

Modelling



TEST TRACK AND CHIT
CHAT NIGHT AT THE SCRS **P14**

Inside



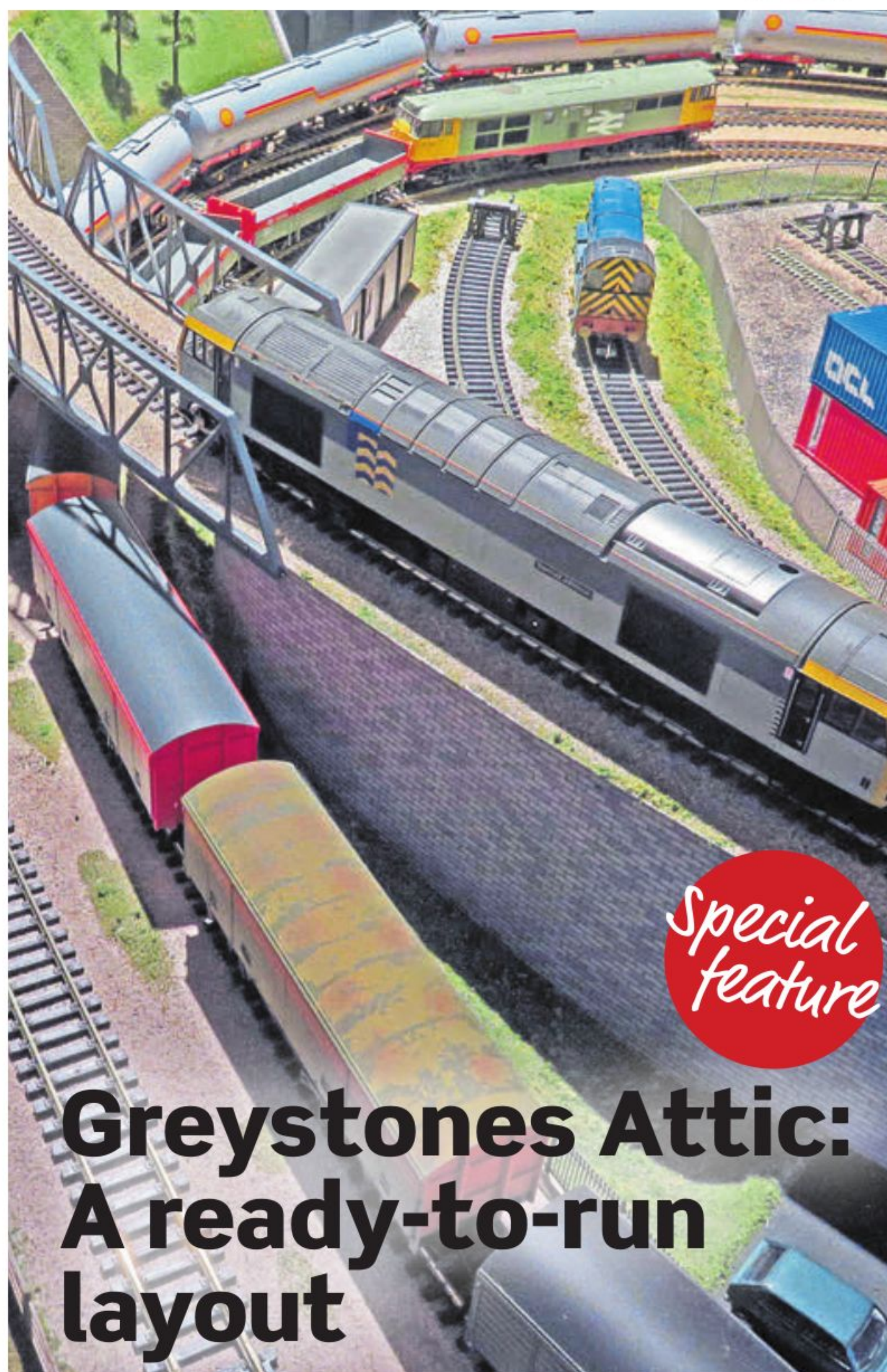
TAKE A TOUR ROUND
WIDNES MODEL CENTRE **P22**



TOP TIPS ON CREATING
A MODEL GARDEN **P26**



A GRANDAD'S
FUNDRAISING LAYOUT **P34**



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Next edition

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 April issue of RMM is out on Friday,
 March 23, 2018.



Sarah Palmer
 Editor

From the editor

Early this year a minister for loneliness was appointed as a way to continue the work of murdered MP Jo Cox. On the surface this seems like a lovely and laudable idea, but I find it rather saddening that modern society seems to engender loneliness, and not just in older generations, but also with first-time mums, carers or people of any age who live on their own.

This subject was touched upon at a visit I made this month to the Sutton Coldfield Railway Society, when one member gestured round the room while talking about the camaraderie and friendship that came with belonging to the group. I visited on a track night busy with people chatting over cups of tea and biscuits while running their locos on the club's multi-track ring. I left at the end of the evening feeling that I'd been welcomed into something special. Not all modellers like the idea of joining clubs, but it seemed to me, with this one, that it was the unadvertised extras that came with membership; the trips, the chance to chat about guest speakers and exchange knowledge or get involved with their annual exhibition that would seem to be a fantastic advert for the hobby, and also an antidote to loneliness. You can read all about my trip on page 14.

Elsewhere if the hopefully warmer weather has got you wanting to go outdoors and maybe do some gardening, then Howard Leader's article on page 26 is something to read, as he talks about how looking at real-life gardens can help you to create better model gardens. I've seen the work he did on Spalding MRC's Gosberton layout and it's stunning in its intricacy. I

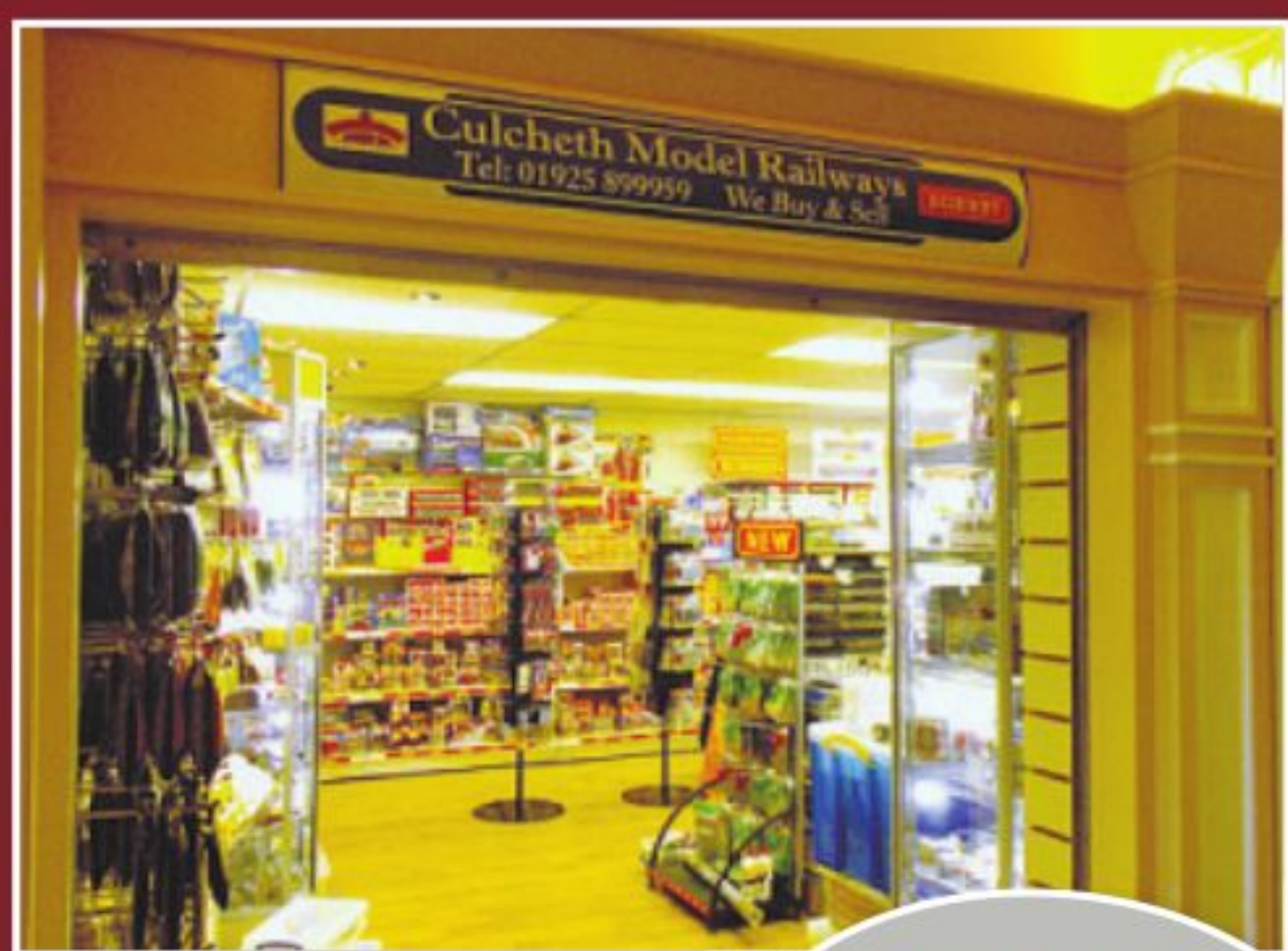


The first Thursday in the month is Track and Chit Chat night at Sutton Coldfield Railway Society. See page 14

almost felt as though I was standing by a breeze-blown washing line with summer flowers being pollinated by bees. Sometimes I think the sheer artistry involved in modelling is overlooked.

In last month's editorial I asked for your responses to 'The Biggest Little Railway in the World' and in RMM Letters on page 24 we have your takes on the show, which made for fascinating reading. We've also got a feature on ready-to-run by new to RMM writer Matthew Bradshaw, as well as the latest instalment of Blast from the Past featuring Jouef.

We must apologise for the late delivery of last month's issue, but we were pleased with how many people got in touch to let us know they were missing their issue. It's lovely to know we have so many keen RMM readers!



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News

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Ballast Trust offers advice on heritage railway archives

A Scottish-based charity is offering its expertise and advice to the heritage movement on organising archives, writes *Hugh Dougherty*.

The Ballast Trust is celebrating its 30th year of identifying, cataloguing and conserving Scottish business archives, especially those of railway, shipbuilding and engineering companies.

Archivist Kiara King said: "Our primary function is to receive archives from companies, survey them, catalogue and organise them to make them accessible and then to send them to an appropriate archive for long-term storage and access."

"We're working through diesel locomotive drawings from Hunslet Barclay at present, while we've recently organised a massive bundle of drawings from the North British Locomotive Company's diesel locomotive building

era." Kiara says that railway modellers often contact the trust looking for drawings, but full-scale heritage projects and lines are also benefiting.

The Project Class 22 Society, the body behind the drive to build a replica North British Class 22 'Baby Warship' diesel, has been in touch with the trust for drawings from the NB diesel archive, which will allow them to build the locomotive when funds permit.

The Ballast Trust works closely with the National Railway Museum on railway archives and advised the Caledonian Railway Association on permanently housing its archive with Glasgow University Archive Services.

"I know that many heritage railways and societies have built up considerable archival and photographic collections very often on the history of company, which built and operated the lines they

now operate," said Kiara. "Heritage railways have built up records of their own history and I feel that it's time for all of them to start to think about how to organise and preserve these archives."

"That is especially important as many volunteers are becoming older and need to think about the security and preservation of material after they have gone."

"The same is true of collections held by railway enthusiasts, and we are always very happy to give advice to any heritage railway, society, association, museum or private individual as to how to ensure that an archive is properly catalogued, conserved and organised for access."

Kiara King can be contacted at ballasttrust@gmail.com or by telephone on 01505 328488. Alternatively, visit www.ballasttrust.org.uk

Wanted, modellers to inspire with their skills

The Great Model Railway Challenge will be filming this spring with the aim of shining a light on the world of model railways and is looking for modellers to take part.

Pat Doyle, executive producer at Knickerbockerglory TV, the TV production company behind the new series, says: "The programme will celebrate the world of model railways and present it to a new audience. We realise that the hobby is not traditionally a competitive pursuit, however, we hope that an atmosphere of friendly competition will inspire contestants to produce breathtaking models and layouts that will blow the audience away and also attract new people to this beloved pastime."

Knickerbockerglory TV is currently talking to modellers to get some expert advice about how come up with a format in terms of how the modelling heats and finals will be formulated, with some



element of preparation and pre-build necessary with the layouts.

Twelve teams of six modellers will be needed for the programme, so if you are interested then contact Knickerbockerglory TV on 0208 7406300 or email daniella@knickerbockerglory.tv or bryher@knickerbockerglory.tv

Twickenham MRC to hold 'pop-up' event

Twickenham & District MRC is putting on a pop-up event in the heart of Twickenham on April 21 to publicise the hobby to a new audience and hopefully attract potential members who might not attend an exhibition or open day.

The event is being held in Twickenham Library, Garfield Road, TW1 3JT from 10am to 3.30pm and, while the club also models in N, OO and O, the focus will be on OO as that is the gauge that most visitors will have some knowledge of. The club will be taking three OO layouts: Northwick, the club's main exhibition layout; Eastgate, the club's new D&E era layout and Inglenook Sidings, a 'hands on' interactive shunting layout. All *RMM* readers are invited to go along and see what T&DMRC has to offer.



Limited-edition Cravens

The RPSI limited-edition Craven coach models produced last year have proven very popular with modellers and collectors alike.

The models in the Railway Preservation Society of Ireland blue and cream livery, standards 1505 and 1532 along with snack car 1508, were produced as a fundraising

project to assist the society with the purchase of a water bowser truck.

The three coach sets are priced at €159.99. To purchase a set of the models please follow the link https://www.steamtrainsireland.com/storage/shop/cravens_order_form.pdf

The coaches are also available for

purchase in Marks Models store on Hawkins Street, Dublin 2.

Once these coaches are sold out it is planned to produce a second set, which will have three of the other standard open coaches.

This will allow modellers to create a six-piece train of RPSI stock.

Grantown Model Railway Exhibition

From beginner to experienced, there is something for every railway modeller and enthusiast alike to gain from visiting the Grantown exhibition in the Grant Arms Hotel, The Square, Grantown on Spey in the Scottish Highlands, writes *Ian Lamb*.

As the Strathspey Railway edges ever closer to the town through its 'Rails to Grantown' campaign, there is more than nostalgia in viewing the superbly constructed model of the West station during the last years of the line before closure in 1965. The atmosphere – night and day – has been wonderfully created by Allan Thom.

The exhibition runs from Wednesday to Sunday, April 4-8, with demonstrations 10am to midday: 2-4pm: 7-9pm.

Admission is free but donations are welcome.

Successful Stafford Railway Circle event

The Stafford Railway Circle exhibition was held over the weekend of February 3-4 and was attended by more than 4000 over the two days. With 45 layouts on view and more than 40 trade stands, it was deemed a success by all who attended. The Best in Show layout was chosen by visiting members of other local clubs who were asked to prepare a list of their favourites. One layout appeared on a number of these lists and was chosen to receive the award. This was one of the smallest layouts in the show, Campbells Quarry, a minimum space O-scale layout but the small space still had non-stop action and was very popular with the public throughout the weekend. You can see the layout here and also the presentation of the trophy by exhibition manager, Colin Hill, to John Campbell.



Hone your photography skills at Chinnor station

The Chinnor & Princes Risborough Railway has announced three differently themed one-day photographic training courses based at its Chinnor station and yard.

The courses cost £95 and are designed to enhance understanding of how to get the best from your camera, whatever your budget and ability, how to prepare to get that 'lucky shot' and a look at artistic photography techniques to understand how to create a unique image.

The day is a mixture of theory and practical sessions with plenty

of time for questions and trying out different techniques often used by photojournalists. The courses are led by CPRR volunteer and *Heritage Railway* correspondent Phil Marsh, who has more than half a century of railway photographic experience behind him. All profits go towards the Princes Risborough station project.

The first of the three themes is 'railways and diesels' on March 17, to coincide with the Chinnor & Princes Risborough diesel gala. Participants will be taken behind the scenes to photograph the expected class 17,

20, 31 and 37 locomotives and an unspecified West Coast Railway diesel.

'Railways and steam' featuring GWR prairie No. 5542 takes place on May 12 while 'railways and wildlife' will be held on May 26. The latter includes a full-line cab ride in one of the CPRR Class 121 'bubblecars' offering a panoramic view of the line and red kites and deer can usually be seen from the train.

Full course details can be found at www.chinnorrailway.co.uk or by emailing Phil Marsh at Cleekrail@btinternet.com

Essential literature for modellers

To simply call this current Bachmann year book a catalogue as such would be insulting; it is a model railway encyclopaedia, writes *Ian Lamb*.

Over the years the Bachmann team have taken their annual document from an original simple source of product references and a price list to more of a handbook. Even after having chosen a specific item (or items) you will continually want to refer back to this tome regarding the product's history or use on the layout.

Bachmann was the pioneer of the 'Era System' – now used by most manufacturers – which ensured that modellers (if so desired) could depict the correct period for their models.

Modellers like me who live in a relatively remote area of the Scottish Highlands (or indeed for anyone who can't be bothered leaving home to seek the information on a specific model at their local model shop), having this source to hand is a real boon. For realism, the cover says it all.

It cannot be purchased 'over the counter', so is another good reason to become a Bachmann Collector. For further information contact www.bachmann-collectorsclub.co.uk or Bachmann Collectors' Club, PO Box 7820, Barwell, Leicestershire LE9 8WZ (Tel. 01455 841756). You won't be disappointed.

Village calls for volunteer crew and drivers

DO you fancy learning how to drive vintage trams? Then Crich Tramway Village is looking for you.

The village, home of the National Tramway Museum near Matlock, wants to recruit more volunteer tram crew members.

Would-be drivers need to be of smart appearance with good customer service skills with a minimum age of 16. Training will be given to successful applicants, starting as a conductor/guard responsible for the safety of passengers boarding and alighting, ticketing and assisting the tram driver.

After two years as a qualified

conductor, and subject to holding a full DVLA car licence for at least a year, you could also apply to be a tram driver.

Volunteer conductor at Crich and LRV driver (tram driver) at Metrolink in Manchester, Joseph Burberry, said: "I started volunteering in 2012 after an Ultimate Driving Experience at Crich. I started as a conductor, which is a great role because you get to meet so many new people and make some great friends too."

Anyone interested in becoming part of the Crich volunteer tram crew is invited to email volunteering@tramway.co.uk or visit www.tramway.co.uk

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What's *in the* shops



Rails of Sheffield is offering an exclusive edition model of the Hornby 'Black Five' 4-6-0 locomotive numbered 45000 in pristine late BR black and professionally weathered models.

Limited-edition Hornby 'Black Five'

Rails of Sheffield is offering 'Black Five' No. 45000 in plain black and weathered exclusive editions, writes **Nigel Burkin**.

REGARDED AS A VERY SUCCESSFUL locomotive, the LMS Class 5 locomotive, known as the 'Black Five' (BR 5MT) was both numerous and widely used over the railway network – a real maid of all work, which was large enough to deliver excellent haulage power, yet light enough to be used on

many secondary routes including the former Great North of Scotland lines in the far north of Scotland.

The first 20 locomotives were built at Crewe in 1934 to a design by Sir William Stanier, a 4-6-0 tender engine design inspired by the GWR Hall Class locomotives. Ultimately, the class

would total 842 locomotives built between 1934 and 1951 (with a wartime break) by various works including Crewe (241), Horwich (120), Derby (54) and outside contractors (427) such as Armstrong Whitworth (327). Its success meant that no fewer than 151 'Black Fives' saw the last year of BR steam in 1968 and 18 locomotives are currently preserved, including No. 45000 which is part of the National Collection.

A common feature of long-lived locomotives built in such large numbers and over a long period of time is that the final 'Black Five' was considerably different (technically) to the first Crewe-built locomotives with some external differences in fittings. Many design improvements and experimental modifications were done to later builds of the 'Black Five' making the class an interesting one for modellers to research – it is said among LMS modellers that a photograph of a chosen engine is essential for reference when adding or changing details on the Hornby model to represent a particular engine.



Weathering effects applied to the smoke box area and cylinders. Coupling rods and motion are also nicely rusted.



Rails Limited models are supplied in their own unique packaging.

The model

With such a complex history, the 'Black Five' must be a bit of a challenge for model manufacturers to produce given the numerous modifications and changes to the basic design first conceived by Stanier. It is unreasonable for every little detail change to be incorporated in even a 'super detail' model, so modellers accept some compromises in the Hornby models.

The current 'super detail' model has been available in the Hornby catalogue for many years and has been subject to a gradual programme of improvements and detail upgrades. It is the basis of the Rails of Sheffield exclusive edition 'Black Five' No. 45000 which is offered

The first withdrawals took place in 1961 and 1962 when 22 locomotives were taken out of traffic. The pace of retirements from service accelerated from 1965 until 1968 when the last locomotives were withdrawn. Eighteen survived to see preservation and notably half of them were built by Armstrong Whitworth. In preservation, the class is popular with enthusiasts, with three of the 18 locomotives currently certified for main line running including No. 45212 which hauled the very last steam-hauled passenger train in August 1968. A total of 12 'Black Fives' have run on the main line in preservation and several are being prepared for a return to the main line at the time of writing.

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MODEL DETAILS:

LMS/BR Black Five 4-6-0 steam locomotive as BR No. 45000. Fitted with Hornby TTS digital sound decoder.

Manufacturer:
Hornby Hobbies.

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

Era:
Late BR era (end of life condition for the featured weathered model).

Web:
www.railsofsheffield.com

Prices:
R3599TTS Pristine version fitted with TTS digital sound £199.
R3599TTS (EOLW) Late condition weathered version fitted with TTS digital sound: £224.99.

in pristine late BR condition with Hornby TTS digital sound factory fitted. The model is limited to 250 examples and is supplied with unique 'Rails Limited' packaging and certificate.

The tooling is considered to be very good by current standards. The model features an engine fitted motor and drive making it a better-performing model over the original Hornby 'Black Five' model. Use of separate components has been made widely over the model to give it a fine appearance including pipework, hand rails and hand rail knobs, together with separate whistle and safety valves.

'Super detailing' applied to the model includes a fine-looking motion with slim section connecting rods, coupling rods and valve gear. Driving wheels are of the correct pattern with fine spokes showing no sign of casting flash or other imperfections. The brake blocks line up with the wheels and are commendably close to the wheel treads too. The cab area of the model is equipped with doors and is detailed with flush glazing and backhead detail, which is picked out with appropriate paint colours. The tender also enjoys a good level of detailing including separate hand rails. Sprung metal buffers are also fitted to both locomotive and tender.

Paint finish

Taking a look at the pristine-finished model, the paint finish is a clean even black with a very slight sheen to it as if the locomotive is in ex-works condition or as it might appear if finished in BR



black in preservation. The full-size No. 45000 is displayed at the NRM Shildon in LMS black as No. 5000.

Lettering is applied with good dense colour and small details are also neatly printed, such as the plates on the end of the tender and the electrification warning notices applied to the boiler and tender. A late BR emblem is applied to the tender and is of the correct colour.

Twin Track Sound

Rails of Sheffield offers its exclusive edition 'Black Five' with a Hornby 'Twin Track Sound' decoder, which offers a wide range of authentic sound through the use of a DCC control system – there is no option to control the sounds with an analogue controller. The decoder is sophisticated and has a variety of features that enhance the running qualities of the model including Back EMF, adjustable acceleration and deceleration features.

Sounds are both automatic (background locomotive noises) when sound is activated through function button 1 (F1) and controlled through the press of function buttons F2 to F16. It is worth noting that the continuous background steam exhaust and coasting



A view of the tender with neatly applied BR logo and plates.

sound can be toggled with function F17 from exhaust to coasting to represent the power/coast driving of a full-size locomotive. Sounds that may be played for a short time (called spot sounds) at the press of a function button include whistles, coal shovelling, safety valves and injectors to mention a few – there are 19 in total. Some play once while others are continuous sounds played on a loop until deactivated.

A useful feature of the TTS sound decoder is being able to adjust the volume of individual sounds to suit operating conditions. Each of the 19 sounds together with the background locomotive sound has its own volume control adjustable through a separate cv. Alternatively, the overall volume can be adjusted by changing the value of cv182. A common mistake with sound decoders is to turn the volume up to maximum which is not always desirable! From experience, I suggest setting the general sound volume at about two-thirds of maximum to prevent sound distortion and reduce the load on the decoder itself.

End-of-life weathered edition

Rails of Sheffield has professionally created some of the 'Black Five' models in various states of weathering including an 'end-of-life' weathered

condition which, as anyone who followed steam at the end, knows was a common condition for many steam locomotives. Weathering changes the character of the model completely, toning down the satin black finish and dulling down metal components such as valve gear, coupling rods, buffers and whistles. It is consistently applied with airbrushing and other techniques to give the locomotive a dull and grimy appearance, with rusting in certain areas and white limescale staining in others – all features that could be seen on poorly maintained steam locomotives at the end of their operating lives. Each model should be slightly different as a result.

Overall

Rails of Sheffield has worked well with Hornby to offer a well-presented model of a very popular prototype. The Hornby 'Black Five' model is highly respected in the modelling community and has a reputation for good performance. The addition of a TTS sound decoder further brings the model to life, particularly if one of the three Rails Limited weathered options is chosen. Weathering also adds realism, representing an in-service condition that would have been seen day to day on the full-size railway.

MODEL FEATURES:

Special-edition model for Rails of Sheffield – limited to 250 pieces. 'Rails Limited' special packaging. Numbered certificate. TTS sound decoder fitted. Flush glazed cab. Sprung metal buffers. Five-pole motor fitted to the locomotive. Numerous standalone fittings including safety valves, whistle and hand rails. Smooth running motion. Flanged rear bogie wheel supplied in the box together with other details. NEM coupling pocket fitted to the tender. Wire hand rails. Detailed and painted cab backhead. Eight-pin DCC socket. Professionally weathered editions available.

I would like to thank Rails of Sheffield for its assistance in the preparation of this article through the loan of its special-edition models.



A side view of the end of life weathered edition.

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What's *in the* shops

SE&CR 'Birdcage' stock was so called because the raised guards' 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.



Bachmann 'Birdcage' coaches

Nigel Burkin reviews the SE&CR Dark Lake 'Birdcage' coaches from Bachmann.

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. 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 until one looks closely at the finish in good light. The livery is completed with shaded lettering and white roofs.

SE&CR 60ft 'Birdcage' stock was operated in sets of three coaches, which were regarded as a permanent arrangement. It had to be rigidly adhered to owing to the sharing of a single dynamo and battery set for coach lighting over all three coaches

within a set that was fitted to the middle Composite Lavatory coach. It worked well too, when the stock was used on mainline services with limited stops. Upon cascading to lesser duties, 60ft birdcage sets had to be enhanced by fitting an additional dynamo and batteries to the Brake Third coach to retain a sufficient charge to keep a three-coach set fully lit when working services with frequent stops.

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 also underframe details. Printed detailing is comprehensive with neat lining and the correct pattern of notices applied to the flush glazing. The three coaches are different from each other and are modelled to represent set No. 138.

39-600 Brake Third Lavatory coach No. 1174

The Brake Third Lavatory coach is one of two brakes in each three-coach set that features the raised guards' roof section at one end to give this

Brake Third Lavatory coach No. 1174 features a mix of accommodation and lavatory compartments.

family of coaching stock its name. It consists of five third class and two first-class compartments together with lavatory compartments.

39-610 Composite Lavatory coach No. 1178

The Composite Lavatory coach forms the centre coach of each three-coach set and features both first- and second-class accommodation in a mixture of compartments together with an open saloon area. The lavatory compartment is located between the two first-class sections of the coach. The centre coach is the only one to be equipped with dynamo and battery boxes, which supplies all three coaches with power for interior lighting.

39-620 Brake Third coach No. 1182

Passenger accommodation is in the form of eight third-class compartments in the Brake Third coach together with



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

a guards' van area. This coach has no lavatory and features a raised guards' lookout.

The suggested retail price is £64.95 for each SE&CR liveried coach, the price reflecting the complexity of the

livery including the complex lining and shaded lettering.

The last set of three models to be released is the Southern Railway lined olive green version, which should be available early in 2018.

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.

MODEL FEATURES:

Separate hand rails and commode handles.
Roof details specific to coaches in SE&CR (pre-Group) condition.
The classic raised guards' lookout is faithfully modelled on both brake coaches.
Dynamo and battery detail fitted to the Composite Lavatory coach only.
Clear flush glazing allowing a good view of the coach interiors.
Accurate window notices.
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.
Detailed bogies with fine foot boards and brake details.
Close coupling cams (kinematic coupling arms).
NEM coupling pockets.



Composite Lavatory coach No. 1178 (39-610).

MODEL DETAILS:

Thompson LNER steel-bodied coaches finished in LNER 'teak'.

Manufacturer:

Bachmann Europe Plc.

Scale:

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

Era:

1945 until Nationalisation.

Web:

www.bachmann.co.uk

Suggested retail price:

£54.95 for types and liveries.



Faux teak LNER Thompson coaches are set for release in the coming weeks including a third-class corridor coach No. 1090 (34-385).

Faux teak LNER Thompsons

Bachmann OO-gauge LNER Thompson coaches are released in imitation varnished teak livery, writes **Nigel Burkin**.

BACHMANN'S COMPLETELY NEW models of the Thompson LNER coaches are set for release in 'faux teak' livery – an imitation applied to steel bodies stock by the LNER to match older coaches constructed of teak. The effect was wooden panels of grained teak finish painted on the steel panelling of the coach, which was effective to a certain extent. Upon Nationalisation, many Thompson coaches were repainted in BR carmine and cream livery.

When new stock for the LNER was designed by Thompson, traditional teak construction techniques favoured by the LNER were abandoned in favour of a steel-clad coach design. Wooden-framed bodies were fitted with steel panelling and mounted on a strong steel underframe, which offered greater strength over timber-bodied stock and lower construction costs while using available materials in the austere postwar period. The coaches were gangwayed throughout and featured large windows and the iconic oval lavatory and corridor windows adjacent to the lavatory compartments. One feature of the Thompson coach is the absence of cross vestibules at the coach ends – passenger doors are located part way along the coach, allowing faster access to passenger compartments.

Thompson coaches were well built for the postwar era, yet few survived into preservation after withdrawal in the 1960s with examples to be found

on the North Yorkshire Moors Railway (Third Corridor No. 1623); The Scottish Railway Preservation Society (rso No. 13803); and Llangollen Railway (Lounge Buffet No. 1706 and Corridor Brake third No. 1866) to mention a few.

Bachmann offers five different gangwayed Thompson coaches in its 2018 catalogue finished in LNER faux teak. The range includes a third-class corridor coach (34-385); composite corridor coach (34-410); composite brake coach (34-435); third-class brake corridor coach (34-460) and first-class corridor coach (34-485).

The model

Bachmann's OO-gauge LNER Thompson coaches feature very delicate tooling work and a body shell with the correct profile, and are fitted out with numerous standalone parts for roof vents, gangways, grab rails and glazing. The fine appearance of the models is enhanced with thin section coach sides, which makes the clear flush glazing inserts particularly effective. There is little sign of an unsightly lip around the window edges or a prismatic appearance to any of the large passenger windows. The glazing inserts themselves are flat, highly reflective and neatly moulded with window frames and top lights. The lavatory compartment windows have an effective translucent white finish and painted framing. The same level of detail has been applied to the underframes with separate components used to create accurate brake details, trussing and footsteps.

Livery application

Bachmann has recreated the grained faux teak finish beautifully, the models being finished in pristine ex-works condition, which includes a slight shine to the coach sides. Individual imitation wood panels are represented together with the authentic wood grain effect that was applied to the full-size coaches. The LNER went to a lot of trouble to match its new Thompsons with older teak coaches and Bachmann seems to have put an equally good effort into the models!

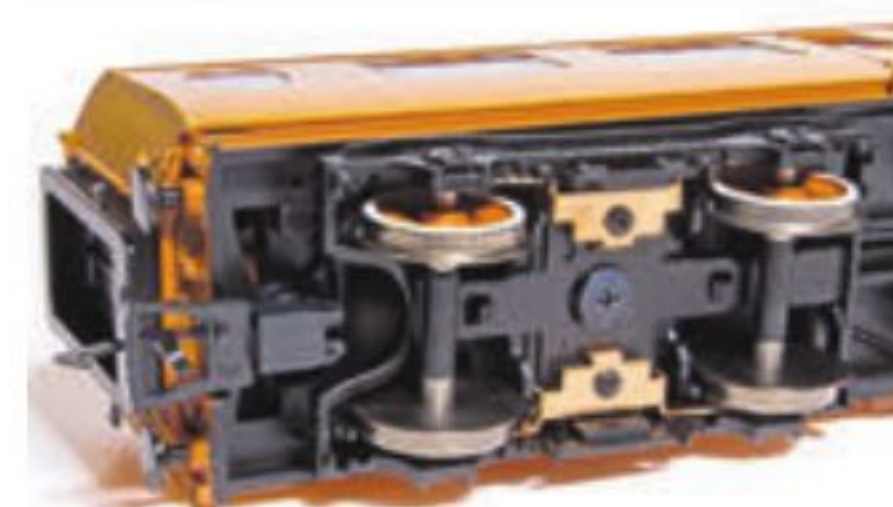
Livery detailing also includes neatly printed numbers, careful colouring of the window vents and neatly finished wheels. Printed details include interior curtains in certain compartments and window labels.

Overall

Anyone who has built kits for LNER 'teak' coaches will know how difficult it is to paint them in varnished teak finish. It usually requires several steps in the process, from application of a base coat to finishing with wood grain and applying the desired top finish. Bachmann has, as far as its Thompsons are concerned, taken that task away



LNER finished the Thompson steel bodies stock in an imitation of varnished teak with off-white roofs.



Technical details include electrical current collection through split-axle wheel set, kinematic close-coupling cams and NEM coupling pockets.

with some very finely finished models that match photographs well. Together with neat tooling, accurate dimensions and excellent technical specification, Bachmann has produced some very attractive coaches for LNER modellers.

MODEL FEATURES:

Completely new tooling representing five different coaches. Finished in LNER faux teak complete with imitation panels and wood grain. Separate roof vents, grab rails and end gangways. Flush glazed with window labels and curtains. Detailed interiors. Close coupling cams. NEM-362 coupling pockets. Detailed 'Gresley' bogies with provision for current collection. Fully detailed underframe with separate components. Split-axle wheel sets for end of axle current collection. Livery is ex-works complete with varnish shine and painted wheel faces.

The composite brake coach No. 1146 (34-435) with blue curtains in the first-class compartments.



The level of detail is commendable with separate fittings for roof vents, hand rails, underframe trussing, brakes and glazing.

Tunnel vision

Ian Lamb talks about the Pennines' Woodhead Tunnel and an unexpected trip through it 40 years ago.

AS A CHILD I SUBSCRIBED TO THE *Eagle* children's newspaper, not just to keep up to date with the adventures of Dan Dare and Digby as they conquered the universe, but – having engineering ambitions – I looked forward excitedly to the middle-page spread that always featured an exploded drawing of some sort or other, predominantly of a transport nature. Any that referred to railways I kept in a scrapbook, and I am delighted that after more than 60 years they are still in good order.

In particular I was fascinated with the Woodhead Tunnel artwork, not only referring to the first fully electric trains that would run through it, but describing the geology and construction of the whole project. I had always hoped that one day I might travel through it, but assumed the opportunity had gone forever when scheduled passenger services ended in 1970 (though freight

continued for a further decade).

However – and I remember the journey as though it were yesterday – I was required to travel from Manchester to Luton in 1978, and it being a Sunday, trains were being diverted. I couldn't believe it when I found myself passing through Guide Bridge, then Dinting and Hadfield. As the five reservoirs came into view – and more in hope than trepidation – this train rushed on and was lost in the black bore of Woodhead Tunnel. Eventually emerging at Dunford Bridge was rather anti-climactic, but a journey that I will always remember.

Piercing 'the backbone of England' – the Pennine Range – the new Woodhead Tunnel was one of the outstanding engineering achievements of postwar Britain. It ran alongside the

twin bores of two earlier single-line tunnels, which were abandoned because of their age and condition. The western portals of the tunnels are at Woodhead in Derbyshire, while the eastern portals are at Dunford Bridge near Penistone in South Yorkshire.

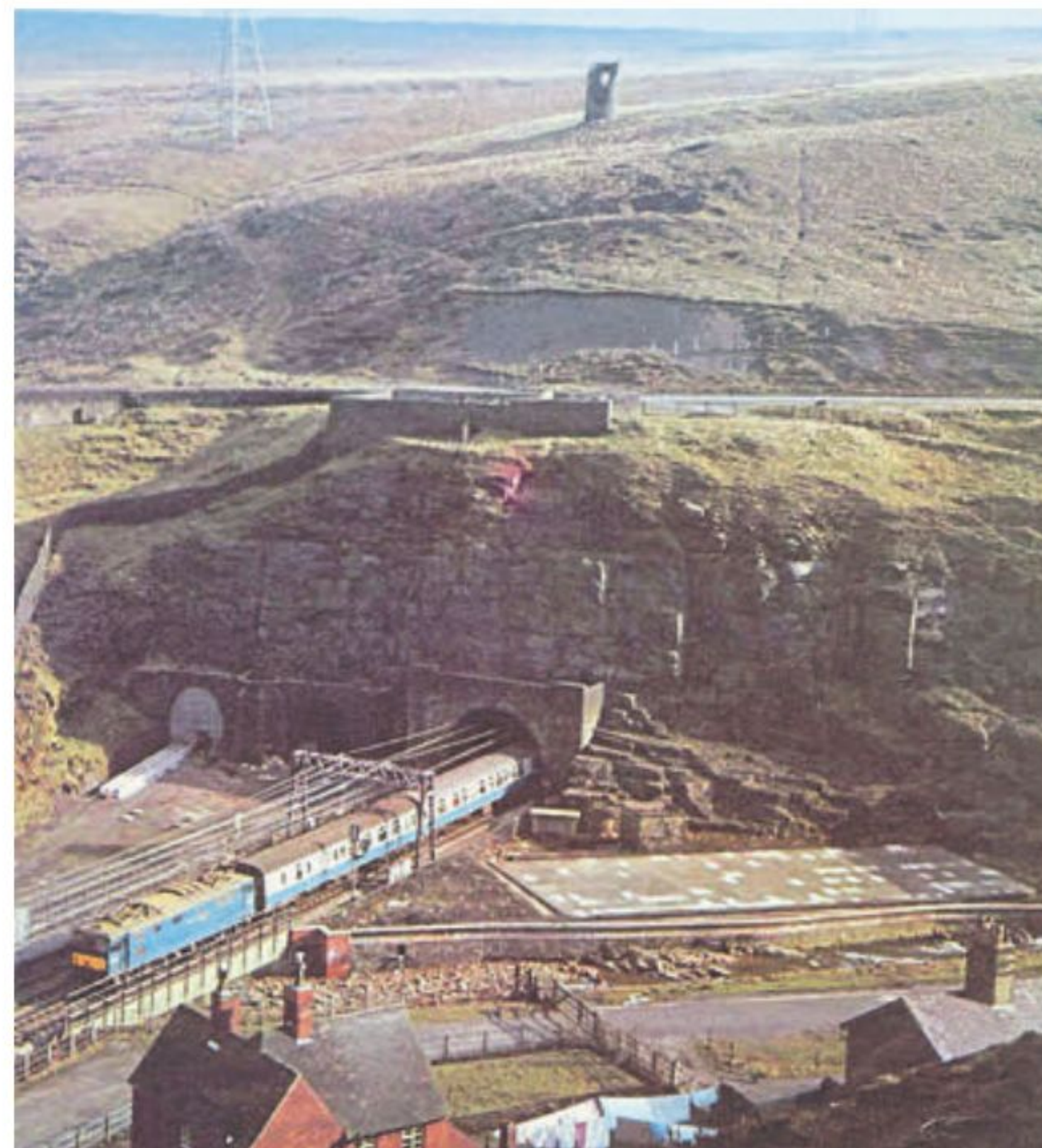
Excluding London Transport 'tubes', Woodhead Tunnel at three miles 66yds/4.88km was the third longest in the country. Only the Severn (four miles 628 yds/7.01km) and the Totley (three miles 950 yds/5.7km) are longer.

In order to carry out a construction job of this magnitude in a location several miles from the nearest town – bleak and desolate in winter – a small township was erected at the Dunford Bridge end of the tunnel to accommodate 1100 workmen, engineering and office staff. It included a cinema, recreation room, canteen, retail store and post office; all vanishing once the work was completed.



Photograph from 1953 showing the western portals of the Woodhead tunnels. To the left, a train emerges from one of the original tunnels, while tunnel three is under construction to the right.

BEN BROOKSBANK



A BR Bo-Bo electric locomotive leaves Woodhead Tunnel with a Sheffield-Manchester train in March 1968. BRIAN STEPHENSON

The new tunnel was double-track throughout and fitted with overhead electrification in conjunction with the Manchester-Sheffield-Wath on Dearne route on which it was located. Work on this great project commenced in February 1949, and opened to traffic in June 1954. Yet, just a mere 27 years after the initial electrification, it was permanently closed. The use of 'Woodhead 3' for power cables was controversial as it created difficulties in reinstating future rail services on the line.

Powerful Class 77 1500 DC electric locomotives regularly hauled trains on a route that was previously worked by steam, according to a scheme at the time for reorganising and modernising British Railways.

With the Government encouraging the reopening of former railway lines, surely the Woodhead route is worthy of consideration. A quote I found recently online sums up the whole matter beautifully. "Whatever the prospects for the three tunnels at Woodhead, there can be no rewriting of their past."

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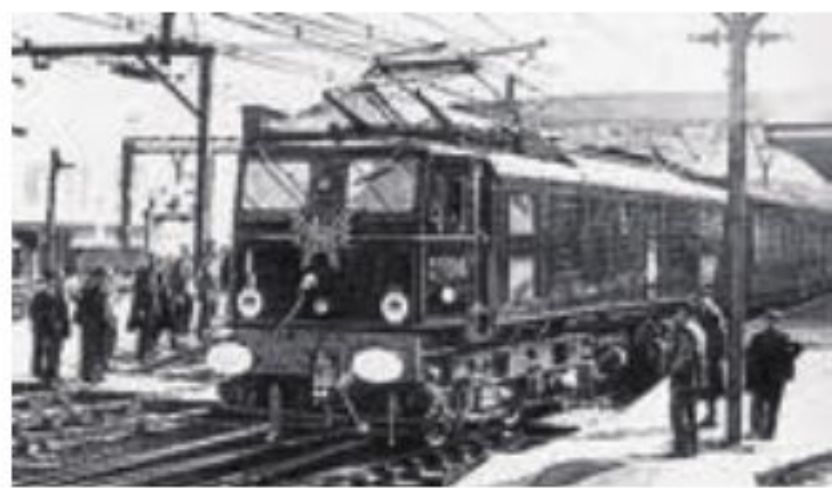
The first one was engineered against the odds; the second overcame disease. A century later, the third was caught between a rock and a hard place. All three represent tenacious victories over the forces of nature, rightfully securing prominent entries in the railway's history book."

In the mid-1960s Tri-ang/Hornby brought out a model (R351) of the Class EM2 27000 'Electra' in black, blue and green BR livery, and recently Hattons of Liverpool has commissioned Heljan of Denmark to produce an oo-gauge model of the original Class 77 locomotive in BR black with early emblem.

In recent discussions about transport in the north over the next 30 years there has been much discussion about the Manchester-Sheffield corridor, concentrating on road problems. There is a campaign to build a tunnel between the two cities because the heavy lorries on the main road are destroying the villages, especially the foundations of some houses. As far as I'm concerned these vehicle loads should be on the railway, but if they must build a road tunnel, then the twin-bores of the original Woodhead Tunnel provide the road authority with an existing pilot route, simply requiring enlargement, without affecting those of us who want the new 'twin' tunnel to be reopened for rail traffic.



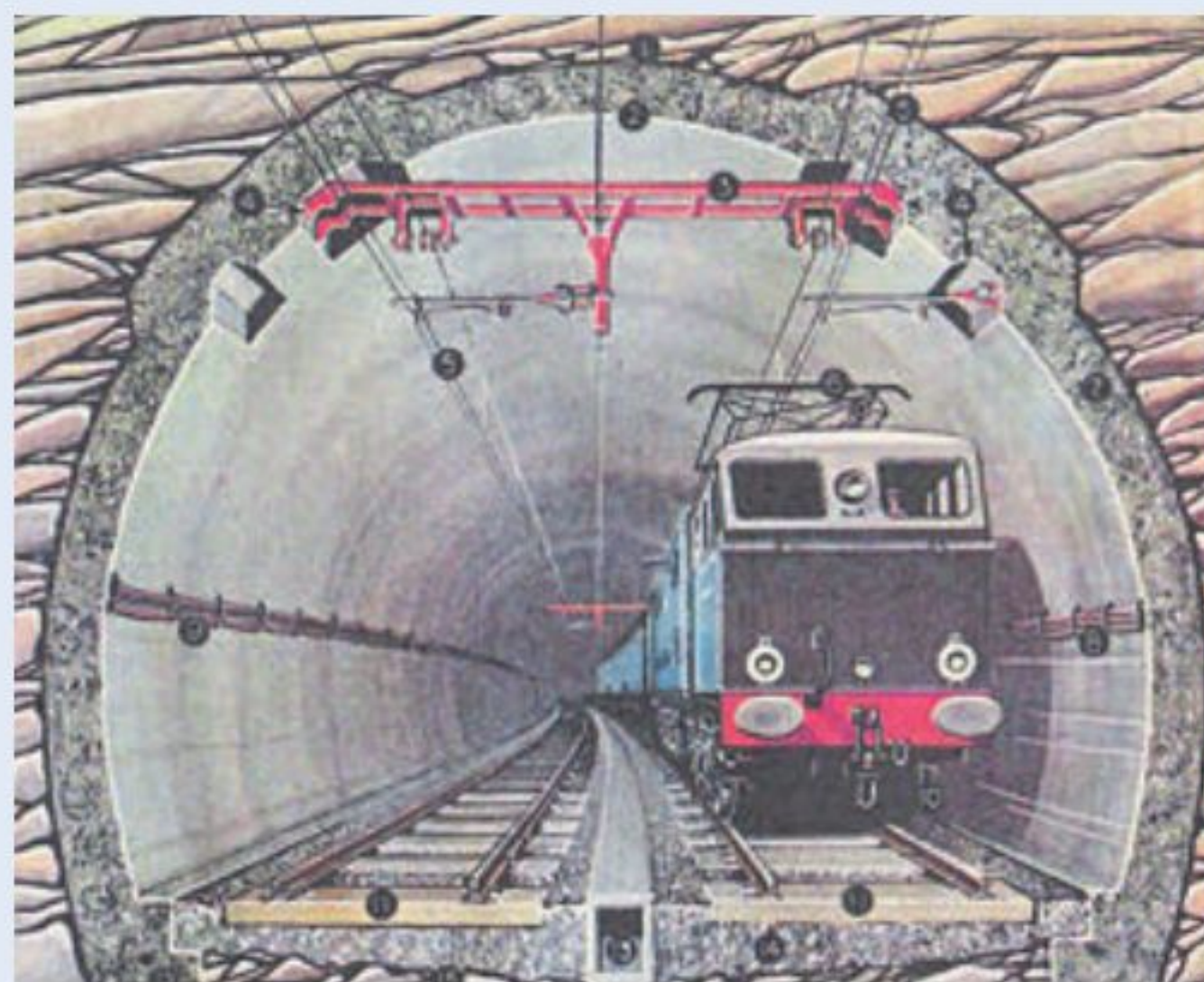
In the mid-1960s Tri-ang/Hornby brought out a model (R351) of the Class EM2 27000 'Electra' in black, blue and green BR livery.



September 14, 1954. The official opening of the Woodhead route, with Class 77 EMT 27000 'Electra' the star of the show!



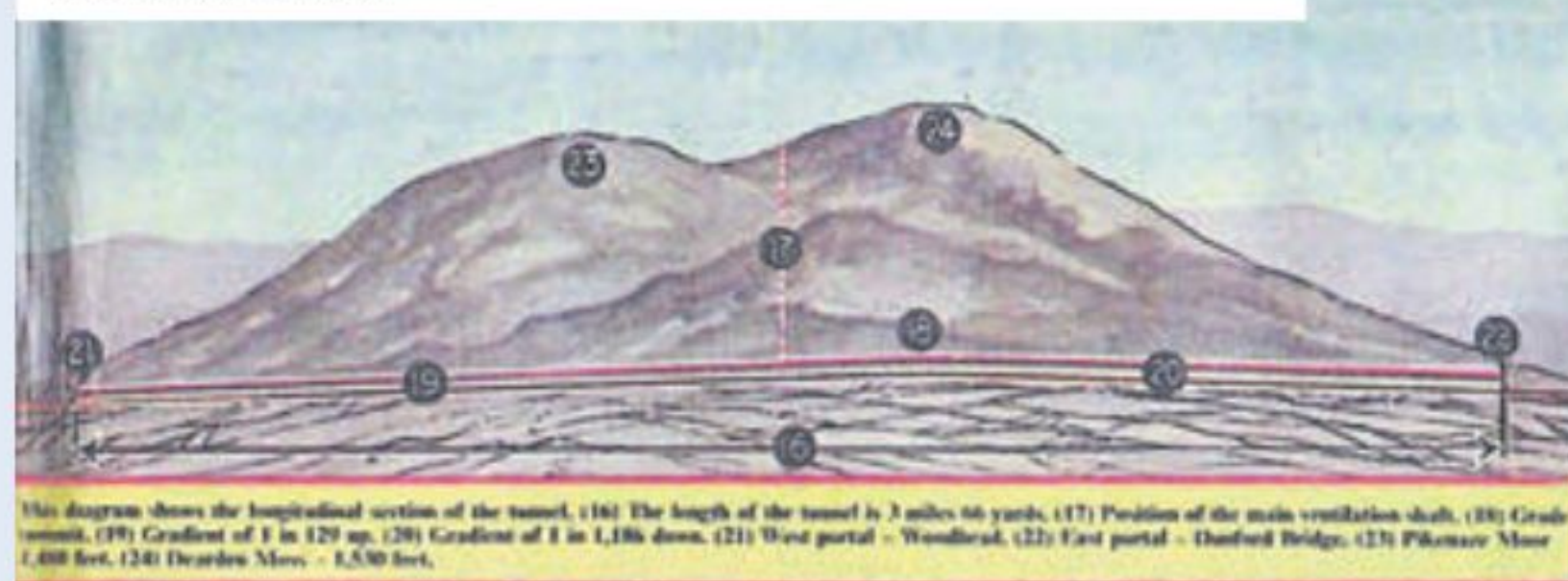
This is 'Electra' pictured at the Midland Railway Society at Butterley, fully preserved. This loco and the others like it were sold to the Netherland Railways (NR) after the Woodhead route was closed. 'Electra' was renumbered 1500 by NR railways, and was returned to England in July 1986 after clocking up almost five million miles. It only achieved 800,000 miles on the Woodhead line, its 'home' route.



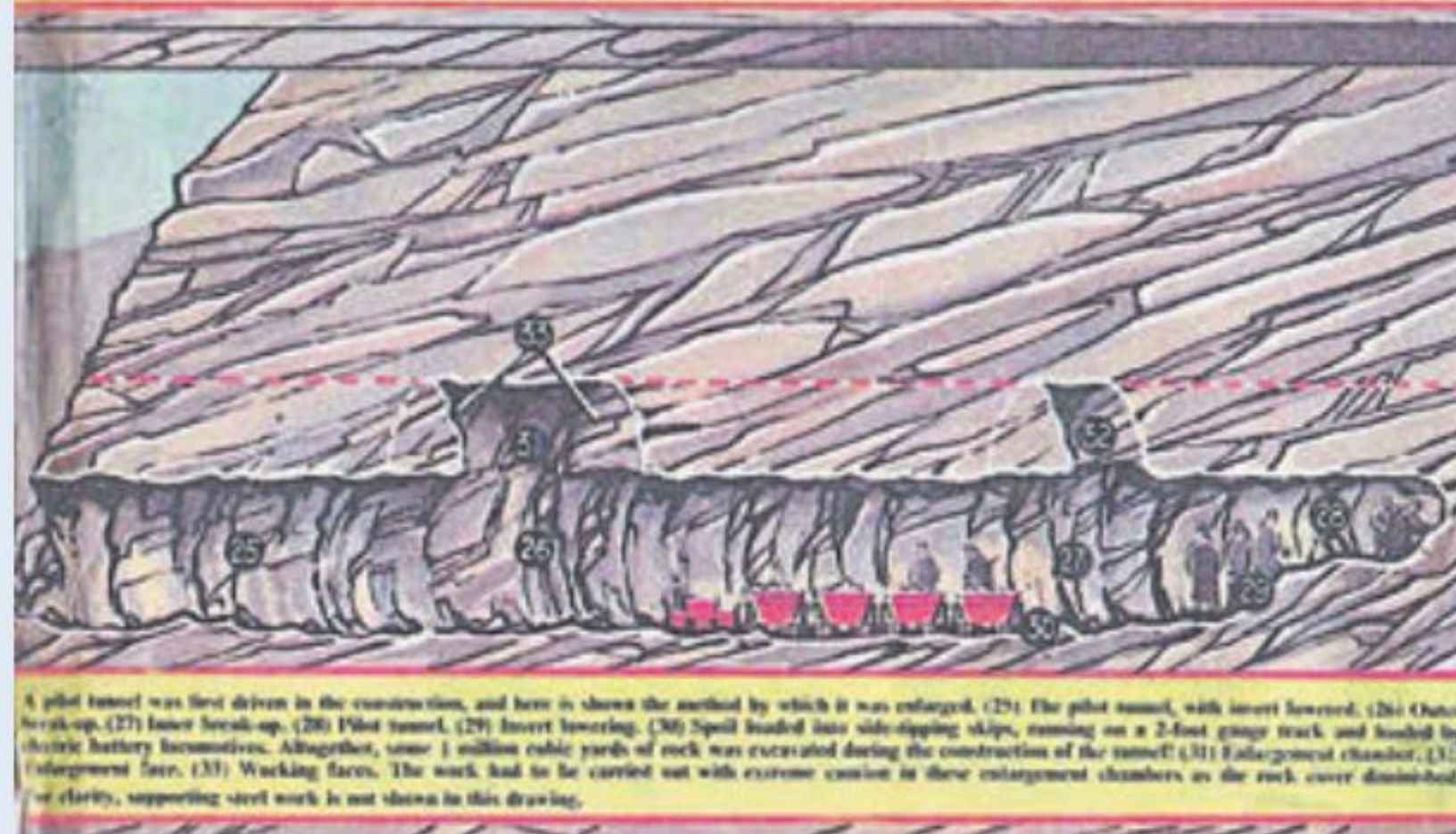
Eagle cuttings from my 60-year-old scrapbook detailing Woodhead Tunnel.

KEY TO NUMBERS ON MAIN DRAWING

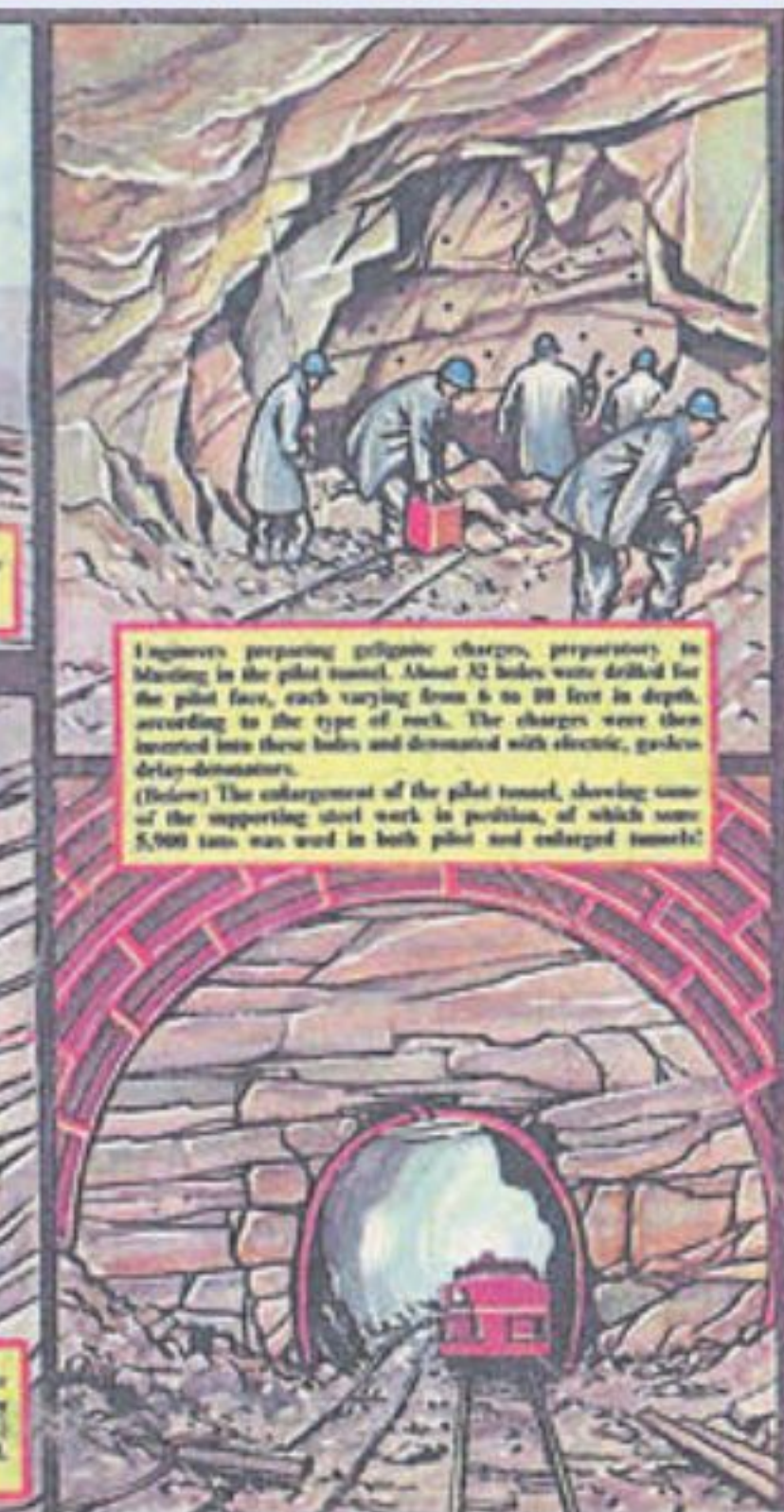
- (1) Maximum height of excavation, 26 feet 4 inches. (2) Height above rails, 20 feet 7 1/2 inches. (3) Steel booms supporting overhead-line traction equipment. (4) Recesses for overhead electrical equipment. These are normally located at 146 foot intervals. (5) Catenary and cadmium copper contact wires. The overhead wiring conveys 1,500 volts D.C. to the pantographs of passing locomotives. The contact height is a uniform 15 feet. (6) Pantograph on locomotive, through which current is collected. (7) Minimum thickness of tunnel wall, 21 inches. (8) Signal and telecommunication cables, including a twin lead cable for emergency telephones within the tunnel. (9) Transmission cables supplying electricity to traction substations. (10) One of the 2,500 H.P. electric locomotives used on the Manchester-Sheffield-Wath electrification. These locos weigh over 100 tons and have two, three-axle bogies, each equipped with three 415 H.P. motors. (11) When the tracks in the tunnel were laid, one was laid by hand, the other prefabricated and put down by a track-layer hauled to the site by a Diesel-electric locomotive. (12) Haulage drain. (13) Centre drain. (14) Ballast. (15) Rock base sloping downwards to centre drain.



This diagram shows the longitudinal section of the tunnel. (16) The length of the tunnel is 3 miles 66 yards. (17) Position of the main ventilation shaft. (18) Grade summit. (19) Gradient of 1 in 129 up. (20) Gradient of 1 in 1,186 down. (21) West portal - Woodhead. (22) East portal - Tharfield Bridge. (23) Pikehead Moor. (24) 400 feet. (25) Deardale Moss - 1,550 feet.



A pilot tunnel was first driven in the construction, and here is shown the method by which it was enlarged. (26) The pilot tunnel, with invert lowered. (27) Chute for rock. (28) Invert level up. (29) Pilot tunnel. (30) Invert lowering. (31) Spoil loaded into side-slipper skips, running on a 2-foot gauge track and hauled by electric battery locomotives. Altogether, some 1 million cubic yards of rock was excavated during the construction of the tunnel. (32) Enlargement chamber. (33) Enlargement face. (34) Working faces. The work had to be carried out with extreme caution in these enlargement chambers as the rock cover diminished, or clarity, supporting steel work is not shown in this drawing.



Engineers preparing gelignite charges, preparatory to blasting in the pilot tunnel. About 32 holes were drilled for the pilot face, each varying from 6 to 10 feet in depth, according to the type of rock. The charges were then inserted into these holes and detonated with electric, gasless delay-detectors. (Below) The enlargement of the pilot tunnel, showing some of the supporting steel work in position, of which some 5,000 tons was used in both pilot and enlarged tunnels!

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What's *in the* shops



Bachmann has reissued its popular GWR 2251 Class Collett Goods 0-6-0 tender engine in early BR black (32-301A) and GWR green with a Collett tender (32-304A).

Revisiting the Bachmann GWR Collett Goods

Nigel Burkin takes a look at this old favourite of the Bachmann Branchline range.

INTRODUCED IN 1930, A TOTAL OF 120 GWR Class 2251 locomotives were built at Swindon over an 18-year period with the last locomotive being completed in 1948. Designed by Charles Collett, the locomotives replaced ageing locomotives such as the Dean Goods, being utilised throughout the GWR network. Numbered 2200-2299 and 3200-3219, they are documented as being the last design of tender 0-6-0 to be built in the UK. Collett Goods locomotives are medium-weight goods engines, which did see use on local passenger duties from time to time.

They led fairly uneventful lives, being used to a variety of freight traffics, particularly over the more lightly laid lines of the GWR and BR Western Region.

The locomotives were modern compared to the earlier designs they replaced. The design included a standard tapered boiler design shared with the 94xx 'Pannier Tanks' (Bachmann model reviewed previously in *RMM*). A 15t axle load made them ideal for some of the GWR's lightly laid branch lines, yet the more up-to-date design saw an increase in power together with an increase in weight, making them capable of holding their own on the main line. As records show, there is always a compromise between weight and increased power in any locomotive design and the Collett Goods, while lighter than some locomotives, was still restricted on some routes. There was some variation in the design too: 1940-built locomotives numbered 2211-30 are documented as not having cab side windows.

Withdrawals commenced in 1958 and were complete in 1965. One of the last surviving locomotives, No. 3205, was secured for preservation and is now fully operational on the South Devon Railway. No. 3205 was built at Swindon in 1946 and remained in traffic until 1965. It is currently painted GWR green after a period in unlined BR green. More details regarding the South Devon Railway may be found at www.southdevonrailway.co.uk/locomotives/3205.



The featured model is No. 2251 (32-304A) finished in pristine (ex-works) condition GWR green with black cab roof.

Current Bachmann OO-gauge model

Bachmann released its 'Blue Riband' model of the Collett Goods locomotive in 1996 as a completely new model, which replaced the Palitoy model which dates back to 1978. It featured a completely new chassis design and smaller, more powerful motor that allowed the characteristic space between the tapered boiler and frames to be modelled together with backhead detail in the cab. Seven versions were initially

released, together with one included in a freight train set.

The model has passed the test of time, being a popular one in the Bachmann range – resulting in it being reissued as part of the 2017-2018 catalogues in unlined early BR black as No. 3212 paired with a Churchward tender (32-301A) and No. 2251 finished in GWR green paired with a Collett tender (32-304A) – the featured model. Both are fitted with eight-pin DCC sockets and are finished in pristine condition.

MODEL DETAILS:

GWR 2251 Class Collett Goods 0-6-0 tender locomotive.

Manufacturer:
Bachmann Europe Plc.

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

Era:
1930-48 to 1965

Web:
www.bachmann.co.uk

Suggested retail prices:
£114.95.



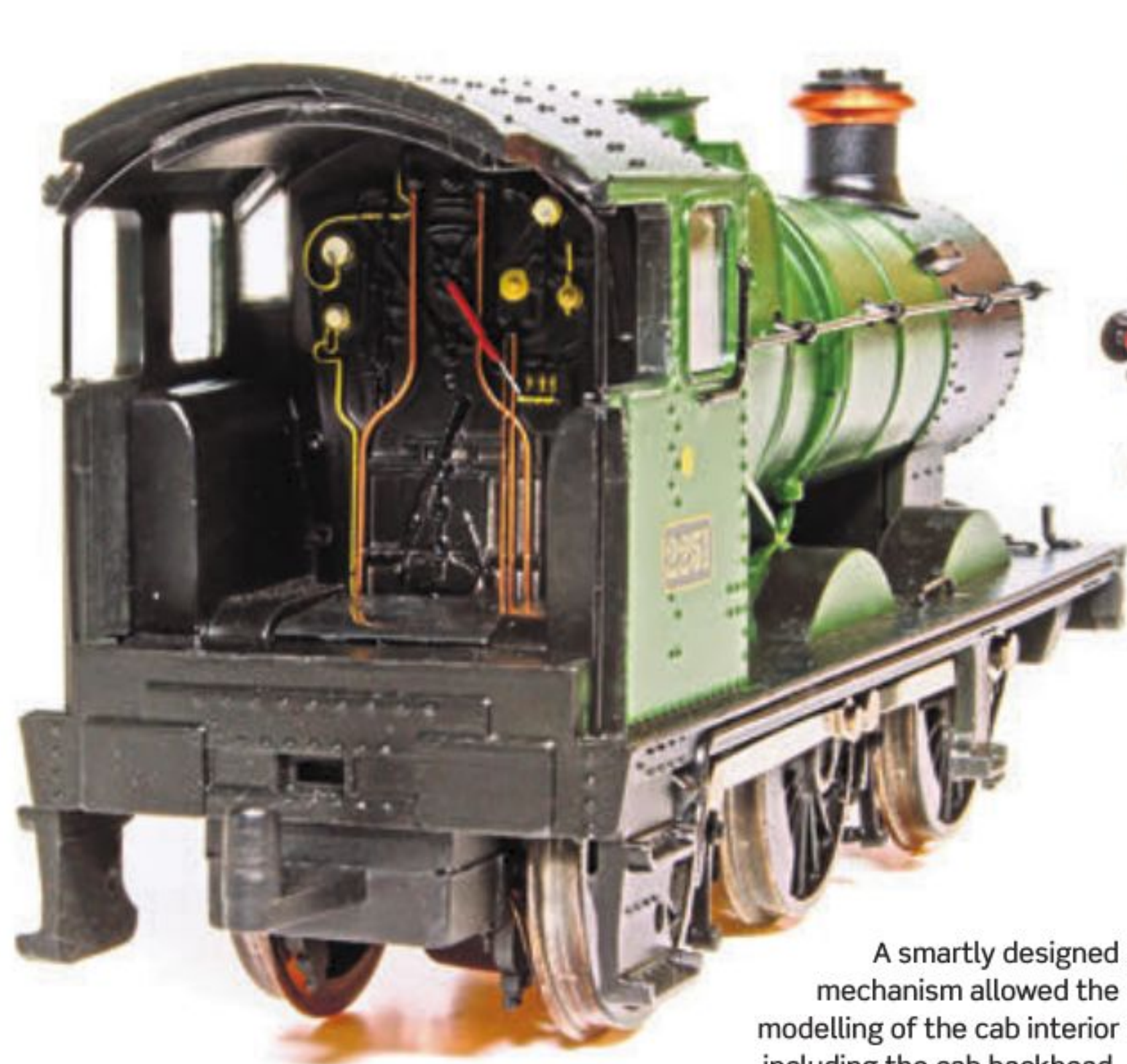
First released in 1996, the Collett Goods locomotive stands up well when compared with more recent additions to the Bachmann range. Features such as the tapered boiler, firebox and cab are well represented.



A side view of a neat and trim locomotive with a great deal of character.

Body moulding

The body moulding stands up well compared with newer models in the Bachmann range with moulded detail being reasonably crisp and accurate. The body shell is decorated with fine metal hand rails held in place with small hand rail knobs. Other separate fittings include a copper chimney cap (a perennial GWR favourite), metal whistle and moulded lamp irons. Other features include a detailed cab backhead, which has controls, pipes and dials neatly picked out in colour.



A smartly designed mechanism allowed the modelling of the cab interior including the cab backhead.

The picture is completed with sprung buffers, bufferbeam details and flush glazing applied to the cab windows. As good as this tooling is for the time, there remains a slight trace of the mould line along the top of the boiler, which was something found on Bachmann models of that era. It no longer appears on models produced with more up-to-date tooling.

Wheels and chassis

Wheels are neatly cast with well-defined spokes and concentric too – upon testing, the model ran smoothly with no sign of binding from the coupling

rods. Performance was smooth and very controllable in both directions, which is very useful for a model that will spend much of its time on slow shunting duties or ambling along a branch line. The model tips the scales at 220g, which gives it good hauling power on the layout – more than enough for local and branch goods trains.

Brake gear is made up of a number of separate components including rigging and the brake shoes themselves which are positioned in line with the wheels. Spring detail can be seen through the gaps between the wheel spokes – overall the level of detail is good.



The featured model is paired with a Collett tender, which is well fitted out with details including somewhere for the fireman to place his tools and fire irons!

Tender

The review model is paired with a Collett tender which is well detailed and has a fixed moulded coal load. The addition of many different fittings including tool boxes, wire hand rails, lamp irons, water tank filler and underframe details adds to the highly detailed appearance of the tender. Unlike the engine, the brake blocks do not line up with the wheels.

A simple hook-and-bar arrangement couples the tender to the locomotive and there are no electrical connections between the two. The tender is fitted with metal spoked wheels with an insulating sleeve fitted to the axle, but no current collection system, the eight-pin DCC socket being located in the engine and as one might expect from a model of this age, no provision is made for the fitting of digital sound.

Livery

Plain GWR green is applied to the review model with Great Western lettering neatly printed on the tender sides. Small printed details include the number applied to the bufferbeam and a representation of the numberplate on the cab sides. The finish is pristine (no factory-applied weathering) and has a light sheen to it. Assembly is neat and without any blemishes or glue marks,



The gap between boiler and frames is clear of mechanism parts and the chassis is well detailed with brake gear and spring detail.

MODEL FEATURES:

- Smooth running five-pole motor.
- Eight-pin DCC socket located in the engine.
- Numerous fittings applied to the engine including brass whistles.
- Tender is detailed with wire hand rails and other moulded details.
- Locomotive tools included in the accessory pack.
- Spare tender hand rails included with the model.
- Neatly printed details and smoothly applied livery.
- Detailed cab backhead.
- Detailed engine chassis with brake blocks in line with the wheels.
- Space between boiler and frames well represented.
- Well-concealed ballast in the engine for better haulage power.
- 220g in weight including the tender.

making the model appear neat and well detailed. Enthusiasts could consider purchasing a set of etched locomotive numberplates to apply over the printed ones. 247 Developments offer a wide range of etched numberplates including plates for GWR and WR 2251 Class locomotives.

Modellers of the GWR and Western Region of BR will be delighted to see new releases of this popular model from Bachmann. While an older model in the range, it holds up well compared with more up-to-date models in the range and it performs well both with a decoder and on traditional analogue control. The suggested retail price is consistent with the age of the model and the level of technical specification.

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One member was having lots of fun adding lots of wagons to this very long train.

Sutton Coldfield Railway Society

1968 was a sad and seminal year in railway history but 50 years on there are reasons to celebrate with many organisations clocking up five decades since their inception in the dying days of steam, and the Sutton Coldfield Railway Society is one of them. **Sarah Palmer** went to chat to some of its members on one of their track nights.

ON MY WAY ON THE TRAIN TO meet the lovely chaps, and ladies, at SCRS I had a brief stop at Doncaster station. I'm an East Coast Main Line girl, so cold and grey stops at Doncaster, or Donny, station are something I've learned to endure. However, rather pleasant waiting rooms have been installed and it was while waiting in the tepid warmth (things haven't improved that much yet!) for the train to Birmingham New Street that I had the pleasure of seeing a small group of railway enthusiasts diesel spotting. I wonder what the collective noun for railway enthusiasts is? Do send in your suggestions.

This little group was busily writing down numbers, bright-eyed and excited, looking for all the world like Last of the Summer Wine extras. It was such a lovely sight. You could almost see the small boys in the grey-haired men before me, eagerly clutching their Ian Allan books while getting covered in soot smuts while noting down a loco number as it steamed past.

Encounters with railway people, who as they talked I could see their childhood selves reflected in their current enthusiasms, was to be a recurrent theme of my trip to Sutton Coldfield, with one member recalling seeing Kings and Castles thundering through his formative years. It was also

in evidence on the model railway track as another member was adding as many trucks and tank wagons to his loco as he could. One after another after another. It made me laugh as my little boy does the same thing with his Brio layout and then wonders why it won't take sharp-radius curves. I did notice later on that the extremely long train did end up being pulled by a Deltic, which did seem to improve performance, but did leave one steam fan a bit miffed!

This year the SCRS is celebrating its golden anniversary and there are two of the original founder members still active within the society – Derek Haywood, who is now a trustee, and Mike Bartleet.



Robin Mathams and Clive Pipe (right) chat on Test Track and Chit Chat night.

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This Peppa Pig layout will be going to the society's annual show.



One of the society's founder members, Derek, chats to other members.

Model Railway Exhibition: 50th anniversary

The SCRS is holding its annual exhibition on April 28-29, Saturday 10am-5pm and Sunday 10am-4pm, at Bishop Walsh School, Wylde Green Road, Sutton Coldfield, B76 1QT. Adults are £5, seniors £4 and accompanied children under 16 are free. For more information visit www.scrs.club

Says Mike: "It all started with a split from the Birmingham model railway society as it was too far to cross to the south of the city and so the Sutton Coldfield Railway Society was born, with an agreement that it would cater for both enthusiasts and modellers. We started with just 20 members and then gradually built up over the years. We have a wide range of interests within our membership – as well as modellers and enthusiasts we have photographers, people who want to listen to the speakers and some members who just want to travel over every mile of railway track in the country!"

Recently retired Clive Pipe is the current chairman, and classes himself as one of the younger members. Like many clubs, societies and heritage lines, the SCRS is aware that its membership is ageing and is keen to think up new ideas to get younger people involved. Noting like many others that the computer game generation of current dads are the ones who have skipped a generation in terms of modelling. But all the members I spoke to were in agreement about the skills that youngsters can pick up through modelling, including many transferable skills such as learning about history and research as well as more practical skills including woodworking and electronics.

The society has always tried to engage youngsters at its annual show, with many members talking fondly about

Sutton Folly, a layout that was operated and run by children, but is sadly no longer able to be used as it's too old. Member Rodney Hodge told me about the current layout aimed at children, which will be at this year's exhibition, called Hawkins Halt and based around a Peppa Pig theme. Exhibition manager Margaret Petridge tells me that accompanied children under 16 get free entry to their annual show, something anyone with young children will always be grateful for, and that last year 20% of the visitors were children.

Membership is healthy at around 100, and each member I spoke to was keen to point out that the SCRS is a railway society and not a model railway club. This means that the club comprises a mix of modellers and railway enthusiasts.

For the last 30-plus years the society has met at St James Church Hall in Sutton Coldfield, but it started off meeting in a village hall before moving to a youth centre, which Clive points out that they had to move on from as they weren't 'youths', then on to a local library, before settling in its current location.

Society members meet every week, apart from Christmas, with Test Track and Chit Chat nights on the first Thursday of each month, with a large oval five-track set up and members rostered to run their loco on their chosen gauge, with the remaining



Adrian Hall's Warley award-winning Bear Creek Junction layout.



Mike Bartleet and Derek Haywood are founder members of the SCRS.

Thursday night meetings being dedicated to a variety of guest speakers, with non-local members travelling from all over to attend. There's a wide variety of subjects covered including a talk on British Mainline Derailments (I really fancied that one), BR Blue and the Ffestiniog Railway. Previous guest speakers have included Gerald Nabarro of Severn Valley Railway fame, and railway author O S Nock.

The society also organises several trips a year for members, and this year there are four to choose from: Welshpool and Llanfair Light Railway, a chartered train on the GCR, where members will get to do what the normal visiting

public can't, a trip to the West Country and also an exclusive trip with the 'Shakespeare Express'.

Something else that forms a big part of what the society does is work on its archive, as material is often donated or is rescued when a family member dies. This fits in with the society's ethos of furthering the public interest in railways and railway knowledge – outreach if you like – to spread information among all railway enthusiasts.

"One member donated 5000 slides to the society, and these are being slowly digitised, a process that takes longer than it appears as

The Sutton Coldfield railway disaster



In 1955 a 10-carriage LMS Class 5 4-6-0 No. 45274, the York to Bristol express, approached Sutton Coldfield railway station at twice the permitted speed of 30mph, coming up to the sharp curve before the station, derailing and hitting the platforms. Seventeen people, including the train crew, were killed and 25 injured. A plaque in Sutton Coldfield station commemorates the lives lost.

a tremendous amount of work goes into researching the details of the images," says Clive.

He tells me excitedly about this year's society trip to mark the 50th anniversary, a chartered train on the Great Central Railway, with a three-course meal, magician and band. He is hoping that they can buy all the tickets on that day's train to make it a full SCRS day out to remember.

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The society also holds an annual photography competition, whose subject matter can be models or real-life engines, but most of the entries are real-life engines. The society does have a resident keen photographer in Robin Mathams, who was busily taking lots of photographs on track night. This year's 146 entries will be judged by professional railway photographer Les Nixon.

One former member of the society was Don Jones, who had a scale model of Birmingham New Street station in his garden, which he built, together with Robin, over 25 years. A 20x40ft wooden shed housed a 1:76 scale model of the subterranean station.

"Don would open his garden and layout for a couple of weekends each September, raising £2-3000 for charity," says Robin. "It was well known in the area for its model of Birmingham's Rotunda and Rugeley power station, and all the locos were named after SCRS members, but sadly the layout isn't around any more, as bits of it were sold all over after he died."

Adrian Hall is the society's webmaster, whose layout Bear Creek Junction, inspired by Colorado, won the Continental Modeller Trophy for best layout of an overseas prototype at last year's Warley show. Indeed the SCRS has close ties with Warley, being founded around a similar time.

As I was chatting to some of the members before the meeting started, a new member came over and the subject invariably went to DCC, a subject and long-running discussion we've been talking about a lot in *MMM* in recent issues.

During the evening I also spoke to Peter Cullen, who has been a member for 30 years and has several exhibition layouts. "I have never not been interested in modelling," he says. "I used to live in Sheldon, near Marston Green station and I vividly remember No. 46254 *City of Stoke on Trent* coming through the station. It had quite a dramatic effect on me."

Peter's exhibition layouts include Mannin Middle, an oo-gauge layout, which is set in the 1960s on the Isle of Man Steam Railway, and Bowleggett Manor, a 009 layout, which is the country estate of Lord and Lady Fitztightly, based around a quarry.

I was also delighted to end up talking to two modellers who had worked on Emwell Junction, the incredible rotating layout made using two doors that now lives in the HMRS in Butterley, being rather too heavy to take on the exhibition circuit.

Towards the end of the evening, I sat down with another cup of tea and a biscuit, kindly provided by Roger, to speak to member Harry, and programme secretary Clive Harden. Harry described himself as a non-



Peter Cullen (front right) is a long-serving member of the society and has several exhibition layouts.

geographical modeller and a railway lover. He's been a member for 15 years. "The club has gone from strength to strength, we have someone new each week," he said.

At this point Clive and Harry take to reminiscing about the days of steam, and I become rather envious that I've only ever known diesel traction.

To listen to them talk certainly makes me realise why steam and some of the iconic steam engines of that era continue to have such a hold over the imagination of the British public 50 years after the end of steam.

"I got into modelling because my dad owned a cycle shop and he diversified into modelling when Graham Farish models first came out," says Clive, who is the club's longest-serving committee member.

"I remember, as a youngster, seeing the Kings and Castles and Britannias. It was a sight never to be forgotten."

As the test track is packed away for another month and the members all start to make their way home, I'm glad I made the cross-country journey to witness for myself the friendliness of a society with such a broad church, and I'm rather tempted by Clive's offer to become an honorary member!



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The Model Stop Guide

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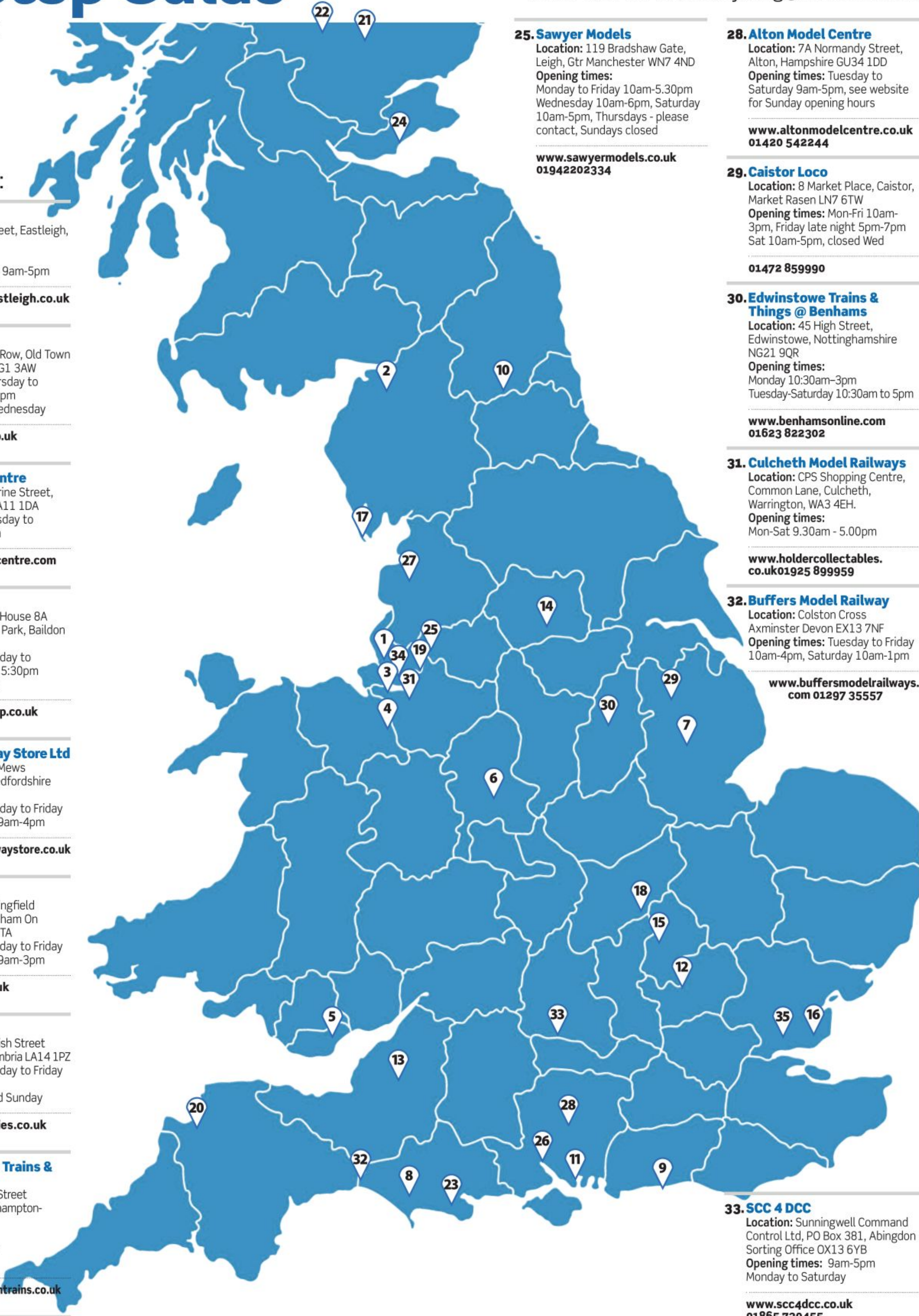
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What can be achieved with ready-to-run products?

Railway modelling is a time-consuming hobby and for many this can be its main attraction, with every detail being beautifully recreated. If you're a newcomer, however, or your time is limited to occasional evenings and weekends but you dream of a large busy layout, then what are your options? **Matthew Bradshaw** shows what can be done with ready-to-run products.

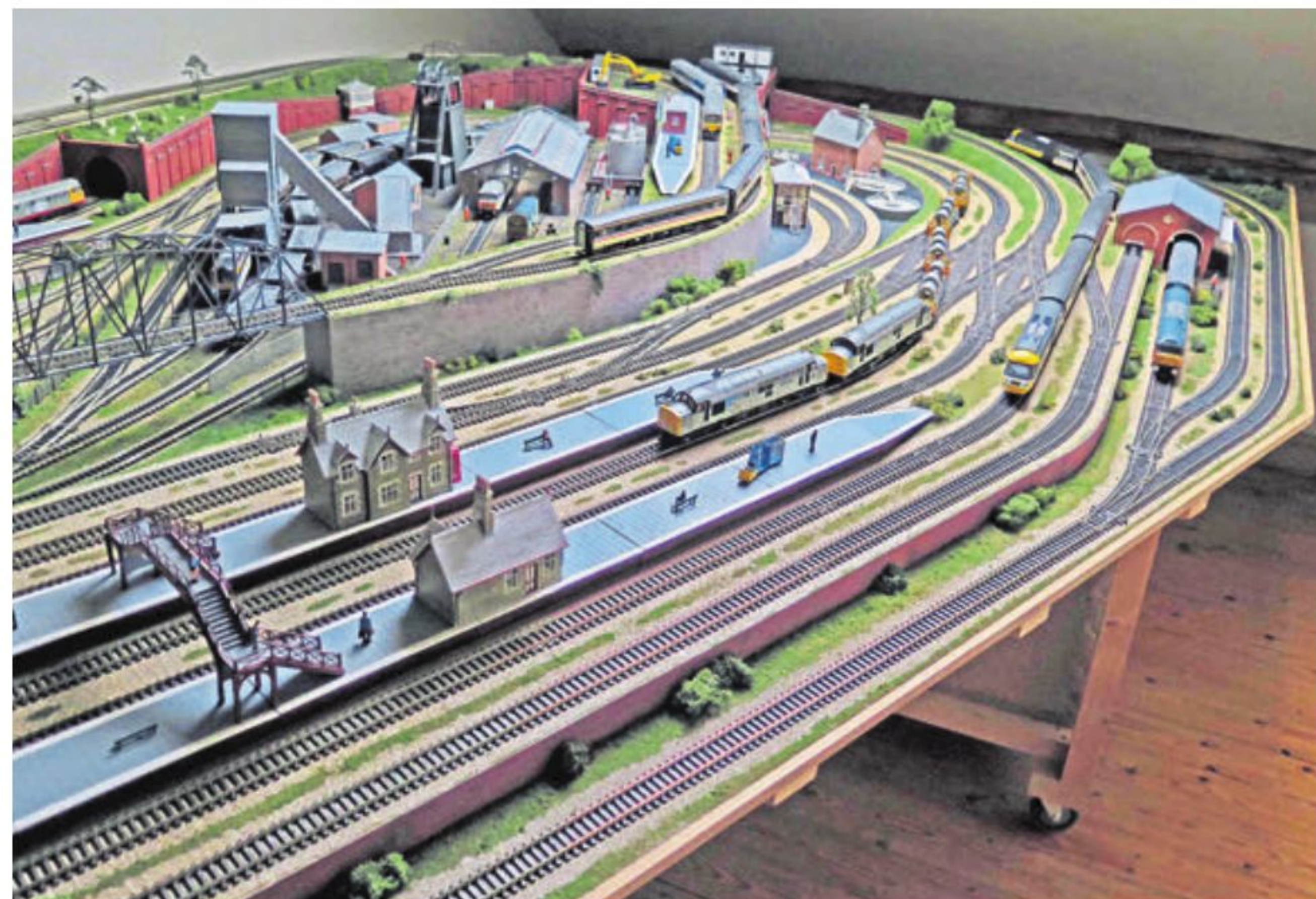
GREYSTONES ATTIC IS THE SECOND 00-gauge model railway that I've built since returning to the hobby in 2010. My interest was reignited when I walked past Rails of Sheffield one Saturday afternoon, and I remembered visiting the shop as a child. Lured in by the fabulous display of models in the window, I went inside to see how times had changed and came home with a Hornby catalogue and a desire to start modelling again.

With Greystones Attic I wanted to build a layout that improved on some of the shortcomings of my first layout and also added more of what worked well, so this would mean more passing tracks in stations to allow freight trains through, larger yards for longer trains and the ability to run five trains simultaneously, as well as shunting in the yards!

The overriding goal would be to reinvigorate my favourite memories of the railways. It became apparent that this would be a big layout and with that came the dilemma of how detailed I should make it. I'd seen some amazing layouts at exhibitions with stunning levels of detail but my layout would only ever be built at evenings and weekends. After much deliberation I decided to take the unconventional modelling route and build using almost exclusively ready-to-run (R2R) models and hopefully answer the question, 'What can be achieved with R2R?'.

Layout design

As Greystones Attic would be my own design I decided that having some guiding principles would be helpful, so that I could check they were being achieved as I went along.



Main station, lower goods yard and five main line circuits.

Based on a mixture of things I'd read and my own experiences, these are the design principles I laid out: 1) Five circuits of simultaneous running; 2) At least two tracks bypassing the main station platforms; 3) A yard or passing loop accessible from every circuit; 4) All passing loops and yards to support 1.5m-long trains; 5) Multiple levels but no inclines steeper than 1-in-40; 6) All buildings, stations, bridges, people, locos, coaches and wagons to be R2R and the railway designed around them; 7) No curves tighter than 2nd Radius and all tight curves, straights and points to be R2R (had to compromise a little here and use Flexitrack for shallow curves).

Design principle two is to allow freight train operations to continue when a passenger train has stopped at the main station. This is something I learnt from my first layout where passenger trains in the station 'block' the layout for freight trains to pass through, but in Greystones Attic there is a junction at each end of the station to give plenty of passing options through the station.

Design principle three essentially provides my 'visible' fiddle yards, so trains waiting to come out on to the main lines would always be visible as opposed to behind the scenes.

Designing the track layout

To design Greystones Attic I used XTRKCAD v4.0.3a software as it provided the features I needed including calculating the steepness of the inclines. The final design is 523cm x 214cm and



Main Station East Junction providing multiple passing options for freight trains and non-stopping passenger services.

took me eight months to draw up. This is a long time but I continually made adjustments, as I was determined not to compromise on the design principles.

To keep the inclines below 1-in-40 was a big challenge, as 320cm of inclined track is needed to achieve 8cm of clearance for trains to pass over each other and 640cm of track is needed if you want to go up and back down again! One technique I used to keep this viable was to raise the main station 3.5cm off the baseboard, meaning some tracks could go down at the same time as others went up. This almost halved the distance needed for 8cm of clearance to be achieved and added a lot of

character, with all of the circuits having a variety of straight and curved inclines.

Baseboard

To maximise the available space Greystones Attic is built on a baseboard supported by a legged-frame with wheels. This allowed me to use all the space flush to the back wall but still gain access for modelling by rolling it forwards and crawling underneath to the other side. Not ideal but very effective at providing more space for modelling! The board itself is 13mm MDF with all of the sloped track sections constructed from 6mm MDF supported by wooden blocks.



View across Greystones Attic high level.

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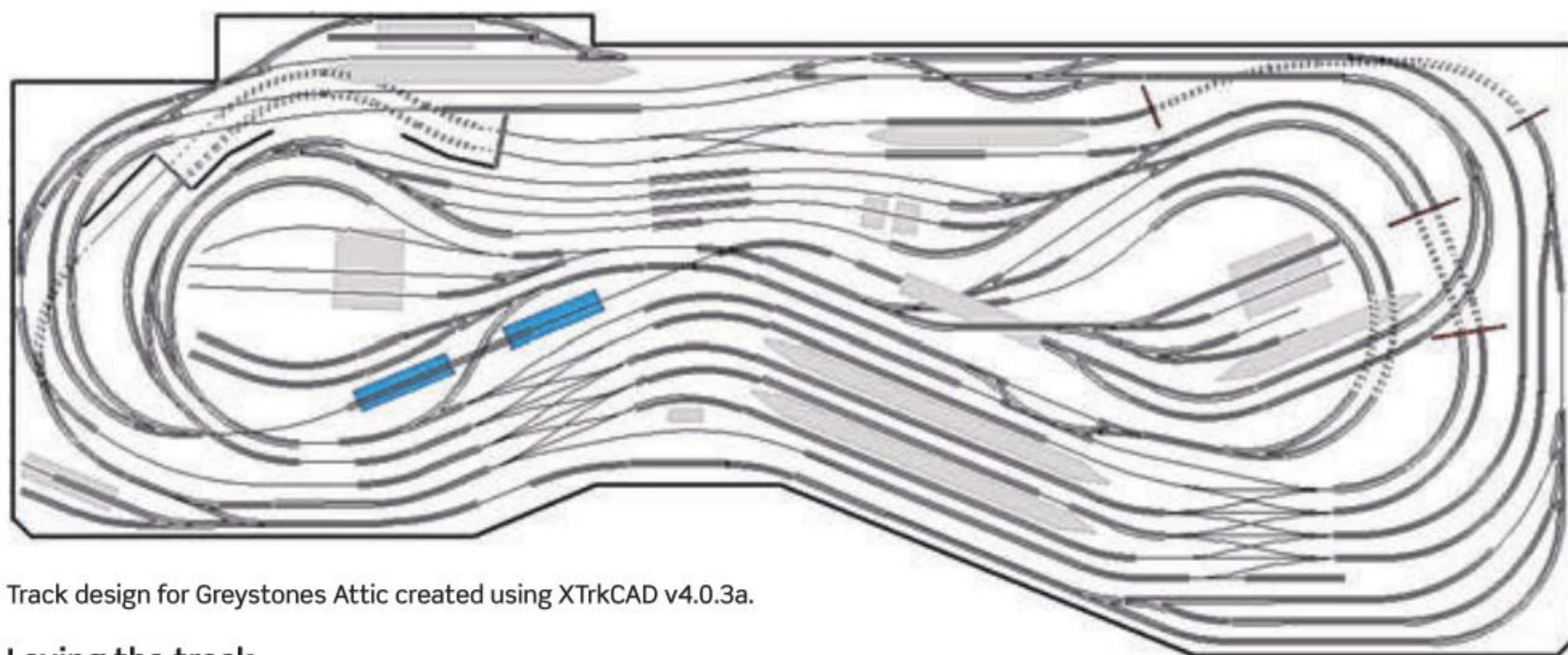
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Track design for Greystones Attic created using XTrkCAD v4.0.3a.

Laying the track

I recycled all the track from my first layout for use on Greystones Attic, so this gave me a number of Hornby points, straights and curved sections to start with. I used these to carefully position the main station and built the wooden platform for it to sit 3.5cm above the baseboard. All of the R2R platform sections from Hornby Skaledale were positioned for the main station and the tracks lightly pinned to give an anchor point for the rest of the layout to grow from. I then worked section by section, using the rigid nature of the track to measure the shapes needed for the inclines, cut them to shape and fitted them to the baseboard. The final layout is a mixture of Hornby, Peco Setrack and Peco Streamline, with Peco Flexitrack being used for the longer shallow curves.

Sticking to the spirit of R2R, I decided against painstakingly ballasting

every piece of track and instead opted for Gaugemaster GM23 scenic gravel mat, which I glued down to cover the inclines and baseboard before permanently pinning down the track.

Modelling the landscape

The buildings, platform sections and people on Greystones Attic are from the Hornby Skaledale and Bachmann Scenecraft ranges and are positioned on the railway out of the box with no additional painting or weathering. In a number of places, such as at the Greystones Colliery, the track was tweaked to fit nicely through the buildings to make them look more integral to the layout. The large girder bridge is from Vollmer and the other bridges were made by attaching Peco LK10 and LK11 Girder Bridge sections to the wood supporting the track. All of the trees are from the Hornby Skale Scenics

range. The walls, tunnel entrances and three-arch viaducts are again from either Hornby or Bachmann. The container boxes are from the C-Rail Intermodal R2R Range. The fencing is from Ratio and Hornby.

Is everything on Greystones Attic R2R?

No, not entirely. With so many inclines, levels and walls, traditional modelling techniques were employed in places when no suitable R2R product was available.

The grass banks are entirely scratch built as these are bespoke to the layout. These are made from chicken wire bent into shape, covered in damp plaster of Paris bandages and painted green once dry. They were then covered in diluted PVA glue and a mixture of fine and coarse scatter applied to achieve an overall grassy



Grass banking and bushes created using traditional modelling techniques. Gaugemaster GM23 Gravel Mat is a quick and effective alternative to ballasting every piece of track by hand.



VBA and VDA Box Wagons are available from Bachmann. Pristine, Weathered and Heavily Weathered from Bachmann.



Left to right: Pair of Class 37s in Trainload Metals on Rolled Steel, Class 60 in Trainload Petroleum on TEA Tanks, Class 37 in Trainload Coal on HAA Coal Hoppers and Class 43 HST in Inter City livery.

or coarse grassland effect. The bushes are made using three different colours of Woodland Scenics Lichen and the trees are from the Hornby Professional Trees range. The grass banks were enjoyable to do and really lift the overall look of the layout for me.

The grey stone walls that clad the central high-level track and the red-brick walls at the front of the main station required specific curves or heights that ruled out pre-formed R2R products. These were made using Metcalfe Dressed Gritstone M0052 and Metcalfe Red Brick M0054 cardboard sheets. To achieve neat joints between each cardboard sheet I inserted vertical struts made from old wooden Venetian blind slats! They're easy to cut to length and trim with a craft knife but strong enough to provide support and glue neatly to.

Choosing the locomotives and rolling stock

The most nostalgic period on the railways for me is that of BR Sectorisation, when locomotives were given liveries based on their purpose such as Trainload Steel, Trainload Coal, Inter City..., so I decided to base my layout around the year 1992. This is towards the end of this colourful era and hence provided the maximum

choice of the liveries available. I have a mixture of Class 08, 31, 37, 43, 47, 56 and 60 running in a variety of Trainload Coal, Steel, Metals and Distribution, Civil Engineering, Rail Express Systems and Inter City liveries along with a Class 150 and 153 in Regional Railways. The Class 08 is in BR Blue, as most still were at the time.

All of the locomotives and rolling stock on Greystones Attic are oo-gauge DCC from Hornby and Bachmann that I've collected since 2010 from model shops or acquired second-hand. They're all straight out of the box R2R and I try to acquire a mixture of weathered and pristine models to give a more realistic look. If the options are limited then I go for what's available if it fits the time period and train I want to depict and remember.

It's taken me a little over four years to complete Greystones Attic and I'm really pleased with what I've achieved. I thoroughly enjoy watching five trains from my favourite era rumble around, passing each other, crossing bridges, passing other trains waiting to pull on to the mainline and providing great reminders of the past. I hope that for those of you with limited time on your hands then this article has been informative and goes some way towards answering the question of 'What could be achieved with R2R?'.



Tracks designed to fit through the Bachmann loading hopper and conveyor at Greystones Colliery.

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A shunter with model appeal

THE FIRST ENGINE TO ARRIVE ON the moribund branch at Haworth on what is now the Keighley & Worth Valley Railway came on January 7, 1965, via a Pickfords low-loader, writes *Robin Jones*.

It was diminutive Lancashire & Yorkshire Railway 'Pug' 0-4-OST No. 51218, which had shunted at Liverpool Docks, and was representative of one of the smallest steam locomotive types on British Railways' books.

It had been bought directly from British Rail in 1964 by the Lancashire

& Yorkshire Railway Saddle Tanks Fund (now the Lancashire & Yorkshire Railway Trust) and was looked after by the revivalist society's Rochdale Group.

Anyone who had a model railway at the time, or indeed in the ensuing decades, will be familiar with the 'Pug', for it became the subject of a pocket-money price 00-gauge polystyrene kit made in the 1960s by Kitmaster. The moulds were subsequently sold to Airfix then passed on to Dapol, which still manufactures the former Airfix plastic kit range. Various manufacturers made motorising kits for them, and

then Hornby brought out a ready-to-run model.

Indeed, among schoolboy modellers, the little black 'Pug', kit price half a crown (2/6 or 12½p), was probably as famous as *Flying Scotsman*!

The class originates in the purchase of three saddle tank locomotives made by Vulcan Foundry in 1886. LVR locomotive superintendent John Aspinall then ordered more locomotives to a modified design, with 17 built at Horwich Works. His successor, Henry Hoy, ordered another batch of 10, and Hoy's successor, George Hughes,



The famous pocket-money priced Airfix plastic kit to make a Lancashire & Yorkshire Railway 'Pug'.

ordered 30 more in two batches. In all, 57 were produced between 1891 and 1910. They were specifically designed for shunting tightly curved sidings on the LVR's dock lines and goods yards.

As LVR No. 68, the engine emerged from Horwich Works in 1901, was given the number 11218 at the Grouping of 1923 and clocked up 63 years' service before being withdrawn in Neath, South Wales in 1964.

Splendid little shunters, the early KWVR conjectured that its 'Pug' could also haul one or two carriages as a passenger train and it was therefore fitted with vacuum brakes.

On June 5, 1965, the 'Pug' hauled what amounted to the first heritage-era passenger train on the KWVR, comprising Southern Railway 'Matchboard' coach No. 3554, when rides were offered out of Haworth Yard, under Bridge 26 and a short distance along Haworth loop.

No. 51218 was chosen to appear in the 1975 Shildon Cavalcade to celebrate 150 years of the passenger railway in Britain, celebrating the anniversary

of the opening of the Stockton & Darlington Railway. In scenes that could have come straight out of a Thomas the Tank Engine story, this lowly little shunter was suddenly hobnobbing with far more glamorous engines such as *Flying Scotsman*, *Evening Star* and *Clan Line*.

The mid-1990s saw the first major overhaul of No. 51218 since 1963, taking place at Haworth and the East Lancashire Railway, with a return to steam in late 1997 as BR No. 51218 complete with a replacement saddle tank. Once back in steam, it visited several other heritage lines around the country, and at times masqueraded as Percy the saddle tank in the Thomas the Tank Engine series.

The boiler tubes lasted well beyond the expected five years but were eventually condemned in early 2006. No. 51218 will not run again until the boiler has had a 10-year overhaul, which is scheduled to begin as soon as the rebuild of LVR Class 23 0-6-OST No. 752 is complete. In the meantime, it is on static display inside the exhibition shed at Oxenhope on the KWVR.



Lancashire & Yorkshire Railway 'Pug' 0-4-OST No. 51218, the first locomotive to arrive on the Keighley & Worth Valley Railway in its incarnation as a heritage line with Pullman coach in Platform 3, at Keighley station during an empty coaching stock move in the winter of 1966. KWVR

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Cardiff University researches 3D printing

IN RECENT YEARS, 3D PRINTING has become increasingly popular with railway modellers. Detailing items, people, scenery and even rolling stock – these are all examples of where modellers have used this technology.

Furthermore, the technology is becoming more accessible, with 3D printers even available from high-street retailers. These complement the higher-quality technology in bureaux, which will print and post items from designs uploaded through the internet.

Consequently, much of the move towards 3D printed objects is by individuals and small suppliers, with larger manufacturers generally focused on producing samples of new designs. In doing so, there is an emphasis on more niche products.

“The scope for 3D printing in model railways is huge,” says Dr Andrew Potter from Cardiff University, who is leading a research project looking at 3D printing. “Many people already customise their models, often using mass-produced parts or scratchbuilding. This technology makes it easier to produce a specific design unique to your layout.

“The ability to make items almost on demand also means that it is practical to supply items with a low level of demand, such as detailing parts found on a very small number of locomotives.”

While there are undoubtedly many opportunities for 3D printing, there are also some constraints, which can limit its use. Not all modellers are familiar with the software required to design items, although there is a growing library of designs online.

However, manufacturing cost and lead time is a more significant issue. Making an item through 3D printing can cost three to five times as much as for a mass-produced item and may not be instantly available, and therefore modellers need to trade off customisation against price.

For example, the Cardiff University research team considered 3D printing a signal box. A ready-made version in resin with a few design compromises would cost between £30 and £40. By contrast, an exact replica made through 3D printing would cost £200, and then there is the time to create the design, print and finish the model.

It is these trade-offs that the Cardiff University project is currently examining. Its research identified a lack of understanding as to when people would use it. Through a survey, it is hoping to get insights into the trade-offs that modellers might make when using 3D printing.

By doing so, the project hopes to identify what needs to happen for 3D printing to become more widespread, both in railway modelling and more generally.



Engaged Manufacturing

About the project

There is evidence of an increasing demand for customised products, moving away from mass production towards mass customisation. The Engaged Manufacturing project at Cardiff University aims to determine the extent to which 3D Printing systems enable customers to be actively engaged in the conceptualisation and production of their product. This project will develop future 3D Printing supply chain scenarios with different levels of customer-producer engagement.

How can you help?

One area for potential growth for 3D printing has been identified as the model railway industry, where customizing parts for layouts is commonplace, to allow the modeller to get exactly what they want. We want to get railway modeller's views on this, and to gain an insight into the various options available for both the design and manufacture of these products.

Complete our survey!

The survey should take no longer than 15 minutes to complete. All fully completed surveys will be entered into a draw to win one of five gift vouchers worth £20 each, either from Amazon or a model railway retailer.



To access the survey, either go to <https://tinyurl.com/3DPrintModels> or use the QR code.

Helping customers to find difficult-to-source items

This month Barry and Gill Williams of **Widnes Model Centre** in Cheshire open their doors to share their model shop story. Barry explains...

MYSELF AND MY WIFE GILL were both employed in the child-protection sector. I was a police officer and Gill was a social work manager. We both retired in 2011 and were looking to set up a business locally. We had an agreement to take over an art gallery but the owner changed his mind at the last minute.

Around this time, we had gone to a nearby town to visit a model shop and discovered there were no longer any model shops. Our local town, Widnes, had one but for some years it had diversified into selling dolls' prams and toys but offered very little for the modeller.

We visited the then-owner who explained she was closing down as business was poor. The shop itself didn't fit into

our vision of what we were looking for and we set about considering larger premises in a nearby location.

We found a large former gents' outfitters that had closed on the previous New Year's Eve. Gill and I then went about setting up a model shop here.

We still don't know to this day what the catalyst was. We were swept along on a wave of optimism and excitement. Looking back, we opened too soon and we were still awaiting stock from various manufacturers.

We quickly became very popular with customers who were travelling from considerable distances to see us once word got around.

Three years ago, we hit a disaster when the building we



Barry, Gill and their son Tom.

were using was repossessed. We were given notice by a recorded delivery letter stating that we had until 5pm that evening to vacate the premises. I looked at Gill and said: "It is April 1, but the letter is dated March 29."

Many phone calls later we were eventually given a daily lease. This meant we never knew if we could open the following day. The new owners were unaware that the premises were actually occupied. So we set about finding a new home for the shop as we wanted to remove the uncertainty under which we were trading.

Our luck finally changed when we were contacted by a letting agent to say that premises we had enquired about had come back on the market. We immediately agreed. The building, which is our current location, was a new-build empty shell. We worked every night after we closed until it was fitted out and ready for our occupation.

On a bright, sunny, Sunday morning in June 2015 we arrived outside our old shop. Outside were customers ready to help us move to our new premises directly opposite. We were blown away by their help, and we opened our new much larger premises two days later. Our son, Tom, joined the business on a full-time basis around two years ago.

The highlight for us was when we were the model shop showcased by one of our suppliers at the Nuremberg Toy Fair in 2014. We didn't appreciate what impact this had had until at a recent trade event it was brought up by one of our competitors.

Our business continues to go from strength to strength and our location must be good as another retailer moved to be closer to us!

I am a keen N-gauge modeller and have a large layout in a garage we converted for this purpose, and Gill and I also build plastic models of aircraft. Our son Tom also builds plastic kits and has a great love of anything radio controlled.

We place customer service at the very top of our list. We are customers ourselves and we know how we like to be treated and we strive to do that every day with the people who come in our shop. Returning customers suggest we are doing a fairly good job. We also offer repairs, servicing and have a reputation of finding difficult-to-source items that our customers have been unable to find elsewhere. We do have a mail order service but find 99% of our customers come through the door. We are kept very busy and have thus far shunned internet sales, something that's unique in this day and age.



Since we opened the shop we have engaged with the local community and schools. We supported the local modelling community and have sponsored competitions. We were able to offer support to the Runcorn Veterans Association, as it has a modelling club – which was set up for ex-servicemen and women – by donating a large amount of modelling materials to give them a head start. We also did this for a newly formed railway modelling club and a day centre for excluded children was given a large amount of products for them to set up a radio-controlled model workshop. It was with great delight we were

able to help the local hospice when it was looking for hobbies to help its patients. Following an approach by a local school, we set up and ran an after-school club for pupils in their first year of senior school. This proved highly successful as it helped the new pupils integrate both with school and help them find new friends. We also sponsored the local ice hockey team, the Widnes Wild, for two seasons.

Our bestsellers are radio-controlled vehicles, after that, it is all the items that railway modellers need but find difficult to buy online.

We hope when customers leave our shop that their expectations of what a model shop should be have been met. The feeling that they have been treated the same if they are spending £1 or £1000. We take time to engage with our customers and hope that they feel like they are shopping 'at home'.

We stock N and 00 gauge in Hornby, Bachmann, Graham Farish, Dapol and Oxford Rail. We also stock Gaugemaster Controls, Peco, Jarvis Scenics, Metcalfe, Expo Tools, Evergreen Styrenes, Plastruct, Atlas, Walther, Volmer to name a few, and we always say we have more paints than B&Q!

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Model shop stories

Specific items we stock are items that are difficult to obtain via the internet, enamel paints cannot be sent by Royal Mail for instance. Small detailing items are often not stocked in larger model railway shops. One customer wanted a wagon from a colliery where he used to work and it was no longer available. He trawled the internet and rang around shops. I eventually found one for him and he was delighted as he had been looking for years.

When the shop had not long been open, a man came in with a carrier bag. He explained he had been clearing his parents' house and found this item in the loft. He then produced a box

with a tinplate car. He asked if I was willing to buy it off him for £10. I said I wasn't and he then asked me to buy it for £5. I explained to him with a smile that we didn't have enough money in the shop to buy it. I went on to explain that I believed that this item may be extremely rare as I had only ever seen one sell in an auction in New York. Following my advice he said he would take it to an auction house I had recommended. We saw him in a local park where we had a trade stand some five months later. He explained after auction costs he had sold the item for more than £4000; he was very grateful that we hadn't just taken his offer but had given him great advice.





Barry's layout

I started building my N-gauge layout around two years ago. It has a very modern image theme, with a heritage line nearby and is

named Upton Rocks. The layout is on two baseboards 8ft x 4ft, with a 5ft x 4ft extension that forms a T shape.

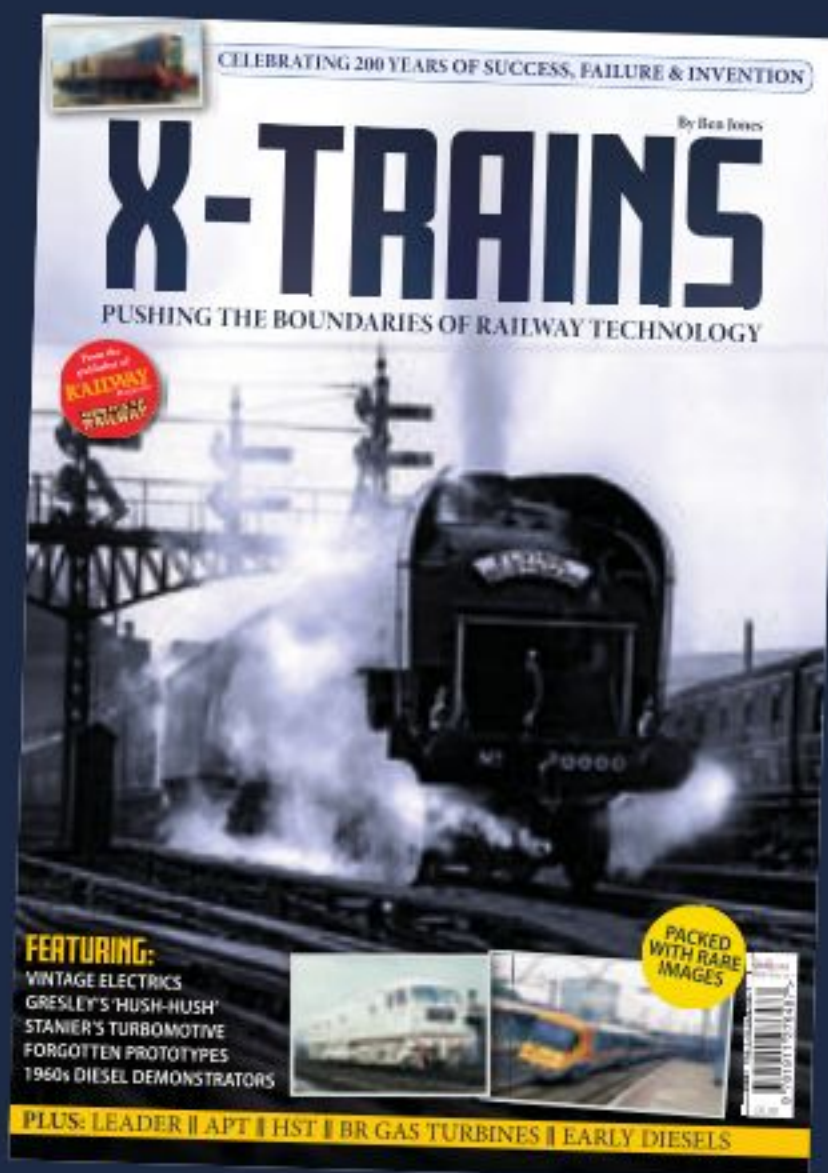


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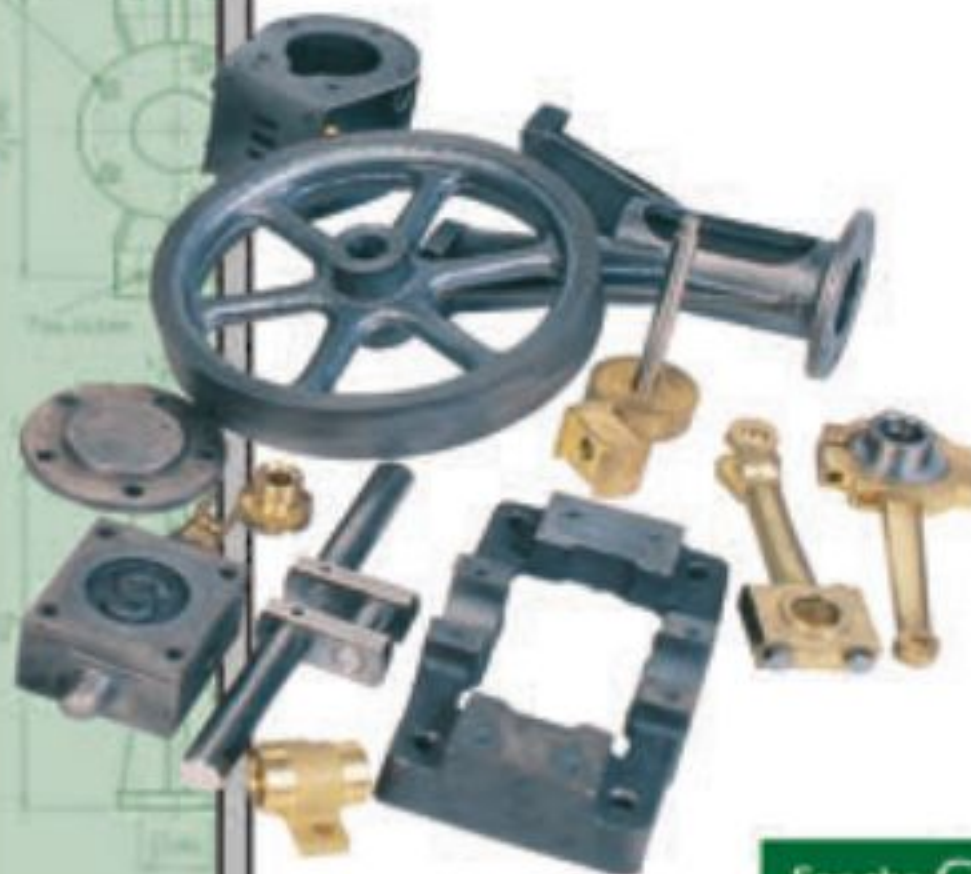
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The Biggest Little Railway in the World: your thoughts

Dear RMM,

Where on earth did the makers of 'The Biggest Little Railway in the World' find such a gang of lazy, ill-educated pseudo rail enthusiasts? I could have organised it better blindfolded. It is no wonder that society at large views us as anoraks when a pitiful programme such as this is aired. As is always the case, let television loose on ANY subject and they cannot help themselves but turn it into a programme aimed at the weakest link. Endless references to anoraks, Thomas, and toy trains wipes out in an instant any attempt at a serious project, which it had to have been in the beginning.

Such an undertaking should NEVER have been so underestimated as to its achievability. A more serious and skilled approach should have been taken, fronted by someone of proven ability to lead and direct. It let us down so badly, I could have wept for the thousands of us who long to be taken seriously. Walk up ANY high street in Britain today and say the words 'trainspotters' or 'model railways' and carefully watch what happens. I guarantee the first reaction will be a smile which is quickly followed by a giggle before any further enquiry. Not so in Europe or the USA where our hobby is viewed as no different to any other pastime and is taken seriously by all who come into contact with it.

Peter Blencoe, via email.

Dear RMM,

You asked for reaction in the February edition of your magazine (page 3) to Channel 4's 'The Biggest Little Railway in the World', and here it is.

I have to say as a lifelong modeller I am appalled at the way "us railway modellers" have been portrayed. I feel the programme has done a great injustice. With the exception of just one or two, the rest of the participants in the project have come across as a bunch of amateurs with little imagination or organisational skills.

For example, I physically cringed in the first episode when the member from the London Model Railway Club (later the leader of the A Team), after he had fitted DCC sound in his model diesel, then jumped about and waved his arms around. I made a mental note there and then not to broadcast the fact that I'm a railway modeller to anyone else in case they think I'm like that.

Then there was the building of the 'train ferry'. It was obvious from the start that that was the most impractical and stupid way to cross the canal – much less sail it through a lock. The obvious solution was to ask British Waterways for permission to lay the track across the lock gates. Admittedly it couldn't be permanently connected (because the lock gates are opened whenever necessary) but a temporary track join could be made for the 10 minutes needed to drive the loco across.

Putting a live steam loco weighing around 4-6lb on a model boat was always going to result in disaster. It was obvious from the start, when the boat/loco toppled over and start to sink.



There was much agreement among fellow modellers I have spoken to that perhaps it was a pity it didn't sink – it might then have put us all out of our misery!

With regard to the viaduct over the (storm water) weir. Impressive as it looked, it wasn't very practical. Had it rained heavily, the flow of just one inch of water over that weir would have washed away the bridge supports.

And what a stupid idea was the notion of putting turntables every 70 yards or so going up that wooded path? Having built a turntable on my exhibition layout, I can vouch for the fact that you've got to be absolutely precise to get a turntable to work – both to turn and properly align it to the respective track ends leading to it. The group responsible for that section of track proposed no firm support or foundations for the turntable. The idea was subsequently 'scrubbed' as being totally impractical by the organisers.

Then, in episode three when they couldn't get the steam loco to move, I said to my wife as I listened to the sound coming from the chimney: "It's run out of water" – and it had. It was the same sound that our coffee percolator makes when that has boiled all the water from its reservoir through the coffee grains.

Then came the classic comment from the maker/owner of the loco (when he was called to 'fix' the loco). "You've run out of water! You MUST fill it up every 30 minutes or so!"

No wonder the battery-powered diesel model was swapped for the steam loco after that (to the rail builders' obvious annoyance and frustration). Clearly the loco's owner felt they couldn't be trusted with such a valuable model any more.

Robin French, via email.

Dear RMM,

Regarding 'The Biggest Little Railway in the World' firstly I must say well done for completing the task, as we were (Inverness and District Model Railway Club) only involved in the very end at Inverness Castle – we were not aware what went on before that.

Having viewed all five episodes I have to say how disappointed I and many others were with the organisation of the whole thing, and, no, it did not show our hobby in a good light.

There were only two teams that shone in the whole thing; the specialists' team who did a fantastic job with the A frame crossing, the viaduct and the helix, and Team A under Malcolm who gelled them together and knew what they were supposed to be doing especially young Colin (I think his name was).

As for the other three groups B, C and D, whose egos seemed to abound, had not a clue and certainly didn't like being questioned about their suggestions. One has to ask, did the producers not vet these people first on their suitability to take charge and lead people?

Then there was the big cheese himself, Mr Strawbridge, I didn't know there was an I in team. He certainly wasn't a modeller, if he hadn't had that string tied to the loco it would have needed a frogman to get it back out of the loch, taking it up to where the water came in was just plain stupid.

Anyone watching that would have doubts about joining any club, but please ignore that – go to your local club as a visitor, see what they are doing, then make your decision on joining.

I personally have learnt an awful lot since joining my club, there are experts in all fields and I'm sure you will find someone who will be only too pleased to advise or help you.

Gerry Parks, via email. (picture supplied above)

Impossible route: a myth

Dear RMM,

I share your thoughts regarding the Fort William – Inverness 'model' railway. It is totally different to that of the Barnstaple-Bideford project on which it was originally based. Nevertheless, it was compulsive viewing, and a fantastic boost to Highland tourism, very much showing off my backyard. I think it has been great publicity for the hobby, and especially Highland tourism. Full credit for what was seen over the five Sundays.

However, having served six years on the Government's Health & Safety 'quango' for outdoor activities, I just don't know how the modellers were allowed to lay track along the A82 with big lorries passing by. (That road is narrow enough to create problems with caravans and large continental buses, never mind people walking by the side). I hope it has not created a precedent. There are already enough accidents on this major road that can create closure for hours – because there is no detour – without adding a toy railway. I'm not trying to be a 'spoil-sport' just a realist, and where I come from safety is always first.

From the railway historian point of view, it is a myth when people say that the Victorian engineers found the route impossible to construct. The North British Railway had every intention of continuing beyond Fort Augustus to Inverness, but the Highland Railway – as always – thwarted any attempt to allow that company to come any further, in the same way as they did with the Great North of Scotland Railway when they stopped all Aberdeen locos coming beyond Keith and Elgin.

For all the show's 'faults' more people have been talking about model railways in general – especially those with children who are afraid to mention their interest in case of being laughed at – than all our attempts to gain support for the hobby.

However, there is no doubt in my mind that the lasting memory of this series will be that of a wonderful little steam engine overcoming all the odds, plus that of human endeavour in such wild terrain.

Over a 20-year period I had the privilege of training and assessing young people on their Duke of Edinburgh's Award expeditions in this area. I'm sure many of them watching this programme will recall every mile that this little locomotive covered, including the heavy rain and 'midges'.

But is it a model railway? Well, that's a matter of opinion.

Ian Lamb, via email.

What a pleasure!

Dear RMM,

I have just received a copy of RMM that a friend who was in the UK gave to me as we are both railway modellers.

We belong to the Port Elizabeth Railway Club, way down on the tip of Africa. I think that RMM is fantastic and that it is available online as well, what a pleasure. I am sure most of our club members will be reading it from now on.

Albert Brown, via email.

Write to us

Get in touch by emailing: RMModellingeditor@mortons.co.uk or send letters to: The Railway Magazine Guide to Modelling, Mortons Media Group, Media Centre, Morton Way, Horncastle, Lincs LN9 6JR. Please include your name, address and email in all correspondence.

The DCC debate – a collector's view

Dear RMM,

Having only occasionally had the good fortune to pick up RMM I haven't been following the DCC debate as such, but managed to catch up a little through Geoff Byman's letter in the January issue. I must take issue with Mr Byman's attitude to those who are not interested in DCC.

My own preference is straight DC but then I am a collector, although that wouldn't change if I modelled. DCC is an added expense and I don't think that Mr Byman's comments change that to any extent. In so far as better running is concerned I see no real advantage in DCC, it has not been unknown for some of my vintage layouts to be interpreted as being run 'by computer' because of the analogue functions I've incorporated into them.

DCC has come on in leaps and bounds and no doubt further progress will be made when a boffin's light bulb flashes again. One concern I have from the outside looking in is the advent of power districts (with further costs) that seek to alleviate

power drops beyond 30ft. This rather makes a mockery of the DCC two wires and no isolating sections advantage over analogue irrespective of complexity of layout. My vintage club once ran a Hornby Dublo three-rail layout with several 70ft-length circuits each with a single (two-wire feed). Food for thought.

Each enthusiast must decide on the system they want, weighing up what's best for them, if they go for DCC after thorough investigation then I wish them luck and enjoyment in their resulting layouts.

But, please don't be disparaging towards those of us who prefer and stick to DC analogue. At last year's Alexandra Palace show, I heard one visitor looking at the superb layouts, both DC and DCC, observe 'good, something moving', and isn't that what trains are supposed to do?

I do congratulate Mr Byman on the development of his O-gauge garden layout, there's nothing finer than O gauge in the garden!

Chris March, Crawley.

Thank you very much

Dear RMM,

I obtained a copy of the November 2017 RMM at the Yate model railway exhibition. I have not seen it before and I think it is absolutely brilliant, a much more informative read than almost any of the monthly magazines. An interesting format, informative and I particularly like the newspaper style. I really liked the articles written by Nigel Burkin and Ian Lamb.

The advertisements don't swamp it and many are more interesting in themselves in this format than they are in the 'traditional' magazines. Could this be because they are integrated within the paper rather than occupying pages at the beginning and end of a magazine. Will you ask readers to submit wish lists for locos and rolling stock?

I belong to a very informal group of less than 10, who model in various scales known between ourselves as 'armchair modellers', looking, as well as doing and visiting. We have a meeting every month to either watch railway videos or members show us how to... construct chassis in OO gauge or show their OO9 layout. We also have two outings each year.

Thank you very much indeed for this paper.

Andrew Phillips, via email.

Also inspired by Don Breckon

Dear RMM,

Well done! I've just read your magazine. I too am using a Don Breckon image (see February's Layouts We Love) on my layout but mine is Morning Delivery. I'm looking forward to the next issue.

Michael Schofield, via email.

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Q How can I create a realistic-looking garden for my layout?

Howard Leader, who worked on Spalding Model Railway Club's Gosberton layout, offers some tips.



Planning a model garden is a bit like planning a real one. PAUL BASON



It is high summer in the Gosberton garden. PAUL BASON

MODEL GARDENING IS IN MANY ways not dissimilar to real gardening – the materials, of course, are different, but the planning, construction and 'planting' all have echoes of the real thing, but the risk of back strain is much reduced!

Like planning any real garden, model gardening begins with a good deal of research. In the first place it is important to know what time of year you are going to be representing as all of nature looks different from one month to the next and your choice of plants in flower must match the season of the model. If you are modelling 'summer' remember that some common plants and shrubs do not flower all summer long and, with the exception of some rare varieties, you are not going to see daffodils in a summer garden. In the case of Gosberton the brief was high summer, July/August which meant that I could include buddleia in bloom, second-flush lilac, roses, lupins, hydrangea and hollyhocks.

Every model maker will tell you that having a good stock of photographs to refer to is essential and there is no substitute to taking a walk round your neighbourhood in the chosen 'moment' of your model and making note of what you see in flower, what has gone over



Walk around your neighbourhood in your 'chosen season' to see what's in flower. PAUL BASON

and what colours the foliage of trees and shrubs are displaying.

Bear in mind also that not all plants will grow in all parts of the country so if you are modelling a Scottish railway but you live in Cornwall your local research ramblings may need a bit of double checking.

Gardens are a living expression of the personalities, interests, skills and indeed lives of those who tend them (or not!) so the other piece of preparation I do with all my models is the creation of a back-story. If you are modelling a proprietary scene, then there may be historical research material that will tell you about the people who lived and worked in the place you are modelling.

If you are 'freelancing', then simply using your own imagination will enable you to create a back-story for your model. The brief for Gosberton, being a club-running layout, was broad – any time between 1935 and the end of the steam era. So, in the case of the crossing cottages, I really had to make up my own back-story. Inspired by my real-life

walks around local towns and villages, I decided that, while it is a pair of semi-detached cottages, I would give them each a very different character based upon my imagined occupants.

In my back-story for the Gosberton cottages there is a young family on the left. They have two small children and Dad works night shifts. They have very little time for the garden and very little expectation of garden flowers surviving the games of football, bike riding and other hazards of a growing family. The back garden is, for this family therefore, somewhere for the kids to let off steam, a place to store the coal and a means to dry the washing.

Contrast that with the house on the right occupied by a retired couple who fill their summer days pottering about in their showpiece garden, cutting grass, trimming hedges, planting and polishing the old boy's pride and joy Standard Eight Shooting Brake, while always keeping their fingers quietly crossed that the flying footballs stay on the other side of the fence. Having understood the



I created a back-story for my models and gardens. PAUL BASON

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The family garden is for washing and footballs! PAUL BASON

characters who live in the properties, it is then a lot easier to begin to represent their personalities in their gardens.

The family lawn does not see the mower very often, so the grass is unkempt. Flocks of different tones, a little static grass where grass tends to grow longer against the sides of buildings etc. and weeds in the paving and along the base of the house begin to tell that story. Remembering my own childhood, I realised that every house at one time had a coal bin, so I made a pair from plastic card, suitably weathered with rusty hatch covers. The hedges are overgrown, not least because on the odd occasion Dad has a day off to recover from his unsociable working hours, it has been raining!

The washing on the line tells its own story; Dad's overalls, kids' clothes and bed sheets that Mum is struggling to get dry in time for the next hectic round of family life. There are a number of manufacturers making model washing lines, which could save you scratch building. Some of the manufactured pieces look a bit two-dimensional and benefit from some careful bending to get the 'breeze' into the washing. Heating over a boiling kettle and gently bending with pliers will usually give the desired effect but mind you go

carefully so as not to snap anything. I often make coats, jackets and trousers out of Milliput to hang on clothes pegs in hallways or site offices, so one or two items can be removed from the standard model shop washing line and replaced with your own garments to personalise your laundry depending on the characters in your back-story.

Next door the garden is a riot of colour. You will need to plan this kind of model garden just as you would your own garden at home and, a word of warning, planting out your model garden takes just about as long! Paths were planned as part of the garden layout, scratch built and installed before any greenery was added. The privies and garden shed were also scratch built and installed before planting, as was the garden fence. The outhouse block was modelled on the surviving building in the gardens today. Though certainly no longer used for their original purpose, one can easily imagine them storing Christmas decorations or old household appliances.

At the front, I wanted roses round the door so I studied some climbing roses then made the model from rubberised horse hair and flock, affixing hand-painted flowers made from poppy



This showpiece garden is tended by a retired couple. PAUL BASON



Each garden of the semi-detached house has a different character. PAUL BASON

seeds. Each seed was painted in a dark background colour before adding individual petals in a lighter colour. The hedges are well kept and were simply made from strips of scouring pads covered in flock.

Ground-covering plants are fairly easy to represent with clump material and suitable coloured dust sprinkled over. Standard roses and the larger shrubs require a bit of patience. Like trees, they start with a fuse-wire armature, spray painted. Individual pieces of large flock are added in leaf formations, (don't just glue and dip or you will end up with green furry twigs!) then flowers are added as required.

Creepers climbing up walls and over fences give character. The retired couple have a washing line (used only on Tuesdays!) so I needed an empty line. All the threads and wires I tried looked far too thick (more like ship's cable in scale!) so a long hair recovered from my wife's hair-brush provided the solution.

There are several ways of creating stripy lawns. The quick way is to paint two sheets of paper different shades of green, once dry glue different tones of flock to each then cut into strips and install. If you are a perfectionist you will apply short static grass to the lawn area, then heat a scale mower width strip of brass and 'iron' the static grass down in alternate directions (I warned you this is time consuming!)

For some time I have been trying to find a way of replicating buddleia, a plant ubiquitous in railway yards and gardens. It is no surprise that you seldom see them on model railways as they are complex and very distinctive plants that can't be represented easily with a clump of this or that foliage. I took a look at the bushes in my own



This neat garden even has stripes in the lawn. PAUL BASON

garden and realised that the leaves are easily eight inches long towards the lower end of the fronds, reducing to a few inches approaching the tips. The other obvious feature of the leaves is that they are a darkish green on the upper surface and a silvery green below. There was only one thing for it, paint a sheet of paper the two different tones on either side then, with a sharp scalpel, laboriously cut out hundreds of tiny leaves. The leaves on the prototype grow in pairs along the fronds so, again, you can't just glue and dip. Each leaf has to be individually stuck in place on each frond and the more dense you can make the bush the better it will look, but you would be forgiven for questioning your own sanity long before the task is complete!

The cold frame was scratch built and populated with lettuces, all the pots were made from Milliput then filled with flowers. I think I had my grandfather's garden very much in mind as I built this. There is, of course, a compost heap

and a place where the old chap has the occasional bonfire (but only when next door's washing is not hanging out!). Just for good measure, the keen-eyed may spot a squirrel on top of the outhouse roof.

I was surprised just how many plants went into creating the garden; the secret seems to be to pack in as much as you can to give that 'riot of colour'. I found a useful selection of little coloured foam crumbs in pots on the craft isle at The Range which helped a lot for the ground-covering plants, and clippings of sea moss provided a lot of the structure for the smaller shrubs.

There is something very satisfying about gradually building up a model garden. Like the real thing, you build, make, ponder, occasionally alter things, and from time to time stand back and admire. However you go about it, remember your back-story and the time of year and you're sure to create something of interest. So, to parrot the BBC's GQT, get your model wellies on and "good gardening".

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Merrivale model village

MERRIVALE MODEL VILLAGE Railway and Gardens can be found on Marine Parade, Great Yarmouth. It is set in more than an acre of award-winning landscaped gardens, having last year won Anglia in Bloom Best Commercial Property, and Great Yarmouth in Bloom Best Commercial Property.

More than 50,000 people visit the site annually, but more are expected this year as the opening season has been extended for 2018 from February 10 to Dec 30.

The Dobbins family built the model village in 1961 and it stayed in their ownership until the mid-80s. It was the second model village they created after the now-closed Land of the Little People in Southport. Merrivale has a sister site in Babbacombe Model Village and Gardens in Torquay, which was also built by the Dobbins family.

Merrivale has had only four owners in nearly 60 years with the current owners, Frank and Frances Newsome, taking over from Peter Williamson and Shirley Whelan in July 2017, who had owned it for the previous 14 years. They had brought it back to its former glory after a serious decline in the 1990s.

"We have just bought the village and have already implemented small changes, i.e. a Halloween Fest and a Christmas Extravaganza with Santa's grotto. At Easter we are having an Easter rabbit hunt and have the White Rabbit from Alice in Wonderland visiting over the holidays," says Frances.

"We also are hoping to install two new models in the near future.

"We have a lot of autistic/special needs children who visit the village, especially for the railway, so we are also in the middle of installing a sensory garden. We also hope to have a children's play area installed this year.

"The railway is very popular. We have a selection of rolling stock and more than 45 engines that we rotate on a regular basis. It is G gauge LGB and we currently have more than 500m of track. The staff have made a tool to clean the track every day and also after any rainfall



to keep the trains running and free of leaves."

Merrivale is built to 1/12th scale and includes lots of different scenarios from a moving old-fashioned fairground, to a space rocket getting ready to launch, with a lot of the models interactive.

There is also a car accident scene with an ambulance and police helicopter, and a mountain rescue scene complete with an RAF rescue helicopter.

The site is also home to a gift shop, old-fashioned penny arcade and tearooms that were established in 1903.

"We hope that people find the village



amusing and good fun and we are often complimented on our floral displays and our huge Koi carp.

"We encourage repeat visits the same day (a ticket is valid all day) as there are so many models and people in different situations, it is nearly impossible to take it in all at once.

"In the summer holidays we have evening illuminations when the village

and most of the buildings are lit up so you can see inside them and the different things that these miniature people are getting up to in their small worlds," says Frances.

Merrivale Model Village Railway and Gardens, www.merrivalemodelvillage.co.uk, Merrivale Model Village, Marine Parade, Great Yarmouth, Norfolk, NR30 3JG.



The French toy company Jouef

Tony Stratford outlines the story of the French company that produced Playcraft in HO and returned in the 1970s with a small range of British OO models.

IN THE LAST ISSUE WE OUTLINED the arrangement between Mettoy and Jouef to produce the range of Playcraft HO/OO scale models available in the 1960s. This time we cross the English Channel to concentrate on French manufacturer Jouef.

Georges Huard became an agent for JeuJura wooden toys and products in 1931 that were produced at Champagnole in the Jura region of south-east France. JeuJura remains in business today still making wooden toys. Huard was from Paris but little is known about his early years or about his private life.

It is believed that he began a company making household items in plastic and metal in the 1940s and in 1944 he formed a toy company.

Le Jouet Français/The French Toy Company

The company headed by Huard began making toys using conventional tinsplate techniques and also in plastic at affordable prices. Items included cars, airplanes, cookers, saucepans and mechanical clockwork figures including a pair of boxers. This company, Le Jouet Français (The French Toy Company), had its name contracted to become Jouef.

In 1949 the company made its first toy train set. This was tinsplate running on two-rail tinsplate track and consisted of a clockwork railcar such as the type used on the line from Algiers to Timbuktu in West Africa. Algiers, now the capital city of Algeria, was a French colony from 1830 until independence in 1962 while Timbuktu is now in Mali, another former French colony. What made this set different to others in the same period is that it was produced in HO scale rather than O gauge, which remained popular in the early postwar years. Huard's aim was to make the cheapest toy trains in the world and he certainly achieved his aim, causing considerable discomfort to many long-standing ranges across Europe!

By 1954 an electric set was in production. This consisted of the 1500v electric BB 9004 locomotive that had entered service with SNCF (French National Railways) earlier that year. On March 29, 1955, the BB 9004 broke the rail speed record of 331kph on the Landes line between Fature and Morcenx. The set comprised two coaches and tinsplate rails revised for electric two-rail operation, the locomotive having a 6v motor supplied by German manufacturer, Distler, a company that had begun trading in Nuremberg in 1900 before closing in the 1960s. Distler in return sold some of the Jouef building kits and accessories.

Jouef by this time was gradually reducing the amount of toys made using the traditional tinsplate



methods in favour of plastic, although some tinsplate items remained available until the mid-1960s. A range of nursery toys was developed alongside farm animals, helicopters, tractors and cars. As part of its agreement with Mettoy to supply Playcraft trains, Jouef became the French distributor for the Corgi vehicle range.

A major change took place around the same time (1960) that Jouef reached agreement to supply Mettoy with a range of British and French outline HO/OO trains as we outlined last month. The track was made with plastic sleepers and locomotives and rolling stock took on a more scale appearance. Jouef's unique selling point was undoubtedly price; trains being produced for the domestic French market were far cheaper than Hornby Acho (made by Meccano in France, and also sold in the UK through Hornby Dublo dealerships) and JEP.

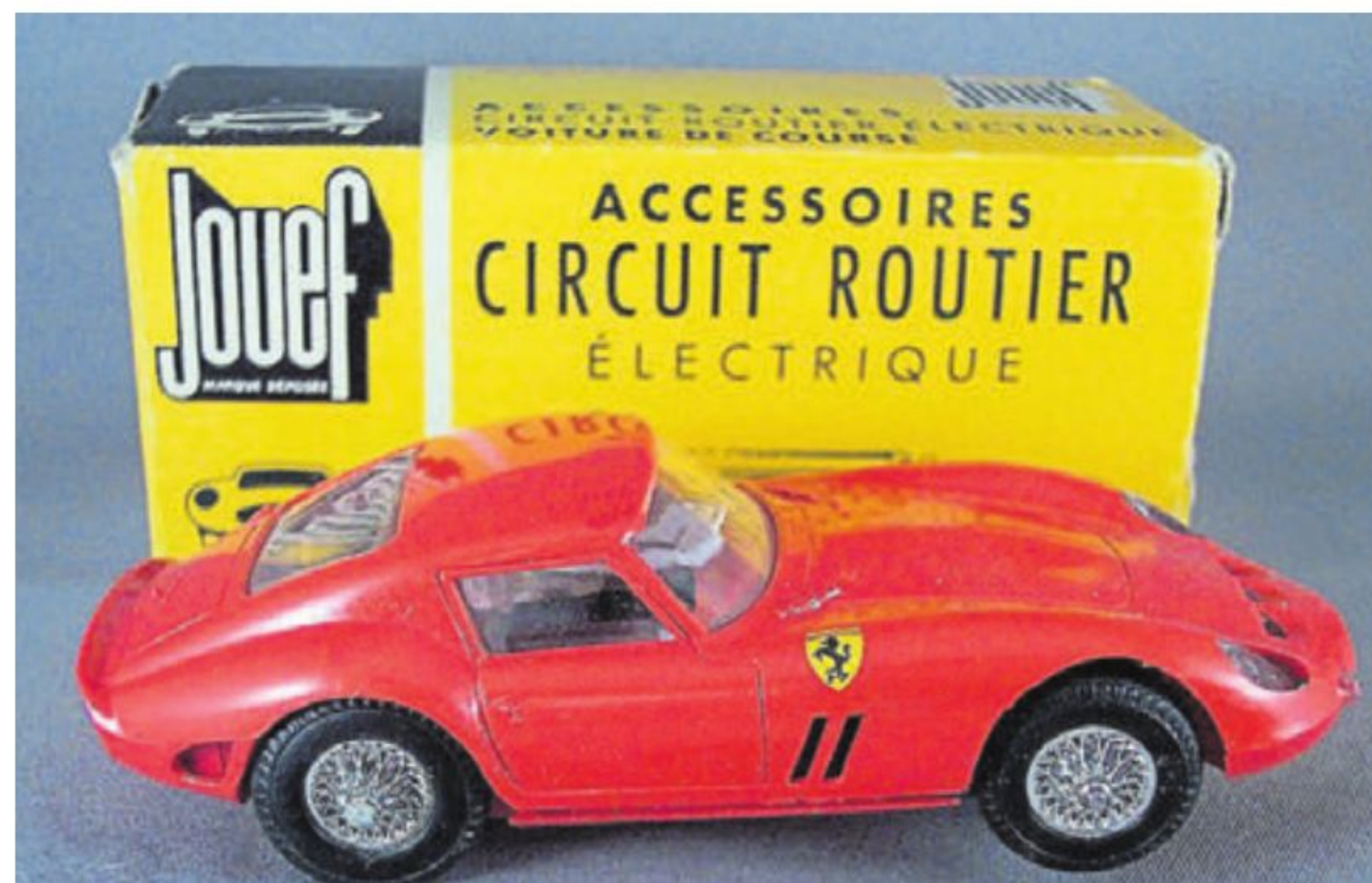
Demand for Jouef trains was considerable and their very presence started to damage established brands, which could not compete on price. The expansion of the slot-car racing circuits such as those produced by Scalextric, Airfix and Meccano were also under threat when Jouef introduced its own system in 1963.

In 1967 Jouef purchased the tooling of French building kits produced by André Porte.

Jouef also introduced an HOE narrow gauge range (which is the HO equivalent of OO9 in Britain) in 1967 again using French prototypes. In 1968, Jouef acquired the Egger-Bahn range of HOE models that had been founded by the three Egger brothers in Munich, Germany in 1963. Egger was the pioneer of ready-to-run narrow gauge model railways, which ran on 9mm gauge track (the same as N gauge but with the sleepers further apart). The narrow gauge models ceased production around 1973. The models with Jouef motors in them were regarded by many narrow-gauge modellers not to be as good as those produced in Munich.

Under new ownership

In 1972 Georges Huard sold Jouef, which was now the leading French toy and model company, to Sofinex, a subsidiary company of financial services company LCL (Le Crédit Lyonnais). LCL was formed in 1863 and by 1900 was the largest banking group in the world. This acquisition appeared to



Jouef slot-car Ferrari 250 GT. PINTEREST

coincide with the decline of the model railway business and the company was soon under threat from Italian company Lima, which produced a range of French models in N, HO and O gauges.

1973 saw the demise of Jouef's main rivals Hornby Acho, which by this time was owned by Airfix, the owners of Meccano. Airfix acquired Meccano after the fall of Lines Brothers. Lines was the manufacturer of many well-known toy and model ranges including Tri-ang Railways (see *Railway Magazine Modelling* issue 3, March 2017) and the Tri-ang Hornby range before its 1971 collapse.

A number of popular models were improved during 1973 and older models were withdrawn along with the HOE narrow-gauge range. A new steam locomotive appeared in the form of the 231K Pacific alongside a CC5561 electric.

During this period the North British Glasgow-built D6100 (later Class 21 and 29) was rerun but with the European-style loop and hook couplings. It was sold in the UK at a very competitive price by the Tunbridge Wells Model Shop, which was a major Jouef stockist.

In 1976 Jouef produced two sets in Australian liveries for its Australian distributor Cyclops. Other models available were of European design.

During the Sofinex years, three other French companies – Delacoste, Heller and Solido – joined the Le Jouet Français group in 1974. Heller was best known for producing plastic construction kits of cars, planes, ships and military vehicles. Heller had been founded in Paris in 1957 while Solido, producer of 1:43rd and 1:50th die-cast cars and vehicles, was founded in the 1930s in Oulins, some 40 miles west of Paris. Delacoste manufactured balloons and toys.

Jouef production reached its peak in 1977, with the company employing 1352 staff at that time.

British OO

Jouef was no doubt able to draw on its experience in the British market with Playcraft and introduced the first of a new range of OO models



Jouef key. EBAY

in 1977. They were announced at the Birmingham Toy Fair held at the NEC and reported in the February 1977 *Railway Modeller*. These comprised a Class 40 locomotive in both BR green and blue liveries and also a range of Mk 3 coaches, which had been introduced by British Rail in 1975 to a design developed for the prototype high-speed trains (HSTs) in 1972. The coaches were produced in First, Second and Buffet versions. Their arrival was timely as the Hornby HST arrived a year later but with less than scale-length coaches to enable them to traverse train set curves. The Jouef versions at least enabled those requiring scale-length models to adapt the Jouef coaches by removing the buffers between coaches! The coaches were reviewed in the December 1977 *Railway Modeller* and had a recommended retail price of £3.99. The coaches were supplied with three pairs of interchangeable couplings allowing the Hornby type to be changed for either the Hornby Dublo/PECO type or the standard European hook and loop coupling.

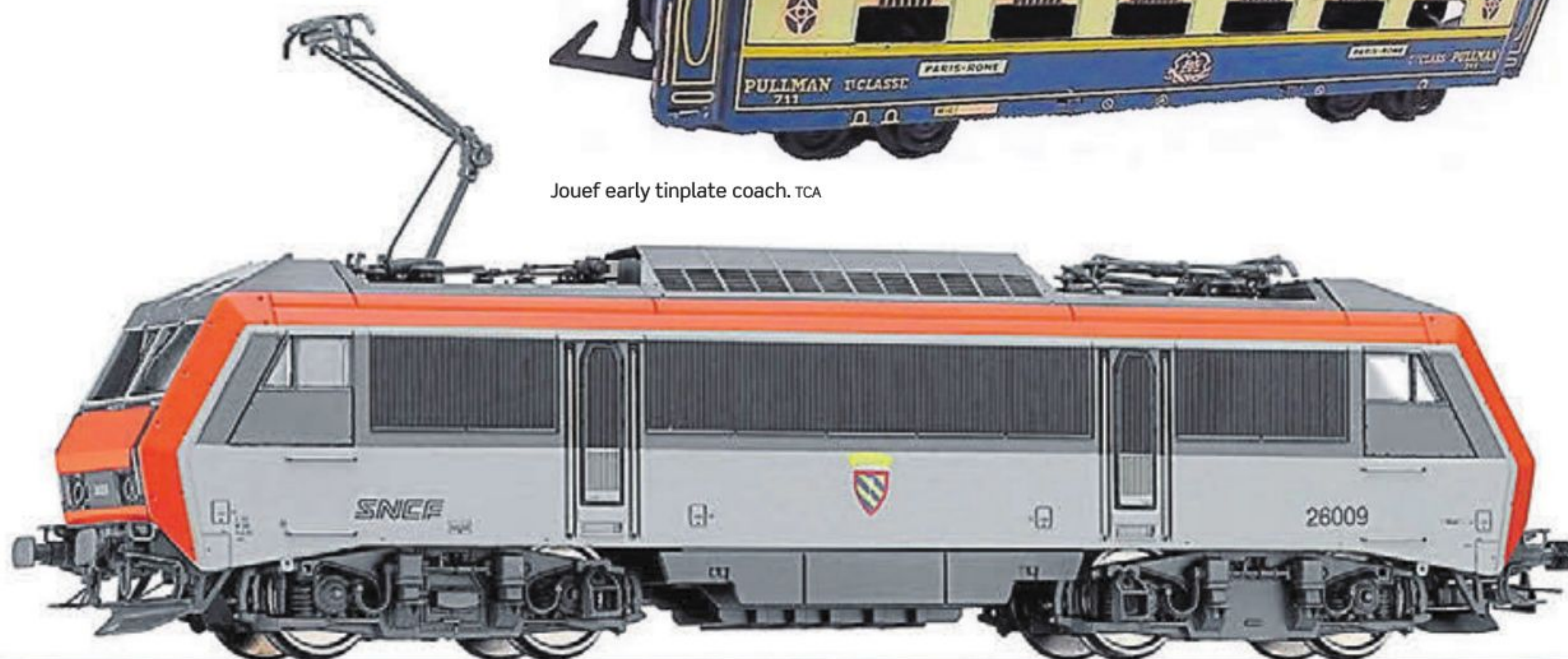
The Class 40 review appeared in the March 1978 *Railway Modeller*. Available in BR blue or green liveries, the model had a recommended retail price of £22.99.

The Hestair Group of Guildford, through its subsidiary company Hestair Models based in Thomas Road, London E14, was at the time the distributor of Jouef trains and it planned to expand the range, engaging with several modellers to seek out potential subjects for future releases. Hestair had a diverse range of interests including producing Dennis fire engines and other specialist vehicles, having begun life at Hounslow as the Heston Aircraft Company, Hestair being derived from the first three letters of Heston and Aircraft. Hestair entered the industry by purchasing the toy company I. Angel & Co, Burdett Road, in East London. Angel was a toy importer, wholesaler and distributor. Further acquisitions came with the purchase of jigsaw company Thomas Hope of Manchester and Kiddicraft. The interests of Hestair appear to have been disposed of to various companies around 1989. The toy division passed to Fisher Price at that time, which itself became a subsidiary company of Mattel in 1993.

An A3 Class locomotive was announced in December 1977 in the *Railway Modeller* Toy Fair report leading up to the 1978 events. A prototype photograph appeared in the January 1978 issue, which explained how both the A1 and later A3 versions of the Gresley Pacifics would appear. These locomotives failed to materialise.



Jouef early tinsplate coach. TCA





Jouef OO BR Mk 3 Buffet car - PAT HAMMOND

It is believed that Hestair was planning to rebrand the British Jouef range as Hestair Railways. This did not happen and no further OO models appeared. *Railway Modeller* reported in February 1980 that Jouef exhibited at London Toy Fair at Earls Court but there was little to report.

Irish interests

During the Sofinex period, a factory was opened in the Republic of Ireland as a subsidiary company named Hobby Developments Ireland (HDI). The factory opened on the Shannon Airport Industrial Estate in 1978 as a result of receiving a grant from the Irish government. The factory was just less than 13 miles from Limerick although it is sometimes referred to only as Limerick. Jouef was at the time trying to build closer ties with modellers with British and Irish interests.

Tooling was shipped over from France and apart from the OO scale Class 40 and Mk 3 coaches, most of the tooling inventory comprised of older Jouef tooling of European prototypes. Much of the stock retained its Made in France legend on the chassis and boxes as changing it to Made in Ireland would have been uneconomical. The Republic of Ireland had joined the European Union in 1973.

The models offered, with the exception of the British OO ones, failed to convince customers in either Britain or Ireland that its products were worth purchasing. Producing French and German locomotives in IE or BR liveries simply did not work for most modellers although they fared a little better in the train-set stakes. Increased cost was also an issue, as was the quality of the finishing.

The Class 42 Warship diesel hydraulic locomotives were built at Swindon and the Class 43s at the North British Locomotive Works in Glasgow. These locomotives were based on the V200 Class diesels then in use with Deutsche Bahn (German Railways) but they were not identical. The Class 42s have been produced by both Marklin and Fleischmann using the German chassis but with a British outline body and unfortunately the Irish-produced V200 in BR livery was a very poor attempt.

In addition to locomotives a range of coaches and wagons was produced and some of the coaches did carry in addition to the Jouef trademark, HDI Made in Ireland.

Some of the French and German models produced in Irish Rail (IE) orange and black

livery are equally unconvincing but that is part of the attraction to collectors of more obscure models today.

Not all the output from Shannon was aimed at the British or Irish markets and the models produced for the domestic market in other parts of Europe fared much better. These included items in the liveries of the national railways of Austria, Belgium, France, Germany, Holland, Italy and Spain. Track produced in the factory is marked Jouef/HDI Made in Ireland. A range of train sets was also produced.

The end of production in Ireland came following the collapse of Sofinex in 1981.

This was not, however, the end of the story. Following closure of the factory the stock was acquired by Hobbies (later Hobby Photo) in D'olier Street, Dublin 2. Hobbies was run by Matt Ascough Jnr, the son of the former head of M & R Model Railways, Matt Ascough, who was for many years the British distributor of Fleischmann. The Dublin company first advertised some of the models in the *Continental Modeller* in November/December 1983 issue. The Mk 3 coaches were advertised as ready to run for £2.75 or in kit form for £1.90.

Around 1985, the remaining items passed to the Southern Model Railway Company, which closed in 1987. At some point remaining stock was acquired by Tony Reece of Worcester which sold the Class 40 locomotives in kit form. Following his passing in 2010, his stock and collection was auctioned by Worcester company, Griffiths & Charles. The items passed to Anoraks Anonymous, a specialist retailer of pre-owned trains based in Doncaster, which sold them through its eBay shop until stocks were exhausted.

More financial problems in France

By the end of the decade the group was struggling mainly from overseas competition, and financial difficulties within the wider Sofinex company resulted in the company ceasing trading in 1981.

A rescue bid was mounted by the CEJI group which owned the French toy company Joustra. Founded in 1934 in Strasbourg, the name is derived from Jouets de Strasbourg (Strasbourg Toys). The company sold a large range of toys including tinplate vehicles. The CEJI Group also owned German plastic kit manufacturer Revell, which included a number of HO-scale locomotives and buildings in its range at that time.



Jouef HDI BB15006 Loco made in Ireland - WINNER 12578

Joustra quickly appointed Mr Vullard as the chairman of its new group and this resulted in new models being introduced by Jouef to a higher standard. For the first time since 1972, Jouef was now being run by someone with a successful track record in the toy industry rather than merchant bankers and financial institutions which were unable to react to changes in the market place.

Following the discovery of the HOe tooling the narrow gauge range was reintroduced in 1983 with motors produced by Mabushi, which greatly improved performance. Production ceased in the 1990s.

It was announced in November/December 1983 issue of the *Continental Modeller* that Jouef European was now being produced by CEJI with PECO's PPP Agency Division being appointed distributors for British Isles and Northern Ireland (not ROI).

A range of HO-gauge white-metal kits produced by Ks of Banbury was also imported by Jouef. Such kits were popular in the UK at that time, allowing scale modellers to introduce models that were not available to purchase ready-to-run. Potential French customers were not greatly impressed and those that were sold were often regarded as difficult to make.

Jouef through Joustra also produced many sets aimed for sale in hypermarkets and department stores. This included the reintroduction of clockwork train sets, while electric sets were also produced to create maximum play value.

Tooling from the former France 'Trains' range was acquired in 1986 and incorporated into the Jouef catalogue while the company also distributed other ranges including Electrotren, Lima, Rivarossi and Liliput.

Jouef produced during this time the TGV high-speed train that was introduced by SNCF (French National Railways) in 1981. The TGV and a steam-hauled Orient Express train set were included in the Bachmann USA catalogue (Bachmann in the UK was not formed until 1989) for 1985 and 1986. Jouef had supplied a small range of building kits to Bachmann in 1972-73, including the former Playcraft British outline engine shed screw assembly kit.

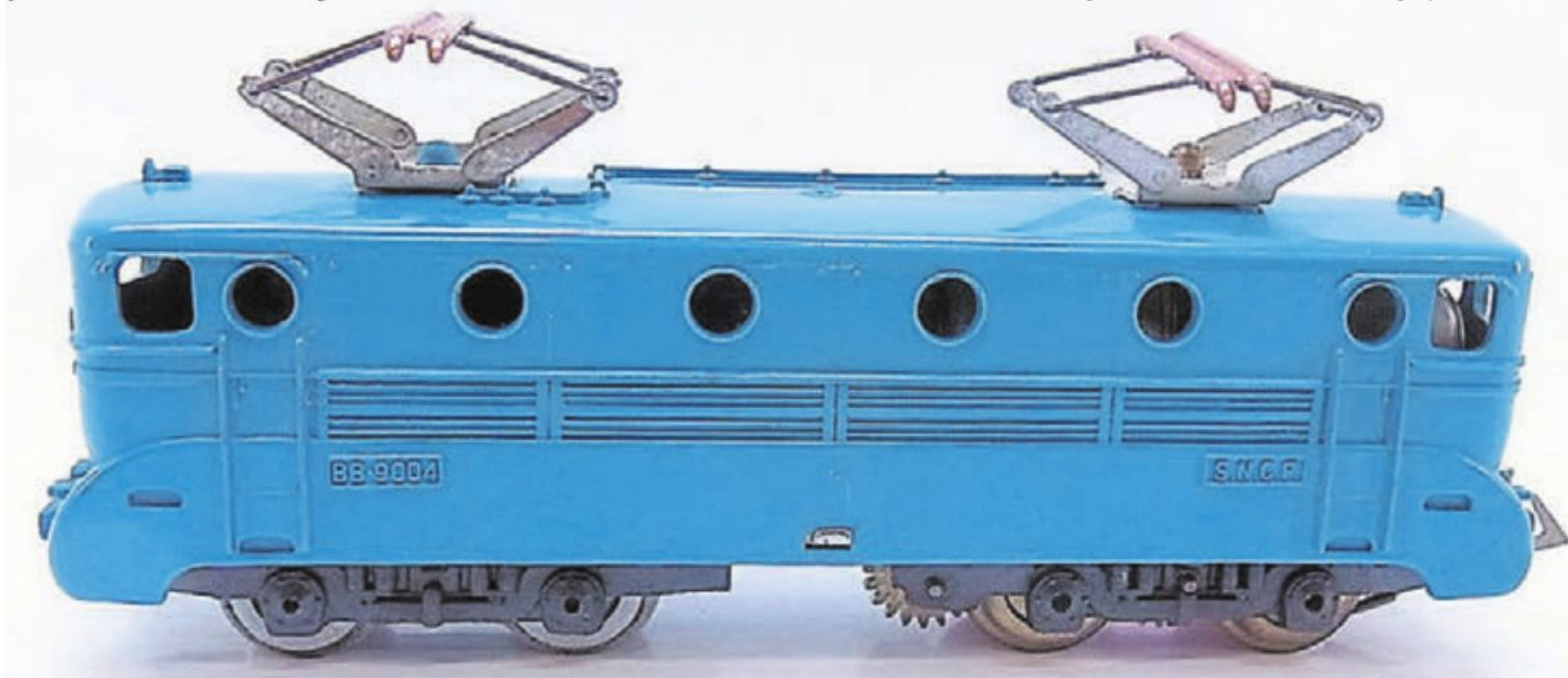
However, financial difficulties again came to the fore in 1985 following bankruptcy of the parent CEJI group caused by the economic uncertainty then being experienced in France.

Rescued again

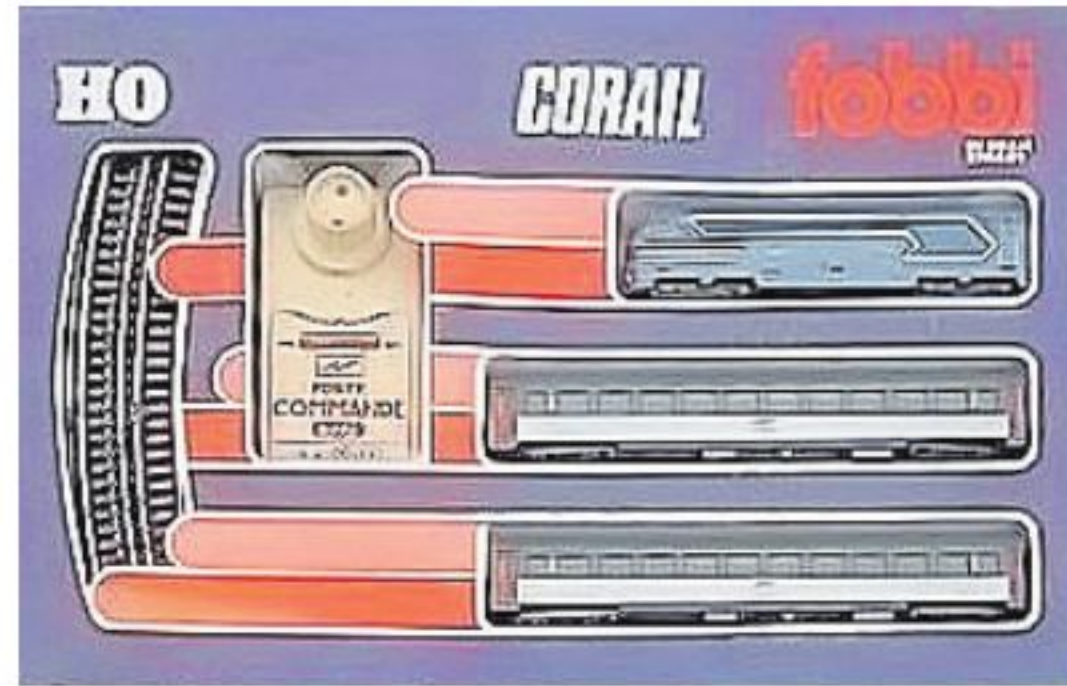
Former Jouef employee Jacques Barret left in 1980 to set up a rival company Fobbi, which specialised in the toy train market rather than the scale model railway one being pursued by Jouef at that time. The products were unmistakably toylike and were produced in Varennes-Saint-Sauveur in eastern France. Fobbi also produced a range of inexpensive electric racing car sets.

Fobbi purchased Jouef in 1986 and moved all production to the Jouef Champagnole factory. Some of the Fobbi trains continued in production as Fobbi par (by) Jouef until 1990.

Barret died in 1987 leaving the company in the hands of Jean-Pierre Coron, who quickly took the company to new levels with products matching the very best of European products and, to the dismay of some French modellers, at a higher price to reflect it. By 1990, newly introduced locomotives such as the CC72000 diesel loco, the CC21000 and the Bo-Bo Sybic were selling for in excess of 1000 French Francs (around £100 at that time). With costs matching those of its main competitors, it was not surprising that fewer models were sold, allegiance switching to other companies that produced models of French prototypes such as Lima, Rivarossi and Roco.



Jouef Bo-Bo Class BB9004 SNCF - EBAY



Fobbi Corail train set. PAT HAMMOND

Buoyed by the success of the TGV the company developed other versions of the train such as the TGV Atlantic, AVE (the Spanish version) and the Eurostar, which linked Britain to France via the Channel Tunnel. These were developed in conjunction with Mehanotehnika (later Mehano) in Slovenia (formerly Yugoslavia).

The last Jouef advert run by Peco was in the Jan/Feb 1988 issue of *Continental Modeller*. The Sept/Oct 1988 issue of *Continental Modeller* sees Pentoy of Priors Marston, Warwickshire announce that it was the new sole importers of Jouef and Egger-Bahn.

At the end of 1993 Pentoy said it was moving and *Continental Modeller* carried an advert – it was also importing Electrotren from Spain at the time. No further Jouef adverts from Pentoy could be traced in *CM* before the Rivarossi takeover. Pentoy continued to trade in the area until 2007.

Rivarossi acquires Jouef

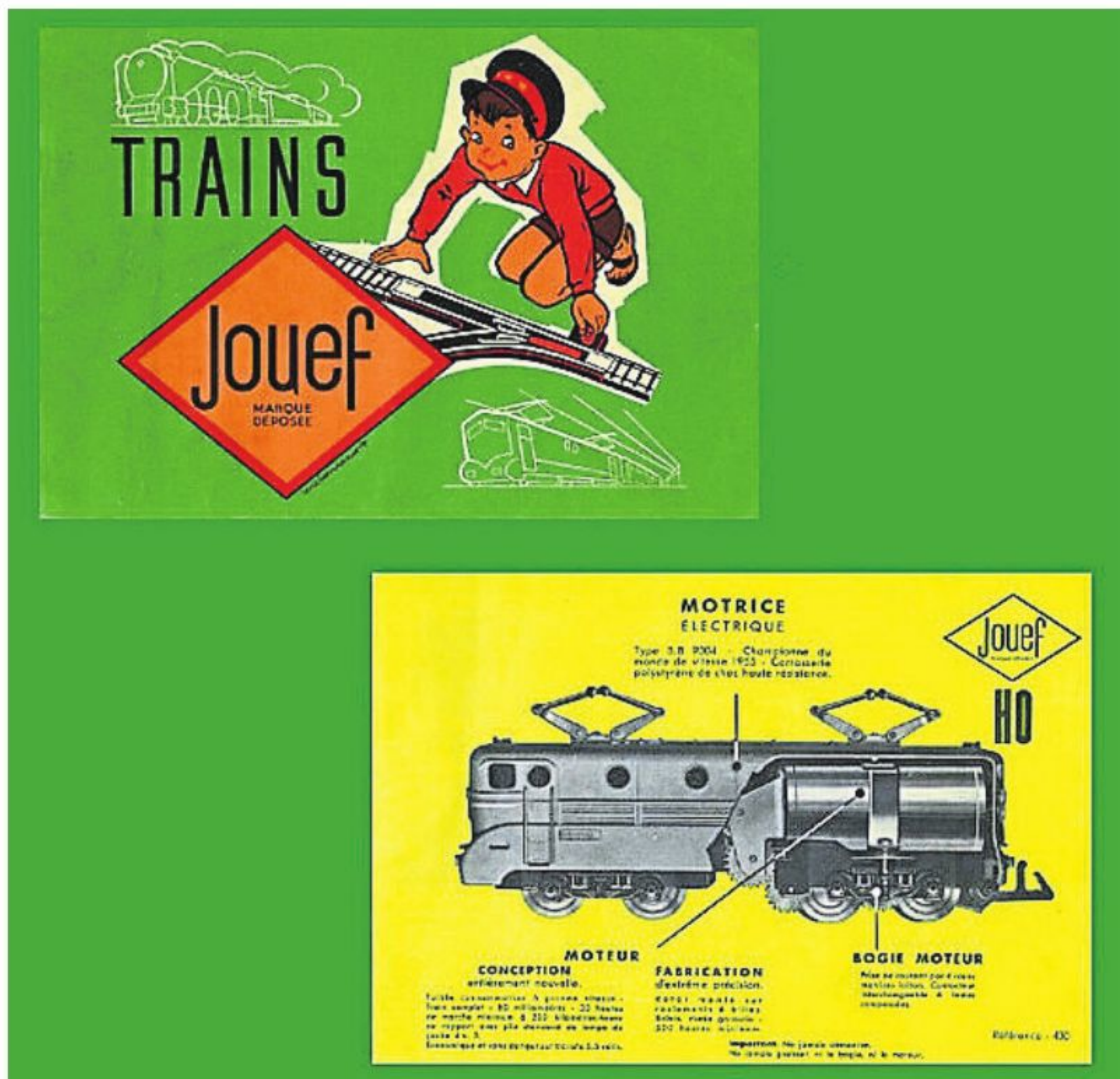
It was not long, however, before Jouef found itself again in financial trouble and once more in search of new owners. Sales to hypermarkets fell dramatically and the company was hemorrhaging money. A number of competitors looked at purchasing it but these came to nothing. In 1995, the Italian company Rivarossi purchased Jouef, as it was at the time expanding, having merged with its rivals Lima in 1992 before acquiring German N-gauge specialists Arnold in 1997. It also owned the Pocher brand of large-scale vehicle and motorcycle kits, which had been established in 1951 before becoming part of Rivarossi in the 1970s.

Sixty of the 156 jobs at Champagnole were saved initially with hopes of recruiting others back into the company as production progressed. The catalogue was greatly reduced and some models were withdrawn owing to duplication within either the Rivarossi or Lima ranges that remained in production.

A new Junior range was launched in 2000 in a belated attempt to encourage a new generation of youngsters to take up the hobby. Models were produced mainly from redundant older Lima tooling but the project was not a great success. Included in the range was the Jouef 708 locomotive, which dated from 1955 and had been dropped from the catalogue in 1993. This model was once part of the Playcraft range, appearing in British Railways livery.

Likewise, the scale models were equal to others within the Rivarossi Group in terms of finish, quality and performance.

The financial position worsened and in 2001 the factory was reported to be losing more than a million FF (French Francs) a month. Not surprisingly the owners announced the closure of the Champagnole factory in June of that year. The factory was employing more people (around 90) than it was when rescued but despite protests it lost the jobs and the tooling left France for the



Jouef 1955 catalogue. PAT HAMMOND

Rivarossi factory in Brescia, Italy. Many of the scale models were incorporated into the existing Lima and Rivarossi brands, leaving Jouef to look after the toy market.

In 2001 the Rivarossi Group was renamed Lima SpA (Ltd) with its headquarters in Brescia.

Financial pressures once again brought about the collapse of the Lima SpA (Ltd), resulting in the cessation of production in January 2004.

Hornby International

Hornby, through its acquisition of the Spanish Electrotren brand in 2004, was by now involved in model railways catering for the European market. During March 2004 it was announced that Hornby had bid £5.4 million for the tooling that produced Arnold, Jouef, Lima and Rivarossi models. Hornby was now fully producing models in China and in December 2004 it was announced that the Hornby bid had been accepted.

The first task was to ship all the tooling to China and once this had been completed Hornby set about the task of arranging its inventory to produce

further models. These were to be marketed under the Hornby International brand collectively but still retain the strong brand names, which were recognised across the world, as Arnold, Jouef, Lima and Rivarossi. Each is a strong domestic brand within its former production countries.

Hornby products were distributed in France at this time by MKD. The company located near Paris in 1981 was acquired by Hornby in December 2005 and became Hornby's French sales office.

By 2006, all the French outline models had been reorganised under the Jouef brand and models began to appear again. In 2009, the Jouef catalogue was once again available.

Since then a comprehensive range has emerged that has included award-winning models and details can be found in either the Jouef catalogue or via the Hornby website.

Next time

We shall take a look at Rivarossi, another company that entered the British ready-to-run market in the 1970s.

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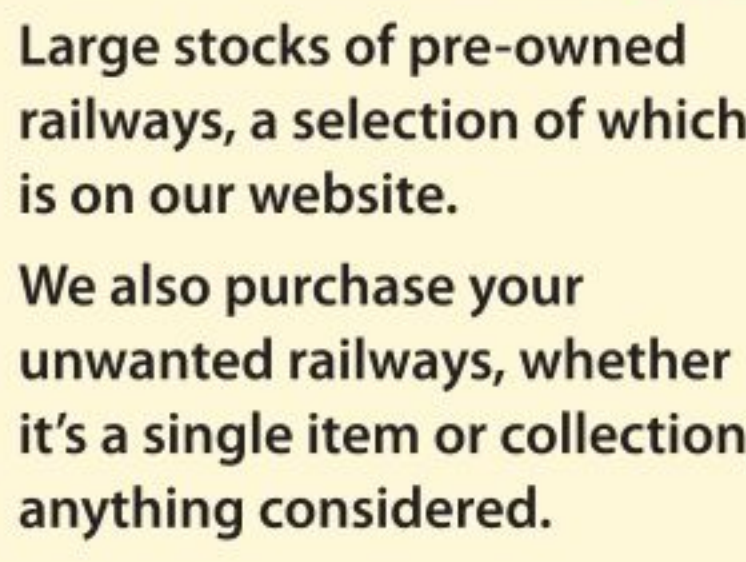
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EXHIBITIONS: 2018

March 3rd G.O.G. Kettering / March 10-11th Basingstoke
/ March 24-25th Alexandra Palace /
April 15th Normandy O Gauge / April 28-29th Epsom.
For Price List send C5 SAE

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Dates for your diary

RM MODELLING LISTINGS March 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.

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

Cardiff Model Engineering Society.

King George V Drive East, Cardiff, Wales, CF14 4AW. Members of the public welcome on all days, it's not just members' days. Monday 7pm-9pm - OO Tuesday 7pm-9pm - Workshop Wednesday 7pm-9pm - Garden Railway Thursday 7pm - 9pm - General meeting night (different things on) Club house: 029 2075 5731 Rob Matthews secretary@cardiffmes.com

EXHIBITIONS

February 24

Dereham Model Railway Exhibition - a fundraising event for the Mid-Norfolk Railway. Memorial Hall, Norwich Street, Dereham, Norfolk NR19 1AD. Email: derehamexhibition@gmail.com Saturday 10am-4pm. Adult £2.50, child £1. Large-scale layouts and live steam.

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 £6, child £3, family £15. 20 layouts.

Solent Model Railway Show and Eurotrack 2018. Oasis Lordshill Academy, Romsey Road, Southampton SO16 0XN. www.solentmodelrailwaygroup.webs.com Saturday 10am-5pm, Sunday 10am-4.30pm, disabled access. Adult £6, child £3. 25 layouts with trade support.

February 25

SRP Toyfairs, Swayne Park School, Sir Walter Raleigh Drive, Rayleigh, Essex SS6 9BZ. 10am-2pm. Adults: £2, children free.

March 3

March & District Model Railway Club. March Braza Club, Elm Road, March, Cambs PE15 8NZ (next to March station). 10am-4.30pm. Adult £4, child £2, family £10 (2 + 2). Free parking, refreshments available, disabled access, 19 layouts in various gauge, 11 trade stands, demonstrations and traction engine rides in the car park.

March 3-4

Leamington and Warwick Model Railway Society Exhibition. Warwickshire College, Warwick New Road, Royal Leamington Spa CV32 5JE. www.lwmrs.co.uk Saturday 10am-5pm, Sunday 10am-4pm, disabled access. Adult £7, child £1, family £15. 20 layouts and demonstrations.

Rainhill Model Railway Club Exhibition. Rainhill Village Hall, Weaver Avenue, Rainhill, Merseyside L35 4LU. www.rainhillmrc.org.uk Saturday 10am-5pm, Sunday 10am-4.30pm, disabled access. Adult £5, child £3, family £13. Free vintage bus service to and from North West Museum of Road Transport in St Helens. Layouts and demonstrations.

March 4

Stowmarket Railway Club's Stowmarket Train & Model Collectors' Fair. Needham Market Community Centre, School Street, Needham Market, Suffolk IP6 8BB. 10.30am-3pm. Adult £1.50, accompanied child free. Disabled access, free parking, refreshments. Buy, sell or swap new and old model railways, die-cast cars, buses & lorries, plus toys, railway and transport books and photographs. Modelling demonstration and working model railway layouts.

March 4

SRP Toyfairs, The Kings Hall, The Beacon Hill, Herne Bay, Kent. CT6 6BA 10am-2pm. Adults: £2, children free.

March 7

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

March 10

Wombourne Model Railway Exhibition. Wombourne Civic Centre, Gravel Hill, Wombourne WV5 9HA. 10am-4pm. Adult £5, concession £3, child under 12. Free parking, wheelchair access, children's competitions and best in show. Featured layouts: Arley, Muckton, A Taste of Alber, Trinity Dock Street Bridge, Sutton Edge, Stoke City, Snow Valley, Oberdorf/II, Brynderi, Spires Road, Arley, Highley, Ken Jones, Brewery Tramway, Brandgeight, Neuburg, Campbells Quarry, Motley Sub Shed, Atherley Narrows, Greenacre Yard, Brian Street.

Swindon Model Railway Club — Modrail 2018. STEAM Museum of the Great Western, Fire Fly Avenue, Swindon SN2 2EY. www.swindonmodelrailwayclub.com 10am-4.30pm. Adult £5, child under 16 free when accompanied by an adult, admission to STEAM museum is not included and not required to visit the exhibition. The museum will be offering a combined discounted entry of adult £5.50 and child £4.40 to show visitors. Disabled access, refreshments. Parking is at the designer outlet car park. 14 layouts and demonstrators in Z, N, OO, O and G standard gauge representing British, Continental and American railways plus British and American narrow gauge. Featured layouts: Portserra (EM) by Timothy Tinncknell, End of the Line by Tim Crockford and Clarkesville G scale by Swindon MRC - American Narrow Gauge. There will also be a Hornby Dublo drive-it-yourself layout for the young or young at heart. Trade support.

Narrow Gauge North 2018, Model Railway Exhibition.

Pudsey Civic Hall, Dawsons Corner, Pudsey, West Yorkshire LS28 5TA. www.narrowgaugenorth.org.uk 10.30am-4.30pm. Adult £8, accompanied child under 16 £1. Disabled access to all areas except the stage. Hot and cold refreshments. Free parking. Proceeds to Sue Ryder Care - Wheatfields, Leeds. **Crewe Heritage Centre:** Toy & Trains Collectors' Fair. 10.30am - 3.30pm. The Crewe Heritage Trust, Vernon Way, Crewe, Cheshire, CW1 2DB. See website for further details and prices. www.creweheritagecentre.org

March 11

SRP Toyfairs, Charmandean Centre, Forest Road, Worthing, BN14 9HS 10am-2pm. Adults: £2, child free.

March 10-11

East Anglian Model Railway Exhibition. The Britten Arena, Wood Green Animal Charity Centre, Huntingdon PE29 2NH. www.stneotsmrc.com Saturday 10am-5pm, Sunday 10am-4pm. Adult £7, child £4, family £20. Free bus service from station. Layouts and live steam.

Keighley Model Railway Club Exhibition. University Academy Keighley, Green Head Road, Utley, Keighley, West Yorkshire BD20 6EB. www.keighley-mrc.org.uk 10am-4.30pm. Adult £6, child £3, family £15. Disabled access. 15 layouts in many scales.

March 16-18

South Devon Railway, Half Price Weekend, The Station, Buckfastleigh, Devon TQ11 0DZ. See website for more details

March 17

Abraill 2018. Abingdon and Witney College, Abingdon Campus, Abingdon OX14 1GG. www.admrc.org.uk 10am-5pm. Adult £8, accompanied child free, disabled access. 20 layouts.

Bawdeswell Model Railway Exhibition. Village Hall, Reepham Road, Bawdeswell, Norfolk NR20 4RU. www.32amrc.co.uk 10am-4pm. Adult £5, concession £4, child £2, family £10. Selection of layouts in O, OO and N gauges.

SRP Toyfairs, Hawkinge Community Centre, Heron Forstal Avenue, Hawkinge, Kent, CT18 7FP 10am-2pm. Adults: £2, child free.

March 17-18

East Grinstead Model Railway Club Exhibition. Sackville School, Lewes Road, East Grinstead, West Sussex RH19 3TY. www.egmrc.org.uk Saturday 10am-5pm, Sunday 10am-4pm. Adults £5, concession £4, child (5-16) £4, family £16. 17 layouts and trade support.

Nottingham East Midlands Model Railway Exhibition.

Harvey Hadden Sports Village, Nottingham NG8 4PB. Saturday 10am-5pm; Sunday 9.30am-4.30pm. A new feature is the GETTING STARTED section. This will include demonstrations of basic techniques and hands-on exhibits where beginners, or hobby returnees, can have a go at making scenery, building a simple kit or even operating a layout! 29 layouts of all sizes and prototypes.

Large Scale Model Rail and Midlands Garden Rail Show.

Warwickshire Exhibition Centre, Fosse Way, Leamington Spa CV31 1XN (junction of A425 and B4455). www.largescalemodelrail.co.uk 10am-4pm. Tickets: By post before March 10 or online - Adult £7.50, concession £6.50, child £2 or adult £8.50, concession £7.50, child £3 on the day. Large-scale model rail.

Rochdale Model Railway Exhibition. Heywood Model Railway Group, Rochdale Town Hall, The Esplanade, Rochdale, Lancs OL16 1AB. www.hmrg.co.uk Saturday 10am-5pm, Sunday 10am-4pm. Adult £5, concessions £4, child £3, family £13. 17 layouts.

Bodmin & Wenford: Half Price & Kids Go Free, Bodmin General Station, Bodmin, Cornwall PL31 1AQ. See website for more details. www.bodminrailway.co.uk

Kirklees Light Railway: Days Out with Thomas, Park Mill Way, Clayton West, Huddersfield, West Yorkshire HD8 9XJ. See website for details www.kirkleeslightrailway.com

March 18

SRP Toyfairs, Swayne Park School, Sir Walter Raleigh Drive, Rayleigh, Essex SS6 9BZ. 10am-2pm. Adults: £2, children free.

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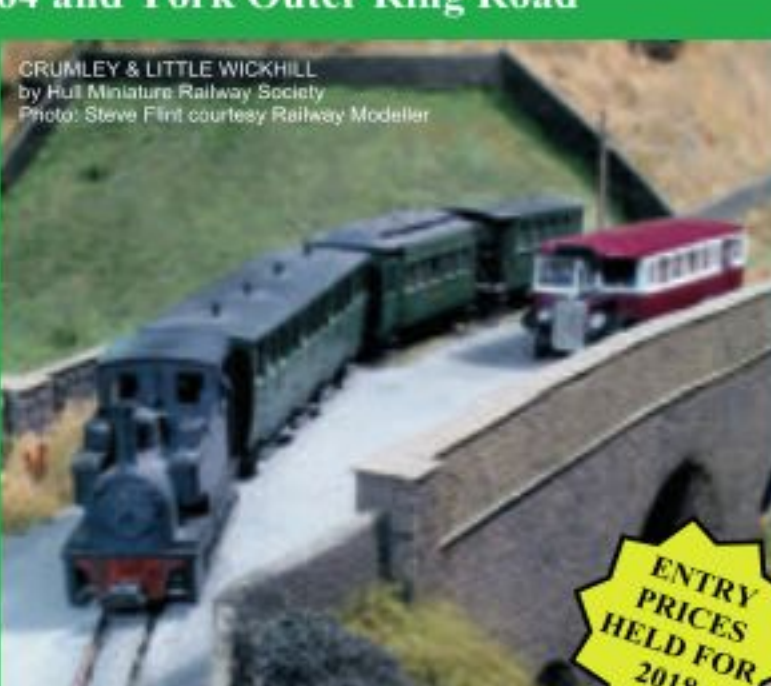
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THE KINGS HALL, THE BEACON HILL, HERNE BAY, KENT CT6 6BA

WORTHING, SUSSEX
SUNDAY 11TH MARCH 10am - 2pm
CHARMANDEAN CENTRE, FOREST ROAD, WORTHING BN14 9HS

HAWKINGE, KENT
SATURDAY 17TH MARCH 10am-2pm
COMMUNITY CENTRE, HERON FORSTAL AVENUE, HAWKING, KENT CT18 7FP

RAYLEIGH, ESSEX
SUNDAY 18TH MARCH 10am-2pm
THE HAWTH THEATRE, HAWTH AVENUE, CRAWLEY, WEST SUSSEX, RH10 6YZ

ORPINGTON, KENT
SUNDAY 25TH MARCH 10am-2pm
CROFTON HALLS, STATION ROAD, ORPINGTON, KENT BR6 8PR

MIDHURST, WEST SUSSEX
GOOD FRIDAY 30TH MARCH 10am-2pm
THE GRANGE, BEPTON ROAD, MIDHURST, WEST SUSSEX GU29 9HG

NEW
BEXHILL ON SEA, EAST SUSSEX
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srptoys1@hotmail.co.uk www.srptoyfairs1.co.uk

For more information contact: Paula and Gerry on 07739 998012

March 24
Belper Model Railway Exhibition. Strutts Centre, Derby Road, Belper, Derbyshire DE56 1UU. <http://bmrg.coffeecup.com> 10am-4.30pm. Adult £3, concession £2.50, child £1.50. 10 layouts and demonstrations.

March 25
SRP Toyfairs, Crofton Halls, Station Road, Orpington, Kent, BR6 8PR 10am-2pm. Adults: £2, children free.

March 27
SRP Toyfairs, Angel Centre, Angel Lane, Tonbridge, Kent, TN9 1SF. 6pm-8pm. Adults: £1.50, child free.

March 28
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.

March 30
SRP Toyfairs, The Grange, Bepton Road, Midhurst, West Sussex, GU29 9HG 10am-2pm. Adults: £2, children free.

March 31-April 2
Gainsborough Model Railway Society. Florence Terrace, Gainsborough, Lincs DN21 1BE. www.gainsboroughmodelrailway.co.uk 1.30-6pm (opens 10.30am Mon). Adult £4, concession and child £3, family £10.

March 30-April 2
Great Central Railway - Loughborough: Easter Vintage Festival. All aboard for Great Central Railway's Easter Vintage Festival! Get ready to step back in time to a country fayre at Quorn & Woodhouse station. See website for details and pricing www.gcrailway.co.uk

Buckinghamshire Railway Centre: Days Out with Thomas. We are open from 10.30am until 5pm and Thomas runs train rides all day long, about every 20 minutes, and all the other activities run all day too (face painting, kids' shows, see The Fat Controller, miniature train rides, badge making etc.), so come whenever you like, and stay for as long as you like! See website for pricing and details www.bucksrailcentre.org

April 5
Theydon Bois Toy & Train Fair. Village Hall, Coppice Row (B172), Theydon Bois, Epping, Essex, CM16 7ER. 7pm-9pm. Admission £1. Contact Joe Lock 07866 641215.

April 7
N Gauge Model Railway Exhibition and Open Day for the Berkshire Area Group of the N Gauge Society. Sindlesham Baptist Church, Bearwood Road, Sindlesham, Wokingham RG41 5BB. www.bagladdies.weebly.com 10am to 4pm. 11 N-gauge layouts and modelling demonstrations. Trade and society stalls including the club second-hand stall and the Berkshire Model Shop. Adult £4, accompanied child under-12 free.

April 7-8
Scarborough and District Railway Modellers' Club Open Day and Exhibition. Newby and Scalby Community Hall, Scalby Road, Scalby, Scarborough YO13 0RA. Saturday 10am-5pm; Sunday 10am-3.30pm. Adult £3, accompanied children under 16 free. 10 layouts and demonstrations, Light refreshments, on site parking, full disabled access. Scarborough and District Railway Modellers are celebrating 40 years of railway modelling with club members' layouts such as the North of England Line, Rumbling Bridge, Glengarry Tramway, Goathland in OO, Menabrea and Lomond Street well known on the exhibition circuit.

April 8
SRP Toyfairs, Langham Community Centre, School Road, Colchester, CO4 5PA 10am-2pm. Adults: £2, children free.

April 14
East Surrey N Gauge 20th Exhibition. St Joseph's Catholic Primary School, Linkfield Lane, Redhill, Surrey, RH1 1DU. www.esng.club 10am-4pm. Adult £5, child £2, family £12. Layouts and specialist traders. Free on-site parking, wheelchair access and refreshments. Layouts on show will be: ESNG N-mod/N-club modular layout, West Sussex group N-mod modular layout, Forrestone (UK modern), Freshwater (2mm finescale 10W), City Basin Goods (BR Western Region), Maxwell (UK), St Elizabeth Street (UK modern), Berry Town (UK, BR era), Stoughton Road (UK), Fichtelbergbahn (Germany, Nm), Kato racetrack (Japan).

Cambridge Model Railway Exhibition organised by 31A (Cambridge) Model Railway Club. Sawston Village College, New Road, Sawston, Cambridge, CB22 3BP. 10am-4pm. Adult £4.50, concession £3.50, one child will be admitted free, under 5s free. All children must be accompanied by an adult. Features working layouts in N and O gauges, club and trade stands, refreshments, disabled access for disabled visitors.

Luton Model Railway Club Exhibition. Stopsley High School, St Thomas' Road, Luton LU2 7UX. www.lutonmodelrailwayclub.org.uk 10.30am-5pm. Adult £5, child £2. Layouts, test track and trade support.

April 14-15
Maryport Model Club. Netherhall School Hall, Maryport, Cumbria CA15 6NT. Saturday 10am-4.30pm; Sunday 10am-4pm. Adult £5, child £2, family £12 (includes programme). All gauges railway layouts, radio controlled boats, model planes, trucks, tanks, Scalextric, children's modelling competition. Hands-on activities. Trade stands, demonstrations. Parking. Disabled access.

Rail Road 2018. A model railway and transport show. Astley High Sports College, Yew Tree Lane, Dukinfield, Greater Manchester SK16 5BL. Saturday 10am-5.30pm; Sunday 10am-4.30pm. Adult £4, concession £3.50, child £1.50, family (2+2) £9.50. 25 layouts, trade stands and refreshments.

April 15
Bracknell Railway Society Open Afternoon. Pinewood Leisure Centre, Old Wokingham Road, Wokingham, Berks, RG40 3AQ. website <http://www.bracknellrailwaysociety.co.uk.gridhosted.co.uk/welcome/> 1pm to 4.30pm. The permanent oo and O gauge layouts will be operating, plus one or more portable layouts. Admission free.

SRP Toyfairs, Sweyne Park School, Sir Walter Raleigh Drive, Rayleigh, Essex SS6 9BZ. 10am-2pm. Adults: £2, children free.

April 21
Twickenham & District Model Railway Club pop-up event. Twickenham Library, Garfield Road, Twickenham TW1 3JT. www.tdmrc.org.uk 10am-3.30pm. Free entry. Three working layouts.

De Havilland Model Railway Society Exhibition. Ludwick Way Methodist Church, Woodhall Parade, Welwyn Garden City AL7 3PN. www.dhmrs.co.uk 10am-5pm. Adult £5, child £2, disabled access. 12 layouts and trade support.

SRP Toyfairs, The Hawth Theatre, Hawth Avenue, Crawley, West Sussex RH10 6YH. 10am-2pm. Adults: £2, children free.

April 21-22
Stourbridge Model Railway Exhibition. Bonded Warehouse, Canal Street, Stourbridge, West Midlands DY8 4LU. Saturday 10am-5pm; Sunday 10am-4.30pm. Free parking. Layouts, demonstrations, trade support, refreshments. Adults £3.50, child/seniors £2, family (2+2) £10. The Bonded Warehouse is a Grade II listed building (no lift), therefore disabled access is restricted to the basement exhibition area.

Liverpool Model Railway Society Exhibition. Ian Robinson Sports Centre, Merchant Taylors School, Liverpool Road, Crosby, Liverpool L23 0QP. www.lmrs.org.uk Saturday 10am-5pm; Sunday 10am-4.30pm. Adults £5, OAP £4.50, child £2 (under 5s free); family (2+2) £12. 19 layouts in various gauges, trade stands and demonstrations. Also a miniature railway for children to ride on located outside the hall. Free parking off street. Refreshments available.

April 22
Blyth and Tyne Model Railway Society Sunday Skills Day. 40 Saville Street, Tyne & Wear, North Shields NE30 1NT. https://www.facebook.com/pg/RailexNE/events/?ref=page_internal <http://www.btmrs.co.uk/about-us.html> 10am-4pm. As Railex NE 2018 is very full with layouts, it proved difficult to fit in all the demonstrators. As their contribution to the exhibition, the club's committee agreed to organise a Sunday Skills day. It is not an open day in respect of layouts running but more a day to come and ask those questions about modelling you may have wanted to ask but haven't got around to.

April 28
Bluebell Railway Toy and Train Fair. Horsted Keynes Station, Station Approach, Horsted Keynes, East Sussex RH17 7BB. 10am-4pm. Admission by platform ticket, or free with train travel ticket or Bluebell membership card. Contact Joe Lock 07866 641215.

Benfleet St Mary's Model Railway Club Exhibition, St Mary's Church Hall, 376 High Road, Benfleet SS7 5HL. 10am-4pm. Adult £3, children free. Eight layouts, second-hand stall and refreshments.

Hope Methodist Church Model Railway and Bygone Era Exhibition. The Rushden Academy, Hayway, Rushden NN10 6AG. 10am-4pm. Adult £6, concession £5, child £3. Layouts.

APRIL 28-29
Epsom Model Railway Show. North East Surrey College of Technology (NESCOT), Reigate Road, Ewell, Surrey, KT17 3DS. www.eemrc.co.uk Saturday 10am-5.30pm, Sunday 10am-5pm. Adult £7, child under-16 free. 17 top class layouts, live steam passenger railway, trade support, societies, refreshments. Free parking on site. Disabled facilities. 10-minute walk from Ewell East station.

Sutton Coldfield Railway Society Model Railway Exhibition. Bishop Walsh School, Wylde Green Road, Sutton Coldfield, West Midlands B76 1QT. Saturday 10am-5pm; Sunday 10am-4pm. Adult £5, concessions £4, accompanied child under-16 free.

West Essex Modelrail 2018. St Edwards School, London Road, Romford RM7 9NX. www.iwemrc.org.uk Saturday 10am-5pm; Sunday 10am to 4pm. Adult £6, concession £5, child £3 (under 5 years free), family (2+2) £15. Free parking. 25 layouts, trade stands, refreshments. Disabled access.

APRIL 29
Cleveland Model Railway Club Open Day. Unit 2, The B-Hive, Skelton Industrial Estate, Skelton, Cleveland TS12 2LQ. <http://www.cmrc.club> 10am-4pm. Day membership: adult £1, child 50p. Be a member for the day, see our clubroom and talk to members. On show will be eight layouts working and under construction from 2mm to 7mm scales, with displays, demonstrations, club sales and tombola stalls. Club hours are 6pm-9pm Tuesdays and Thursdays. Visitors and new members are always welcome. Refreshments, disabled access, on-site parking.

German Railway Society's Globalrail 2018 exhibition. Didcot Civic Centre, Britwell Road, Didcot, OX11 7JN. www.grs-uk.org 10.30am-4.30pm. Adult £5, child £3, family £12. More than 20 exhibits. Disabled access, free car park, light refreshments.

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Layouts We Love

This month's Layouts We Love is dedicated to a rather special layout, the Jordan Reid Model Railway Project.

Like many grandads Kevan Adams has a grandson who loves his grandad's model railway, but in June 2016 when Jordan was diagnosed with ATRT (atypical teratoid rhabdoid tumour), an extremely rare type of brain tumour that mainly affects children under age three, Kevan left his model railway to concentrate on creating a new one to raise awareness of childhood cancers, and raise money for Sheffield Children's Hospital as well as Jordan's bucket list.

It is hoped that the OO gauge 20ftx8ft layout will be finished by the summer in order for it to attend a couple of exhibitions, including the big one, Warley, at the end of the year.

"We started with donations of equipment, funds and bits and pieces about 18 months ago," says Kevan, but with exhibitions booked for the layout this year the end is now in sight and a final push is needed to bring the project to its conclusion.



Jordan pictured with his grandad, Kevan.



On one side of the layout is a complete scale representation of the first five platforms of Sheffield Midland Mainline station, and another side is a modern container yard. In the south corner is a canal basin and bridge section, while on the north side is an interchangeable section from a farm scene, a Thomas village, and a coal mine and loading stage.

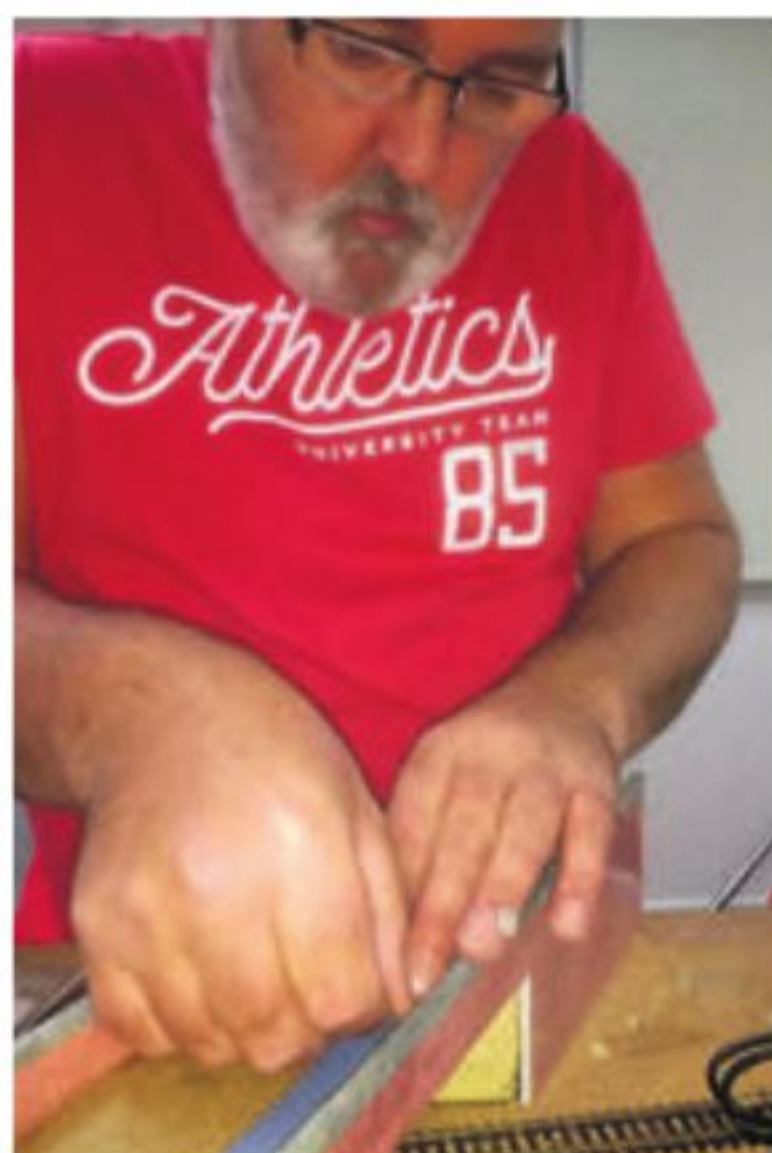
Kevan is keen to acknowledge the help and support he has had from a dedicated team of volunteers as well as companies, including Bachmann and Peco, who have donated items, as have some local Sheffield businesses.

"I can't praise the volunteers enough," he says. And one look at the project's Facebook site shows how the volunteers are coordinated with a rota of when they can come and work on the layout as well as share photographs and donations.



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Kevan hopes a final fundraising push will help get this model railway finished for its round of planned exhibitions.



They are also lucky in that the council has allowed the project to be built in an old school room, which is great for the modellers as they can all come together in one location and have everything they need to get on readily to hand, including supplies of paint.

"To finish the project we are desperately in need of DCC eight-pin harnesses to convert the older locomotives to DCC, also 21-pin and eight-pin DCC chips. We probably need some extra track so we have some spare in case anything happens. We really need the funds to insure the model railway so we can take it out to exhibitions, to cover it in case it gets damaged or stolen. There's still a lot of the scenery to finish off so we need bits and pieces for that. We also need airbrush paints. We need all sorts of little things, but they add up to quite a bit money," says Kevan.

Unlike many layouts it hasn't been given a whimsical moniker, it has



retained its early working title of the Jordan Reid Model Railway Project, as that is what most effectively describes why the layout is being built.

When Jordan was diagnosed in 2016 he was found to have a major mass on his brain, which was removed. Now three years old, he's had many operations since then and has also had a tracheotomy, so it's hard for him to communicate about what he needs. He can't swallow or eat or drink, so he is

fed through a peg in his stomach.

"The project has been a lot harder than I thought it was going to be," says Kevan. "It's not just the building of the railway, it's the man management and you don't realise how much time you are spending on it, but it's more than just a job!"

"I've been really surprised by people's generosity and the volunteers. It's been amazing what people have done when they realise that the whole cause is about something other than modelling.

It's about a little boy and what we are trying to do for him and other children like him. That makes a big difference as everyone working on the layout is motivated on the same thing."

If you feel that you can help or donate then please visit the project's website at <http://thejordanreidtrust.org.uk/>, go to The Jordan Reid Model Railway Project Facebook page. You can donate at <https://www.justgiving.com/crowdfunding/kevan-adams>



Jordan looking at the layout created in his honour.

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North British 0-6-0T No. 24564 of 1939 leaving Loughborough at the Buckingham Railway Centre in 2008. BRIAN SHARPE



On the NYMR in 2014 and rapt by the sight of Eric Treacy steaming past. SARAH PALMER

Why are family days on heritage railways important?

SINCE THE END OF BR STEAM IN 1968 many heritage railways have sprung up to create a living history for everybody to enjoy. Volunteers run many but some have full-time staff because visitor numbers are so high, writes *Craig Amess*.

Throughout the year, railways have many different events and experience opportunities, providing a great day out, not just for enthusiasts but also for families. However, if the railways were to rely on the enthusiast events alone then unfortunately – in many cases – they simply couldn't exist. Many of the galas put on by the railways end up running at a loss, as the cost of transporting planned loaned engines is high and running

costs are higher than normal as more locomotives are running more often on intensively timetabled days. Hence the greater proliferation of family days on heritage lines, providing days of fun for children which, in some cases, could be the catalyst of a lifetime of love for railways. Visiting adults and children are left enthralled by experiencing, perhaps for the first time, a world that has disappeared since the modernisation of the industry in the 1950s and 60s.

Family events are memorable, special days but also a way of helping to keep preserved lines going for future generations to enjoy. Events like this are a way of bringing generations together to share their interests. The railway industry can

be very male dominated when it comes to enthusiasts, historically it would have been young boys taking numbers at the lineside. Now railways are just as much for girls as they are for boys. At railways today we don't just see Thomas the Tank Engine; children can meet and ride with Peppa Pig, superheroes and princesses, Father Christmas and many other much-loved characters. Some railways even have their own mascots, to provide plenty of entertainment.

If you are an enthusiast yourself who would usually avoid these days, you may find that this is the perfect opportunity to build a strong bond with your children or grandchildren and create new memories, by sharing your own experiences.

Thomas the Tank Engine

I want to look first at arguably the most famous steam locomotive in the world: Thomas the Tank Engine. Thomas is a childhood icon and although this event can bring groans of pain from hardened railway enthusiasts, there are also squeals of delight from children and in some cases, adults too.

The books were the creation of Rev Wilbert Vere Awdry, who was a railway enthusiast as well as a clergyman. His first railway book – The Three Railway Engines – was published in 1945 after he invented the characters in 1943 to amuse his son, Christopher, during a bout of measles. However, the engine everybody knows didn't appear until his second

book, Thomas and Gordon, appeared in 1946. Thomas went on to become the central character in the series, which would total 26 before Awdry's son took over and started writing more adventures in 1983. The following year, Thomas the Tank Engine was made into a successful TV series and his popularity soared. I was one year old when Thomas hit the screens but my earliest memories and toys were Thomas dominated. I am sure that Rev W Awdry would be proud of the impact Thomas has had on the life of many heritage railways and the enduring appeal of steam.

Thomas events happen all year round at railways around the UK as well as appearances all over the world as I found



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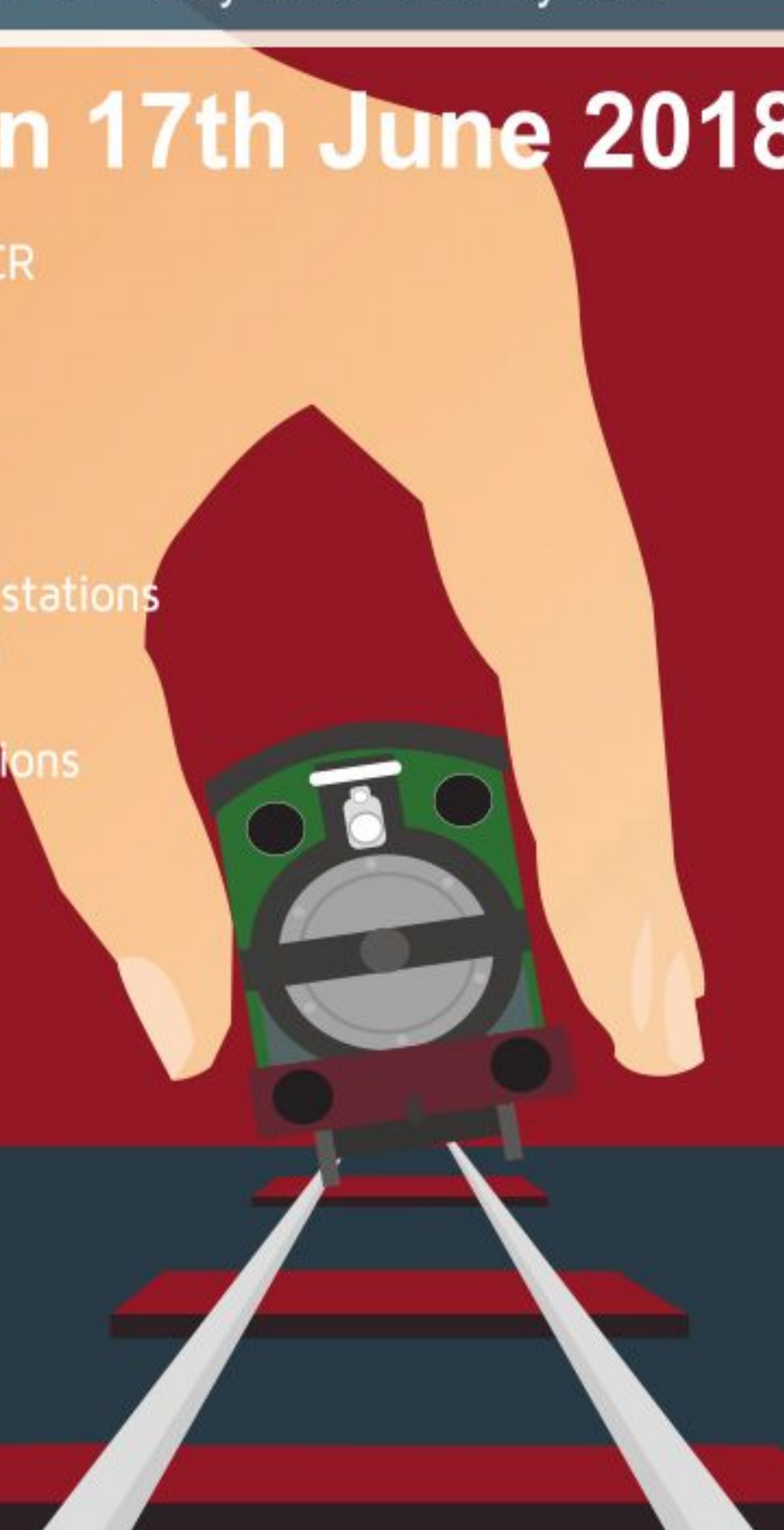
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when I visited Poland in 2016 and was delighted to be able to have my picture taken with him. These events are great fundraisers for the railways, but they are only permitted under licence from the HiT Entertainment company; apart from the Nene Valley Railway in Peterborough. The Nene Valley has a full-scale 'replica' of Thomas the Tank Engine and indeed it was the first railway in the world to possess one. This was an industrial tank engine built by Hudswell Clarke in 1947, which was named by Rev Awdry in 1971 because of its bright blue livery and resemblance to his character.

Unfortunately, since 2008, Days out with Thomas events have stopped at some railways after HiT revised its licensing conditions, which include the requirement for enhanced criminal record checks on railway staff and volunteers. While this is a move to ensure safety for people attending, it has made it harder for railways to recruit volunteers.

Another sticking point has been the insistence that actors playing The Fat Controller would need to attend training courses. Some railways decided to axe Thomas and find other characters, such as Peppa Pig, to engage children's attention.

Many 'Thomas' engines are shells around a smoke machine, which helps railways cut down outlay, but some railways have modified old tank engines to get the look and the magic of the famous engine. This approach has divided opinions among preservationists, with those opposed claiming it disfigures historic locomotives in turn trivialising the heritage sector while those in favour believe it gives the engine a new lease of life and draws visitors and children to the railways.

It isn't just about Thomas. Sometimes his friends – Gordon, Toby, Spencer, Percy and others – turn up at the railways including rolling stock such as Thomas's

own coaches Annie and Clarabel or Toad the Brake Van. So much effort goes into these days it is no surprise to see that they are popular and busy.

One thing to keep in mind is, Thomas events are rarely the same. There can be different engines pulling the trains at different events and there are often magic shows, Punch and Judy and talks from The Fat Controller. With so many different options during the day, a strong network of staff is essential and the volunteers work as hard as paid staff to make these events a success.

Thomas the Tank Engine has become an important part of the heritage railway scene, providing a welcome source of revenue for preserved railways.

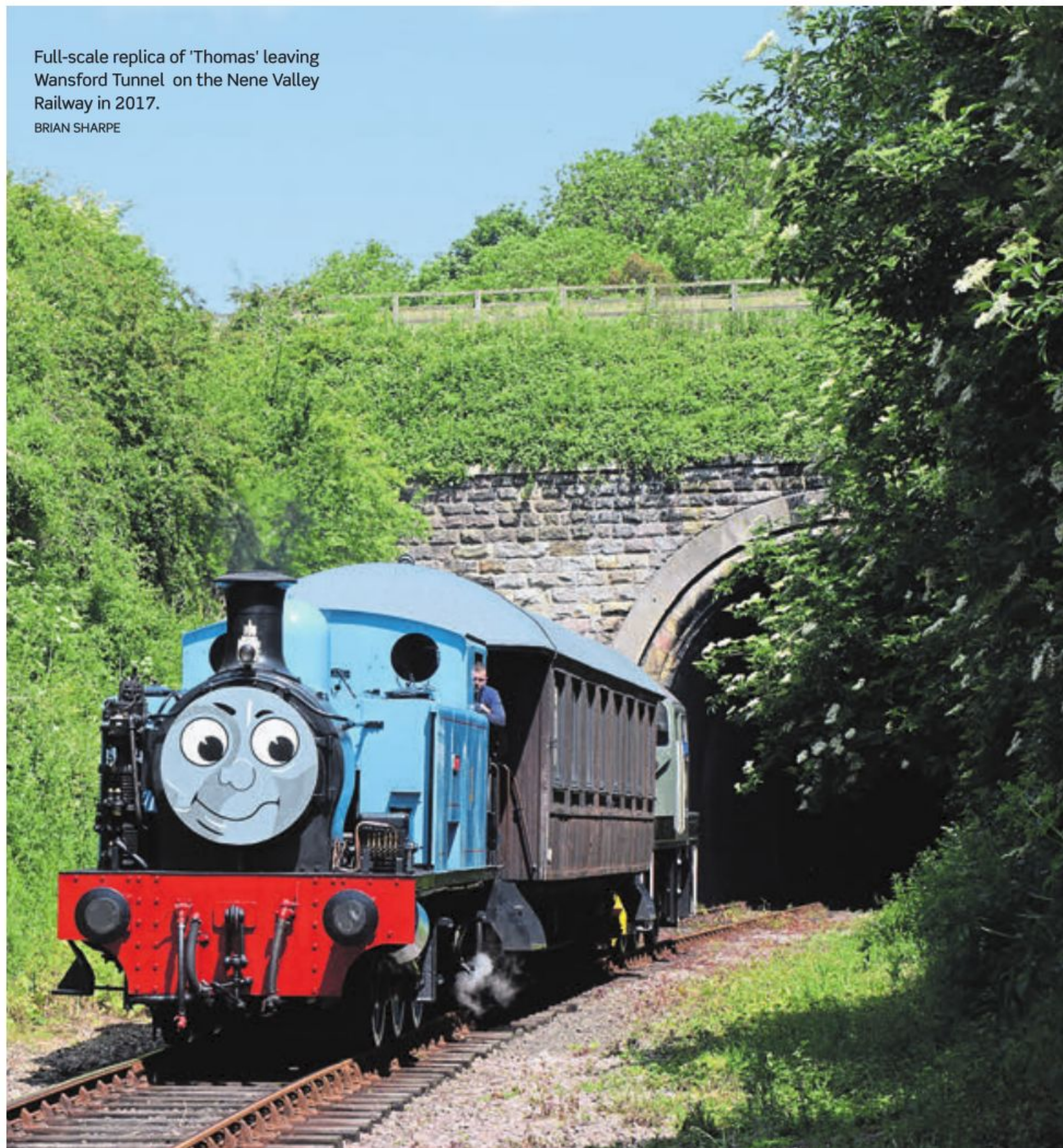
Chris Vine – Peter's Railway

As children get a little older they may start to want to move away from Thomas but still have questions about the engineering involved with steam engines. This is where author Chris Vine comes into the equation. Chris writes books aimed at children aged between six and 12.

Peter's Railway books tell the tales of Peter and his Grandpa building and operating a miniature steam railway on a farm. Not only are the books' stories from the railway detailing its successes and disasters, they also teach children how the engineering works. At the end of each chapter are simple-to-understand technical pages of how-it-works and drawings linked to the chapter. Grandpa adds to the magic tales he tells from the railways in the past. At the North Yorkshire Moors Railway in April 2016, Peter's Railway Young Engineers' Centre opened, providing a free opportunity for children to learn about engineering and science through storytelling, technical drawings and interactive displays. For further information about these unique books visit www.petersrailway.com

Full-scale replica of 'Thomas' leaving Wansford Tunnel on the Nene Valley Railway in 2017.

BRIAN SHARPE





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Upcoming events

☑ The Bluebell Railway will be welcoming two special guests in May between May 25-29. Paddington Bear will be dropping into Sussex on 26 and 28 to delight children and travel aboard the trains waving the green flag. Also fresh from its Paddington 2 cinematic debut 60163 *Tornado* will be visiting again for the first time since 2014. In the 10 years since it was completed *Tornado* has pulled in the crowds wherever it has been and is now considered a railway celebrity rightly rubbing shoulders with legends such as *Flying Scotsman* and *Mallard*. On 26-28 children can also bring along a teddy bear for an old-fashioned teddy bears' picnic on board a train pulled by *Tornado* and if you book a place, teddy will also get his own ticket. Bookings for the picnic are recommended to avoid disappointment; the cost includes reserved seats in the buffet car and a tea for children. For up-to-date details visit www.bluebell-railway.co.uk

☑ Probably the longest Easter egg hunt in Essex takes place at Epping Ongar Railway this Easter. It will cover the whole length of the line from Ongar through to Coopersale. Epping's own Bertie Bunny will be on hand and children are invited to find numbered eggs hidden along the route. An exceedingly interesting fact is it would take 131,571 eggs placed end to end to cover the length of the track. There will also be a magic show, face painting and balloon modelling.

☑ On May 5-6 the first visiting characters will be arriving as the stars of P J Masks visit for the first time. Steam and diesel trains will be running between Epping Forest, North Weald and Ongar. Add to the magic with a heritage bus service from Epping Underground and Shenfield National Rail Stations. For prices and further information visit www.eorailway.co.uk

☑ A few days away is always appealing and the Isle of Man Railway could be a destination with many great events coming up in 2018. The IoM was the inspiration behind the Isle of Sodor and was the setting for the Thomas and the Magic Railroad feature film. Many family events happen throughout the year but even at the enthusiast-led events, child-friendly tours are hosted. In May the aforementioned Chris Vine gives the island school children a tour and involves them in activities such as building railway track and locomotives. In August

the annual Island at War event kicks into action on 18-19. Full details haven't yet been released but keep an eye on the website. For pricing and timetables visit www.rail.im

☑ Sittingbourne's steam railway strives to provide affordable afternoons out for families. The season starts with Good Friday Flowers where children are encouraged to draw plant pot sleeves and then plant up the pot to take home. On Easter Sunday there's a free Easter egg hunt around Kemsley Down for passengers. The May 6-7 bank holiday weekend sees the return of Jack the Station Cat and Edward Bear Weekend. Jack the Station Cat features in a series of children's books by Alan Cliff.

The railway appears in two books: Jack the Station Cat and the August Day and Jack the Station Cat and The Tail's End Ticket. Edward Bear appeared in a couple of books set at the railway by member, Barry Langford, and likes to meet passengers. See page 25 for more information about the books. Visit www.sklr.net for more information and prices.



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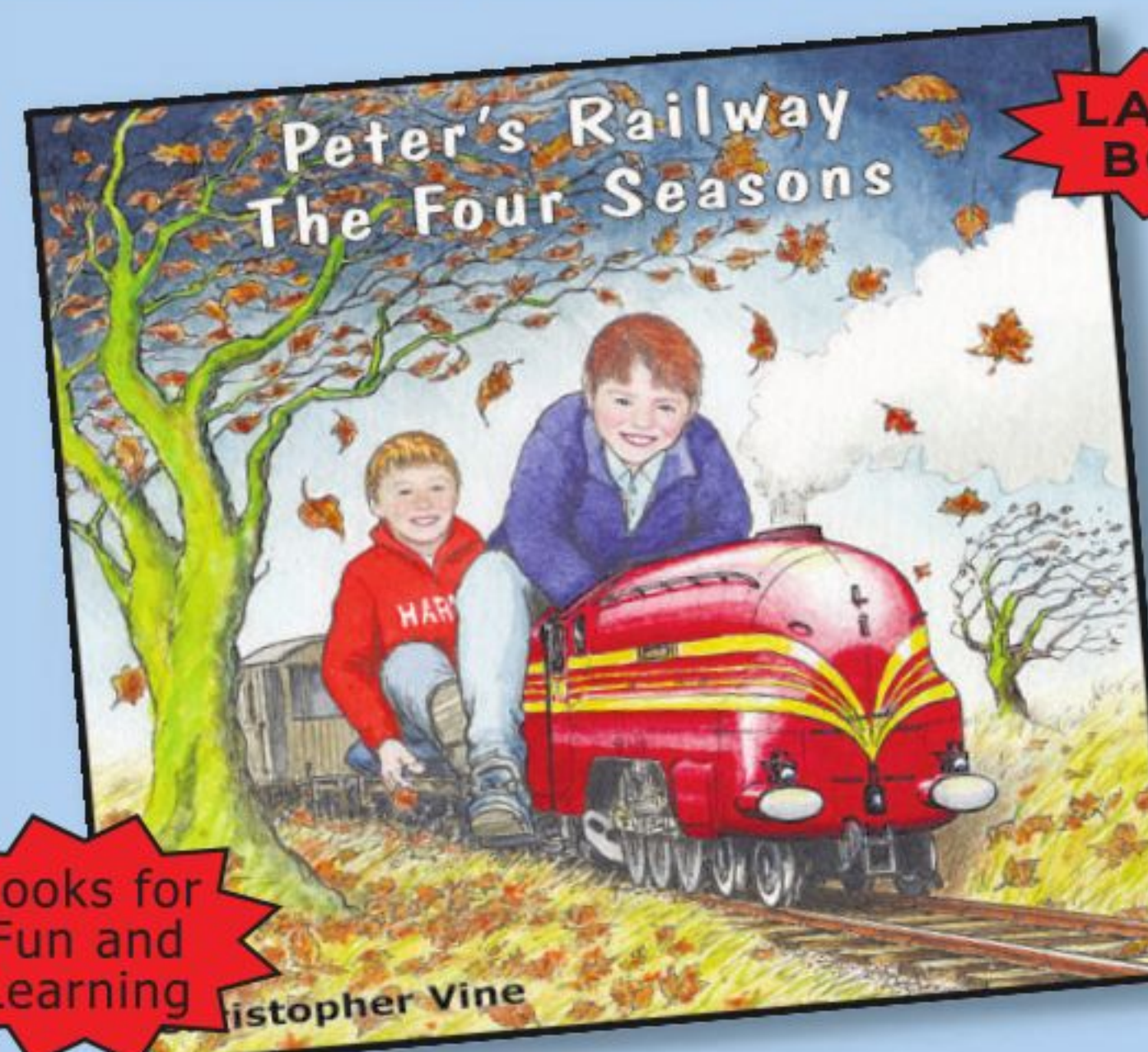
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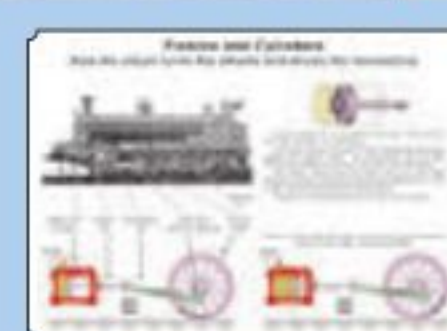
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