

Modelling



**BIGGEST LITTLE RAILWAY:
MRC RESPONDS** **P29**

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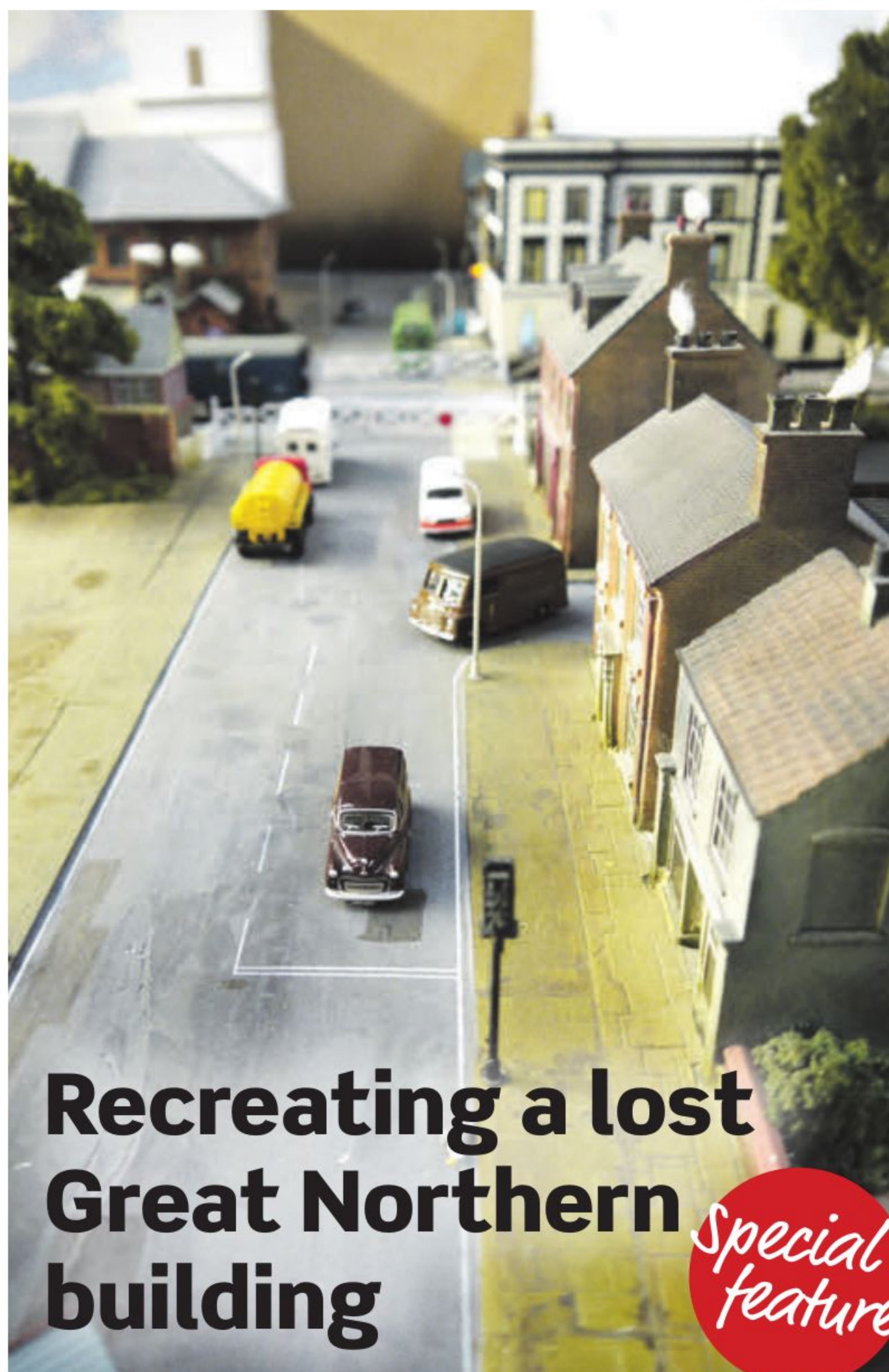
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RAILWAY Magazine GUIDE TO

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Staff

Editor Sarah Palmer
 RMModellingeditor@mortons.co.uk
Contributors Tony Stratford, Howard Leader,
 Ian Lamb, Ian Redman, Nigel Burkin
Production editor Pauline Hawkins
Designers Holly Furness, Tracey Barton
Picture desk Paul Fincham,
 Jonathan Schofield and Angie Sisestean
Advertising manager Sue Keily
Publisher Tim Hartley
Publishing director Dan Savage
Commercial director Nigel Hole
Subscription manager Paul Deacon
Circulation manager Steve O'Hara
Marketing manager Charlotte Park

To advertise, contact:

Lynsey Young 01507 529454
 lyoun@mortons.co.uk
Fiona Leak 01507 529573
 fleak@mortons.co.uk

Where to find us

Editorial, advertising and administration
 Mortons Media Group Ltd, Media Centre,
 Morton Way, Horncastle, Lincs LN9 6JR
 Tel 01507 529529

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 or for unsolicited manuscripts, photographs or
 illustrations.

Printing

Mortons Print, Horncastle, Lincs.
 Tel 01507 523456

Next edition

Find stockists online at
www.railwaymagazinemodelling.co.uk.
 May issue of RMM is out on
 Friday, April 27, 2018.



Sarah Palmer
 Editor

From the editor

Inspiration can come in the most surprising of places. One cold night a few weeks ago I found myself at a lecture given by a lady who works as a guide for Saltaire World Heritage Site in West Yorkshire. She was a fascinating speaker, but every time she mentioned railways my ears pricked up. The next day I booked train tickets so I could see this amazing survivor of the Industrial Revolution for myself. Not only was the railway fundamental to the building of this place, but it also has a fascinating railway history and is a great place to model. You can read more about what I discovered on page 37.

The debate over The Biggest Little Railway in the World has given me nearly as heavy a postbag as discussions over DCC. This month we've got a letter from someone who took part in the programme who says it has taken modelling to a new audience and that the programme is getting great feedback. Turn to page 29 to see what he said.

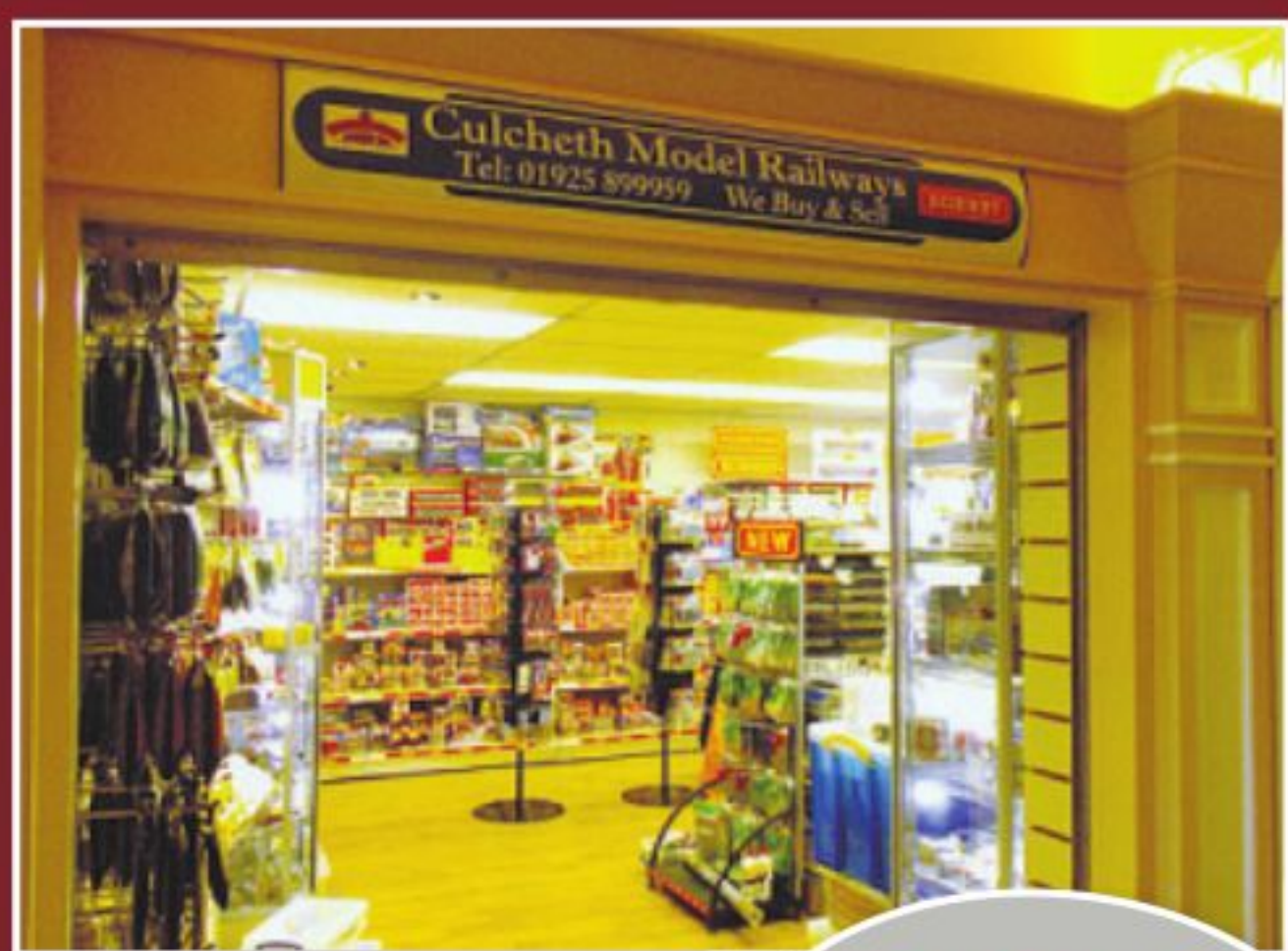
In this issue we've also got Ian Redman from Small 'N' Working who creates beautiful layouts in the smallest of spaces. If you've always wanted to see a loco running in a coconut shell then turn to page 26.



Modelling inspiration around the Saltaire area on page 37.

Howard Leader has written another piece for RMM, this month about how he managed to recreate a lost Lincoln landmark from very few photographs. Turn to page 14 to read about how he built the Great Northern Hotel.

We've got all your favourites including three more reviews from Nigel Burkin, and Blasts from the Past, which takes a look at Rivarossi. Two more reader layouts are on page 34 – to see yours in print, email RMModellingeditor@mortons.co.uk



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News

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Silver Lady on display at National Garden Railway Show

The Biggest Little Railway in the World chronicled the adventures of Dick Strawbridge and an army of volunteers as they built the world's longest model railway, from Fort William to Inverness along the Great Glen in Scotland.

The series used 16mm scale live steam motive power and the star of the show, *Silver Lady* – the locomotive built by Roundhouse Engineering – will be on display at the National Garden Railway Show along with some examples of the track used, and an exhibition of behind-the-scenes photographs.

Some of the volunteers who built the line will also be on hand to talk about their experiences.

The National Garden Railway Show presented by the Association of 16mm Narrow Gauge Modellers is the biggest event of its kind in

Europe and is back at the Peterborough Arena for a seventh year with another packed programme, demonstrating once more how the garden railway hobby continues to develop.

Buy tickets online at www.nationalgardenrailwayshow.org.uk before April 2 and save 15% on the on-the-door price of £10 for adults.

Under 18s are free when accompanying an adult ticket holder. Advance tickets can also be bought from Peterborough Visitor Information Centre.

The National Garden Railway Show is on Saturday, April 7.

Doors open at 9am, with the main exhibition on view from 10am to 5pm.

www.nationalgardenrailwayshow.org.uk
www.16mm.org.uk

Scottish surprise at Glasgow

Serious Scottish modellers and rail enthusiasts were just getting over the Christmas announcement by Hornby that a North British C/LNER J36 would be released later this year when a double-dose of nostalgia was experienced at Model Rail Scotland in Glasgow over the weekend of February 23-25. Rails of Sheffield, in conjunction with Bachmann which is constructing the models, prominently displayed a great deal of literature featuring the Caledonian Class 812 0-6-0 tender engine.

During 1899 the Caledonian Railway built 17 engines to a new design at its St Rollox works (Nos 812-828). A further 12 locomotives were built at St Rollox later that year.

The first machines were officially for mixed-traffic haulage, but were turned out in the very impressive Caledonian blue livery.

No. 828 was withdrawn from BR service in 1963, having been earmarked for preservation by the Scottish Locomotive Preservation Trust Fund. It was the long-term ambition of the owners to restore the engine to full working order so in October 1980 it was moved to the Strathspey Railway in the Scottish Highlands where it was rebuilt. The machine was once more in steam in 1992, becoming operational in 1993 where No. 828 is still currently in use giving stalwart service on the heritage line. A few years back it even appeared on the Severn Valley Railway, appreciating that it had not been 'south of the Border' before then.

No. 828 is due major works attention in 2020. Rails of Sheffield will make a donation for each

No. 828 in 2017 stands patiently at Boat of Garten station waiting to proceed to Broomhill, the current terminus of the line. Every effort is being made to extend the railway the remaining two miles to Grantown on Spey. IAN LAMB

model sold to help support the preservation. Both Bachmann and Rails would like to thank The Scottish Locomotive Preservation Trust Fund for providing facilities and encouragement to turn this project into reality. All the engine needs to do now is steam majestically into Grantown once the funds have been raised to relay the railway. With your help, the quicker that will also be a reality!

Versions available: Caledonian Railway No. 828 (as preserved), Caledonian Railway No. 828 (as built), LMS Black Livery No. 17566, BR Black Early Emblem No. 57565 (weathered), BR Black Late Crest No. 57566.

Free HRA youth day for new volunteers

AN initiative to encourage and enlist more young volunteers is being organised by the Heritage Railway Association.

The HRA is creating a 'Youth Day' programme to promote volunteering and its many benefits to volunteers, typically aged between 16 -25. The first event will take place at the Leighton Buzzard Railway on Saturday, May 12.

The aim is to hold two youth days per year (spring and autumn) in different parts of the country, to include all gauges.

Activities will vary depending on location but all are designed to show the many different aspects of volunteering on a heritage railway, from steam and diesel driving experiences to permanent way, engineering and shunting.

HRA youth day coordinator Peter Mills said: "The HRA is reaching out to the next generation of potential volunteers. This year sees the landmark of 50 years since we stopped using steam in the UK. The railway preservation pioneers need to be followed up with new young volunteers learning all the skills and enjoying all the benefits that volunteering brings, to help continue the success of our heritage railway sector."

The day is provided by the HRA at no cost to those taking part. The only charge will be for the fish and chip supper for those who wish to partake.

Bookings may be made through Tim Parsons at youthday@lbngrs.org.uk

The First Railways

Understanding the origins of our railways can shed useful light on today's network – and, anyway, who can resist a book of railway maps?

This 'coffee table'-style book by Derek Hayes is packed with useful reference – a high quality work both in terms of presentation and content.

It traces the emergence of the first railway lines around the country, combining contemporary maps with photos of locations taken today and well-researched background notes.

All of the most well-known lines are covered – such as the Stockton & Darlington and

Liverpool & Manchester – but there are plenty of more obscure lines included, meaning there will be something new for virtually everyone.

Freight was the main driver for building the early lines, especially coal to fuel the industrial revolution, so it is no surprise the first railways were concentrated in the north of England, the Midlands and South Wales. Railways helped shape modern Britain, and this book shows how it all began.

It is published by Times Books and costs £30.

SVR open house weekend

The Severn Valley Railway is holding an open house weekend on April 7-8 that will feature model railways, behind-the-scenes tours, and will offer a special weekend for supporters, volunteers and potential volunteers.

There will be an intensive steam and diesel train service, featuring visiting engine *Bellerophon* on local services.

There will also be 30 model railway layouts on display in Kidderminster Diesel Depot and The Engine House, Highley.

Kidderminster's Coalyard Miniature Railway will be open on both days, with the Paddock Railway at Hampton Loade in steam on Sunday.

Layouts include: Upper Studley: the terminus of a country branch near Gloucester in about 1961. Fair T Middlin: 1950/60s fictional industrial area in the north of England. Hackworth: a fictitious loop off the Great Central mainline used predominantly for coal traffic. Little Kidmore Wharf: a small wharf and goods yard serving a jam, pickle and vinegar manufacturer. It's All White: it's deep winter on the moors, and the double mainline, junction and goods yard are under a blanket of snow. Brynderi: through station with a small branchline and goods yard set in the 1950s. Much Snoreing: the sleepy old market town of Much Snoreing where the Great Western Mainline meets the little branch line. Mannin Middle: by the summer of 1964, the Isle of Man steam railway was a shadow of its former self, with the Foxdale Branch seeing few passengers. Midsummer End: set in the mid-1940s, the layout is a fictional village terminus at the end of a branchline with the sights and sounds of the Great Western Railway. Afon Adit: a gold mine somewhere in Mid Wales. Corwenna: inspired by the Wenfordbridge Branch in Cornwall, the fictional layout is served by pannier tanks and Beattie well tanks.

Access to The Engine House and diesel depot will be free of charge to those with valid Freedom of the Line tickets. Entry to the diesel depot to those without tickets will be required to pay £3 per person on admittance. *RMM* readers can also pick up their copy of this month's magazine at this event.

Online modellers' group
Model Railways Buy Sell Have Fun is a friendly group on Facebook that caters for all scales, worldwide, says one of its administrators, Lee Goodall. There are regular giveaways from sponsors and you can find the group at <https://www.facebook.com/groups/1670147689934554/>

Waterman's company ceases trading
In a shock development, mid-February saw O-gauge kit manufacturer Just Like The Real Thing cease trading after the company's owner Peter Waterman called in a receiver. In a statement on his Facebook page, the well-known figure stated he was no longer prepared to fund JLTRT's annual losses and could see no way of making it profitable. No firm indication has yet been given as to what will happen to the tooling for the highly regarded range of locomotive and rolling stock kits.

We need your help!
We want to learn more about you, our readers, so we can ensure the publication and all our railway products are as relevant as they can be. We've created a survey online at: <https://www.railwaymagazinemodelling.co.uk/>
By way of thanks for completing the survey all respondents will be entered into a FREE PRIZE DRAW to be in with a chance of winning a footnote experience on the Gloucestershire Warwickshire Railway.
The survey will only take you a few minutes to complete and I'd be grateful if you could take a little time to visit our website, click the link and give us your thoughts!
Many thanks and good luck in the prize draw!
Sarah

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What's *in the* shops



Livery application is smooth and opaque, covering fine detail well without drowning it! The lining is neat and of a consistent width over boiler bands, cab sides and tender.

Rails limited-edition Princess Coronation Class

An unusual combination of postwar LMS black and BR numbering is applied to the Rails special-edition Hornby Coronation Class locomotive model, writes **Nigel Burkin**.

STANIER'S CORONATION CLASS 4-6-2 locomotives were introduced in 1938 as express passenger locomotives for the West Coast Main Line as an upgraded version of the successful Stanier Princess Royal Class locomotives. Construction commenced with 10 locomotives in 1937, fitted with streamlining and other features making them ideal for fast expresses between London Euston and Glasgow Central together with other crack West Coast main line services.

Construction of the 38 locomotives took place over a very long period involving locomotives built with and without streamlining. Those locomotives built between 1944 and 1948 were not streamlined. At the same time, it was decided that the cost of maintaining streamlined locomotives far outweighed the savings in coal consumption and a process called 'defrocking' by railway fitters commenced in which streamlining was removed, leaving some streamlining features intact for a while, including the taper to the top of the smoke box, a feature modelled on the review model.

Operation of long-distance trains on the West Coast main line required members of the class to be allocated to major depots between London and Glasgow to facilitate locomotive changes at key points of the journey.

One of the features of the class is the fitting of a steam-powered coal pusher to the tender, which took a great deal of pressure off the fireman in keeping such large locomotives properly steamed for sustained high-speed running over long distances. There is documentation of the locomotives being used on express passenger trains on other routes and also being used to haul mail trains from time to time.

It is documented in many areas that the class was subject to more liveries than many other locomotives at the time, making it an ideal subject for a manufacturer – there were numerous detail and livery differences between many of the class together with the mix of streamlined and conventional locomotives of the same class. In fact, there is a great deal of information published about this particular class of locomotive for those who wish to research the finer points of the design further – prestige locomotives always attracted more attention than humble freight engines and the Coronation Class seems to have enjoyed more than its fair share of documentation and record keeping!

The class was withdrawn rapidly between 1962 and 1964 with one locomotive, No. 46235 *City of Birmingham* being prepared for preservation by BR. A combination

of rapid dieselisation of long-distance passenger trains and early electrification to Crewe saw them made rapidly redundant. In the end, three locomotives were saved from the original class of 38 including the featured locomotive No. 6229 *Duchess of Hamilton* together with No. 6233 *Duchess of Sutherland* and the aforementioned No. 6235 *City of Birmingham* which is now located at the 'Think Tank' Birmingham Science Museum. The purchase of two locomotives by Butlin's in 1964 for display at the Ayr and Minehead holiday camps was fortuitous in the saving of more than No. 6235!

The model

The current Hornby 00 gauge model of the non-streamlined Coronation Class locomotive arrived in the shops in late October 2017 – a completely retooled model with new mechanism and electronics. It was well received by modellers for its high level of detail, excellent tooling and accuracy. Hornby offers several models in its current catalogue including new streamlined versions which are in development. Un-streamlined models include: R3509TTS BR 46235 *City of Birmingham*, finished in Brunswick green and fitted with TTS digital sound. R3553 LMS No. 6231 *Duchess of Atholl*,

finished in LMS crimson lake.

R3555 No. 46256 *Sir William A Stanier FRS*, finished in late BR red.

Rails of Sheffield also offers a Coronation Class locomotive finished in postwar LMS lined black with BR numbering and tapered smoke box. This represents the class in the LMS to BR transition era (R3597). Rails chose one of the former streamlined locomotives, No. 6229 *Duchess of Hamilton* as its exclusive edition model which is limited to 250 pieces. It is this model that is featured in this overview of the Hornby LMS Coronation Class 4-6-2 locomotives.

Body

Toolings of new locomotive models are increasing in sophistication with several main sub-assemblies being used to complete a locomotive body rather than one or two mouldings. This allows the manufacturer to introduce locomotive- and era-specific detail (such as the tapered smokebox top) as well as creating a finer appearance to the model. The Hornby model has some very fine tooling with no sign of tooling marks, mould lines or sprues showing in any of the assemblies. The cab walls and roof are commendably thin, as are the smoke deflectors – all of the separate components fit together neatly with no glue marks or other faults.

Model features:

- Original Hornby model is a new tooling released in late 2017.
- Featured model is a Rails of Sheffield exclusive edition limited to 250 pieces.
- 'Rails Limited' special box sleeve.
- Numbered certificate.
- Transition era livery and number applied to the model.
- Removable coal load in tender.
- 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.
- Brake shoes on both locomotive and tender are lined up with the wheel tyres.
- Flanged trailing bogie wheel supplied in the box.
- NEM coupling pocket fitted to the tender.
- Wire hand rails.
- Detailed and painted cab back head.
- 8-pin DCC socket.

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A side view of No. 46229 (LMS 6229) with its postwar LMS lined black livery.

Tender

Tooling and assembly of the tender has been as carefully completed as the body of the locomotive. It is fully loaded, almost overloaded, with coal, which might not suit everyone. The coal moulding is removable, allowing the coal pusher detail to be seen, although it is a tight fit and care is needed to extract it. Again, the plastic sections are commendably thin and assembly is neat and well executed. Looking closely at the tender, details such as a water chute, ladder detail, individual brake shoes and sprung buffers can be seen.

Fine details

A large locomotive such as the Coronation Class will have a wealth of small details made up of individually made components, either in plastic or metal. Those details are fitted to the very detailed and superbly finished cab back head, the locomotive body and the tender. The parts are too numerous to list; noteworthy is the double chimney, cab glazing, sanding gear, lamp irons, smokebox door darts, sprung metal buffers, cab doors, fall plate, pipework, hand rails, whistle, safety valves and hand rail knobs.

Chassis and wheels

The model loaned for review by Rails of Sheffield ran smoothly on a highly detailed chassis, which is equipped with fine-looking driving wheels and a beautifully smooth motion. The valve gear and rod detail is fine in appearance but durable, matching the fine spoke detail of the large driving wheels. The trailing bogie is fitted with flangeless wheels to allow the model to negotiate second-radius curves comfortably. A replacement flanged wheel set is supplied in the box for those modellers operating on layouts with broader curves or for display. The front bogie is pivoted in the middle point between the axles and is lightly sprung.

Small details fitted to the chassis of both the tender and locomotive include brake shoes, hangers, rodding and sand box pipes. Some details are left to the modeller to fit if desired.

Paint finish

Application of the base livery of black is smooth and without blemish – no sign of dust or other flaws could be found in the paint. The colour is consistent over the locomotive and tender, embellished with fine, neat lining, lettering and numbering. The finish to this model is pristine or ex-works which means the chassis is also finished in black, including the driving and bogie wheels. Small details are picked out in different colours where appropriate, including the cab back head and pipework.

Overall

Hornby's new Coronation Class 4-6-2 locomotive is a very impressive example of what can be achieved with excellent research and superb model design together with careful assembly and finishing. The combination of late LMS livery, BR numbering and features relating to when LMS No. 6229 was fitted with streamlining has resulted in an interesting era-specific model. The modelling potential that a transition between specific railway eras such as LMS to early BR has to offer is huge, with different liveries and numbering systems as the new order starts to impact on the old. The Rails of Sheffield exclusive edition sits neatly in a fascinating time in the history of the LMS and BR.

I would like to thank Rails of Sheffield for its kind assistance in loaning the model for review, offering *RMM* the opportunity to feature a recent release from the Hornby range. The model is supplied in Rails specific packaging in the same manner as the Hornby Black 5 models reviewed in the March 2018 issue of *RMM*. A weathering service is also available through Rails of Sheffield.



The cab is a separate sub-assembly which is detailed with flush glazing. Note the whistle and safety valve detail too.



The front bogie is pivoted between the axles and lightly sprung.



The Rails exclusive-edition model features a double chimney, tapered smokebox top and smoke deflectors.

Model details:

Stanier 4-6-2
Coronation Class
locomotive.

Manufacturer:
Hornby
Hobbies.

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

Era:
Transition era model
with BR numbering
applied to postwar LMS
lined black scheme.

Web:
railsosheffield.com

Prices:
R3597:
£189.99



The review model represents one of the Coronation Class locomotives following removal of the streamline panels, yet retaining the raked smokebox top.

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What's *in the* shops

Bachmann 009 gauge Baldwin locomotive

The Baldwin Class 10-12-D is the first 00g gauge locomotive model to be released by Bachmann as part of its new narrow gauge range. Nigel Burkin looks at *Peggy*, an open-cab version of the model representing one of the Ashover Light Railway locomotives.

A LARGE NUMBER OF 600MM GAUGE 4-6-0PT pannier tank locomotives for operation on the trench warfare railways of the First World War were delivered to the British War Department (WD) from the Baldwin Locomotive Works in the US. The order was placed with Baldwin because engineering facilities in the UK were already committed to other work at the time. They were capable of operation over uneven and temporary track formations possible with narrow gauge railways and to be able to negotiate tight curves. Ease of handling and maintenance was also a factor in their design.

Classified as 10-12-D, the WD acquired 495 Baldwin locomotives between 1916 and mid 1917, of which many found use in other countries after hostilities ceased in 1918, including India. A considerable number were returned to the UK and sold as surplus to various light railways including the Ashover Light Railway (ALR), which took delivery of refurbished and unrefurbished Baldwin locomotives under the direction of light railway advocate Col Stephens following successful acquisitions for other of his light railways. One of the ALR locomotives, the attractively finished *Peggy*, is represented by the Bachmann model featured in this review.

The ALR is a fine example of a light narrow gauge railway, which could be modelled using the new 009 equipment from Bachmann, including the Baldwin locomotives. Opened in 1924 and owned by the Clay Cross Company, its primary function was to haul minerals and limestone over its 7¼-mile line from quarries in the Derbyshire Peak District to works in the Clay Cross area where it also interchanged with the LMS. A passenger service was introduced in 1925 from Clay Cross to the terminus at Ashover

Butts with several stations in the Clay Cross area. The railway owned a number of coaches, most of which were built using the running gear from the Class D bogie wagons purchased from the WD. Bachmann announced a model of the ALR coach based on this type for its 2018 range.

Sadly, a decline in the fortunes of the quarrying and mineral extraction industry saw the end of the line, which

declined throughout the 1940s and eventually closed to all traffic in 1950. Road transport ate into its thriving passenger service, which ceased in 1936 after reaching a peak in the 1920s with day trippers enjoying the scenic delights of the Amber valley and the Derbyshire hills. Our featured locomotive *Peggy* was, together with *Hummy*, *Joan* and *Bridget*, scrapped in 1951 after the line was lifted.

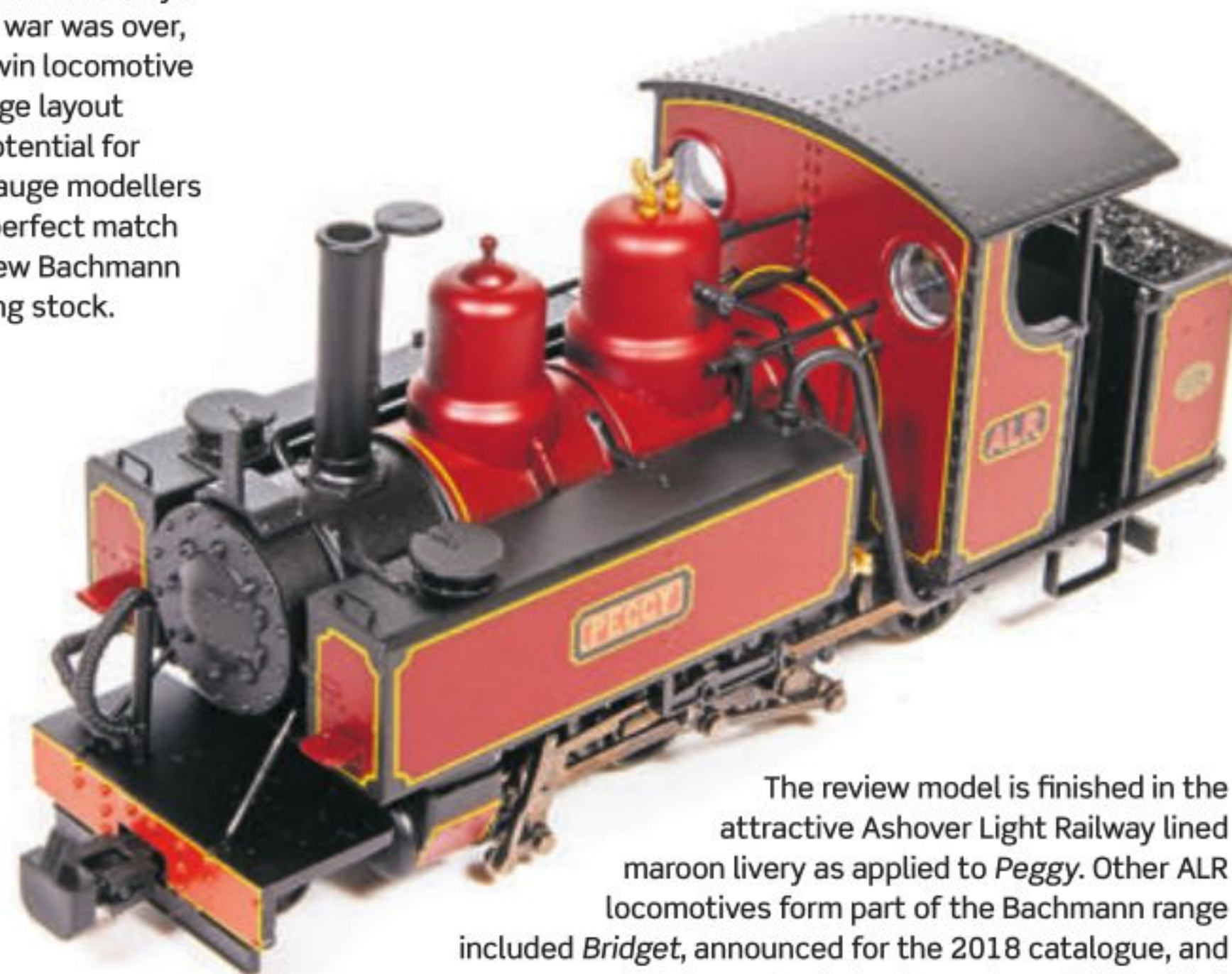
Returning to the heritage scene of today; several Baldwin Class 10-12-D locomotives survive in preservation including No. 590, which is located on the Welsh Highland Railway and No. 778, which is operational on the Leighton Buzzard Light Railway – this locomotive has been used to create an ALR demonstration train in the past. Two locomotives have been repatriated from India, by the Statfold Narrow Gauge Trust. Of the two, No. 45190 has been moved to a different site for restoration and use on the West Lancashire Light Railway. The other, No. 44657 awaits restoration on the railway.

Peggy is an open cab locomotive which means the cab back head and boiler detail can be seen to advantage. It is finished with the appropriate paint colours.

Bachmann's first 009 narrow gauge locomotive is the Baldwin Class 10-12-D 4-6-0PT locomotive, which was bought in large numbers for trench warfare railways of the First World War.



Sold to private railways after the war was over, the Baldwin locomotive offers huge layout theme potential for narrow gauge modellers and is a perfect match for the new Bachmann 009 rolling stock.



The review model is finished in the attractive Ashover Light Railway lined maroon livery as applied to *Peggy*. Other ALR locomotives form part of the Bachmann range included *Bridget*, announced for the 2018 catalogue, and *Hummy*, which are extended cab versions of the model.



For more information on the Ashover Light Railway, visit: colonelstephensociety.co.uk/

A photograph of *Peggy* can be seen at www.narrow-gauge-pleasure.co.uk/railways/alyashover.aspx

Baldwin locomotives operated on the ALR

My research into the ALR indicates that it owned six different Baldwin locomotives with both open and closed cabs:

Guy (No. 44370) built 1917. Life expired and dismantled for spares after the line was completed before scrapping in 1939.

Peggy (No. 44743) built in 1917 and the locomotive representing the featured model.

Hummy (No. unknown) built in 1916 and removed from service in 1946.

Joan (No. 44720) built in 1917 and taken out of ALR service in 1948.

Bridget (No. 44737) built in 1917 and

MODEL DETAILS:

Description:

Baldwin Class 10-12-D finished in Ashover Light Railway livery as *Peggy*.

Manufacturer:

Bachmann Europe Plc.
Catalogue number:
391-027

Scale:

British 00 gauge, 1:76 scale to run on gmm or 00g gauge track.

Era:

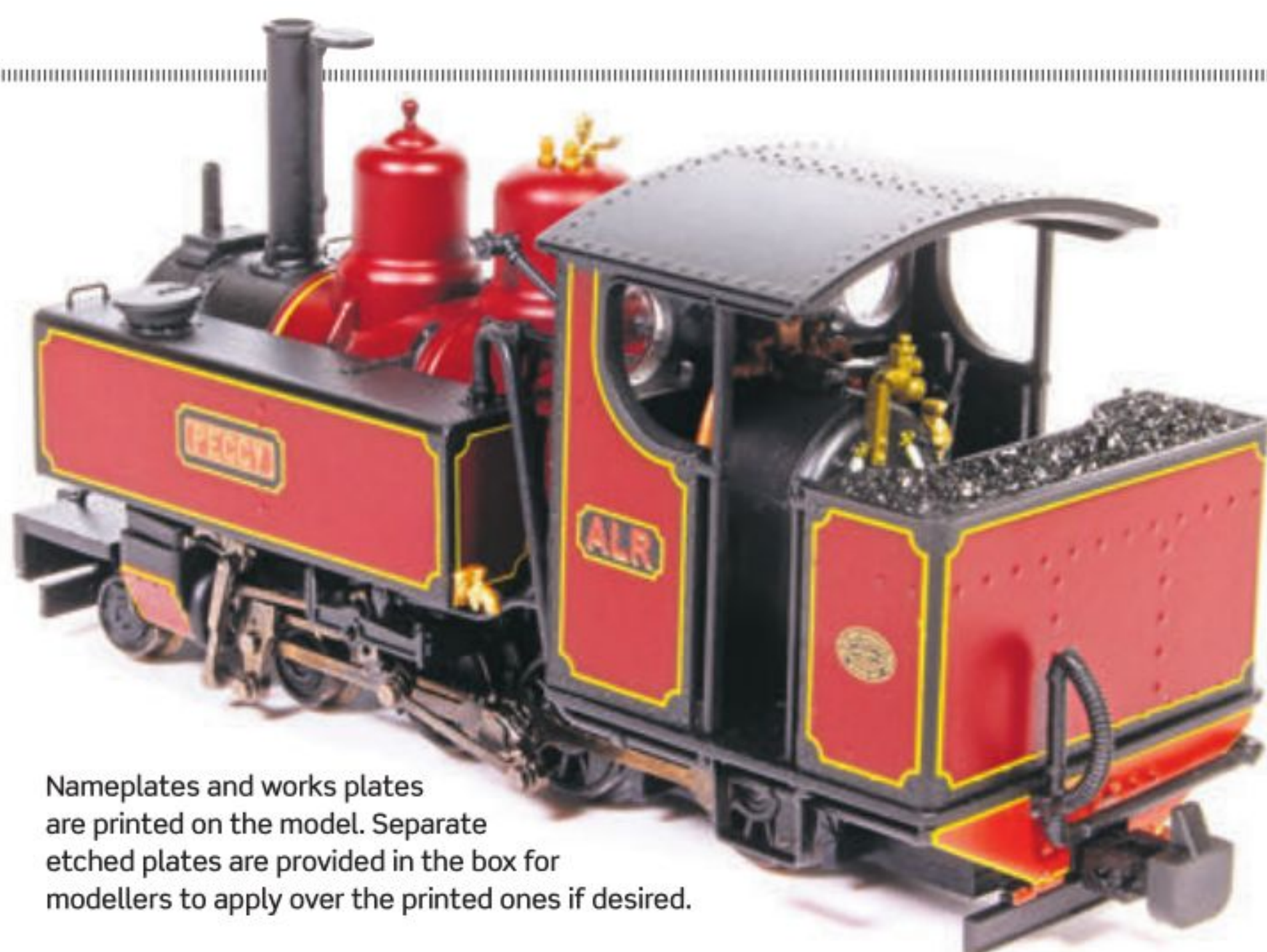
1925-1949.

Web:

www.bachmann.co.uk

Suggested retail price:

£144.95



Nameplates and works plates are printed on the model. Separate etched plates are provided in the box for modellers to apply over the printed ones if desired.

taken out of service in 1945.

Guy (No. 44695) built in 1917; the second ALR locomotive to carry this name after No. 44370. Removed from service as early as 1936.

The model

Although the Baldwin Class 10-12-D was used on a variety of light railways, the Bachmann 009 gauge model featured in this review represents the ALR's *Peggy*, one of six of the type used on the ALR at one time or another and a good match for the Bachmann D Class open wagons, two of which are finished in ALR grey, in pristine and weathered condition (ALR No.7 393-052 and ALR No. 18 393-055) together with the forthcoming ALR coach (394-025).

The full-size *Peggy* was an open-cab locomotive, finished in lined maroon with red headstocks and black smoke box. It is a fascinating model of one of the ALR locomotives and is literally covered with a host of tiny separately applied details giving it a very fine appearance. As a further help to ALR enthusiasts, Bachmann also offers a second ALR-related model of the Baldwin Class 10-12-D named *Hummy* and finished in black with an extended (full) cab (391-028). A second extended cab model was announced in the form of ALR's *Bridget* with an extended cab (391-028A).

Body:

Several sub-assemblies have been used to create the body of the locomotive, including separate pannier tanks and boiler moulding, which is detachable, to gain access to the decoder socket. To add weight to such a small model required the use of die-casting for some of the main body components, with finer detail added in plastic including the chimney, dome, cab sides and roof. A prototypical gap is present between the boiler and the top of the chassis frames. Despite its tiny size, clever design of the electronics and motor drive means the cab is well modelled with boiler back head and foot plate detail together with coal bunker filled with moulded 'coal'.

Chassis

Detail can be observed in the space between the chassis and boiler as well as on the chassis frames. Some of the parts are separately moulded and applied to the model including the cylinders, front running plate and sanding gear. The driving wheels feature individual spokes and the front bogie wheels are of the correct disc pattern. One of the front bogie wheel axles is free to rotate in a bogie while the second axle is fixed to the frames but with some side play to assist operations through tight curves. Standard narrow gauge couplings are fitted to the chassis and are able to swing from side to side with a centring spring.

A NEXT18 decoder socket is fitted to the model, concealed in the boiler together with a built-in speaker for those modellers who wish to fit a digital sound decoder. The boiler, smokebox and the water tank assembly is removed to reach the decoder socket.

The valve gear is a treat to watch as the model is run at slow speed over the test track. Slow-speed shunting is possible with the model when running in turns are complete which is an important detail considering the low speed of operation over light narrow gauge railways – particularly those with less-than-perfect track. There was no sign of binding from the valve gear or rods which are composed of small, almost N-gauge sized components.

Electronics

Tucked away in the tiny locomotive body are some well-designed electronics including a NEXT18 (NEM-662) decoder interface socket, a built-in speaker and integral wiring for digital sound, making conversion for DCC operation relatively simple to do. Care is needed to detach some details to remove the required section of the model's superstructure to access the decoder socket. Adding digital sound to the model is as simple as selecting a suitable NEXT18 sound decoder instead of a standard one and plugging it in.

Fine details

As small as the model is, it has a wealth of intricate details including whistle detail, finely moulded dome, chimney and back head detail together with a great deal of pipework, brake hoses and footsteps. Metal wire has been used for



The valve gear is a fine piece of model engineering, being composed of narrow section metal components. The model runs smoothly and with good control at slow speeds, ideal for narrow gauge railway operation.

Individually fitted components include pipework, dome, chimney together with its lid and hand rails. Some of the superstructure is composed of diecast metal to give the model some much-needed weight.



grab rails while the plastic mouldings are very fine and well fitted, producing a fine looking and robust model. The forward cab windows are flush glazed while the hand rails on the cab sides are nicely incorporated as part of the cab side panels.

Paint colours and finish

Peggy is the only Baldwin Class 10-12-D locomotive to be announced so far to be finished in a livery other than black. ALR maroon sits well on the model and the lining adds a touch of class, it being as fine as one could wish for. Nameplates and works plates are printed details. Lettering on the works plate is legible – I could easily discern the works number and build date of the locomotive (No. 44743-1917) using a magnifying glass. Etched plates are provided with the model to cover the printed ones if desired by the modeller.

Modelling potential

Some of the modelling potential of the new Bachmann 009 range has been touched upon in this article – the ALR offers a rich seam of modelling potential including quarry scenes and small stations in rural settings despite the industrial role the line played. A great combination of quarry and industrial mineral extraction rubbing shoulders with landscape modelling and quite neglected-looking track depending on

the date being modelled could create a compelling layout and potentially in a manageable space too! After all, the Baldwin locomotive is only 85mm in length over the couplings.

Current 009 rolling stock and future releases will provide modellers with the chance to look at other quarry railways including slate mining together with the chance to indulge in some freelance modelling – why not create a freelance mineral railway or narrow gauge heritage site? Remember that large agricultural concerns utilised light railways to extract products such as potatoes and sugar beet (Nocton Estates) to main line railway interchange sidings, an area of rural modelling which would be very appealing and open to freelancing.

Unlike mainline railways, narrow gauge concerns grabbed whatever equipment was available at the time and maintenance was not always top of the agenda, allowing a mix of equipment to suit the desires of the modeller! Heritage sites will allow a range of equipment in differing liveries to be collected. The liveries offered on the Bachmann models can easily be doctored with different number, name and works plates to create different locomotives without major reworking of the models. As always with railway modelling, the limit is your imagination and the fine Bachmann Baldwin Class 10-12-D should play havoc with the imagination!

A side view of the model showing its neatly applied livery and lining. Note the space between the chassis frames and boiler.



MODEL FEATURES:

Assembled using several sub assemblies and detailing parts. NEXT18 DCC interface socket located in the tender. Model is equipped with a sound speaker. Internal wiring designed for simple sound installation. Fine lining and smooth paint finish. Numerous small details fitted to body and chassis. Detailed and painted cab interior. Smooth action to the valve gear. Correctly proportioned body shell. Fine wire handrails and handrail knobs. Subtle tooling of small details such as rivets. Correct pattern of driving wheels. Etched works and nameplates. 85mm long over the couplings. Weight: 58g.



The potential of this little model is quite huge given how many Baldwin 10-12-D locomotives were sold out of WD ownership after the First World War. Both the maroon ALR model and the black ones can be reworked with different names and numbers to create different locomotives without having to repaint what are complex models.

USEFUL WEBSITES:

www.lclr.co.uk (Lincolnshire Coast Light Railway).
www.appeva.org/index_e.htm (Chemin de Fer Froissy-Cappy-Dompierre)
www.buzzrail.co.uk
www.statfoldbarnrailway.co.uk
www.westlancsrailway.org
<http://alrs.org.uk> (The Ashover Light Railway Society).

Birth of British Railways

This month **Ian Lamb** remembers the early days of Nationalisation.

AT THE CESSATION OF THE Second World War, theoretically the Big Four – LMS, LNER, GWR and Southern – were still the providers of the principal railway services in Britain. Also at that time, with people being able to move freely throughout the land, once more it was possible to visit friends and relatives.

Nevertheless, I couldn't understand why our family had to go from Edinburgh to London King's Cross; over to Marylebone and up to Rugby (GC), before transferring to Rugby (Midland) for the short distance to Coventry where our relatives lived.

It seemed more obvious to me to go direct from Edinburgh Princes Street to Birmingham New Street and on to

Coventry. My father explained that such a detour was necessary because, being an employee of the LNER at the time, his free pass was valid only for that company. British Railways 70 years ago from January 1948 changed all that with Nationalisation, and my logical assumption of direct west-coast travel became a reality.

Two major memory recollections of that first Coventry visit still remain with me; the devastation of a city that had been completely flattened by bomb damage, and being frightened out of my skin when a tank engine at the station platform 'blew off'.

That latter experience had such a profound effect that I always kept well clear of a steam engine, compared with diesel locomotives; indeed, I had been fortunate to have had a couple of cab rides in my favour locally in Edinburgh, and from Aberdeen to Glasgow. While there may be no life in the cab of a 'dead' steam loco that is usually how I still prefer to board them!

In those days Coventry station only had two through platforms with four parallel running lines compared with its four platforms of today that were constructed later. With my godmother residing in Keresley on the outskirts of the city, I got to know Coventry and Warwickshire extremely well as four weeks of my annual school summer holiday was often taken there. My LNER grandfather was not happy with the amalgamation and told me that LMS meant "Let me sleep". I've no idea what LMS supporters thought LNER meant.

The Labour government took the nation's railways into state ownership, along with road haulage and canals. Enginemens all over Britain sounded

their whistles at midnight on December 31, 1947. However, though there were few initial changes to the service, usage increased and the network became profitable. These commercial matters were of no interest to me; more importantly, I could now familiarise myself with former LMS engines (so I purchased the appropriate Ian Allan 'numbers' book), and enjoyed the 'forbidden' West Coast route where most locos and rolling stock once appeared in crimson lake livery. The Stanier compartment coaches were always a great attraction to me,

especially the fascination of twin compartment doors compared with the more familiar single door on post-LNER stock. Looking through the eyes of a seven- to 14-year-old as the liveries gradually changed all around me, I have used models on my layouts to show some of the colours applied at the time.

While freight locos and stock tended to take a few years to appear in BR numbering and livery, that was not the case with express locos. Initially various colours and liveries were tried out, but in the end the Great Western Railway's magnificent Brunswick green paint and



Superficially it had a strong and unifying image in the 'lion and wheel' symbol; in practice it was to be run by a disparate group of feuding managers who formed the BTC's Railway Executive, a pattern familiar to many large organisations.

An assortment of liveries that were applied to the Hornby model of the Southern Schools class 4-4-0.



6680 Livery: LNER Lined Green Length: 115mm



69001 Livery: BR Black, Early Emblem Length: 115mm

Bachmann's model of the J72 shunting engine demonstrates admirably the changeover necessary in the late 1940s.

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NC262 - BR (WR) - 16XX PANNIER TANK*	£97.50
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relevant lining was chosen. Mixed-traffic in particular looked really well in the one-time London & North Western Railway livery.

The model manufacturers have gone out of their way to show the various locos and stock in all liveries, some of which I have chosen as examples. This enables those of us who were around in 1948 to really appreciate the colourful changeover. By operating such stock we can recreate the various railway movements of our childhood.

Some locos – inevitably – did not look as good in BR colour compared with their original manufacturer, but I'm sure that in many cases that was simply personal taste or opinion. Having said that, my own favourite 4-4-0, the Southern Schools class, really showed off the BR black lined mixed-traffic paintwork, particularly so when I was on a London holiday in the early 1950s. I can't remember which loco it was, but it was simply magnificent as it

approached London Bridge station with a rake of Bulleid 'blood and custard' coaches on *The Man of Kent*.

I can't really remember the pre-Nationalisation livery colours, other than the perfect balance (in my eyes) between an apple green express loco emerging from Calton Tunnel with a train of natural teak coaches into Waverley station, compared with the rather monotonous crimson lake appearing in Princes Street station. Perhaps it was just coincidence, but the latter station seemed to come alive in BR days, but that might have been because former LMS numbers now had a new meaning to me.

The possibility of nationalisation is once more on the horizon, and if the Wikipedia text is to be believed, perhaps we should learn from history. Declining passenger numbers and financial losses in the late 1950s and early 1960s prompted the closure of many branches, some main lines, and

Hornby's models of the period are superbly represented by an A3 engine and sleeping car.



small stations, under the Beeching Axe. Passenger services experienced a renaissance with the introduction of high-speed inter-city trains in the 1970s. The 1980s saw severe cuts in rail subsidies and above-inflation increases in fares and the service became more cost-effective. Railway operations were privatised during 1994-1997.

Ownership of the track and infrastructure passed to Railtrack, while passenger operations were franchised to individual private sector operators

(originally there were 25 franchises) and the freight services sold outright. Since privatisation, passenger numbers have increased to their highest-ever level, but whether this is down to privatisation is disputed. The Hatfield accident set in motion a series of events that resulted in the ultimate collapse of Railtrack and its replacement with Network Rail, a state-owned, not-for-dividend company.

Stephen Poole of The History Press suggests that during this period: "lots

of politically motivated changes and organisational challenges within a few years, in an industry that has always needed long lead times to get investment funded and improvements made" did not help. Sounds familiar? Yes, "70 years on, the UK railway industry continues to be caught up in a fog of political, social and ideological tussles."

As modellers we can only look forward to creating in miniature what the real world provides.



39-077F BR Mk1 BSK Brake Second Corridor Livery: BR Crimson & Cream Length: 270mm

This wonderful model coach by Bachmann not only shows the 'blood and custard' livery of the time initially applied to all coaches, but also to the first specific all regions express coaches. They were classed as a Mk.1 design, and first appeared in 1951 to coincide with the Festival of Britain. Nevertheless, old loyalties soon arose, and Western Region coaches were soon seen in the former chocolate and cream, followed by the Southern Region in dark green.



Bachmann modelled Fairburn 2-6-4 tank engines recall my regular visits to see them at Edinburgh's Princes Street Station.

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GAUGEMASTER

What's *in the* shops

Class 47s galore!

A NUMBER OF CLASS 47 MODELS have been released by Bachmann in recent months in both N gauge and OO gauge. It's a popular locomotive with modellers and collectors alike and many modellers will have at least one in their collections whether they are diesel and electric modellers or interested in other railway eras, writes Nigel Burkin.

Anglia Railways 47/7:

Recently, Bachmann released a number of OO-gauge Class 47s as limited editions for sale in specific regions of the UK including No. 47 714 finished in Anglia Railways livery (32-817SD). The full-size locomotive is currently stored at Barrow Hill under the ownership of Harry Needle Railroad Co. No. 47 714 was one of the former ScotRail push-pull locomotives which saw the early 2000s operating as a relief locomotive for Anglia Railways, working the Anglia main line and could often be seen at Norwich.

The model is a 'regional exclusive', only being allocated to Bachmann stockists in East Anglia, the East Midlands and South Yorkshire areas together with Cambridgeshire and Bedfordshire. Different Class 47 versions were produced for retailers in other regions of the UK with some

of the allocation factory-fitted with digital sound. In common with all of Bachmann's Class 47 models, the model has working directional lights, flush glazing, detail add-on pack and a 21-pin DCC interface socket.

Class 47/7 No. 47 714.
1:76 scale, OO gauge.
Catalogue number: 32-817SD.
Price: £154.95 for the DCC-ready version.

BR large logo blue 47/4:

A general release OO-gauge Class 47 model which is due to arrive in the shops soon is a mid-life example of a Class 47/4, No. 47 444 *University of Nottingham*, finished in pristine BR large logo blue livery (31-660A). The livery is a popular one among BR enthusiasts and the combination of body style and underframe fittings offers the chance of refinishing the model as one of a number of different Class 47/4s. The model is equipped with working lights and a 21-pin DCC interface socket. Provision is made for the installation of digital sound and a detail add-on pack is supplied in the box.

The locomotive would have spent most of its life working passenger trains and latterly, mail and parcels workings. Unfortunately, No. 47 444 was not as long-lived as many Class 47/4s which were refurbished for use as Class 47/7 locomotives for use on mail and parcels trains. It was withdrawn from traffic in 1990 and scrapped at Crewe in 1995 – a fate which met many of the earlier Class 47/4 locomotives, many of which were taken out of traffic in the early 1990s as Class 158s, 159s, 165s and 166s replaced locomotive-hauled passenger services.



No. 47 444 represents a mid-life Class 47/4 which would have been used on passenger duties together with mail and parcels trains.



The combination of underframe details and body type will make this a popular model for BR modellers to rework into a number of other Class 47/4s which were painted in the same livery.

Class 47/7 No. 47 444.
1:76 scale, OO gauge.
Catalogue number: 31-660A.
Price: £139.95.



Livery application is sharp and well defined with opaque colours and accurate markings.

Inter-City Mainline Class 47/4:

N-gauge modellers are not forgotten with the release of a Graham Farish Class 47/4, No. 47 550 *University of Dundee* (372-248) taking place in early 2018. The model is a relatively recent Graham Farish tooling and features all-wheel drive, directional lighting and a six-pin DCC interface socket.

The full-size locomotive was well known as a Scottish Region Class 47, being allocated to Eastford and Inverness during the 1980s, working regional services between the Scottish cities, usually with Mark 2 stock. Photographic evidence indicates that No. 47 550 was painted in the livery



N-gauge modellers are not forgotten with the release of Class 47/4 No. 47 550 finished in Inter-City Mainline colours.



The Graham Farish N-gauge Class 47 was retooled a few years ago with a new six-axle drive mechanism, a higher level of detail and improved body shell shape. It features directional lighting and a six-pin DCC socket.

Bachmann has recently released an attractive selection of Class 47 models in OO gauge including the 'regional exclusive' No. 47 714 finished in Anglia Railways livery (32-817SD) and BR large logo blue No. 47 444 *University of Nottingham* (31-660A).

RIGHT: Former ScotRail push-pull Class 47/7 No. 47 714 was used as a relief locomotive with Anglia Railways during the early 2000s and was painted to match the rest of the Anglia Railways fleet.



stored for component recovery in the late 1990s following privatisation. It was sold to Fragonset Railways where it gave further years of service before being withdrawn and finally scrapped in 2010.

Class 47/7 No. 47 550.
1:148 scale, N gauge.
Catalogue number: 372-248
Price: £124.95.

For more details of other Class 47 releases, visit www.bachmann.co.uk
For further information on individual members of Class 47, visit www.class47.co.uk.

The Bachmann OO-gauge Class 47s feature a high level of detail including cab interiors, flush glazing, wire cab hand rails and numerous separate components on the bogies. A 21-pin DCC interface socket is fitted as standard together with working lights.

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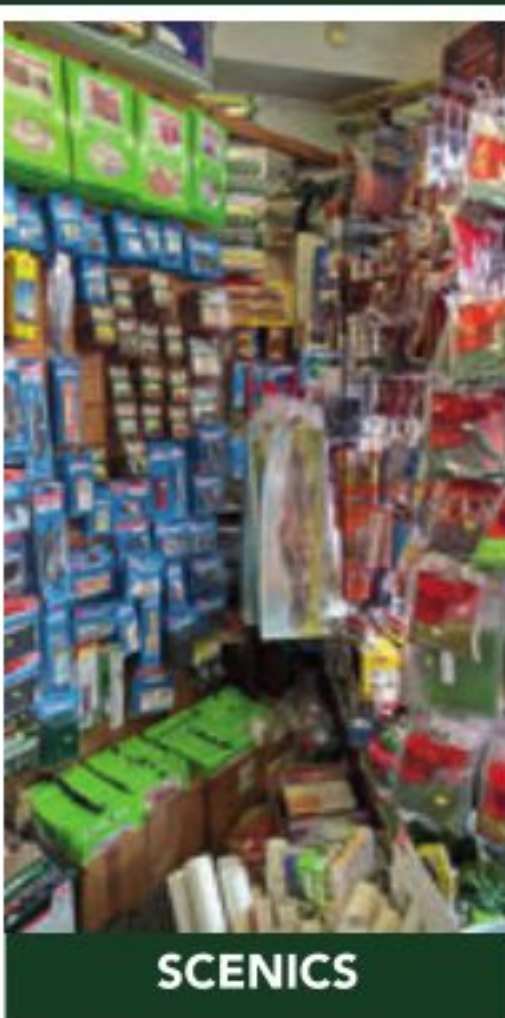
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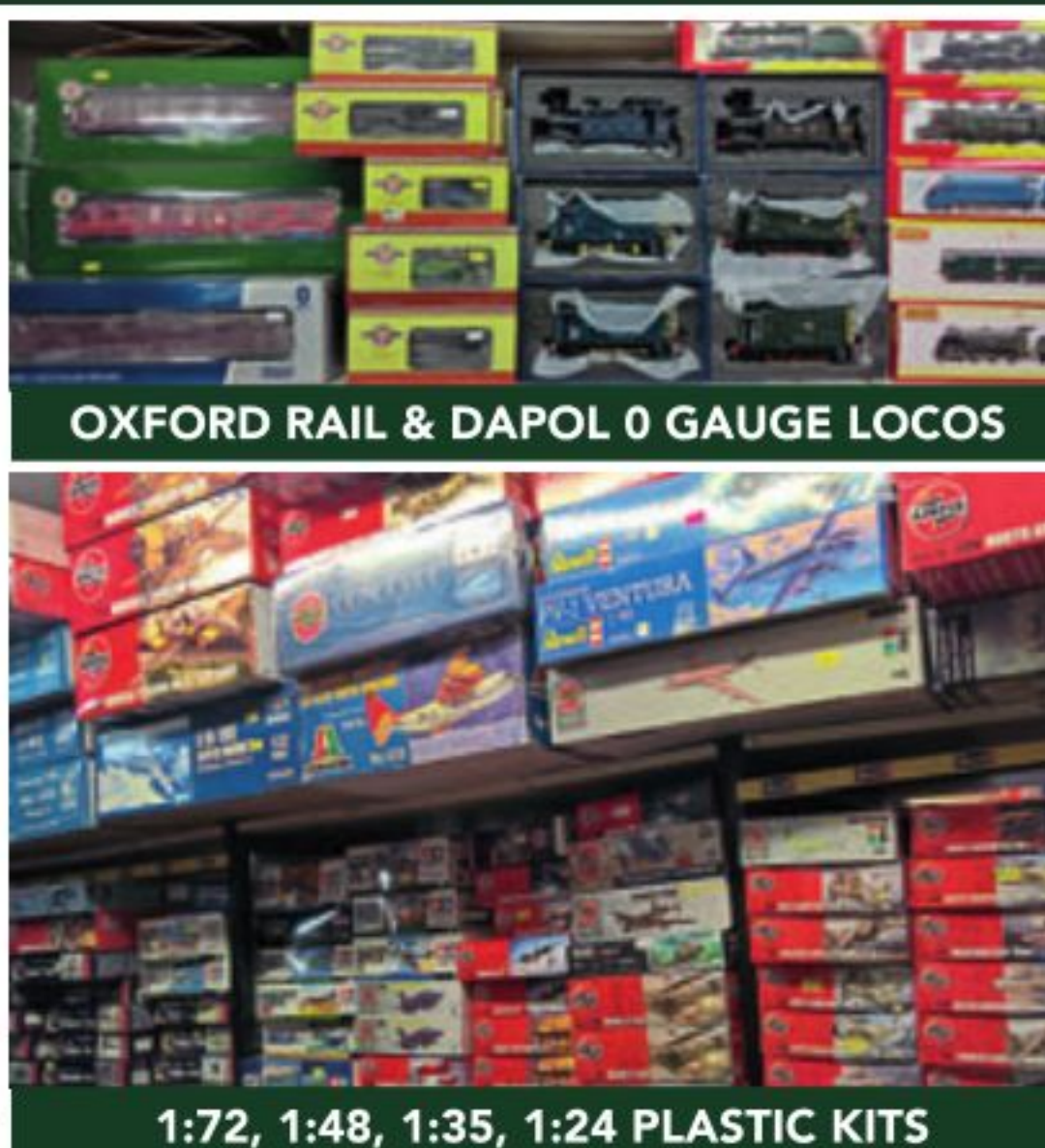
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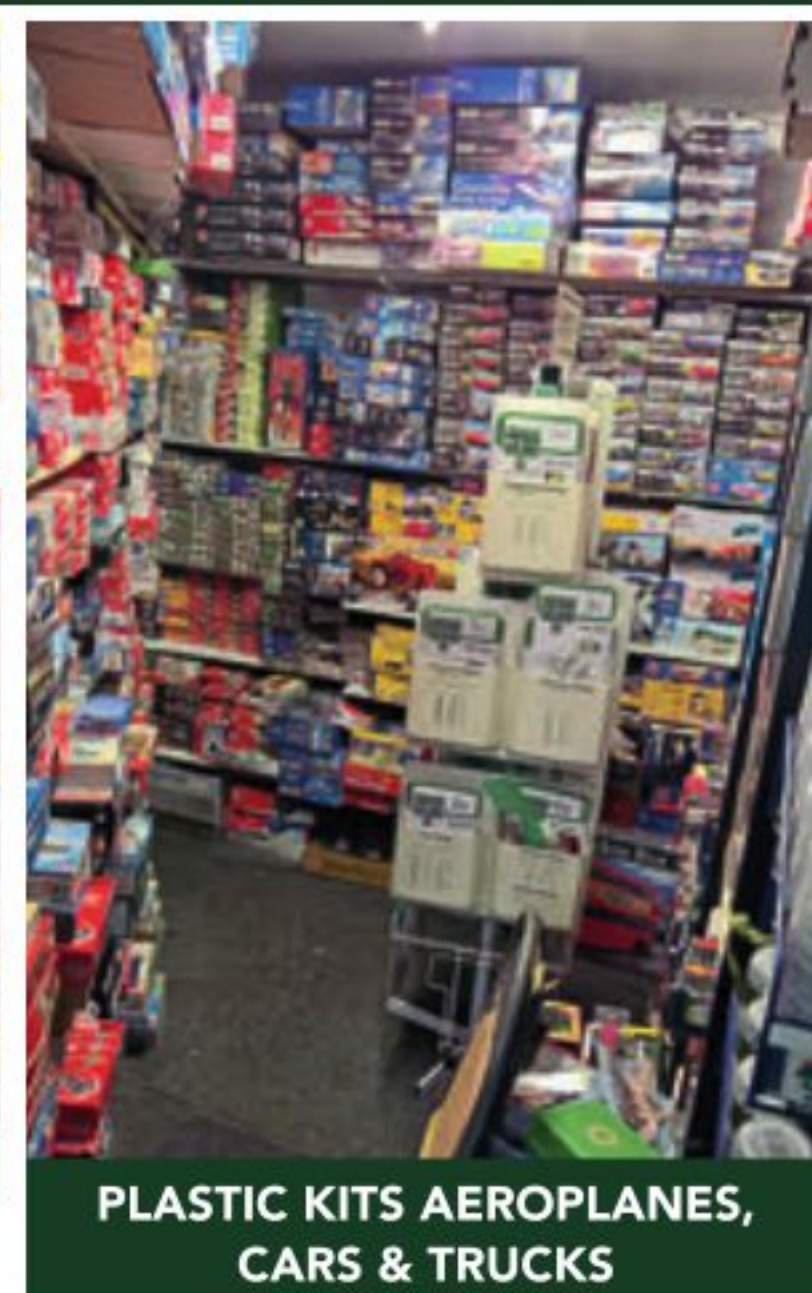


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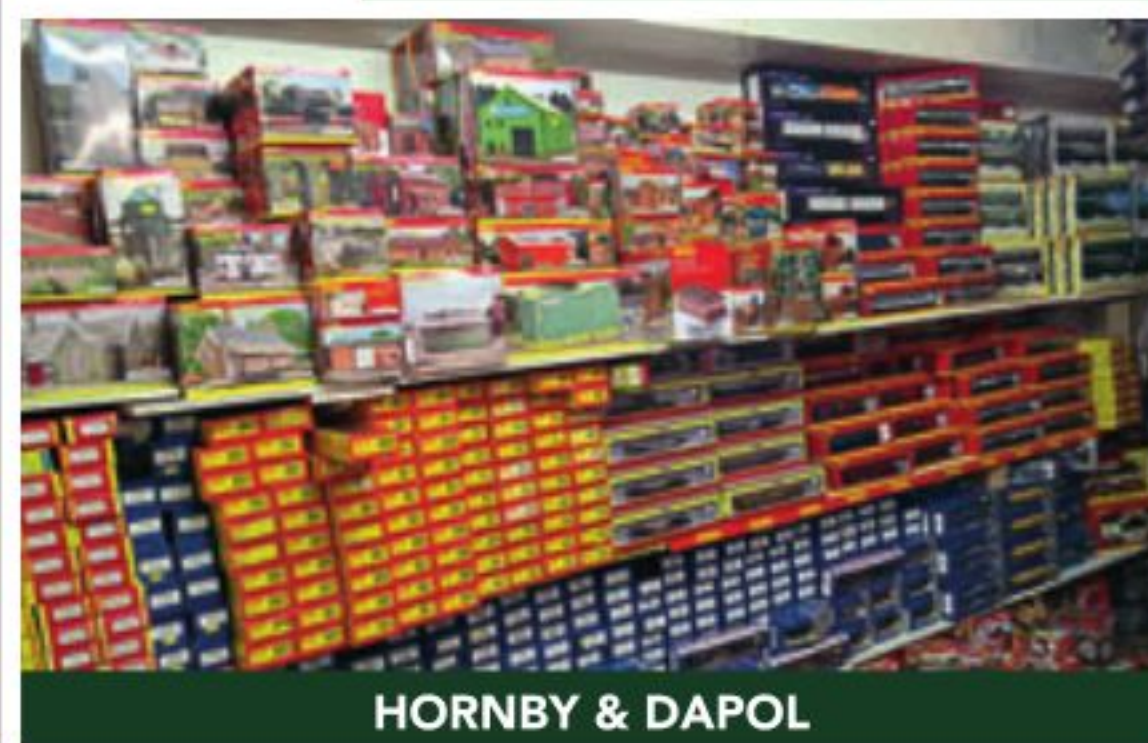
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Building the Great Northern Hotel Lincoln

Howard Leader

explains the research and processes he went through to recreate a now-demolished building in the city of Lincoln.

FOR SOME TIME NOW I HAVE BEEN making some of the buildings for a large layout describing Lincoln Central in the mid-1960s. The challenge with this project is that every structure has to be researched and, as near as possible, faithfully reproduced – not least because there are many people who will ultimately see the layout who grew up in the city and will know, at a glance, if what they are seeing is 'correct'.

The Great Northern Hotel was a beautiful Victorian structure that once stood next to the level crossing on the western side of the high street. By the mid-1960s its brick walls had been rendered and the whole building was painted white with all of the corbels and sills and other features picked out in black. The building was demolished by 1967 so I only had pictures and people's memories to go on.

From the few remaining photographs I've seen, the hotel certainly made a statement. Locals will tell you that stage and music stars would stay there when working the city's theatres and everyone of a certain age has their own memories of the place. Important then, in my mind, to try and make a 4mm-scale representation with the ring of truth about it.



When Howard did his research he discovered that the ground plan of the original building was vast. PAUL BASON



This beautiful old Lincolnshire building sadly only now exists in model form. PAUL BASON

Building this model was not so much a test of skill as a feat of endurance. The first problem was the difficulty in finding enough images to get a real sense of the building. Extensive searching turned up just five photographs, all of which had actually been taken of something else and just happened to have part of the building in the shot. One picture gave a good impression of the frontage, another a good idea of part of the back of the building, the rest just showed odd corners or part of the roof.

I did have the advantage of a comprehensive map from the period, that clearly showed the ground plan of the building and herein lay a bit of a shock... it was vast!

The picture of the elevation that fronts the road belies the size of this building, which went back an entire block. It was so big, in fact, that, on the model, there would only be room for about half of it filling the top 'corner' of the layout and it would have to be cut through in a gentle curve to butt up to the back scene.

I began with a paper footprint of the area on the layout to be filled. From this I took the dimensions I would have to build to and was able to make my drawings of the various elevations. I would actually have room for about half the hotel stretching back beside the railway as it heads out towards Brayford Pool.

The process of making the elevations was relatively straightforward; cut each 'wall' to size, cut out window and door apertures and build up the layers to represent the stepping in and out of the walls at different floors.

The windows presented more of a challenge. They are of an unusual design and there are five sizes and styles in the building, not counting a few 'odd' ones. I needed eight large ground-floor arch top sashes, three large ground-floor standard sashes, 18 medium-sized first-floor sashes and 19 small third-floor windows, plus two small arch top sashes for the pavilion in the courtyard. Naturally, I looked into having these made as etches or laser-cuts but the cost was frightening – so I just had to make them, one at a time, by hand.

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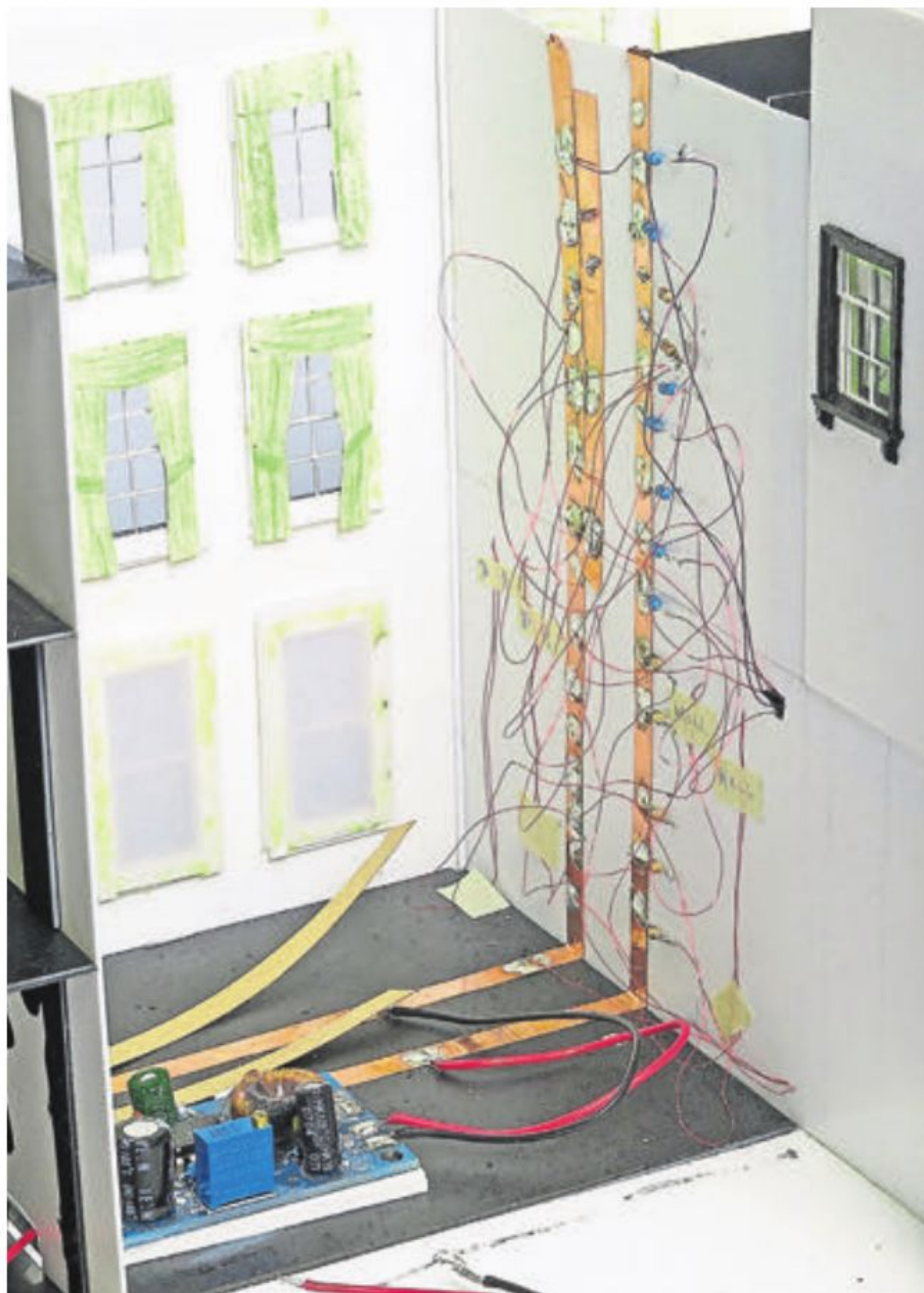
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Lighting for the room interiors took a lot of planning. PAUL BASON



Howard Leader, pictured at a show, at work on the Great Northern building. PAUL BASON

I made the ornate window surrounds by building one of each style and casting replicas. Once these were set in position I added the architectural embellishments to each elevation (easier while you can still work flat on the bench). I also decided to do the bulk of the painting while I still had the model in bits as, realising just how big it would be when assembled, I thought I would stand a better chance of being able to get underneath sills and into corners if most of it was painted before assembly.

Then things started to get interesting. It dawned on me that from the viewing position of most visitors, with its large windows, the interiors (or lack of them) would be fairly obvious. Furthermore, the layout is being invested with working street and station lights, working traffic lights, even working car lights in the streets in order that a night scene can be depicted. My building, therefore, needed lighting – and if it is lit, it needed room interiors!

I began taking careful note when travelling of what hotels look like at

night and, to my relief, I found that they tend not to be totally illuminated. In the main the entrance and reception areas and public rooms are lit, some of the bedrooms are lit but many are not. Better still most lit bedrooms have the curtains drawn. I therefore decided that my lobby, bar and dining room would be lit with interiors on display and there would be one lit bedroom with the curtains open and a few lit bedrooms with curtains drawn.

Mindful of the need to mask the walls inside the building so that no light bleeds through where it is not wanted, I built each interior scene like a little theatre set, then inserted it into its 'room' space, put the ceilings on (having first located the light for that room) and built up each floor like a dolls' house before adding the back wall of each building section. All the while I took care to run the tiny wires through conduits so that they could not be seen from the outside and would all emerge tidily in the areas I nominated to house the resistors and control boards. Believe me, it took some planning!

Slowly, one area at a time, the building was assembled, all the while checking the wiring and the light-locking, until I finally reached the point where I could put the roof on. The curve in the back scene meant that creating the roof to fit stretched my technical drawing skills to the limit because, as the engineers among you will realise, a flat curve taken from the ground plan will not give you panels that match that curve when fixed as an apex for the roof!

The cafe next door was more fun. Two of my photos showed this cafe to be called the Lido and one picture gave just a hint of what it looked like inside. I felt confident that I could recreate the



The Great Northern Hotel within the Lincoln Central layout. JOHN WHITESIDE

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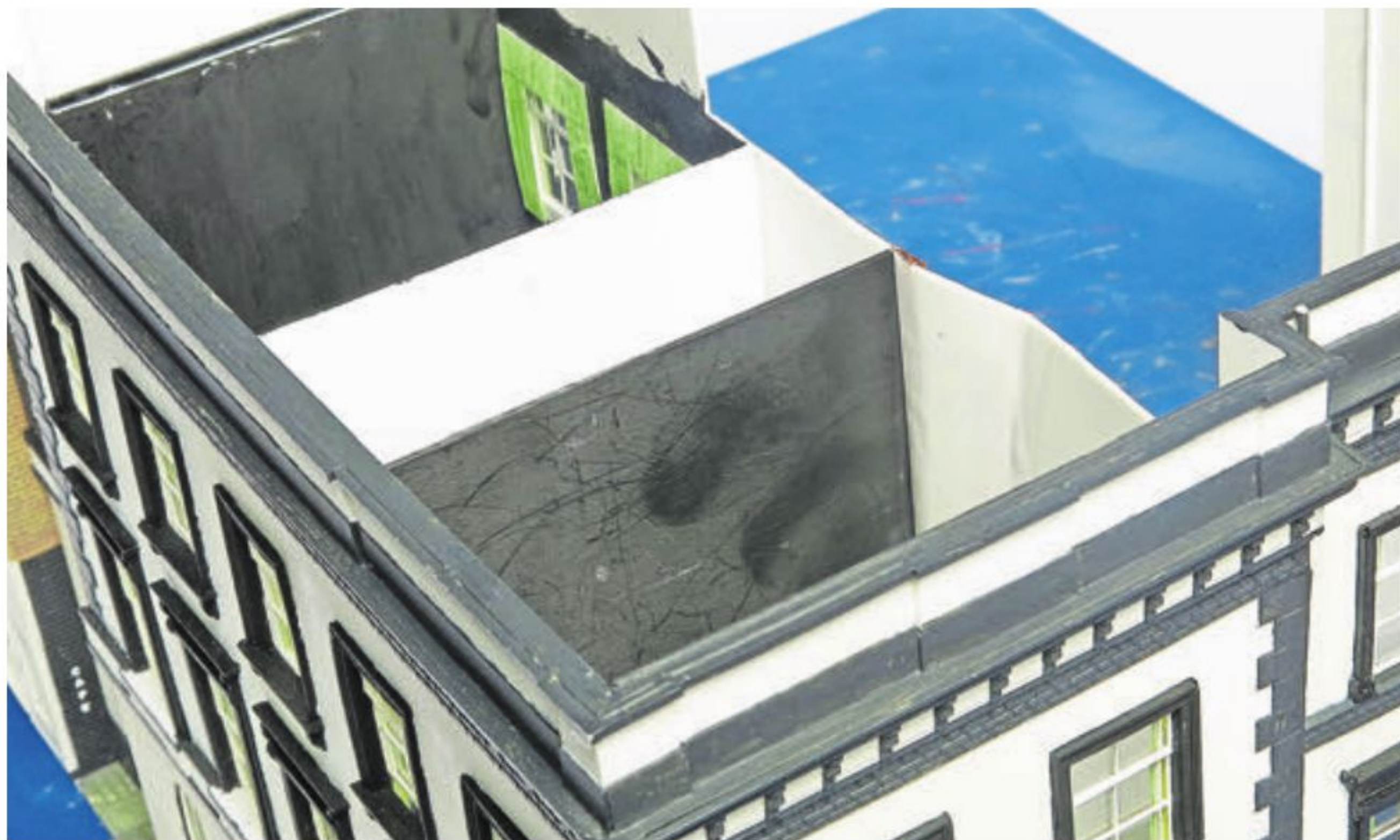
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Howard ensured that there would be no light bleed through the side of the windows from the interior lighting.

exterior, I even had a stab at matching the jaunty lettering. I built an illuminated cafe sign to go over the door and had fun with the weathered paint effect on the brickwork. But, what to do inside? That was the question. The cafe had a large window so even without lighting it would need some sort of interior. As luck would have it I was boring some work colleagues with this story when an older gentleman who grew up in Lincoln remarked: "I remember the Lido – it's where all the Teds used to hang out!" I had my answer.

I put tables in the places where I could just see them in the photo, built a counter with a Perspex bun display unit, built a jukebox from odd off-cuts in my scrap box, installed lights in the jukebox and populated the cafe

with a few bored Teds. And that is where I thought this would end but, oh no, it wasn't over yet. You see John Whitehead, mastermind behind the Lincoln Central project, is a man of considerable skill in electronics and has the knack that few of us possess of not only having the grand vision, but actually building it. So it was that, when I thought I was approaching the finishing post with this model, he rang me and said "I've been thinking...", words that always give me pause. "If I am to have a working roadway on this layout (news to me!), then I will need to extend the high street into the back scene to mask the exit of the vehicles."

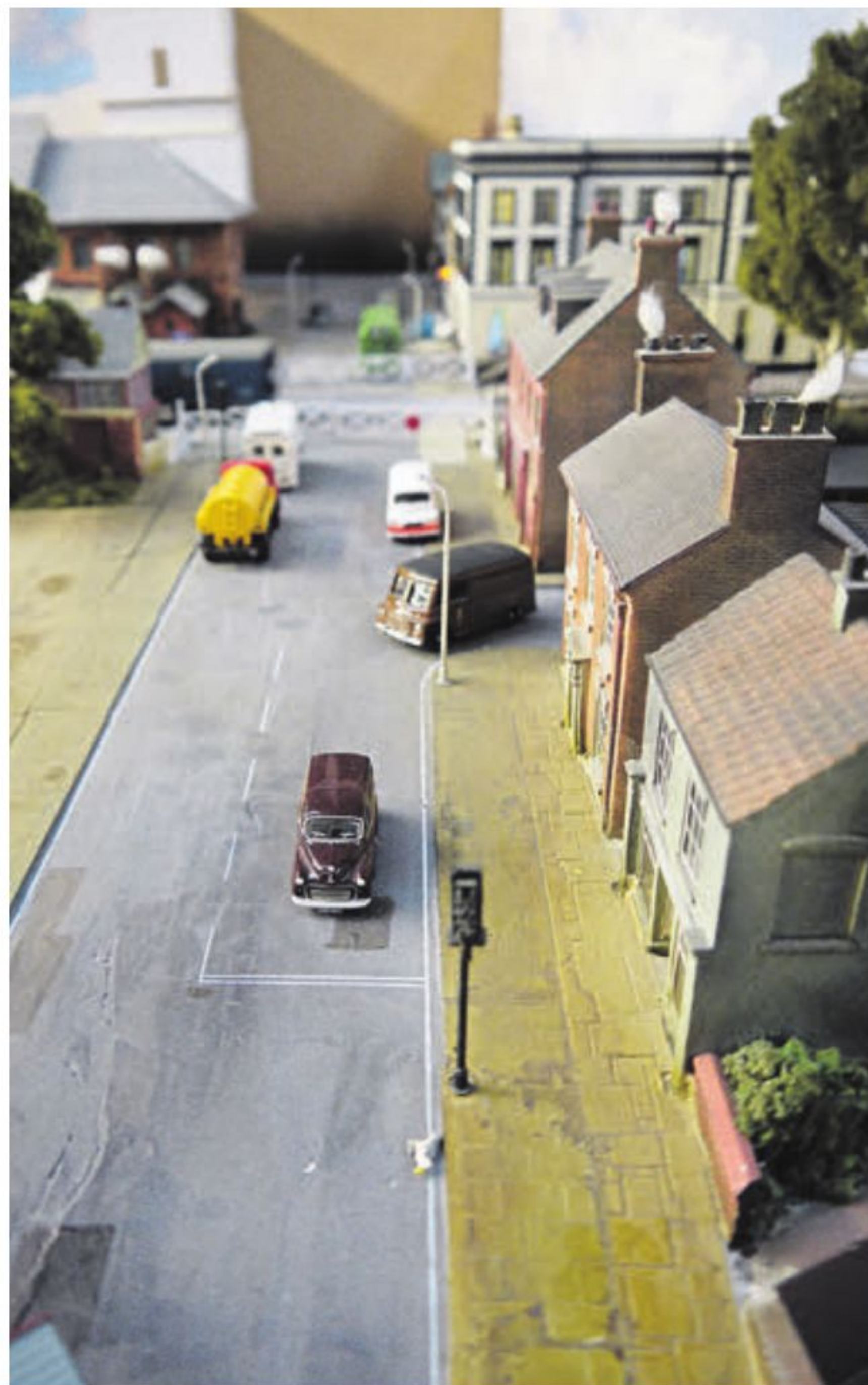
"Yes ..." I said cautiously.

"So can you add a few of the other shops to fill the space?"

It took some time and considerable research to find out what the other shops were being used for in 1965 but railway author Alan Stennett turned up with a picture of a fire engine parked outside the Lido cafe that clearly showed that the shop next door was Shoefayre.

The building still stands and still has its intricate bay windows that I could photograph and build from and a bit more research turned up the design for Shoefayre's shop front lettering.

So, eight months after this project began, it was finally ready to take its place on the layout and I braced myself to have a stab at the pub next door to Shoefayre – the sort of job that might just require a detailed site visit!



The building in situ can be seen at Digitrains in Lincoln. SARAH PALMER

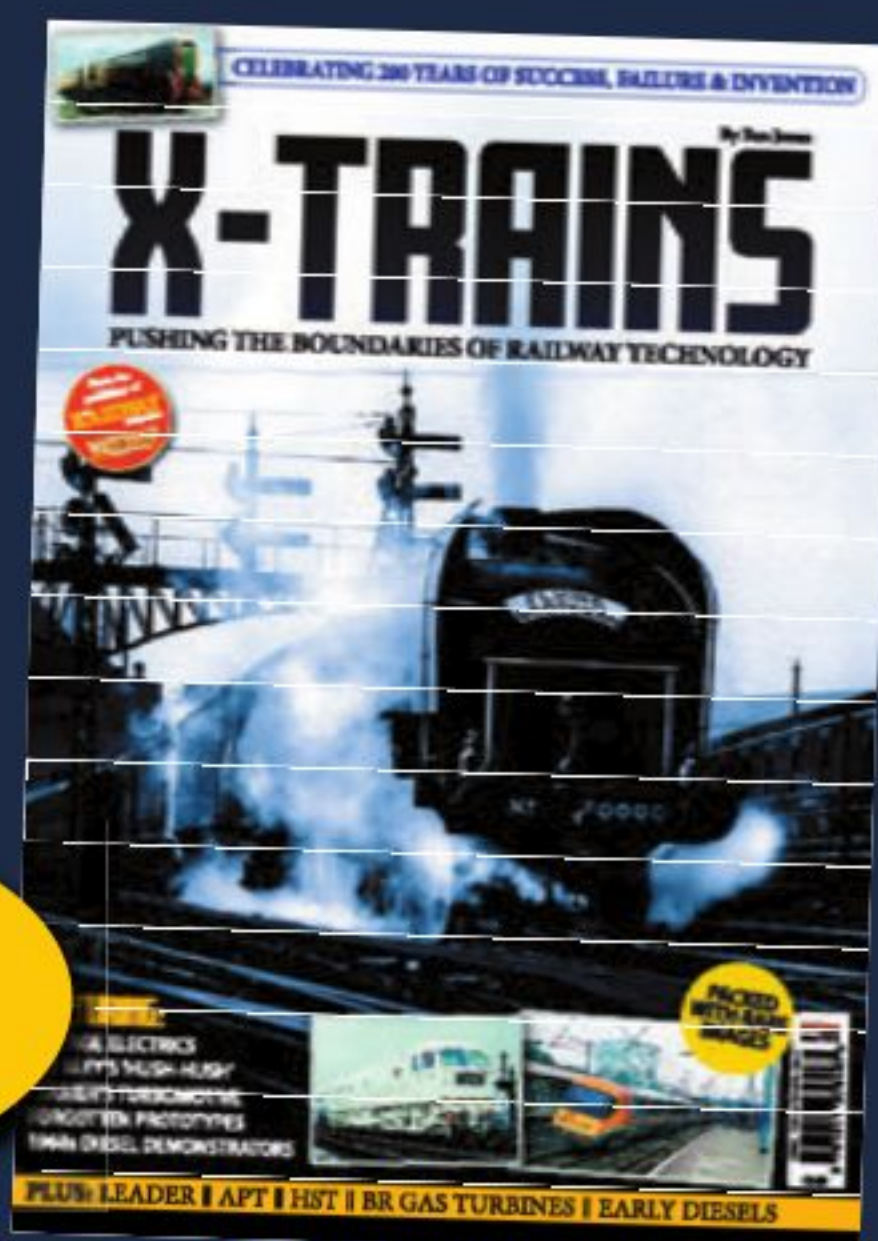
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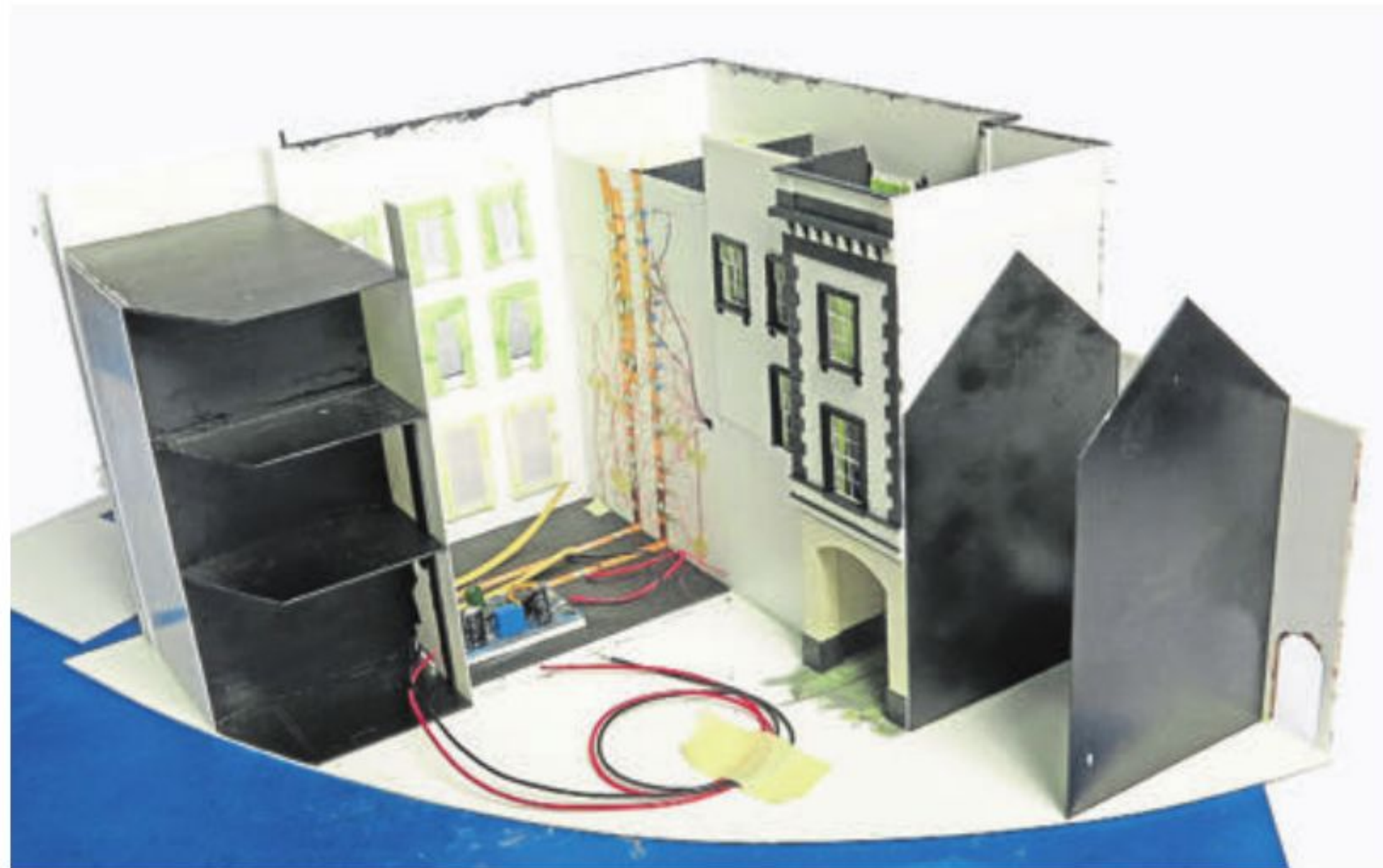
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The interior workings of the building. PAUL BASON



You can see the original building in a rare photograph of it. JOHN WHITESIDE

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Rivarossi: a history

Several European manufacturers in the 1970s, albeit briefly, entered the British market. In this issue **Tony Stratford** delves into the history of one company, Italian manufacturer Rivarossi, which produced a limited British range.

THE FOUNDER OF RIVAROSSİ, Alessandro Rossi, was born in 1921 into a family of successful industrialists who had a long association with the wool trade. The family owned the Rossi Mill in Schio, which was in existence by the mid-1800s. His mother also had property and a mansion near Como, a city at the southern end of Lake Como in northern Italy. His father, Francis, had a passion for technology and model railways and he encouraged Alessandro in the hobby by



Meccano Magazine, a favourite of Rossi as a boy. PAT HAMMOND

subscribing to *Meccano Magazine* and by purchasing O-gauge Hornby trains for him.

Having graduated with a degree in engineering from the University of Milan, the Second World War intervened. Rossi found himself drafted into the army serving as a commissioned officer with the engineers. Following illness and convalescence at Como and marriage to Theresa, the daughter of an industrialist who manufactured machinery for the textile industry, they crossed the border to Switzerland where they were interned until the end of hostilities. The decision was not too difficult as the house in which they lived was almost on the border.

In 1946, Rossi used an inheritance from an uncle who had been a priest, to buy into a company called ASA, which produced electric commutators where one of the partners was Antonio Riva. Rossi's intention was to use the skills in the factory in Albese Cassano to move into model railway production. The partnership with Riva did not last long; he left the company the following year, although 'Riva' was retained in the company name.

First models

In 1946 Rivarossi produced its first model in the form of an Italian Railways' two-car electric multiple unit consisting of a power car and trailer

Rivarossi

Rivarossi's 1959 logo.



Rivarossi Galletto logo from 1992.

with non-working pantographs fitted to the motorised car only. The model was of the AE2002 Class EMU then operating in north Milan with the bodysell moulded in Bakelite, a more robust form of plastic than acetate. Rivarossi was one of the first model railway manufacturers to use plastic rather than die-cast or tinplate. The Leeds Model Co produced coaches and wagons in Bakelite from 1937 and Trix had Bakelite track in the 1930s. The early products were produced nearer to OO scale rather than HO and were aimed at the toy rather than the scale market. At the time there were no other model railway manufacturers in Italy although Lima would commence production shortly after.

Rivarossi used contacts within FS (Ferrovie dello Stato Italiane, or the Italian state railways) to obtain drawings and information on Italian rolling stock although the drawings were not always as accurate as they should have been!

European HO standards were not confirmed until 1954, when they were finally set by MOROP (the federation of European railway modellers). Rossi acted as a technical consultant to MOROP where his experience in dealing with the American HO market proved invaluable.

Factory move - expansion follows

In 1947 the company moved from the Albese Cassano plant to a new factory in Sagnino di Como. The first catalogue was published in the same year with the two-car Litrona DMU added to the range. Some 31 variations were produced in assorted colours up until 1950.

The first steam locomotive with a die-cast body was released in 1947 representing a Class Gr 691 4-6-2. This continued in production until 1952 and was released in 1962 as a new plastic-bodied locomotive, which continued in production every few years until 1994.

A trolley bus system, known as 'Minobus', was developed in 1950, modelled on one of the Alfa-Romeo T110AF buses that ran on the local streets in Como. A track system was also developed and remained in the catalogue until 1957 and was also available in kit form.

During the 1950s there were many improvements made to the models including the adoption of plastic injection moulding and a new motor.



Alessandro Rossi in 1977.

The company introduced many innovations and patented several of them. A new logo appeared in 1959 that used a script typeface.

Local craftsmen made the first buildings in wood. When travelling by train Rossi had noticed a few suitable railway buildings and these were subsequently produced in plastic. Stations such as San Nazario were measured on site; the technicians always carried catalogues to persuade the station staff that their intentions were honourable.

Rivarossi used high-quality steel tooling from the outset. Some of the work was sub-contracted to third parties, involving some 600 people who were not directly employed by the company.

The company designed its own catalogues and printed some 100,000 annually. Rossi drew the front cover for the first catalogue and did the translations himself for the French and English versions. He also produced a magazine for a period, which was based on the *Meccano Magazine* he received as a boy. As the range developed Rossi had less time to devote to it and the publication was eventually dropped.



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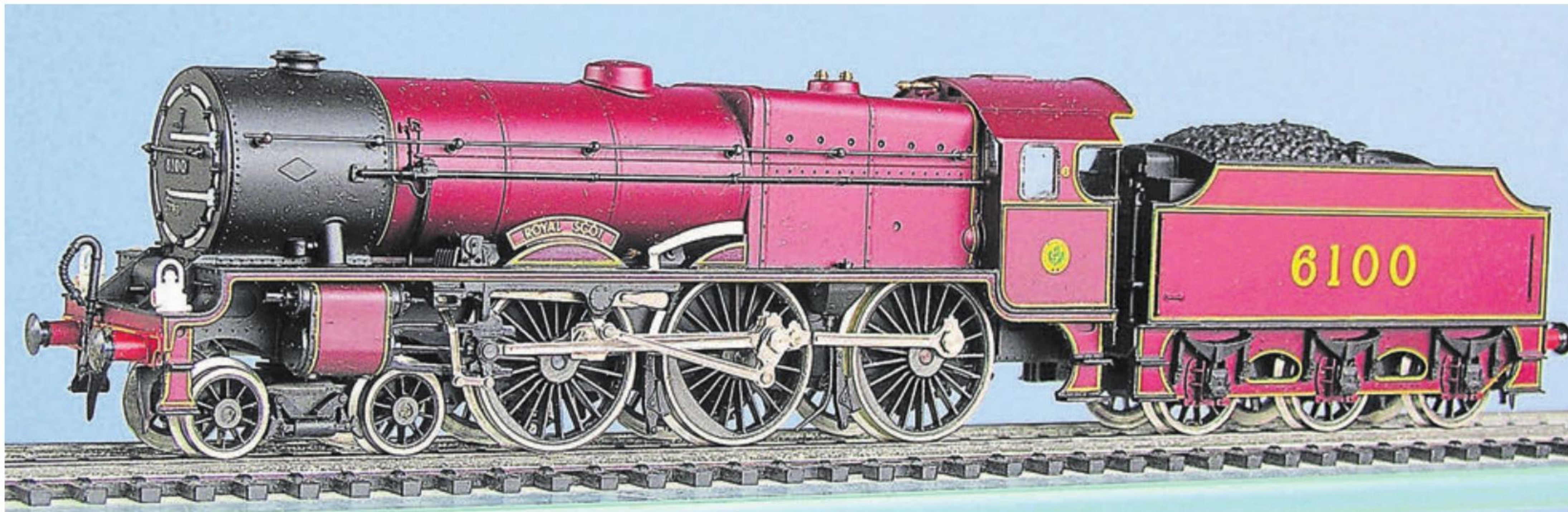
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Rivarossi H0 Royal Scot. PAT HAMMOND

Rossi also designed the exhibition layouts used to promote the company's products. In the early days these were often finished at the last minute, loaded into Rossi's car and delivered to the Milan Toy Fair ready to attract buyers to the stand.

America calls

In 1948 Rivarossi produced its first HO models for the American market. Two locomotives were produced, the first an American Streamliner Hiawatha 4-4-2 in the silver and orange livery of The Milwaukee Road. To provide coaches to go with it Rivarossi used Italian coaches that were painted to match the locomotive and remained in the catalogue to 1960. The second locomotive was an O-4-O Dockside Switcher (shunter). In addition to being the first two HO-scale locomotives to be produced by Rivarossi, they were also the first to use the injection-moulding plastic process. Early distribution in

the USA was handled by Aristocraft, which also imported Trix Twin at one stage, resulting in the introduction of two Trix O-4-O US outline locomotives. Aristocraft in more recent times produced a range of large-scale American garden railway locomotives and rolling stock.

It was during one of his trips to the US that Rossi noticed on a visit to a model store that the products made for the American market were packaged in brightly coloured boxes with prominent branding. European boxes at that time were bland by comparison and Rivarossi adopted the American philosophy for the European market and red Rivarossi boxes were introduced. These set new standards that others were forced to follow.

Lionel, a major player in the American O-gauge market since 1900, entered the HO scene in 1957. It sourced its first HO products from Rivarossi for the first year before purchasing products from the American Athearn company from 1958 until ending its first association with HO scale in 1966.

The 1960s saw distribution in the US in the hands of GNC (General Hobbies Corporation), which later became AHM (Associated Hobby Manufacturing) and distributed the Rivarossi-made products in AHM-labelled boxes. It was during this time that Rivarossi developed some of its finest models, culminating in the famous Big Boy 4-8-8-4 locomotives used by Union Pacific, which built 25 of them between 1941 and 1944 for hauling heavy freight trains and was the largest steam locomotive ever built. It remained an important part of the Rivarossi range for many years, albeit in much modified form.

By the 1980s, the US accounted for 80% of Rivarossi's total sales. In 1985 the US importer AHM was declared bankrupt, owing the Italian



Rivarossi O gauge made for Airfix in the UK.

company a considerable sum of money. Model Expo became the importer before handing over to Walther's in 2001, which currently handles trade distribution in the US.

Leading the way

Rivarossi continued to develop its range during the 1960s.

A tram system appeared in 1961 for which tram tracks were available inset into the patent-protected roadway, accompanied by an overhead catenary system.

In 1967 Rivarossi began production of a range of N-gauge models for the American Atlas Company with the first locomotive being a scaled-down version of the EMD E8 Class diesel locomotive, already produced in HO scale. By 1969 the Atlas catalogue was carrying the range of European N-scale models.

The PECO jubilee

The British PECO (Pritchard Patent Product Company) which became known as the P company by enthusiasts in its formative years) was at the forefront of British N gauge following

the formation of the N Gauge Society in 1967 of which Sydney Pritchard was a founding father. The company is the major supplier of model railway track and has extensive ranges of ready-to-run rolling stock, kits, buildings and accessories. Its home in Beer, Devon is also known for its permanent Pecorama exhibition and for the extensive Beer Heights miniature railway.

In the 1960s PECO developed an LMS Jubilee Class 4-6-0 locomotive with Rivarossi, the tooling being paid for by PECO and introduced to great acclaim as at that time it was way ahead of the then available motive power from Lima and Minitrix, which often compromised scale to use the available continental chassis. Using a Rivarossi tender drive, the locomotive was a good performer and many early N-gauge exhibition layouts featured them.

Being developed from the ground up, the Jubilee suffered none of the afflictions that existed on some of the limited number of N-gauge locomotives available at that time. Rivarossi was licensed to release the model to its European customers and it featured in

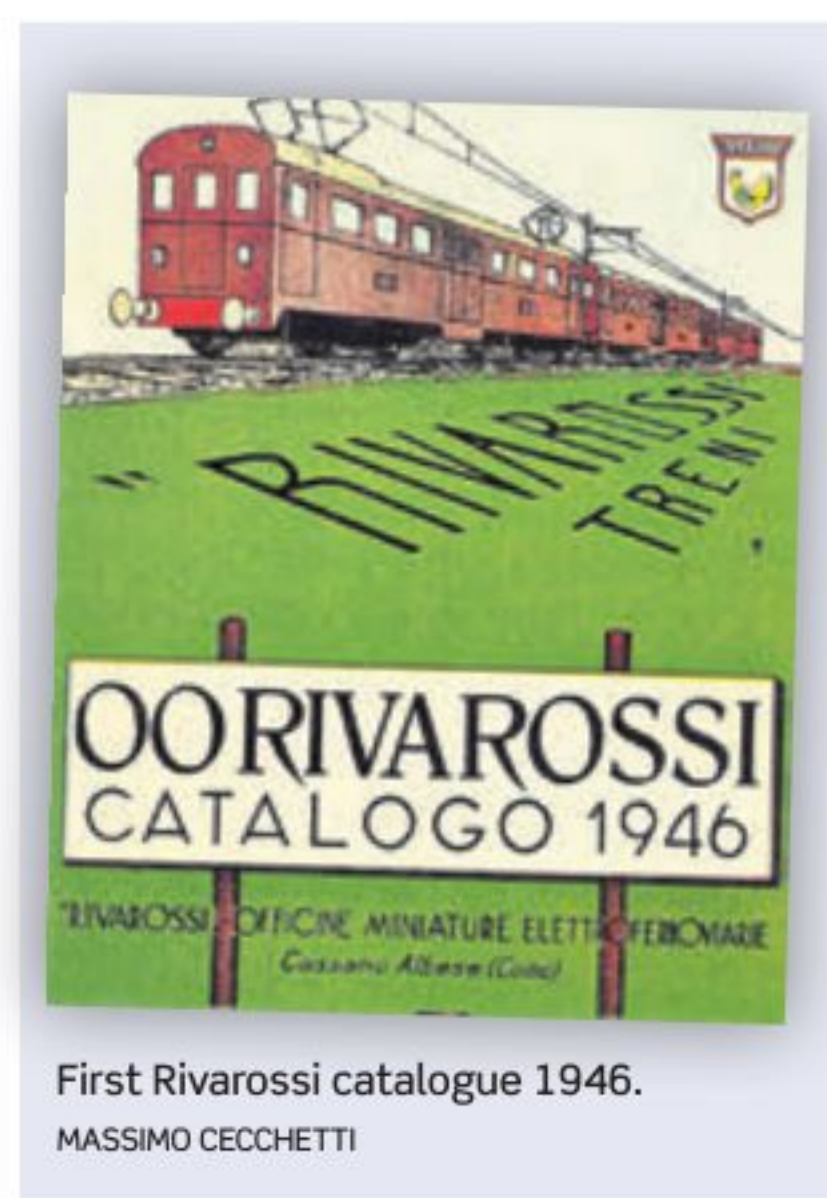
several annual catalogues. It remained available until 1985 when the tools were transferred to PECO in England. It has not been reintroduced.

Pocher

Arnaldo Pocher, who had been born 40 years earlier in Trento, Italy established another model railway company in 1951. Pocher was a model railway enthusiast who had trained as a goldsmith engraver and, with his business partner Corrado Muratore, produced a range of model railway accessories later developing into a major range of locomotives and rolling stock.

In 1963, Rivarossi acquired shares in the company, which in 1966 developed a range of 1/8th scale model cars produced to a very high standard. The range is now part of the Hornby group, which relaunched the Pocher brand in 2012.

In the 1970s Corrado Muratore sold his part of the company to Rivarossi with Arnaldo Pocher doing likewise in 1974 giving Rivarossi total ownership of Pocher. Muratore continued as general manager of Pocher under Rivarossi while Arnaldo Pocher left the company.



First Rivarossi catalogue 1946.

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O gauge

In 1950 Rivarossi produced its first O-gauge model in the form of an Italian State Railway 2-6-2, which was aimed at the toy train market. It was not, however, a great success and it was not until 1968 that Rivarossi returned to the larger scale with a range of fine-scale plastic-bodied locomotives. These included a German V216 diesel, an early American 4-4-0, a Fairbanks Morse AA diesel and an O-4-0 diesel switcher. There was also a selection of coaches and wagons produced for both the European and American markets. The models were also available in the UK and proved far more popular than the earlier attempt. The smooth-running chassis were often utilised for kit-built or scratch-built bodies by British O-gauge devotees.

The 1970s

The 1970s saw the company introduce many more models including several locomotives coinciding with the introduction of computers into the design department. The new RR logo was adopted from the beginning of the decade with the company employing some 300 staff.

It was during this period that the company applied for a patent for its constant lighting system for coach interiors. The introduction of the first of a range of CIWL (Compagnie Internationale des Wagons-Lits) coaches in 1979 featured vehicles used widely



Rivarossi O-gauge Italian State Railway 2-6-2 GR 865 FS (1950). TCA

in Europe for sleeping car services and won considerable acclaim. The distinctive blue and gold livery used on prestigious trains such as the *Orient Express*, along with a range of catering and Pullman vehicles carrying their own distinctive CIWL liveries, proved to be an excellent choice and they remained available for many years.

The company also produced several O-scale models for Fulgarex at this time.

British interlude

In 1977 Rivarossi, after no doubt seeing other European manufacturers entering the British market such as Fleischmann, Jouef and Lima, decided to do likewise.

The long history of model railway manufacturing aimed at our domestic market can point to several failed attempts by continental manufacturers

to understand that the UK is different to the rest of the world. As we have recalled in previous issues, Britain is entrenched in OO scale and that is not likely to change anytime soon. This series has already revealed failed attempts by Playcraft to convince us to model the European HO scale and the problems that not adopting OO until very late on brought about the downfall of British Trix.

Rivarossi chose to go down the route of British Trix in the 1960s by adopting a compromise scale of around 3.8mm to the foot, almost halfway between European HO scale and British OO scale, although both run on the same track gauge of 16.5mm. The result was that despite their quality and performance, not sitting correctly alongside OO scale failed to tempt the British purchasers to part with their money.

In 1977 Rivarossi announced that it was producing a Royal Scot in original LMS condition, which was released the following year. To go with it the company produced a range of highly detailed LMS panelled coaches in 1979 in the form of Corridor First, Corridor Third and a Corridor Brake Third. Only one run of these was produced and they remained on sale for many years afterwards. Two versions of the locomotive were produced: No. 6100 *Royal Scot* and No. 6140 *Hector*, both carrying LMS maroon livery. Two sets were produced, which contained either of the locomotives and four coaches.

One can only surmise what the result would have been had the company adopted British OO standards.

The 1980s

The 1980s saw the introduction of new locomotives with tender drive; 1980 also saw the arrival of the impressive DR Br 96 0-8-8-0 'Maller' tank locomotive. Built for the Royal Bavarian State Railway, it later became Deutsche Reichsbahn Class 96 on its formation in 1920 and nine of the class passed to Deutsche Bundesbahn on its formation in 1949. Despite the success of its products Rivarossi entered a period of financial difficulty and applied for administration in the Como court in 1981.

The demand for the O-gauge range declined during the 1980s although a SNCF 231G Class pacific and a German BR Class 80 0-6-0T were tooled, the BR80 appearing in 1982. Both were available in kit or ready-to-run form and production runs were contained to just 800 units of each model.

At this time a range of American wagons was produced using tooling owned by AHM and carried both company names on the packaging.

Rossi leaves

Alessandro Rossi left the company in 1984, and his cousin, confusingly also named Alessandro Rossi, formed a new company, Rivarossi Nuova Gestione although the founder remained until 1990 as a consultant. Alessandro Rossi retired to Cortina d'Ampezzo, which was the retreat that he and wife Theresa

had acquired some years previously. He died there aged 89 in 2010.

More trouble ahead

The company again suffered financial difficulties, in 1990, resulting in Pentech, a Milan-based company, acquiring Rivarossi shares. This resulted in the company expanding significantly purchasing Lima, Arnold and Jouef (as outlined in the last issue). These joined Pocher, the die-cast vehicle manufacturer that they had purchased in 1963 in the Rivarossi Group.

During this time the company produced a range of models aimed at the collectors' market. Released as the Galletto series, it used one of the early company logos with a cockerel prominent on the limited-edition models, which were available as numbered editions.

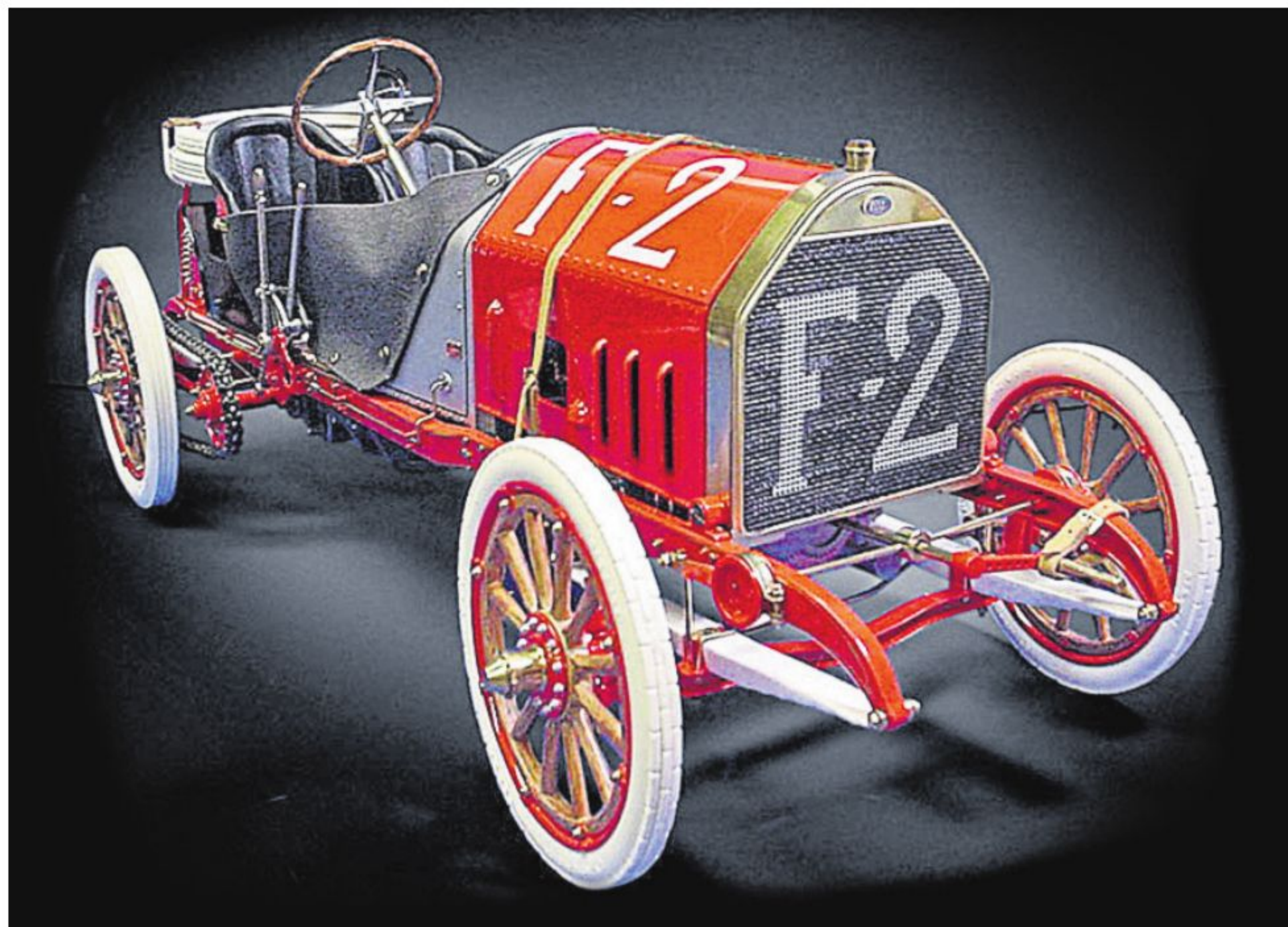
In 2000, the company was looking to cut costs. The Rivarossi factory in Como was closed, all production moved to the Lima facility in Vicenza allowing the closure of the Arnold factory in Germany and the Jouef plant in France. Ironically more financial difficulties saw the company change its name to Lima SPA in December 2001 with Rivarossi becoming a division within the company it had acquired some years earlier! Despite these actions, the company again, in 2003, went into receivership but this time there was no reprieve.

New owners

Hornby purchased the company's assets in 2004 with the factory closing and the tooling and production moved to China. How ironic that Hornby, the very company that inspired Alessandro Rossi to enter the model railway market, would take over the company! Since then the Rivarossi name has continued to cater for the European and American modeller. Hornby will shortly be announcing that it will be producing some specific us Rivarossi merchandise.

Next time

We shall look at German company Fleischmann, which entered the British ready-to-run market in the 1970s.



Pocher Fiat 130 HP F2 (1966). HORNBY

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Greatly interested in 3D printing

Dear *RMM*,
I have just completed the Cardiff University survey as to 3D printing, which was highlighted in March's *RMM*. However, I believe they might be missing the real interest in this.

This is as per a crowdfunder where we the modellers cannot do the design work or the printing but get together a collective interest for a model, be it a small building, be it a wagon. It's the combined interest and support of the modellers in that one item that works, not one modeller commissioning it. Perhaps *RMM* magazine could ask what readers would like to see and work together to get it manufactured together. Then as in a Shapeways type setup they can be readily purchased. I hope you get more feedback and ideas on this subject.

Modellers want to make or have different quality products and now seem to be able to have an input using hopefully a partnership with someone such as Cardiff University.

Sadly the survey does not give a contact email address but perhaps this letter may generate a follow-up through this magazine.

I picked up my current copy of *RMM* from a 'nice day out' at the Midland Railway Centre-Butterley recently.

I have bought an MoD oo-gauge container via Shapeways, not cheap, but exactly the item I wanted and I had the good fortune to have it available from someone who also had the desire to make this special container. This is special as it has side-loading doors.

I think if a special railway item were to be 3D produced (and needing a champion) it would be a low-level waste container as used between nuclear power stations and Sellafield or Drigg on DRS workings. I believe these containers are from new, only ever used once as with their waste content they are buried on arrival. I may be wrong, this in itself may make an interesting modelling article. Thus the 3D advertising feature has piqued my interest.

I again hope a lot more comes of this.
Peter Eaton, via email.

Struggling with lighting instructions

Dear *RMM*,
I enjoy *RMM* immensely. It's very good indeed, thank you. Yes, refreshing. Yes, innovative. I especially like the Blasts from the Past series, I would be interested in a book of it all. I hope you will continue this series and provide us with Fleischmann, Roco, Kato and Tomix.

I agree that with some of last month's letters that the Biggest Little Railway was abysmal and it brought almost universal shame on all modellers.

Right now, I am struggling to separate the body on a Roco SBB panoramic coach (44769) in order to place seated passengers inside. Any chance of a

feature on installing lighting? It's a nightmare, with abysmal info in the box. Almost given up. Lack of info is very typical of all the present manufacturers. The 'pictures only' sheets are often wholly inadequate. On some coaches, you can remove the roof, on others, the chassis. But there is nothing worse than empty trains running.

Typical of those producers who are over familiar with their subject, who need to step back and ask themselves questions about how people can access things without risking destruction of the model. Please encourage the manufacturers to do better.
John Anderson, via email.

If you don't like it, you don't have to have it...

Dear *RMM*,
The debate as to whether DC or DCC is better goes on, but I think it is time to stop.

I don't intend to go into what DCC or DC offers or doesn't offer as all that has been gone over endlessly before. The fact is that if you don't want DCC you don't have to use it. It is true that the model railway industry is moving further towards DCC although I sometimes wonder if it is getting a little too interested in electronics for its own sake, very soon we will no doubt be asking Alexa to run our trains. I have used DCC for many years and it has many advantages but I don't want it to get complicated beyond my needs or understanding.

Some years ago myself and a circle of railway enthusiast and modelling friends often discussed

the issue, I having already changed. One particular friend was running DCC down: "It's cheating (meaning proper layouts must have miles of complicated wiring and dozens of switches), it's unnecessary, it's expensive," and so on. I simply replied: "Look, if you don't like it you don't have to have it."

In summary I would just say that in railway modelling we all have choices, one of them being to use DCC or not. It is pointless arguing over the merits of one system or another, there is room for everyone; like scale or prototype, look into it, consider it maybe, but at the end of the day you have a choice, if you don't want it, you don't have it.

Richard Hodder, via email.

Some readers missed the point of BLR programme

Dear *RMM*,
I cannot help but think that some of your readers' comments missed the point of the Biggest Little Railway programme. Personally I enjoyed the recent series, despite my loathing of some parts of the media, but I accept that the teams were made up of varied characters.

TV producers usually want variety and for things to go wrong or to be up against it to create 'drama'. They seek out people who will appeal to a wider audience. In fact, I am sure they wanted and appealed for a good mix of males and females, including experts as well as people who were just keen to be part of something. Many were clearly not modellers.

The latter saw it as an interesting project. In fact, one of my ex-colleagues from work was one of them. She loved the challenge and to be at the forefront of doing something difficult in the public eye.

Yes the project could have been better planned but it could have also gone even more wrong. I also think viewers needed to bear in mind how tired and worn-out many of the volunteers must have been by the end.

As for the time limit, I am sure this was imposed by outside bodies so it was always going to be difficult. Don't forget that first time round, things could have gone better for James May's line to Bideford.

Jeffrey Smith, via email.

Ways to get families involved

Dear *RMM*,
I was pleased to hear that you had a great evening at Sutton Coldfield Railway Society (March *RMM*).

One question that clubs discuss is how to attract new members and I wondered if the following idea would work?

Your magazine prints an article suggesting that during one month – say September – model railway clubs organise a one-day family event and *RMM* publishes ideas of the sort of programme of events that could take place. Examples could include:

Have a variety of layouts showing all the different scales and the means of propulsion, i.e. live steam, clockwork, electric.

Make sure that you have a good PA, several help desks and some local traders.

Have hands-on layouts for all ages.

Have a competition, a list of events for the next six months, membership forms, and some of the members demonstrating painting, making buildings etc.

Get the local TV/radio/local press involved and target publicity at as many clubs and organisations as you can, youth organisations, churches, slimming clubs etc.

Stress the point that this is a family event and don't fall into the trap of putting ladies in the tea tent and leaving the men playing trains.

So, it is just an idea, what do you think?

Darryl Foxwell, *RMM* contributor.

Editor: I think it's a great idea, what do *RMM* readers and clubs think?

Some tips on keeping the costs of modelling down

Dear *RMM*,
This is a response to the article on p20 of February's *RMM* talking about the cost of model railways. Possibly the cheapest of any model railway equipment these days is the second-hand Tri-ang TT3.

This is 3mm to a foot scale, using 12mm track. Agreed, this (like oo) is underscale, and there are purists who use the correct 14.2mm track, but there is plenty of Tri-ang stuff available from The 3mm Society. The biggest 3mm market is at the AGM, which this year is on May 19 at Grange Leisure Centre, Stratton St Margaret, Swindon, from midday.

Agreed again, these models are 1950s standards, but are upgradeable, e.g. replacing moulded-on handrails with fine wire, if you have the skill, and cheap enough if you have a disaster. Even the solid wheels don't look too bad...

Small locos such as the LMS *Jinty*, depending on condition, can be had for £12-£15, bigger ones, £20+, wagons from £1, coaches £2+, set track 10p, points £1. New, finer scale flex track is available. Choose your favourite controller. They are incredibly

robust so arguably are doubly ideal for a toddler to get their slightly clumsy hands on as they are almost indestructible. For the REALLY ambitious, the Tri-ang track, to my eyes at least, looks exactly like 3ft 6in Cape gauge track in HO scale. Despite the large mileage of this gauge worldwide, I know of no commercial Cape gauge models from any country. Can anyone advise differently? Using Tri-ang track and mechanisms, scratch builders could have a field day making their own bodies for locos and rolling stock.

Another advantage of 12mm track, of course, is you can get more in a given area, hence the origin of the TT3, (table top) nomenclature. In 3mm modelling, one can 'graduate' beyond Tri-ang and build fine-scale models from kits in white metal and etched brass. Obviously this costs more, but if one has the skill, very good models can be made for less than the cost of most RTR in oo. Membership of The 3mm Society costs £20/year, £12 for seniors and juniors, consult the website at <https://sites.google.com/site/3mmpublic/>
Wesley Paxton, via email.

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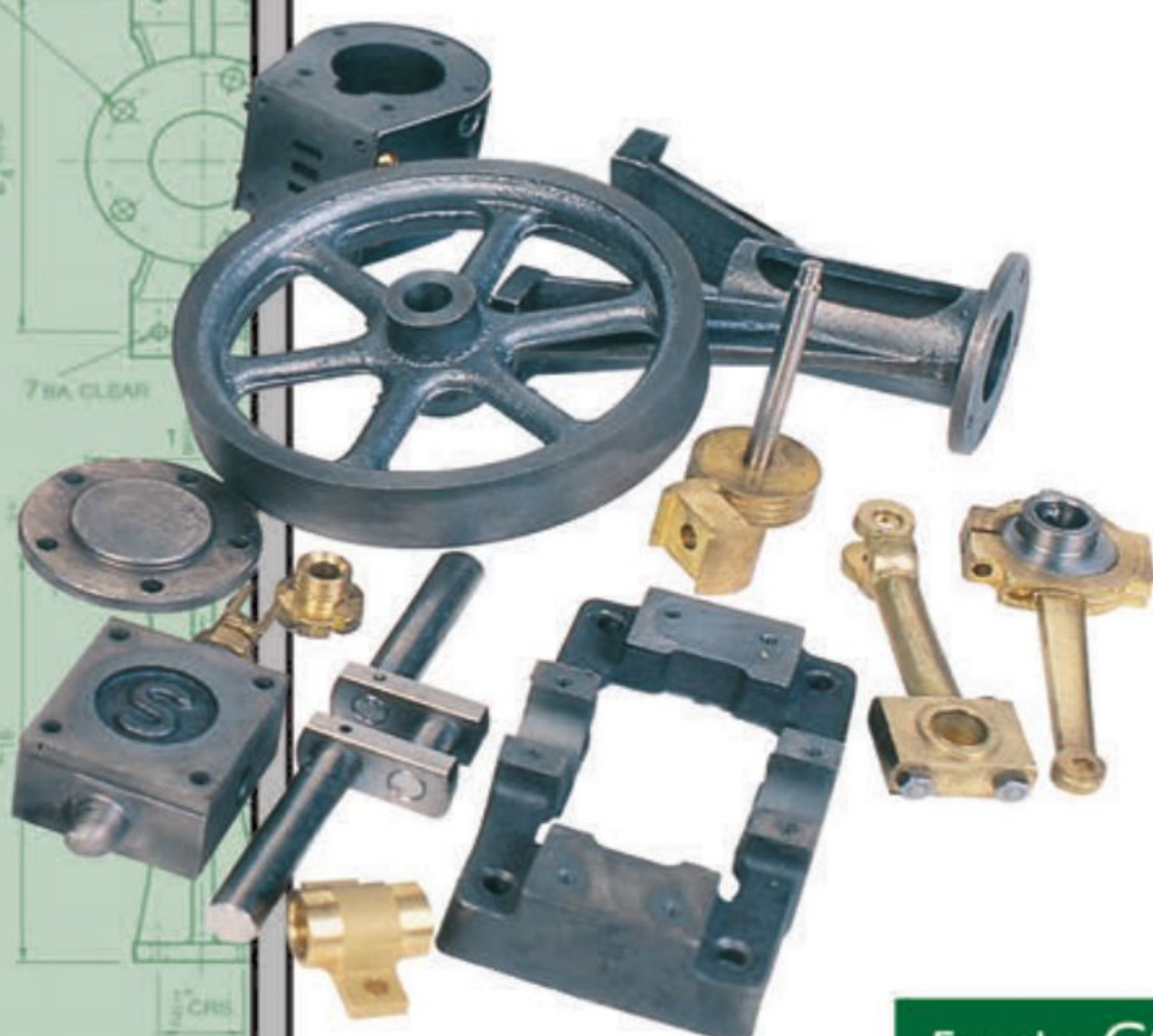
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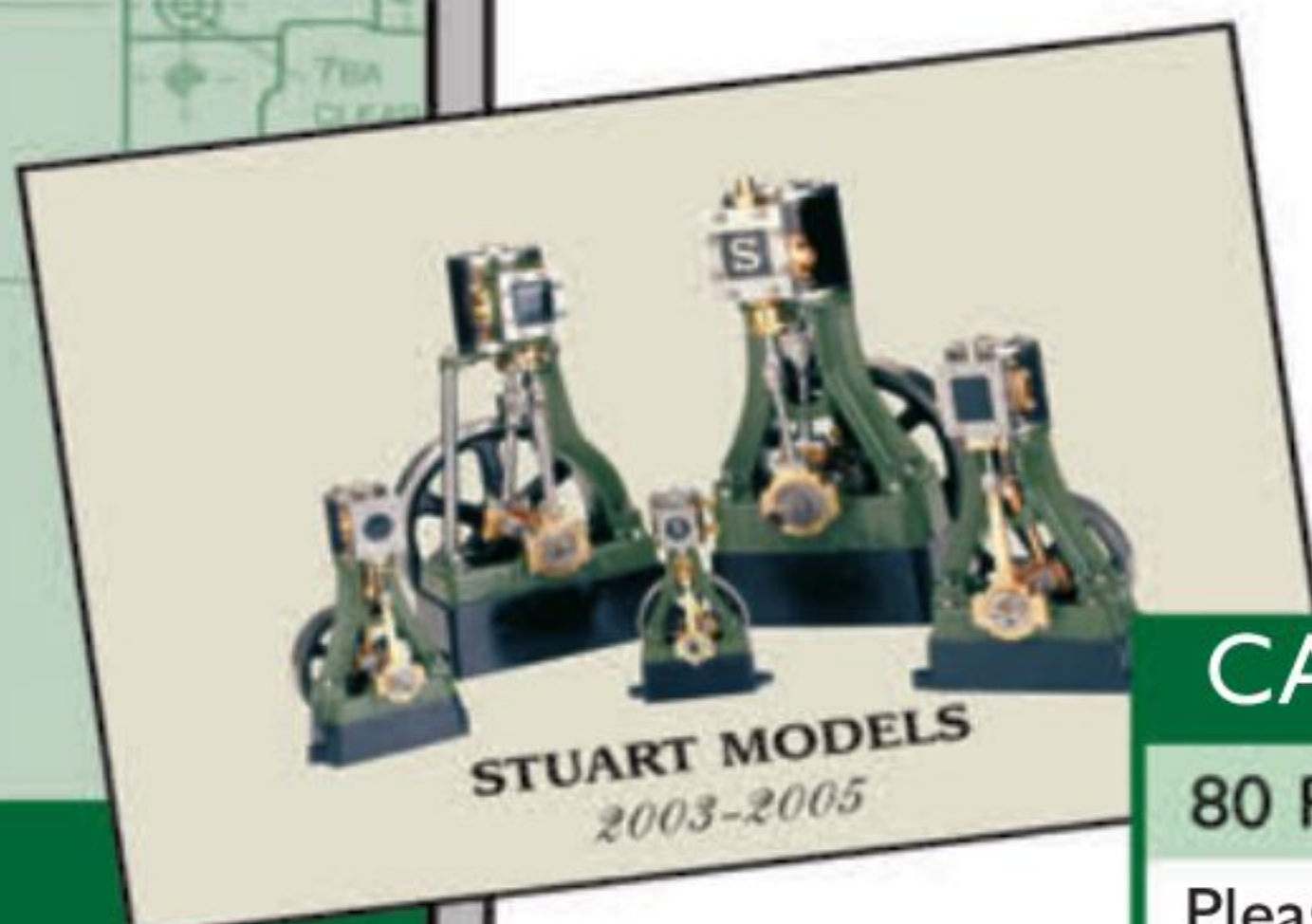
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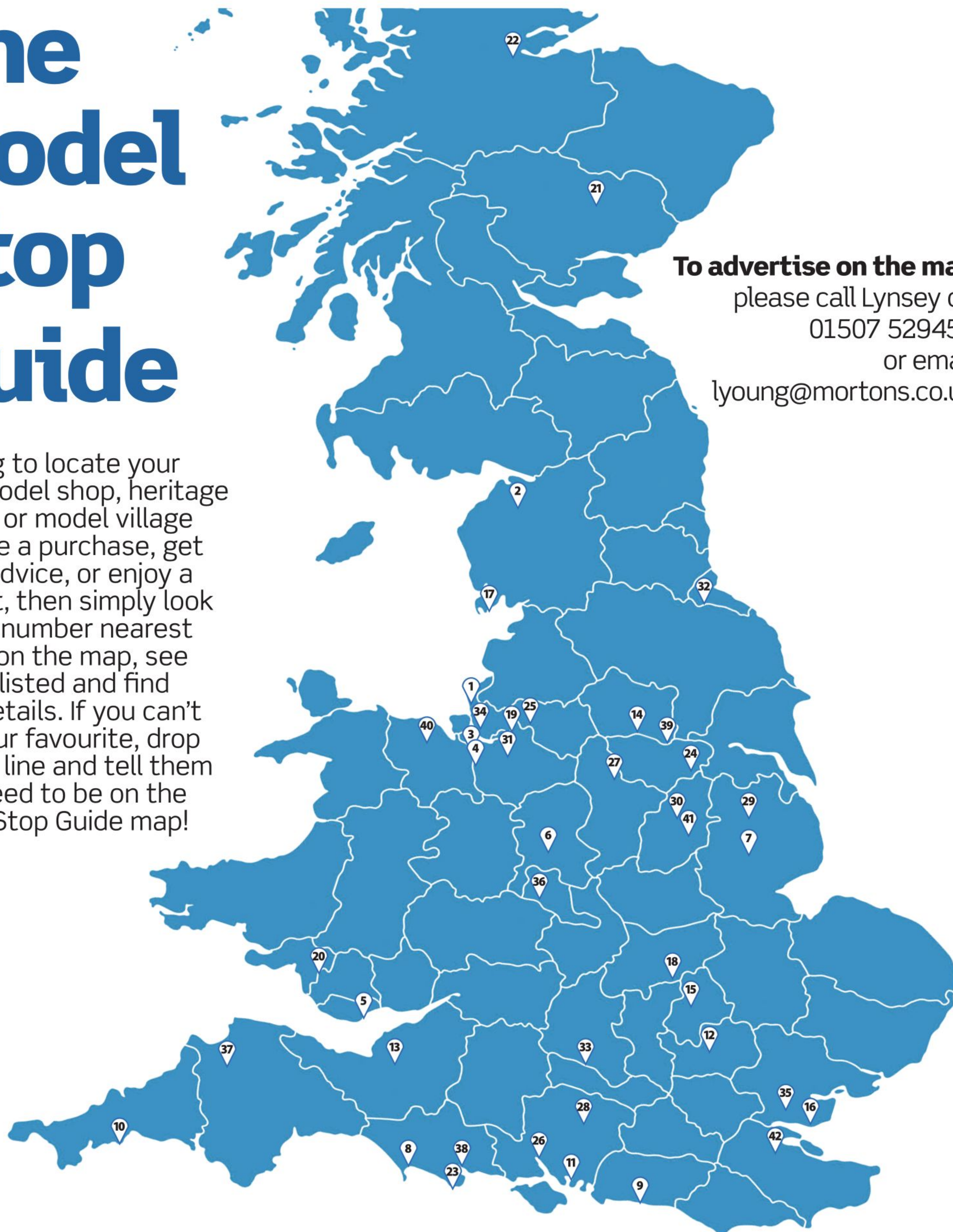
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Engaging with N gauge...

Ian Redman of Small 'N' Working discusses micro-layouts

I STARTED CREATING MICRO-LAYOUTS around 2005-2006 with English Country Scene being the first. I was inspired to set up Small 'N' Working as a 'name' after I had created a few of this type of layout.

I initially created them as a challenge to see what I could fit as a working layout into small containers. I do my modelling entirely as a hobby alongside my full-time work.

The smallest layout, without scenery, is a track laid on to a mini disc. The smallest scenic layout is Nuts About Trains, which is inside a coconut. This was created as a response to a challenge by the N Gauge Society for a diorama in a nutshell. I decided to make it a working layout, gaining second prize in the competition. I now have around 30 layouts of various

sizes and scenic themes, ranging from traditional British layouts to Japanese themed layouts and some built to appeal to families and children using Lego and other well-known children's toys.

The particular challenges presented when working with these small layouts and the various containers I use are:

- Laying the track in tight radii;
- Finding a locomotive that will work on the tight radii, note none of my locomotives are modified;
- Remembering to allow sufficient clearance for the trains against the 'outside walls'.

I think the appeal for modellers of small layouts is being able to have a small working layout that is easily stored if there is a lack of space for a traditional layout, plus they are a bit different.



Top tips for modelling in a small case or box

- Take time laying the track.
- Make sure the train runs around the track before nailing down completely.
- Make sure that you leave a space around the inside of the case/box to allow the train to run around without hitting the sides.
- Try to do most of the work on the baseboard outside of the case/box, for example: wiring, ballasting and scenic materials as it is then easier to clean off surplus ballast/scatter.
- Ensure the baseboard has clearance underneath to allow for the wiring and that you have drilled holes for the wires to go through/sockets to be fitted.
- Make sure any tall scenic items, for example trees and buildings, do not come above the top of the case or box if it is a flat lid or hit the lid of the case if a raised one, for example a tool box.
- When thinking of a theme keep it to a main one and not overly complicated.
- Remember that it will be viewed from above not the sides or front.

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Although I do create some commissioned layouts, I am also happy to offer advice to people trying to make their own at home. Indeed, I have helped several families wanting to create layouts like mine after seeing them at an exhibition.

My modelling background is that it has always been a hobby for me, starting as a teenager. I have been a member of West Sussex Area Group N Gauge Society for more than 30 years, joining a couple of years after the club started.

As a member of this club I have learnt a lot from other members and have helped them with their modules and layouts when I can. I have also been involved as exhibition manager with the club for several years, organising the club's model railway show and putting

together club layouts to take to various exhibitions around the country and even into Europe. The latest European show the club has attended with a modular layout was the Modell-Technik 2017 in Stuttgart, Germany last November.

I have attended a wide range of exhibitions with my Small 'N' Working layouts around the country, all being by invitation. These range from small local charity shows to the big exhibitions such as the International N Gauge Show and The Festival of Model Railways in Doncaster and Peterborough. I attend these shows as an exhibitor because I enjoy showing my layouts to fellow enthusiasts and families who visit the shows. I am happy to chat to members of the public and enjoy encouraging young people to take up the hobby.



1: Some layouts are built to appeal to families, such as this Lego one.

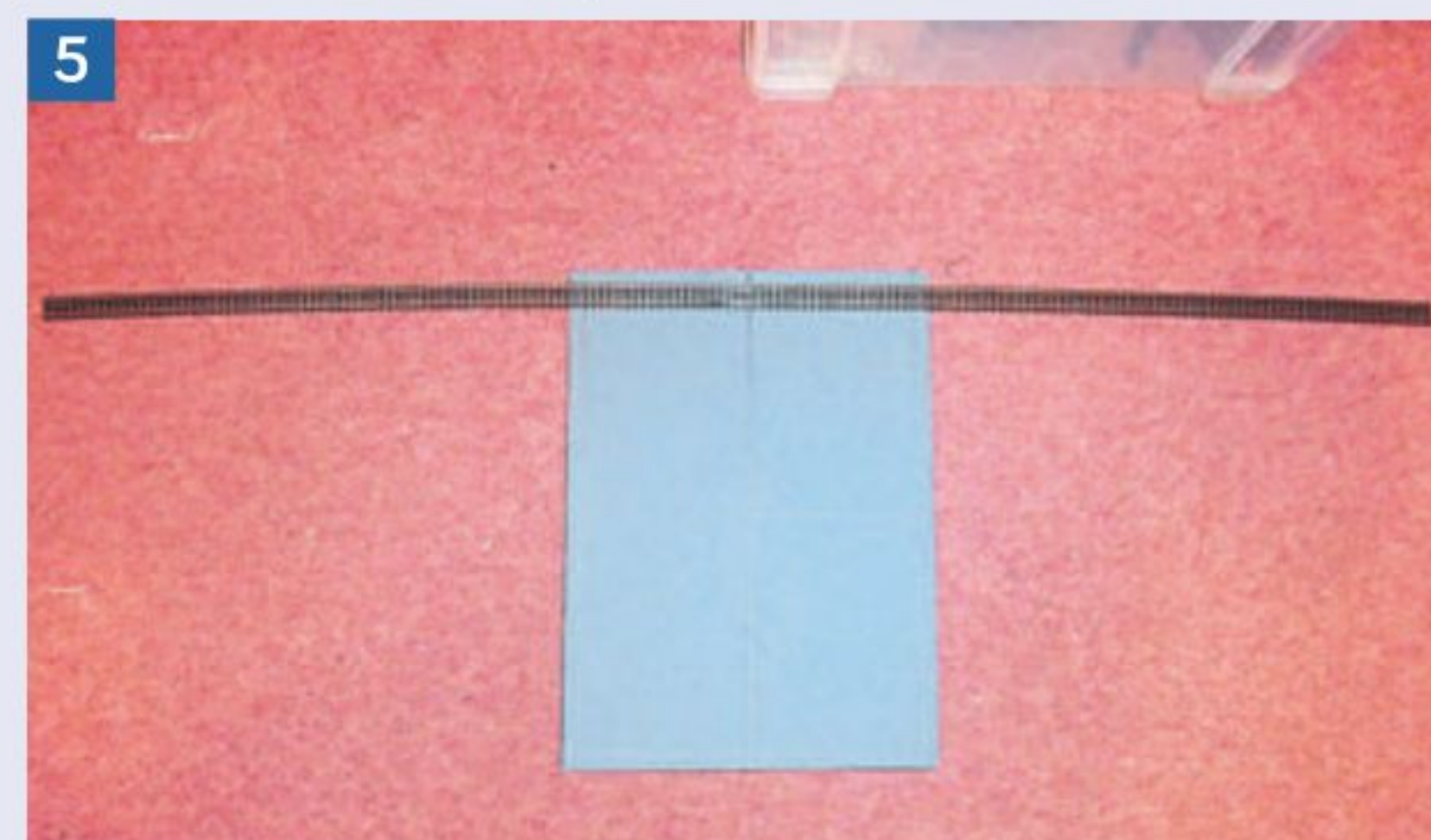
2: Ian's smallest layout is one built on a mini disc. The tracks just go round and round...

3: Nuts About Trains uses the inside of a coconut to house the layout.

4: This layout incorporates track, buildings and a canal complete with barges!

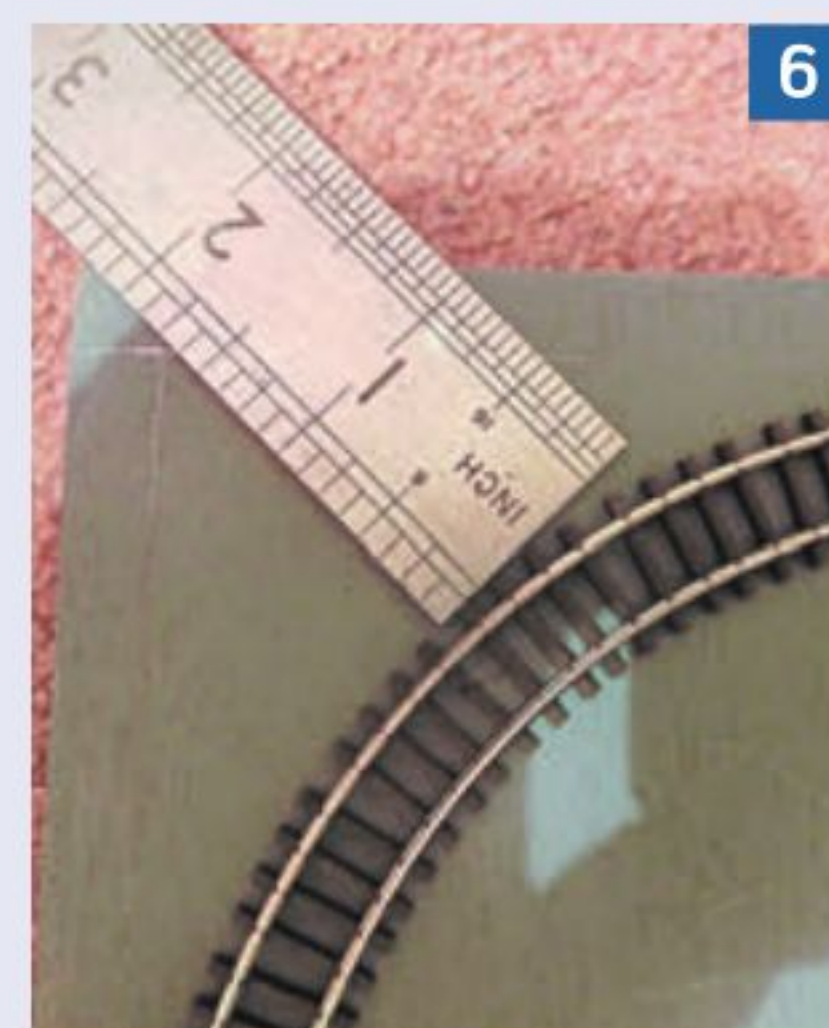


How to make a layout in a box

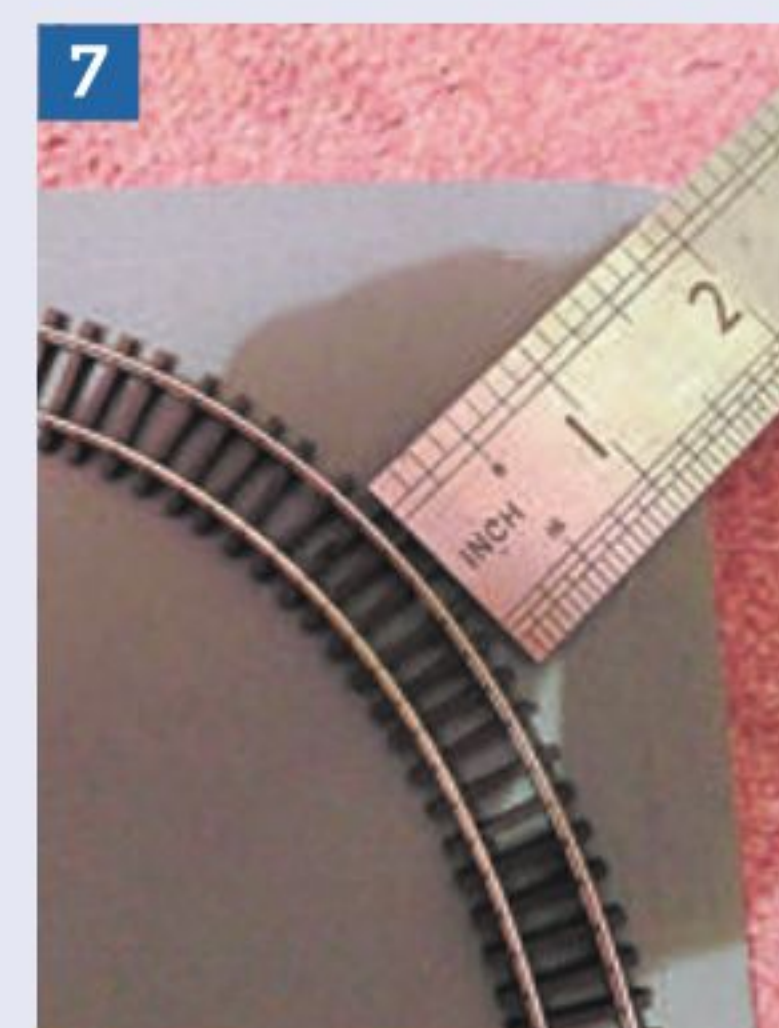


5: The first item you need is the base board for which I use 9mm ply. As you see I paint it, but you don't have to. The next step is to mark out the centres of the board and put a 10mm edge line which will allow the train to go around without hitting the side of the box file.

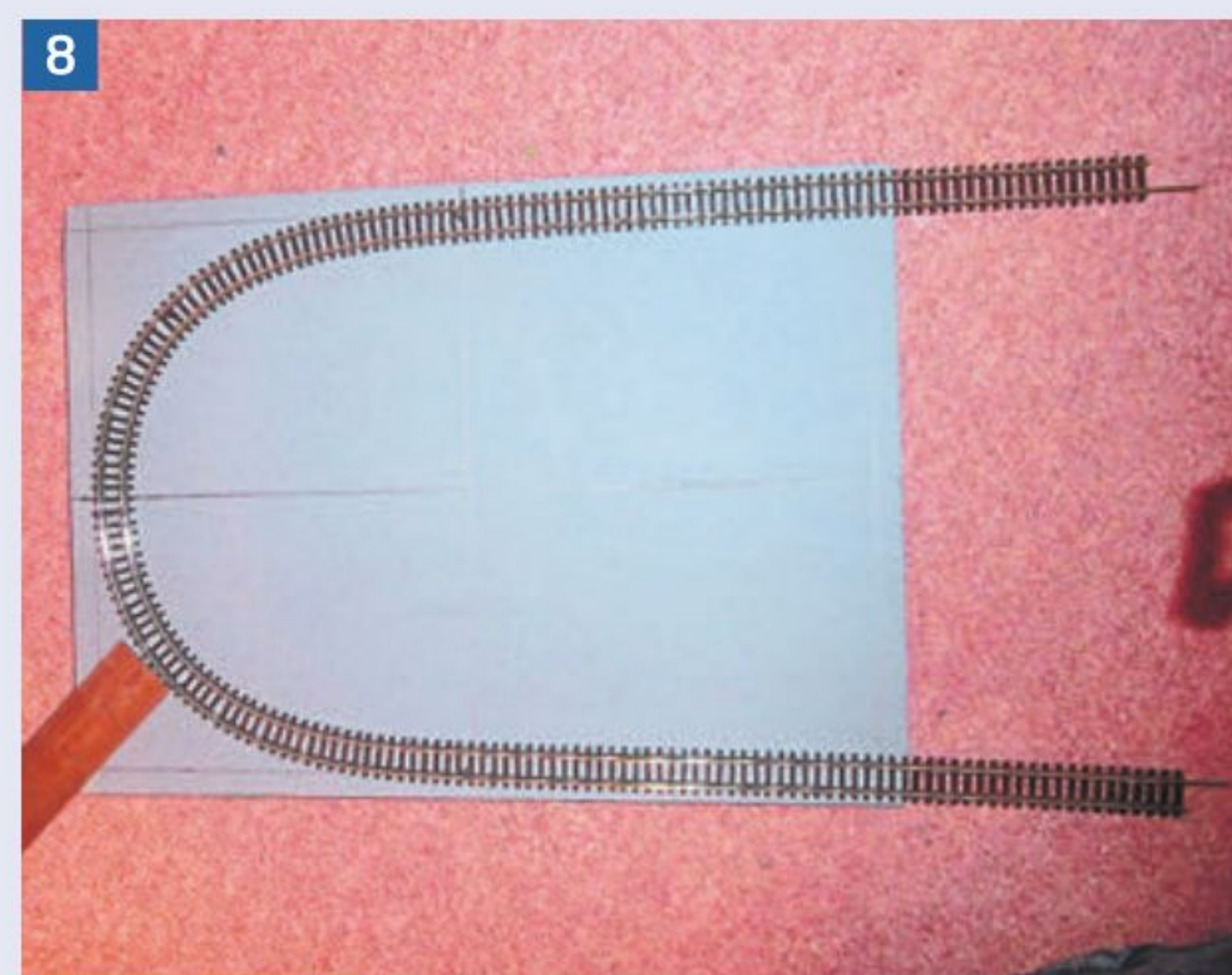
I then find the centre of the first length of track and pin it down but not all the way. PLEASE NOTE: The pins will go through the board so make sure you protect the surface you are working on.



6: The first bend is important - measure in 2 1/4in from the corner and pin down.



7: Do the same in the other corner; measure in 2 1/4in and pin down.



8: It should now look like this.

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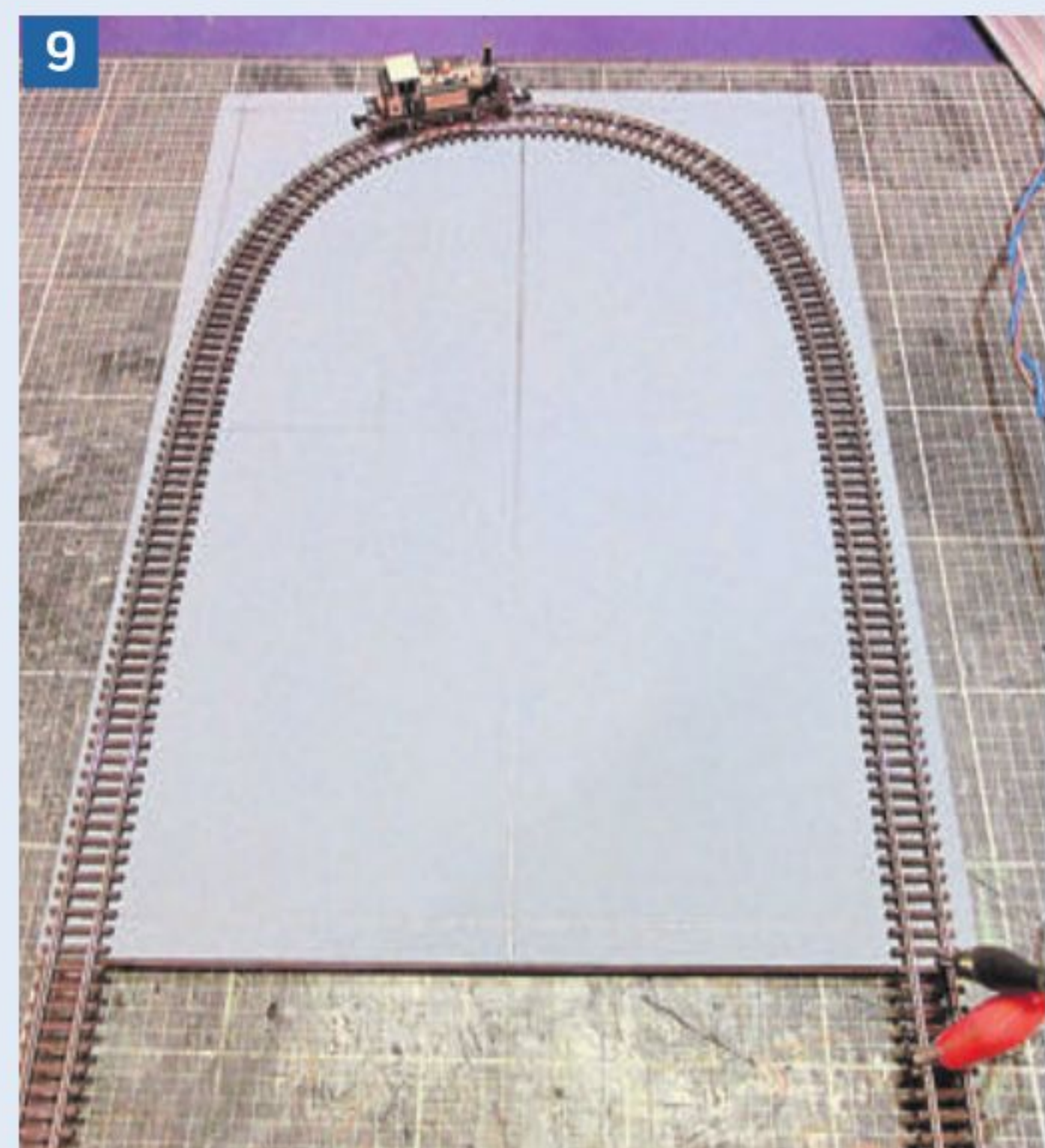


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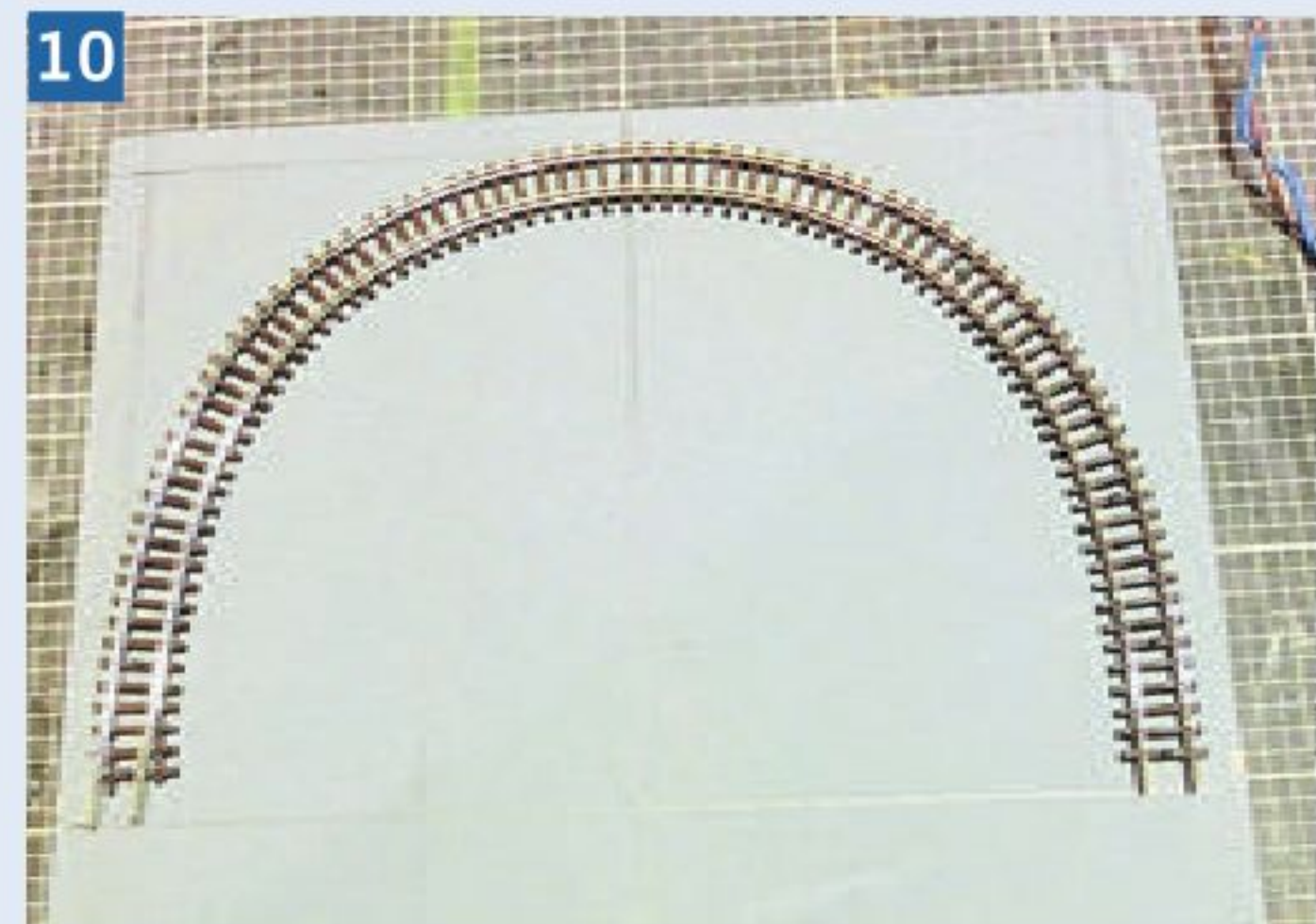
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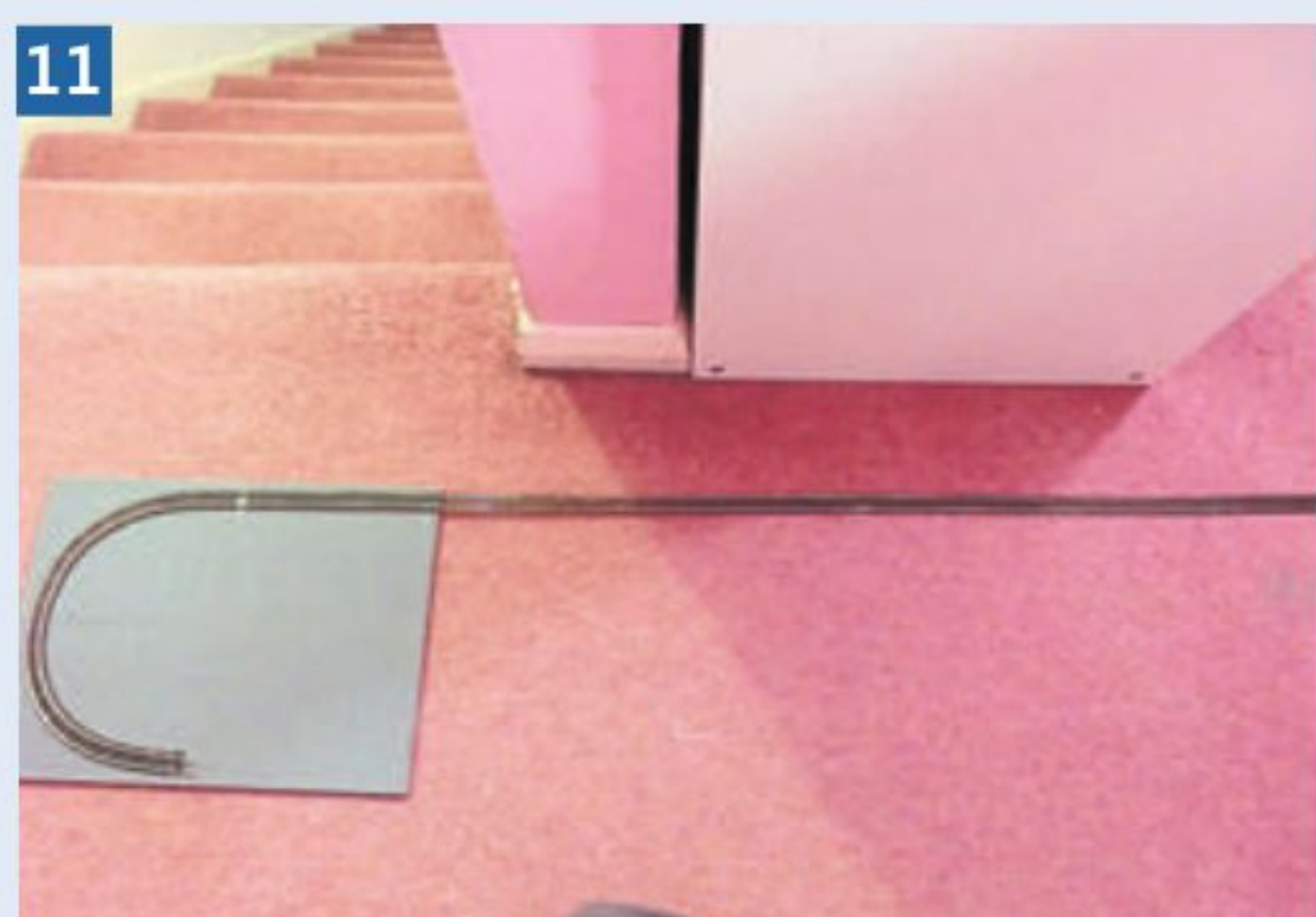
How to make a layout in a box (cont.)



9: At this point I now put a train on the track and test to make sure it goes around the curves.



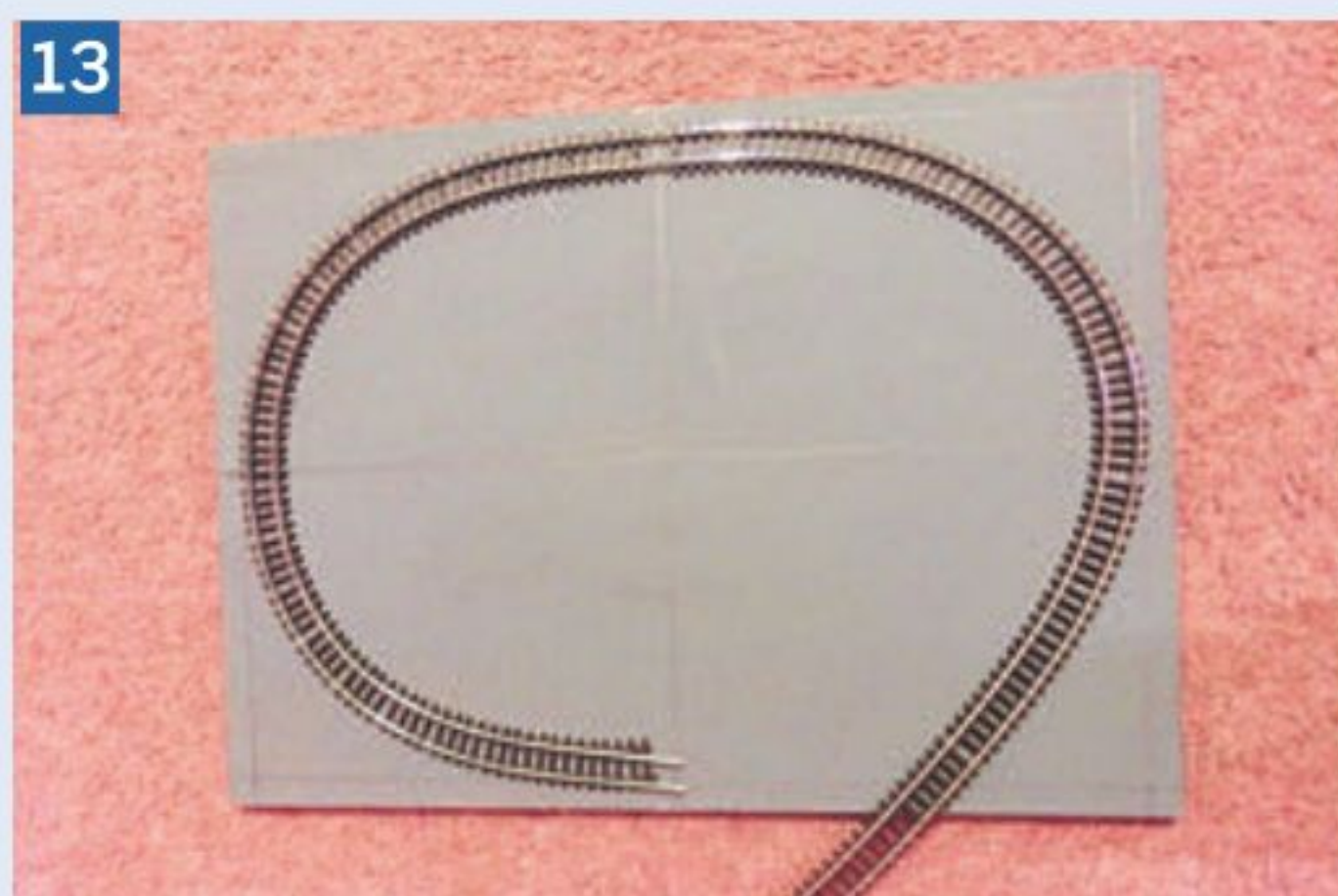
10: Cut track back to the centre line, make sure you file the ends, so the track joiners go on. Then pin down the last sleeper so it looks like this.



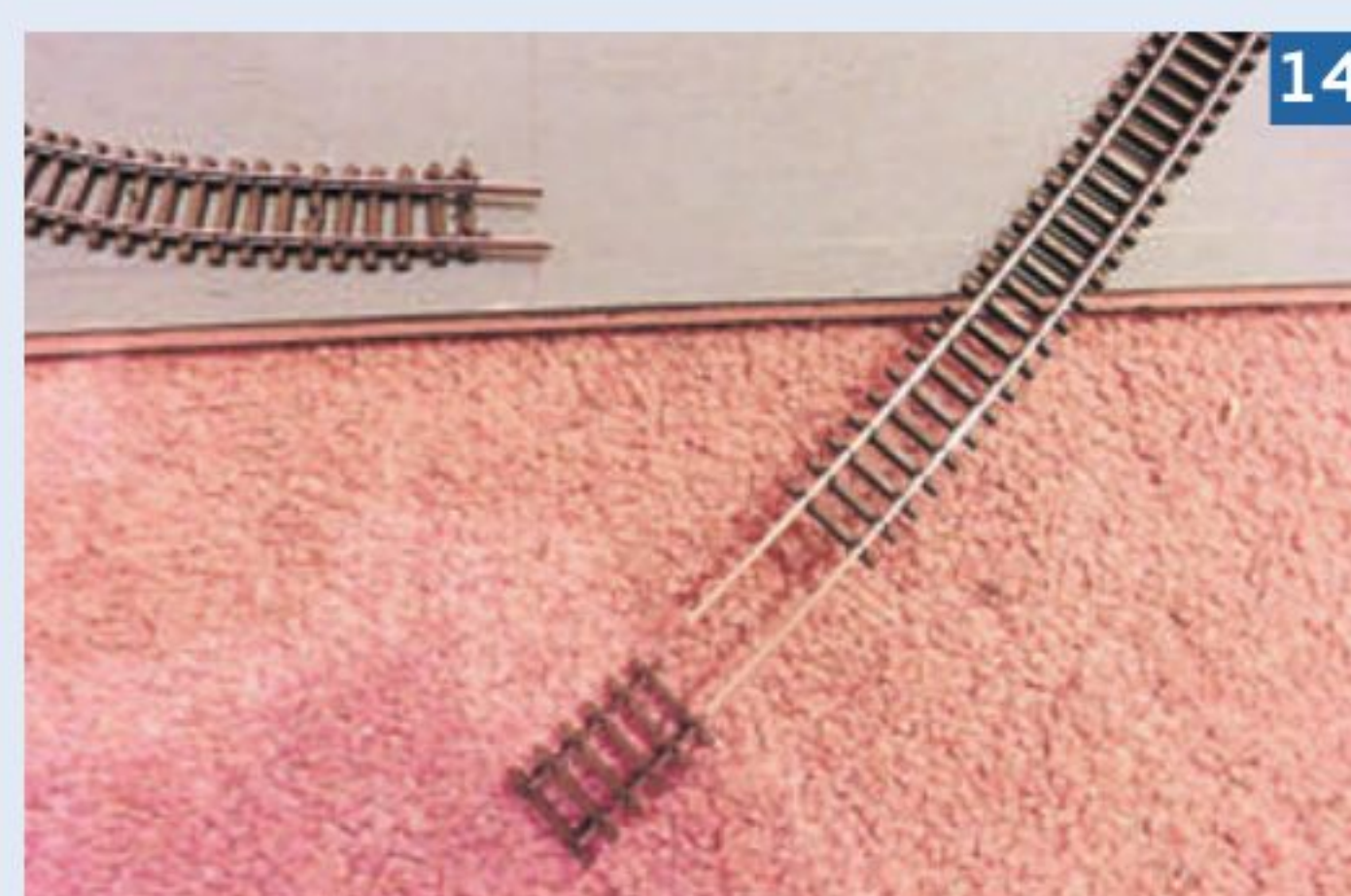
11: Now you can connect the second piece of track pinning it at the end and do the same as the other end, measuring off the corners to the same measurements.



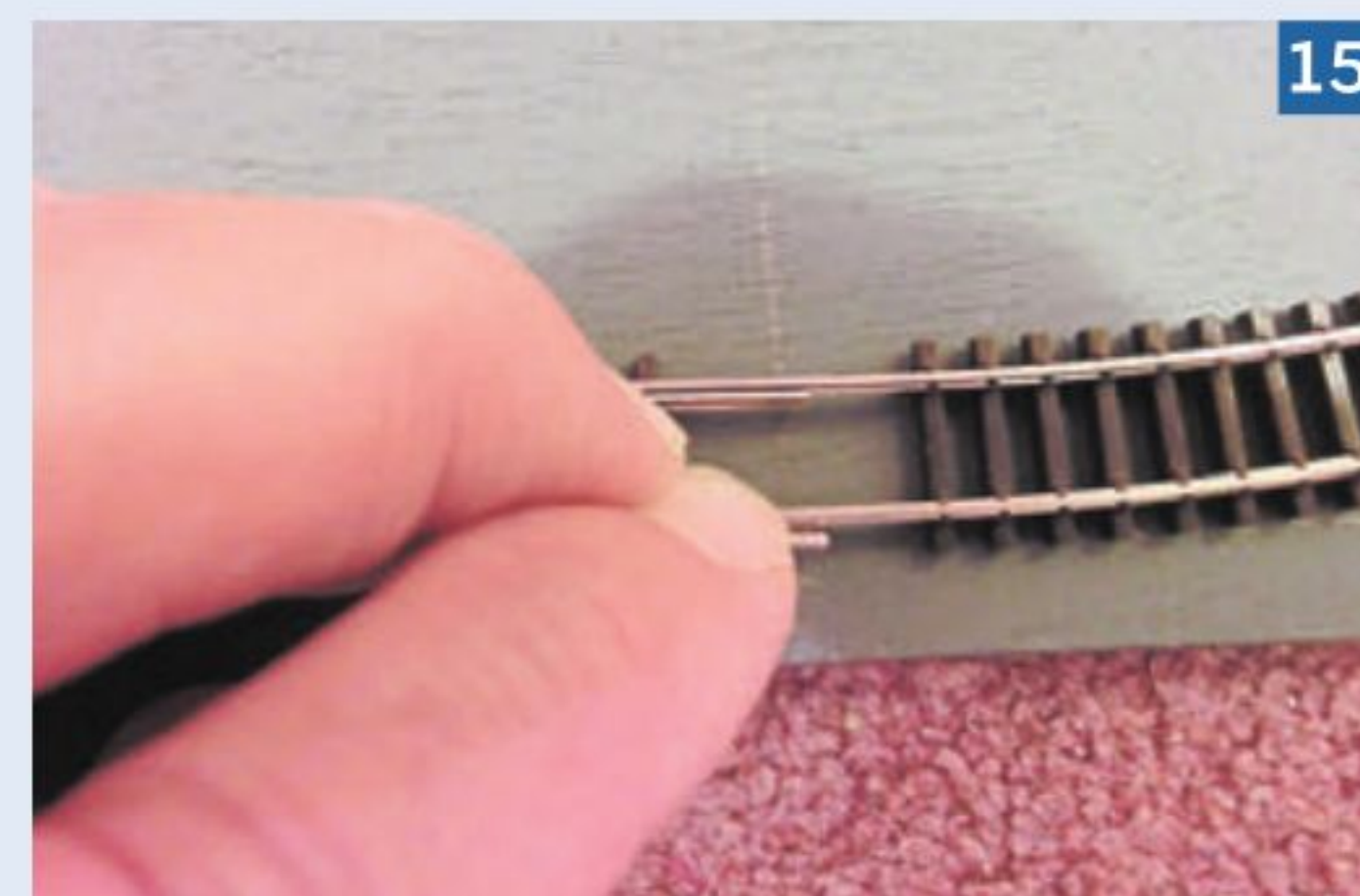
12: Once you have got to this point you would have pinned in three places as the other end.



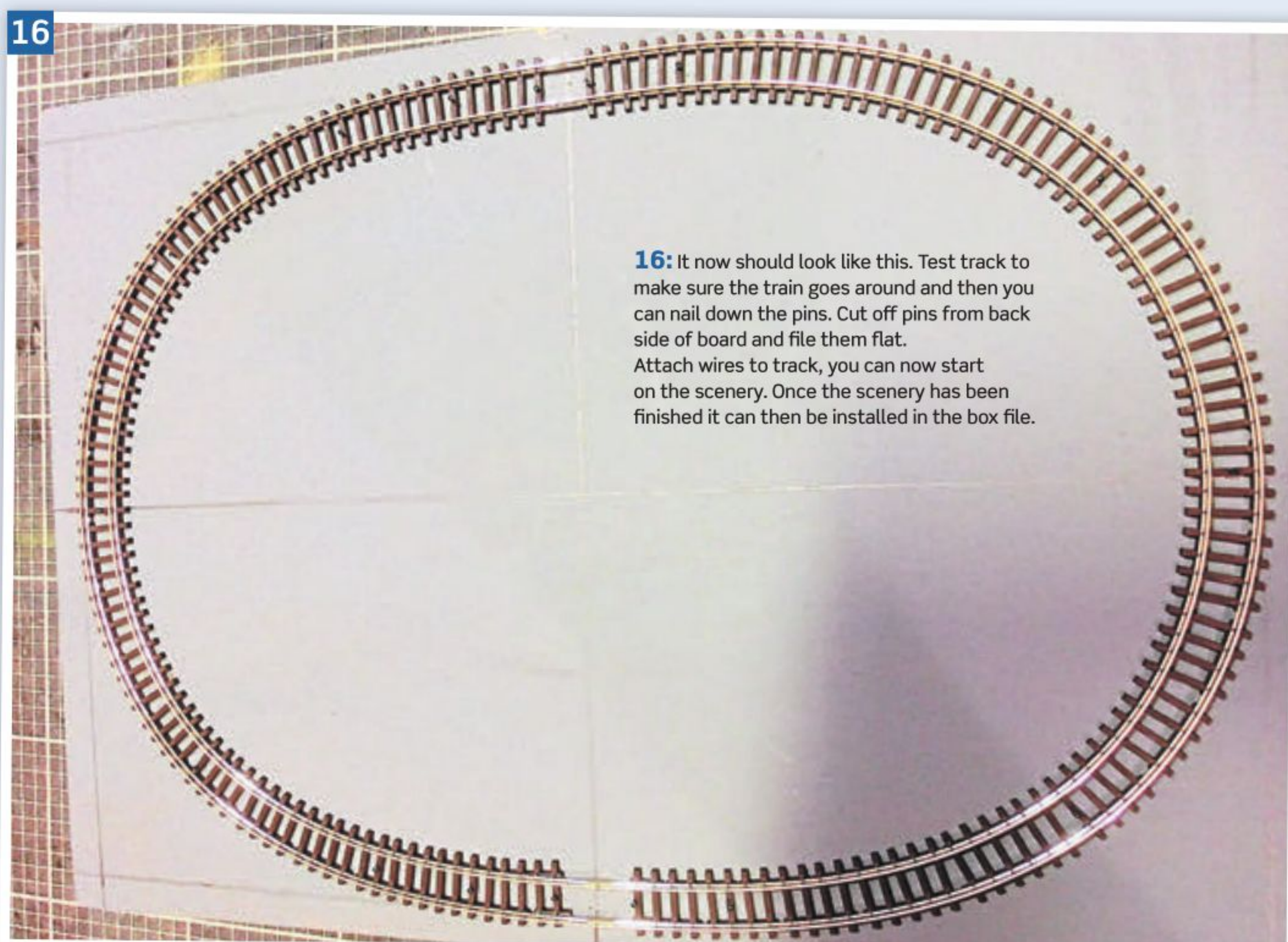
13: Now cut the track back so you leave about 2in past the end of the track.



14: Remove some of the sleepers so you can cut the track to the correct length.



15: Hold the track like this and cut track.



16: It now should look like this. Test track to make sure the train goes around and then you can nail down the pins. Cut off pins from back side of board and file them flat. Attach wires to track, you can now start on the scenery. Once the scenery has been finished it can then be installed in the box file.

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Letting off steam



Did you watch The Biggest Little Railway in the World? Then read on...

The Biggest Little Railway – behind the camera

Lawrence Robbins, board member of the Model Railway Club, London, who was leader of A Team on the Channel 4 programme, gives his take on the show that took on an epic modelling challenge.

THE SPLIT REACTION TO THE Biggest Little Railway in the World has been interesting. The bulk of the criticism has come from within the existing members of our hobby whereas the response of the general public on social media has been very positive.

In the February editorial *RMM* editor Sarah Palmer posed a question as to whether the series was an exercise in railway modelling, engineering, team building or problem solving. The answer is that it was all of them.

On The Biggest Little Railway, we had a fortnight to lay 71 miles of track and get *Silver Lady* from the start point in Fort William to the terminus in Inverness that our colleagues from the Inverness MRC so kindly built to welcome the engine.

Specially built track for the show, made from extruded plastic sections, required 43,000 pieces, carried on eight HGVs. In addition, it was laid down on an unprepared landscape that we had to leave pristine once the train had passed. In short, we could lay track, but we could not affect nature, landscapes, roads or canal paths.

As well as 56 contributors and three presenters, the production team included a further 125-plus people. This consisted of seven camera and sound crews, runners, food-supply teams, security staff, production management, highways teams to ensure safe working on busy roads,



ambulances and first-aiders, teams to move the encampment across its four locations, and a further team to lift the track once the production had finished. The investment by Channel 4 in this production should not be underestimated.

So where did the producers find 'such a gang of lazy ill-educated pseudo rail enthusiasts'? The answer, to Peter Blencoe, is auditions. Having spent a fortnight working, camping and socialising with them, his description is both inaccurate and offensive.

Around 20% of the team membership was female, and mostly from the world of railway engineering (including but not limited to project managers, engineers and similar) but also including a lecturer in engineering from a major college, several in architecture, the construction industry and information technology.

We had train drivers, permanent way engineers, students of engineering, art and history, and a few uninterested in railway matters but doing it for the challenge (and for their children).

Within the teams we had published railway authors, editors, bloggers and

one smartly dressed children's author. We also had a number of people who worked on James May's project and several members of many model railway clubs across the country.

We had people who had worked in every gauge from T to G and one gentleman who is working on live steam in 009 – an achievement in itself.

Our typical day started at 7am and finished between 7pm and 9pm, regardless of weather conditions and without a rest day. We also had additional teams working overnight to ensure that we completed the challenge on time.

Yet despite the long hours, poor weather conditions, and the physical nature of the challenge, 55 of the 56 starters made it to the finish at Inverness Castle.

Peter's description does match these facts.

At the end of the challenge there was more than 500 hours of recorded footage to then distil into just five episodes. Love Productions has, in my view, edited the footage very honestly. Where problems occurred they were not hidden, and the full flavour of the challenge came through in the items selected for transmission.

So, why did I choose to get involved? Because I want to see our hobby grow and thrive. We believe that there are around 200,000 modellers in the hobby nationwide, with around 20,000 members of model railway clubs and societies.



Silver Lady, the plucky engine that travelled more than 70 miles.

However, The Biggest Little Railway has been achieving audiences of 1.5 to two million viewers. This is an enormous pool of interest that we need to exploit to ensure the survival of our hobby. Some of these people will visit a railway exhibition, a local club or a preserved railway. The warmth of the welcome they receive, when they make that move, could determine the future of the hobby for years to come.

I make no apology for mentioning Thomas in episode 1. He featured in my bedtime stories when I grew up in the 1950s and yet now some 60 years later he is still our best ambassador.

Research has shown that people select their hobbies, for life, by the age of 10 or 11. It is vital that clubs and exhibitions appeal to the young. At my club we hold monthly meetings of Young MRC where both parents and children can start their journey together in the hobby.

It was also fair to discuss, within the show, the unwarranted public perception of hobbyists as geeks and anoraks.

We rebuffed this, but it is, however, fair to note that the hobby has a strong attraction to people with positions on the autism spectrum. Noting this, the hobby should also be proud that we are fully inclusive and, as Alex Croft clearly stated in episode five, autism is just a difference, it is not a disability.

It is sad that the only people who think we did a bad job are those for whom we worked hardest to represent better.

When I think of the people I met on the shoot, young Cameron, the engineer, the impressive Florence from Network Rail, the autistic – and incredibly eloquent – Alex Croft, I feel proud to have met them, to have shared in the experience with them, and ultimately to have done something only 56 people in this world can say they've done.

Did I achieve my objectives in participating? The answer is yes. I have left a video legacy for my grandchildren that I am proud of. I have made a great many new friends. I have enthused young people to look at the STEM subjects in education and also consider engineering and railways as a career. And lastly I had fun: surely that is what this hobby is ultimately for?

When I am recognised in a very crowded Oxford Street, and thanked by a couple for the enjoyment the series gave them, then I believe I got it right.

When friends on the show are praised by their work colleagues for their hard work, then I believe we got it right.

When the general public takes the show to its hearts and tells us on social media that they were touched by our back stories, excited by the challenge, and thrilled when we made it to Inverness – then I know we got it right.

Full steam ahead for series 2, please!



Lawrence (left) with Bruce, a lifelong modeller who specialised in fitting bespoke curves on the A Team.



Lawrence really enjoyed working on the show and believes it brought modelling to a new audience.



Dick Strawbridge (left) rocking a kilt, with a smiling Alex Croft.

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What does DCC stand for?

DCC stands for Digital Command Control.

The application of computer technology to control the movements of locomotives. Each locomotive is fitted with a decoder (or 'chip') which is uniquely programmed and recognises its own identity and responds only to those control signals which are addressed to it. DCC also allows a wide range of extras including controllable lighting and on-board sound. The accepted standards have been laid down by the NMRA (National Model Railroad Association), an American association.

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Will my models really benefit from stay-alive?

While there is no substitute for keeping your track clean and your locomotives well maintained, a stay-alive for your DCC-equipped models will always be a benefit. A good stay-alive will avoid break-up in sound and get the model over those inevitable spots of poor signal, as well as achieving the holy grail for every modeller – slow, smooth and reliable running, even in small locos.

YouChoos offers a wide range of stay-alive options and online guides to help you get the best out of your DCC and DCC sound-fitted models.

DC versus DCC “which is best?”

Both systems have strengths and weaknesses.

DC (Direct Current) – all locomotives on the track receive the same power.

Independent loops require independent controllers.

DCC (Digital Command & Control) – allows each locomotive to be independently controlled, via a decoder chip, on the same track, running at different speeds and directions! One controller per entire layout.

“Can you fit a decoder to any locomotive?”

Yes! New locomotives are fitted with connectors to accept a basic to a multi-function sound decoder. Older locomotives require the decoder to be hardwired. The decoder has a number of CVs (configuration variables) to optimise performance. Older electric motors do not respond well to DCC so best left for DC operation.

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General: Decide how you want to run your railway, you will get better advice if you know what you want to do. Plan for the future not the present. How many locomotives are moving at one time?

Systems: Always try the system before you buy, install the system as you build the layout; it can be simpler this way!

Decoders: When choosing a decoder, think: sound or non sound? What is the STALL current of the locomotive? How many functions (lights etc.) do I need? How much room in the locomotive?

Installation: Make sure the locomotive runs well BEFORE starting.
ALWAYS insulate any joins or loose ends.

What is the best DCC system?

This is a question that gets asked at many exhibitions that we attend.

The answer is simply the best one that suits your needs and that you feel comfortable using.

When choosing a system you need to consider a number of options including...

- 1: Number of locos that you want to run simultaneously. – e.g. one loco in steam on an end-to-end, versus four locos running on a continuous loop.
- 2: Size and gauge of your layout – the requirement for a small N-gauge layout will be different to a large O scale.
- 3: Whether you want to operate from a single location or have the flexibility to move around.
- 4: Number of individual operators.
- 5: How far you intend to develop the control of the layout, including train and signal automation or computer control.



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How to choose the right locomotive for your DCC sound fitting?

Our top DCC/sound-fitting tips: choose the right locomotive as your first project for sound fitting. That is one that has ample room inside to accommodate the decoder, speaker and wiring. The locomotive should be a smooth runner with no pick-up or motor problems. A rogue locomotive will not be cured by installing DCC, but DCC will improve a good locomotive. Look at your options for decoders and speakers, choose the one for which a sound file for that class of locomotive is available. Finally check the supplier's website to see if the sound suits your requirements. *Wheeltappers take pride in their sound files recorded specifically over many years to enhance the experience of driving your locomotives.*

DCC is too complicated, I am told?

The truth is it is not, when I started using DCC 36 years ago, the idea was a simple control system to drive trains, and make the layout wiring simpler. Sadly, as is the way these days, many systems are full of gimmicks and whiz-bangs that just complicate the issue.

However, there are still systems about that achieve the original objective. To me a good system has a turn knob, a button to press for what you want to do, and you can write the instructions on the back of the hand set. I don't do joy sticks, I want turn knobs for accurate speed control, I don't want to dive through endless menus to find what I want to do, and if you can't get the instructions on the back of the hand set it is too complicated. I mainly sell the Gaugemaster Prodigy Express, which is suitable for people's needs but is fully expandable, or there is the Gaugemaster Prodigy II for those wanting computer interfaces. Why give yourself headaches you don't need, simplicity and ease of use is far more practical.

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What size wire do I need?

Generally 32/0.2 wire for the bus and 16/0.2 droppers, we supply three sizes of starter kits with both types of wire and no-solder connectors. We make these up in any pair of colours that the customer chooses.

Will these decoders fit my loco?

We have decoders that fit most DCC ready locomotives. We also supply decoders with just wires that can be used with locos that are not DCC ready. If not sure just call and we can advise.

Can I run a DCC locomotive on an analogue layout?

Most current DCC decoders, including sound decoders, are what is termed 'dual mode' and therefore can run on conventional analogue controllers. The only caveats are that they should not be run on 'feedback' type controllers or on the half-wave setting on some very old controllers. When operated on an analogue controller the loco will not move until typically the controller reaches around the midpoint. This is because the decoder needs a minimum of about five volts before it powers up. Sound decoders will produce core engine sounds or steam chuffs but additional sounds may be limited.



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What can The Locoshed offer?

At The Locoshed we do offer a fully guaranteed DCC fitting service with both plug-and-play models attended to and the more difficult hardwire jobs in 4mm OO scale and O gauge. N DCC ready fitting also. Any hardwire jobs will be fully tested on analogue before we even attempt to convert them as the older three-pole motors and gearboxes are prone to poor running issues with minimal pick-ups which causes problems when DCC is fitted. They need a greater start voltage and usually draw 0.8amp before they move, if the motor's defective it will blow the chip. It is therefore imperative that you service your own models and oil them before you bring them and make sure they are in top working condition. Please contact us for a quote as some models are far more difficult, risky and time consuming than others.

Dates for your diary

RM MODELLING LISTINGS April 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 satnav users is DE22 3BG. www.famoustrains.org.uk/ 11am-4pm. Largest OO-scale model railway in the East Midlands plus other layouts.

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. www.pendonmuseum.com for more details.

CLUBS

Amersham & Chorleywood Model Railway Society.

Welcomes new members. The clubroom is in Chorleywood with layouts in O, OO and OO N gauge 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, Heath, Cardiff, CF14 4AW. New members welcome. The club has 3½ inch, 5 inch & 7¼ inch outside track as well as a 32mm & 45mm garden railway, and a 15 inch ½ scale tramway. Inside is an OO gauge layout, extensive workshop and comprehensive library of books members can borrow. Non-members welcome but please arrange visit in advance. Meeting times (7-9pm): Monday, OO meeting night; Tuesday, workshop; Wednesday, Garden Railway meeting night; Thursday, general. For all enquiries, call Rob Matthews 029 2025 5000 10am to 5pm or secretary@cardiffmes.com and www.cardiffmes.com

EXHIBITIONS

March 24

Belper Model Railway Exhibition. Strutts Centre, Derby Road, Belper, Derbyshire DE56 1UU. <http://bmrg.coffeecup.com>. 10am-4.30pm. Adult £3, concessions £2.50, child £1.50. n10 layouts and demonstrations.

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. Contact Paula and Gerry on 07739 998012 for more information.

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.

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.

Beacon-Rail 2018 - Tring & District MRC. Pitstone Memorial Hall, Vicarage Road, Pitstone, LU7 9EY. www.tdmrc.co.uk. 10.30am-4.30pm

Adult £3.00, child £1.50, family (2+2) £7. Refreshments. Access for disabled visitors. Free car parking. Eight layouts from N to G scale, preservation, and trade.

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. SDRM 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. Demonstrations and light refreshments.

Cheltenham Model Railway Exhibition. St Margaret's Hall, Coniston Road, Hatherley, Cheltenham, GL51 3NU. <http://www.cheltmodrail.org.uk> Saturday 10am-5pm; Sunday 10am 4.30pm. 12 layouts, trade stands, dioramas, demonstrations. Refreshments, free car parking, disabled access. Adult £4, child £2.50, family £9. All profits to the Pied Piper Appeal children's charity.

April 8

SRP Toyfairs. Langham Community Centre, School Road, Colchester CO4 5PA. 10am-2pm. Contact Paula and Gerry on 07739 998012 for more information.

April 14

Crawley Model Railway Society 28th Annual exhibition.

Tanbridge House School, Guildford Road, Horsham RH12 1SR. <https://www.crawleymrs.org.uk/exhibition> Saturday 10am-5pm; Sunday 10am-4pm. 19 layouts, 15 traders plus demonstrations, second-hand stand. Free parking, refreshments, fully accessible. Adults £6, children (over 5) £4, family (2+2) £17.

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.

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 admitted free), under 5s free. All children must be accompanied by an adult. Working layouts in N and O gauges, club and trade stands, refreshments, disabled access.

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.

Association of Bexley Charities '78 Grand Spring Fair.

United Reformed Church, Geddes Place, Bexleyheath DA6 7DJ (near Broadway Shopping Centre). 9.45am - 1pm. Local charities will be selling CDs, DVDs, jewellery, cards, books; jams, cakes, pickles; toys; model railways; collectables etc. Adult 50p, accompanied children free. Refreshments.

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. 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. Sat: 10am-5.30pm; Sunday 10am-4.30pm. Adult £4, conc £3.50, child £1.50, family (2+2) £9.50. 25 layouts, trade stands and refreshments.

April 15

Bracknell Railway Society Society Open

Afternoon. Pinewood Leisure Centre, Old Wokingham Road, Wokingham, Berks, RG40 3AQ. <http://www.bracknellrailwaysociety.co.uk.gridhosted.co.uk/welcome/> 1pm to 4.30pm. Admission free.

April 15

SRP Toyfairs. Swayne Park School, Sir Walter Raleigh Drive, Rayleigh, Essex SS6 9BZ. 10am-2pm. Contact Paula and Gerry on 07739 998012 for more information.

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, trade support.

Pontypridd Model Railway Club Exhibition. Crown Hill Community Centre, Llantwit Fardre, CF38 2NA. 10am-4pm. Adult £3, accompanied child free. Refreshments, free parking, disabled access. 10 layouts and trade support.

SRP Toyfairs. The Hawth Theatre, Hawth Avenue, Crawley, West Sussex RH10 6YH. 10am-2pm. Contact Paula and Gerry on 07739 998012 for more information.

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. As the Bonded Warehouse is Grade II Listed (no lift), disabled access is to the basement exhibition area only.

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, miniature railway for children outside the hall. Free parking off street. Refreshments.

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 www.btms.co.uk/about-us.html 10am-4pm. Come and ask those questions about modelling you may have wanted to ask but haven't got around to. Free parking opposite. Admission by donation.

SRP Toyfairs. Crofton Hall, Station Road, Orpington, Kent, BR6 8PR. 10am-2pm. Contact Paula and Gerry on 07739 998012 for more information.

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, free parking nearby. Proceeds for church restoration funds.

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Layouts We Love

A layout is never finished...

I am a member of Wisbech Model Railway Club and each month we receive copies of *The Railway Magazine Guide To Modelling* at our clubroom, which I always look forward to reading, says *Daniel Cousins*.

As the months have gone by I feel the magazine is improving each time and I enjoyed the January edition (Whimsical Layouts and Go Walking To Improve Your Scenics in particular).

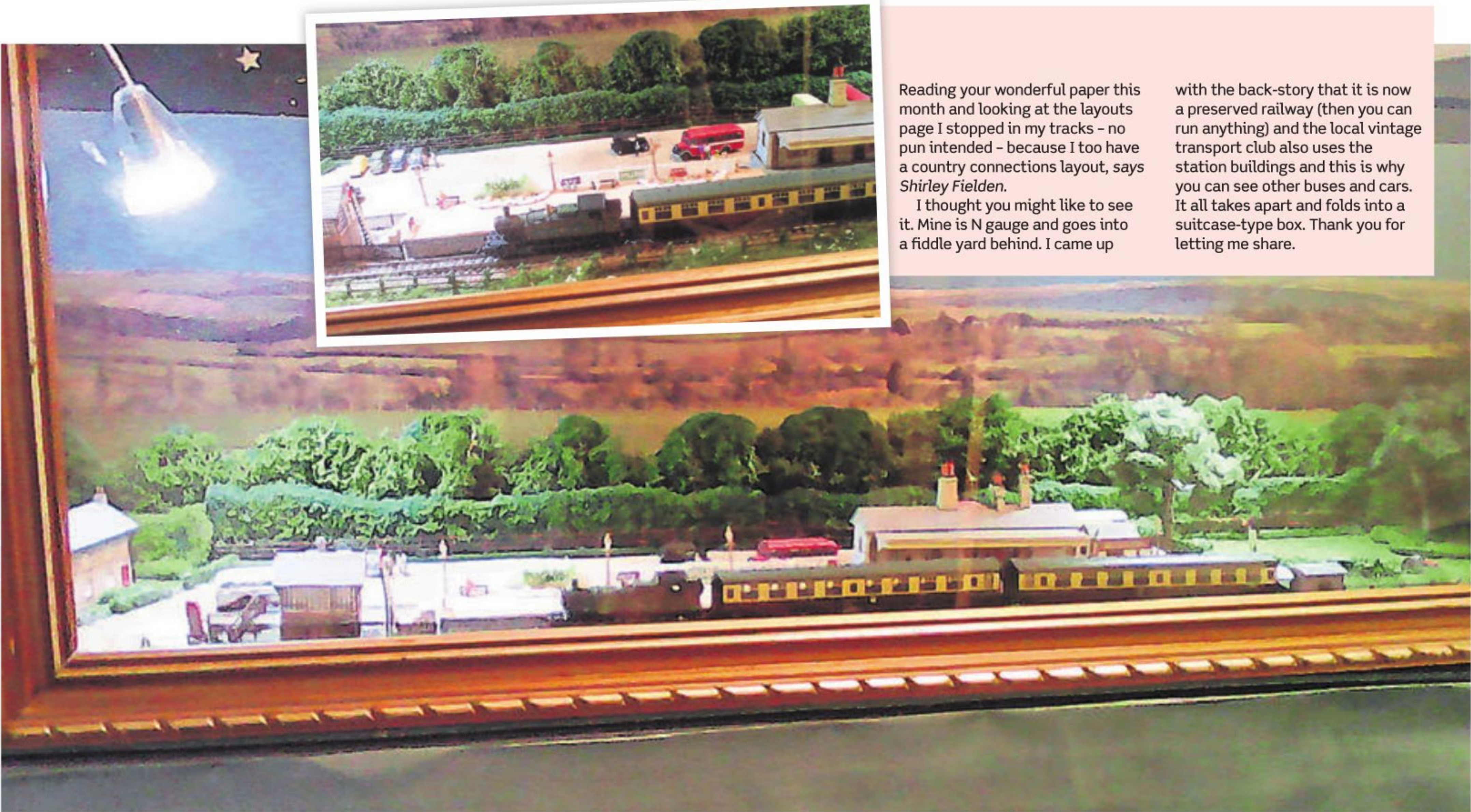
I would like to share pictures of my N-gauge model railway named Edale. Edale started out as small branch line copied from a Peco Track Plan book. Through club contacts with the organisers of Dereham Model Railway Exhibition, Edale was exhibited at the 2010 Dereham exhibition. Since 2010 Edale has been extended to an overall size of 6ft by 4ft and now includes lots of scenic interests such as a village fair, camp site, allotments, scrapyard and a harvest scene to name a few.

The layout has supported the club's open days a few times exhibiting alongside our club's OO-gauge layout, Hungate Bridge. Edale's recent scenery refresh saw a new section added, an embankment featuring a main road and new back scenes. I also had the pleasure of exhibiting Edale at the 2017 Bressingham model railway exhibition. As it is often said a layout is never finished and that's the case for Edale as more changes and developments are planned in the future.



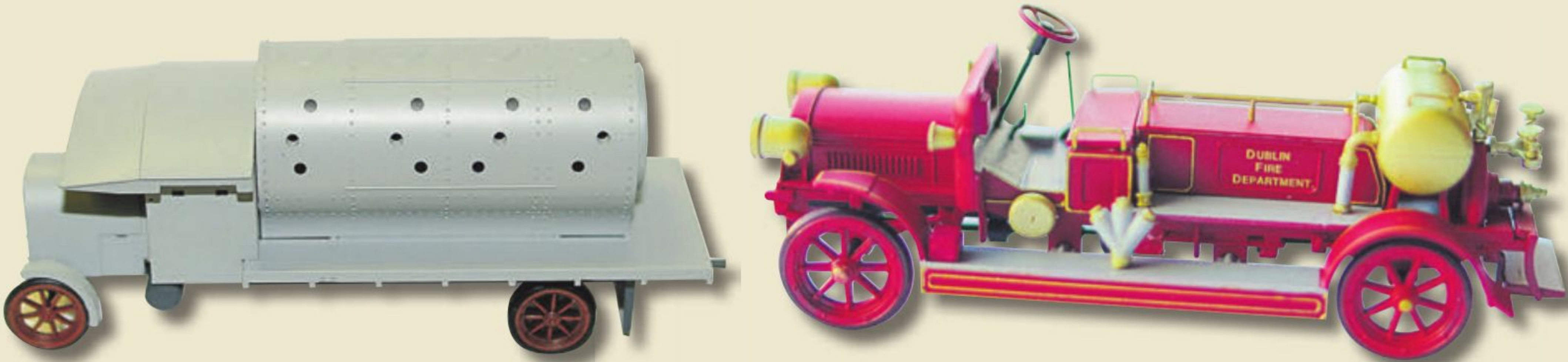
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We want to dedicate these pages to your inspirational, unusual, well-loved layouts and models. So please do get in touch with us by emailing spalmer@mortons.co.uk or visit our Facebook page to like and share your photographs.



Reading your wonderful paper this month and looking at the layouts page I stopped in my tracks – no pun intended – because I too have a country connections layout, says Shirley Fielden.
I thought you might like to see it. Mine is N gauge and goes into a fiddle yard behind. I came up

with the back-story that it is now a preserved railway (then you can run anything) and the local vintage transport club also uses the station buildings and this is why you can see other buses and cars. It all takes apart and folds into a suitcase-type box. Thank you for letting me share.



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The Queensbury Lines

A few weeks ago I jumped on a train bound for Saltaire to see what this World Heritage Site has to offer. I discovered that this area is a rich minefield of history and possibilities for the modeller, writes **Sarah Palmer**.

A STEEPLY GRADED TRIANGLE OF track between Halifax, Bradford and Keighley includes one of West Yorkshire's lost lines, that of Queensbury. West Yorkshire was once at the centre of the textile industry and woven into this area of country was a network of railways that facilitated the non-stop mills spinning the cloth that made the local textile barons rich beyond their wildest dreams.

One of these was Titus Salt, famous now for creating his model town of Saltaire near Bradford, who during his lifetime was one of the richest men in the world. As well as his textile empire he owned newspapers, and was a very powerful man as well as an MP, but before he died he bought and burned all the documentation relating to himself that he could find, in order that history would find it difficult to judge him.

ABOUT SALTAIRE:

The cobbled streets of Saltaire reverberate today not from the footsteps of workers, but tourists, who come to see the real life that is still lived in this perfect example of living heritage. The only thing that struck a very modern note to me was the army of wheelie bins that line the alleyways of the back-to-back terraces. Salts Mill has been converted into an art and shopping centre housing the largest permanent collection of David Hockney paintings. There is little left to remind the visitor that this mill once housed 1200 looms producing 30,000 yards of alpaca and other cloths every day. Steam-driven machinery needed 50 tons of coal per day and water was drawn from the River Aire through pipes that ran under the building and the canal.

DID YOU KNOW?

Saltaire station was closed during the Beeching cuts in 1965, but was reopened in 1984 by British Rail.

A feature of the line was the unusual station at Queensbury, which until the latter part of the 20th century was one of only two stations in the UK that consisted of a triangular junction with platforms on all three lines forming the junction.

During the mid-1800s life expectancy among Bradford's booming population had dropped to just 20 years. The city was at the centre of the textile industry, but mill workers had started to form unions and demand better working conditions. Conditions in these 'dark, Satanic mills' were dreadful. A 12-hour working day was common, even for young children.

But it took the arrival of typhoid and cholera in Bradford to prompt Titus to move his mill and his workers four miles north alongside the Midland Railway line, to where Saltaire is now. Titus got his own station and a clean water source in the form of the River Aire, as well as the Leeds and Liverpool Canal, which had been built in response for calls to build an east-west navigation to carry coal and merchandise.

Work on building Saltaire began in 1851 in the Italianate style and took 25 years. Along with the egocentricity of naming the place after himself – 'Salt' and the local river 'Aire' – each building has a 'T' in it just to remind mill workers, in case they had forgotten, who their boss was.

"There were no pubs, and no police force in Saltaire, there was no authority but Titus Salt. He wasn't a philanthropist, he just wanted to make money," says Maria Glot, who runs guided tours around Saltaire, which has been a World Heritage Site since 2001.

"He didn't live in his model village, but on the outskirts of Bradford at Lightcliffe. He had a train station built at the bottom of his garden."

What ran on the Queensbury Lines?

The Queensbury Lines were famously steep and difficult to work, says *The Railway Magazine's* **Ben Jones**. The GNR/LNER and early BR used N1 0-6-2 tanks for passenger work, there are no ready-to-run models, but the closest thing is Hornby's old N2. However, the big J50 0-6-0Ts



In 2015 the former GNR line linking Keighley with Bradford and Halifax via Queensbury marked 60 years since its closure.

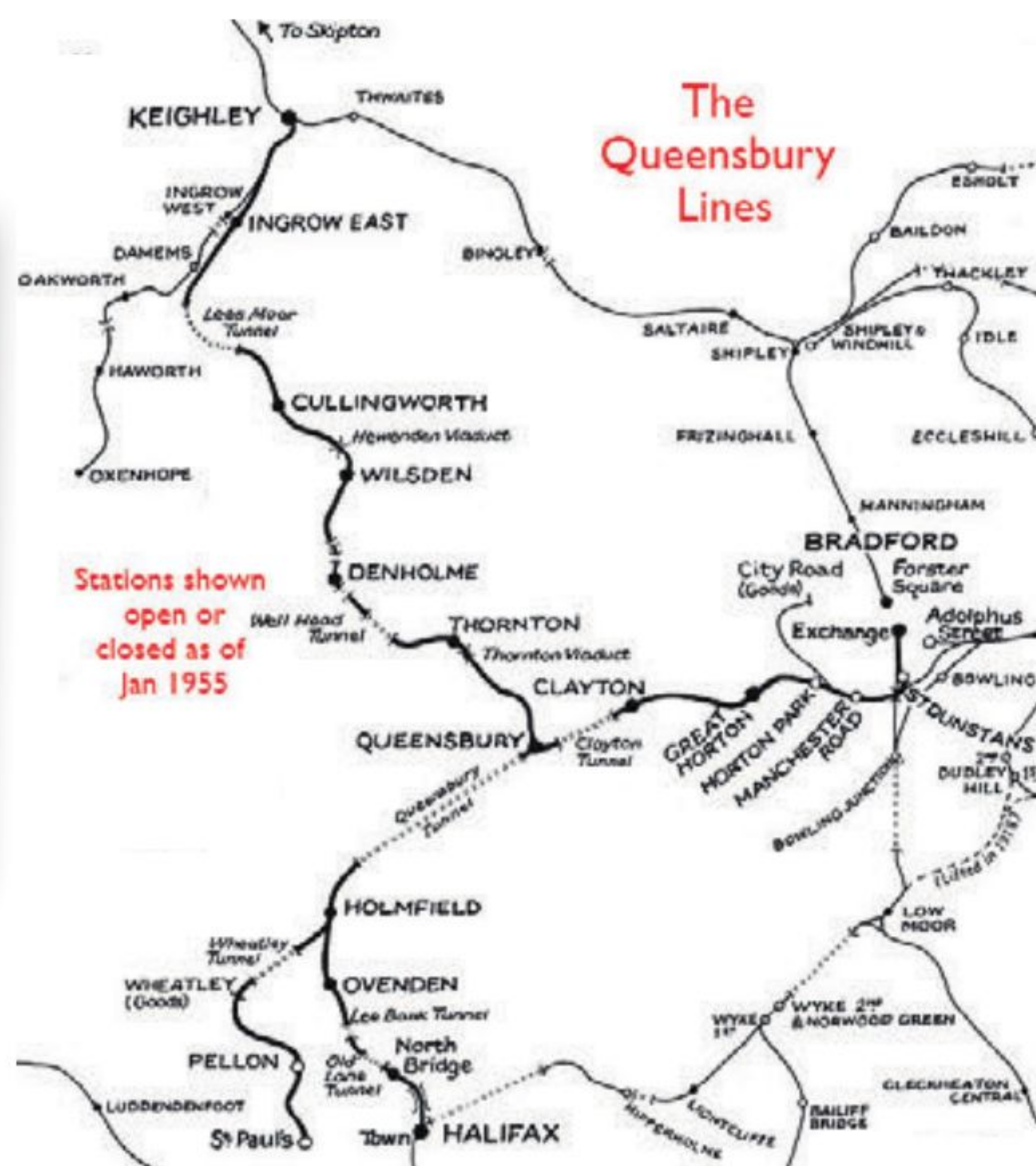
Salt's station was part of the Manchester and Leeds Railway that opened in 1850 with stations built at Hipperholme and Lightcliffe, both now closed.

Salt was in esteemed company sharing this part of Yorkshire with some big textile families, including the carpet-making Crossleys, the Akroyds who produced worsted, the Fielden family who were a cotton dynasty as well as the Fosters of Black Dyke, Queensbury.

Sadly Salt's house, Crow Nest at Lightcliffe, along with the station, now no longer exist. The house was demolished in 1969 and its grounds are now the Crow Nest Park Golf Club.

But not long after the station had been built in 1856 Salt arranged for 3000 of his workers and their families to go by train from Bradford to Lightcliffe

(as modelled by Hornby) were used on West Riding goods traffic, so are perfect if you want to model this area. The Queensbury Lines were also one of the very first routes in the country to receive new BR diesel railcars in the mid-1950s. Bachmann's Derby Lightweight (the original



There's some rich pickings for the modeller in the triangle between Keighley, Halifax and Bradford in West Yorkshire.

for "harmless frolics of all kinds". This was followed by tea and a return to Bradford and to St George's Hall, where a bust of Titus was presented to him.

His village of Saltaire comprised 824 stone houses, wash houses with tap water, bath houses, a hospital, an institute for recreation and education, a library, reading room, concert hall, billiards room, science laboratory and gymnasium. There was a school, almshouses, allotments, park and a boathouse.

design, not the Class 108) is suitable for the DMUs used there until the lines closed a few years later.

Other locos for goods trains include GNR/LNER J6 0-6-0s (no ready-to-run model) and, in later years, WD 2-8-0s, as modelled by Bachmann.

Queensbury Tunnel

CAMPAIGNERS are battling to turn one of Britain's longest railway tunnels into a cyclepath rather than see £3 million spent on closing it forever.

Disused Queensbury Tunnel, at 2501yds, was the longest on the GNR's network at the time of its opening in 1878. Closed in 1956, the tunnel is owned by the Department for Transport and maintained on its behalf by Highways England's Historical Railways Estate.

However, the DfT wants to close it permanently this year, filling in key sections with concrete in a project campaigners say will cost around £3 million – the same amount they claim it would cost to carry out repairs and convert the tunnel into a cycling route as the centrepiece of a new cycle network connecting Halifax with Bradford.

A report by cyclepath promoter and sustainable transport charity Sustrans claims that the Queensbury cycle route could deliver £37.6 million worth of economic, health and tourism benefits over 30 years. But a 2016 report said it would cost £35 million to upgrade the tunnel and five ventilation shafts to turn it into a cyclepath.

The Queensbury Tunnel Society has called on Bradford City Council to take over ownership of the tunnel.



The village of Saltaire comprised 824 stone houses.



Salts Mill, built in the Italianate style, is now home to a David Hockney exhibition.

Other places of interest:

The Bronte Birthplace is in the village of Thornton where the family lived for five years before moving to Haworth parsonage: www.bronte-country.com/bronte-birthplace

Shipley Glen Tramway is a funicular tramway near the village of Saltaire. The lower station of the funicular is close to Saltaire railway station, and a similar distance from Salts Mill.

The entire Victorian industrial village of Saltaire is a designated UNESCO World Heritage Site: whc.unesco.org/en/list

For more about Titus Salt, his vision, his mill and the village of Saltaire: www.saltairevillage.info

The Great Northern Railway Trail is a Sustrans walking and cycling route running from Queensbury to Cullingworth with two sections of the trail running alongside disused railway track.



Thornton viaduct, one of three viaducts on the Queensbury Lines.

One of the big draws for this area, as well as more sanitary conditions for his workers, was the proximity of the railway line, so Titus could move his wares around the country.

The lie of the land in the triangle between the three centres of population of Keighley, Bradford and Halifax

provided a challenge to railway builders, rising as it does to 1150ft at Queensbury. It was through this territory that the Great Northern Railway built its lines, meaning that the route was heavy with infrastructure to deal with the severe gradients; three viaducts, six tunnels and a triangular

junction between the three routes at Queensbury, which gave this route its identity as the Queensbury Lines. Queensbury station famously consisted of continuous platforms on all three sides of a triangular junction, which was an uncommon layout in Britain with the only other example being Ambergate, on the Midland Railway in Derbyshire.

The Great Northern Railway was used to carry freight and passengers through the Pennines across the three viaducts of Thornton, Hewenden and Cullingworth. This area also became known as the Alpine Route because of its scenery with its sequence of tunnels and viaducts.

GNR's first objective was to provide the shortest and quickest route from the capital to Yorkshire, the legacy of which is still very much apparent to this day. As well as high-speed passenger services, it was noted for the extensive coal traffic carried from the Yorkshire-

Nottinghamshire coalfields to London.

In May 2015 it was 60 years since the Great Northern route to Bradford and Halifax via Queensbury carried its last regular passengers.

This area is too dense in history and information for one article, but I've provided a few extra bits of information for anyone thinking of modelling this area. If anyone has created a layout inspired by the Queensbury Lines then please get in touch, I'd love to hear from you.

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Shipley Model Railway Club:
www.shipleymrc.org.uk/



50 years of the Keighley and Worth Valley Railway

The Worth Valley branch out of Keighley climbs up the valley serving several small Pennine villages along the way. At Oakworth, the railway leaves the valley of the River Worth and enters the valley of Bridgehouse Beck, wherein lie Haworth and the line's terminus at Oxenhope.

The line opened in 1867, funded predominantly by local wealthy mill owners. Within a very short time, the railway became part of the Midland Railway until, in 1923 at the Grouping, it was absorbed into the new London Midland and Scottish Railway. Upon Nationalisation in 1948, the line became part of British Railways, and with its fortunes declining with the rise of competition from the roads, the branch closed in 1962.

Much local opposition to this saw the rise of the KWVRPS and by their efforts, the railway reopened in 1968, and is this year marking its 50th anniversary. A new bookazine that commemorates the 50th anniversary of the opening of the Keighley and Worth Valley Railway has just been published by Mortons Media Group, publisher of RMM. *Bronte Steam*, by Robin Jones, is available from classicmagazines.co.uk, high street branches of W H Smith, WHS Travel and at the KWVR (£6.99).

Lost Stations of Yorkshire

THIS book, by Alan Young, is the fourth in a series, and while a companion to the Disused Stations website, does stand on its own as a publication.

With the size of Yorkshire, the author has split the county into two and covers the West Riding, such as Delph, Barnsley (Court House) and Queensbury. More than 20 lost stations are covered, detailing the history, connections, services and decline.

Each station is covered in several pages, along with a selection of

historic photographs in colour and black and white, plus the obligatory 'now' image.

Station entries are colour-coded for pre or post-Nationalisation or post-Privatisation closure. The inclusion of OS map references and maps is a welcome touch. An excellent series reminding us what railways we've lost.

Martin Bairstow has written a book entitled *The Queensbury Lines*, which is available to buy through the Keighley and Worth Valley bookshop.



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