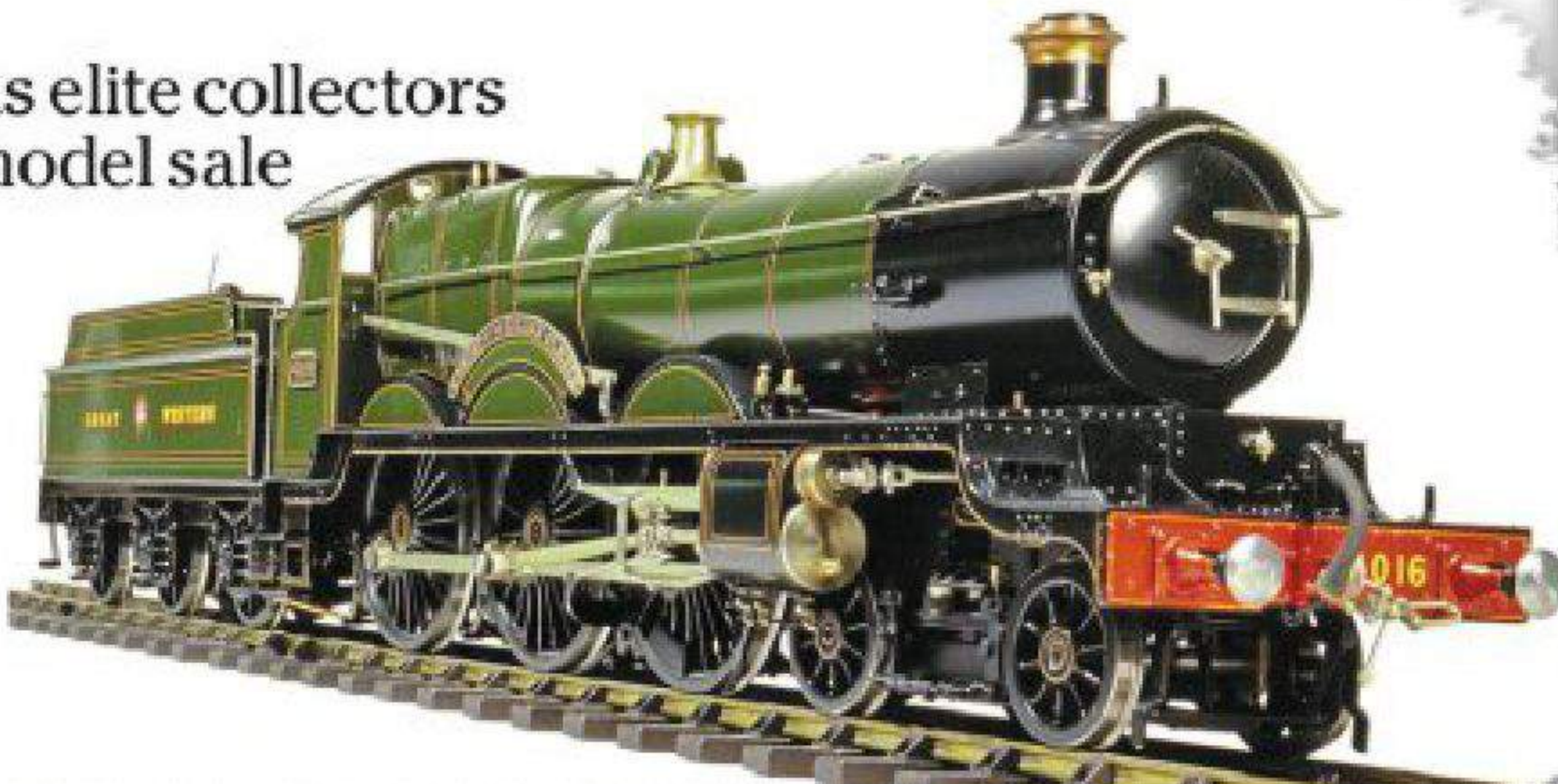
In order to correct the situation a number of modellers work to more accurate standards. The most accurate is P4, which uses a 4mm to the foot scale and is supported by The Scalefour Society. Other gauges include EM and Finescale.

Narrow gauge
There are many different track gauges and scales for narrow gauge railways so we have restricted the ones listed to those supported in the UK with ready-to-run models.

Name	Scale ratio	Track gauge imperial	Track gauge metric	Notes	Supporting Society
G *	1:22.5 (Europe)		45mm		G Scale Society
16mm SM32	1:19.05		32mm	Represents 2ft gauge prototypes	The Association of 16mm Narrow Gauge Modellers
On30 or 1/4	1:48 (USA)		16.5mm runs on 00 track	All USA outline available in UK	
O16.5 mm	1:43 (UK) 1:45 (Europe)		16.5 mm runs on 00 track **		7mm Narrow Gauge Association
H0e (3.5 mm Europe)	1:87 ***		9mm	European outline	
009 (4mm UK)	1:76 ***		9mm	British outline	

Global interest as elite collectors eye Waterman model sale

By Geoff Courtney
WEALTHY collectors from around the world will be jetting into London in April determined to outbid rivals for some of the finest railway models ever to come up for auction. As reported exclusively in last month's *Heritage Railway*, Pete Waterman is placing on the market his unique collection of Gauge 1 and larger railway models in a sale that is attracting global interest. A lifelong railway enthusiast, he is selling 58 models, five of which are 5in or 7 1/4in gauge live steam and the remainder Gauge 1. Most are one-offs personally commissioned by Pete from top builders, some of whom used works drawings to ensure the greatest possible authenticity and accuracy.

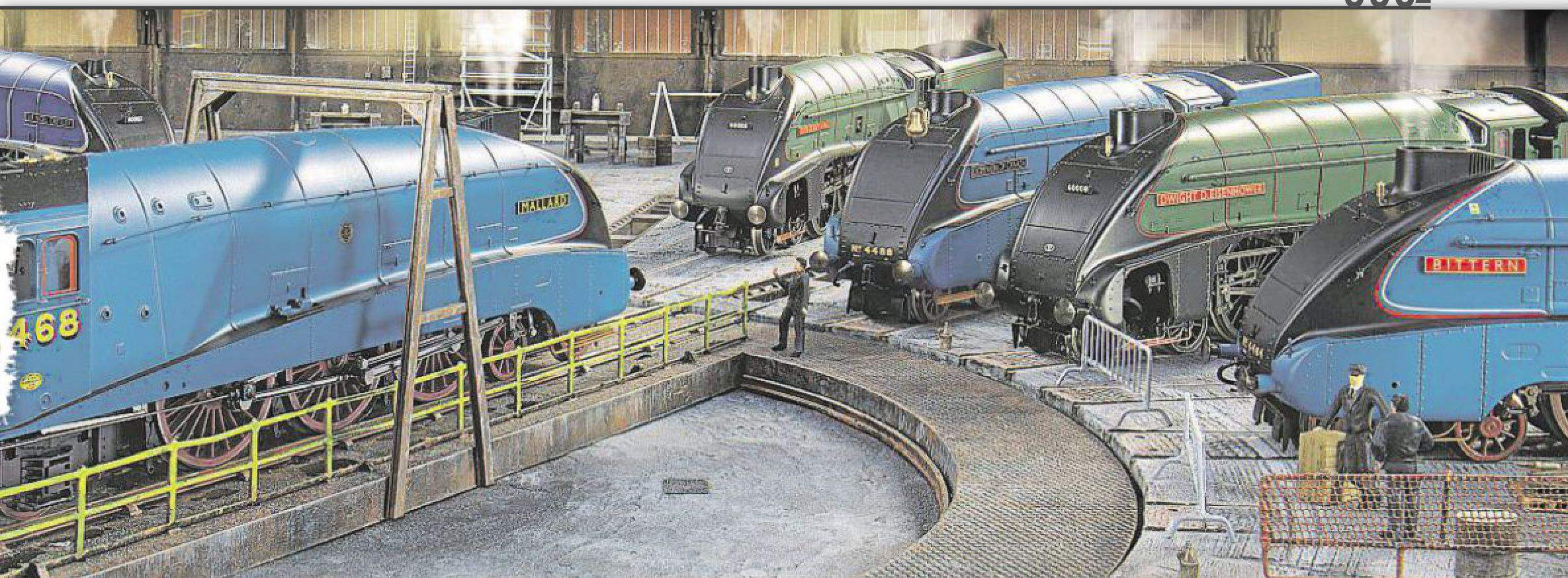
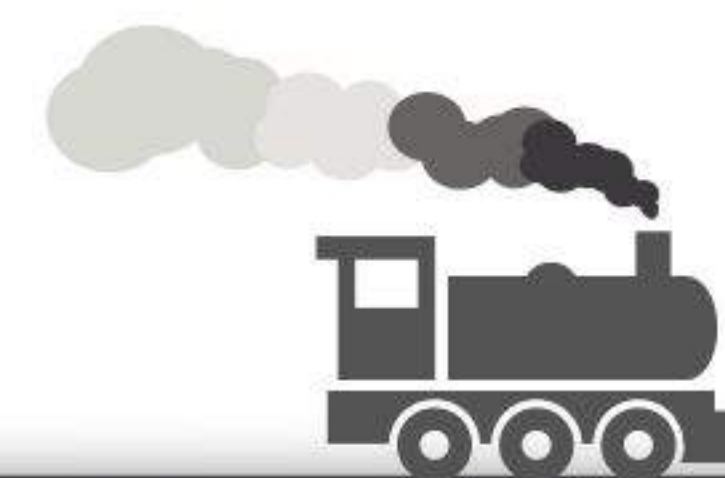


Golden opportunity: The Gauge 1 model of GWR Star class 4-6-0 No. 4016 Knight of the Golden Fleece that will be going under the hammer at the sale of the Pete Waterman collection in central London on April 16. The model, which carries a top estimate of £40,000 and was built by George Mackinnon-Ure, is one of 58 that are expected to fetch a total of more than £1 million. **WILLIAM MATTHEWS.**

In 2015 Pete Waterman put his collection of models up for sale, including 56 Gauge 1s. Each of the models being built from scratch for him.

* G stands for Grob, which is German for Big. When introduced by LGB in 1968 the scale represented narrow gauge European prototypes initially from Germany. G has since been allied to G for Garden as that is where it is usually found operating. In the USA it is known as Large Scale and can represent standard gauge trains. The scale of 1:22.5 is not always strictly adhered to and depends on the country being modelled. All run on 45mm track and when used in the garden do not look out of place.
** While the track gauge is the same as 00 or HO with wider sleeper spacing to represent O gauge narrow gauge modelled to 7mm to the foot.
*** As with standard gauge models of British and European prototypes there are the same scale differences for narrow gauge models. Both run on 9mm track and the track difference between N scale track and 009 / HOe track is the sleeper spacing which is wider apart and to 3.5mm or 4mm to the foot rather than 2mm.





Hornby's visualisation of the Great Gathering with its sell-out limited edition six A4s around the turntable. HORNBY

The Great Gathering

Horses for courses

The smaller scales allow models to be created in smaller spaces. However, some people prefer to use the space to create a more scenic environment and N gauge in particular, allows some impressive scenic layouts to be built.

OO scale remains the most popular and can be accommodated in most homes. 6ft x 4ft is the minimum requirement for an OO gauge continuous run layout although 8ft x 4ft is more commonly used particularly by those entering the hobby. While OO can be used in the garden, it does require a rigorous maintenance programme as the smallest twig, leaves or snails will require removal before operation commences and track cleaning will be required.

Unless you live in a very big house, then the larger scales are more challenging. G scale is normally associated with the garden

but a number of portable indoor layouts have been created using the terminus to fiddle yard option.

Most of today's modellers working to fine-scale standards began with ready-to-run equipment and once they had obtained the necessary confidence to change to more exacting standards they did so.

No scale or gauge is better than any other. What route you adopt will only be constrained by the available space, the cost and the availability of your chosen subject to be modelled.

Why we are still different

Over the years there have been a number of attempts by European manufacturers to tempt the British away from OO scale.

Tri-ang Railways (predecessor of Hornby) produced a number of overseas models particularly those of countries that are part

of the Commonwealth such as Australia, Canada, South Africa and New Zealand. These were generic trains, which were sold as HO/OO.

Trix, which was the pioneer of what we now call OO scale, moved towards more scale products and adopted a scale of 3.8mm, which was roughly halfway between HO and OO scales. It never brought the required results and in the late 1960s it followed other manufacturers and adopted 4mm scale for a range of LNER Pacifics (A2/A3 and A4 classes) which it produced alongside a 4mm electric locomotive that it took over from Liliput in the early 1960s. It was too late to save the company and it was ultimately taken over.

In the early 1960s, Playcraft Railways were produced for Northampton company Mettoy by the French manufacturer Jouef. While it tried to produce models

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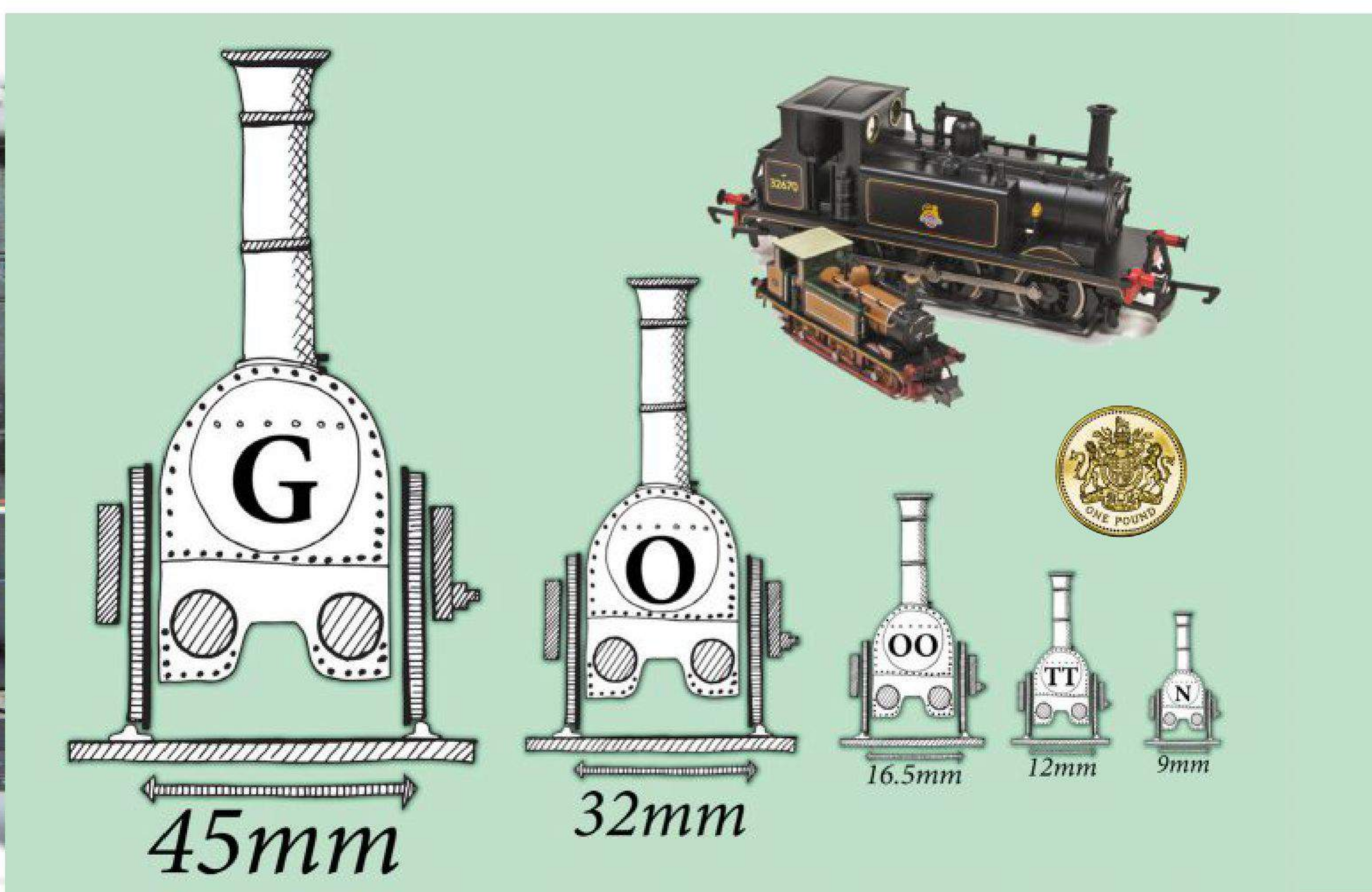


CLASSIC LOCO





Class BR Standard 4MT 4-6-0. ROBIN JONES.



INSET PHOTO: Hornby and Dapol Terriers – N and OO gauge. NIGEL BURKIN.

« to HO scale and some were, there were compromises because of the difficulty in getting HO scale British bodies to fit the existing chassis range.

In 1967 Marklin produced a HO scale model of a Warship Class diesel. Sales were disappointing and it remained a one-off.

In the 1970s Lima introduced a range of pure HO models but despite their attractive prices they were not popular with British modellers who preferred to buy OO scale, so Lima dropped the HO British range and adopted OO scale for the British market.

Fleischmann introduced superb HO

models of a Warship diesel and Bulleid coaches in the mid-1970s but again British modellers did not warm to them and plans for other models were dropped.

Rivarossi was the next to try producing an original Royal Scot Class locomotive and some nicely detailed panelled LMS coaches but to 3.8mm scale.

Britain remains loyal to OO scale and is unlikely ever to adopt anything else. Having seen the difficulties that the European manufacturers had, when Airfix and Mainline entered the British model railway scene in the mid-

1970s, they played a safe bat and adopted OO scale.

In Britain we like to be different and while HO models are no longer constrained by the difficulties of the pioneering manufacturers – it looks like we will retain OO scale now that there are a lot of different manufacturers catering for it.

No wonder scales and gauges cause so much confusion! ■



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Is 3D printing a skill of the future?

With laments of skills gaps and modelling not attracting a younger generation, **Matt Wickham** looks at a new technology that might just be the modern equivalent to using a lathe or milling machine.

YOU MAY NOT KNOW IT BUT 3D printing has been around since the 1980s... so it's actually nothing new. However, as the technology has developed it has improved, and as with most technology has reduced in size, so it could be in family homes in a few years' time... if not already.

So, what is it? Basically it involves taking a 3D CAD (computer-aided design) file, that's been modelled on a computer and exported as a printable file. The 3D model/shape or model gets 'sliced' into cross sections, in the process making it two-dimensional for the machine to print in layers to form the 3D model or shape, and

this is done by the computer software that runs the printer.

The file is exported to the printer, depending on what material you want to use or what is best suited to the model you are printing; each material will have its limitations and guidelines for use including minimum thicknesses and surface detail.

There is a range of materials you can use involving different printing methods.

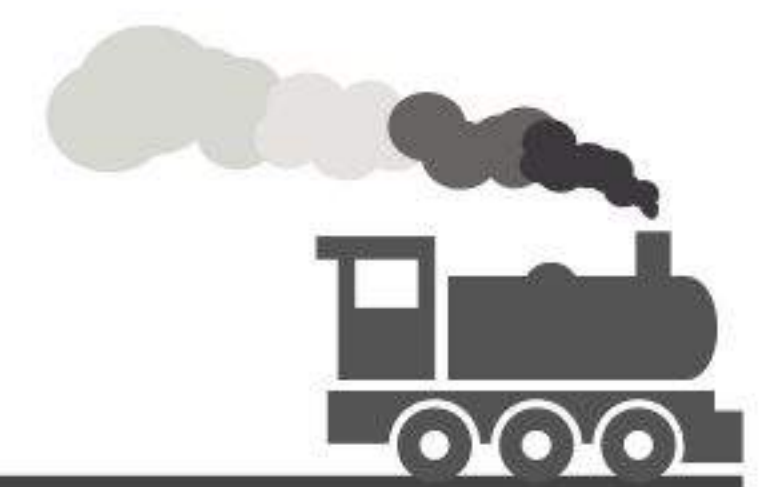
I am aware of the challenges and problems one can encounter in 3D printing as I started from scratch having no CAD knowledge apart from a very basic understanding. Opinion is still split about whether there is a real future in

railway modelling using this technology at the moment.

I'll demonstrate two models that I've created, I am a steam preservation-era modeller and so I am showing you a locomotive body model designed to fit on a ready-to-run chassis, plus a coach body also designed to fit on a ready-to-run chassis.

Firstly the research needs to be done, such as basic measurements of the loco, and coach – these can be done with permission of the railway they are based at, or from various books on rolling stock, which should have drawings.

Once enough information is collected, I then purchase the model's donor chassis; »



A leading desktop 3D printer, SLA based.

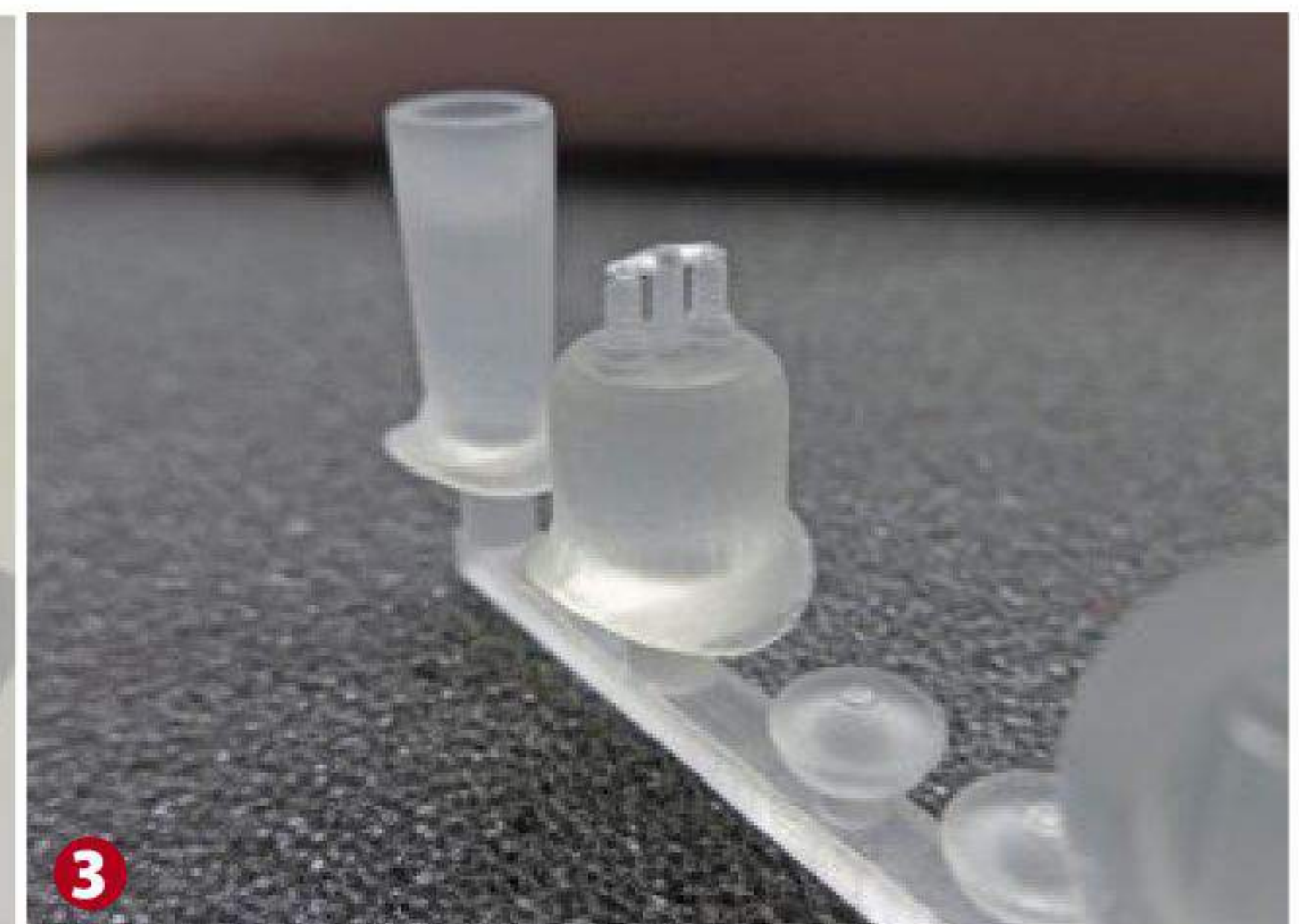
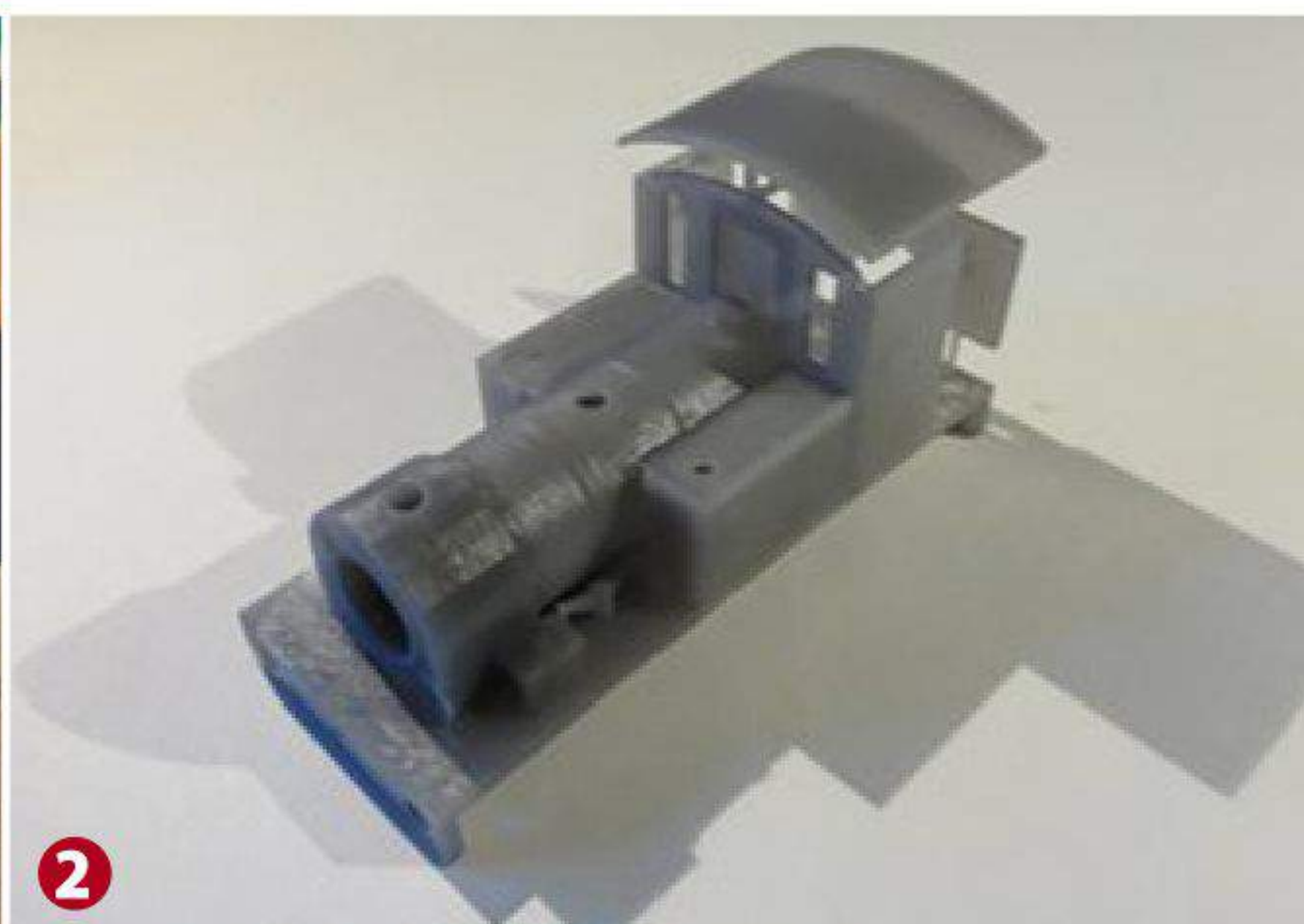
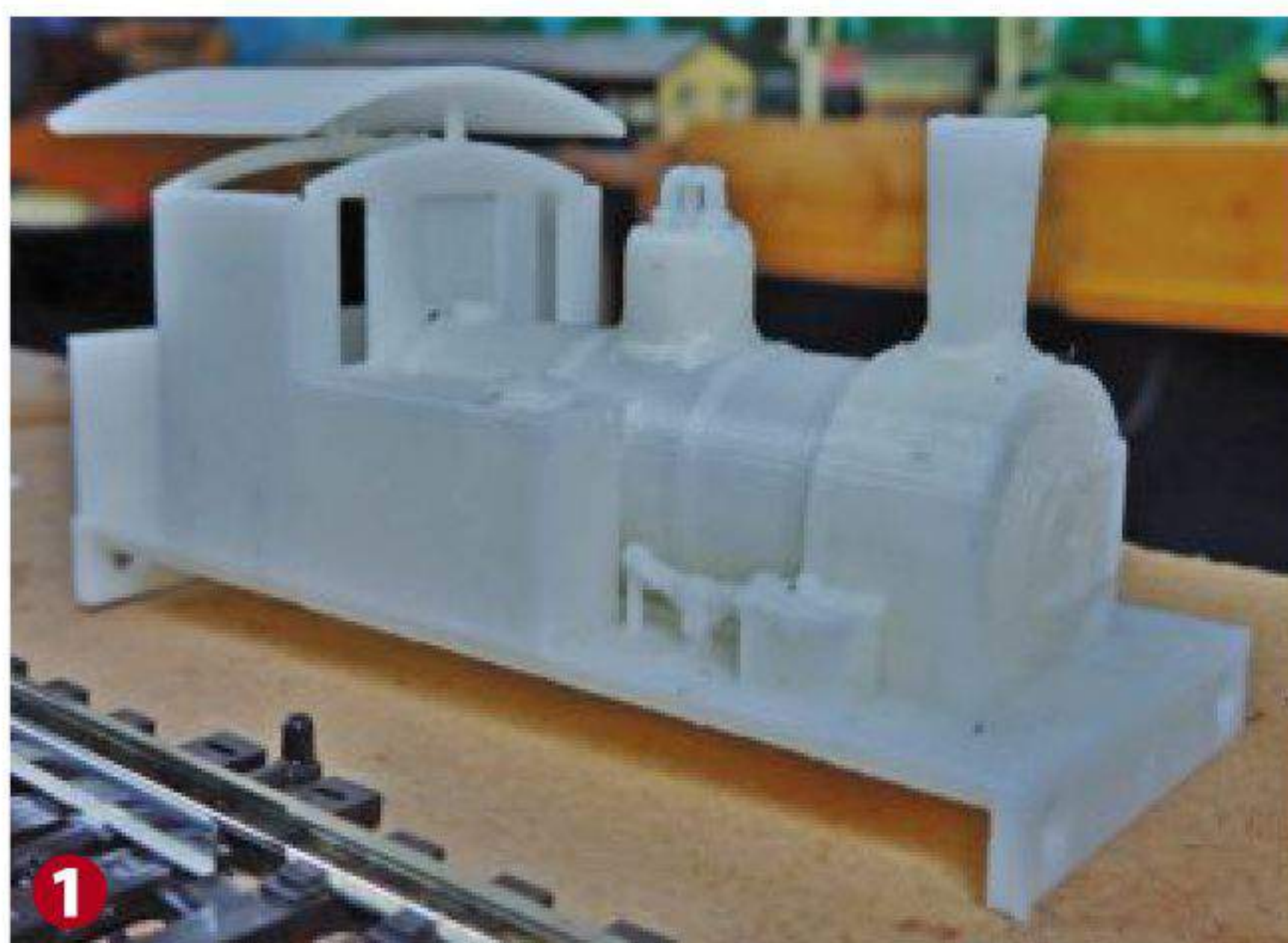


Free CAD software for beginners

3D Slash, 3D Tin, Leopoly, FreeCAD, K-3D, Leocad, Meshmixer, Sketchup, TinkerCad, Wings 3D, Netfabb

Free CAD software for experienced users

3D Crafter, Art of Illusion, Blender, BRL-CAD, Fusion 360, Meshlab, Onshape, OpenCascade, Openscad, Sculptris



the steam loco I'm looking at required a standard LnY pug chassis, produced by Hornby or Dapol.

The coach chassis required was found on a well-known auction website, and at this moment in time was still readily available; it is a J144 Jouef wagon chassis, with a bed of 28 x 105mm, which is reasonably close to the measurements required.

On to CAD. There are a number of programmes available, but for beginners I would recommend Google Sketchup as it's free, but there are others that I would say are for more advanced and for experienced CAD operators and these include Rhino 3D, Blender and Meshlab.

You will require one additional plug-in to export the files from Sketchup if this is the programme you are using, you will require

an .STL file plug in, this file extension allows the file to be read by 3D printers.

The one other programme required, to be used as an after process to repair or fix models to prepare them for printing, is called NetFabb – again a basic programme is available for free.

Once you have your desired programme, I would recommend you pick a material to print in before you start. This is important as each material has different design and print guidelines.

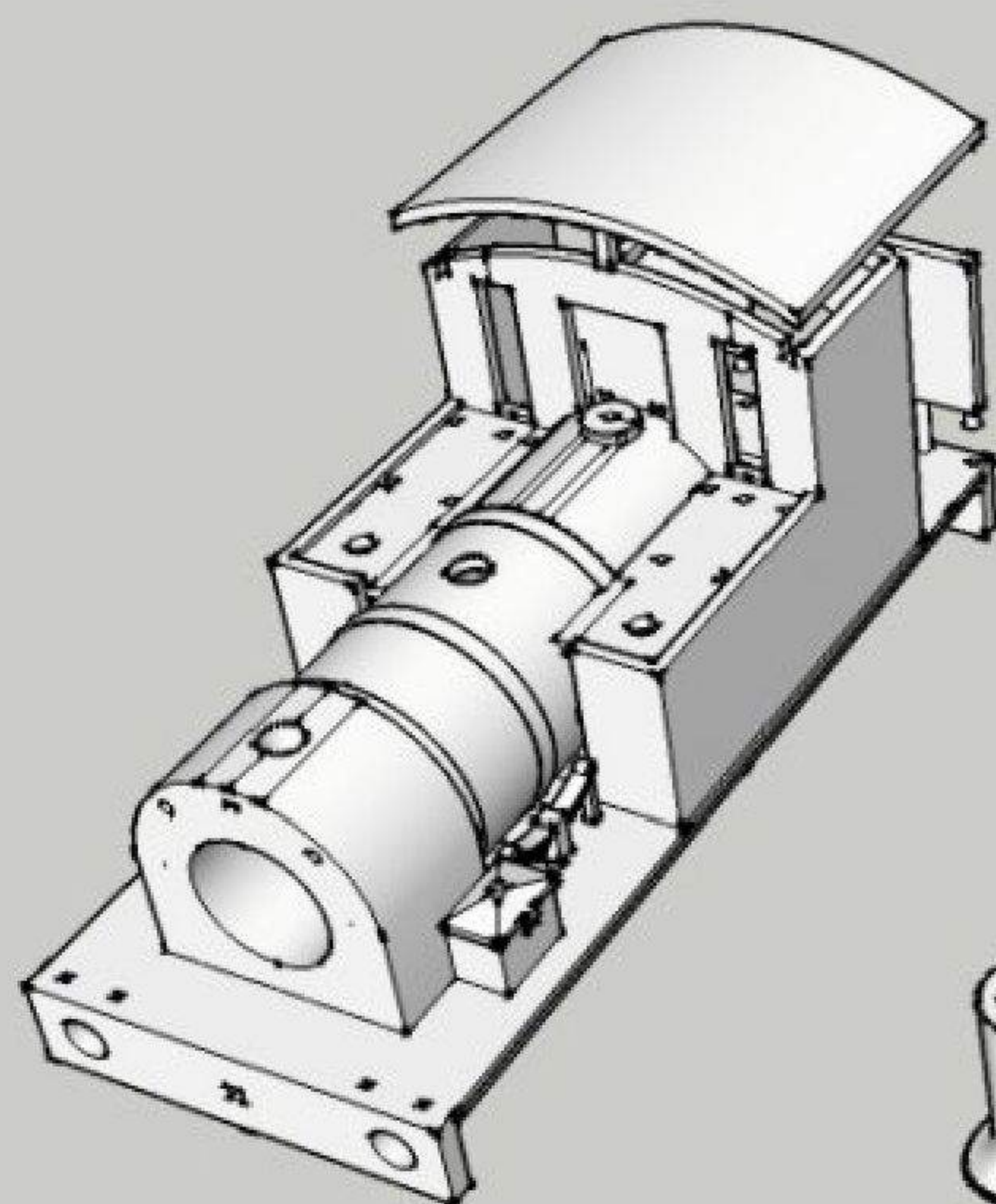
As these are miniatures and have quite a lot of surface detail I have picked two materials as the properties are similar.

One is a resin base material cured with a laser (a process known as SLA Stereolithography) and the other is a commercial material available through

- 1:** This a very early print with everything attached, signs of stepping of a domed object on the front, showing an orientation error, the rest was okay. (ABS/PLA printer used)
- 2:** 3D print as arrived, slight cleaning required
- 3:** Close-up detail on the dome showing the spring detail.
- 4:** Fully assembled on the chassis detailed prototype.
- 5:** 3D print after cleaning from the printer.
- 6:** Almost complete and mostly painted model.

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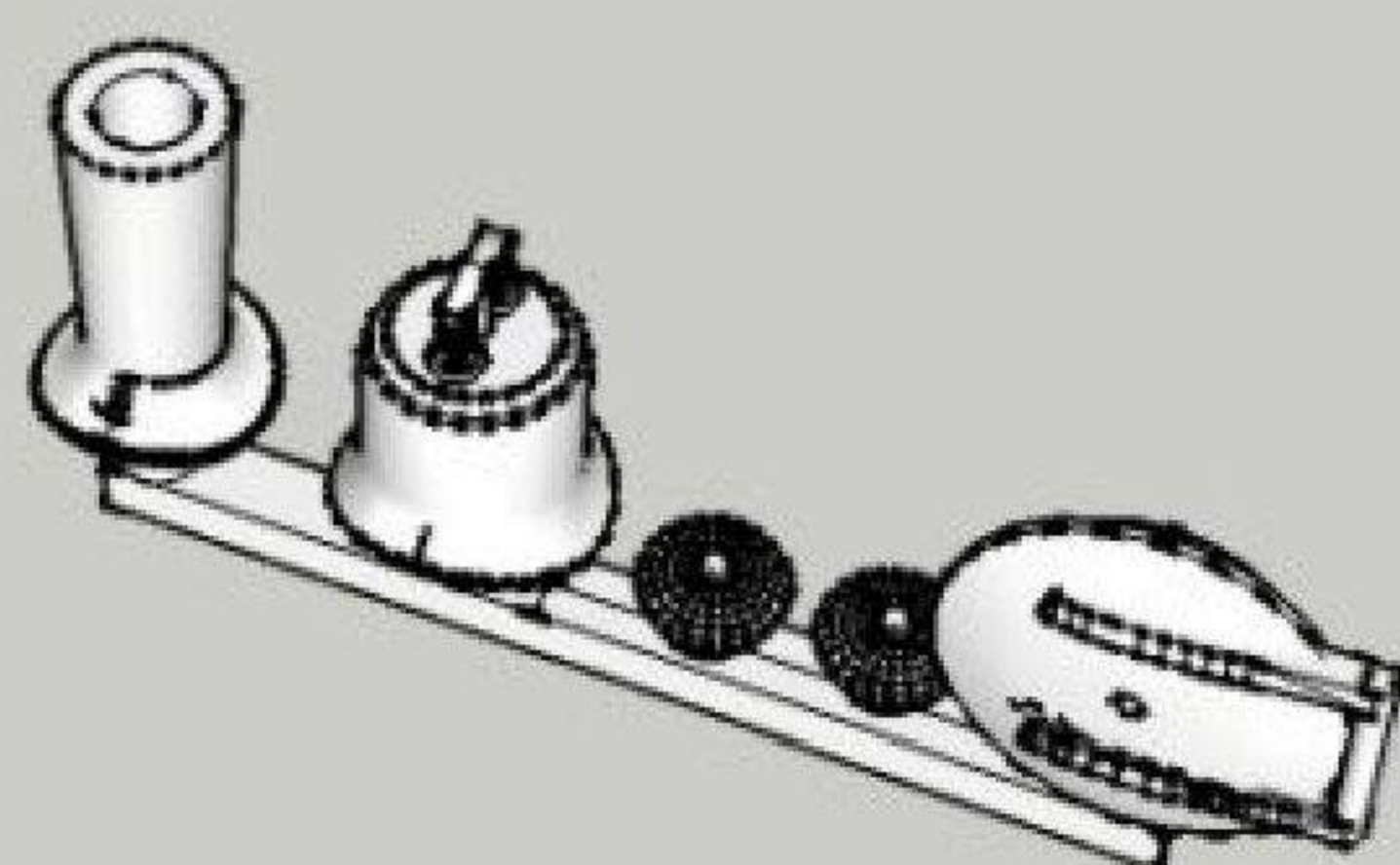
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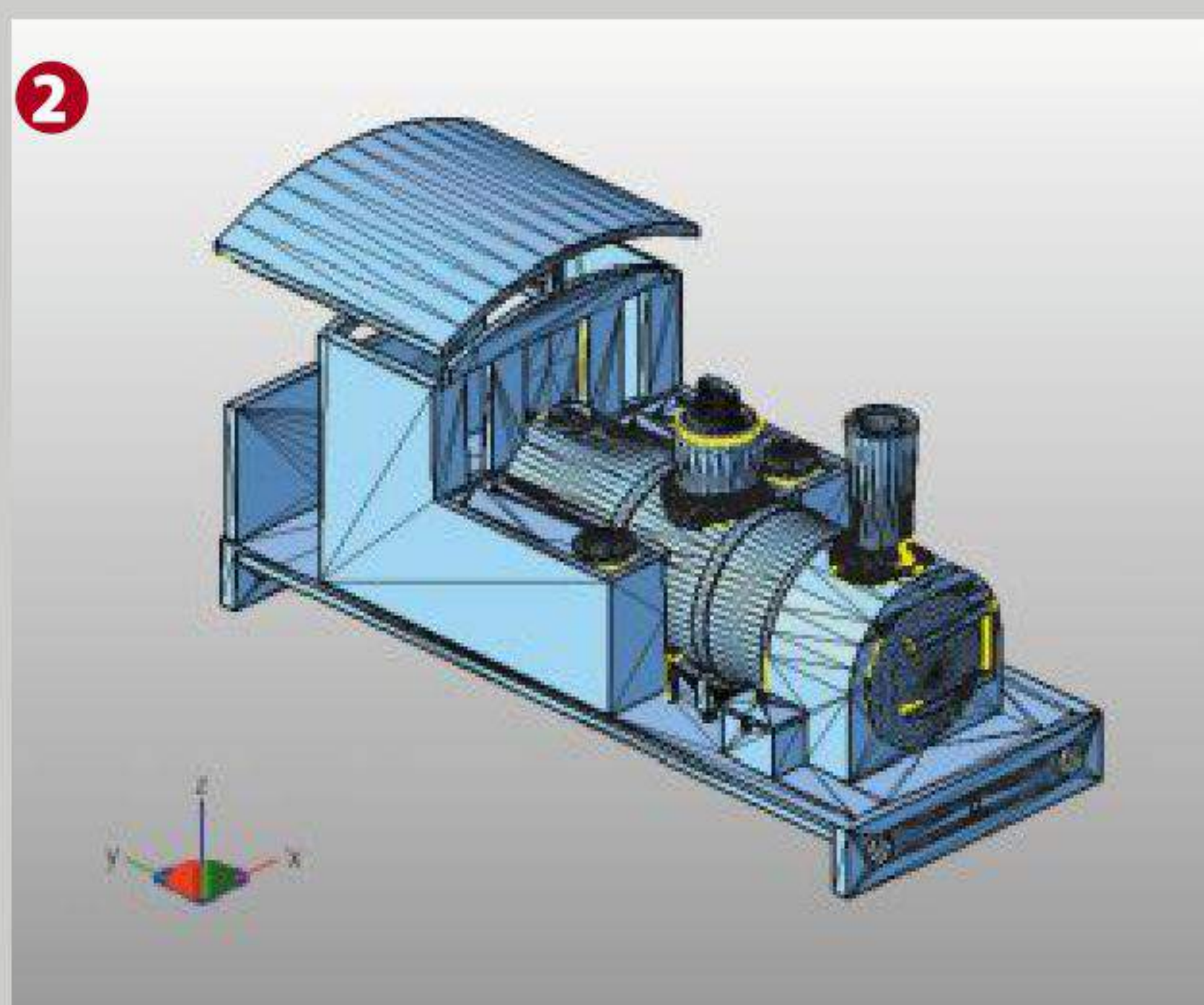
1: 3D CAD complete and manually checked, ready for export for model repair.

2: Model after repair check highlighting areas where the program will repair.

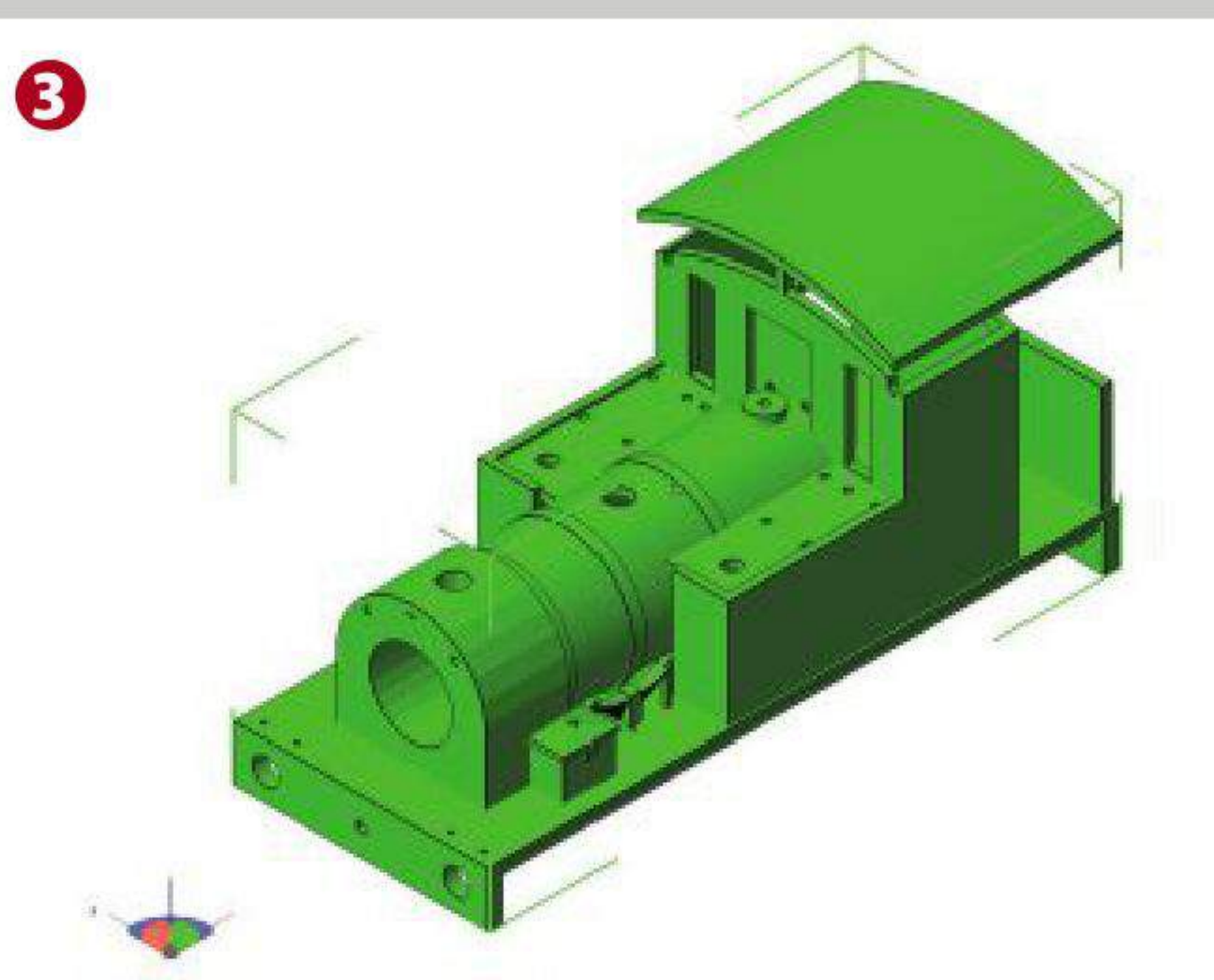
3: A healthy model with no problems ready to go to the printers.



2



3



Matt's story...

I first got in to railways when I was just a youngster. My earliest memory is of the Nene Valley Railway and a Thomas the Tank Engine event. Since then I have always followed and gone to other preserved railway lines.

I got in to modelling by going to model exhibitions and shows in and around Buckinghamshire, and for Christmas when I was nine or 10 years old I got a Hornby Freight Hauler train set in OO, which had a little o-4-oT No. 43 *Queen Mary*... in fact I still have the box. For a few years I had no time or cash for the hobby but in the early 2000s I came back to it, although it has changed somewhat since my childhood. My current layout is based on Horsted Keynes on the Bluebell Railway as this was always one of my favourite lines to visit. But to model it was rather a big challenge.

I have always enjoyed creating and building things and I certainly feel quite proud of things that I have made and got running when I see them at an exhibition. The world of model railways is a friendly environment in which to meet people with a similar interest and learn new things or skills.

Having had contact with younger modellers I look back to when I had no help, or had to learn for myself how to do things. I now try to hand down skills that I have learnt or record them and place them on YouTube. You can find out more about me, and what I model on my various groups and channels: [bluebell-railway.webs.com](https://www.youtube.com/user/bluebellModelrailway) or [youtube.com/user/bluebellModelrailway](https://www.youtube.com/user/bluebellModelrailway)

soapy water before working on the model.

After light cleaning and tidying the modeller is then free to complete the model by using traditional glues, paints, and primers. ■

« Shapeways.com called frosted ultra detail, which is a UV-cured acrylic polymer. Both materials and processes are capable of reproducing detail including rivets, surface detail etc.

Now I have the design guidelines, and minimum wall thicknesses of the model I can go ahead and build a 3D model. I usually build the model twice to three times the size I am printing in, as each programme has its limitations on model size, but can be scaled down later.

With all the key parts of the design decided design work can start, with careful measuring of the loco chassis and coach chassis undertaken to make sure the prints will fit them.

I've had some experience of including a chimney, dome and smoke box door to one single print, and owing to the number of cylinders or circles/domes on the locomotive would not want to compromise their quality, as some printers cannot cope with the curvature or circles on different axes. So, I separate them to give the best print quality and orientation in the print process.

The coach body is quite a square object with slight curves on the side known as tumblehomes, and the roof profile, owing to these curves, would be best printed at an angle or on its end. Smaller detail items such as roof vents or seating would be printed separately.

The CAD files are then exported as an .STL file, which is a file read by the printer. The file is then opened up into Netfabb, which checks the model for issues, and any rouge or leftover geometry that shouldn't be there – and will hopefully clean it up if it's not too complex. As ever, if it's slightly too complicated the free version of the software would not be able to fix the issues.

Any issues with the CAD is highlighted with an explanation marker in a box, meaning it needs attention.

My model was sent off for a test print, detail parts went to a commercial company in the Netherlands called Shapeways, the body was sent to a 3D print hub with UK listed home 3D printers, it took approximately a week to print and deliver.

Some light cleaning will be required with

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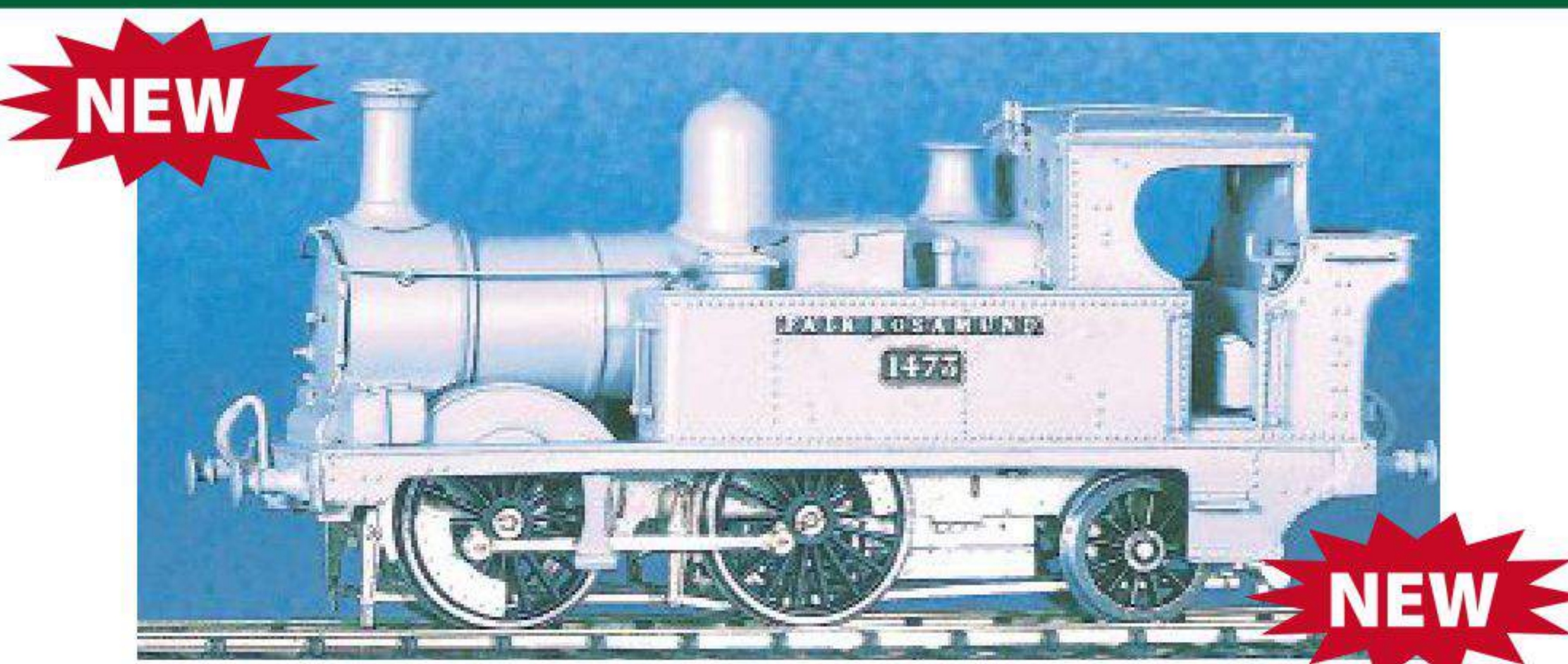
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What is 3D printing?

3D Printing is basically rapid prototyping, taking a 3D CAD (computer-aided design) file and sending it to a 3D printer to create a prototype to check it fits together correctly. This is used by main manufacturers Hornby and Bachmann – if you go to exhibitions you will most likely see a 3D printed prototype to show the public what a model will be like.

3D printers are developing all the time, changing, improving and hopefully getting cheaper – possibly even cheap and small enough for the family home, in time.

If you cannot afford one there are other options available, such as using print hubs where public or businesses have listed their own printers.

Plus if you don't have CAD skills, there are some well-known companies with online shops, where members of the public, myself included, can upload CAD model files to be printed to order and shipped to you, the customer.

You do need to understand what material recreates detail on the model and this usually depends upon the type of printer. Here are some process that I have used in the past to create models:

- Stereolithography (SLA): A 3D printing machine called a stereolithograph apparatus (SLA), which converts liquid plastic/resin into solid 3D objects. Requires a lot of support material for waste material. (SLA-Resin is expensive in terms of wastage of support material, however, layer lines are minimal, especially from a professional printer, and it's good for small details.)
- Digital Light Processing (DLP): DLP, as well as SLA, works with photopolymers. But what makes SLA and DLP processes unlike is a different source of light. For DLP 3D amateurs generally use more conventional sources of light such as arc lamps. Support material and wastage is much reduced and is more cost effective. (DLP uses resin, it's expensive but slightly better in terms of using support material, layer lines are minimal, it's good for small details.)
- Fused deposition modelling (FDM): FDM Technology builds objects layer by layer from the very bottom up by heating and extruding thermoplastic filament. The whole process is a bit similar to stereolithography; ABS and PLA are common materials and common on desktop printers. (PLA/ABS is quite a cheap material but the disadvantage



1: Printed using a Formlabs Form 1, using SLA process, showing spring, rivets and detail on the bogie, still on its supports.

2: A complete coach side; you can see some faint print layer lines, these quickly fill when painting. You can see door hinges, and handles with clear mouldings.

3: This is a printed version of the same coach in SLS nylon, from a company in the Netherlands.



4: With a closer look you can see the surface is not as smooth but can be worked with, the bogie is Ultra frosted detail, which is an acrylic material.

is there can be heavy lines on the print and it is not good for detail.)

- Selective Laser Sintering (SLS): This is a technique that uses laser as a power source to form solid 3D objects, using the powder not solidified by the laser to support the model. (SLS: Nylon is usually cheaper and common, the finish is quite coarse but softens slightly with painting. Not good for details.)

Each printer has its benefits and advantages depending what you're doing and at what scale.

I model in OO, and I am still quite new to 3D printing, I have printed a number of items ranging from small items such as roof vents for coaches to complete body shells for coaches.

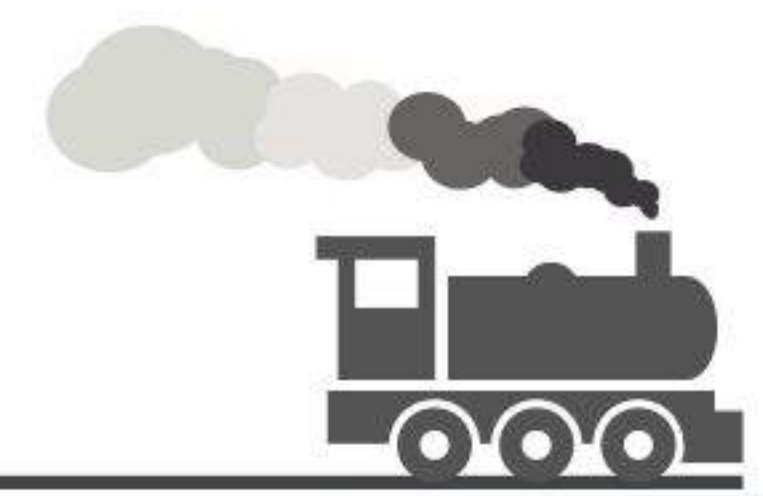
I learnt the hard way what printer or material is good for what model, as they all vary. For example, you could do a loco body shell if you have good CAD skills. You can model rivets and surface detail, but you would need a printer and material that

can cope with these small items. SLA or DLP would be ideal for this as they can cope with small details.

There are a few companies out there who offer this print choice commercially. The prints pictured are expensive, you could expect to be spending close to £100 to £150 per coach, and that's before paint and details, so what about a cheaper option?

When I first started I used the SLS process using nylon powder. This at the time was cheaper, saving £50-60 on each print for a complete coach, but there is a trade-off in terms of detail... but will anyone notice if they are standing 4ft away at an exhibition?

The process for SLS is cheaper and easier. The finish is slightly rough, but can just about cope with some surface detail such as mouldings on a coach side. You can smooth this roughness slightly using various primers, and sanding, but it is an odd material to work with. The other downside is that it does tend to warp,



5: An SLS print; you can see most of the detail is there, but it's not as crisp, the slightly rough finish isn't too bad. With layers of filler primer, you can just about get away with it.

6: SLA print fitted with brass rod, you can clearly see how crisp the print is and how smooth the surface is; working with it is much like working with a plastic body shell.

either through the cooling process or the orientation of the model, which is critical to this particular model printability.

However, if you are standing some distance away from the layout you're probably not going to notice a slightly rough surface. Painting it and using various primers does improve it to a degree along with clear varnish; comparing the two body shells up close shows that the more expensive SLA resin print is much more crisp and clean than the slightly rough SLS nylon option.

What printer to buy or use?

Not everyone can afford a 3D printer, I certainly can't, but if I could I would certainly look at a desktop SLA/DLP printers. They tend to range from £2-3000, if you model slightly bigger you may be able to get away with FDM printers, again

they are in that same price range for the good ones.

If like me you don't have that kind of money tucked down the side of the sofa, then there are alternatives. There are a small number of commercial printers out there, one or two in the UK but not as well set up as those in Europe. Shapeways is based in the Netherlands and has a good website, while I Materialise is based in Belgium - it's similar to Shapeways in terms of materials available and it's also possible to order other people's models, but it's not as good as Shapeways' shop and search.

Or if you are actually a CAD designer and want one of your models printed, but don't want to go with the two companies above, then I suggest the route I have been using for the past few years; a 3D hub. This is a website where members

of the public and some companies have listed their home 3D printers and also commercial printers where the public can upload their design or model to the website. You pick which printer or process you want and it lists the results in terms of quality and price. I have found this way to be very quick and also very helpful and a bit cheaper.

Some useful websites

- www.shapeways.com
- i.materialise.com
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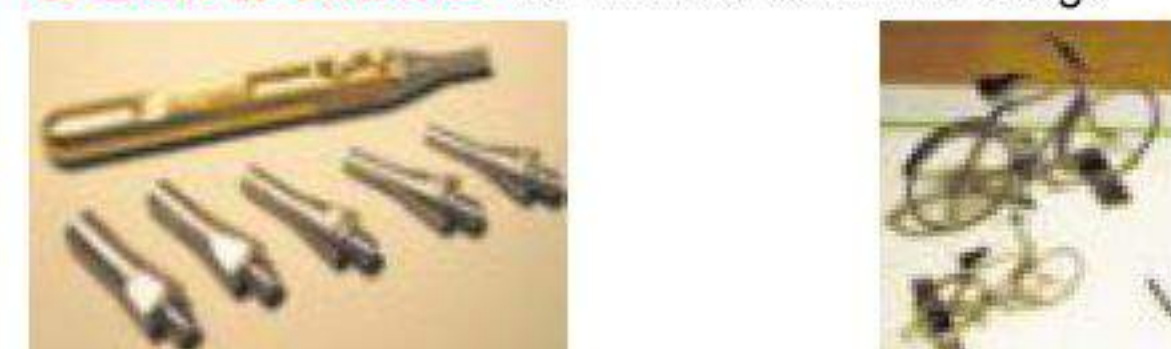
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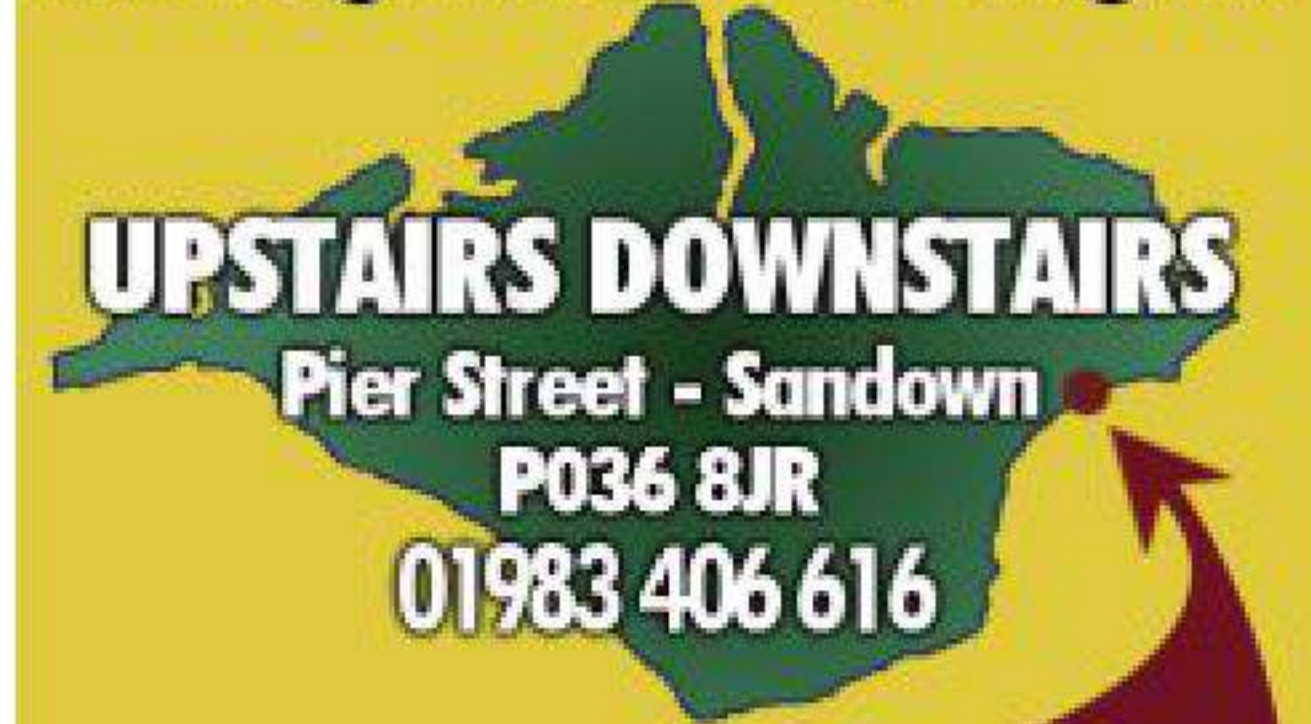
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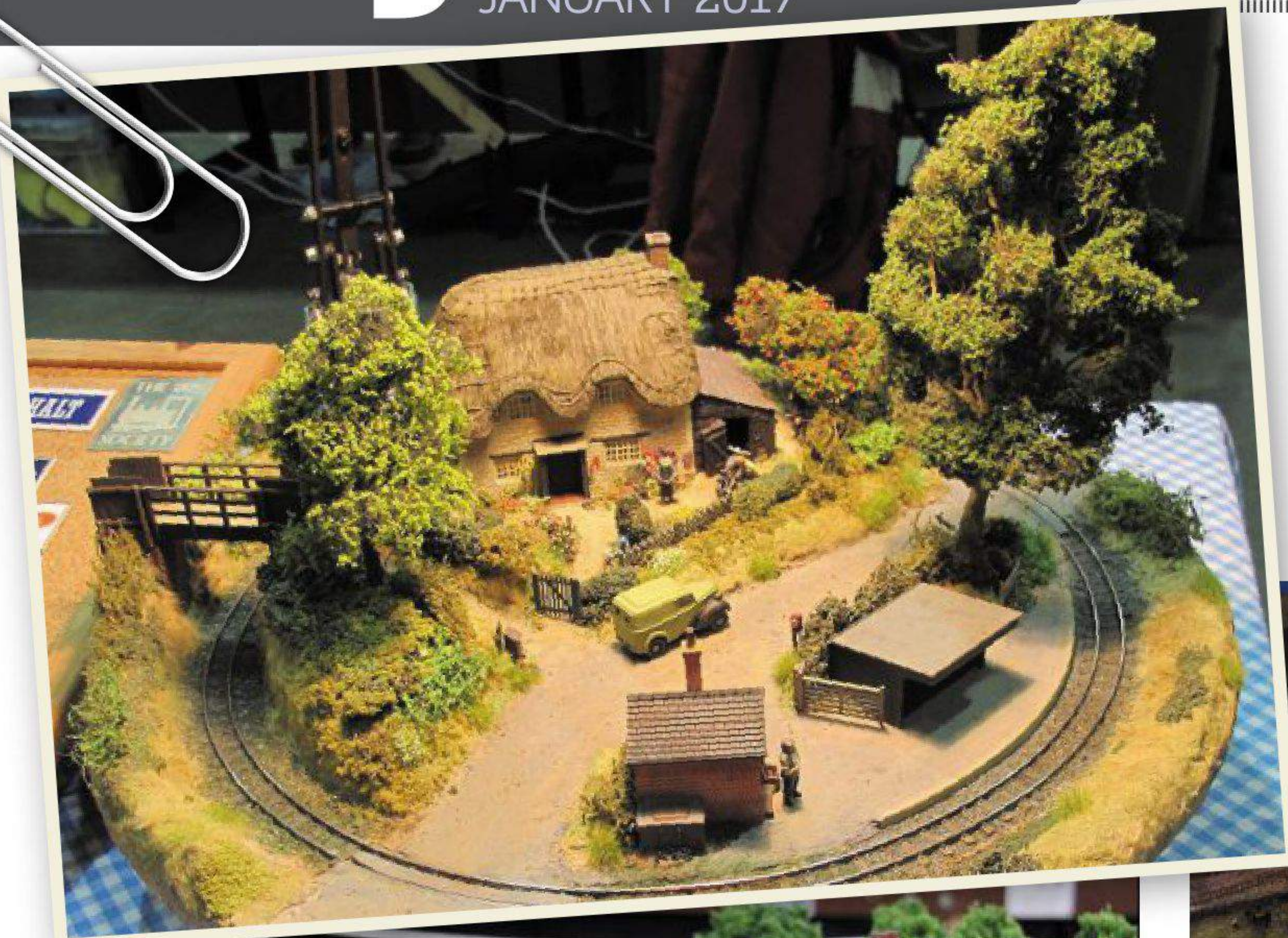
Layouts

JANUARY 2017

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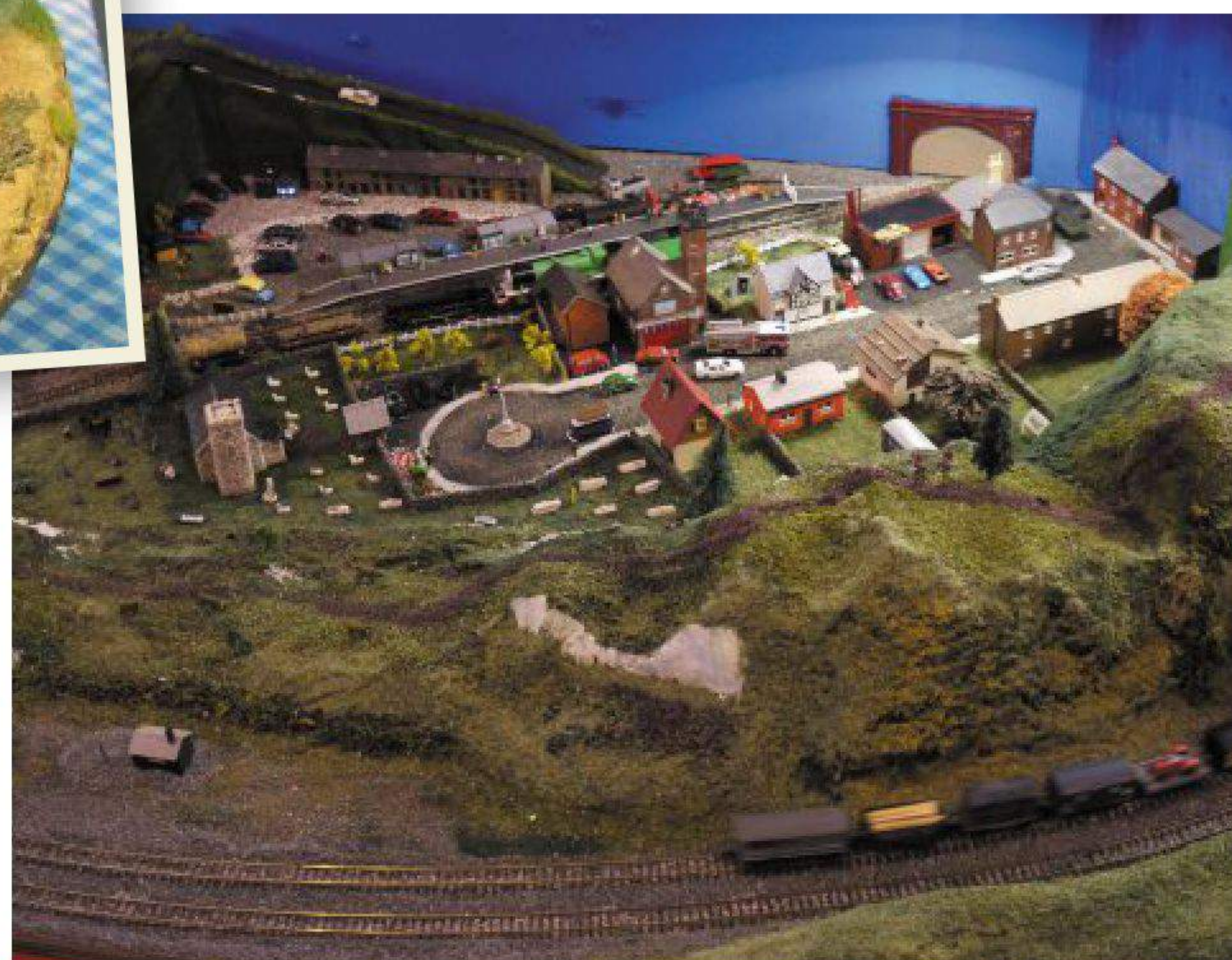


I love this circular layout, it has nostalgia, small-space appeal, charm, a chocolate-box cottage and a truly beautiful tree. If this doesn't make you want to fling open the doors of your nearest model shop and start work on a project immediately I don't know what will! We're going to be featuring some tips from Phil Parker on small-space layouts in a future issue.

CREDIT: PHIL PARKER, MICRO LAYOUT, CREATIVE COMMONS/FLIKR

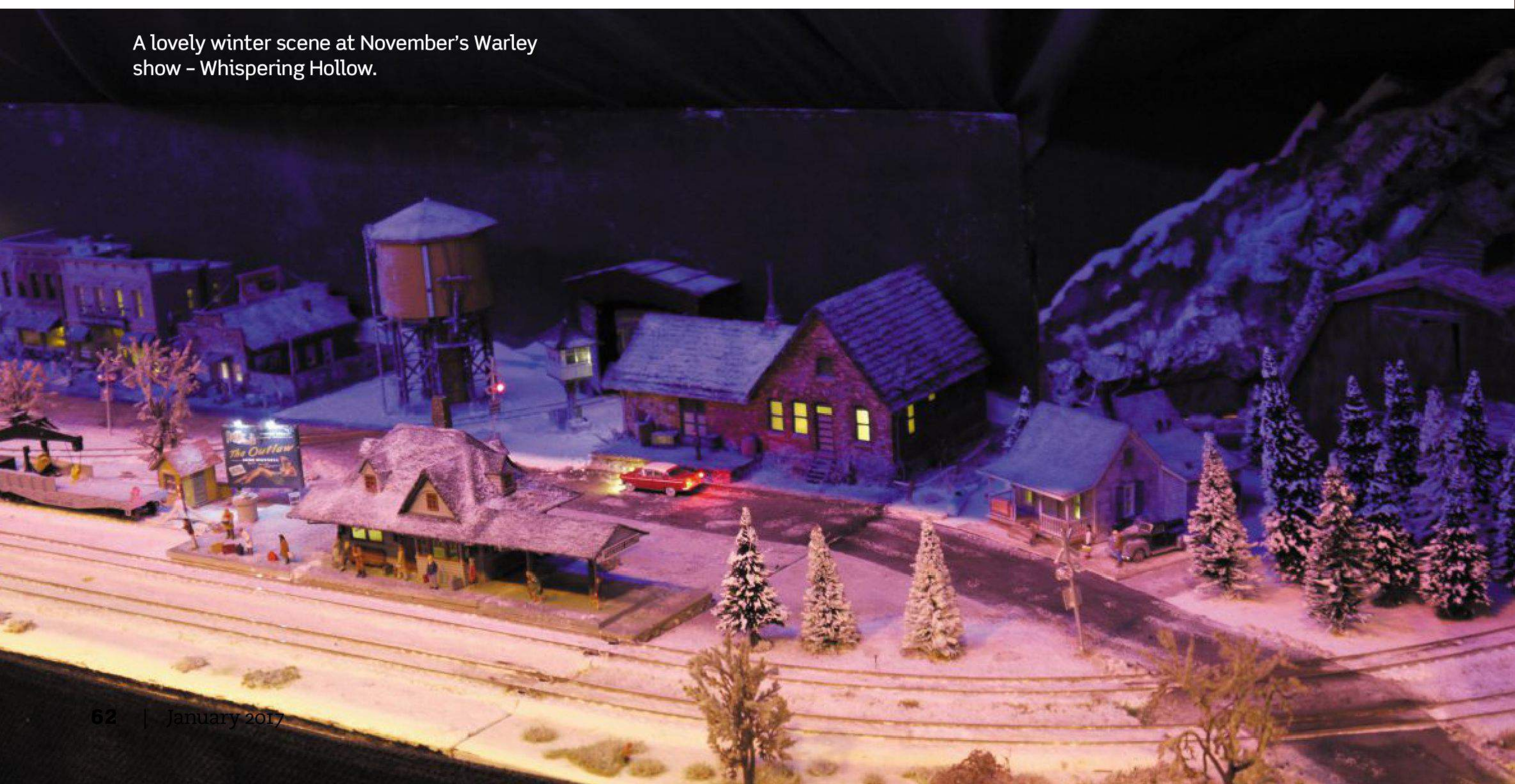


I recently visited a model railway show in the Messe in Köln about 400yds from Köln Messe/Deutz. The engine shed pictured was on an extensive German HOm layout. Submitted by Graham Lightfoot of The Lincoln Railway Society.



This N gauge layout is eight-year-old Sean Webley's, that he's created with a little help from family and friends. It has three running lines but isn't really based on anywhere in particular. Well done to Sean for this, who was inspired to take up modelling after his dad found his modelling gear from his own younger years.

A lovely winter scene at November's Warley show - Whispering Hollow.





This layout at Warley had a lot of visitors round it and a very enthusiastic operator. It was great to see something a bit different and I loved this Lego layout; it was really imaginative with lots of details to look for. One girl was frantically looking for one last thing to spot that was eluding her.



This layout at Warley was a real attention grabber – you'd never have thought it dates from the 1970s.



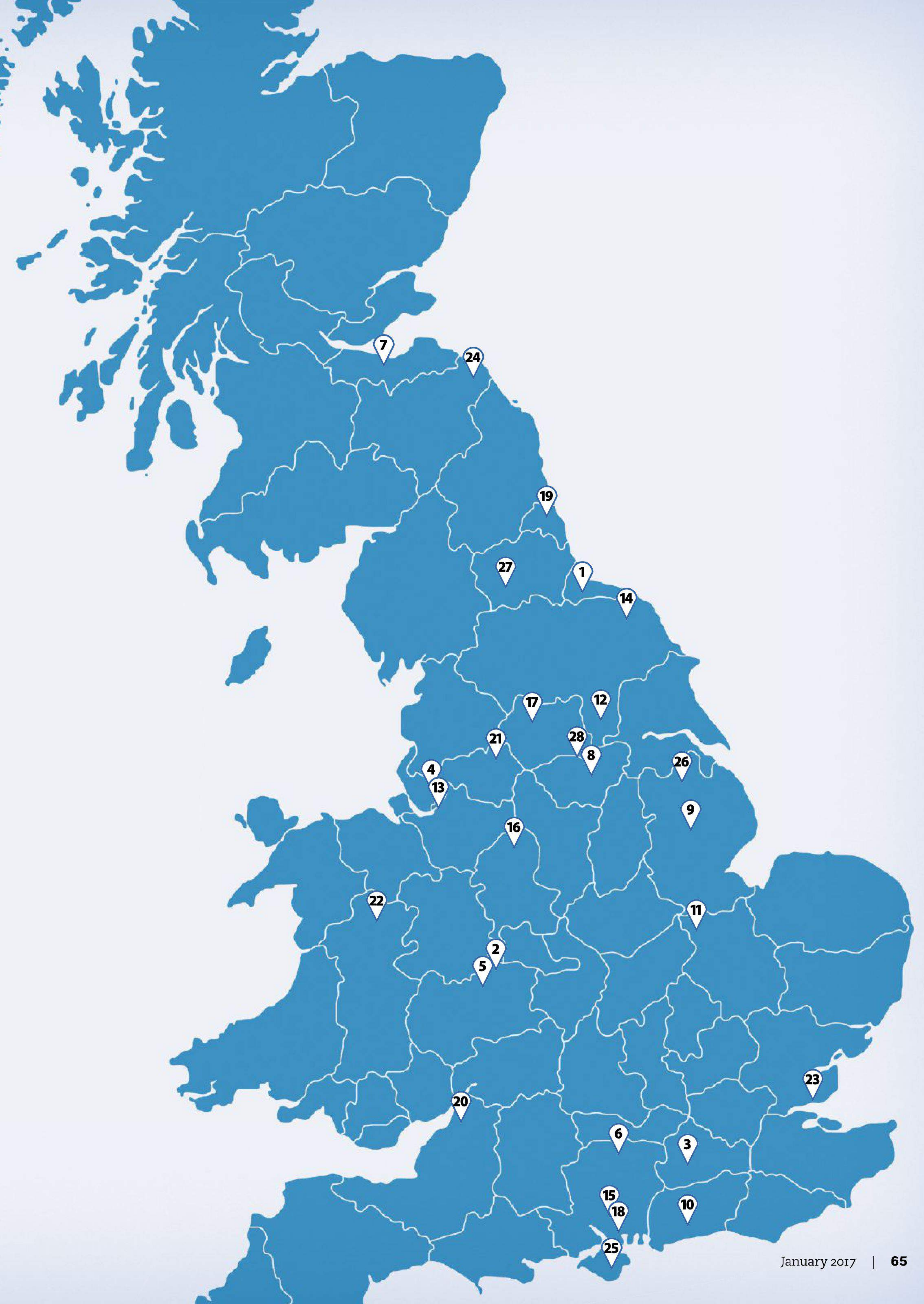
Stunning in-steam shot of a Stanier 2-6-0 No. 2951. The coach appears to be a pre-Stanier first class compartment coach.

RONHOLPIC/WARLEY_WEB_240/CREATIVECOMMONSFICKR

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Why is modelling railways becoming so expensive?

Over the last few years, railway enthusiasts have demanded ever more accurate models that take manufacturers much more time to research, develop and assemble, *says Phil Parker*. Not only must each model have masses of detail parts that each need to be separately applied at the factory, we expect each one to be correct for the period it represents. That means many different chimneys, domes and other features have to be developed.

Years ago, a manufacturer could produce a single model of a locomotive and everyone would buy it. Now there are dozens of sub-classes and each must be correctly modelled, or customers will let them know. Instead of selling tens of thousands of one moulding, they will sell a few hundred each of many different mouldings but that requires far more to be spent on the tooling for each one.

Another problem is that there are so many different models available. Every month magazines will review new locomotives and it's tempting to try to want to buy them all. Keeping the costs down can be as simple as picking only models that suit the area and period that your layout is set in. If you are modelling prewar Scotland, you can safely ignore modern electric locomotives for example.

Technology has also moved on and many of us like our locomotives fitted with DCC, lights, sound and even smoke. All the



PETER BROSTER/MODEL RAILWAY/CREATIVE COMMONS/FLICKR

bells 'n' whistles can quickly double the price of a model locomotive.

All hobbies are expensive but there are areas really worth railway modellers spending money on. Good baseboards are a worthwhile investment; if they aren't flat then you'll always be fighting with them. Track with nickel-silver rails is another; it stays cleaner than steel and will make operating more pleasurable.

After this, try making your own buildings rather than buying ready-made models. You'll save loads of money and have a lot of fun. Most model railway magazines cover buildings regularly to

show you how to do this. Your local model railway club will probably have a library of them you can read so it's worth joining for this and all the advice available from other members. Talking of libraries, your local one will have a railway section and can always order in books on model railways that you can borrow for free.

• *Phil Parker has been building model railways since he was old enough to open a tin of Humbrol paint without spilling it. His layouts have appeared at exhibitions all over the UK and Europe for nearly three decades and he has written for many modelling magazines.*

Q What is meant by two, three and four-rail models?

On real railways, most diesel-operated lines and those using overhead electrification equipment are two-rail, says *Dennis Lovett of Bachmann*. Three-rail is used mainly on the former Southern Region, Merseyrail and the former North London lines of London Overground (it was also used on Tyneside before the opening of the Metro). The third-rail system has a live rail outside of the main running rail from which a locomotive or multiple unit picks up power. These are normally electrified to a voltage of 650V-750VDC. The live rail is of course dangerous and contact with it can cause you severe injury or death.

The fourth-rail system is used by London Underground. In addition to the two normal running rails (4ft 8.5in apart)

there is an outside third rail and a fourth centre rail for return current.

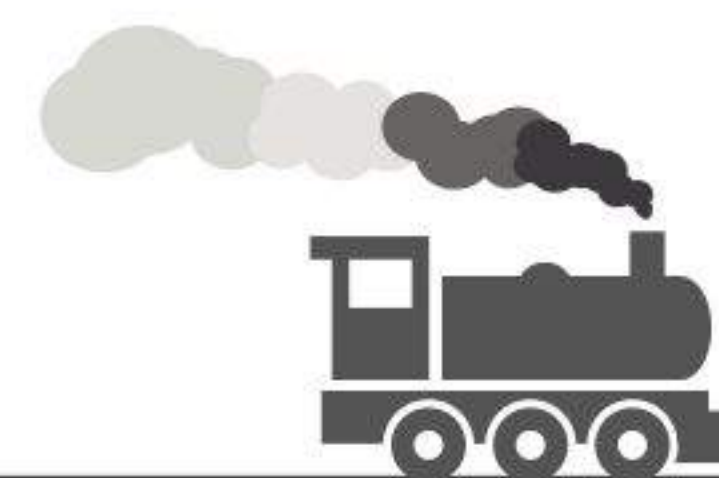
In model railway terms two-rail is now the only standard used by the current model railway manufacturers. Three-rail was used by Hornby Dublo (and on one occasion Graham Farish in OO scale) and was, postwar, the most common form of power supply for model railways until 1949 and the emergence of two-rail from Graham Farish and a year later from Rovex (now Hornby).

Trix, introduced prewar, used a different system which enabled two trains to run on the same tracks under separate control (using two controllers). One locomotive picked up power from the centre rail and one of the normal running lines with the other one picking up from the other running rail and the centre rail. When Trix introduced overhead electric trains

in the 1950s this gave another option for which a third controller was required.

Marklin remained true to its AC three-rail system in Germany but replaced the initial three-rail track with small studs sticking up from the sleepers. Over the years, the track is improved and from normal viewing distance at an exhibition you cannot tell that they are there. Marklin remains very popular in Europe and many European manufacturers offer an AC version of their two-rail locomotives.

Any locomotive purchased in the UK after 1964 will inevitably be two-rail. However, not all will run on modern two-rail track owing to tyre depth and wheel spacing. Operation of these old two-rail locomotives on modern track without wheel replacement will usually see them fouling the sleepers and also derailing on point work.



RICH BOWEN/N GAUGE MODEL TRAINS/CREATIVE COMMONS/FLICKR

Q Why is N gauge not half the price of OO when it is half the size?

Most of the price of a new model locomotive is the manual labour involved assembling it at the factory, says *Phil Parker*. N gauge locos have nearly as many parts as OO ones, they are just smaller and more fiddly. They also need to be painted, packed and transported in the same way as the larger scale. Cost of materials to make

them isn't a big part of the bill so there's little saving here.

In addition, there are fewer N gauge modellers. Only 15% of the total market, any costs have to be split among a smaller number of sales. It's more of a surprise N isn't more expensive than OO, although the gap between OO gauge pricing and N gauge pricing has opened up a little in recent times.

Got a daft question?

Then please email spalmer@mortons.co.uk or send letters to:
The Railway Magazine Guide to Modelling,
Mortons Media Group,
Media Centre, Morton Way,
Horncastle, Lincolnshire LN9 6JR.
Please include your name, address and email in all correspondence.

Q Do I need really good eyesight for N gauge?

I have known several modellers increase the size of their models as their eyesight diminishes in later life, from say OO to O gauge, says *Dennis Lovett of Bachmann*. There are many, however, who work in N, Z or the more recent T scales and have no problem with it as they are used to using it.

Railing devices are available and are used to get stock on to the running rails for those who require them. A good pair of glasses and building layouts at above normal height (e.g. eye level rather than waist level) also aid stock placement.

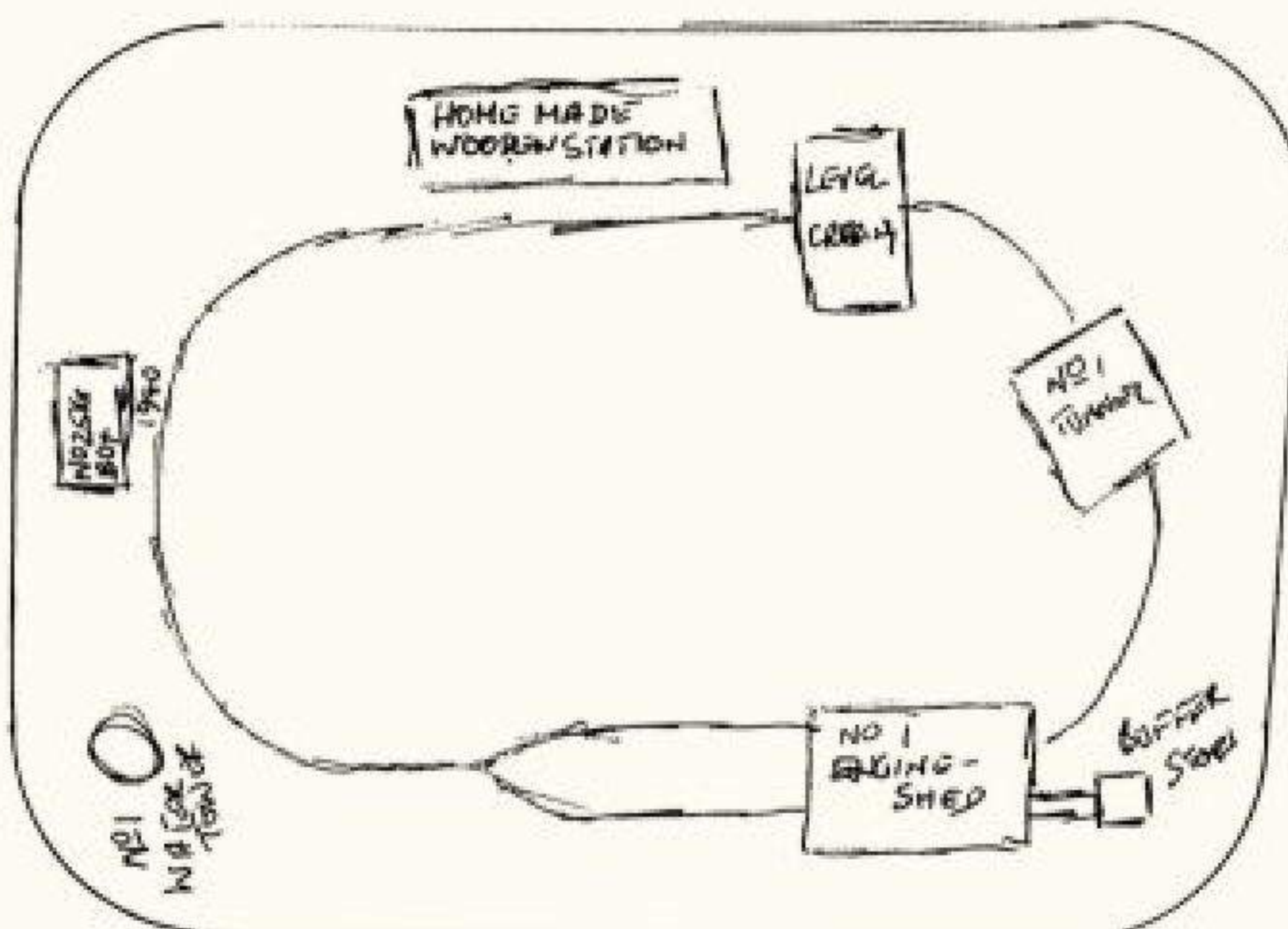
Dear RMM

I picked up a copy of *The Railway Magazine Guide to Modelling* at Warley and enjoyed it very much. I like its approach; both different and entertaining.

I am getting on in years and my first train set was delivered by Father Christmas during the Second World War. As you would expect during the early 1940s it was a Hornby set. I was train mad and my father and uncle plotted together along with Santa!

I got up early and on the table was this layout (see right) screwed to a board. It was a plain oval complete with the following: an M1 0-4-0 tender loco and two wagons, a number one signal box, a level crossing, number one water tower, a number one engine shed entered by a Y point; the outside rail ran just through the shed to a bufferstop. The mainline ran through the engine shed to complete the oval. There was a wooden station made by dad on the opposite side of the oval. It was heaven for a five-year-old.

On the main street in Stafford there



was a Halfords, which, before the Second World War was a Hornby retailer, and it had a cabinet with a display of Hornby goods just to the right of the shop entrance. Unfortunately it also had a notice saying 'not for sale' and as young boys we used to stare longingly at this heaven behind glass.

I did buy a Hornby watchman's hut with brazier from Selfridges in London soon after the end of hostilities.

Keep up the good work.

David Rockett, Cheltenham

Dear RMM

The scan of a Meccano magazine cover on page 46 of the December 2016 issue I picked up at the NEC caught my eye. Are readers aware that copies of issues from 1916 to 1981 are available in an online archive at meccano.magazines.free.fr? A huge source of instant nostalgia...

Dave Peel, via email



Competition winners

Mrs Suzanne Wood-Simmons of Stourbridge is the winner of our 4Ground competition and the four winners of our Peter's Railway books are: Jon Wayne-Wills of Bridgend, James Nalborczyk of Bridgnorth, PP Blackford of Wisbech and Nick Dale of Staffs. Congratulations to all our winners, prizes are on the way. See p24 for this month's giveaway.

Modelling the past for the future

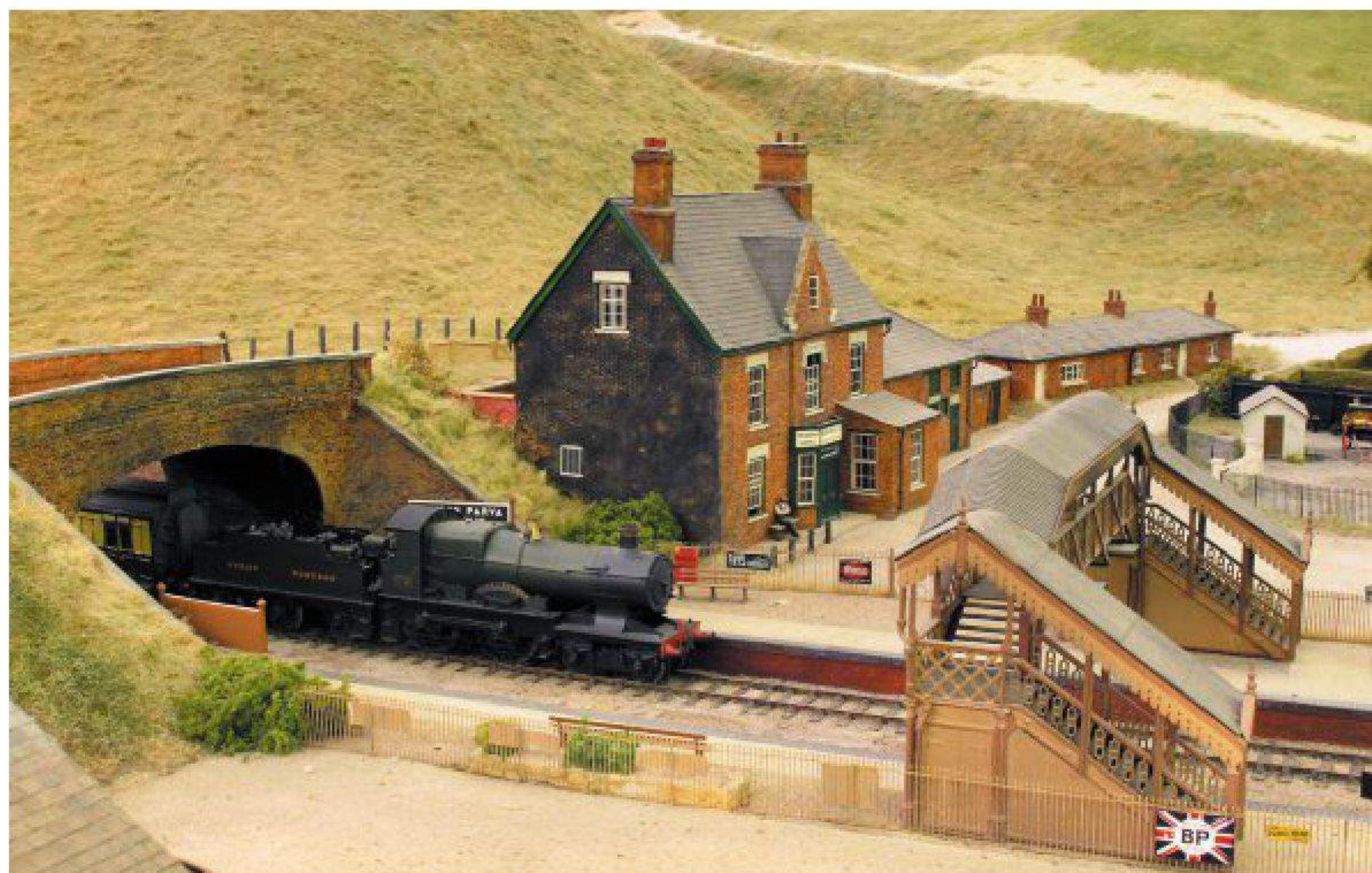
Australian Royce England, the founder of Pendon Museum in Oxfordshire, had a vision in the 1950s of re-creating rural scenes, traditional methods of transport and even a landscape that had altered beyond all recognition, in order that current and future generations could better understand the changes in a rural way of life, now changed forever.

When he arrived in Plymouth as an 18-year-old, he boarded a GWR train hauled by a Star class locomotive, *Westminster Abbey*, and claimed that on his first day in England he fell in love twice over, once with the

Great Western Railway and then with the countryside he had travelled through.

Royce decided that he wanted to re-create in miniature the 1930s world of rural England and traditional life that was disappearing. He wanted to model an imaginary village, set it on a hill, surround it with farmland and show the GWR main line crossing the landscape below.

The building that currently houses the scene was built in 1971 and Royce died in 1995, by which time Pendon was attracting thousands of visitors a year. ■



What can you see at the museum?

The Madder Valley Railway is on permanent display and is preserved as a tribute to the modeller's art. It was built entirely by John Ahern and is a piece of history from the early days of scenic railway modelling and a pioneer in the field of scenic craftsmanship. It showed what could be done with the techniques and materials available at the time and many light railway and branchline layouts built in the last 50 years are its direct descendants. The railway portrays a

time between the wars, i.e. the 1920s and 1930s. The model itself is historic, built between the late 1930s and 1962, and so the control system and wiring is comparatively primitive by today's standards.

How many models feature?

There are hundreds of individual hand-built models that go together to form a credible landscape and railway operating system.

What do visitors always comment on?

How lifelike and convincing

the railway, townscapes and buildings are, given the age of the model and the materials used.

When did work begin on the railway and what inspired it?

It was inspired by a wish to capture the essence of the real railways of the UK.

Have there been any famous visitors?

Many, some of whom have asked to remain anonymous.

What scale is it?

Various scales of locomotives

and rolling stock to fit on 16.5mm gauge track.

Was there any part of it that was really difficult to do?

The rolling stock and much of the scenery was started during the period of rationing; much is hand-made – for example the electric motors were hand wound, the wheel profiles turned on a lathe, but this was far from unusual when the model was started.

Describe the layout in three words:

Before its time.

The Madder Valley Railway can be seen at Pendon in Abingdon, Oxfordshire, whenever the museum is open and runs four or five times a year; running times are on the museum's website www.pendonmuseum.com

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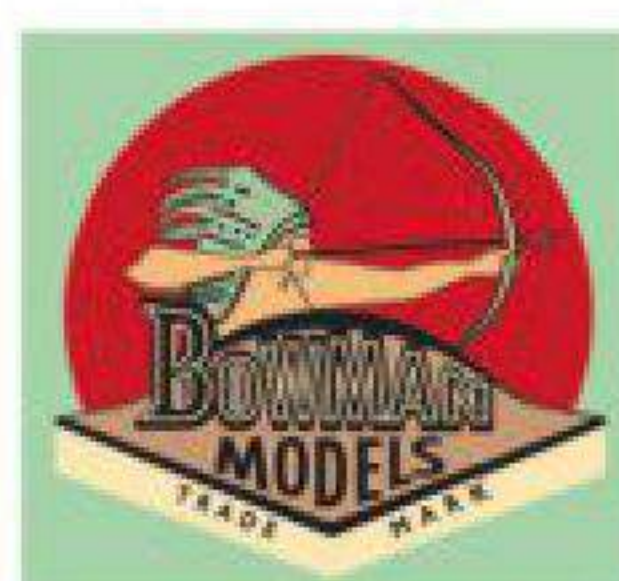
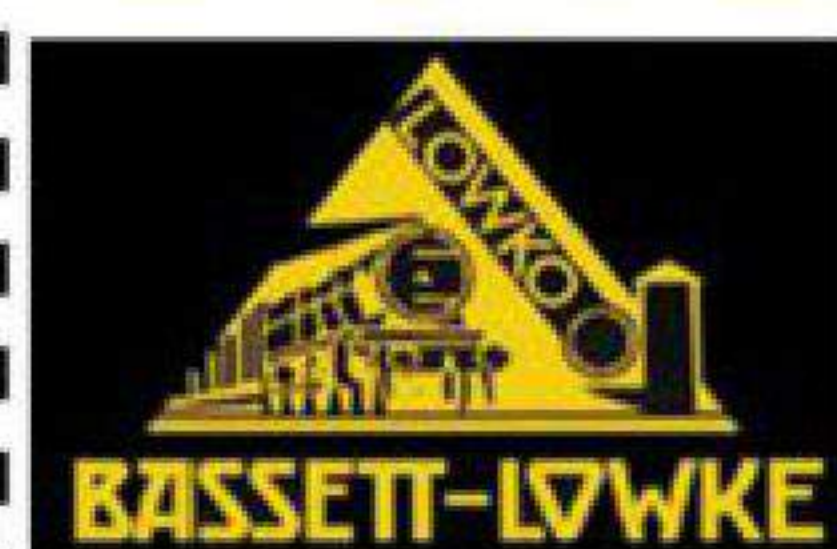
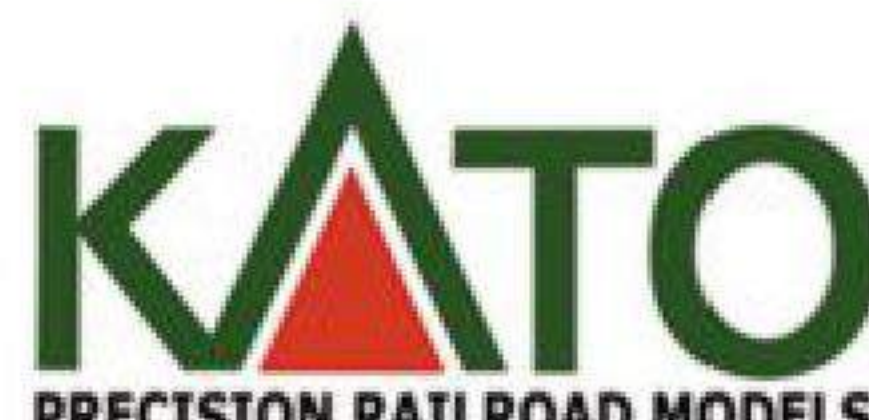
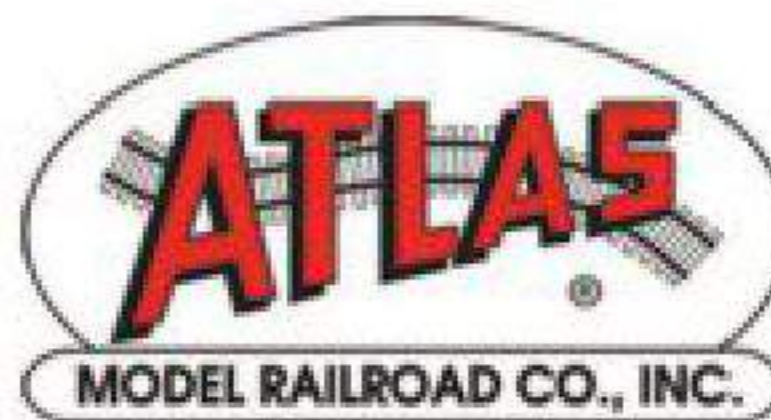
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32-085	Class 56XX #6639 BR Black Early Emblem	£71.95
32-109	Class 08 631 'Eagle' Network South East Diesel Shunter Loco	£79.50
32-115B	Class 08 08818 BR Blue Wasp Stripes Weathered	£87.50
32-119	Class 08 08907 DB Schenker	£79.50
32-120	Class 08 13287 BR Plain Green Early Emblem	£79.50
32-176	LMS Crab 42765 BR Lined Black Early Emblem	£123.21
32-178A	LMS Crab 13174 LMS Lined Black Welded Tender	£123.21
32-235	Fowler Class 3F 0-6-0 (Jinty) 47673 BR Black Late Crest Weathered	£76.50
32-279A	K3 Class 1304 LNER Lined Black	£111.50
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32-359A	BR Standard Class 4MT Tank 80092 BR Black Early Emblem	£103.50
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32-560	Class A1 60117 BRITISH RAILWAYS Apple Green	£143.50
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32-575A	Ivatt Class 4MT 3000 LMS Black	£107.50
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32-787	Class 37 D6714 BR Green Split Headcode Diesel Locomotive	£110.45
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32-858	BR Standard Class 9F 92189 BR Black L/Crest IF Tender Wthrd	£140.21
32-880	Fairburn 2-6-4 Tank 2278 LMS Black Weathered	£103.95
32-881	Fairburn 2-6-4 Tank 42105 BR Lined Black E/Emblem Weathered	£110.46
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Colour coding:

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All items currently in stock are despatched immediately.

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371-986	Class 64xx 0-6-0 Pannier Tank #6403 BR Black Early Emblem	£79.95
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372-030	Castle Class 'Earl of Dunraven' #5044 GWR Lined Green	£118.96
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372-060	Midland Class 4F #43924 BR Black Late Crest Fowler Tender	£87.50
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372-138	Class 5 #5190 LMS Plain Black	£103.50
372-139	Class 5 #45206 BR Lined Black Early Emblem	£103.50
372-210A	Class 3F (Jinty) 7309 LMS Black	£80.71
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372-310	Merchant Navy Class #35024 'East Asiatic Company BR Blue E/E	£131.50
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372-330	BR Standard Class 3MT Tank #82028 BR Black L/C - Weathered	£106.21
372-331	BR Standard Class 3MT Tank #82020 BR Plain Green Late Crest	£97.71
372-385	Class A2 'AH Peppercorn' #525 LNER Apple Green	£131.50
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3525	Heljan 3525 Class 35 7011 in blue with full yellow ends	£99.50
2590	Heljan 2590 Hunslet Class 05 BR Plain Green Unnumbered	£310.00
2591	Heljan 2591 Hunslet Class 05 BR Green with Wasp Stripes Unnumbered	£310.00
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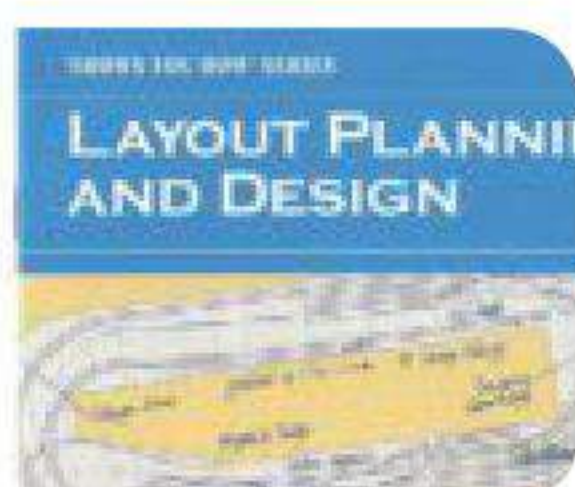
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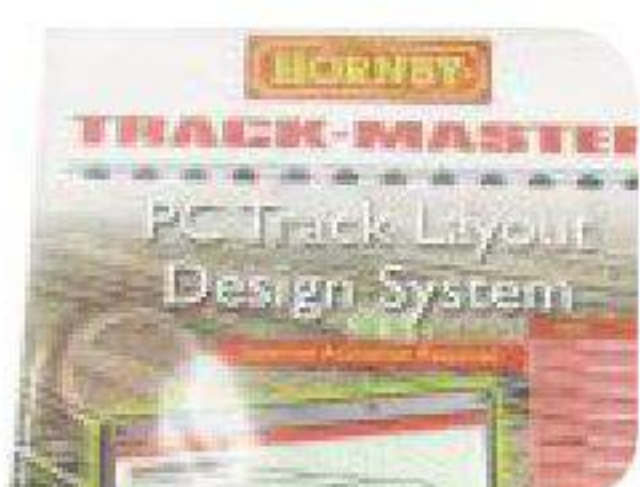


The first stage in building your model railway is planning the design and layout of your track. To help you we stock a range of planning books, DVDs and CD-ROMs from Hornby and Peco, all available at www.hattons.co.uk:

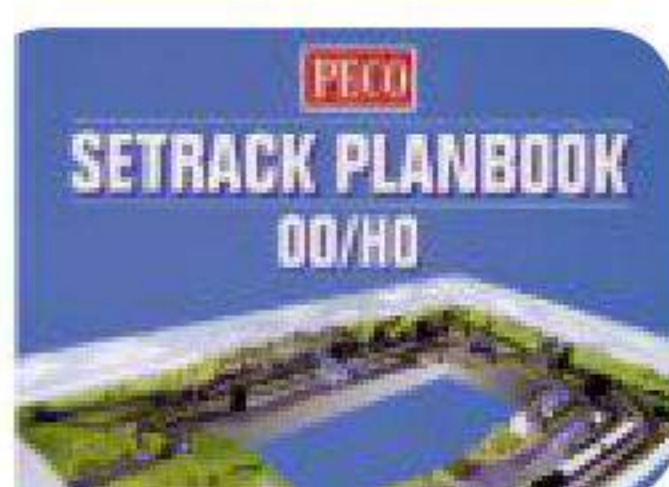
- R8145** Hornby TrackMaster CD-ROM
- STP-OO** Peco OO gauge Setrack plan book
- IN-1** Peco N gauge Setrack plan book
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SYH01



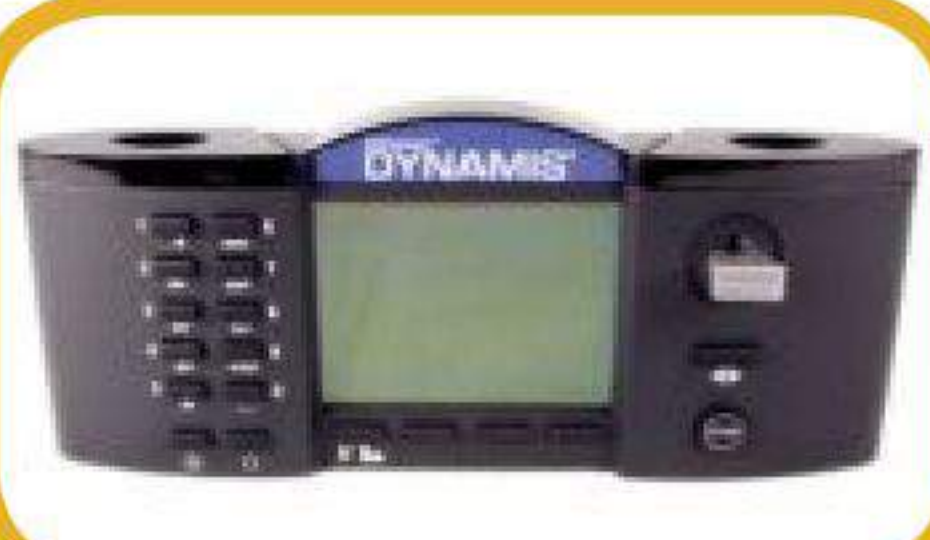
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STP-OO



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DCC controllers



Point motors & switches



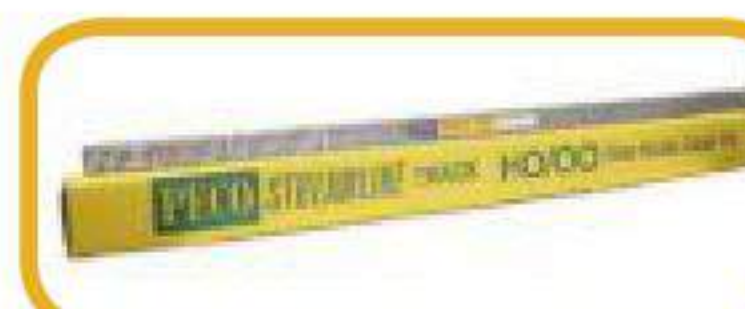
DCC decoders



Cables & Wires

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Step 4: Techniques

For everything from painting, weathering and masking, to filling, soldering and kit building, Hatton's have all the tools and products you'll need in order to master all the techniques required for putting together your model railway. Whether you're constructing buildings from scratch or painting and weathering your locos and stock, you'll find a great selection of modelling tools and products online and in store.



Step 5: Scenery



Scenery helps bring your layout to life and at www.hattons.co.uk/OOscenics you'll find everything you need to help you to add realism to your project. We offer a great range of scenic and modelling items from all the leading manufacturers such as Woodland Scenics, Bachmann, Hornby, Javis and Busch.



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Ballast & Scatter



Grasses & Walls

Step 6: Buildings & Structures

You can add the finishing touches to your layout with buildings, signals and other scenic items such as turntables, level crossings and lights. We have hundreds of different products in all gauges from all the leading manufacturers, including Bachmann's Scenecraft and Hornby's Skaledale ranges - find them on www.hattons.co.uk.



Step 7: Locos & Stock

When you've finally built your layout, the track and ballast are down, the wiring is in place, it's set up for analogue or DCC, and the scenery is in place with all the buildings and lighting and other finishing touches that make it unique, the final step is to get your locos and rolling stock running.

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