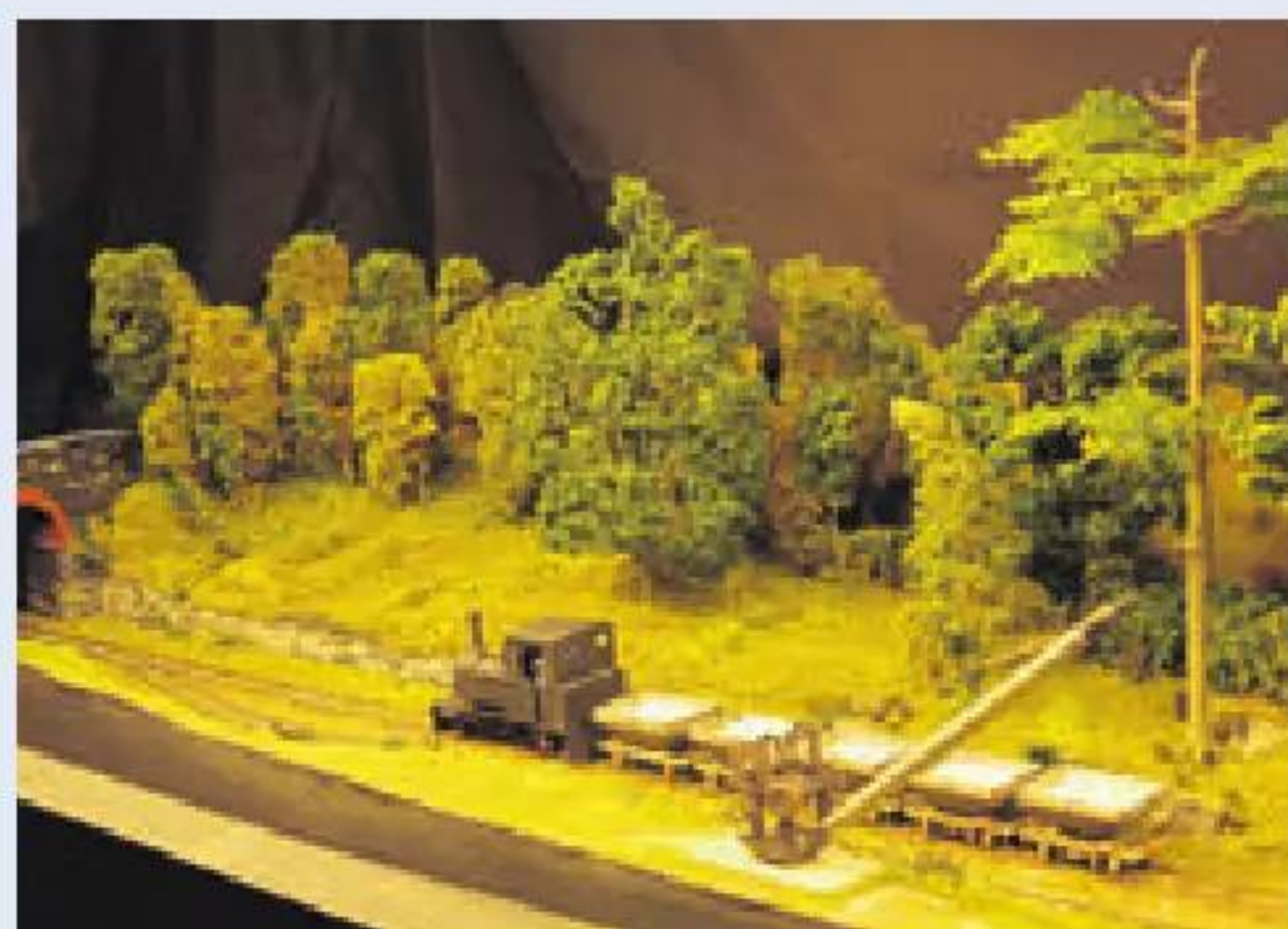


Modelling



Inside



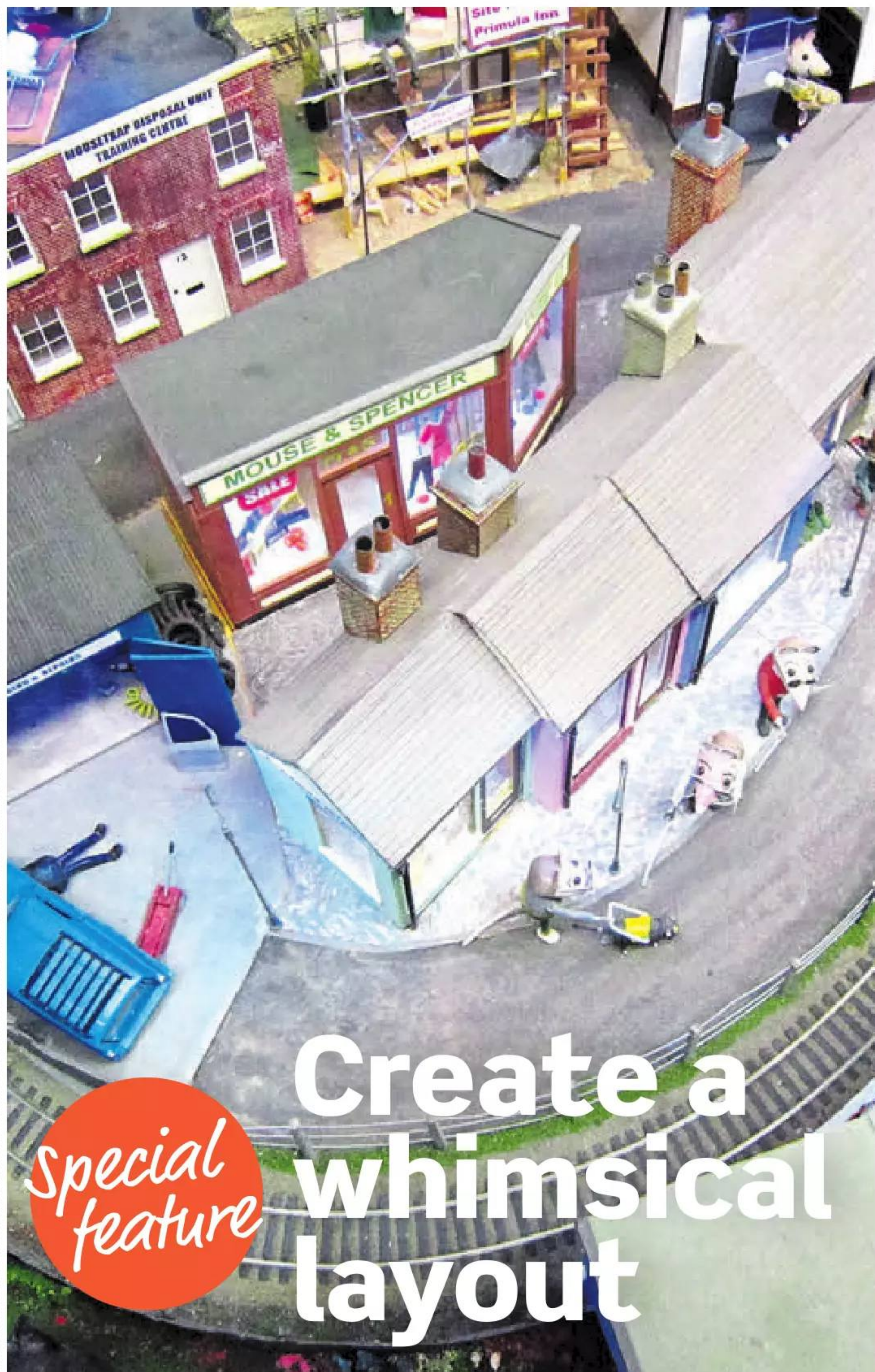
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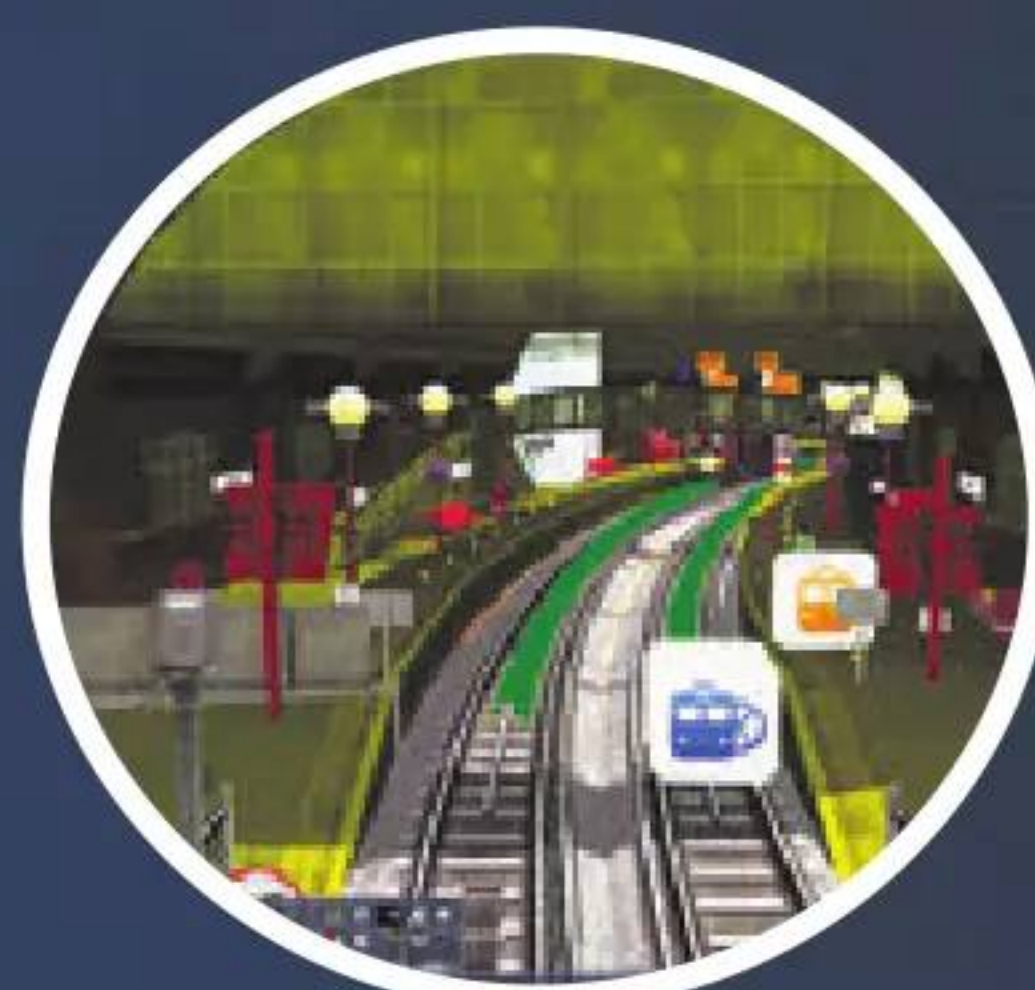
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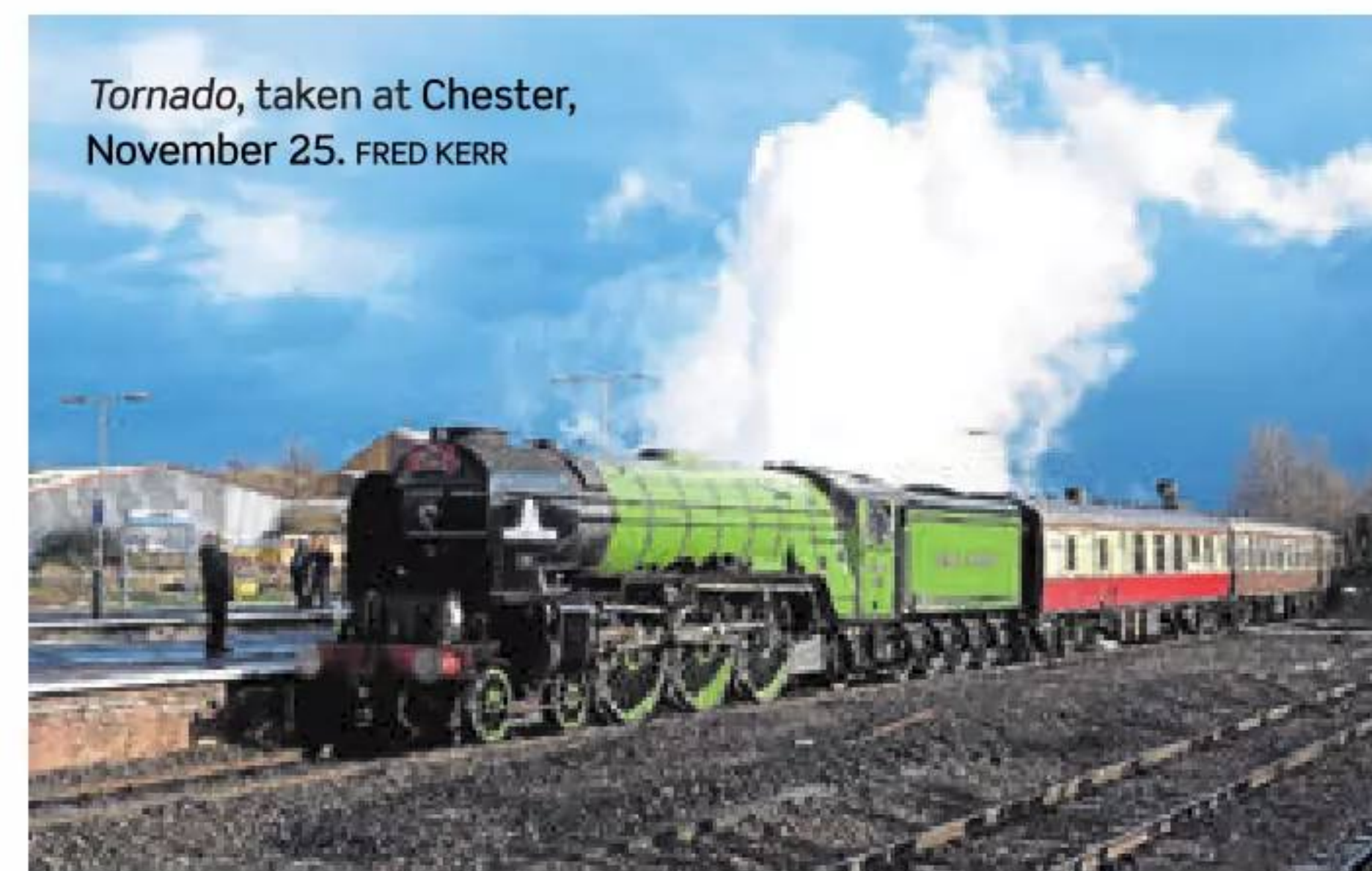
Sarah Palmer
 Editor

From the editor

Okay, I admit it, I've been to see Paddington 2. I was in the company of several five-year-olds, well, that's my excuse anyway. If you've not yet been to see it, it's worth it just for the screen time given to *Tornado*. I have to be honest – I did give a little excited squeak when the close-up of the numberplate bearing 60163 filled the cinema screen and then I sat back to enjoy this magnificent engine take its part in this rather heart-warming story, as it travelled through some glorious scenery.

But, the magnificence of seeing *Tornado* on the big screen aside, there was a tangential story to Paddington involving the son of the Brown family, which I thought had rather a great message. Jonathan Brown has been a steam-train fan, but has set aside his model engine and decided to embrace hobbies and appearances that he considers to be much, well, cooler. He ultimately realises the folly of his ways later in the film when he takes to the footplate of *Tornado* and proudly declares himself to be a lover of steam engines. It was a lovely little moment, as Jonathan realises that he may not have the trendiest or coolest of hobbies, but it's what he loves and it's part of who he is.

Yes, it may sound a little trite, but ultimately it doesn't matter what other people think about your hobby, if you enjoy it then that's what's really important. To celebrate this we've got a couple of



Tornado, taken at Chester,
 November 25. FRED KERR

whimsical layouts for you to enjoy this month. Wendsleydale is a cheese-based confection that I came across at Spalding MRC exhibition and I was so taken with the sheer delight in the quirky and the eccentric and the joy of modelling involved that I decided to feature it on page 18.

If, for the new year, you've decided to give modelling a try or resurrect it as a hobby then Martin Wicks' feature on buying second-hand locos and stock might help save you some money on page 14.

Meanwhile I look into how taking a walk could make you into a better scenics modeller. Turn to page 26 to find out more!

Wishing all our RMM readers a happy and healthy new year, and we look forward to hearing about more of your modelling experiences and layouts in 2018.



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50 years of Warley show

The 2017 50th anniversary Warley show has been declared a success by organisers, with many commentators suggesting that it was one of the best Warley shows to date, and organisers pleased with the number of younger visitors who attended the show. Several trophies were awarded, including a special award made to A Oakes Ltd, a retailer who has supported every Warley show over the last 50 years as either an exhibitor or by placing an advert in the show guide.

It was something of a celebration for *RMM* too as it was 12 months previously that we launched at Warley, and we were there again with our first-anniversary issue. The layout opposite our stand was Bear Creek Junction, which won the Continental Modeller Trophy for best layout of an overseas prototype, exhibited by Adrian Hall.



This diorama, IJsselstein, created by Peter Dillen, attracted a lot of attention at Warley – it's an incredible piece of artistry.

It was great to see some of our advertisers and supporters including: Rail simulator, Doug McConkey says they had a fantastic show and got some great feedback on their rail simulator game. We also stopped by to say 'hello' to: C & L finescale Ltd; Phil Reid and Dave Hammersley from Roxey Mouldings; Elaine's Trains; Rob and Michelle Anderson from Northumbrian Painting Services; Nick Metcalfe from Metcalfe Models; Sid Evans from SPC - Simplified Point Control; Dave Jones from DJ Models; Allen Pearson from Nelevation; Jason Hamlyn from Room Top Railways, Dave Bailey at SKYTREX LTD and Tony bound of Magnet Insurance.

The 2018 Warley show takes place at the NEC Birmingham on November 24-25.



Jason Hamlyn of Room Top Railways launched his wall-mounted railway system at the show.

Paper modelling

Paper modelling is a niche market, but thanks to the internet an international one. Diderick A den Bakker produces paper models and last year published A4 Pacific *Sir Nigel Gresley*. He says that this model is popular with modellers on the continent but is still virtually unknown in the UK. As the picture shows, it is not a child's model, but many tricky details are optional, thus making a less-difficult model than shown in the photo.

These models are scale O (1/48th) and the price excluding postage is 22,50 EUR. A set of lasercut details (driving and breaking gear) is available at 17,50 EUR. It can be ordered from www.zeistbouwplaten.nl. A print-yourself download version is also available, which would enable the modeller to decide on their own scale, priced 12,50 EUR.



New Bassett-Lowke book

In last month's *RMM* we featured 78 Derngate, the Northampton home of W J Bassett-Lowke, which he designed with art deco artist Charles Rennie Mackintosh.

Christine Sanderson works as a volunteer at the museum and has written Bassett-Lowke Art: The Making of an Identity, about the illustrators that Bassett-Lowke used to create his more than 200 model catalogues.

Over the years he commissioned many artists and draftsmen to work on his catalogue covers, becoming collectors' items in their own right. The book abounds with names such as Kenneth Cullen, Stuart Beck, Ernest Noble, Roland Fuller, Henry Greenly and E W Twining with pages dedicated to each artist, and examples of their work.

But despite all the in-depth research Christine has clearly put into this book, a mystery still surrounds three of the illustrators Bassett-Lowke used, with their acclaimed artwork being, as yet, unidentified. In fact the catalogue of the Forth Road Bridge used on the front cover of the book is one of such pieces. It's by one H E Roe, who joins 'FP' and 'Howard' as being a mystery artist.

For anyone who is enjoying our Blasts from the Past series, or with an interest in Bassett-Lowke this book will make for a fascinating read with the catalogue illustrations bound to bring about a few nostalgic sighs. Copies are priced £7.50 and can be obtained through the 78 Derngate museum or its website.



Loco and tender.

Finescale kit from Brassmasters

Brassmasters latest EasiChas 4mm finescale chassis and detailing kit is for the Bachmann LNWR/LMS G2 0-8-0. The EasiChas allows simple conversion to EM or P4 gauge, producing a fully sprung locomotive and tender and costs £60 (ref B241). This includes coupling rods (jointed version) brake hangers, brake blocks and pull rods (single and double cylinder versions). Included in the kit is the detailing etch, which is also available separately for those detailing a OO model, price £15 (ref B242). This provides replacement bufferbeams (original and strengthened), reach rod (both original indirect and later direct valve gear), locomotive guard irons, drain cock and sander operating linkages and cab floor. For the tender, there is replacement brake gear, guard irons and coal rails, frames, drag and buffer beams. A set of white

metal castings for the tender springs and axleboxes is available for £8.50 (ref B245).

The Bachmann model, which represents the locomotives in late LMS or BR condition, can be modified to early LMS condition with an LNWR chimney to replace the Stanier type (price £4, ref A251) and the early three-piece coupling rods that were made up of three separate rods on each side (the centre rod overlaps the two outer ones) which costs £6 (ref C105). Generally, the three-part rods lasted up to the Second World War. An alternative set of tender frames is also available to produce the Whale type frames with a D-shaped opening used on the earlier version (BC3) of the Bowen Cooke tender (price £7.50 ref B244). All prices exclude P&P.

For more information visit www.brassmasters.co.uk

NEW MODEL SHOPS OPENING

Here at *RMM*, we've heard of two new model shops opening, which is great news! Ashton Model Railways, has opened up in the Greensaway shopping centre, near Wigan, and DB Models opened in November at Roman Bank, Bourne in Lincs. If you have just opened a model shop, then let us know so we can tell everyone!

Showtrain cup winners



The Hampton Court Model Railway Society had another successful show over the weekend of November 11-12. Visitors to the show are asked to vote for their favourite layout, which was awarded The Showtrain Cup.

The winning layout was Umbridge, an N gauge layout exhibited by the Railway Enthusiasts' Club of Farnborough.

The picture shows the cup being presented to both teams by the exhibition manager, John Noorani.

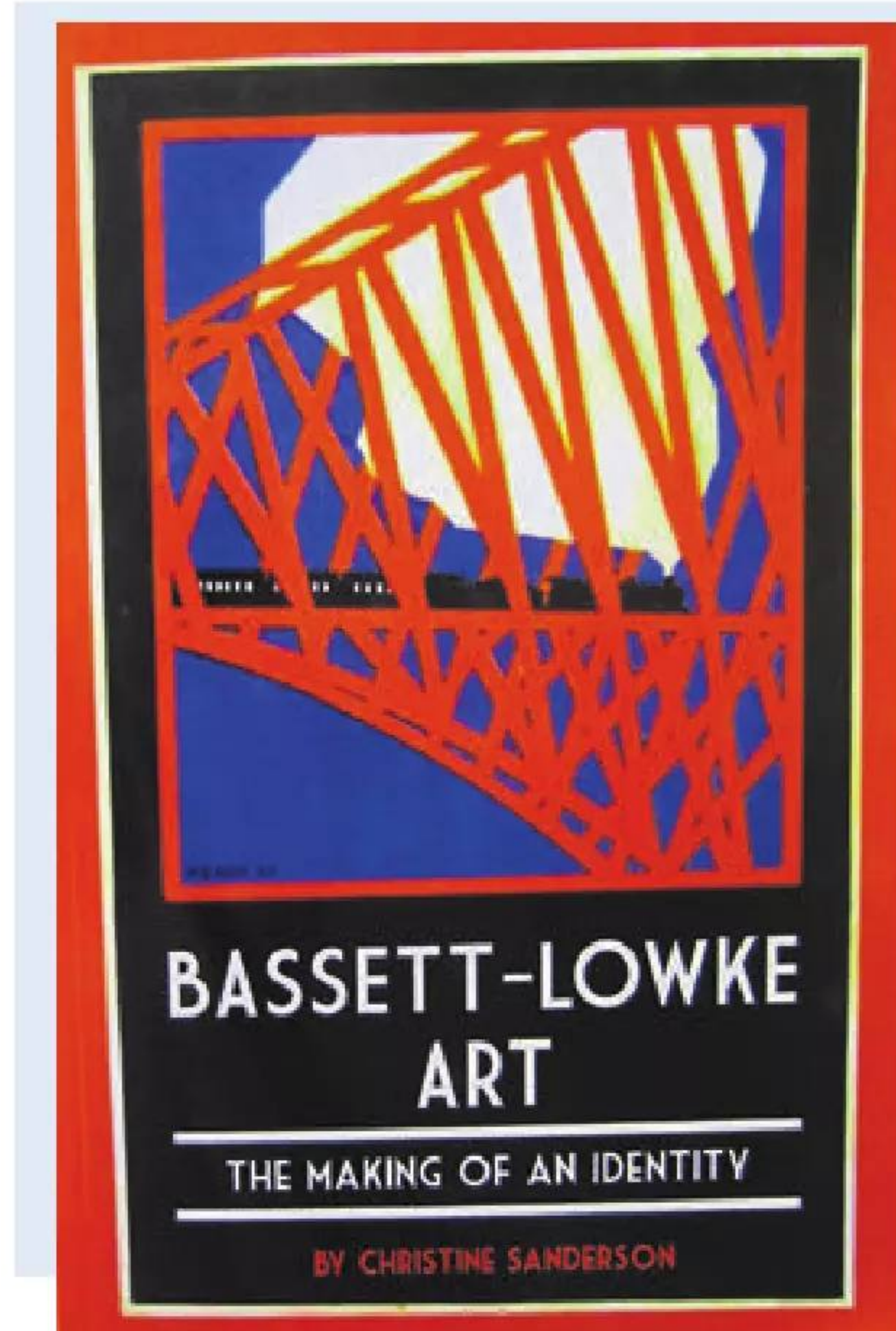
New OO wagons

Upstairs Downstairs has just released three exclusive OO gauge wagons based on pictures from the early 1900s and depict the Isle of Wight Railway liveries that used to run between Ryde and Ventnor. Manufactured by Dapol these OO gauge wagons are limited editions of 207, 210 and 217 units.

They can be bought only from Upstairs Downstairs, 3 Pier Street in Sandown (PO36 8JR) or from the website www.trainshop.co.uk costing £15.95 each, with free postage when ordering three or more.



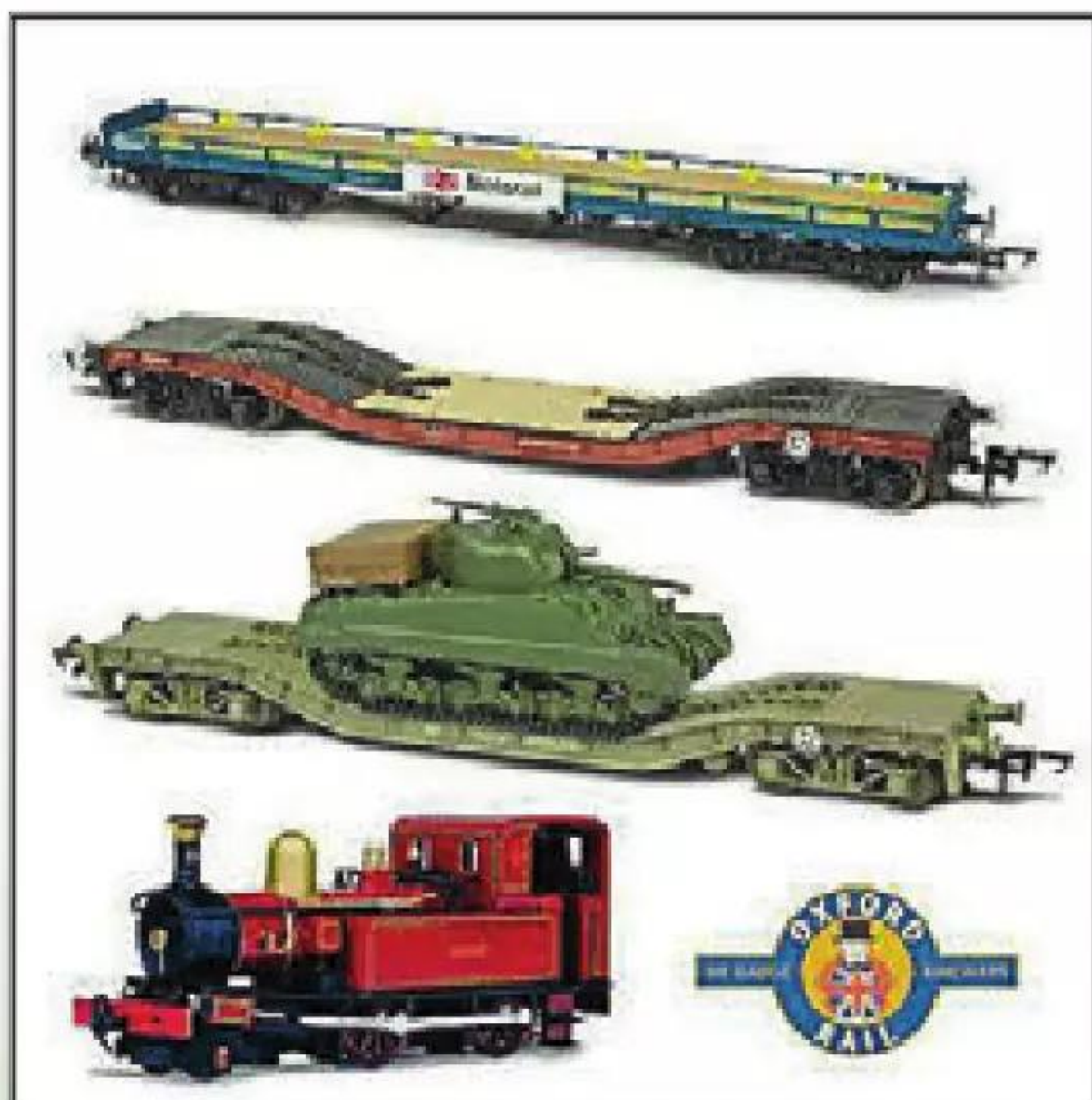
These new OO gauge wagons are based on pictures from the early 1900s and depict the Isle of Wight Railway liveries that used to run between Ryde and Ventnor.



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What's *in the* shops

009 narrow gauge wagons

War Department D Class open and covered wagons are the first models to be released by Bachmann as part of its new 00g narrow gauge range, reviewed by **Nigel Burkin**.



Bachmann very kindly sent three of its new 009 gauge models for review, including a WD First World War D Class covered goods wagon and an open wagon such as No. LR2571, which is finished in weathered condition (393-050).

BACHMANN'S ENTRY INTO 009 GAUGE modelling was announced in 2014 with Baldwin Class 10-12-D 4-6-0T and D Class wagons used by the War Department (WD) on the extensive French 600mm gauge light military railways of the First World War. The D Class bogie open and covered goods wagons are the first to be released and are expected to arrive in the shops in the next few weeks with the Baldwin locomotives arriving in early spring.

Narrow gauge railways were used extensively in France and Belgium during the First World War by Allied forces to transport materials and troops

to supply positions just behind the front lines. Narrow gauge railways are very flexible because they can be built where standard gauge lines would be impractical; they may be constructed and changed very quickly and laid as 'light' railways over uneven ground or over roads and tracks to meet the sometimes fast-changing conditions in trench warfare. Narrow gauge equipment can traverse sharp curves which makes light railways flexible and able to access locations not possible by other means. Yet they are easily



The models feature detailed bodies with moulded catch details, framing and hinges. Interior surfaces are also detailed with planking.

removed and relocated to meet the demands of warfare.

The trench railways were built from supply positions such as standard gauge railheads and canals to war materiel stocking positions located behind the front lines – it is usually these extreme ends of the network that were the least permanent and most liable to change and relocation. Conditions at the end of these essential supply lines were often poor with muddy and unstable conditions – derailments were common.

The role that narrow gauge railways played during the First World War

cannot be underestimated in keeping supplies of rations, fodder, timber and munitions flowing to the front, while evacuating the wounded to field hospitals in the opposite direction. After the war, some of the more permanently engineered 600mm gauge network was retained and used for reconstruction and agricultural traffic, offering further layout themes for the modeller to explore. The history of the 600mm gauge network is complex and worthy of further research for those interested in modelling the First World War trench railways and their use in peacetime.

Despite having a number of different designs of rolling stock, the most numerous and standard wagon was the D Class bogie open wagon and covered goods wagon, the latter often being used as 'ambulance vans' to convey the wounded from the front. They were built in very large numbers by various manufacturers and were very simple in design – with rugged steel chassis and wooden bodies. Many covered goods vans were fitted out with racks to hold stretchers and one of the models being offered in the first batch of 009 models is so equipped.



Brake wheel stands are fitted to the bogies while door guards are attached to the underframe of open wagons.

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A covered goods wagon features in the range, which includes one lettered for the Nocton Estates Light Railway and a WD 'ambulance van' fitted out with interior detail (393-025 is shown).



Both the end and side doors of the covered goods wagon can be opened to reveal the interior. The ambulance van is detailed with racks and stretchers.



Detail applied to the covered goods wagon includes fine moulded planking and separate grab rails.



A side view of the WD ambulance van that carries the number LR7997 (393-025).



Reflecting the use of the wagons in peacetime is Welsh Highland Railway No. 14 finished in pristine red condition (393-053).



Bogies are equipped with metal wheels and NEM-355 coupling pockets.

After the war, much of the WD equipment was sold to narrow gauge railways in the UK including the Ashover Light Railway, the Nocton Estate Light Railway and the Welsh Highland Railway where they played a quite different role. The Ashover Light Railway was involved in the transport of quarried stone and minerals while the Nocton Estates Light Railway was built over Lincolnshire farmland to transport sugar beet and equipment around the fields where no road network existed – it was typical of the use of light railways in agriculture.

This has offered Bachmann the opportunity to offer the models in liveries other than WD grey, including Welsh Highland Railway red and Nocton grey. Some D Class stock is preserved, including an ambulance van and open wagon, which are located on the Lincolnshire Coast Light Railway together with Froissy Dompierre Light Railway, the last surviving 600mm gauge 'trench railway' of the First World War, which is operated as a heritage railway (P'tit Train de la Haute Somme).

Open wagon

Four versions of the D Class open wagon are included in the first batch of models, including the featured WD No. LR2571, which is finished in weathered light grey (393-050) and Welsh Highland Railway No. 14, which is painted in a bright red colour (393-053). An open wagon for Nocton Estates is also offered in pristine condition (393-051) and a weathered model of Ashover Light Railway No. 7 (393-052).

The models share the same features and body with fixed sides comprising three planks fitted to metal framing. A representation of the securing catches



The open wagons are 70mm long over the body and 87mm long over the coupling faces.

and chains is well executed and the sides and floor are detailed on the interior with planking.

Bogies

Bogies are detailed with in-line brake blocks and separately moulded brake

stands (where appropriate). The wheel sets are composed of spoked metal wheels which have pinpoint axle ends that rotate freely in the bogies, resulting in free-rolling wagons. The bogies themselves rotate freely and will negotiate tight curves in common with the full-size vehicles.

Couplings

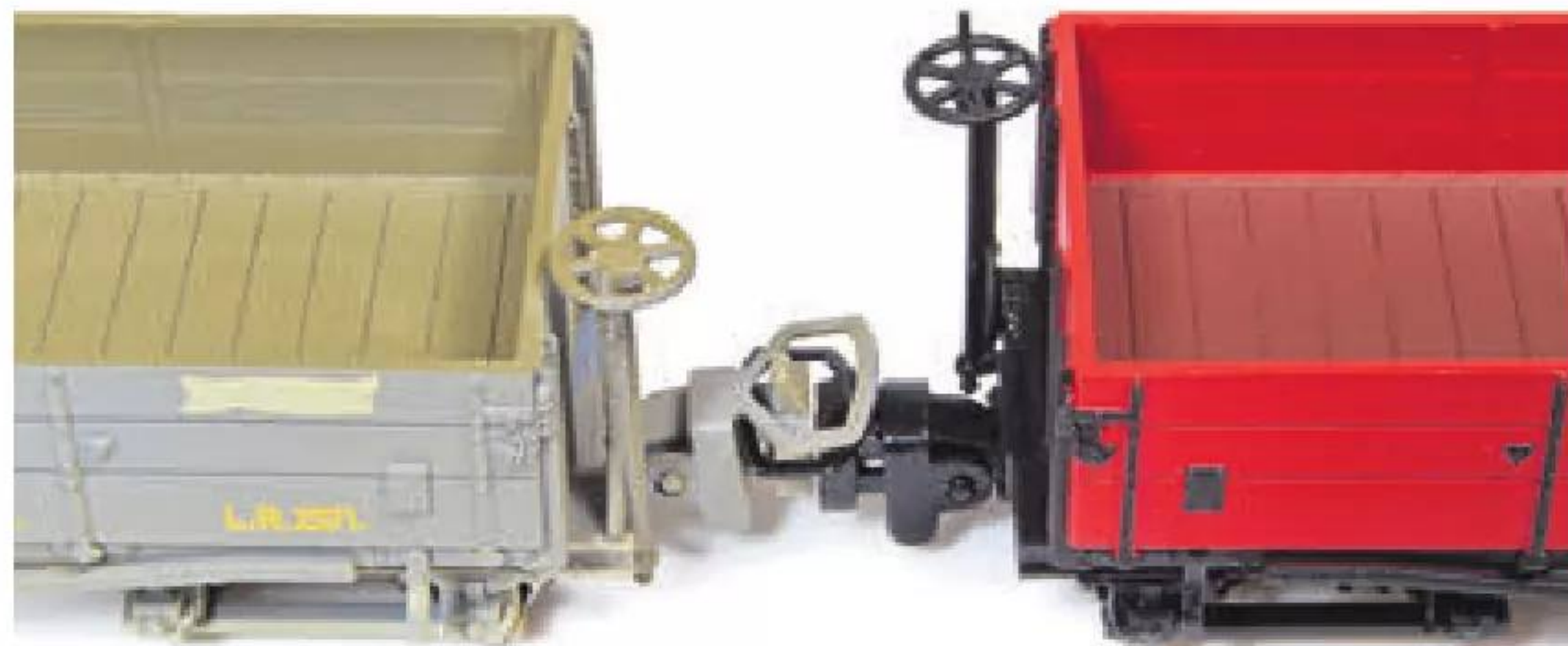
Standard 009 gauge couplings are supplied with the models, fitted to NEM-355 coupling pockets, which are themselves directly mounted on the bogies. The couplings are the same as those favoured by 009 modellers that consist of a simple loop and catch system. The loop lifts to clear the catch on adjacent couplings and has a 'tail' to allow the use of uncoupling ramps for remote uncoupling.

Bachmann's new narrow gauge range will be on general release in plenty of time for the centenary of the end of the



Another view of the WD ambulance van showing how the end doors slide open. While all of the doors are a close fit, they slide open and close smoothly.

First World War and will be welcomed by those interested in modelling that era. The addition of postwar models to the range allows the modelling of civilian narrow gauge railways and agricultural railways in addition to those of France in the war. The new narrow gauge range should fire up the imagination to inspire some new layouts and with the models designed to negotiate tight curves in the same manner as the prototype, there is plenty of scope for compact layout design to suit those with limited space! The Baldwin steam locomotive models to match the D Class wagons will be available early in 2018. Look out for the new green and red Bachmann boxes to distinguish the 009 gauge range from standard 00 gauge models.



All of the models are fitted with standard 009 couplings which are clipped into NEM-355 coupling boxes. They are compatible with Peco 009 couplings.

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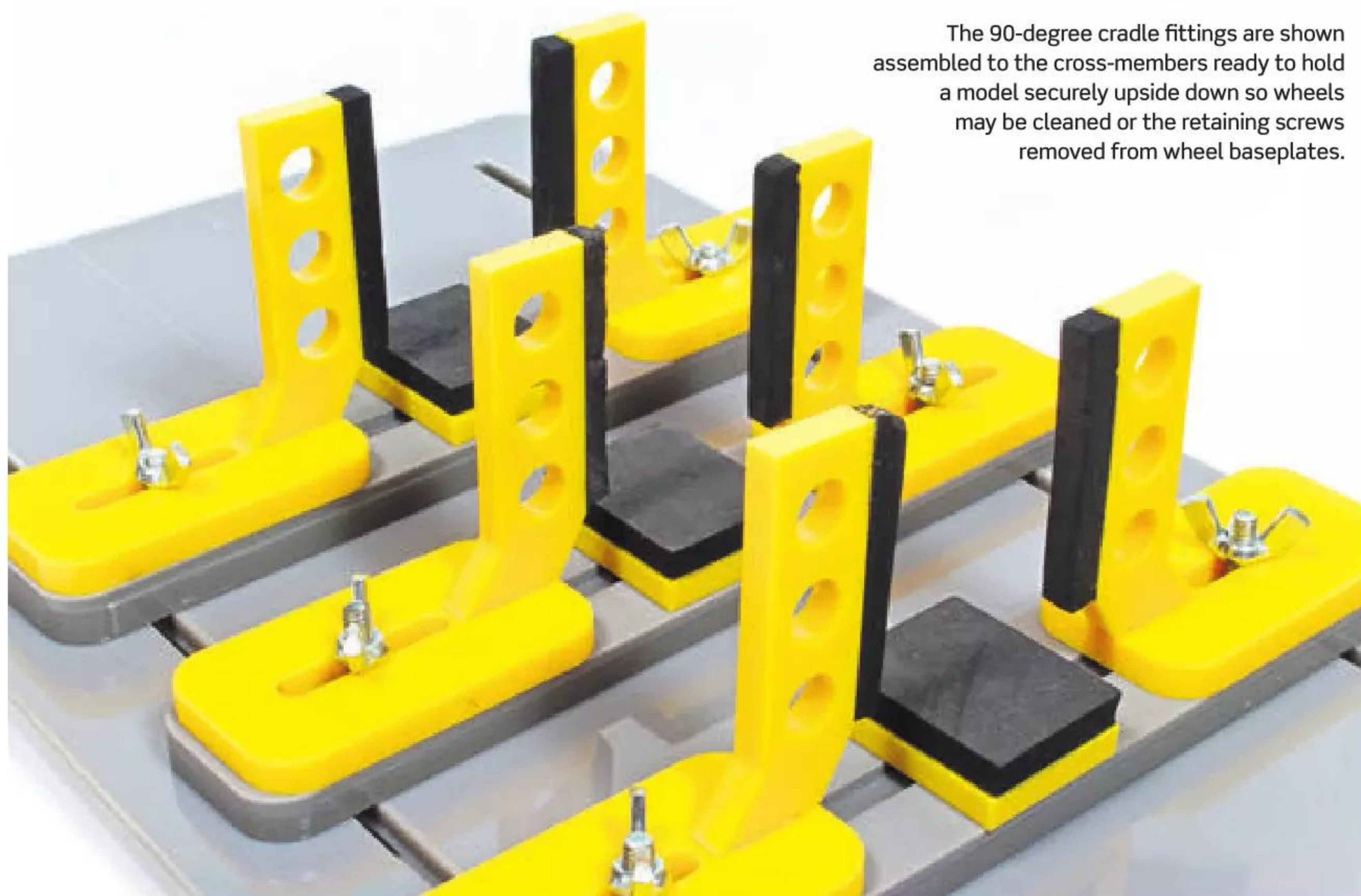
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What's *in the* shops



The Proses 45-90-degree locomotive servicing cradle provides a secure way of holding models for maintenance, repair and cleaning tasks. Cradle assemblies for holding the model at 45 degrees (shown fitted) and completely upside down are supplied.

Simple maintenance cradle



The 90-degree cradle fittings are shown assembled to the cross-members ready to hold a model securely upside down so wheels may be cleaned or the retaining screws removed from wheel baseplates.

Nigel Burkin tests the Proses 45-90-degree locomotive servicing cradle.

HAVE YOU EVER TRIED TO BALANCE a locomotive on its roof to clean the wheels or undertake other light maintenance tasks? Yes, well, we have all done it in a hurry and with varying degrees of success, hoping the model does not tip over while trying to undo screws or apply a fibre pencil to the wheels to remove some particularly dirty grubbiness that seems to collect on the treads from time to time.

The task is made considerably easier with a loco cradle, which allows for adjustment to accommodate both steam and diesel locomotives without the risk of damage. A simple but flexible cradle is produced by Proses, the company that made its name with simple ballasting and track-laying tools. Proses now offers a wide variety of useful modelling aids and detailing parts ranging from maintenance cradles including the sophisticated rotating cradle, timber and rod cutters and ballasting tools.

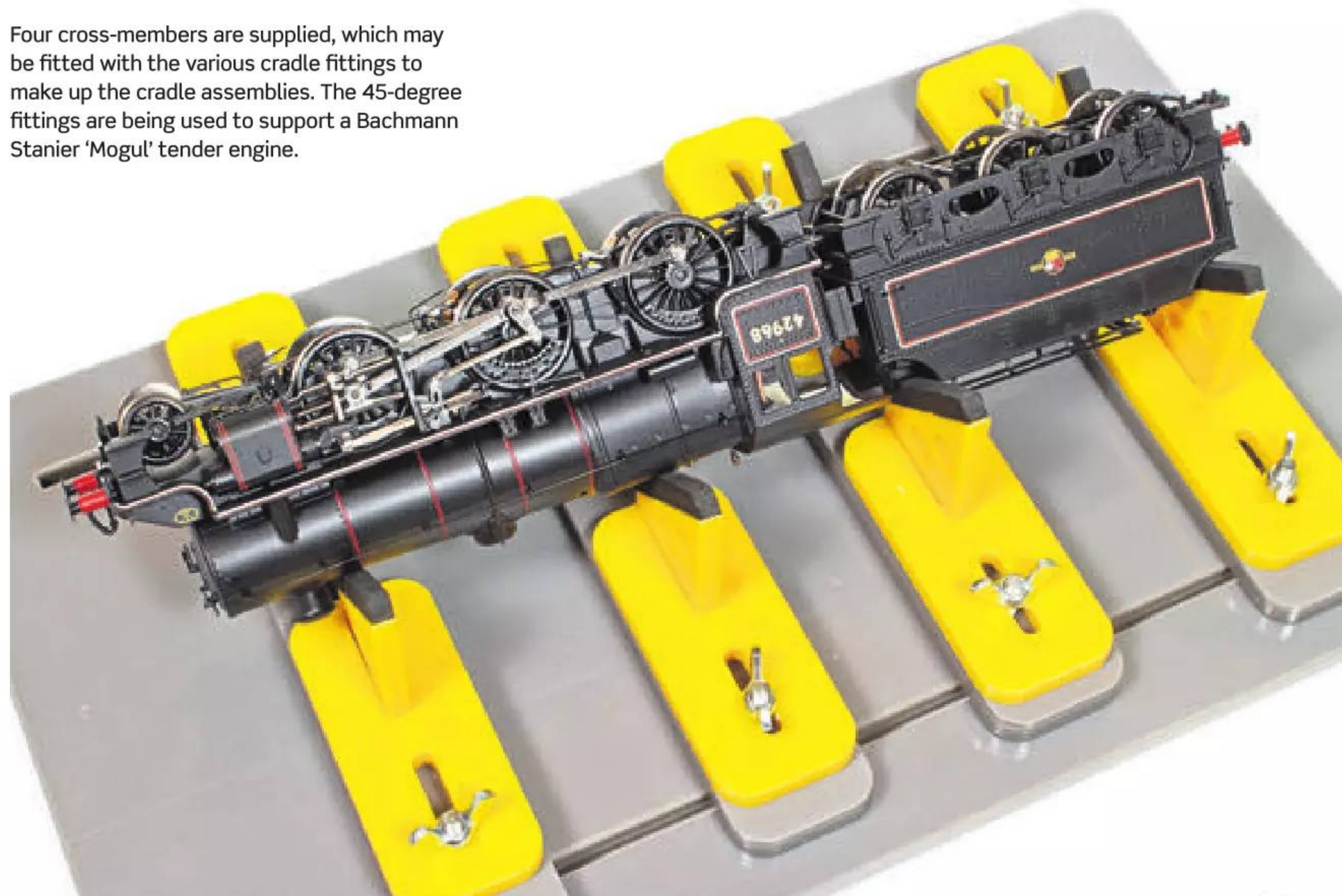
It is quite a range of invaluable tools and accessories, which is distributed in the UK by Bachmann. On a personal note, I am particularly careful with

the maintenance of my collection of models, particularly those needed for exhibition use. Having a stable device that sits on the workbench and can hold N gauge and OO gauge models securely for wheel cleaning and other maintenance tasks is very useful. The Proses 45-90-degree locomotive servicing cradle is also great for supporting steam locomotive models for the fitting of accessories often supplied with them. So much better than a balancing act with model, adhesive and hands!

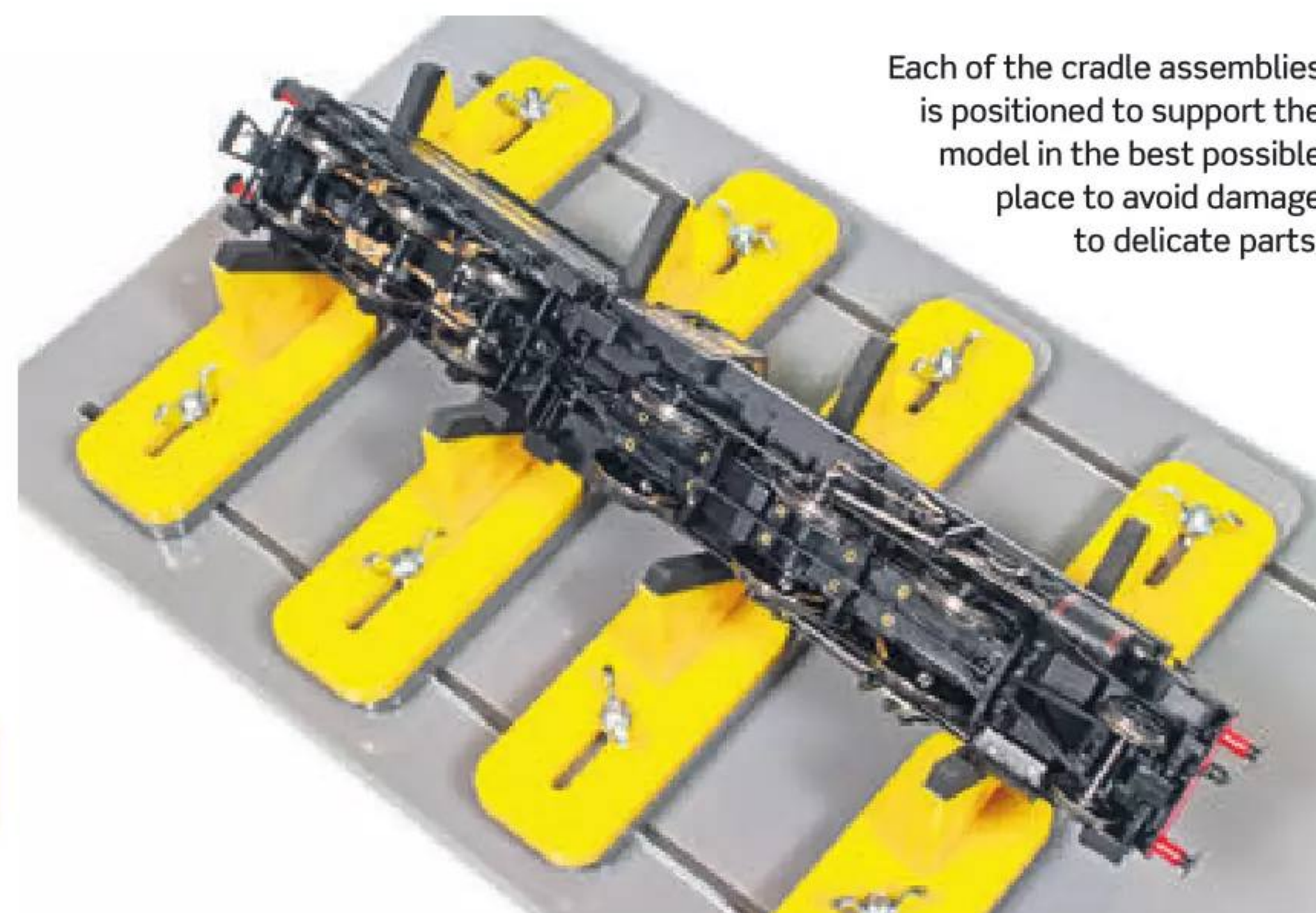
Features:

The cradle is composed of a base plate with slots to accept the four cradle assemblies, which consist of cross-pieces and cradle fittings. There are two types of cradle fitting which may be used to make up the cradle assemblies, including the 45-degree cradles that hold the model at a convenient angle and 90-degree cradles that hold the model completely upside down. The cradle assemblies may be positioned anywhere on the base to allow any length of model to be accommodated.

Four cross-members are supplied, which may be fitted with the various cradle fittings to make up the cradle assemblies. The 45-degree fittings are being used to support a Bachmann Stanier 'Mogul' tender engine.



Each of the cradle assemblies is positioned to support the model in the best possible place to avoid damage to delicate parts.



N-gauge models such as the Graham Farish Castle Class locomotive are easily and securely accommodated in the 45-degree cradles.



PRODUCT DETAILS:

PLB-901
45-90-Degree Loco Servicing Cradle

Manufacturer:

Proses
(Distributed by Bachmann Europe Plc)

Scale:

N, OO/HO and O gauge

Price:

£59.95

Web:

<http://bachmann.co.uk/proses.php>
<https://proses.com/>

Rolling stock may also be worked on in the cradle. It is likely that only two of the cradle assemblies would be needed to support a bogie coach.



Clearly, it's easier to hold a diesel model in the cradle where the roof is unlikely to have any delicate detail that could be broken off. A steam locomotive is an entirely different matter and care has to be taken to avoid supporting the locomotive on whistles, safety valves or any other delicate detail on the boiler, cab roof or tender top when using a cradle. The cradle assemblies are easily to slide along the base to ensure a steam locomotive model is supported on solid areas of the body.

I found both the 45-degree and 90-degree cradles simple to use with OO-gauge and N-gauge models. Simply secure the 45-degree cradles on one side of the cross-members and push the opposite ones up until they are the right distance apart to suit your particular model. Some adjustment will accommodate differences in the model such as cab and boilers until the model sits firmly in the cradle.

When completely inverting a model, fit the 90-degree cradles to one side before adding the base pads, which will support the loco roof or top. Hold the model in place while pushing the opposite cradles up to it to secure the model in place. Finger tighten the securing wing nuts to hold the cradles in place. The number of cradle assemblies used at any one time will depend on the size of the model. A small tank engine or a diesel loco can be supported with two, while a large tender steam locomotive will need two for the tender and two for the engine.

The 45-90-degree locomotive maintenance cradle is very easy to use and provides a very secure support for detailed models, eliminating much of the risk of damage during maintenance and repair work. It will accommodate O-gauge models too which, given their size and weight, can be unwieldy to

Bachmann's Stanier 'Mogul' takes a turn in the 90-degree cradle assemblies with care taken to avoid safety valves, whistles and other delicate details.

handle. It also assists with painting projects too, although using one in the spray booth is not recommended – restrict your painting work to detail painting and weathering work! I tried it with a variety of different locomotive models including the tiny Hornby 'Peckett', Bachmann OO-gauge tender engines as well as a Graham Farish N-gauge Castle Class model. It held the models securely in all cases. Its use is not restricted to locomotives – it can also be used to hold rolling stock models securely. In the next issue, I will take a look at the PLB-902 'Multi Angle Rotating Loco Cradle' which is more sophisticated and allows for a greater range of positions and will be very useful for detailing work, detail painting and tricky maintenance tasks.



Two cradle assemblies are all that is needed for small tank engines.

No more awkward holding of diesel locos with their curved roofs. A Bachmann Class 20 is securely supported for wheel cleaning and lubrication of the gear towers of each bogie.





Stafford Railway Circles' clubroom, where members take a hard-earned break with the latest issue of *RMM*, which is delivered to their clubroom each month by local model shop Topp Trains. The Mayor of Sandwell's Trophy at this year's Warley show went to Stafford Railway Circles' layout Whiteacres, as being the exhibit most enjoyed by the mayor during her visit. STAFFORDRAILWAYCIRCLES

A fascinating layout... but it needs support!

Dear *RMM*

I have recently discovered *RMM*, having had a copy thrust into my hand by my local model shop in Hunstanton, and enjoy the content.

But, oh dear, I'm afraid we shall have to disappoint Paul Steels and issue an enforcement notice on New Street TMD. We cannot have an excavation that deep with unsupported sides, especially with two operatives in the excavation. It is, indeed, a fascinating layout, even if I have to say, tongue in cheek, that the excavation requires some planking and strutting!

Which just goes to show, that while the hobby has a reputation for being occasionally spoilt by rivet counters, criticism of the scenic aspects is

probably one of the least-expected things. I have my model railway in the garden, to save me having to engage in much scenic modelling!

Ian Watts, via email



N-gauge military figures and vehicles

In last month's edition of *RMM* Irving Roberts was asking about sourcing N-gauge military figures and vehicles. If he searches for 10mm war games figures

online he should find a large selection especially for the period in question. 10mm is the nearest equivalent to N. He might also try 1/144th models.

Revell has just released some triple packs of vehicles for this period at a good price. Hope this helps.

Mike Potter, Budget Model Railways, via email

Can you help?

Dear *RMM*,

I was most interested in the article in the November issue on DCC. I'm considering the use of this form of control on a layout that I am constructing. Several of my friends have suggested that it would make operation easier, especially with the ability to run trains without the complexity of sections and their switches.

I look forward to reading any replies concerning this as DCC is all rather new to me, so it has to be nice and simple!

Ian Hopkins

NIGEL BURKIN REPLIES: With the ability to incorporate sound and lighting effects, the DCC driving experience puts you firmly in the locomotive cab. In fact, it should be seen as train driving rather than making operations just easier.

IAN: However, I prefer dial-type controls as that is what I and my friends are used to.

NIGEL: There are controllers with dials instead of buttons available. A little research on the web will quickly put you in touch with DCC retailers offering a wide range of control systems. Many of them attend shows with comprehensive demonstration stands, so 'try before you buy'!

IAN: Also there is the added complication of the layout being in O gauge. The locomotives are either scratch or kit built and of small tender locos such as 0-6-0s or 2-4-0T and 4-4-2T types. All are powered by small or medium sized Mashima motors.

NIGEL: A 5 Amp system should be your absolute minimum requirement. The key will be the number of locos on the layout at any one time and how many are working at once. That current demand will determine the power level of the system you eventually choose. Go for as much power as you can.

Small- to medium-sized Mashima motors do not draw a great deal of current, so higher power rated decoders for OO/HO which have a minimum rating of 1 Amp and peak load of 2 Amps should suffice for light running. However, the weight of your trains will be a factor and that will affect the peak current draw taken by a motor when starting a train. You may need to consider much higher-powered decoders appropriate to O gauge, which can be between 3 to 5A capacity.

IAN: The layout is an end-to-end terminus to fiddle yard station, approximately 25ft with fiddle yard. The point and signal controls will be manual, i.e. lever-frame operated, so not powered for run by DCC. There would be two or three locos running at once, i.e. up, down and a shunter. The big drawback is that in order to fully replicate a station in an inner city environment I will need between 20 and 25 engines.

NIGEL: Layout size is not relevant unless it goes beyond 30 feet whereupon it is worth considering an additional power district to divide layout into two electrical zones with equal power supply in each (to avoid

voltage drop over long wiring runs). I very much doubt all 25 locos will be running at once – consider the maximum number that will be moving at any one time. Although stationary engines will draw a little current to keep the decoder active, it is usually negligible. If the bulk of those engines are concentrated around a depot then consider making the depot area a separate power district.

IAN: Given all this, what type of system could I use that is not overly expensive? The trains consist of around nine four-wheeled carriages weighing in at 200g each, with a couple of trains of 12-14 coaches.

NIGEL: O-gauge modelling is expensive and a considered investment. Therefore buy a decent system and pay as much as you can for it to ensure you get the benefit of the investment you have put into collecting O-gauge equipment. Don't go cheap with DCC when working with larger scales. Low current starter systems will not be adequate.

IAN: DCC could be used just to run the locomotives. There are three 'driving' positions. An operator drives from the fiddle yard towards the bufferstops. The fiddle yard drives trains out of the station and the main control panel (signal box) operates the station pilot. I don't intend to worry about sounds at present.

NIGEL: DCC will not affect this other than to remove the need for limiting electrical block operation.



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GAUGEMASTER



RMM writer Darryl Foxwell, aged three and three-quarters in 1954, with Simba the cat and his Hornby O-gauge tinplate clockwork train set.

Happy memories of a hobby I still love, 60 years on

Dear RMM

I can't recall the exact date but it must have been in the early 1950s that I was given a Tri-ang Princess Royal with two coaches. These ran on the original grey pre-formed plastic track on the lounge floor. I had a tunnel and – for reasons unknown – an O-gauge lattice post distant signal!

The track came with a point and I well remember being totally perplexed as to why I couldn't make (what I now know to be) a 'reverse loop'; of course, as soon as I connected the track it all sorted itself out!

Around this time – when I was about seven or eight – my mum and dad would take me for the summer holidays down from north London to Cornwall where an uncle and aunt had a hotel. This backed right on to the St Ives branch. By now, my railway interests were well and truly cemented.

A house move from urban Tottenham to what was 'the countryside' of Waltham Cross came in 1957; I immediately made friends with some school mates who were trainspotters and spent many happy hours watching N7s, Britannias and B17 'Footballers' on their way to Cambridge or Liverpool Street.

Tri-ang TT came along and I moved into that scene, making a fairly substantial L-shaped 'terminus to fiddle yard' layout in my bedroom. As my pals and I got a little older – all of 11 or 12! – we made regular trainspotting trips to either Potters Bar or to many of the London termini and loco sheds courtesy of a Twin Rover.

Fast forward 60 years and I still have that inbuilt love of railways and modelling them. TT has been replaced by OO – and what excellent models they are nowadays!

Brian Macdermott, via email

To DCC or not to DCC – that is the question!

Dear RMM,

I receive your publication through a friend who works as a volunteer on the Lincolnshire Wolds Railway, who brings me a copy whenever they receive the latest edition. While some of the articles don't particularly appertain to my larger scale railway modelling, it does make for enjoyable reading. Especially of interest to me are the history articles on manufacturers in *Blasts from the Past*. It is interesting to find out what happened to the toy and model companies of my early boyhood and to hear, often surprisingly, about what else they manufactured, most of which we never, in our young days, even imagined the companies were involved in; to us, it was all about the trains!

Regarding the discussions on DCC in recent issues, DCC is the way forward – in my book, anyway. Oh yes, I hear all the DC arguments, but that is really about some people not wanting to get into the 21st century and not accepting advances in technology. And with a lot of modellers, as of old, they have the excuse about it costing money. Now I'm not well off, but comfortable – which depends on where your comfortable line is – and a pensioner, so my disposable income is not great, so I have to watch what I spend. Having said that, my O-gauge garden railway is DCC; the main cost of the controller set-up, while a considerable amount, is something that you would only possibly buy the once.

Decoders (non-sound type) are relatively cheap, being obtainable from less than £20 – TCS-T1 – so that is a small extra to invest in what gives enjoyable, controllable running. When they are set up correctly – and the basic set-up is not really rocket science – they have inertia and deceleration, just like the real thing, top end speed to match the engine, so that your J71 doesn't outclass *Mallard* for the record run!

Yes, I know that sound is considerably more expensive, but, if like me, you start with the cheap chips, get acquainted then try a sound chip in your favourite engine (and set it up for the correct "number of beats to the bar"!); you'll become hooked. Heavier beat under acceleration, brake squeal on stopping, whistles, injectors, safety valves, etc., etc. No, we will never get the deep, heavy exhaust beat we hear close up on the real thing (speakers limit that), but at the distance we are viewing our models, it is a good few tens of yards away in real life.

I "inherited" a part-built garden railway when I purchased my current house some 19 years ago, then a simple twin track on DC. It was quite a while before I started doing anything with it owing to the pressures of business and work. I was finally acquainted with the Gauge O Guild some 16 years or so ago and started to look at rebuilding and expanding the railway for something to do when I retired.

After much thought on the subject, coupled with the fact that the whole railway would have to be ripped to pieces and rebuilt, I decided to go down the DCC route, for three

main reasons. First was simplified wiring up – no section switches, etc. – and the second was that I wanted to run the railway by "driving" the engines – such as banking or buffering up to another loco – anywhere, not just in sectioned sidings and being able to "control" the engines as I wanted. The final one was that I could run multiple trains at the same time, at different speeds – as with the real railway – and, again, not have to worry about section switches and the like. Rebuilding the whole railway meant that ALL of the wiring would be redone, so it was really a no-brainer!

When I ventured into DCC, it wasn't anywhere near as sophisticated as it is now – sound was really in its infancy and not that brilliant – a lot has happened in the last 12 years or so and I was trying to look into the future and what I saw appeared good fun. As I said, I reasoned that it would be a lot of work to go DC, then change at a later date to DCC with a good bit of rewiring that would be involved, plus the expense of DC controllers then buying DCC ones later. It was a steep learning curve, over quite a period of time, but then Rome (and my railway) wasn't built in a day.

I will admit to having all my pointwork in the main train shed area (and just outside) as analogue/DC, but the points over the other side of the garden are digitally controlled. In the engines, I started with plain, cheap DCC non-sound chips – TCS and Zimo – and had a few years of enjoyment with them. I then happened on the ESU sound chip for an A4 and that was it – my A4 had to have one – even though it was expensive and made the wallet wince a bit (they have come down by about a third since then), it had to happen. Well, that snowballed after a year or so and now nearly the whole stud has sound on board – gradually, not all at once, you understand. Now, if I build or acquire a new engine, the chip has to be sound. With O gauge, we are usually limited to far fewer engines than a lot of OO-gauge modellers, so the expense on the chips is not as great – and taking into account the cost of O-gauge kits and even scratch-builds or the lower-end RTR (heavens, I can't afford the top end locos – think I'll see if I can win the lottery this year!!), it is not too much extra to pay.

My garden railway is a scale two miles (80 yards in our world) continuous run, twin track main line up to four and six roads in a good few places. ECML type cuttings, bridges, tunnels and viaducts have been built (and still are being built – never be finished, I'm sure!) all adding to the enjoyment. Taking a belt and braces approach with a good-sized cabling (2.5mm sq) ring main supplying the tracks at regular intervals (usually three metres – 'cos that's the length of the conduit!) it runs very reliably and has done since it first ran – I have just shut down for winter after my eleventh year.

So, yes, if you are prepared to put in the work, getting it right from the beginning, then DCC will pay dividends and be a really enjoyable experience.

Geoff Byman, via email



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What's *in the* shops

British Railways Conflat A wagons



Bachmann also offers empty Conflat A wagon models in both N and OO gauge allowing modellers to make up their own container loads. The Graham Farish N gauge No. B708012 (377-329) is featured.

Bachmann releases new versions of its Conflat A wagon in N and OO gauge, writes **Nigel Burkin**.

FLAT WAGONS DESIGNED TO CARRY door-to-door containers have been a feature of the railways for many years. The Big Four railways operated wagons capable of carrying interchangeable containers, although standardisation was not common. Some records state that the first true standard door-to-door container services commenced around 1926 – a fact that is difficult to verify. As demonstrated by the addition of a 'Pickfords' furniture container to Bachmann's latest BR Conflat A wagon releases, the use of containerisation was regarded as more suitable for valuable loads such as removals services.

BR inherited a large number of container-carrying wagons and containers – most of which were life expired at Nationalisation. New wagons were desperately needed to continue operating a reliable door-to-door service using traditional container designs including the large BD and BA type and smaller A type containers. There's little scope to cover all the different types of container in this edition of What's in the Shops – a little research will soon reveal how varied traditional door-to-door container operations were.

Of the BR wagons built to carry traditional containers, the Conflat A design was the most numerous of the traditional designs, being constructed to six diagrams between 1951 and 1958 (Diagrams 1/061, 1/062, 1/065, 1/067, 1/069 and 1/070). All six types were broadly similar with a flat deck on a 10ft wheelbase underframe equipped with vacuum brakes and special storage pockets for the chains used to secure containers to the wagon. Differences between the six diagrams of Conflat A included different axle box covers, buffers and either four- or eight-shoe clasp brakes.

After traditional container operations ceased following the introduction of standard ISO containers, many Conflat A wagons were transferred to departmental use and could be found with varying modifications including concrete mixing equipment; adaptations to carry coach and wagon bogies together with use as runner wagons. The usefulness of the design ensured that a good number survived beyond the last traditional container operations to see preservation including B506889 and B700471 located in the Mid Hants Railway; B507397 and B507489 which are preserved with numerous other Conflats on the Great

Central Railway where there are plans to recreate a traditional container train operation. One Conflat A survives with the SRPS at Bo'ness and other notable preservation efforts of Conflat wagons include B702702 at Mangapps Railway Museum; B507225 on the Coln Valley Railway and B703819 on the Gloucester & Warwickshire Railway.

Bachmann OO gauge model

Bachmann currently offers seven models of the BR Conflat A wagon including those fitted with wooden BD containers in British Railways (37-951B), Speedfreight (37-952) and Pickfords' liveries (37-954). Wagons loaded with alloy BA containers for Speedfreight services are also available in unvented (37-990) and vented condition (37-991). A twin pack of Conflat A wagons is offered for those modellers wishing to load their containers, run them empty or modify them for departmental use (37-983). The models feature three-hole disc wheels and NEM-362 coupling pockets. The containers sit neatly on the modelled wooden deck, which has the chain pocket detail included. The models are equipped with four-shoe brakes, split-axle box covers and spindle buffers.

Graham Farish N gauge model

As new ways of unloading containers were sought, to save handling time, the development of new lightweight alloy containers, which could be unloaded using fork-lift trucks and secured with pins instead of chains was developed, together with modifications to Conflat A wagons. This arrangement is represented by the featured Graham Farish Conflat A model loaded with an unvented Alloy BA container (377-345). A wagon loaded with a vented alloy container is also featured in the current Graham Farish catalogue (377-346). The forklift truck modifications are incorporated in the base of the BA containers supplied with the models and not the wagon models themselves.

The 2017 catalogue also features two triple wagon packs, which are loaded with British Railways' BD containers (377-336A) and the smaller type-A container (377-337). A model without a container is also offered (377-329). The Graham Farish Conflat A is a four-shoe braked wagon with spindle buffers. It does not feature NEM coupling pockets, but is equipped with metal three-hole disc wheels and an accurately modelled body with chain pocket detail.

Model details:

BR Conflat A container wagon (various containers)

Manufacturer:

Bachmann Europe Plc.

Scale:

4mm (1:76) scale, OO gauge.
2mm (1:148) scale, N gauge.

Era:

1951-1952 until the 1970s as container wagons (Speedfreight type).

Web:

www.bachmann.co.uk

Suggested retail prices of featured models:

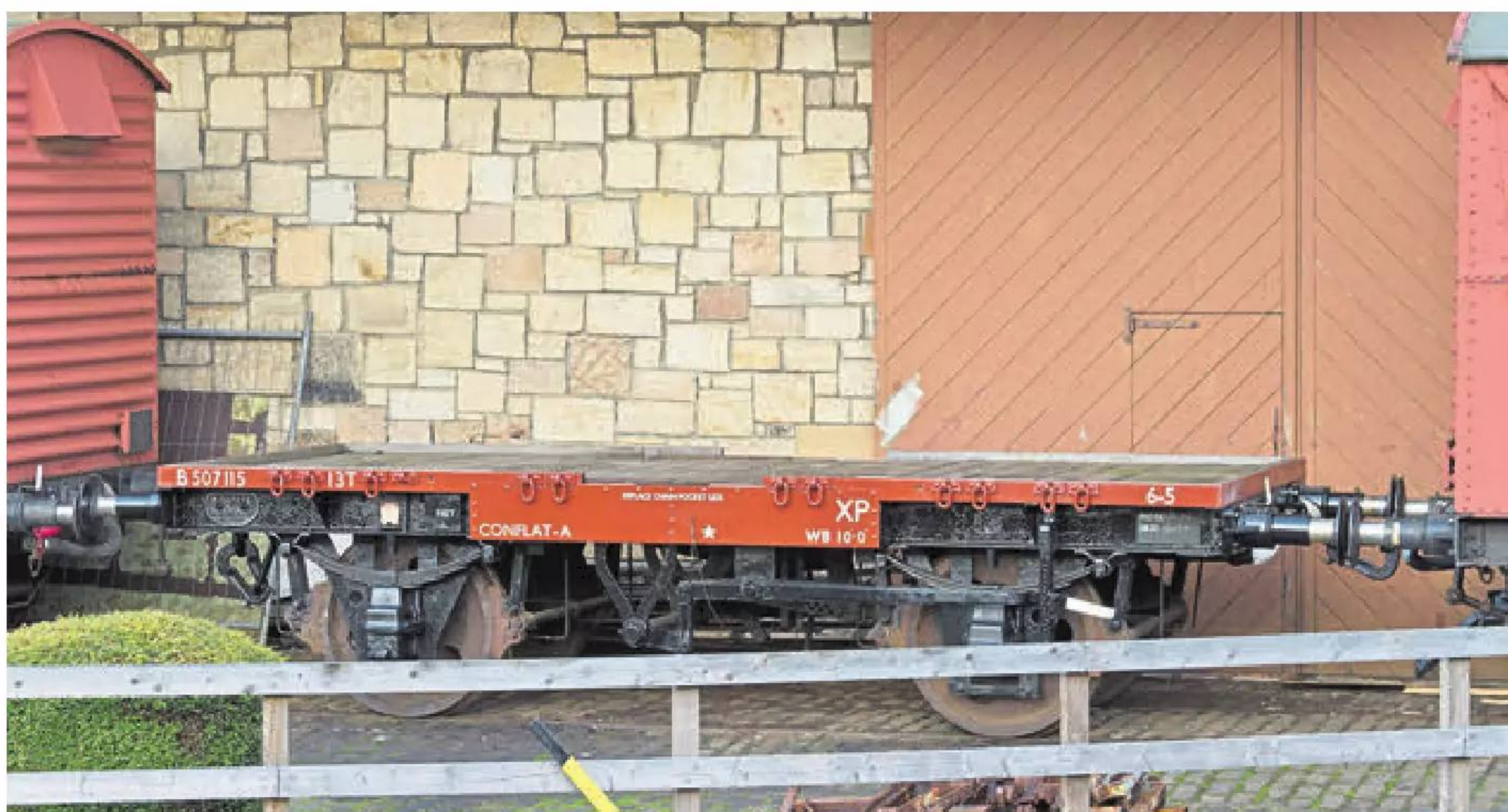
37-954 OO gauge B708106 loaded with a BD-type container in Pickfords' livery: £15.95.

377-345 N gauge B737725 loaded with an unvented BA Speedfreight container: £15.95.

377-329 N gauge B708012: £14.50.



In OO gauge, an attractive combination of Conflat A wagon and a BD container dressed in Pickfords' livery (37-954) was set for release at the end of 2017.



Conflat A No. B507115 is an eight-shoe braked wagon currently preserved in excellent condition with the Scottish Railway Preservation Society at Bo'ness. This design of Conflat A could be modelled using the Bachmann model as a basis for a simple conversion to eight-shoe clasp brakes and the fitting of Oleo buffers.

Bachmann's 'Birdcage' coaches

SE&CR Dark Lake 'Birdcage' coaches from Bachmann, reviewed by **Nigel Burkin**.

SE&CR DARK LAKE IS THE LIVERY applied to the second of three sets of 60ft 'Birdcage' coach models being released in OO gauge by Bachmann over the autumn and winter period. The livery colour is a very dark red embellished with fine lining around the door and coach side panels. The red is so dark, it is almost brown in colour until one looks closely at the finish. The livery is completed with shaded lettering and white roofs.

Bachmann has researched this family of coaches well, with both the British Railways' crimson and SE&CR Dark Lake versions featuring details specific to the era they represent including different roof vents and other roof details. The interiors are also treated accordingly together with window markings and correct interior colours. Small detail changes include the bogie foot boards and underframe details too.

This type of coach was primarily operated in fixed sets of three. This particular set of 'Birdcage' coaches is numbered No. 138 and consists of a Brake Composite Lavatory Coach No. 1174 (39-600); Composite Lavatory Coach No. 1178 (39-610) and Brake Third Coach No. 1182 (39-620).

The set numbers are applied to the guards' compartment ends of the brake coaches which may be identified by the raised roof section with its small windows allowing the guard to see along the train in both directions.

The last set of three models to be released is the Southern Railway lined olive green version, which should be available early in 2018. The suggested retail price is £64.95 for each coach.



SE&CR 'Birdcage' stock were so called because the raised guard's lookout at the end of the brake coaches was fitted with small windows, giving the raised section the appearance of a cage. The Brake Composite Lavatory Coach (39-600) and Brake Third Coach (39-620) are shown with the brake sections nearest the camera.

Model features:

Separate hand rails and commode handles.

Roof details specific to coaches in SE&CR (pre-Grouping) condition.

Dynamo and batteries fitted to two of the three coaches making up a 'trio' set.

Clear flush glazing allowing a good view of the coach interiors.

Accurately modelled and coloured interiors.

Sharp printing of livery details, particularly lettering.

Metal wheels with end-of-axle pick-ups to assist with interior lighting installation.

Fine truss rod detail applied to the underframe.

Separately moulded brake equipment.

Close coupling cams.

NEM coupling pockets.



Lined SE&CR Dark Lake livery is a very attractive dark red colour with fine lining around body panels.

Model details:

60ft 'Birdcage' coaches in SE&CR Dark Lake livery.

Manufacturer:

Bachmann Europe Plc.

Scale:

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

Era:

Era 2: Circa 1923-1947.

Web:

www.bachmann.co.uk

Suggested retail price:
£64.95.



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Build your skills with older, cheaper models

Martin R Wicks explains how he used second-hand, kit-built vans, 'seconds' as well as damaged RTR vans and coaches to ease his return into the hobby, modelling in 7mm scale (O gauge).



Thankfully the war is over, it's late spring in 1946 and an LMS 12T Van, still in its original 'Big Four' livery, is spied at Draycott Camp Halt Sidings – an in-service, pickled paint and all, down-at-heel austerity vehicle, in more ways than one. New solebars and brake fittings, axle boxes and buffer housings are all now present and correct! Just about visible, under the grime, the solebars have been correctly painted in LMS freight grey. This old Parkside-Dundas (now Parkside) model was destined for the scrap-heap, now it only looks like it is, but prototypically!

IN THESE TIMES OF AUSTERITY, WITH funds being a finite resource for many, railway modelling often has to take its place a long way down the list of priorities, but, to coin a phrase, neither man nor woman can live by bread alone!

Second-hand purchases of damaged and part-built wagons, vans, coaches and even locos can be a preferred choice, whether sourced online or at model railway exhibitions. While the modeller has to be sure that such models are repairable and that the modeller's skills are up to the task, these models can be, conversely, a rewarding challenge and a skill-builder,

as well as being a cost-effective route back into the hobby.

Finds, such as those from under a trader's table at model railway exhibitions, can be a boon to the returnee to the hobby, or even to someone wanting some cheap projects to get their teeth into and thus build upon their model-making skills as well as their fleet. This applies, equally, to all three main gauges in the UK, whether that be damaged RTR, part-built or damaged kits. Models in the RTR category may only require a couple of new wheel sets, detailing, fettling, repaint or general weathering, common-sense easy fixes. Kit-built or RTR chassis

can be swapped about so as to achieve different Diagram numbers (sub types) of van/wagon, thus adding variation to your goods trains.

For the purposes of this article I am going to focus upon models based, mainly, on kits. Wagon kits are a great way to develop skills, whether they are new, part-built or built/damaged kits etc, and are especially useful for one-off, less-common vehicles for the fleet, those not currently available as RTR. I'm primarily speaking of the injection-moulded plastic kits as a good starting point. Buyer beware though, if buying, 'sight-unseen' (even with 'listings photos') from the internet – I would advise that I much

prefer to see first-hand what I am buying, when buying second-hand.

In perfect or imperfect condition?

Depending on the exhibition trader (or the online auction trader), and their experience with second-hand kit-built models, one can find a real mixed bag in terms of quality and thus pricing, under a trader's table/in a listing, with the quality – and pricing – of such being down to perception of both the seller and the buyer. If at an exhibition, ask to view the models close up, handle them, take your time, have a good look, don't rush, if in doubt walk away and have a

ponder or leave well alone, there will be other models available.

If you do decide to buy, assess the models. How well do you know the prototype (many vans and wagons were built to a common, era-specific, standardised theme, so one can get to 'know' them quite well, quite quickly). Can the parts be repaired or replaced? Are spares available or can you adapt others' products to suit or fabricate your own? Check that everything is four square and true, especially on a kit-built model, the chassis and body sides as a basic starting point – after all, your project model is supposed to be an achievable goal.

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When a model (or models) looks tatty and perhaps not worth the asking price (especially if you are going to purchase more than one), politely ask the seller if they would sell you such at a lower price, or ask them, what their lowest price is, or if they would accept an offer. Remember that the trader needs to make a profit, always be respectful and polite – a smile and some banter can ease negotiations – then the trader can make a sale, you get what you want and neither party gets too rich or too poor.

If the models were purchased online from a retailer or online auction seller, and the models aren't as advertised/described, when received, then you will be covered under direct selling legislation and entitled to a full refund. Also check the seller's Terms and Conditions (T&Cs) before purchasing, 'buyer beware'!

Making good

After viewing your purchase, have a quiet think; you can then come up with a plan of action for the repairs, fettling etc, also take into account any added details that you might like to incorporate, as the sequence of events (repairs) may be crucial to fitting such in the correct order, or so as to avoid finer detail getting damaged during



A close-up of more weathering applied detail – faded and peeling goods/manufacturer's label, painted with white/grey mix, chalked destination marks ('Derby' and 'Stoke') made using a Faber Castell Polychromos White (9201-101) water-colour pencil. Although not visible, the roof had its edges pared down slightly and was repainted with Halfords Matt White (plastic primer) spray from a rattle can. It was then lightly sanded with 1200 wet and dry paper and then further weathered with Humbrol RC401 Dirty Black, which was wiped off with a tissue and followed with a further light sanding with the 1200 W&D paper.

heavier-duty repairs (fit the former after the latter). Do a rudimentary check or recheck of such basic aspects as:

Does the model run smoothly (if purchased at an exhibition, hopefully you will have spun the wheels when purchasing and if a test track was nearby, made sure that the model runs; of course you may have purchased it at a great price because it had no wheel sets!);

Check the axles, axle boxes, any springing, compensation/suspension to see if such works, etc.;

Check the squareness of the body and chassis etc.;

Check to see – if fitted – if the sprung buffers work, etc.;

Check details, such as door handles, lantern brackets and the like. Are they all still in place, do you wish to replace them, paring off any moulded details, etc?

When you are happy to proceed with the work after the above checks, you will then be ready, if you need to, compile a spare parts list in preparation for starting work. I endeavour to make sure that I have most parts to hand before I start a project as this prevents the project stalling.

Use resource material, books and magazines et al, get as many photos of the prototype as you can so as to get a feel for it, i.e. what did it look like in traffic? This will also help in purchasing any spares or detailing parts.

At this stage, the work depends on one's patience, the levels of detail desired (relative to your layout, your standards and your aspirations) – this is a hobby and it is meant to be fun. Challenges are good for the soul, but getting bogged down isn't helpful and neither is procrastination, through a fear to act.

With a damaged or part-built kit, most manufacturers, I have found, will, for a nominal fee, or if buying parts or spares from them at the same time, if you need such, photocopy a spare set of instructions for the original kit for you. Many of these folk are modellers themselves and like to see their kits restored or upcycled, and back in traffic. Also at certain exhibitions, traders often have lots of the more specialist spares and detailing parts on display. Never be afraid to ask questions; most traders are also enthusiasts and modellers and therefore a very knowledgeable resource.

Sometimes you might realise that a model is worse than you first thought and if you have purchased several models of a similar type, in various states of repair, they can be cannibalised to build fewer models that are nigh on perfect from a multitude of models that looked like scrap (my current Mk.1 coach project is a good case in point).

Sometimes, one has to just consign some models and parts to the spare parts tin under the label 'I will attend to that later/that will do for parts'. Again, don't get bogged down, if things aren't going right, walk away, take a breather,



Purists look away now! A cruel close-up of a, nominally, Diagram 1/208 12T vacuum braked BR van – most definitely a 'layout model' and to be viewed within a train. Another waif and stray, this time a 'seconds-bin' RTR purchase from Skytrex, it came with faulty wheel sets and missing/damaged parts. The roof edges were pared down for a more scale appearance, lantern brackets and both scale and auto-couplings added, a prototypical reinforcing bar between the 'W' irons added from Plastruct strip backed with brass-strip and 'bolt-heads' added, formed up from plastic-rod filed to shape. All weathered in my usual fashion.

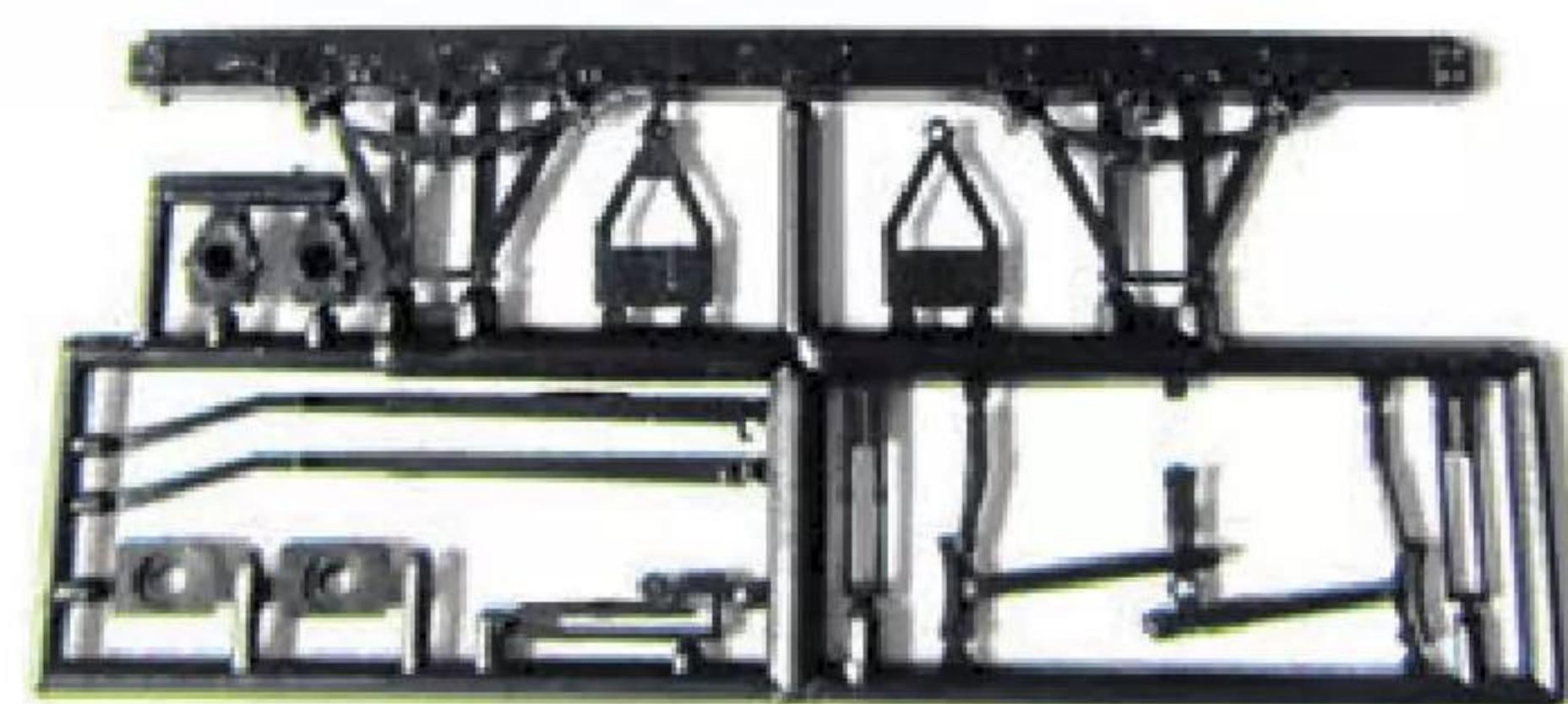
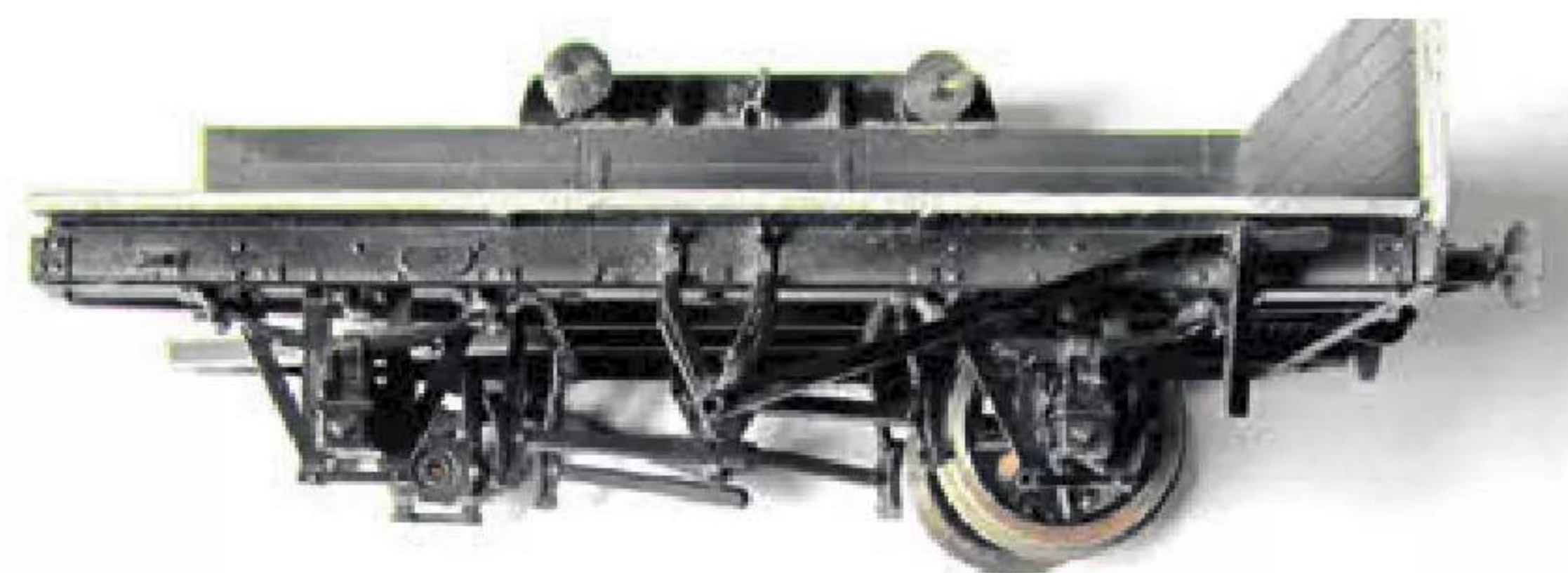


The 12T VB BR van, work-in-progress, weight added for garden-railway usage, all four corners reinforced using solvent weld fluid, cotton wool added, so as to inhibit any plasticky 'drumming' sounds (a pet hate of mine) and awaiting the separately weathered (various shades of grey and cheap talc) roof to be refitted.

have a cup of tea and a biscuit, come back to the model a few minutes, hours, days, or weeks later. Keep progressing with your overall layout goals though.

I tend to work on these 'waifs and strays' type models, over a period of time, in downtimes or while waiting for glue or paint to dry on other models, so I work and fettle them a little at a time (breaking the elephant down into bite-size chunks, or the watermelon, if one is vegetarian or vegan).

For example, with the LMS van in the photographs, I started work, by reinforcing the – wayward – sides and affixing them with Deluxe Materials' 'Plastic Magic' and Plastruct strip



This is the sort of condition that pre-built wagon kits often come in. This one started off looking okay, but the wrong type of adhesive had been used – solvent weld is best – and the whole model fell into a kit of pre-painted parts. In addition the sides had been built around the floor; it is always best to build the sides into a right-angle 'L' consisting of one side and one end, then make the floor fit the two right-angled 'Ls'. Seen below the open wagon is a sprue of spare repair parts.

(affixed vertically to the inner corners), a solvent 'weld' becomes as strong as the plastic substrate components.

With brakes and other such details, as I had built similar brake assemblies several times before on previous kits – and even had a spare set of instructions – such held no fear, a little more effort required than when new, by the way of

cleaning up and carving off damaged details, all easily done with care though. I also repaired and replaced the buffer housings, axle boxes and the like, from my spares tin (leftover kit parts and some bought-in spares – costing pennies really). On older vehicles even the prototype had odd and different axle boxes on the same vehicle!

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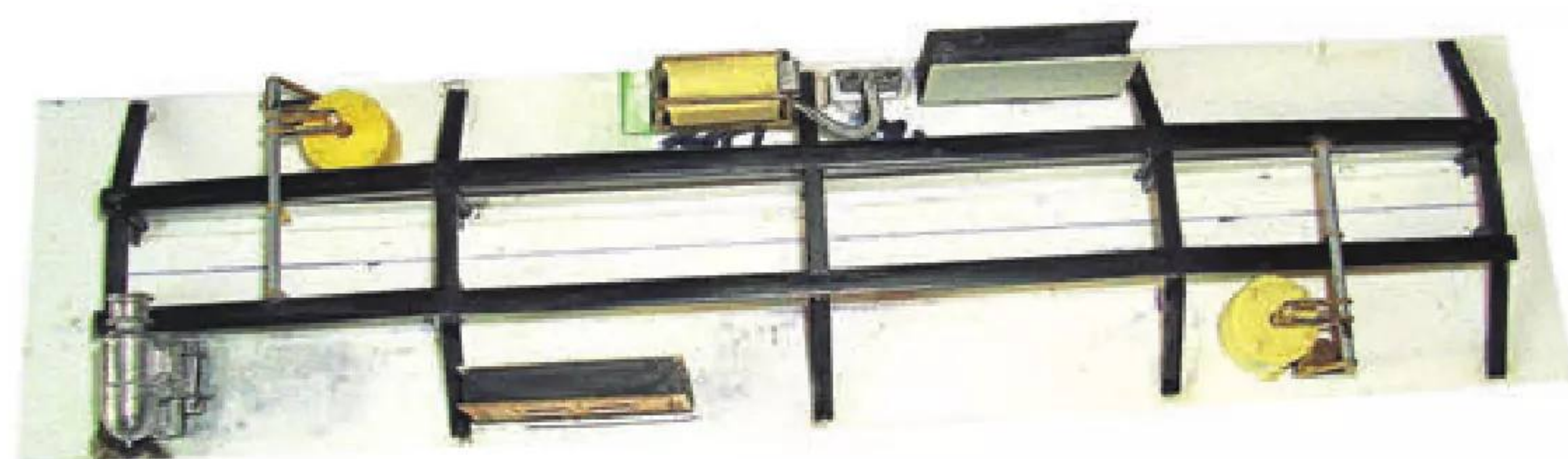
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Work-in-progress, second-hand Lima Mk.1 coach and it was free! The Mk.1 Lima coaches have an almost correct tumble-home, yet the body, as with all O-gauge Mk.1 Lima coaches, was too narrow and not quite long enough, and manufactured with incorrect bogies, a real mismatch and VERY toy-like. Regardless of the sizing and scaling issues, I decided to turn mine into a near-to-scale layout model. I widened it, fettled a new roof (from vacuum formed roof moulding available from the trade), added new resin ends, window surrounds (for later era Mk1s) and new bogies. The model now awaits realigned/new door furniture and is looking much more the part, albeit a little like something found at the back of a shed on a restored heritage railway!



Mk.1 coach, improved under-frame detail for the Mk1 coach, made up from scrap Plastikard and proprietary parts and awaiting fitting – a few bits and pieces of wire to be added yet, but as a 'layout model' I won't go overboard on detail that will be lost in the gloom of the underside of a coach.



The basic tools of the craft for repairing these models – the only other items required were Deluxe Materials 'Plastic Magic', cotton buds and Xuron side-cutters (for brutal repairs) – all easily obtainable and relatively inexpensive essentials.



I mainly use just three colours when weathering; four or five if one includes the base/livery colours. When laid out, there seems to have been a lot of finishing products used on the LMS van, yet most of the paints, pastels, weathering products et al are all within the same tonal range and, when working on 7mm scale models, texture is important, so each manufacturer's product is used for its specific texture or other similar subtle effect. My basic weathering mix/wash is made up of; Humbrol No. 70, 62 (or RC402) and RC401 for under-frames and other areas that acquire road/traffic dirt, rust and detritus etc. Lifecolor's Leaking and Stains Set offers some very subtle effects, such as grease on buffer heads, perfect when mixed with cheap talcum powder and dabbed on with a cotton bud, ready mixed so quite cost effective too as one only uses what is needed – without wasting a self-made mix.

Remember, even if the model gets to the stage that it is looking a complete mess – after removing offending or damaged items – don't despair, very often repairs are less traumatic than they first appear and this process helps you to overcome some psychological constructs (i.e. fear of the unknown) in terms of getting stuck in and rebuilding the model.

Such challenges will improve your model-making skills and will help when a favourite model takes a plunge – don't ask me how I know (a sft drop in my case, of a highly detailed and detail-weathered model – a favourite!) – and ends up with a bent under-frame! Nothing for it but to repair and make good. But with your new-found skills, after fettling waifs and strays, repairs of such should hold no fear, whether it be a replacement of the under-frame with another RTR item or a rebuild using kit parts.

If the model is made from a kit, it's always best to assemble (or if repairing, then reassemble) and check the level and trueness of the chassis and wheels on a piece of old glass (i.e. a perfectly flat surface). Mirror glass of the correct thickness is the best, yet in my case, I use some thick glass from the front of an old halogen security light (although smooth around the edges, I edge such with electrical insulation tape and I always store it with care when not in use).

In conclusion

These little side projects will teach you a lot in terms of your preferred approach

to modelling and the psychology surrounding such, as well, of course, as building your skills and thus pleasure, enjoyment of the hobby and your model-making.

Railway modelling is many things to many people and at its heart it has always been a creative hobby; working on older, cheaper models is not only a skill builder, it is a confidence builder too, giving one the confidence to work on more expensive models, such as locos and the like. Procrastination with any modelling project can be down to fear of the unknown – so the more you do, the more experience you gain and reduce the fear factor.

Weathering of my LMS van took longer than the repairs and the whole was a very pleasing project, the restoration of a model, which had become next to useless, what could be better in terms of 'austerity', cost-effective upcycling and reusing? Excellent layout models can be had from these waifs and strays, found languishing under the tables of traders at exhibition, whatever their scale and gauge.

Have a go at this form of model-making without fear, as the risk of costly mistakes is virtually zero. Skill-building along the way, being creative and passing time, all done just using basic tools and materials on the kitchen table.

The usual caveats apply, I am merely a happy customer of those companies mentioned.



The Mk.1 coach nearing completion, door furniture yet to be added and realigned – a cost-effective coach for the layout and lots of new skills learnt and confidence gained along the way.

Top tips from Mike Potter at Budget Model Railways

Using roofing felt as ballast mat:

One of our biggest cost- and time-saving discoveries was using offcuts of roofing felt as ballast mat. We like ballast mat as it's quick and easy and also reliable as it provides a flat, even surface. It also makes it easier to change track if you change your mind or a point needs replacing. There are some nice commercially available products but roofing felt is much cheaper per square foot, especially if you are making a big layout, or even free like ours if it is left over from someone's shed roof. We have even used it on our exhibition layout and it looks so effective that no one so far has noticed that the track is not ballasted in the usual way.



Roads: We wanted to find a way to make quick, simple, cheap roads. We found some black sandpaper in Poundland and used self-adhesive address labels to make the road markings. It's really effective and really couldn't be any easier.



You will find videos on how to do both of these techniques and lots of other simple, cheap projects on our website: youtube.com/budgetmodelrailways

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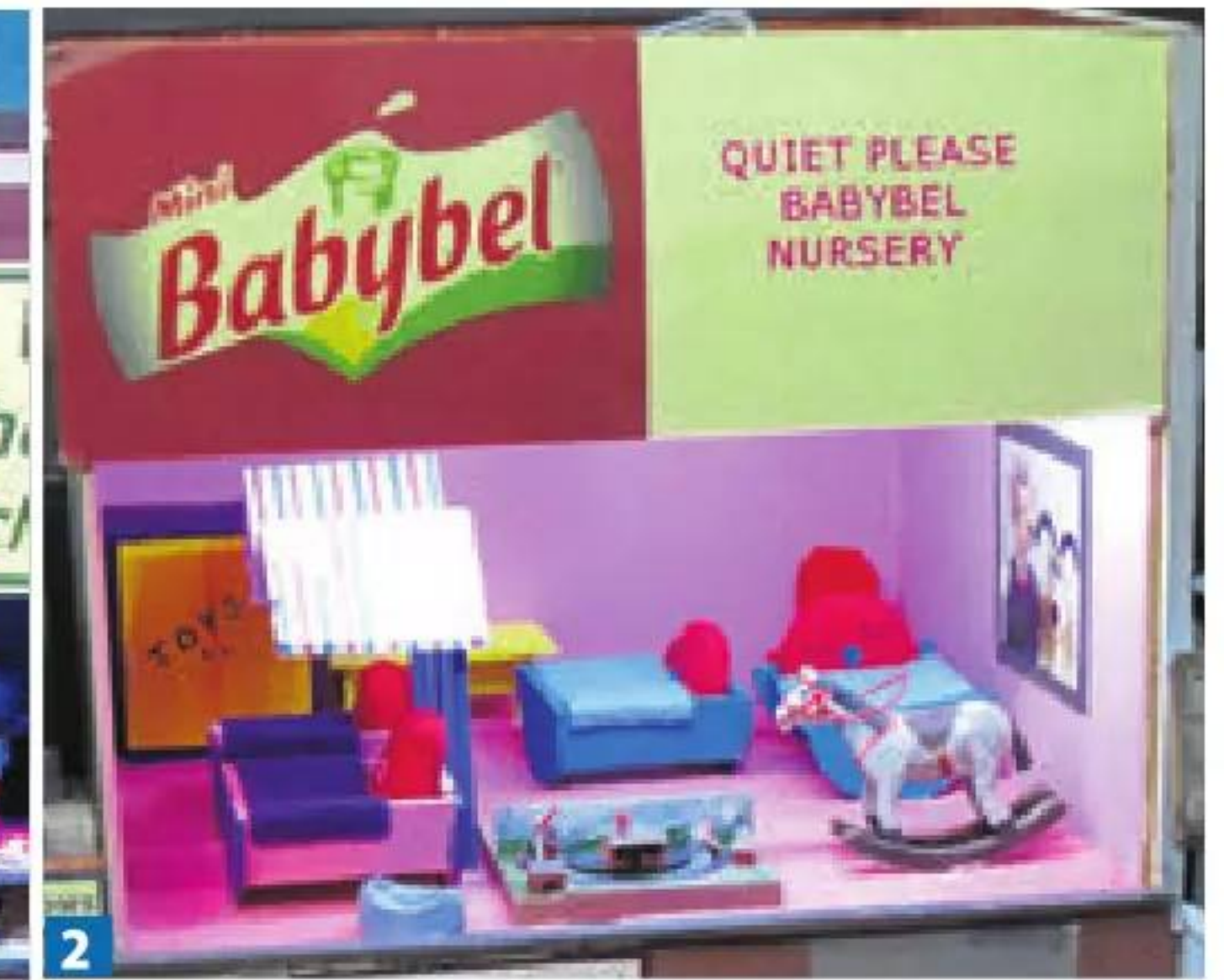


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1. Spot the Mouse and Spencer shop sign.
2. The Babybel nursery.
3. Derek hides small details in the layout to encourage visitors to take a closer look, such as this pair of cat's eyes.



Anyone for cheese?

Sarah Palmer looks into the whimsical side of modelling.

DEREK REEVE'S WENDSLEYDALE LAYOUT WAS TWO or three deep in visitors when I came across it at Spalding model show recently. It may have been the white chocolate mice that he gives to visitors, Derek's amiable smile, or more likely the myriad tiny details to be found in his unusual cheese-based layout that was attracting people's attention.

This 8ft x 4ft layout just brings a smile to your face as soon as you see it, for as Derek says: "Layouts at shows are all about putting on an exhibition," modelling as theatre, if you like.

It took him about a year to build the 'cheese' quarry and the factory that stands behind it, and it was exhibited for the first time on his home turf, the Sudbury Model Railway Club exhibition, in 2014, from there going on to do a further 10 exhibitions.

It was at the Shenfield exhibition in September 2015 that he received an invitation from David Crossley to exhibit at the Chilton Model Railway Association at St Albans the following January.

"At the time I explained I was building a village extension, and he told me to bring it as well. I had

only two buildings made and didn't even have a baseboard. So next came three-and-a-half months of very intense modelling," says Derek.

"I put in some very late evenings. One evening I was in the 'mancave' at 11.15pm when my son came home and locked up, leaving me locked out! I finally completed the layout the Thursday before the exhibition."

In total it has taken about two years to get the layout to the stage it is at now because Derek keeps adding new features; the last one being Donald Trump and some Mexican mice building a wall.

Wendsleydale, and not Wensleydale – "I spelt it wrong but kept it as I had made all the signs for it" – was originally conceived as a competition piece for Derek's own club exhibition in 2010 with the criteria being that it had to be 10 sq ft, with something moveable. "So I built a figure of eight with a wooden trestle bridge and a couple of sidings at the back and called it a cheese mine and then stuck a couple of mice on for a laugh. I then put it away, dismissing it, and thinking it would never be used again."

The mice are created and made to move using simple technologies.



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How wrong he was, as Wendsleydale has done 35 exhibitions with 10 more booked, and it has won three best in show awards so far.

"As my other exhibition layout was getting to the end of its show life, for a laugh I thought I could do something with the old baseboard and then my wicked sense of humour kicked in. Why not make the mice move and add some silly things such as the mouse on the loo with the door opening? Or, add a pick your own macaroni patch, or include figures such as Isambard Kingdom Brunel."

Derek's initial idea has evolved from that first idea so that now everything has a mouse or a cheese connection and many plays on words such as Mouse and Spencer, Cheeses of Nazareth and The Last of the Cheese and Wine Cafe.

"My son, David, helped with some of the ideas. We would sit having our evening meal and discuss ideas, and friends and fellow modellers have also made suggestions."

The cheese shop name, for example, Cheeses of Nazareth, was suggested by a joke that the exhibition manager, Derek Tresadern of the Basildon Model Railway Club, told Derek – about a man who goes to the bank to borrow money to open a cheese shop in Cheddar Gorge. He was refused, so he went back and asked to borrow money for a cheese shop in Stilton but again was refused as there was too much competition. Then a third time he said he was going to open one in Jerusalem and call it Cheeses of Nazareth.

"There are so many serious layouts about and long may they reign, but I am a joker, I always will be," says Derek. "I maintain that when we are at an exhibition we are there to entertain the public, so to make them laugh is a bonus."

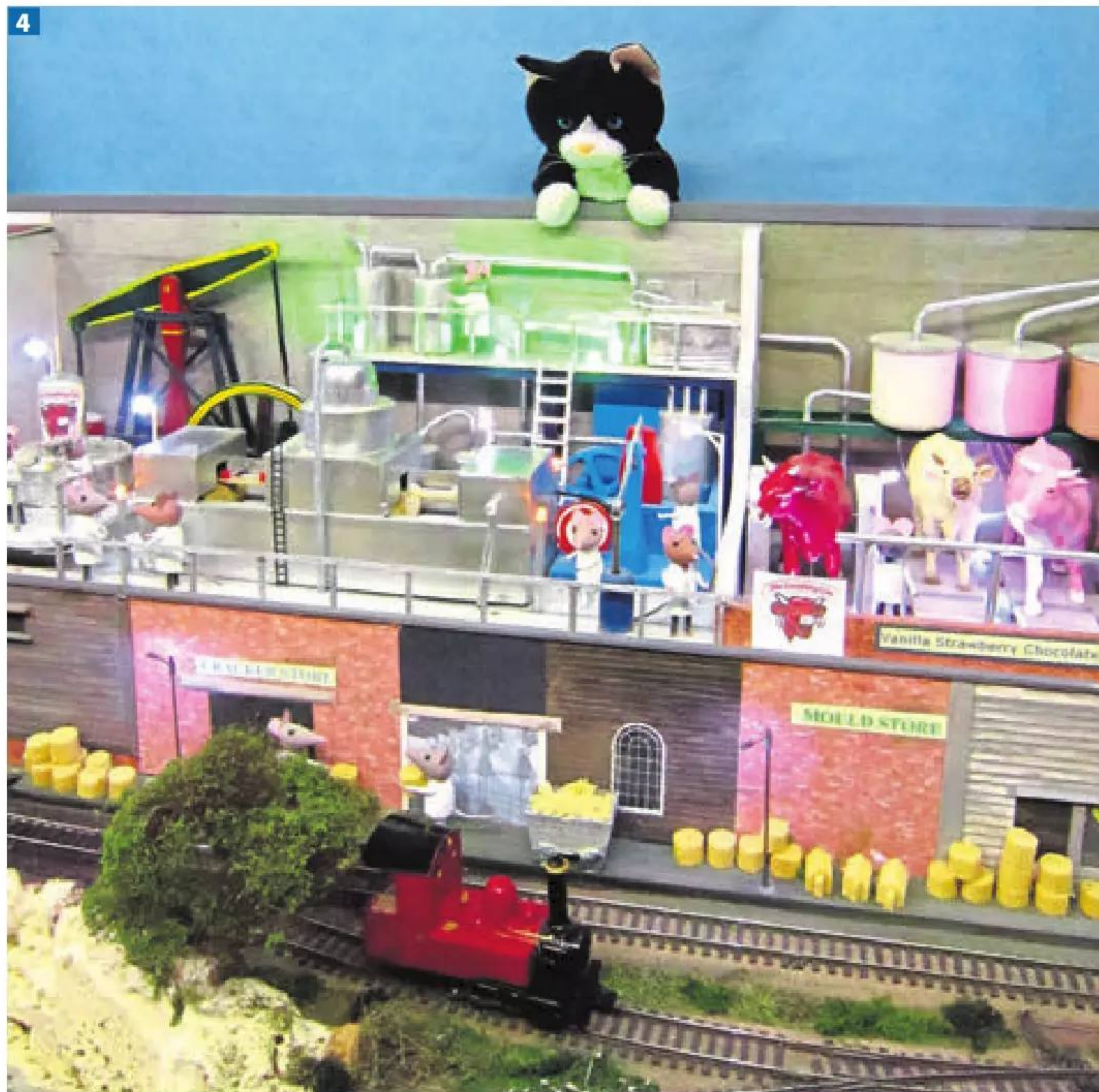
"I was a bit wary when I first started to exhibit Wendsleydale as I was concerned that I would be considered childish and silly by fellow modellers but just the reverse has happened. They have all loved it and hardly anyone leaves my layout with a straight face."

"I was at a two-day show held in Stevenage this year, where on the Sunday morning I had to start the layout running an hour early as so many fellow exhibitors wanted to see it as they had been told to come and have a look."

"I have three club exhibitions that want it back for a third time as they get requests from the public and modellers alike, so I must be doing something right!" says Derek.

"My favourite thing about the layout is the fact that everyone likes it and enjoys the effort I have put into it. People commenting and thanking me make it all worthwhile."

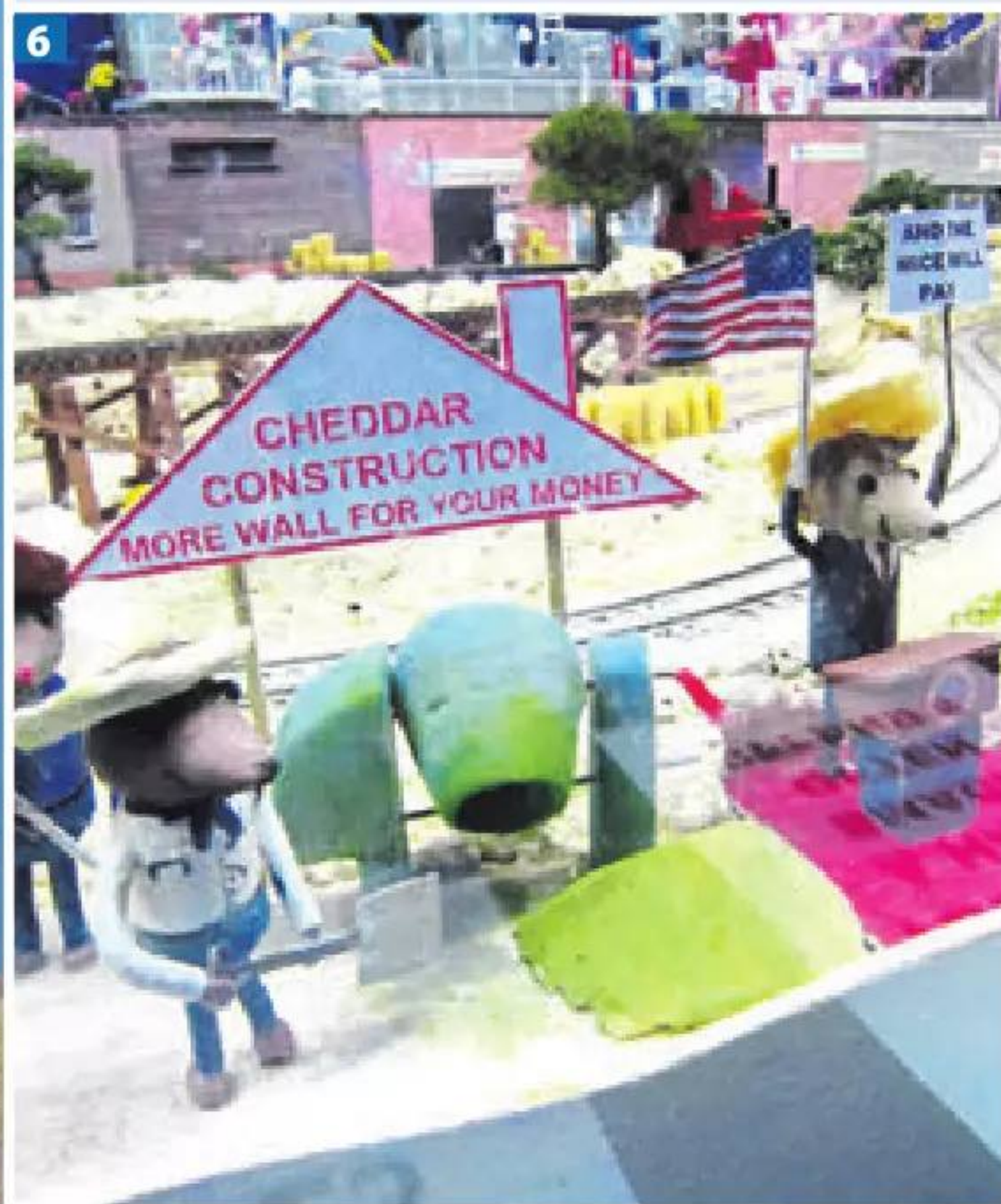
Despite Wendsleydale being a relatively new layout, Derek says that the seed was planted to do a whimsical layout by something he saw about 30 years ago; Grumstick and Dipplewick, which was created by the late Brian Rawlings from St Neots. "The layout included a treacle mine, a rhubarb forest, a dolly mixture orchard and a liquorice well, with all the characters looking those in Trumpton."



4. No layout with this many mice would be complete without a cat!

5. A cheese moon, complete with Wallace and Gromit.

6. Derek has added some contemporary touches to his layout, including Mexican mice building a wall. Note 'Donald Trump' with flag!



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Victorian London... terrifying times!

A few issues ago we featured a layout by Laurie Calvert, and he's given us an update on where he is with *Terror Street*, a Victorian London diorama.

"It's not meant to glorify a train derailment, or horrific people from our past, but rather educate the audience and inspire them to find out more. I make sure there is little in the way of blood and gore on the model (only in *Sweeney Todd*'s, and that is hard to see). Some are real characters, some fictitious, and I invite people to research more about our country's history," says Laurie.

"Transport yourself back in time to London streets somewhere between 1888 and 1898. The 'terror' is owing to the train derailment (nobody injured).

"*Sweeney Todd*, the demon barber of Fleet Street has opened another shop. Any victims of his may well end up next door in the meat pies of Mrs Lovett. Jack the Ripper had committed his ghastly crimes in 1888 on these very streets.

"Dr Jekyll has been sipping the potion again, and is on the rooftops as the scary Mr Hyde. The small 0-4-0ST steam locomotive that has derailed is called a Pug 0-4-0, and was built from 1886 onwards.

"There is a Terrier LB&SCR Class A1-x 'Fulham', which was built in 1877 and has two passenger coaches. Meanwhile down below, in the small shunting yard of Calvert's Brewery (actually second biggest in the world at one point), is a Peckett 0-4-0ST medium range, industrial saddletank, built from 1884 onwards. This one, *Dodo*, was made in 1893 and ended up in a Colliery in Loughor, Wales."

The layout has done three shows (and came second by a single vote for best in show), and is now up for sale. Anyone interested can email calvertfilm@ntlworld.com

Derek uses mostly scrap materials and mounting card from an art shop, which are the off-cuts from picture framing. The 'cheese' is Celotex thermal insulation, or expanding polyurethane foam and the ballast and road surface is simple beach sand.

The mice, all 125 of them, are made from good-quality wooden dowel in sycamore or poplar, with off-cuts of electric cable used for their legs and arms, paper used to make their clothes and fingernail decorations for their eyes. Milliput resin is used to mould hats and anything that can't be made from wood; as Derek is a joiner, wood is his go-to material.

"The windmill is again carved from Celotex, whereas the castle was made from thin plywood, which has been covered with wall-tile adhesive into which I carve stonework. It is easy to go out and buy expensive brick-embossed plastic but I find it so much easier just to make it. I always look for other uses for a material plus I am mean and careful. I hardly ever buy acrylic paint when I can use matt emulsion test pots or sample tins instead," says Derek.

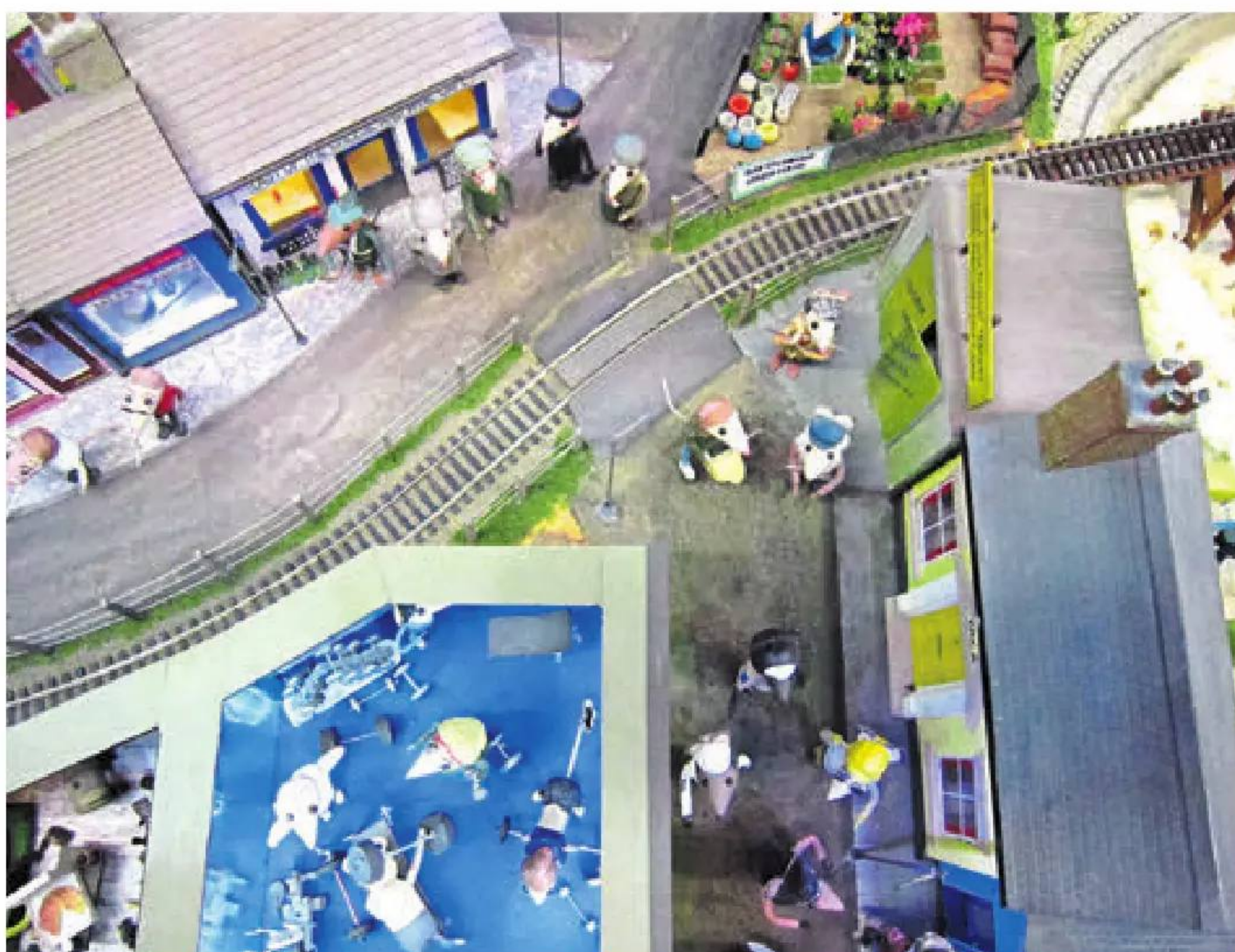
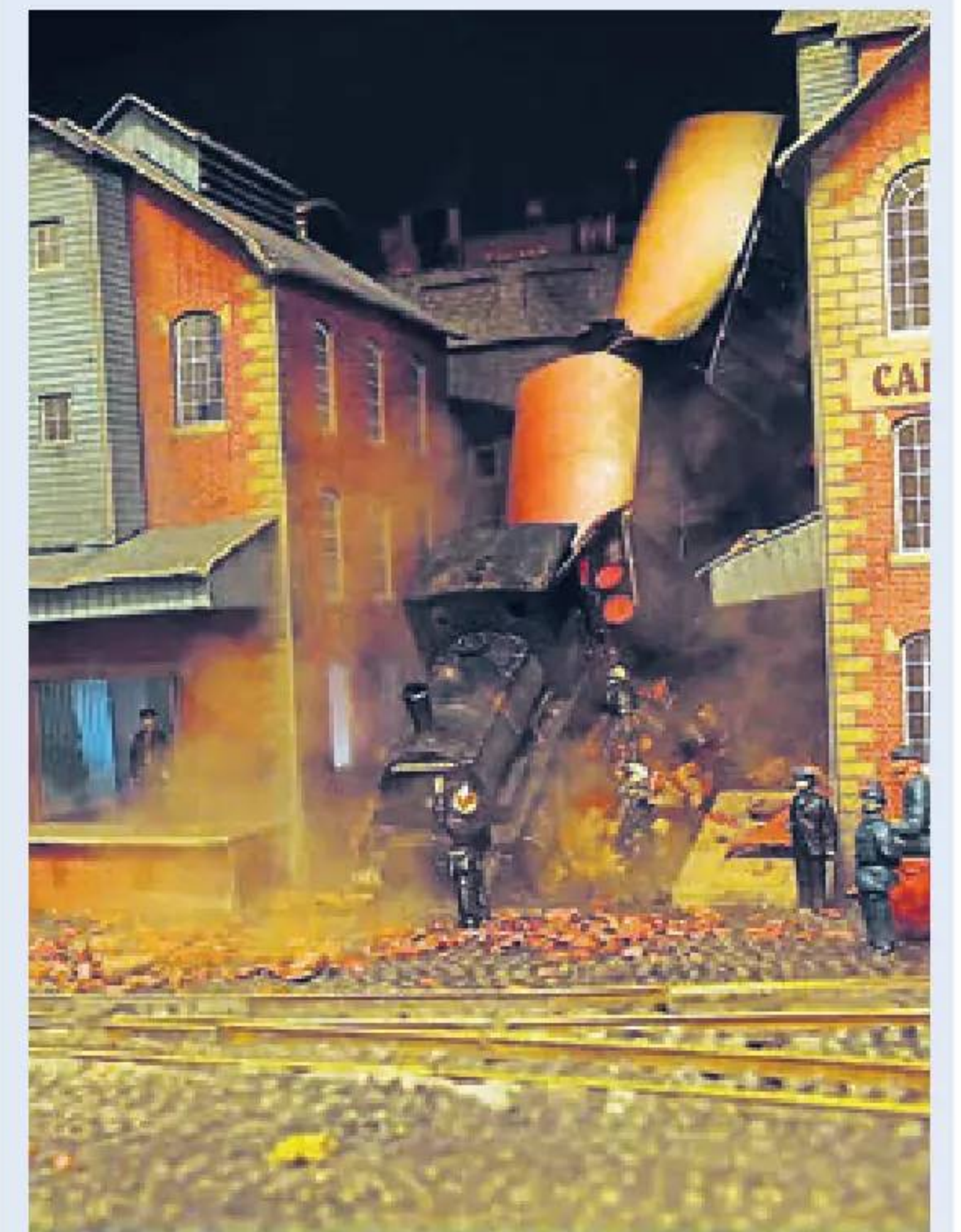
Throughout the Wendsleydale layout Derek's mice move, using very simple technology.

"I have the quarry working like a music box. I have one Como motor 820:1 ratio turning a piece of wooden curtain pole with MDF cams screwed to it along its length. As it rotates the cams catch levers, which then move thick piano wires threaded through wood blocks under the baseboard. These then operate cranks and levers operating all the mice, including the opening toilet door."

The village mice and animations are made to move by tiny gearbox motors that cost around £2.50 each; these are controlled by a voltage regulator (99p). "It's all very simple and fun to work out how to do it," says Derek.

"The most difficult bit was working out how to get a turning curtain pole to open a toilet door and also the random movement of the Dalek.

"The layout will not evolve any more but stay as it is until its successor, a railway set in Tudor times, is ready. I will still keep the mice as they seem to be my forte but I may introduce monkeys and meerkats, as well as Henry VIII as an orang-utan etc., so the fun will continue!" says Derek.



There are more than 120 mice in Derek's labour-of-love layout.

Isambard Kingdom Briemel is in charge of the mining mice.

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What can I do if transfers are not available for a livery I want on my locomotive?

A NUMBER OF YEARS AGO, I started experimenting with printer decal paper to make my own transfers for models that I could not get hold of lettering or transfers for, writes *Matt Wickham*.

These can be quite simple from names, letters, or complex shapes with various layers of lining which, if you're quite new to modelling and also painting, a kit can put quite a few people off or seem too challenging.

I did a bit of research into the materials I needed to make transfers, as well as programmes and transfer paper. I started with small projects on models I already had, for example a model of a Bluebell Railway 'Terrier' Fenchurch, but the problem was that I couldn't get hold of cream shaded letters in the same style as what was on the locomotive.

I visited the Bluebell Railway and took a photo square on of the side of the locomotive so I had the name and lettering style that I needed for the model. After returning I also took a photo of the side of the model, and measured the area that I was making the transfer for. The two photos that I'd taken of the real loco and model were merged together and I cut up the photo of the name, resized and colour corrected the surrounding area, then pasted the name on to the photo I took of the model. This was then resized to the measurements I had taken and printed out at the highest-quality photo paper.

The paper I use is from a company called Crafty Computer Paper whose products are available from my local model shop Upstairs Downstairs here on the Isle of Wight; they both supply



Programming in the measurements.

various types of transfer/decal paper for laser-jet or ink-jet printers. The ink-jet paper types are slightly different in the way you use the paper so make sure you read the instructions for these carefully. Laser-jet decal paper is a bit more straightforward. I use white-backed decal paper; you can also use clear paper but the model will need to be primed in white, as normal standard ink-jet or laser printers cannot print white. But for ease of use I use the white-backed decal paper, again read the instructions before printing. Once printed, cut out with scissors or a sharp craft knife, use like a normal water-slide transfer, and seal with varnish.

Going the extra step

I had a SE&CR (South Eastern & Chatham Railway) P-Class. These are small shunting tank engines, which usually can be found in the docks; the Bluebell Railway has three of these locomotives Nos. 27 (*Primrose*) currently under overhaul, 178 (*Nettle*) and 323 (*Bluebell*). All of them ran in the full SE&CR livery at some point in their preservation lives, even if one is currently blue.

The first step in this process is to do some research; how I go about making

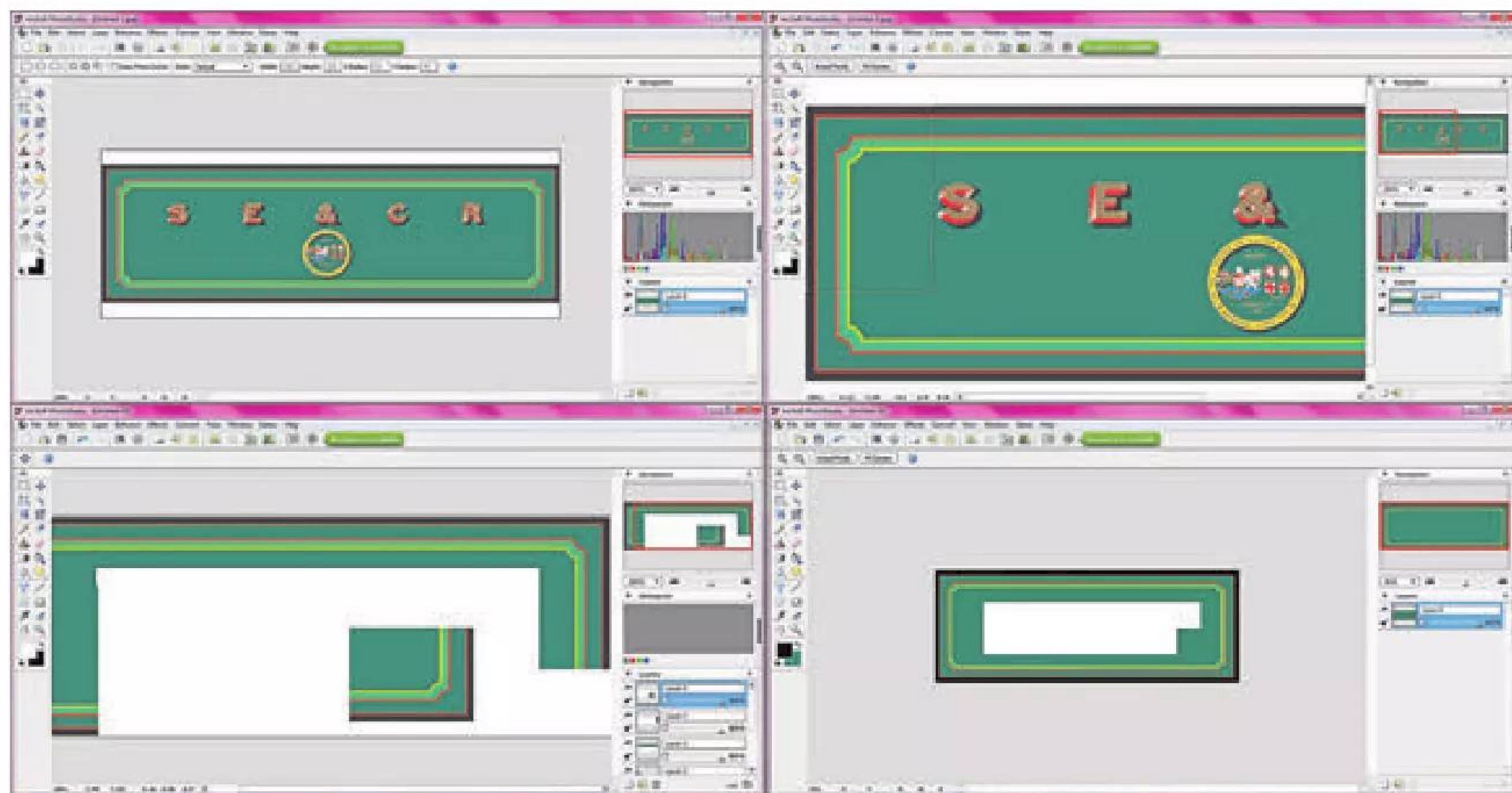


my transfers has changed a little over time but the method still remains the same. I usually look to see if the loco that I am modelling is in service and I take a trip to the railway to photograph the sides and fronts of the tanks as well as the back of the bunker, so I have photos of every part or section of

the locomotive that I can use to chop up in photo-editing software to make a transfer of each part or panel of the model.

As I have mentioned it's changed recently thanks to Hornby's excellent Loco Shed blog, as they kindly posted up some of the artwork for the H-Class

— came in very handy! Of course, the colours were not quite right but these were quite simple to change, but the information on the blog gave me a good base to work from, as with a camera you will always have a bit of curvature in the picture owing to the camera lens.



Top left: original image borrowed from Hornby's website. Top right: selecting the area to copy and paste on to the working area. Above left: transfer taking shape, overlaying segments to create a tank side. Above right: Overlaying the edge of the tank ready for colour fill.



Measuring the kit up ready to make a working area.

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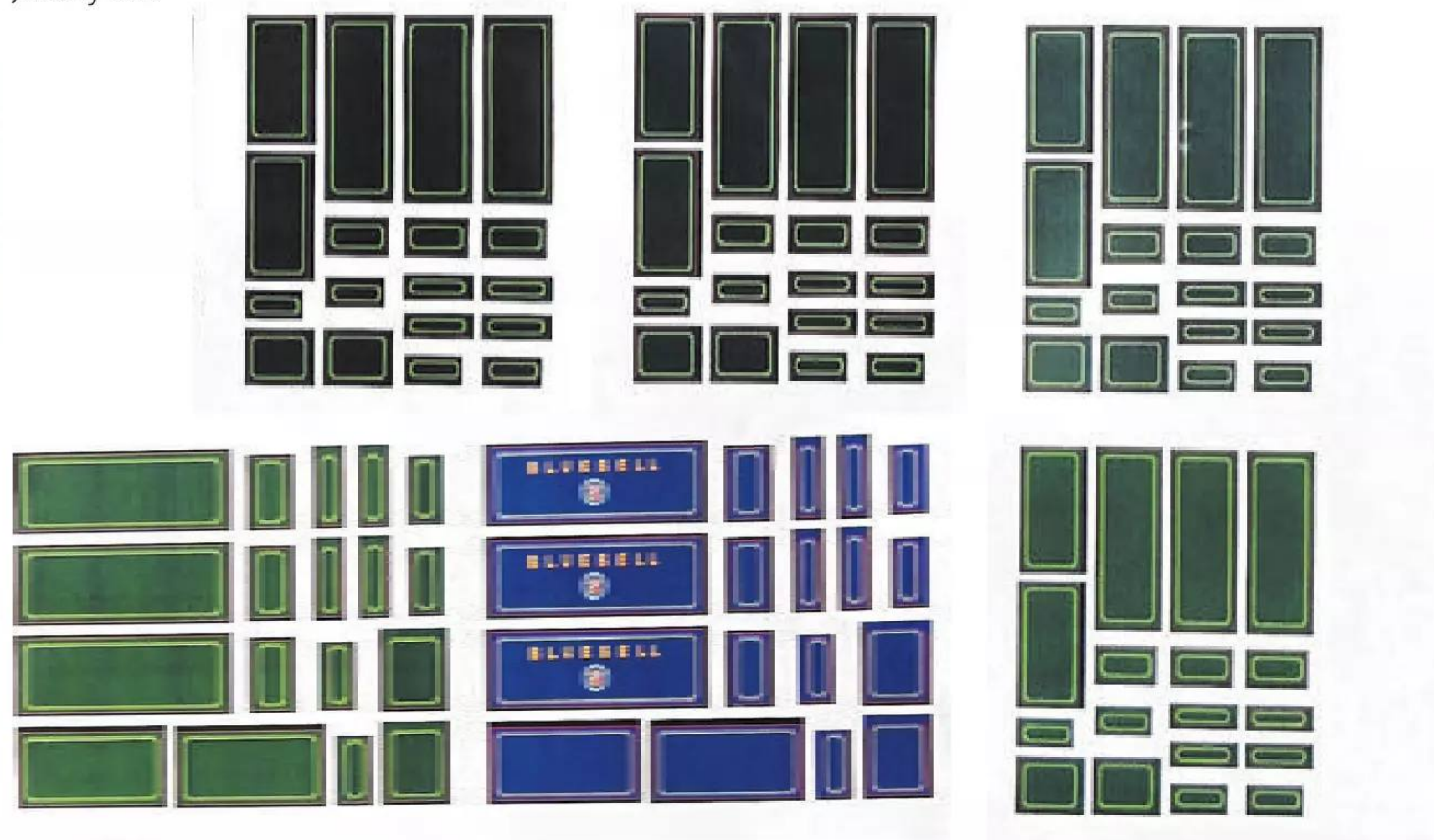
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Print test samples, getting the correct shade of green.

Take the model you wish to alter and measure each area of the model that you intend making a transfer for. As an example I use a set of digital measuring calipers to measure the side tank of the model and transfer these measurements to a photo-editing software programme called PhotoStudio 6, which I have been using for years so I am very familiar with and how it works. Selecting file and new, a box will appear to enter the dimensions of the area you need to work on. Selecting centimetres, I input the size and also the resolution of the image, I try to make it as high as possible, which is around 2800dpi for the best-quality image for printing.

At this point you start selecting either the useful images you have taken from research or any useful drawings that you have found online. Using the original photo or image I cut around areas that I require for the transfers, and layer them over each other by selecting and copying and pasting these sections on to my main transfer. When happy with the layers, I merge them to create one image; I can then adjust colours or fill in any empty areas with colour.

Once all the areas that require transfers are complete, I assemble a

transfer sheet for printing. But before I can do this, I have to make sure that the transfers will fit each area, and that the colours are close to the paint colours. When printing on standard A4 paper, I adjust the colours print by print.

It is also worth noting at this point, before printing on the decal paper you do need to go slightly darker than you would normally print as the white of the decal paper makes the colour lighter and brighter.

I print off a number of tests to achieve the desired shade of colour – unfortunately I cannot recommend specific details on the changes I made as each printer is different, so you must go with what you can see and what comes out of the printer. However, if you struggle with this I also have a way to get round this. I mainly tweak the saturation, and how warm or cold the colours are; the adjustments I make between each test print are small – 5% here and another 5% there.

The printed transfers are pretty much the same as normal waterslide. Cut around the area you require; I suggest using scissors, not a knife, put in water for 20 to 30 seconds and slide off on to the section you want your transfer on.

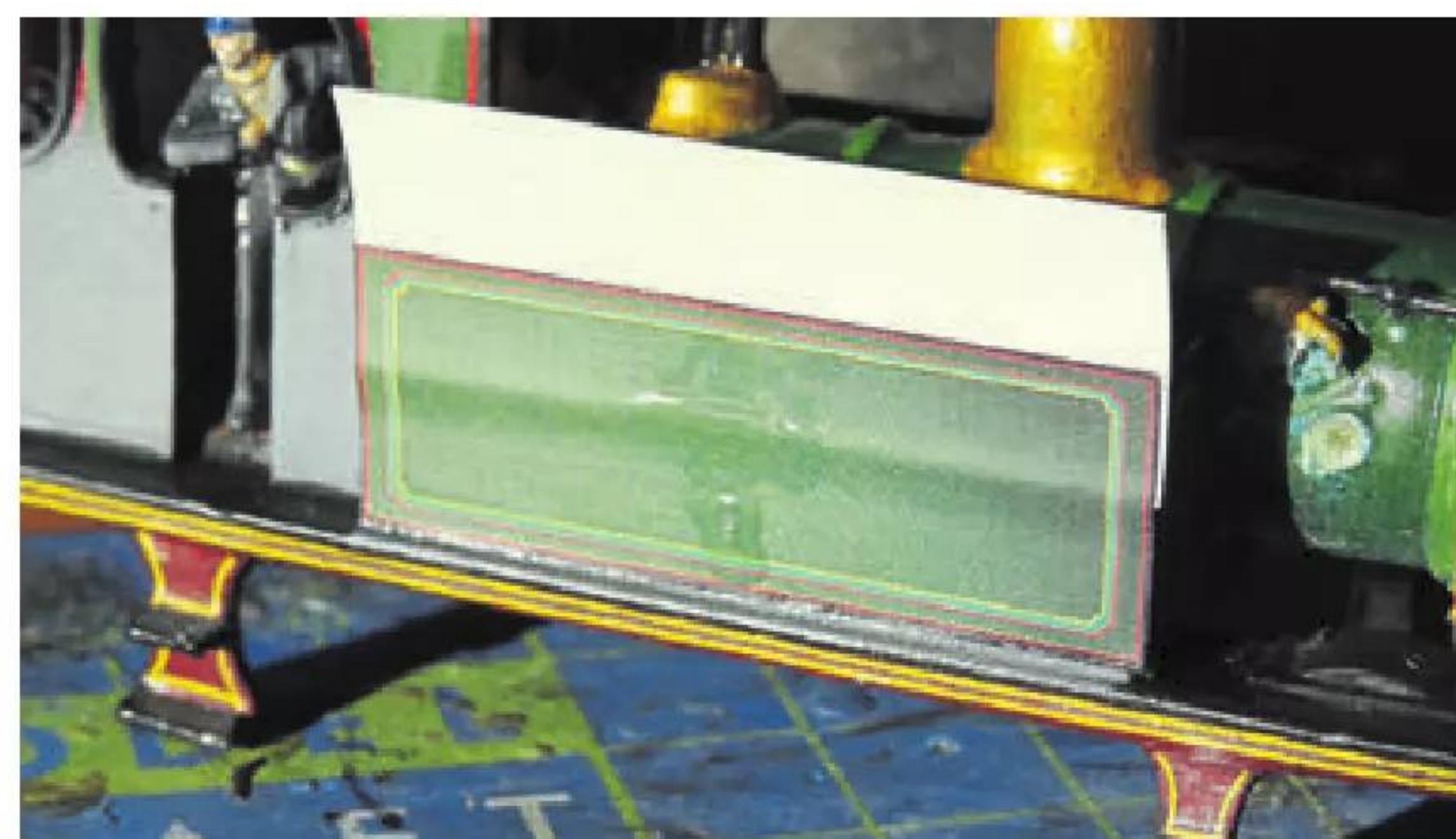


Printed transfers ready to apply with the model's tanks primed.

Sometimes the colour of the print-out can still be wrong compared with what you might want, so occasionally what I do when the transfer has been applied and is fully dry is to brush on some acrylic varnish to protect the transfer and the printer ink or toner.

With the transfer protected I can brush on some of the SE&CR green, which I have thinned down. It doesn't matter too much if you go over the lighter lining as it is protected by the varnish, so I can go back later with thinners and just remove the paint from these areas with a small brush.

After the paint has dried, then comes the task of doing the outer edge lining,



Applying the printed waterslide transfer to the tank – these are then varnished.



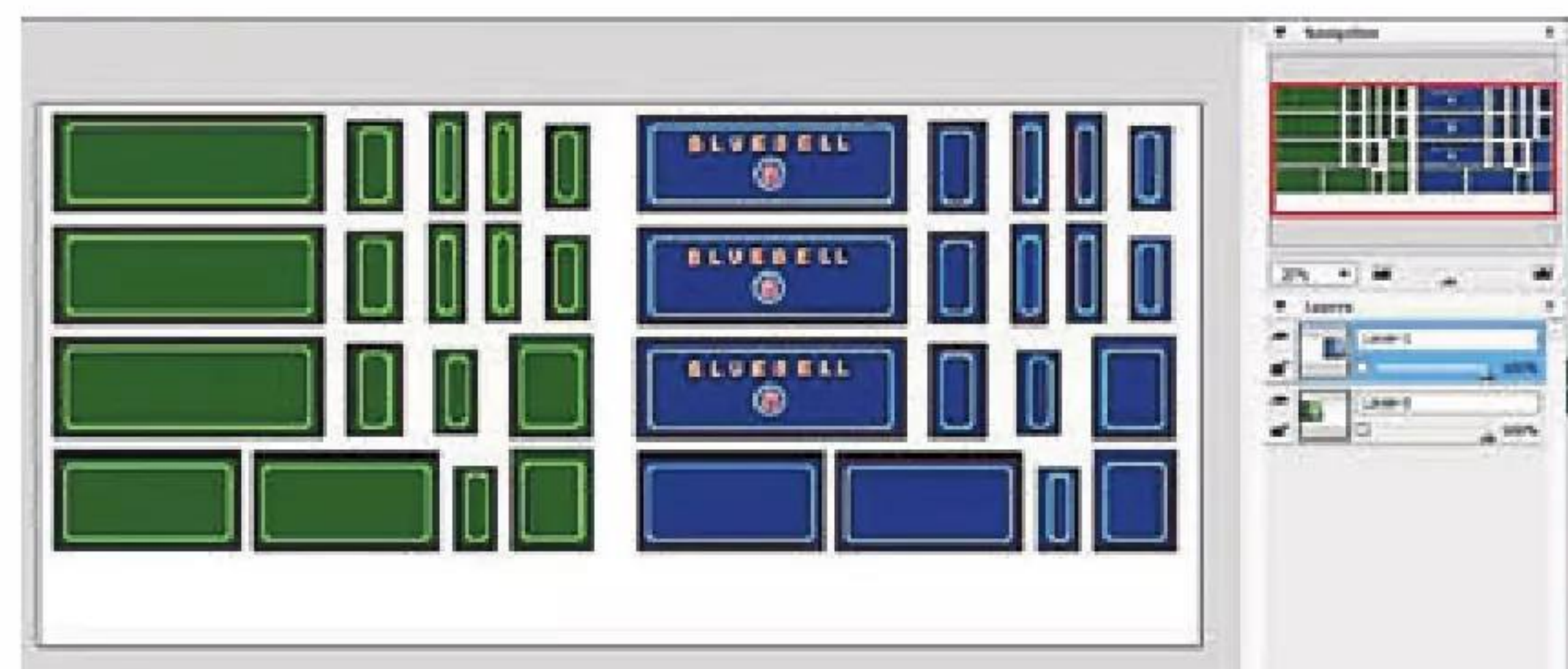
A wash of P575 to match the surround colour paint



The black and red lining around the outer edges of the model, applied using paint and HMRS red lining from the LNER lining sheet

as the P-Class edges are lined out in a thicker black edge with a thinner red line. You can do both with transfers, I tend to use HMRS lining sheets in red and yellow for this one, the lining out is a slow process, and you must be patient, only doing a small amount per night. It may be only a small tank engine but the SE&CR has a very complex livery. Just look at the ready-to-run examples, Hornby's H-Class, Bachmann's C-Class and Hatton's P-Class. Firstly I line out the red line around the edges and varnish these with a brush and acrylic varnish, when dry I line out the border with a fine brush and black paint, and again varnish this in.

On to the slightly easier bit, the SE&CR livery does seem to be becoming a more popular livery, and it is also quite well supported in modelling circles. To finish off, the model loco lettering and crest is available in 4mm/00 from Fox Transfers (Loco set FRH4470 (1) as well as a great deal of coach transfers. They are simple waterslide transfers and of good-quality print. Follow the instructions carefully to apply the closely spaced transfers and large crest. They were applied to the side tanks and excess water was absorbed by a kitchen towel. Bufferbeam numbers on the Bluebell's 178 are



The colours made darker with more depth ready for printing.

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The transfers and tools of the trade.

yellow shaded with black so to get that I used HMRS Sheet 9 Press-fix, Maunsell Loco sheet.



Roxey Mouldings etched SE&CR numbers.

The SE&CR locomotive has polished brass numbers on the side of the bunker of the engine. Luckily these are available from Roxey Mouldings, in various sizes for small and larger locomotives in etched brass. In previous articles written for *RMMI* I have suggested using an all-purpose glue... but not on this occasion. The numbers are very small, and positioning them on the surface can be a bit difficult, so instead of glue I use varnish, laying down a coat of varnish on the area where the numbers will be.

Having removed the numbers I need from the brass frets, I simply lay them on the varnish, and leave the

model on its side for it to fully dry. This method avoids any mess from the glue and allows you time to position and reposition the numbers until you are happy. Once the first coat is dry I apply a few more thin coats just for security.

With the varnish dry and the model reattached to its Hornby Terrier chassis, the model is complete and ready to venture out on the layout once more. Overall it was quite a big job as it was not just about the application of new transfers, but involved detailing as well. If anyone asks which kit is it, then at least I can tell people how, and not just where I purchased the loco from.



The Fox waterslide transfers applied to the tanks.



178 numbers coated with the varnish fixing them in place.

If you're interested in knowing a little more about designing your own transfers you can find a video on my YouTube channel showing how to make your transfers. You can find this under Playlist and workbench videos at <https://www.youtube.com/bluebellmodelrailway>

Useful links:

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Opening times: Monday to Saturday 9am - 5pm

www.scoonie-hobbies.co.uk
01592 651792

To advertise on the map please call Lynsey on 01507 529454 or email lyoung@mortons.co.uk

25. Sawyer Models
Location: 119 Bradshaw Gate, Leigh, Greater Manchester, WN7 4ND
Opening times: Monday to Saturday 10am-5pm closed Thursday and Sunday

www.sawyermodels.co.uk
01942202334

28. Alton Model Centre
Location: 7A Normandy Street, Alton,Hampshire, GU34 1DD
Opening times: Tuesday to Saturday 9am-5pm, see website for Sunday opening hours

www.altonmodelcentre.co.uk
01420 542244

29. Caistor Loco
Location: 8 Market Place, Caistor, Market Rasen LN7 6TW
Opening times: Monday to Friday 10am-3pm Friday late night 5pm-7pm Saturday 10am-5pm

01472 859990

30. Edwinstowe Trains & Things @ Benhams
Location: 45 High Street, Edwinstowe, Nottinghamshire NG21 9QR
Opening times: Monday 10:30 am – 3pm Tuesday to Saturday 10:30am to 5pm

www.benhamsonline.com
01623 822302

31. Culcheth Model Railways
Location: CPS Shopping Centre, Common Lane, Culcheth, Warrington, WA3 4EH.
Opening times: Mon-Sat 9.30am - 5pm

www.holdercollectables.co.uk
01925 899959

32. Buffers Model Railway
Location: Colston Cross Axminster Devon EX13 7NF
Opening times: Tuesday to Friday 10am-4pm, Saturday 10am-1pm

www.buffersmodelrailways.com
01297 35557

33. SCC 4 DCC
Location: Sunningwell Command Control Ltd, PO Box 381,Abingdon SO, OX13 6YB
Opening times: 9am-5pm Monday to Saturday

www.scc4dcc.co.uk
01865 730455

34. Grimy Times
Location: 187 Orford Lane Warrington, Cheshire WA2 7BA
Opening times: 10am-5pm (closed Sunday and Monday)

www.grimytimes.co.uk
01925 632209

35. SAT Model Rail
Location: Unit G5, The Old Granary, 5 Maltings Road, Battlesbridge, Wickford, Essex, SS11 7RF
Opening times: Monday to Sunday 10am to 5pm Tuesday 10am to 1.30pm Fri 1.30pm to 5pm

www.satmodelrail.co.uk
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www.ronlines.com
02380 772681

27. DCC Supplies
Location: Unit 17A, Top Barn Business Centre Worcester Road, Holt Heath, Worcestershire, WR6 6NH
Opening times: Monday to Wednesday 10am-5pm, Thursday 12pm-5pm, Friday 10am - 5pm, Saturday 10am-4pm

www.dccsupplies.com
01905 621999

Take a walk to improve your scenics

It might seem like an odd thing to suggest taking a walk in order to improve your modelling skills, but **Sarah Palmer** investigates why a winter stroll might be the key to doing just that.



The HMRS, based at the Midland Railway-Butterley, is home to an incredible rotating seasonal layout in which the train liveries and scenery is accurate for each of the four decades it represents. This section shows winter in the 1950s.

JANUARY MIGHT NOT SEEM LIKE the best time to be out and about walking. Why would you want to when you could be inside in the warm doing some modelling or running trains on your layout? However, a winter walk or cycle could pay dividends in terms of improving your powers of observation and thus your modelling skills.

Over the last year of editing and working on *RMM* I have seen lots of layouts, but one that always sticks in my mind is Maggie and Gordon Gravett's Pempoul, which they retired from the circuit in May of last year. I'm sure that one of the reasons that it stands out, to me, as a shining example of modelling is the observances of nature undertaken by Gordon Gravett.

Says Maggie: "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 taking a tree."

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 create 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."

The items of scenery in this layout have been so acutely observed first hand by Gordon that the layout is specific to a season and time of day. This kind of accuracy comes from looking closely and noticing light, leaf formation, shadows and colours.

At this year's Warley show I spoke to exhibitor Trevor Hughes, who was there with his layout Crownsnest Wharf. Trevor says that he and Gordon were inspired by the same person, George Iliffe Stokes, who was well known in the 1950s for using twisted wire and Artex as a modelling medium for creating trees.

"Artex sets slowly so you are able to create sculpture and textures with it," says Trevor.

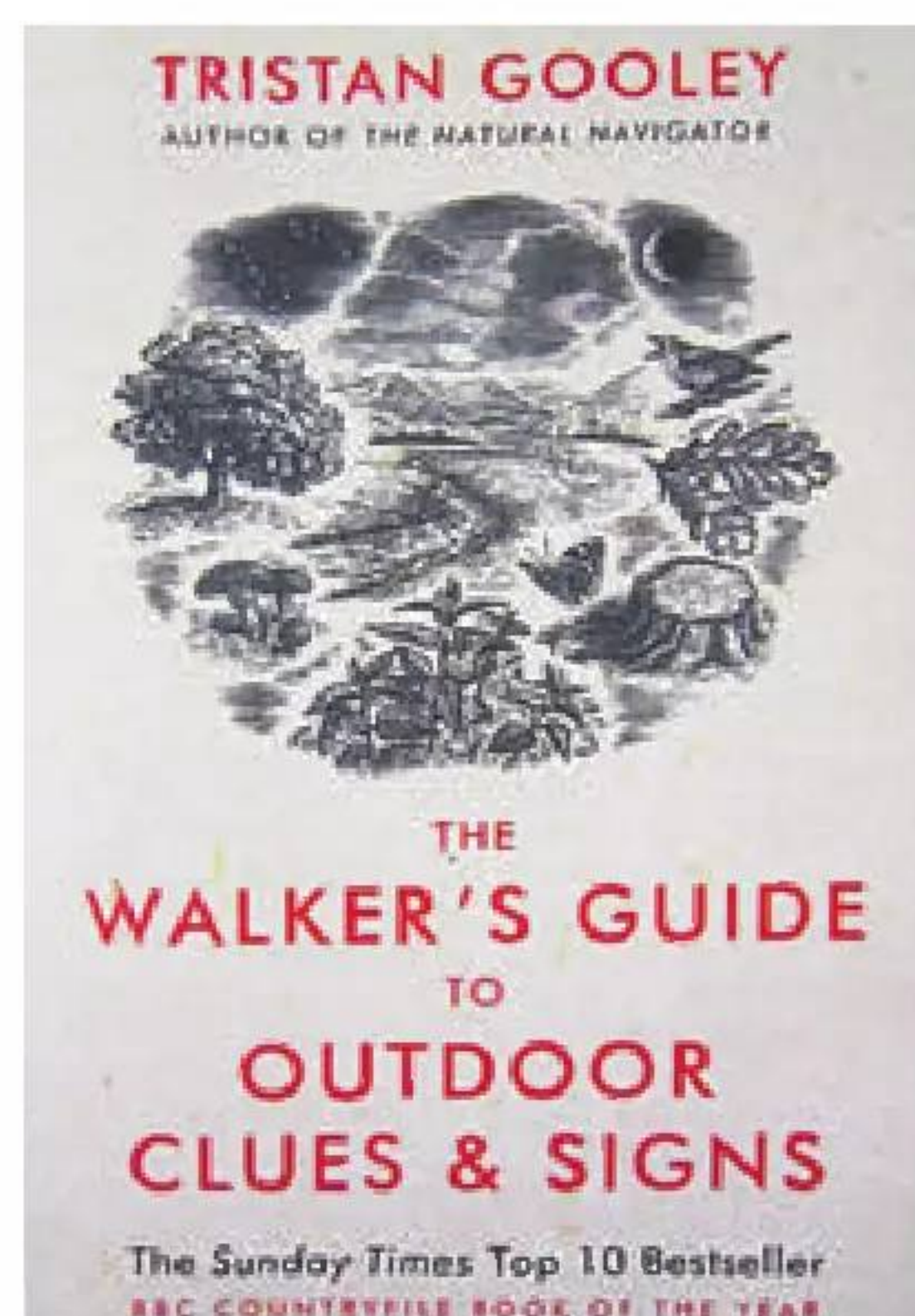
I was very taken by the detailing and realism of the treescape in his layout.

"They can be done in just 20 minutes," says Trevor. "I used heather and horse hair. I then slop each structure with diluted PVA glue and then use foam scatter from Woodland Scenics that I've put into a household blender to cover the glue then I tip the tree upside down to dry."

"It's all about observation, connecting your eyes and your brain."

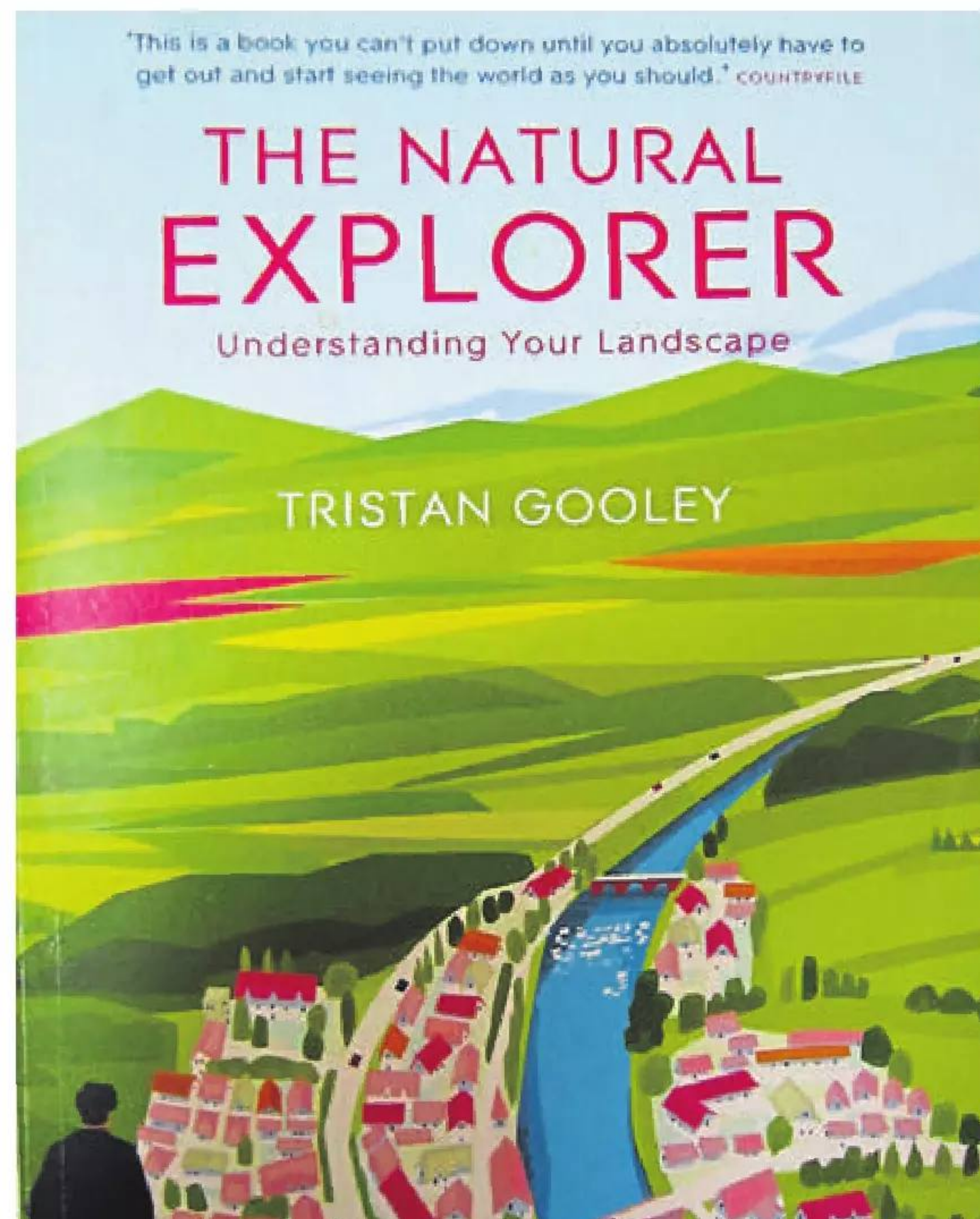
"Trees aren't like lollipops, they don't grow like that. Sometimes people take 10 pieces of wire and keep bringing out two wires and so on until there is none left – trees simply don't grow like that, the bottom of a tree is thinner than you think."

Author Tristan Gooley runs a website called the Natural Navigator and has written several books about looking for clues and signs in nature.



Tristan Gooley's books on natural navigation contain some great tips for improving your observations of nature.

In *The Natural Explorer* he notes: "The combination of soils, climates and geographical separation leads to species having preferences for broad regions. "We can learn much about individual trees, beyond their species by drawing closer to them. The age of dead trees has been estimated for centuries by counting the rings in the trunk, the art and science of



"Winter trees have a stark beauty. Shorn of their fluff of green leaves, their bones are slowly revealed, their architecture is apparent. It is only now that we see the full beauty of their bark, their lichen and moss and their handsome shape. It is an unsullied beauty, simple and strong."
Nigel Slater, *The Christmas Chronicles*.

dendrochronology, but the age of a living tree can be worked out in a similar way. Younger trees tend to be straighter, but it is possible to be more precise. In the UK, standalone trees will have an age that is close to the circumference of their trunk in inches. In woodland their circumference in inches needs to be doubled. Trees will also grow thicker and sturdier in windy conditions.

"The shape of trees reflects their location, in particular the angles and strength of sunlight and the competition from other trees.

"Zooming into the marks on the tree itself we can often find a history, sometimes violent, of the tree's scuffles with the elements and animals. Older trees have a turbulent mix of broken branches, evidence of lightning strikes and occasions when man has wielded a blunt axe. The bark of many trees will show signs of other meddlers too, squirrels leave torn shreds hanging from branches, woodpeckers love to work their way into trees in search of grubs, although they prefer dead wood. If food is short then deer will tear off strips of bark with an upwards movement of their teeth and rabbits can kill a tree by ring-barking, gnawing the bark in a full circle close to the ground.

"Trees always whisper secrets about the land they grow in. The relationship between trees and soil has been understood for much longer than many people realise.

"Trees can give a clue to the environmental extremes that each area faces."

Tristan has written another book entitled: *The walkers guide to outdoor clues and signs*, which offers several tips on things to look out for on a walk that might help to 'sharpen' your powers of observation:

The more wind a tree has to tolerate the shorter it is and the stouter its trunk becomes. Trees grow in response to local winds.

Sycamore and ash trees tolerate wet conditions and so can thrive on valley floors.

Willows and larch have a very low tolerance for sulphur dioxide, so if you have a healthy population of these trees we can be confident we are enjoying air that is untainted by heavy industry.

If you are walking through beech country your feet are unlikely to get very wet as beeches love growing above chalk and will be killed by soil



Gordon and Maggie Gravett's now-retired Pempoul layout.

that becomes regularly waterlogged.

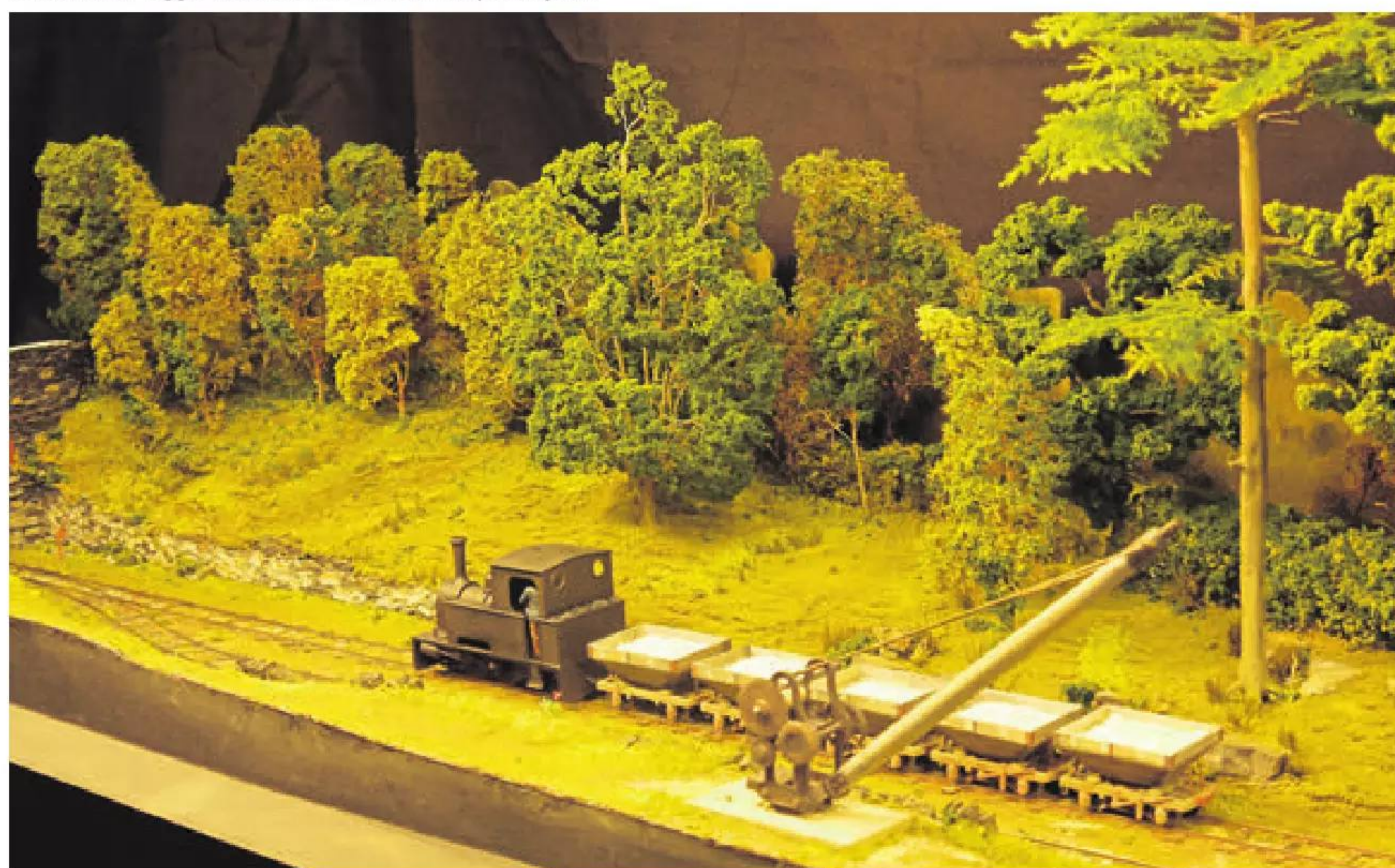
Alders and willows thrive in wet soil and can be found by streams and rivers.

Holly develops its spines as a defensive result of being grazed. The prickliness of holly is an indicator of the activities of animals and people.

Trees are sensitive to the acidity of soil. Beech, yew and ash prefer alkaline soils, whereas birch, sycamore birch and lime are more tolerant of acidity. The pH of any soil you walk over is one of the main indicators of everything you will find in nature.

No tree is symmetrical, as leaves on the southern side, receiving more sun, will prosper leaving the tree looking bulkier on the southern side. More branches grow on the south side of the tree. They also tend to grow more towards the horizontal and the branches on the north side tend to grow more vertically.

Roots anchor the tree against the stronger prevailing winds and so will be more evident on the side that is buffeted most regularly by the wind.



Crowsnest layout by Trevor Hughes with its beautifully created treescape.

LINESIDE TREES IN THE STEAM ERA

When steam railway lines were operational lineside vegetation was a serious fire risk and up to the end of steam, linesides were religiously kept virtually clear of trees and bushes, says *Heritage Railway's* Brian Sharpe.

They were also a problem in terms of sighting signals. Trains are, of course, very good at spreading seeds and nuts along their length, so once it became less of a problem in the diesel era, linesides quickly become tunnels of trees in many places. The environmental lobby has of course encouraged railways not to cut down vegetation because of wildlife habitats etc. Also, roads usually have trees and bushes alongside them to deaden the noise these days so railways have tended to encourage tree growth recently in some places for the same reason.

The common shrub nowadays is *Buddleia* which grows between the tracks even on inter-city main lines in major stations as you can see in this picture of *Flying Scotsman*.



Walk or cycle along a former railway line

Sustrans, the UK's walking and cycling charity, is pioneer and guardian of the National Cycle Network and provides thousands of miles of traffic-free and quiet routes. They've kindly supplied some top routes for RMM readers that take in former railway lines or still have extant railway structures if you want to take a walk or cycle along a former line. If you can walk a former railway line and notice what grows along the line it may also give you some clue as to what soil conditions may have given rise to the predominance of certain trees and plants.

For more information and route inspiration visit www.sustrans.org.uk

Bristol and Bath Railway Path
Warmley Station - Waiting Room tearoom. Join the tracks of the steam-powered Avon Valley Railway to ride from its busy Bitton Station to the Avon Riverside Station.
<https://www.sustrans.org.uk/ncn/map/route/bristol-and-bath-path>

Bath Two Tunnels Circuit
The highlight of the ride, Combe Down Tunnel, carves a gently curved path through the steep limestone hillside. At over a mile long, it's the longest walking and cycling tunnel in the UK.
<https://www.sustrans.org.uk/ncn/map/route/bath-two-tunnels>

Monsal Trail
Passes through multiple railway tunnels.
<https://www.sustrans.org.uk/ncn/map/route/monsal-trail>



Bristol and Bath Railway Path - Warmley
CREDIT: J BEWLEY, SUSTRANS

Whitehaven to Rowrah (part of C2C)
Known as the Tracks of the Ironmasters, the route follows the course of a now disused railway line, built in the 1850s to carry coal and iron ore from the mines and quarries that were once very active in this area.
<https://www.sustrans.org.uk/ncn/map/route/whitehaven-to-sheriffs-gate-rowrah>

Consett to Sunderland
Much of the route follows the line of the former Stanhope & Tyne Railway, Britain's first commercial railway, which was finally closed in 1985.
<https://www.sustrans.org.uk/ncn/map/route/consett-sunderland-railway-path>

The Cloud Trail
Goes from Melbourne in Derbyshire to Worthington in Leicestershire. It still has stations at places such as Tonge and Worthington, plus takes in the lovely Melbourne Viaduct over the Trent and Breedon Quarry.
<https://www.sustrans.org.uk/ncn/map/route/derby-canal-path-and-the-cloud-trail>

Water Rail Way
Goes from Lincoln to Boston and still has a lot of the original station platforms on it at places such as Bardney.
<https://www.sustrans.org.uk/ncn/map/route/water-rail-way>

NCN 647
Goes from Fledborough to Skellingthorpe and also still has a lot of the old stations on it, plus the magnificent Fledborough Viaduct.
<https://www.sustrans.org.uk/ncn/map/route/route-647>

The Caledonia Way
North of Oban - Appin Station, slate quarrying and Aberchalder station east of Laggan lochs.
<https://www.sustrans.org.uk/ncn/map/route/route-78>

Speyside Way
Catch glimpses of the immaculately restored steam trains running along the Strathspey Railway.
<https://www.sustrans.org.uk/ncn/map/route/route-7>

Deeside Way
Follows the line of the Deeside Railway between Aberdeen to Ballater, used at one time by the Royal Family when visiting their summer home at Balmoral. There are old station platforms from the railway's glory days, often with information points and pictures to help you imagine it. The Royal Deeside Railway station at Milton of Crathes craft village is the best spot for getting a glimpse of the old railway's past, or taking a ride on a steam or diesel engine along a mile of the track.
<https://www.sustrans.org.uk/ncn/map/route/route-195>

Combe Down Tunnel, Bath Two Tunnels
CREDIT: CHANDRA PRASAD, SUSTRANS

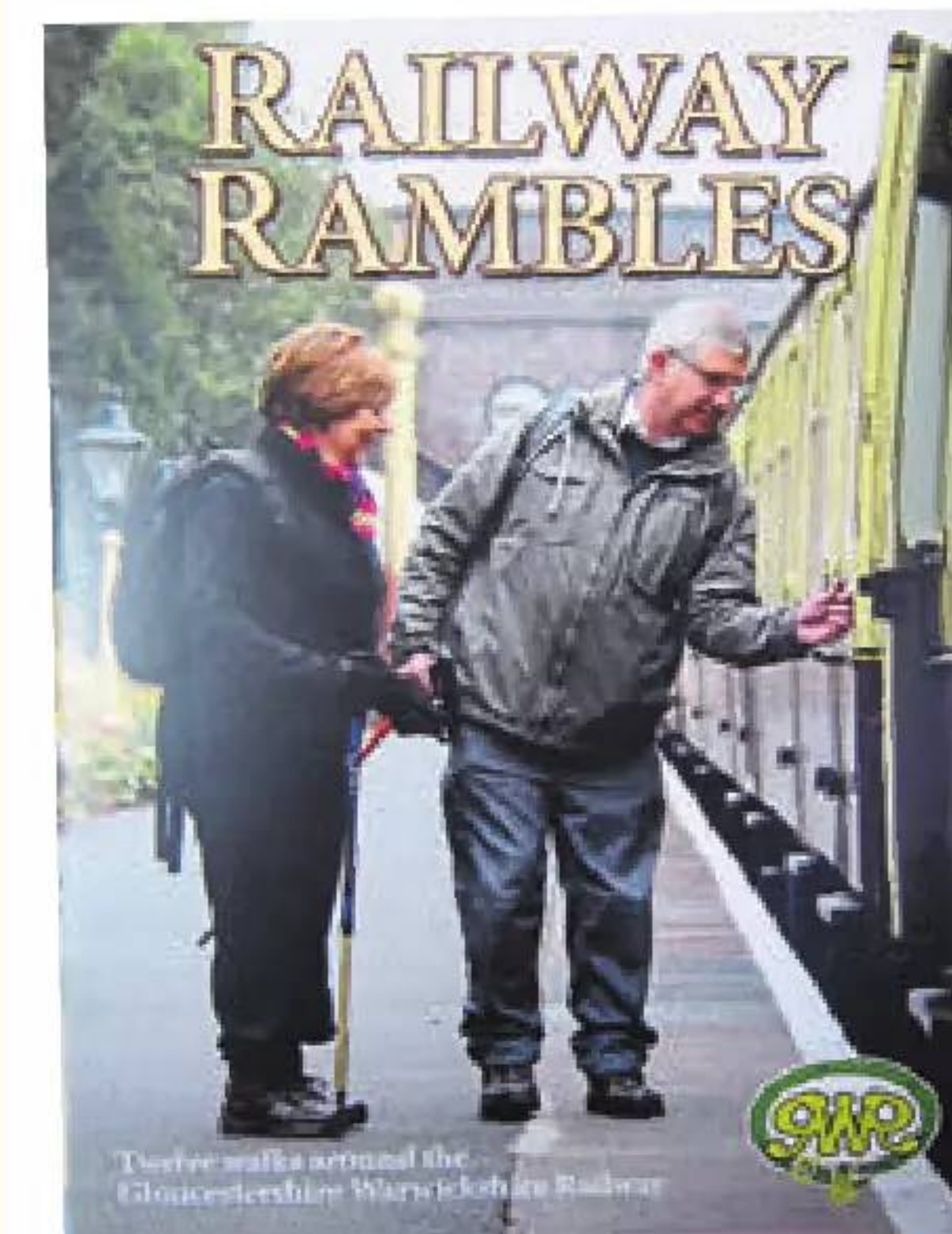
STOCKISTS:

Serious-Play Handcrafted Trees are made by the team in Cornwall. Each tree has carefully been selected and they are made to order. When you order the hand-crafted trees you will get a selection of poses; they will all be similar but will provide enough variation to make a realistic scene. www.serious-play.co.uk

4Dmodel shop hosts workshops situated next door to its shop on Leman Street in London, close to Aldgate and Tower Hill stations. They have a dedicated scenics team who produce a range of standard trees that includes green deciduous, silver birch, copper beech, pine and conifers. www.modelshop.co.uk

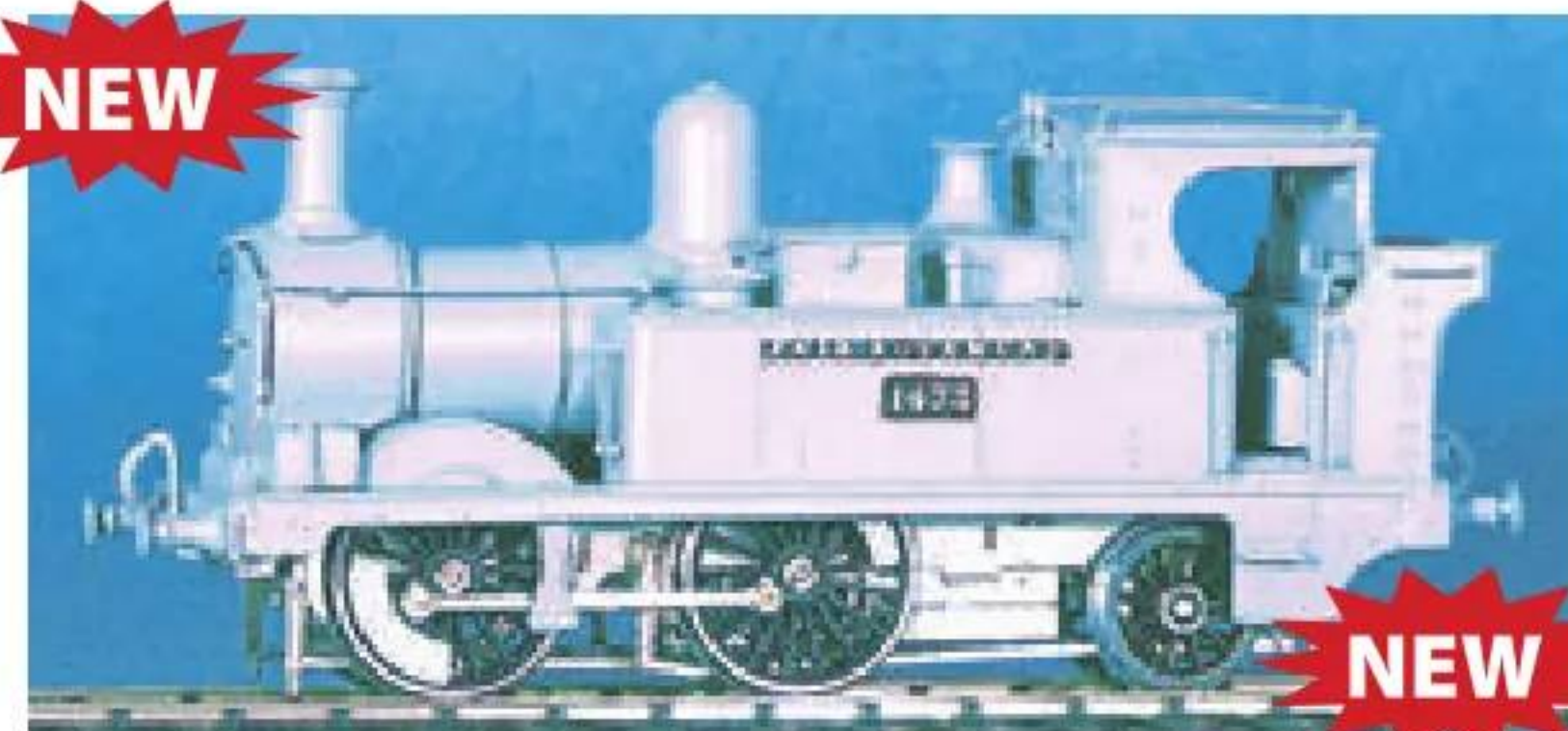
Northumbrian Painting Services hand-makes figures, buildings and scenery. www.paintinghistory.co.uk

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The Gloucestershire Warwickshire Railway near Cheltenham produces a booklet of Railway Rambles that contains 12 walks around the railway. Why not see if a local preserved line also does railway walks to acquaint you with the terrain and to get a feel for the geography?

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MINI MAKE: Static grass

If you are feeling inspired to take on a scenery project, but feeling daunted by the idea of tackling trees, then **Liam Santini** has got a small grass-making project to have a go at to build your confidence:

Always start by painting a base layer on the chosen spot you're going to lay the static grass. Using a base layer gives it a natural ground look.

Grab a static grass applicator, your choice of static grass and start to apply.

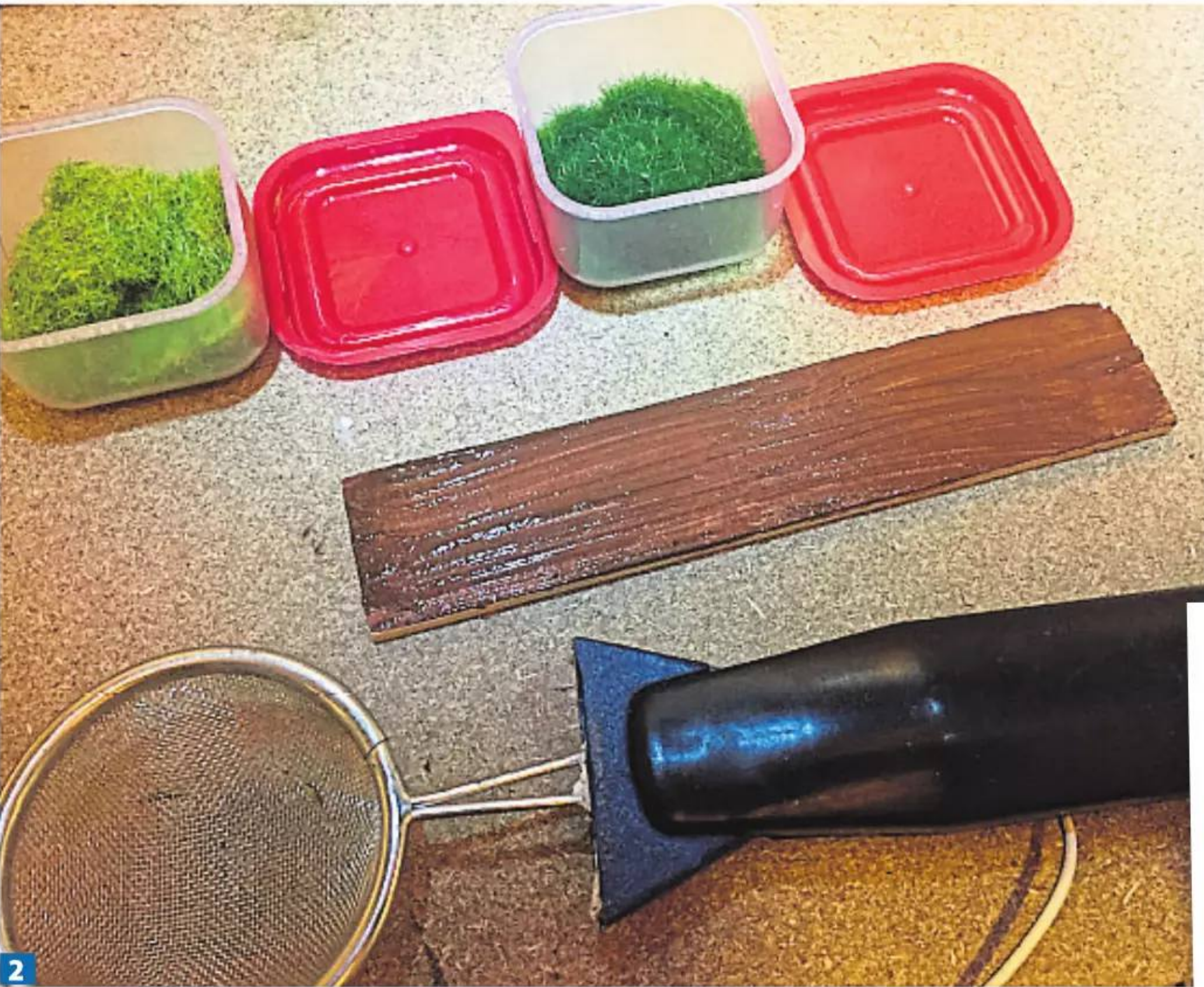
Start by using the smallest grass fibres first. This makes a nice layer over the base colour. Make sure the base colour is still wet while you do this.

This is what you should start to see, a nice layer of grass on top of the wet paint.

Now grab some extra-hold hairspray. Spray a layer over the top of the static grass you just applied. Not too much though, it is heavy, so can flatten the grass. Just a misting will do.

Add larger grass fibres to the static grass applicator, and apply over the static grass that you just lightly misted with hairspray. Using a different colour grass is always best for this part. Natural grass always has different shades, go outside and take a look.

You should now start to see layers building up. Different shades will take shape and the look of natural grass start to form.



The darker shade I used is now overpowering the lighter colour I used first. I did this as I am going to add another layer of the small fibres. Before adding the smaller fibres, mist again with hairspray like before. The reason I am adding the smaller fibres on top of the larger fibres is so the dark fibres are just pointing through the top. This is to give a rich well-nourished grass look. Spray another misting of hairspray and add a little more of the larger grass fibres. The layers have built up, the colours are nice shades and the look is natural and soft.

This is what the end product should look like, nice natural-looking grass area, with different shades of green, and a nice dirt colour for a base. Great look for horses to graze, next to a railway line or on an embankment.



HOT TIP:

Using small pieces of card or timber, you can try out different methods of applying static grass. By doing this, you will learn about layering and shading, before you do it for real on your layout.



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The story so far...

Tony Stratford concludes the story following the demise of the Mainline range after the owners of Palitoy pulled the plug!

THE LAST FEW ARTICLES IN THIS series have covered the financial collapse of Airfix, the emergence of Palitoy's Mainline Railways and its subsequent acquisition of the Airfix model railway range, closure of Palitoy and more recently the involvement of both Dapol and Replica Railways. With more twists than an Agatha Christie novel, the story finally comes to rest in Hong Kong, where toy and model manufacturers Kader Industrial owned the former Mainline tooling.

In the last issue we reported how Replica Railways was given access to part of the tooling inventory between 1986 and 1992, releasing several models under the Replica brand but with the former Mainline identification marks underneath the models being replaced by the name Bachmann. It was hoped that this would result in increased sales in the USA, Bachmann's only market at the time, but it failed to capture the imagination of railroad modellers in the States and so Kader looked to the British market for which the original Mainline models were produced.

The beginning of Bachmann

Although known as a major supplier of model railroad products in the USA since the end of the Second World War with its Plasticville range of plastic kits, the history of Bachmann goes back much further into history.

Bachmann originates from two companies. The oldest was formed by Henry Carlisle in 1833 in Philadelphia. Its business was the manufacture of vanity products including combs and parasol handles fashioned from horn, ivory and tortoiseshell. One of the key markets at that time was the American South to whom it supplied the Spanish combs worn by ladies in their hair – anyone who has watched the epic American Civil War film, *Gone With The Wind*, will be able to identify the product immediately!

Two years later in 1835 Henry Bachmann, a German immigrant, formed another company in Philadelphia, which manufactured a wide range of goods such as those offered by Henry Carlisle. Henry Bachmann was a master carver and ran the company with his son, Walter, the company



Bachmann Birds of the World plastic kit. PAT HAMMOND

winning many awards at the Centennial Exposition in 1876. His other son, Henry E Bachmann, was managing the Carlisle company and in 1899 the two companies merged to create a single company, Bachmann.

The company was quick to react to changing circumstances and as early as 1902 began working with a new material, celluloid, producing among other items hair combs produced by injection moulding. It began making the frames for glasses using a tortoiseshell pattern and at the time employed just 16 people.

Following the death of their father in 1914 the company's name was changed to Bachmann Brothers and in 1929 moved to new, more spacious premises in East Erie Avenue, the same site occupied today by Bachmann Trains.

In 1937 the company was the leading supplier of spectacle frames in the USA and the first to manufacture prescription glasses. The entry of America into the Second World War saw the company win several contracts to support the war effort. These included the supply of sunglasses to the United States Air Force and goggles to the Navy. To cope with demand additional floors were added to the factory building.

In 1943 the company was taken over by the Crowther Brothers (J C and B H),

nephews of the Bachmanns. After the cessation of hostilities, the company looked for new products to fill its production facilities. Products included ski goggles, sunglasses known as Solarex and the first plastic construction kits, *Birds of the World*. These were life-size construction kits – the finished product had to be painted and is described as 1:1 scale!

Using its moulding capability, Bachmann entered the model railroad world in 1947 with the first of the Plasticville buildings and accessories, which were produced in O scale, to complement trains produced by such companies as Lionel and American Flyer. Many of these are still manufactured today by Kader.

During the 1960s Bachmann was producing a wide range of toys including model railroads, slot cars, robots, plastic figures and animals, as well as more general items such as cases for cassette tapes. The model railroad business was thriving and in 1969 Bachmann turned to Kader for production support. Kader produced the first HO-scale trains that year and during the next 12 years, Kader supplied a wide range of products to the company.

Kader purchased the Bachmann company from the Crowthers in 1981

as they were nearing retirement. Kader renamed the company Bachmann Industries and retained the premises in East Erie Avenue as a headquarters, servicing and distribution centre.

Ironically having started producing buildings and accessories for the O-scale American market through Plasticville, the American company Williams was purchased in 2007 and gave Bachmann a range of three-rail O-scale trains to complement its building range. Williams began trading in 1971, having initially purchased some of the tooling from Lionel when the name was sold to General Mills in 1969.

The origins of Kader

Kader's founder Ting Hsiung-chao purchased a company in Shanghai that manufactured batteries. Imprisoned during the Chinese civil war between the nationalists and communists, Ting was forced to flee China for Hong Kong, then a sovereign state of Great Britain.

Kader Industrial was established in 1948 initially producing battery-powered torches. It subsequently developed into the largest toy and model manufacturer in the world and has several divisions, including one specialising in the production of model railways both for external customers and its own in-house brands.

In the mid-1970s the company began manufacturing model railways for Palitoy, which were marketed under the Mainline Railways brand (see Issue 11 October 2017; issue available online). In the November issue (issue 12) we covered how Dapol became involved and in December (Issue 13), Replica Railways, following the closure of Palitoy's model railway interests in 1985. The result of all this was that Kader still owned most of the large inventory of tooling for the products the company produced for Mainline Railways between 1997 and 1985.

Bachmann in the UK

Having re-established some of the former Mainline products back into the market place through Replica Railways, Kader decided to enter the British OO-scale market, by setting up a new company, Bachmann Branchline.

Bachmann was known only to those in the UK who modelled American outline during the 1980s. Bachmann USA outline trains were at that time imported by a company called Eastern Models, owned by husband-and-wife team Graham and

Ros Hubbard, located in the Hinckley area of Leicestershire. Eastern Models began trading in 1971 and imported and distributed not only Bachmann USA products but those of Piko and Mehano from Europe as well as several other ranges. After initially considering options to manage the new British range through Bachmann in the USA, these were finally rejected. As we mentioned last month, Godfrey Hayes of Replica Railways was approached to head the new operation but declined the offer, preferring to remain independent.

It was the Italian importer of Bachmann USA products, Faller Garnett, who pointed Kader towards Graham Hubbard. Kader sounded out Graham to see if he was willing to lead their operations in the UK and as a result Kader purchased Eastern Models in 1988 and set Graham the task of finding a suitable site from which to begin trading. It was not until June 1989 that the company was formally set up in the UK as a division of Kader and this enabled a building to be secured in nearby Barwell in the form of a new industrial estate. The building, still Bachmann's UK HQ today, had been used for a brief period by an engineering company. Ironically the site in Barwell is located just 13 miles south of the former Palitoy facilities, which produced the former Mainline Railways at Coalville, also in Leicestershire.

Making plans

With Kader still supplying Replica with products (see Issue 13, December) Graham Hubbard drew up plans to use tooling that had not been used by Replica as duplication was of no benefit to anyone.

As a modeller and an engineer by profession, Graham looked to improve on the performance of the chassis over that of the Mainline versions. The result saw a considerable improvement in running qualities and the new chassis was sold separately for several years from 1992 for those wishing to upgrade their old Mainline models. The new chassis incorporated 'Super Smooth Drive' which shared some of the technology from the Bachmann USA HO range.

The drive mechanism was changed to work off the centre axles on steam locomotives rather than the driving wheels favoured by Mainline, while Bachmann also produced the fly-worm drive utilising a large brass worm and a flywheel – all revolutionary in ready-to-run British outline locomotives at the time.



Bachmann vintage Spanish hair comb. PAT HAMMOND



A Kader company building in China. KADER



Bachmann Class J72 tank locomotive No. 68680 cat. 31-052 (1990). PAT HAMMOND



The early-style Bachmann Branchline locomotive box. PAT HAMMOND



Bachmann Manor Class No. 805 Broome Manor cat. 31-305 (1996). PAT HAMMOND

The first releases

The Bachmann Branchline catalogue was first released in 1990. Locomotives released included the J72, BR 4MT 75xxx 4-6-0, Rebuilt Patriot 4-6-0, Jubilee Class 4-6-0 and the GWR Manor Class 4-6-0. Coaching stock included the GWR Collett 60', LMS panelled 57' and the soft parcels van. The wagons illustrated were of 17 versions using 13 different vehicle types.

Over the years most of the former Mainline range was reintroduced including some of the models previously released by Replica Railways such as the LNER B1 Class 4-6-0, which reappeared under the Bachmann Branchline label in 1994.

Back to the drawing board

The early years concentrated on upgrading and re-releasing the former Mainline Railways' range, albeit with greatly improved mechanisms. The models arrived in new distinctive blue packaging with a lift-up flap revealing the contents, protected by a clear film. A new logo depicting a locomotive nameplate was chosen, which at the top included the B symbol above the nameplate and is the logo used for all Bachmann products generated for the US market.

The following year saw the announcement of new models, not

previously part of the Mainline portfolio, and this enabled Bachmann to be more than just another rebranding of Mainline exercise. The chosen subjects all had an Eastern Region flavour, featuring Gresley's V2 Class 2-6-2, the V1/V3 2-6-2Ts and Thompson coaching stock.

Perhaps the biggest announcement of all was the recruitment of former Mainline Railways chief designer, Merl Evans. Merl had worked for a point of sale company in Leicester when Graham Hubbard invited Merl to Bachmann for an interview. Shortly afterwards Merl was working on models for release in 1993, namely the Ivatt 2MT 2-6-2T and the second-generation Class 158 DMU. Until his retirement in the summer of 2014, Merl was the leading light in designing the Branchline OO range.

Totally new tooled models of several of the old Mainline models were introduced over the years. The J72 is the latest to be completely retooled to modern expectations, the samples first appearing recently. There is little left today of the old Mainline tooling in the current range.

Bachmann expansion in Europe

In 1993 the former Austrian manufacturer, Liliput, was offered for sale by German company Herpa,

which had acquired it the year before. This gave Kader an inroad into Europe and one that has continued as part of Bachmann since. Graham Hubbard also assumed the role of managing director of Liliput, something his successor, David Haarhaus, is also responsible for.

The name Liliput appeared in this series (Issue 9, August 2017) and in the article relating to Trix (Issue 8, July 2017) because they also catered for the British market up until closure in 1992. This gave Bachmann access to a limited range of models, notably the A4 and the whisky wagons, which were subsequently released by Bachmann. The A4 was far more than a reintroduction, requiring substantial work to the body tooling and the building of a totally new chassis.

Further expansion

Although it is outside our remit relating to the saga surrounding the former Mainline Railways tooling, another company featured in this series, Graham Farish, by then solely working in N scale, was acquired by Bachmann in 2000.

The story relating to Graham Farish can be found in Issue 7 (June 2017). All past issues of this magazine can be read online through *The Railway Magazine Guide to Modelling* website. Over the years Bachmann has been at the



Graham Hubbard and Merl Evans discuss original drawings from which Merl will design a model. BACHMANN

forefront of British railway modelling and has picked up many awards. It was the first to bring DCC sockets and NEM pockets into British outline ready-to-run, something we all take for granted today. Innovation continues apace, and we have been promised Class 90s with DCC operating pantographs, which can be raised and lowered as required and Mk.2F coaches with working door lights and tail lamps. There is some way to go before the doors open on

passenger stock or the toilets flush but who knows what we will expect from models in future years? Both Graham Hubbard and Merl Evans received Lifetime Achievement Awards from the model railway press for their outstanding contribution to British railway modelling.

Conclusion

The last five issues have seen us trawl through the story of life after the Airfix and Mainline model railway ranges passed into history. In the next issue we continue with another name that has long since disappeared but one that can still be found on the second-hand stalls at exhibitions or in shops. Your author for one is hopeful that its history is a lot less complicated than has recently been the case.

The author would like to thank Graham Hubbard (formerly managing director of Bachmann Europe Plc), the late Merl Evans (previously chief designer of Mainline Railways and Bachmann Europe Plc) and Dennis Lovett, public relations manager, Bachmann Europe Plc for assistance in producing this article over the past few years – yes, it really did take years to work it all out!



Bachmann A4 Class No. 4489 Dominion of Canada cat. 31-950 (1995). SAS

Dates for your diary

RM MODELLING LISTINGS JANUARY 2018

Compiled by Jon Longman. Send details of your events to RMModellingeditor@mortons.co.uk

MUSEUMS

Open Tuesday to Sunday

Brighton Toy and Model Museum. 52/55 Trafalgar Street, Brighton, West Sussex BN1 4EB.

www.brightontoymuseum.co.uk

10am-5pm (Saturday 11am-5pm). See website for admission prices.

Open on winter weekends

World of Model Railways. Meadow Street, Mevagissey, St Austell, Cornwall. www.model-railway.co.uk
10am-5pm. Adult £4.50, concessions £4, child (5-17) £3.50, family £14. Disabled access. Winter opening: Weekends only and Christmas and half-term holidays.

Open Saturday-Monday

Famous Trains Model Railway, Markeaton Park, Derby. Nearest postcode for sat nav users is DE22 3BG. www.famoustrains.org.uk/ 11am-4pm. Largest OO-scale model railway in the East Midlands plus other layouts. Famous Trains also has a shop in the model railway building, which has the same opening hours as the model railways. Members are present to give expert advice to visitors.

Open most weekends and bank holidays

Pendon Museum of Miniature Landscape and Transport. Long Wittenham, Abingdon, OX14 4QD. Features models to show life and railways of the 1930s. An invaluable resource for the experienced and new modeller alike. Guides show railway operations; also audio guides and tea shop. www.pendonmuseum.com for more details.

CLUBS

Amersham & Chorleywood Model Railway Society

Welcomes new members. The clubroom is located in Chorleywood with layouts in O, OO and OO N scales. Meetings on Mondays 2pm-4pm and Wednesdays 7.30pm-10pm. Please contact Roger on 01494 726449 for further details.

Sutton Coldfield Railway Society

The club caters for all aspects of interest in railways with guest speakers and society trips throughout the year. The club meets at St James' Church Centre, Mere Green Road, Sutton Coldfield B75 5BW at 7.45pm every Thursday evening. For further details, please visit website at www.scrs.club

EXHIBITIONS

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-4.30pm. Adult £1.50, child 75p. OO Bath Green Park station layout.

DECEMBER 30

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. Adult £3.50, child £2.50. Club layouts.

Gainsborough Model Railway Society Open Day.

Florence Terrace, Gainsborough, Lincs DN21 1BE. www.gainsboroughmodelrailway.co.uk 1.30pm-6pm. Adult £4, concession £3, child £3, family £10.

Wimborne Railway Society Open Day.

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

West Camel Model Railway Society Christmas Show.

Davis Hall, West Camel, Yeovil, Somerset BA22 7QX. Society contact: i.goose261@btinternet.com 10am-3.30pm. Adult £3, child (11-16) £1, child under-11 free. Layouts.

2018

JANUARY 1

J&J fairs, Toy & train collectors fair. The George Stephenson Exhibition Hall, Newark Showground, Newark NG24 2NY www.jjwebbtoyfairs.com 10am-2.30pm Adults £4, seniors £3.50 EE.

SRP Toyfairs. Langham Community Centre, School Road, Colchester, Essex CO4 5PA www.sprtoyfairs1.co.uk 10am-2pm Sun. Adult £2, child FREE.

JANUARY 6

Ipswich Railway Modellers' Association.

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

Marlow, Maidenhead & District Model Railway Club

Exhibition. Cox Green Community Centre, Highfield Lane, Maidenhead SL6 3AX. www.mmdmrc.org.uk 10am-5pm. Adult £5, child £3, family £13. Layouts and demonstrations.

JANUARY 6-7

ScoutRail 2018. Exeter Hall, Oxford Road, Kidlington, Oxon OX5 1AB. www.scoutrail.org.uk 10am-4.30pm. Adult £4, concession £3, child £2, family £10. Layouts.

JANUARY 7

SRP Toyfairs. The Grange, Bepton Road, Midhurst, West Sussex GU29 9HG www.sprtoyfairs1.co.uk Sunday 10am-2pm. Adult £2, child FREE.

JANUARY 10

Hertford Toy & Train Fair. Richard Hale School, Hale Road, Hertford, Herts SG13 8EN. 7pm-9pm. Adult £1. Contact Joe Lock 07866 641215.

JANUARY 13

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

JANUARY 13-14

Bognor Regis Model Railway Club Exhibition.

Felpham Community College, Felpham Way, Felpham, Bognor Regis PO22 8EL. www.brmrc.org.uk Saturday 10am-5pm, Sunday 10am-4.30pm. Layouts.

Chiltern Model Railway Association Exhibition.

Stevenage Arts and Leisure Centre, Lytton Way, Stevenage SG1 1LZ. www.cmra.org.com 10am-5.30pm Saturday, 10am-4.30pm Sunday. Adult £8, accompanied child free (maximum two), child £4. 30 layouts and demonstrations.

Pratts Bottom Model Railway Exhibition.

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

JANUARY 14

Weston-Super-Mare Model Railway Show.

The Campus, Highlands Lane, Worle, Weston-Super-Mare BS24 7DX. www.westonsupermaretrainshow.com 10am-5pm. Adult £7, concession £6.50, child £2, family £16. Disabled access. 24 layouts and trade support.

SRP Toyfairs Crofton Halls.

Station Road, Orpington, Kent, BR6 8PR. Sun 10am-2pm www.sprtoyfairs1.co.uk 10am-2pm Sun. Adult £2, child FREE.

JANUARY 17

South Croydon Toy & Train Fair. St John's Community Hall, Upper Selsdon Road, Selsdon, South Croydon CR2 8DD. 6pm-8pm. Adult £1. Contact Joe Lock 07866 641215.

JANUARY 19-21

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 (see website). Displays, layouts and demonstrations.

JANUARY 20

Egham & Staines Model Railway Exhibition.

Strodes College, High Street, Egham, Surrey TW20 9DR. 10.30am-5pm. Adult £6, concession £5, junior £3, family £15.

SRP Toyfairs. Henfield Hall, Henfield, West Sussex, BN5 9DB www.sprtoyfairs1.co.uk Saturday 10am-2pm. Adult £2, child FREE.

JANUARY 20-21

29th City of Canterbury Model Railway Society

Exhibition. St Anselm's School, Old Dover Road, Canterbury CT1 3EN. www.ccmrs.uk 10am-5pm Sat, 10am-4pm Sun. Adult £5, concession £4, child £3, family £13. 15 layouts and demonstrations. Exhibiting: Rolvenden, Loftus Road, Durham Road TMD (Traction Maintenance Depot), Guy's Fizz Bang and Fawkesville, Holt Street.

JANUARY 21

Astolat Model Railway Circle Exhibition.

Surrey Sports Park, University of Surrey, Guildford GU2 7AD. www.astolatmrc.co.uk Sun 10am-5pm. Adult £6, child £3, family £12. 14 visiting layouts, three club layout, test track and trade support.

SRP Toyfairs Swayne Park School.

Sir Walter Raleigh Drive, Rayleigh SS6 9BZ. www.sprtoyfairs1.co.uk 10am-2pm Sun. Adult £2, child FREE.

French Railways Society Model Rail Show.

Lenham Community Centre, Groom Way, Lenham, Kent ME17 2QT. <http://frenchrailwaysociety.org> 10am-5pm. Adult £4.50, child £1.50. French outline layouts, displays and demonstrations.

JANUARY 27-28

Erith Model Railway Society Exhibition.

Longfield Academy, Main Road, Longfield, Kent DA3 7PH. www.erithmrs.ukmodelshops.co.uk Saturday 10am-5pm, Sunday 10-4pm. Adult £8, concession £7, child £3, family £20. Layouts and demonstrations.

Normanton & Pontefract Railway Modellers' Society Pontefract Model Railway Exhibition.

New College, Park Lane, Pontefract, West Yorkshire WF8 4QR. www.nprms.org Saturday 10am-5pm, Sunday 10am-4.30pm. Adult £5, child (under-16) free. 20 layouts and demonstrations.

Southampton Model Railway Society Exhibition.

Barton Peveril College, Chestnut Avenue, Eastleigh, Hants SO50 5BX. www.southamptonmodelrailwaysociety.wordpress.com Saturday 10am-5pm, Sunday 10am-4.30pm. Adult £7, child £3, family £17. 23 layouts and demonstrations.

SRP Toyfairs Hawkinge Community Centre. Heron Forstal Avenue. Hawkinge, Kent, CT18 7FP. Saturday 10am-2pm, Sunday 10am-2pm. www.sprtoyfairs1.co.uk Adult £2, child FREE.

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THE GRANGE, MIDHURST
SUNDAY 7TH JANUARY 10am-2pm
BEPTON ROAD, MIDHURST, WEST SUSSEX, GU29 9HG

ORPINGTON, KENT
SUNDAY 14TH JANUARY 10am-2pm
STATION ROAD, ORPINGTON, KENT BR6 8PR

HENFIELD HALL, WEST SUSSEX
SATURDAY 20TH JANUARY 10am-2pm
HENFIELD HALL, WEST SUSSEX, BN5 9DB

NORTHFLEET, KENT
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NORTHFLEET GIRLS SCHOOL, HALL ROAD, NORTHFLEET, KENT, DA11 8AQ

srptoys1@hotmail.co.uk www.sprtoyfairs1.co.uk

For more information contact: Paula and Gerry on 07739 998012

JANUARY 28

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

JANUARY 28

SRP Toyfairs. Angel Centre, Angel Lane, Tonbridge, Kent, TN9 1SF www.sprtoyfairs1.co.uk Tuesday 6pm-8pm. Adult: £1.50 Child FREE.

SRP Toyfairs. Northfleet Girls School, Hall Road, Northfleet, Kent, DA11 8AQ www.sprtoyfairs1.co.uk 10am-2pm. Adult £2, child FREE.

FEBRUARY 3

34th Sodbury Vale Model Railway Club Exhibition. St Mary's Church Hall, Church Road, Yate BS37 5BG www.sodburyvalemrc.co.uk Saturday 10am-4.30pm. Adult £5, child free. 14 layouts, trade stands, demonstrations, refreshments and parking at nearby shopping centre.

FEBRUARY 3-4

Stafford Model Railway Exhibition. County Showground, Weston Road, Stafford ST18 0BE. www.staffordshirerailwaycircle.org.uk Saturday 10am-5pm, Sunday 11am-4pm. Adult £2.50, child £1. A bus service between Stafford station and the County Showground will operate on both days.

Alton Model Railway Group FEBREX 2018. Eggars School, Alton, Hants GU34 4EQ. Saturday 10.30am-5pm, Sunday 10.30am-4pm. Adults £4.50, accompanied children under 16 free. www.altonmrg.co.uk/febex 12 layouts, 18 traders, refreshments, free parking, disabled access, and free bus service from Alton railway station.

Kilmarnock and District Model Railway Club Exhibition. The Linthouse Building, Scottish Maritime Museum, Harbour Road, Irvine, Ayrshire KA12 8QE. www.kilmarnockmrc.com. Saturday 10am-5pm, Sunday 12-4pm. Adult £5, concession £4, under 16s free.

FEBRUARY 8

Theydon Bois Toy & Train Fair. Village Hall, Coppice Row (B172), Theydon Bois, Epping, Essex CM16 7ER. 7pm-9pm. Adult £1. Contact Joe Lock 07866 641215.

FEBRUARY 10

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

Blackpool & North Fylde Model Railway Club Open Day. Cleveleys Community Centre & Church, Kensington road (off Beach Road), Cleveleys, Lancashire FY5 1ER. www.blackpoolandnorthfyldemrc.co.uk/ 10am-4pm. Adult £3, concession £2.50, child £2.50, family (2+2) £8.50. Disabled access. 10 club and members' layouts in various gauges attending with trade support.

FEBRUARY 17

Risborough & District Model Railway Club. RISEX 2018 Model Railway Exhibition. Community Centre (adjacent to Springs swimming pool), Wades Park, Stratton Road, Princes Risborough, Bucks HP27 9AX. www.rdmrc.org.uk 10am-5pm. Adult £4, child £2. Contact: Adrian Harford. Local modellers will display their layouts and model making. Nine layouts, trade support and modelling demonstrations, light refreshments.

FEBRUARY 24

Exmoor Train & Toy Fair. Richard Huish College, South Road, Taunton, Somerset TA1 3DZ. 10am-3pm. Adult: £2. 100 tables selling a wide range of model railways, die-cast vehicles, DVDs, books, toys, games. Free parking and restaurant.

FEBRUARY 24-25

Lincoln & District Model Railway Exhibition. Lady Eastwood Pavilion, Newark Showground NG24 2NY. Saturday 10am-5pm, Sunday 10am-4.30pm, disabled admission from 9.30am. Free bus service from both Newark stations. Adult £7, child £3, family £20. 28 layouts.

New Mills & District Railway Modellers Annual Model Railway Exhibition. Chapel-en-le Frith Leisure Centre, Long Lane, Chapel-en-le Frith, Derbys SK23 0TQ www.nmdrm.co.uk Saturday 10am-5pm; Sunday 10am-4.30pm. Adult £6, concession £5, family (2+2) £15. More than 20 layouts, 20 traders, demonstrations and society stands. Free parking. Refreshments.

Leamington & Warwick Model Railway Exhibition

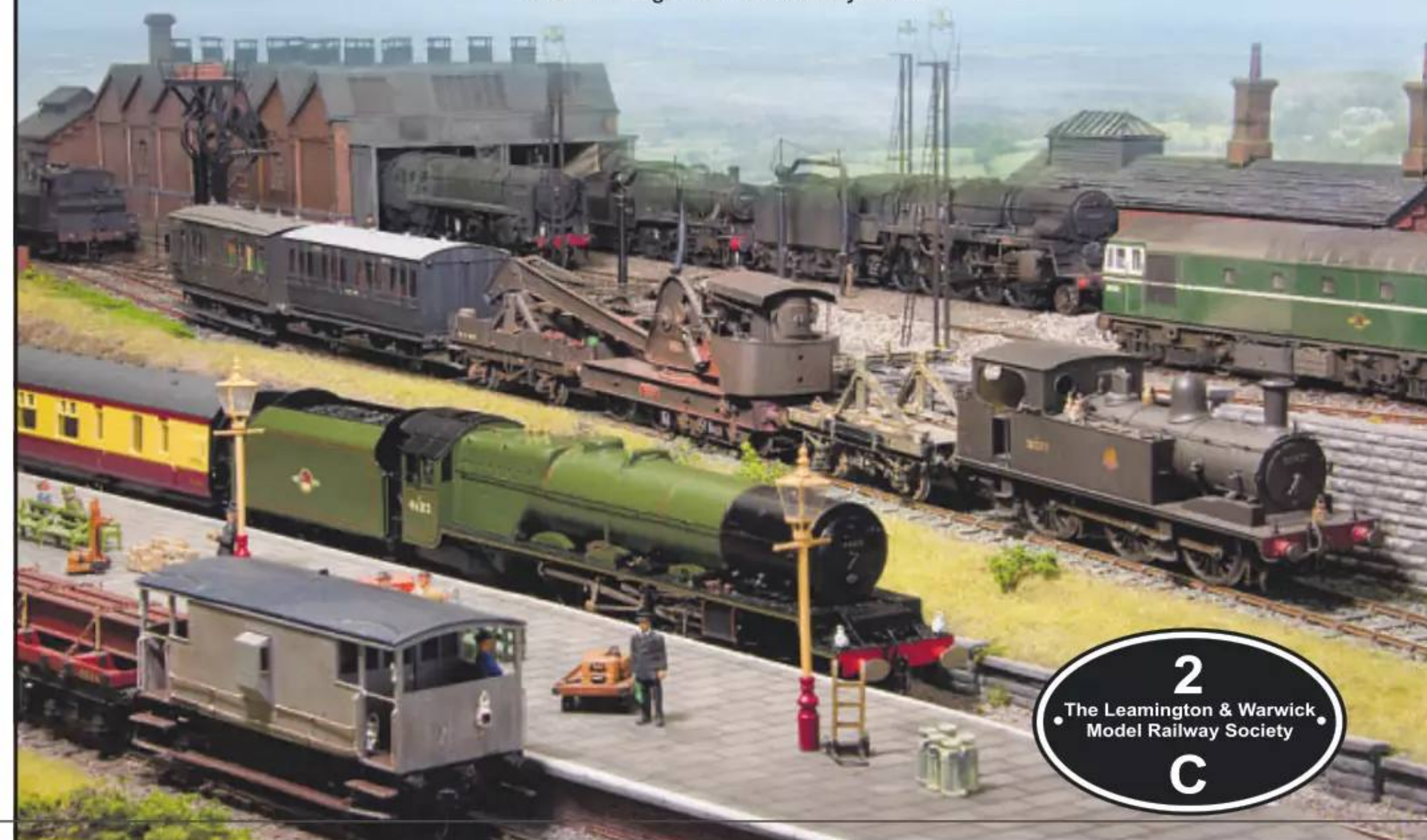
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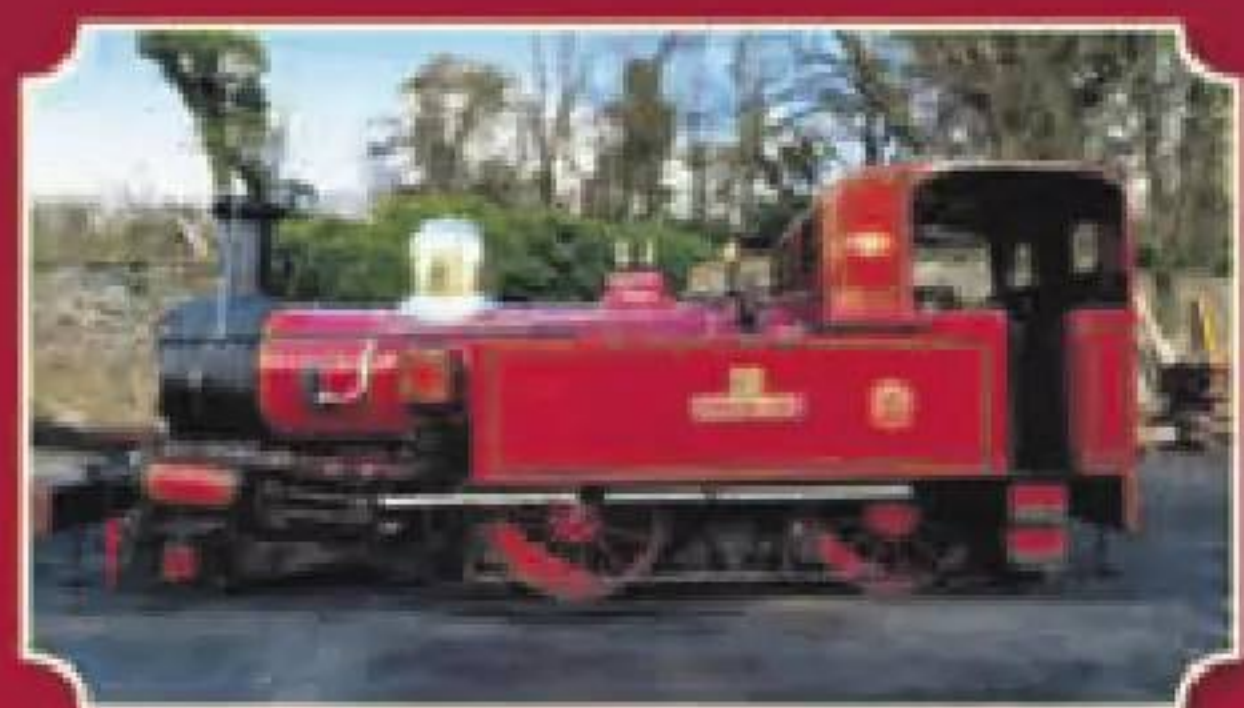
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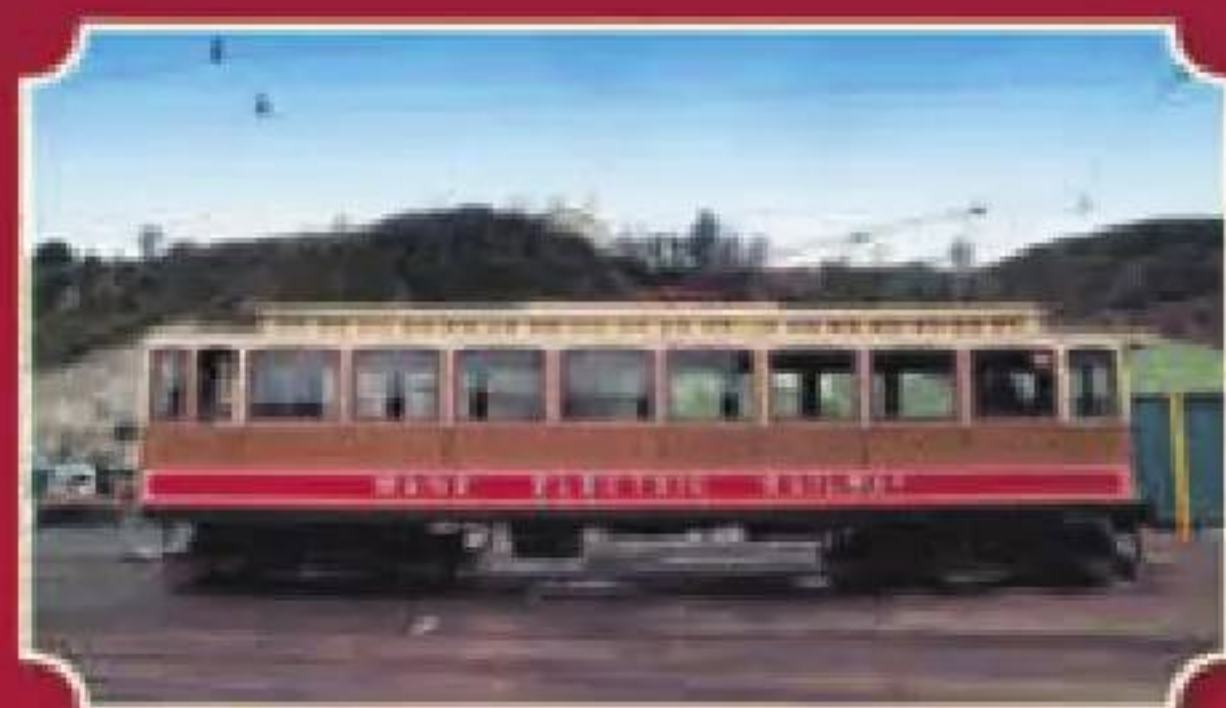


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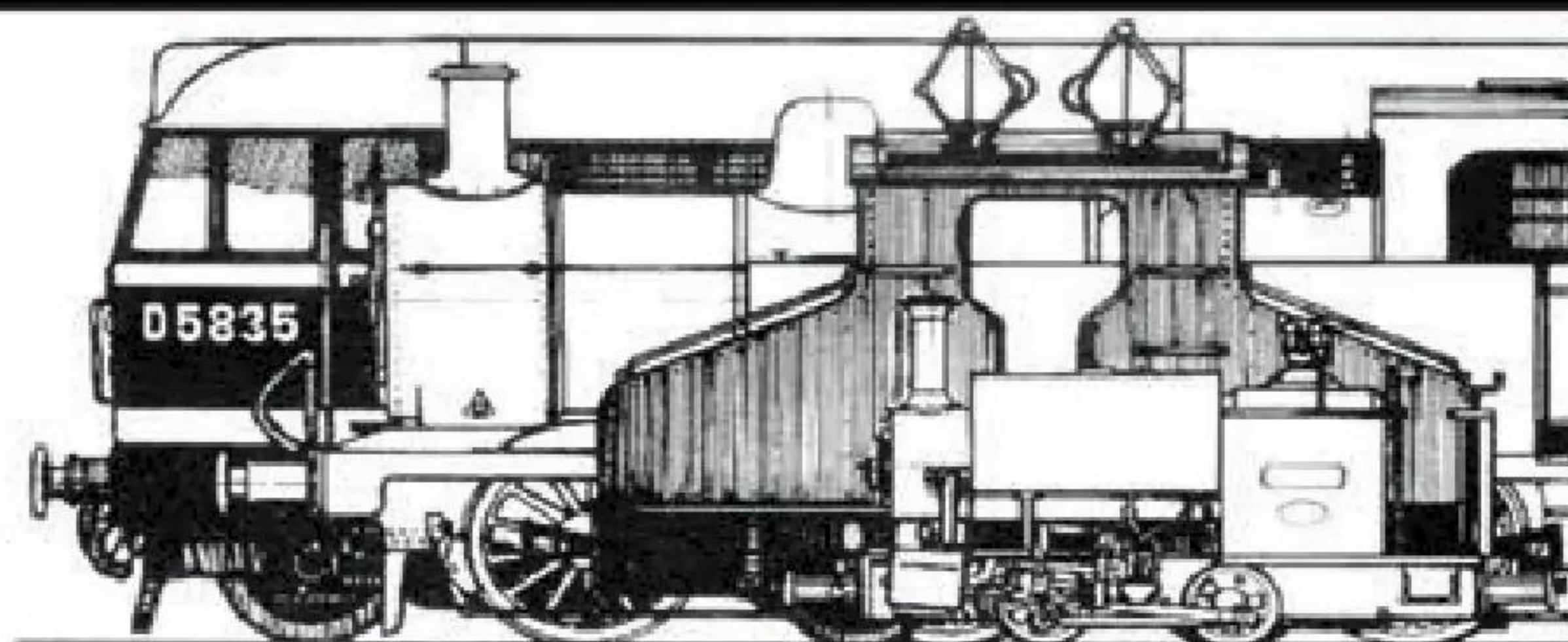
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Show that models itself on diversity

Ian Lamb reports on the Elgin Model Railway Club show, which surmounts numerous challenges to put on a family-friendly and engaging show.

THE CITY OF ELGIN, ON THE SOUTH coast of the Moray Firth, and its environs is a relatively small community compared with the larger conurbations in the south of Scotland, as far as a captive audience for a model railway exhibition is concerned.

Consequently, the Elgin Model Railway Club realised that to be viable financially and attract the necessary sufficient visitor numbers, it would need to appeal to a wider modelling fraternity to solely that of trains. In the process it would turn the venture into a truly family affair, and this it has done successfully since 1987, based in the centrally located town hall.

Blessed with unique weather conditions, a long coastline with military bases and lots of fishing villages/communities, it is inevitable that the complementary models on show should reflect local interest and employment.

The many rivers – especially the Spey – have more distilleries than anywhere else, and the fertile land is excellent for food production as exemplified through Baxters of Speyside and Walkers Shortbread of Aberlour.

Giving an introductory travelogue of the Elgin catchment area may seem irrelevant to a report of a model exhibition, but it is only in being aware of the Morayshire region that one can really appreciate the challenge that the local model club continues to have in creating an attractive exhibition.

To understand how far north Elgin actually is, plus the reason for the sparseness of human habitation, you really need to go back to 1746 when, at the reasonably nearby battlefield of Culloden, the victor Duke of Cumberland, “created a desert, and called it peace.” (Ethnic cleansing is not a new phenomenon!) In fact, the

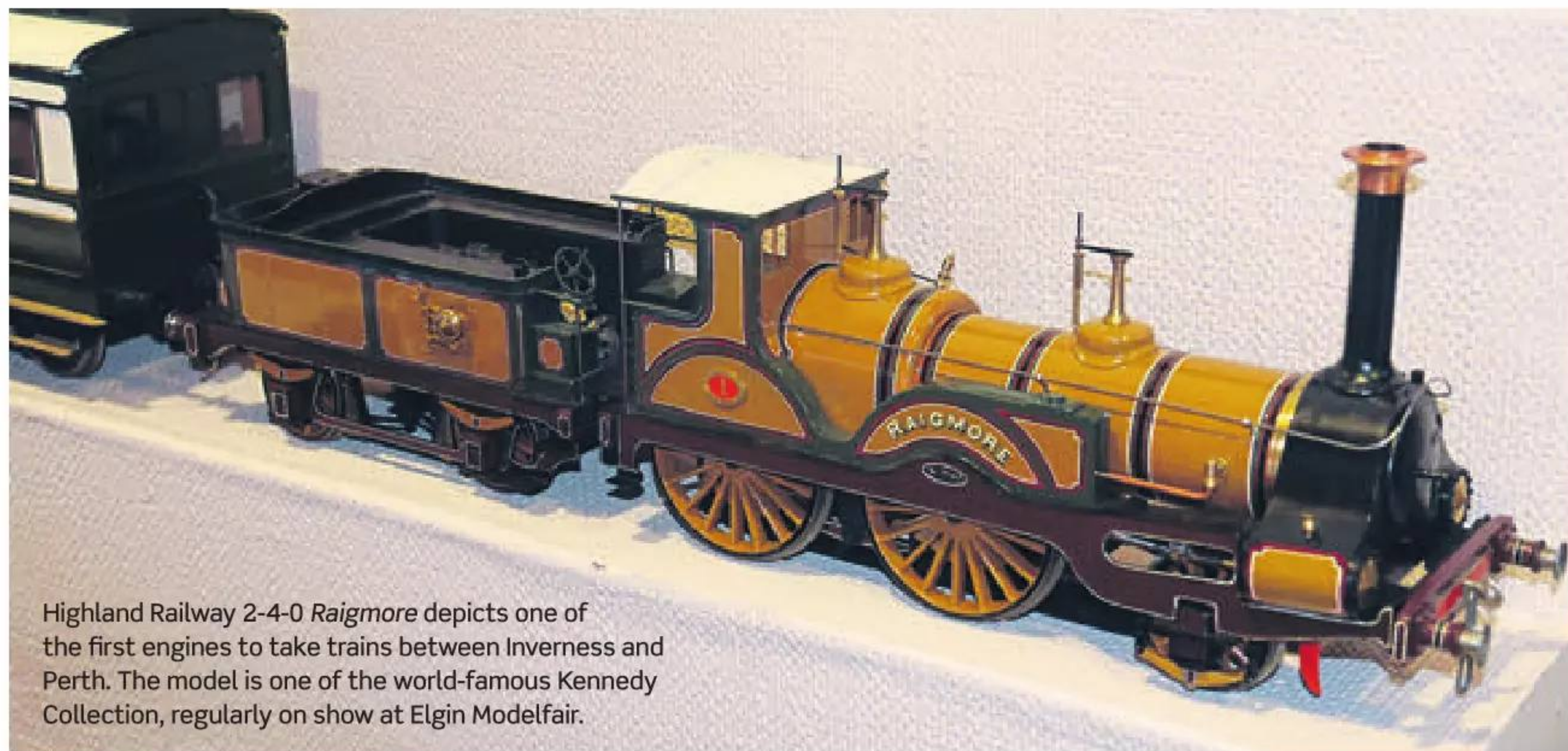
county town of Moray is almost 150 miles from Perth.

In the commercial sense, model shops have come and gone mainly because of lack of custom, so it was heartening to hear from those that still exist such as Eric Dickie of Ingram Models (or have recently taken on the retail mantle) that the emergence of *RMM* has helped them since its launch a year ago. Long may that trend continue.

EMRC itself was one of the first groups to register with *RMM* for distribution purposes, along with the Keith & Dufftown Heritage Railway. So, through these relatively remote outlets, the founding principles for the *Railway Magazine Guide to Modelling* through its direct links to clubs, preserved railways and hobby shops have been justified. There is no doubt that this is the case in this part of Scotland to the benefit of everyone concerned.



Boat models on the Culbin Model Club stand. How a copy of *RMM* found itself along with this display is not known. Perhaps the owner has changed allegiance from railways?



Highland Railway 2-4-0 *Raigmore* depicts one of the first engines to take trains between Inverness and Perth. The model is one of the world-famous Kennedy Collection, regularly on show at Elgin Modelfair.

Around a century after Culloden, Joseph Mitchell drove his eventual Highland Railway eastwards from Inverness to Elgin and Keith, making an ‘end-on’ connection with the Great North of Scotland Railway that had emanated from Aberdeen in the east. Further west is Forres (with its recently completed new station on the site of the original Highland Railway one) where in 1865 Mitchell drove his railway south through the Grampian Mountain passes to reach Perth.

My own layout ‘Leven’ made its first public appearance at the Elgin Modelfair in the mid-1990s, and was a regular for a while before demands for The DAVA Project as a Millennium

event in 2000 became more of a priority. Many regular displays still attract deserved praise, and supported by new or alternative models, make this annual show a must for modellers of all description. The 2017 Modelfair in particular had displays in every possible ‘nook and cranny’ in the town hall. Inevitably, visitor numbers were up on previous years.

Platform 1 Model Railway Community Forum – www.platform1mrc.com is a friendly group of like-minded individuals with a broad interest and knowledge of all of things model railway related. It covers all scales, eras and general disciplines, and would welcome anyone regardless of

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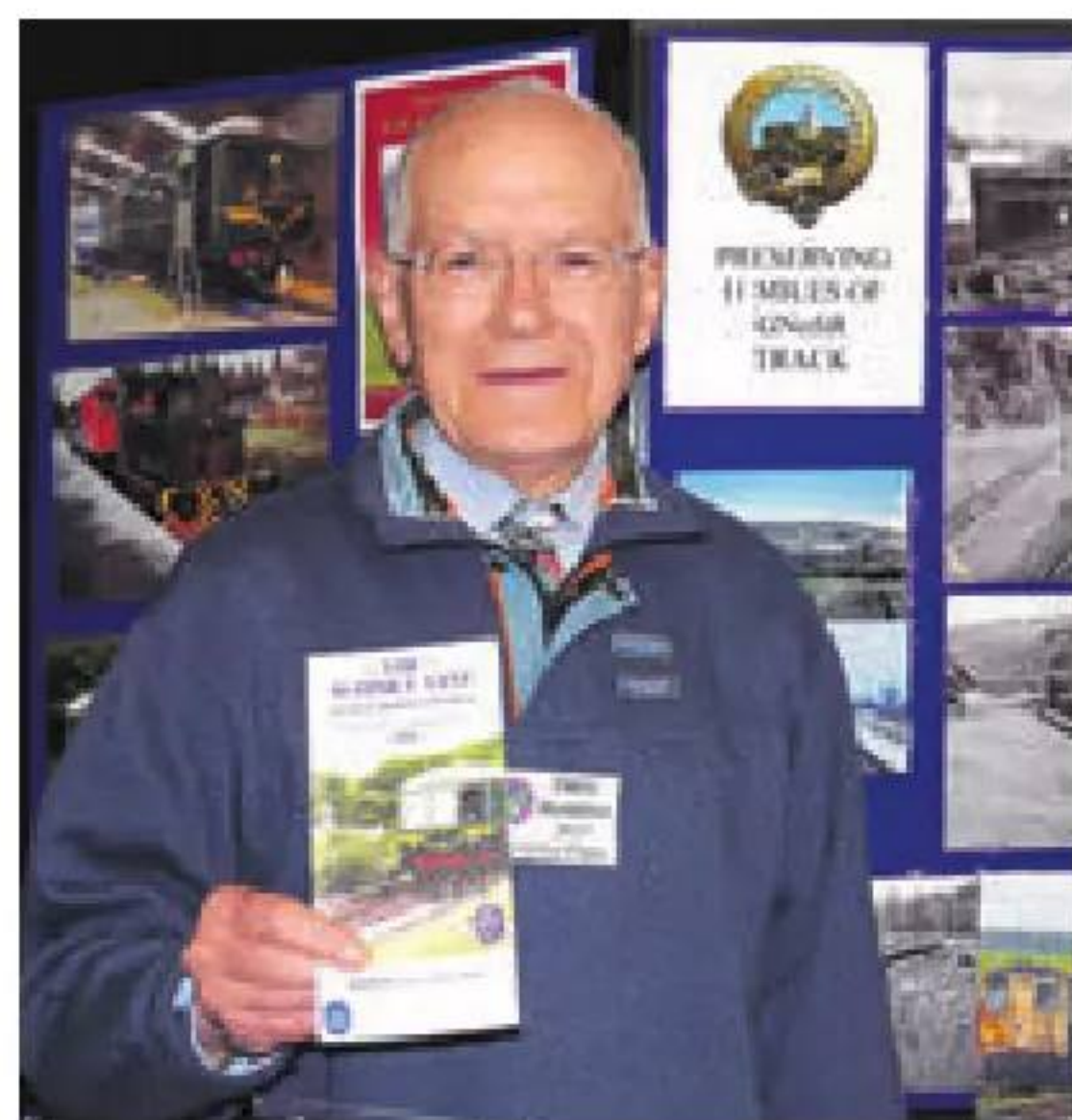
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Alistair Coull, stand manager for the Keith & Dufftown Railway, was one of the first to see the value of distributing *RMM* to the public, and in the process enlarging the profile of this preserved line, and hopefully new supporters to help them in their ongoing work.

their experience or ability. A members' layout showcase exists along with an easy-to-use photo gallery. There is also opportunity for sponsored interactive competitions, social events and exhibitions. 'Luib Bridge' O-gauge layout was the model on display at Elgin, and particularly interesting was the fact that one of the operators, Gary Ruming, had flown in from Australia on the Thursday to take part in the show, and would fly home again on the Tuesday! Now that is dedication.

As always there is a strong model aircraft contingent capturing the pride and enthusiasm of the modeller.

With such a strong fishing community in the area it is inevitable that the wonderful hand-crafted models from members of Culbin Model Club and others, always attracts many visitors, and this year was no exception. As can be seen with all the displays at Modelfair, such skill is not only the prerogative of model railways.

Long before model clubs and exhibitions were displayed locally, one Inverness lad remembered the pre-Grouping companies. Consequently



Phil Buckle's Scalextric display has been part of Modelfair for as long as I can remember, ever popular with young people.

he modelled the Highland Railway. Jim Kennedy's Collection – working models to a scale of 10mm/ft (Gauge 1) – was displayed in an extensive garden layout outside his house. Sadly, after his death in 1984, the collection was split up round the world. Over a period of 30 years, this Inverness

craftsman created a unique collection of Highland Railway rolling stock. It is considered to be a first-class historical representation of Highland Railway operations in the late Victorian and Edwardian eras. Throughout this period of time, Jim had been a regular reader of *Model Railway News* since its first issue in 1925, and also the allied journal *Model Engineer*. It was in a copy of *ME* published at the outbreak of war in 1939 that he noticed an appeal for the mechanically minded to volunteer as instrument mechanics in the REME.

Indeed, there was something for everyone at the Elgin Modelfair 2017. Whatever hobby is chosen, the skill attached to it was there for all to see, but it wouldn't be an exhibition if additional standards were not considered. To that end, the Fred Dille Shield for Model Railway Excellence went to the Aberdeen Model Railway Club's 'Fishdale Holdings' layout. The visitors' choice for the best stand in the show went to David Campbell for his military modelling – a collection of 1:35 scale Second World War military diorama scenes. Finally, the Sullivan Shield for the best individual model was



Andrew Allardyce, secretary of Elgin Model Railway Club, has been involved with the Modelfair since its inception, and also finds time to support the Strathspey Railway in the role of a guard for the last seven years. In this picture he stands beside the club's American layout Ashland WI.

achieved by Mick Henderson for his creation of an Airco DH9 First World War bomber.

All photographs by courtesy of Iain Fairweather, one-time owner of Nairn Model Centre.



From left: Tom Corbett, Gary Ruming and Paul Lancaster from Platform 1 Model Railway Community Forum.

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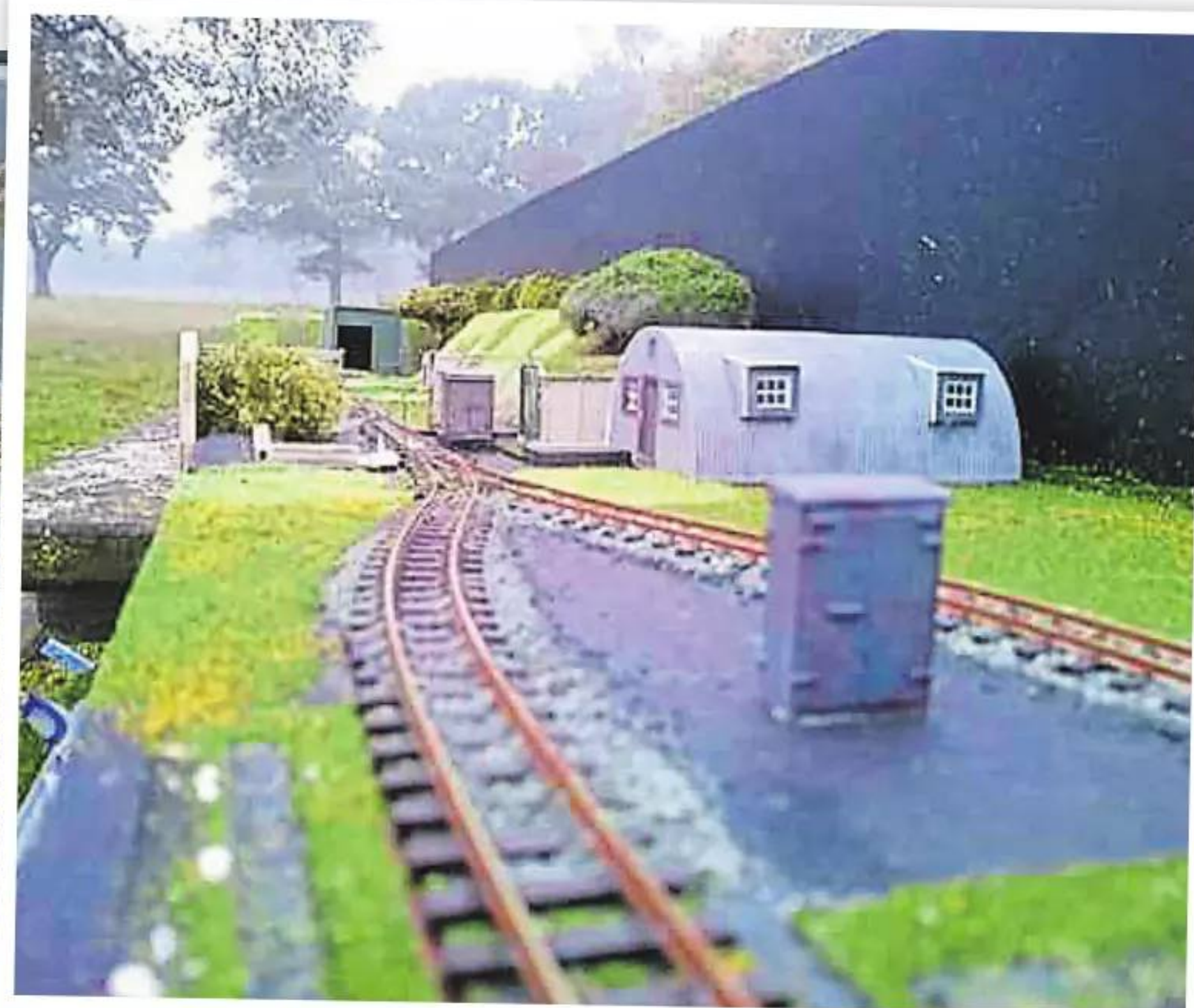
We want to dedicate these pages to your inspirational, unusual, well-loved layouts and models. So please do get in touch with us by emailing spalmer@mortons.co.uk or visit our Facebook page to like and share your photographs.

This month's layout belongs to one of our RMM Facebookers, Kat Cy Ryder.

The concept of the layout is a special handling equipment depot that is used for servicing locomotives and wagons on an Armed Services base narrow gauge line, which is served by a standard gauge line for delivery and collection of parts for development.

The layout is based on a mix of Easttriggs in south-west Scotland, Dean Hill (in Wiltshire) and Trecwyn in Wales. When I was a child my uncle told me he worked at the Longtown MoD site, I didn't know at that time that Easttriggs existed until about 10 years ago when Teletrail released a DVD on it. Then Subterranea Britannica happened along with the 28DL forum, which both explore urban underground spaces. This led to a litany of photos being found of ex-RAF/RNAD/MoD bases all over the country and so many of these went into my research.

The layout currently measures 6ft by 6in, built on a simple 2x1 timber frame, with 6mm plywood. The track is all Peco, using mainline flexi with the newer gin radius points. As yet all I have are side-loading flatbed wagons that were 3D printed by CWRailways. I am currently painting these in different liveries to reflect which service they belonged to. Locomotive power is yet to be purchased, however, bar for one special project, the

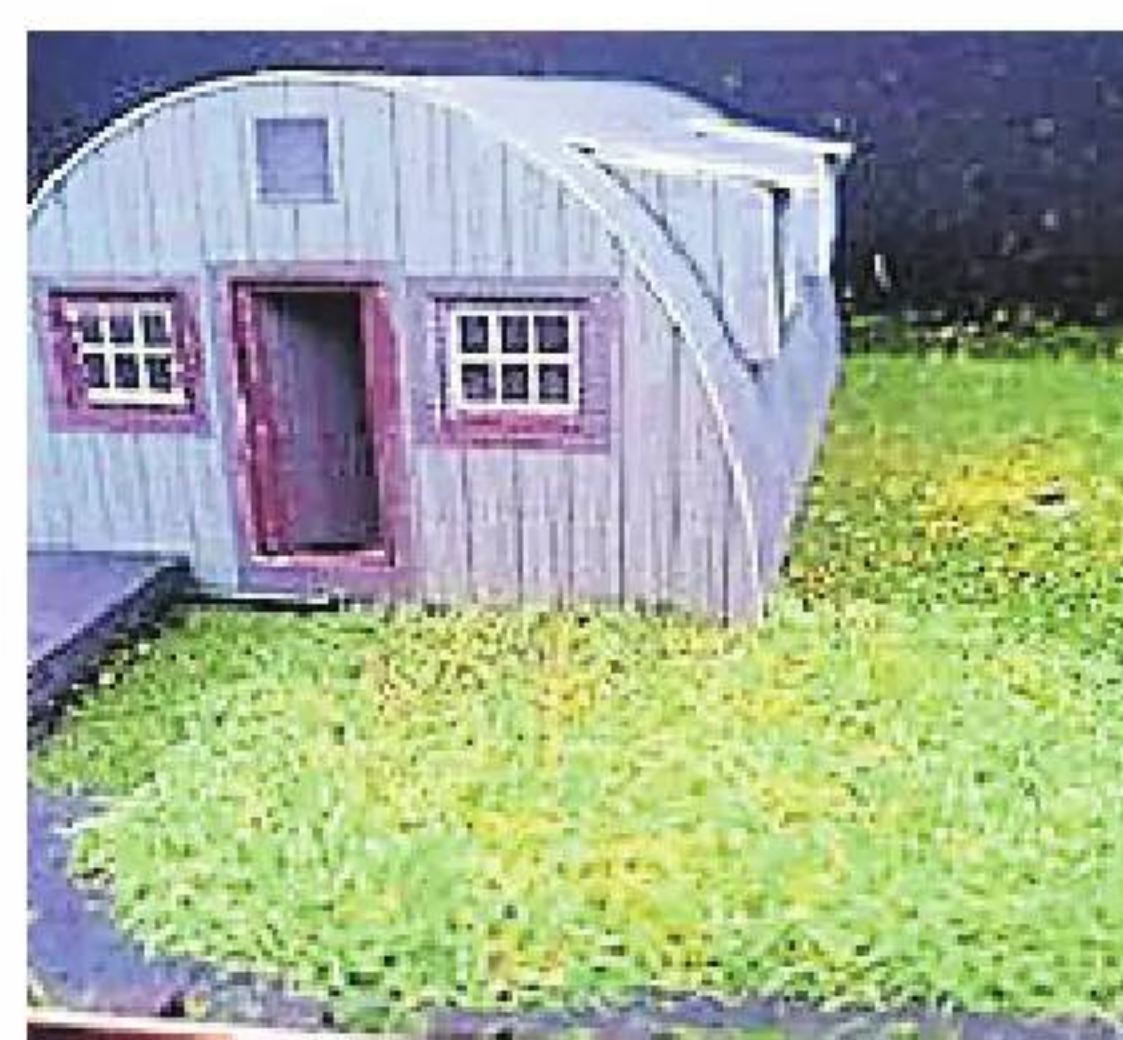
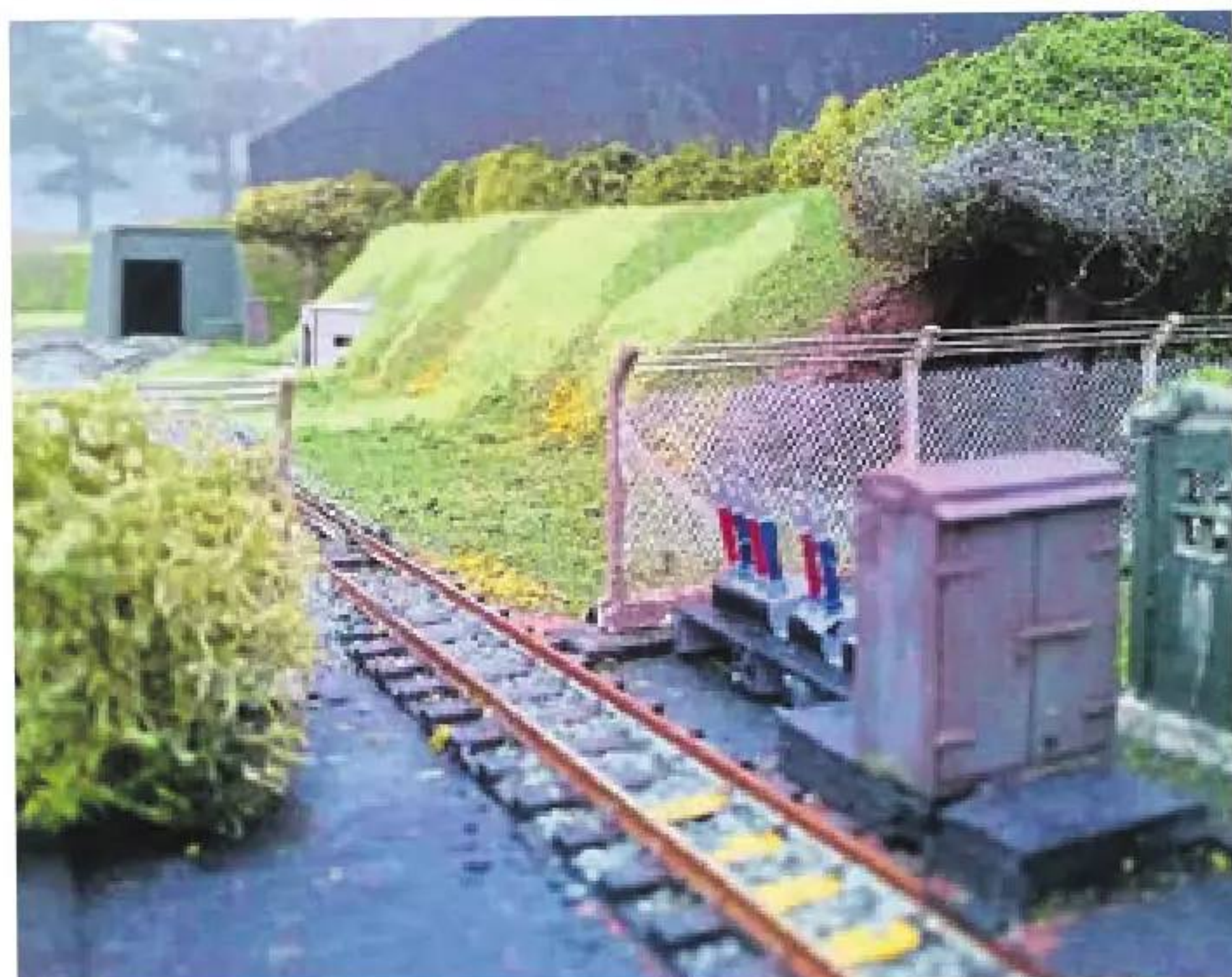


loco bodies will be from Narrow Planet. Initially for the electrics I will be using an MERG DC controller kit to power the layout, just to get stock moving, then I intend buying the CANBUS kits to make it a DCC layout. Pointwork is controlled via the ANE SmartSwitch servo system - it's the same as Peco, but the OEM version. The control panel is yet to be built.

My girlfriend, who does aero modelling, gives me good ideas too, such as the covered parts storage section. This is providing some special viewing as it's a 'secured' site with active gated access.

The scenery was at one point something that felt like a 'dark art', but these days, with so many practical demonstrations on YouTube, I was able to get the scenery together quite quickly. The flock and scatter is made up of a mix of Jarvis, Woodland Scenics and Peco products, just to add some variety in colours. I have done some of my own trees, but I'll be trying other techniques to improve the quality.

Overall it has taken so far about a year off and on to make the layout. It has been an experience certainly with regards to scenery and I'm pleased with what I have achieved this far. I have plans for further expansion within a few months, three more boards and a fiddle yard which will allow for a continuous run.



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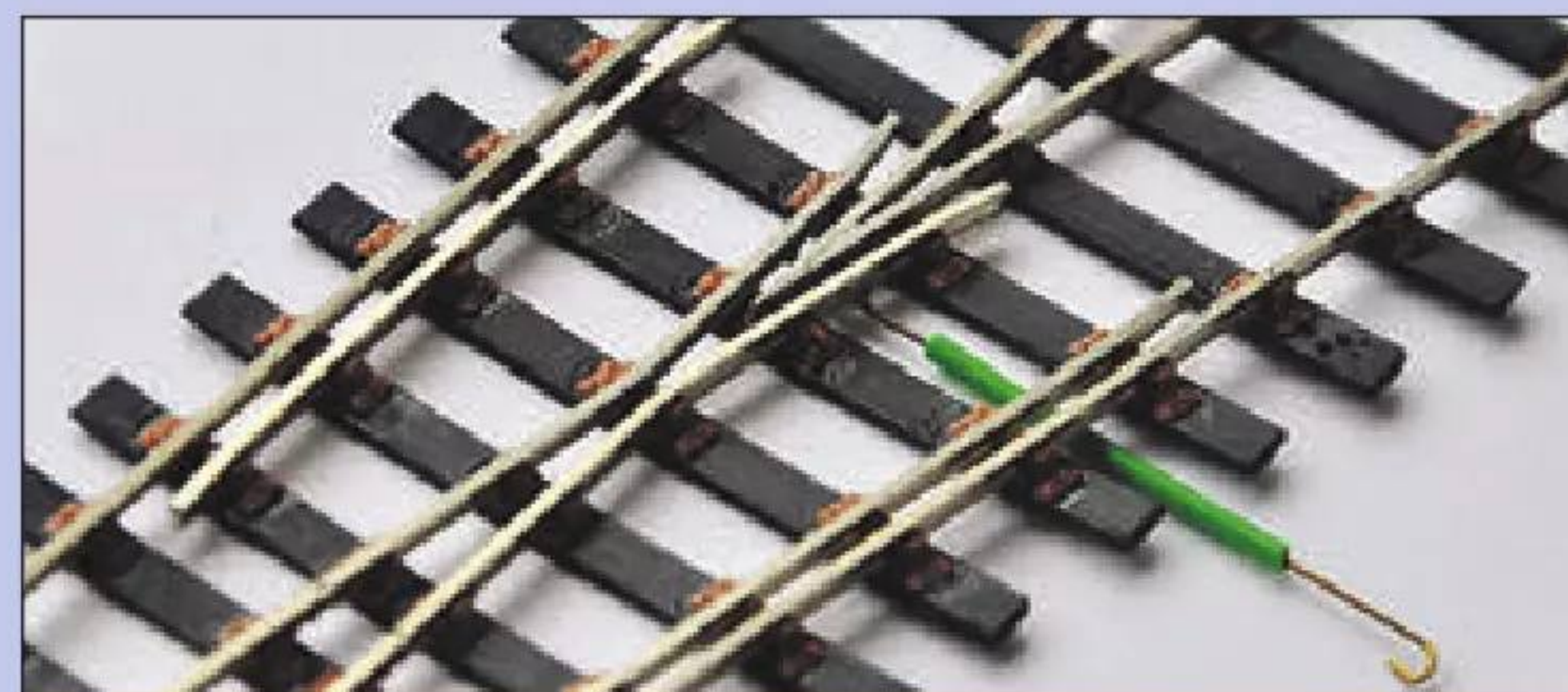
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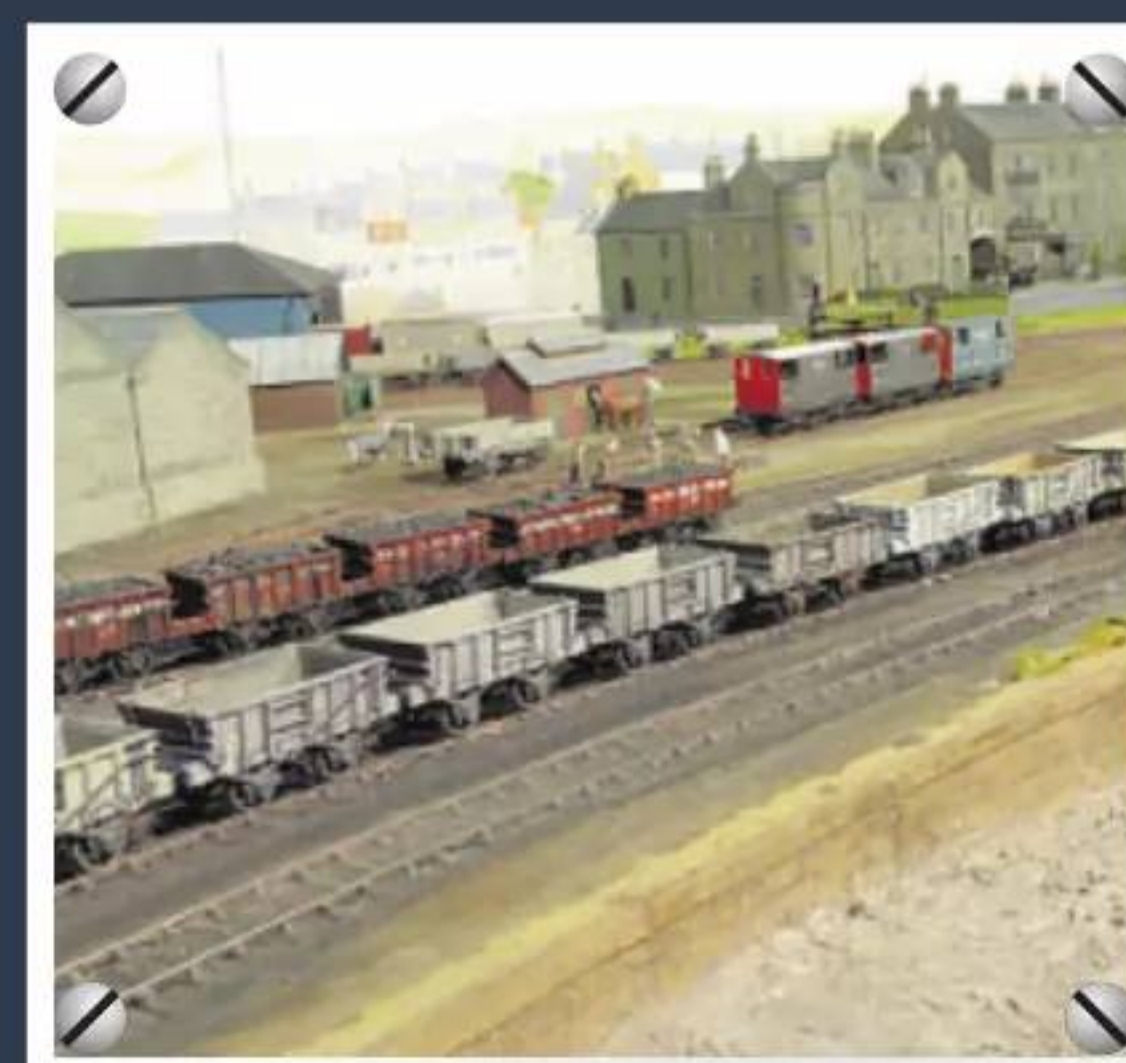
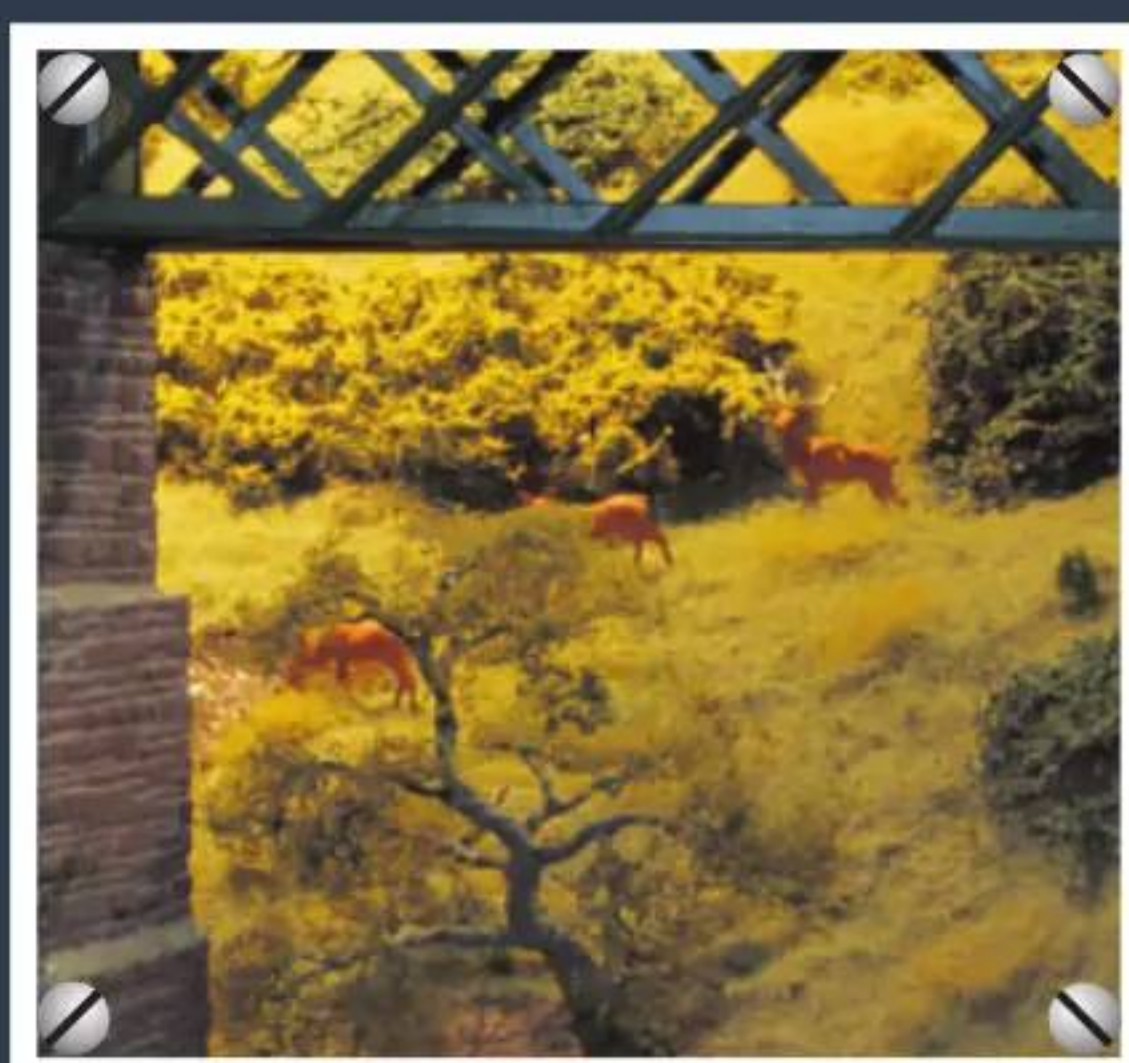
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Step 7: Locos & Stock

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.

Whether they're straight from the box and onto the track, or whether you want to add some extra detail and finishing touches to your locos, coaches and wagons. Hatton's have everything you need to help you get the right look and feel for your model railway.

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