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Next edition

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www.railwaymagazinemodelling.co.uk.
 June issue of RMM is out on
 Friday, May 25, 2018.



Sarah Palmer
Editor

From the editor

After 18 months in the driving seat of *RMM*, I'm disembarking at the station and waving the train goodbye, as it leaves the platform in a puff of smoke and an optimistic whistle with a new driver in the cab.

Setting up and editing *RMM* has been a fantastic experience, and something I'm immensely proud of. Each month we get so much positive feedback about how much you love the publication, and I'm hoping that will continue as *RMM* travels along the rails without me.

Your new driver will be Pete Kelly, a OO and N-gauge modeller who has edited *Steam Railway* and *The Railway Magazine* and established *Rail Enthusiast* in 1983.

The publication works just as it is, with its mix of nostalgia, modelling, how-tos and reviews, so you'll hopefully still enjoy reading this monthly publication, but if there's something else you'd like to see then please get in touch.

Pete can be contacted through RMMModellingeditor@mortons.co.uk, so if you would like to see your layouts featured in Layouts We Love, or you'd like to nominate a local model shop to be featured, I'm sure he'd love to hear from you.



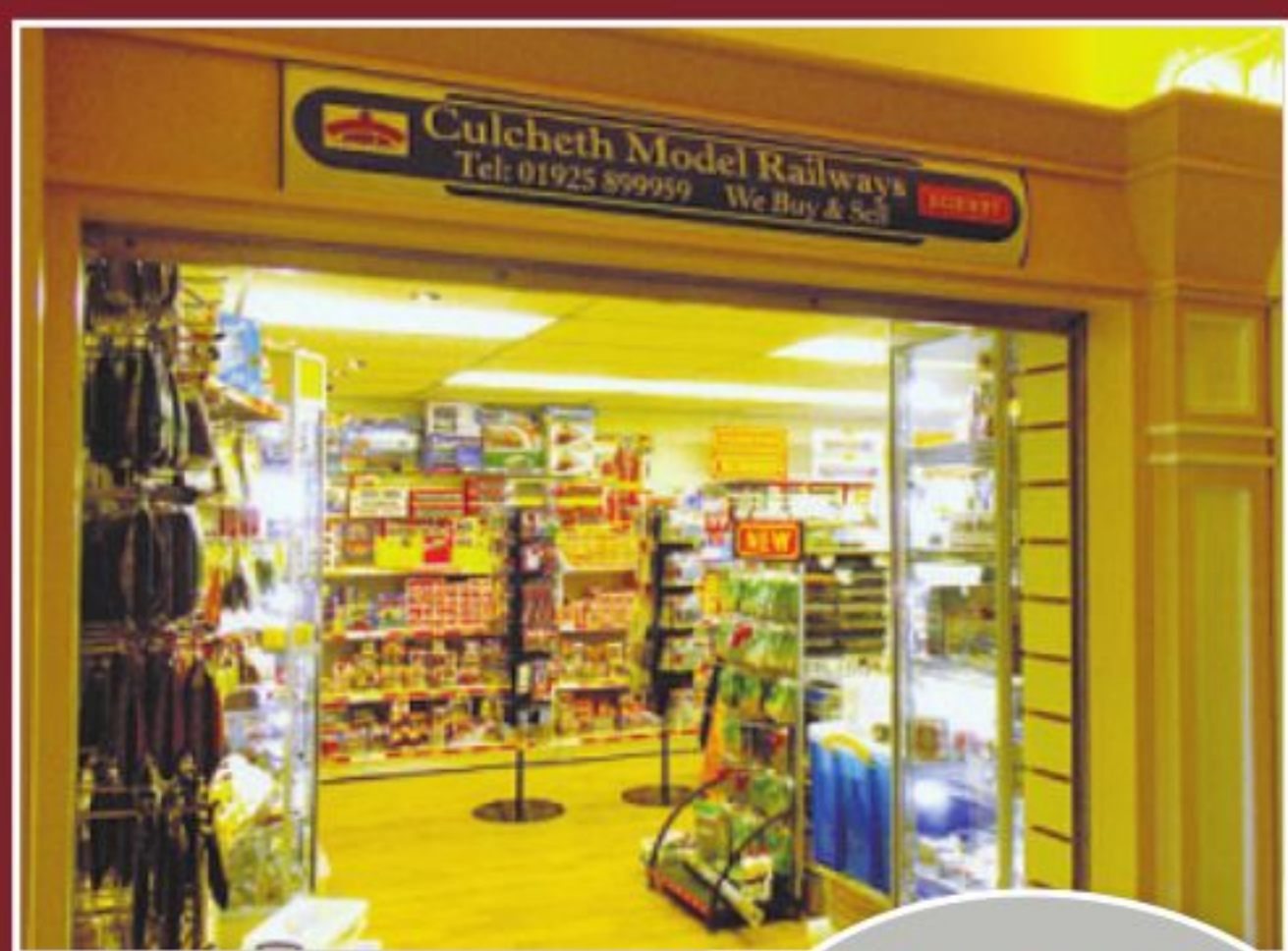
This month we have another Blast from the Past from Tony Stratford in the form of Fleischmann, starting on page 14, as well as a how-to from Nigel Burkin on basic coach lighting, starting on page 18.

We've got a full letters bag on page 22, with more feedback on The World's Biggest Little Railway as well as some nostalgia and appeals for help.

Our Inspiration Pages feature Darryl Foxwell and his First World War

layout. He's included some great photos along with plenty of advice and some recommended reading material if you're planning a WWI layout in this centenary year since the end of the conflict. Turn to page 26 to read more.

This month's Layouts We Love is from a reader who takes his Playmobil layout to exhibitions in order to attract more youngsters into the hobby. You can read all about it on page 34.



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Great day out by Chiltern Turbo

A special Chiltern Turbo railtour being organised by the Quinton Branch of the Royal British Legion on Sunday, June 10 will bring a rare opportunity to travel along the freight-only line between Aylesbury and Bicester Village via Calvert and

Claydon Junction and visit the Buckinghamshire Railway Centre at Quainton Road HP22 4BY.

For those with much smaller gauges in mind, there will be a chance to ride on the miniature railway there as well as sample the steam trains.



A Chiltern Turbo train has been earmarked for the Quainton Royal British Legion Railtour on Sunday, June 10.

The Quainton Royal British Legion Railtour will leave Aylesbury at 10.10am, 1.10pm and 3.40pm, and passengers will be able to get on and off at Quainton Road and Bicester Village. The final train to Aylesbury will leave Quainton at 6.10pm, so there'll be plenty of time to enjoy the day.

The day-long First World War Centenary activities at Quainton Road will include an Act or Remembrance, a display by the Royal British Legion Riders, a Parade of Standards and lots more. Railtour tickets can be bought on the day at £5 per adult and £2.50 per child, with free travel for under-fives.

Normal entrance fees to the railway museum and visitor centre will apply.



RBL standard bearers will be on parade at the Buckinghamshire Railway Centre as part of the First World War Centenary Celebrations.

AI and AIX 'Terriers' in joint OO-gauge project

Rails of Sheffield, Dapol and the National Railway Museum have announced plans to produce and market the diminutive Stroudley 'Terriers' of the London Brighton & South Coast Railway in OO gauge – and they will appear in a choice of no fewer than seven initial liveries!

The original A1 tank engine, built at Brighton Locomotive Works, appeared in 1872, and so had been completed by 1880.

The first A1X rebuild, with a Marsh boiler and extended smokebox, emerged in 1911.

The 'Terriers' were among the most long-lived of British steam locomotives, the last one to remain in service on the Hampshire branch line connecting Havant with Hayling Island under British Railways not being decommissioned until November 1963.

Ten 'Terriers' survive in preservation.

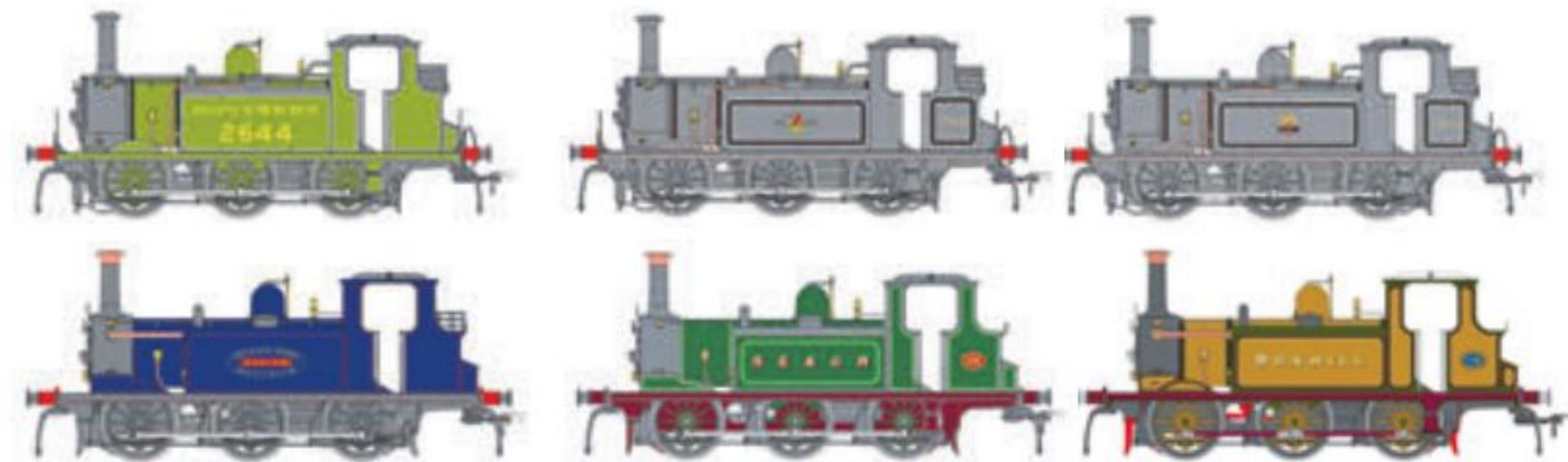
Of the seven different OO-gauge versions, six will be sold exclusively via Rails of Sheffield and Dapol

direct, and the seventh will be a National Railway Museum exclusive from locomotionmodels.com.

They will be available DCC ready, DCC fitted or DCC sound fitted.

These gallant little engines earned the name 'Terrier' by the distinct bark of their exhaust, and the tooling will allow for most A1, A1X or Isle of Wight versions, two cab/bunker types, two smokebox/boiler variations and wooden or metal brake rigging as appropriate.

The seven initial basic models costing £110 each, and available to pre-order for a £30 deposit, are A1 No 82 Boxhill (Stroudley Improved Engine Green in gloss); A1 No 82 Boxhill (Stroudley Improved Engine Green, non-gloss); A1 Bodiam (Kent & East Sussex Railway blue); A1X (South Eastern & Chatham Railway lined green); A1X No 2644 (Southern lined green); A1X No 32655 (BR lined black with early crest) and A1X No 32661 (BR lined black with late crest).



The newly announced OO-gauge A1 and A1X models will be available in these initial livery variations.

New N-gauge lime wagons from Pennine

Two wooden-bodied lime wagons in the colourful liveries of Richard Briggs & Sons of Clitheroe and John F Scott of Womersley are now available in N gauge from Pennine Wagons, 34 Leith Court, Dewsbury, West Yorkshire.

Specially commissioned from Peco, they cost £15 each or £27.50 for the pair, and for more information, including how to order online, go to www.penninewagons.co.uk.



In the wonderful private-owner livery of Richard Briggs & Sons Ltd of Bankfield Lime Works, Clitheroe, and John F Scott of Ground Lime Works, Womersley, these are the nicely detailed N-gauge wagons from Pennine.



New island platform kit from Scalescenes

Joining the wide range of building kits to download from Scalescenes is a new island platform building kit available in a wide range of brick and stone finishes.

The large, elegant windows reveal rich interior surfaces, and a range of door colours is available to suit most eras and regions.

An optional gents' toilet can be added, along with an excellent selection of signs and posterboards from British Railways' regional and corporate eras, with bespoke

names available – just type in the name(s) with your order.

The Roo4a island platform building kit costs £3.99 and the Roo1a station signs and nameboards are £2.99.

To find out more, visit Scalescenes.com.



Calling all US HO railway modellers

The Bognor Regis Model Railway Club (brmrc.co.uk) will be launching its new clubroom aimed at US HO modellers on June 19.

While the club enjoys a healthy membership, including a junior section, only a handful of members participates in this scale and subject, hence this 'calling all' appeal.

The club intends to build a permanent layout within the building for members who do not have the space at home to give their models a good run out in like-minded company.

The Bognor Regis club has some amazing artefacts, including a 100-year-old working signalbox, and looks forward to welcoming new members.

Anyone interested should contact Adrian Taylor on 07391 662159 (email sixvillagesmrc@live.co.uk).

Lumsdale MRC's first open day

The Lumsdale Model Railway Club organised its first clubroom open day at The George Centre Galleries, 30 North Parade, Matlock Bath DE4 3NS, on Easter Monday.

Weekly meetings take place on Friday evenings from 7 until around 9.30, and club member Pete Matthews said: "Although our main activity is model railways, we welcome anyone with any other modelling interests."

The club can be contacted at lumsdalemodelclub@hotmail.co.uk or by calling 07767 256780.

Single UK base for all DCCconcepts' business

At the end of March, DCCconcepts closed virtually its entire operation in Western Australia, and all orders are now being handled from the UK, where the firm established an office in 2016 based on the fact that more than 85% of its recent business growth was coming from the northern hemisphere.

Customers outside the UK and Eurozone countries will of course still receive their purchases free of the 20% imposition of VAT, which means a great saving on each £100 of DCCconcepts products bought.

Basic customer service Down Under will be retained for things like product testing or repair, and the website will soon include a WA-based postal address and other details.

Richard Johnson of DCCconcepts said: "Our increased customer support staff in the UK are railway modellers who also speak German, French and Dutch, and we are working as fast as possible to translate all our manuals and key technical support documents into those languages as quickly as we can."

"We are also delighted to be able to invite our European modelling clients to call us to talk at any time."

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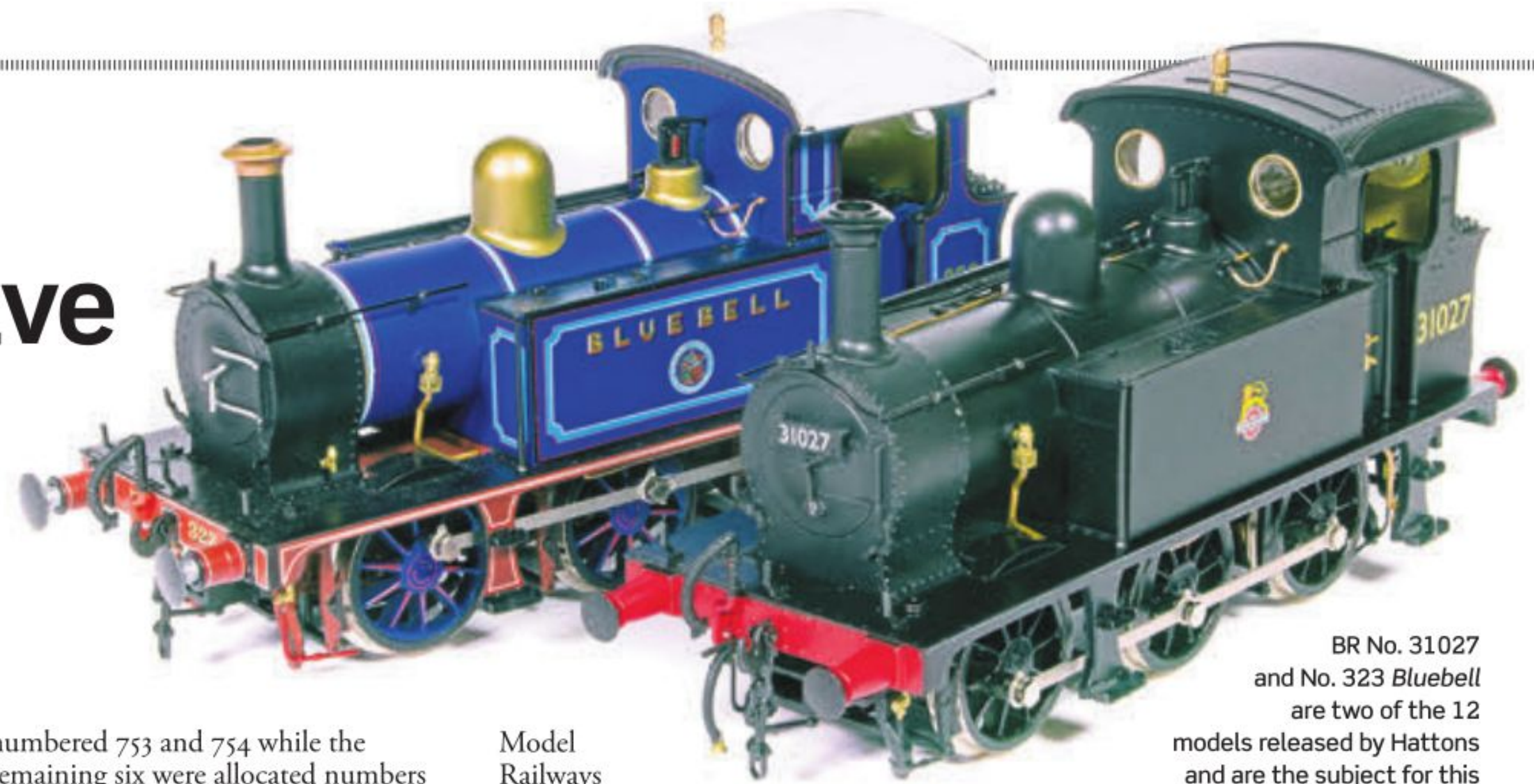
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What's *in the* shops

Hatton's OO-gauge P Class 0-6-0 locomotive

Only eight P Class locomotives were built by the SE&CR. Nigel Burkin tells about these delightful engines and the resulting OO-gauge model by Hattons Model Railways.



BR No. 31027 and No. 323 Bluebell are two of the 12 models released by Hattons and are the subject for this edition of What's in the Shops.

Model features:

- Twelve different versions of the model.
- Tooling variations to suit different locomotives.
- Smooth running five-pole motor.
- All wheel current collection.
- Six-pin DCC socket located in one water tank.
- NEM coupling pockets.
- Numerous fittings applied to the engine, including brass whistles.
- Separate smokebox door dart details.
- Individually applied handrails and pipework.
- Neatly printed details and smooth livery application.
- Detailed cab back head with dials and pipework.
- Flush cab glazing.
- Detailed engine chassis with brake blocks in line with the wheels.
- Space between boiler and frames at the front of the locomotive is well represented.
- Well-concealed ballast for better haulage power.
- 96mm in length over the buffers. 120g in weight.

ONLY EIGHT OF THE DELIGHTFUL P Class 0-6-0T locomotives were constructed by the South Eastern and Chatham Railway (SE&CR): two in 1909 and the remainder in 1910, making it a small class even by pre-group standards. Intended for light weight passenger trains, they were found to be under-powered and less than successful than the Terrier locomotives to which they owed many of their design features. The P Class was soon allocated to station pilot and shunting duties which better suited the design. However, what they lacked in power, they made up for in looks and despite the small number in the class and lack of power, they lasted well into the BR era, featured some interesting design differences within the eight locomotives and were adorned with a number of different and sometimes complex liveries too.

Numbering was interesting and became a little convoluted as time went on. The SE&CR allocated unused but random numbers from its fleet list. The first two locomotives were

The model is offered in BR black with different crests. No. 31027 is smartly turned out with an early BR crest, crisp markings and eggshell finish. Already, the wealth of detail is apparent on the model.

numbered 753 and 754 while the remaining six were allocated numbers 27, 178, 323, 325, 555 and 558. To make matters interesting, the first two were renumbered by the SR to No. 556 and No. 557, together with the addition of A-prefix to the remainder, a feature which was later dropped by the SR. The Southern Railway subsequently added 1000 to the already loose numbering system!

All eight locomotives came under the ownership of BR upon nationalisation which added 30000 to the numbers. For example, one of the review models, BR No. 31027 is actually SE&CR No. 27 which became A27 and subsequently SR No. 1027 before BR added 30000!

Withdrawals commenced in 1955, with the last locomotive being retired in 1961. Four of the eight locomotives, including one of the 1909-build, have been preserved, including Nos. 27, 178, 323 and 753. The first three reside on the Bluebell Railway in either operational form or undergoing restoration. No. 753 can be found under restoration on the Kent & East Sussex Railway. Hatton's

Model Railways very kindly sent two models in for review: H4-P-007 BR No. 31027 (SE&CR No. 27) and H4-P-012 No. 323 Bluebell, representing the P Class in modern preservation.

Introducing the model:

Hatton's Model Railways surprised the model railway world by announcing two new locomotive models last autumn for early 2108 delivery. The first of the two to arrive is the delightful SE&CR P Class 0-6-0T tank locomotive of which no fewer than 10 different versions were released in late March, with two to follow in May.

The dozen models will satisfy modellers of all eras with the first 12 models covering locomotives from early SE&CR days in lined green through to wartime grey; Southern Railway liveries, BR black and industrial railway liveries. With four locomotives preserved, there is opportunity to represent the modern era with Bluebell in contemporary

preserved condition.

The model is small, presenting a number of engineering challenges to the designers. The boiler and water tanks are low and narrow, making the fitting of a motor powerful enough to cope with the demands of a model railway together with the expected cab detail an interesting task for the model's designers. Today, the cab is a definite no-go area for squeezing in technical features, adding to the complexity of the design, challenges that Hattons has overcome very well, which bodes well for the forthcoming and equally small Andrew Barclay 0-4-0ST locomotive.

There has to be room for a decoder socket and safe decoder installation; motor, drive and some ballast too in order to allow the model to operate with a reasonable train of coaches – typically three or four. All this has been achieved well and within a model measuring 80mm in length over the body. I dug out a set of SE&CR 'birdcage' coaches to give the two review models a thorough test and three free-rolling coaches were handled without difficulty.

Body moulding:

To precisely replicate the shape and dimensions of such a complex-looking model, several sub-assemblies have been tooled to build up the main superstructure of the model including cab walls, roof, smokebox, running plate, boiler and water tanks. Assembly is very neat with joints between the various components tight and securely fitted together – most of them cannot be seen. The use of separate components means that a high level of detail may be tooled into each one and detail variations between locomotives may be incorporated too, such as the height of the cab, for example.



Toolings have been designed to allow locomotive specific details to be incorporated in individual models, including cabs and the guards on the rear cab windows.

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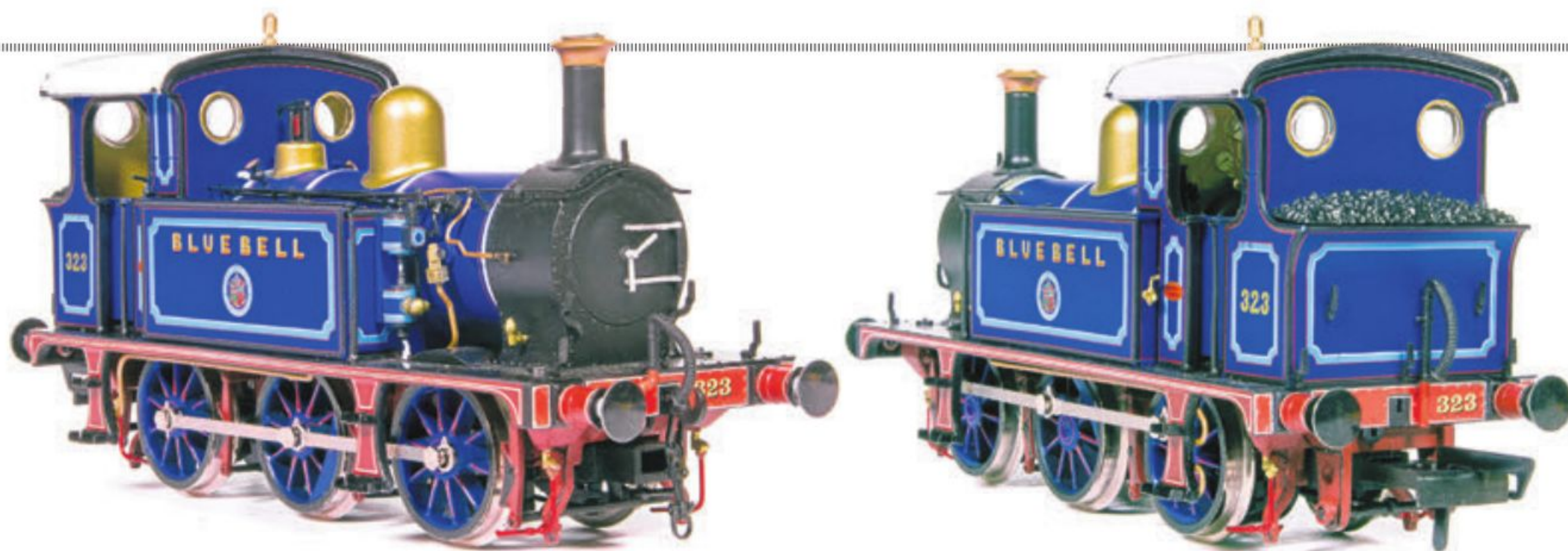
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As hard as it is, the wealth of detail on such a small locomotive is extraordinary and really makes the model.

The superstructure is adorned with small details which are separately machined or tooled depending on the material they are made from. This allows a high level of detail to be incorporated into the model together with locomotive specific features and details. They include buffers, smokebox doors, rear cab window bars and the numerous small details added to the cab interior. Pipe work, lubricators, whistle, lamp irons and hand rails are all individually fitted details – the model is literally covered with tiny components which means it has to be handled carefully to avoid damaging any of them. Overall, the model's superstructure is neatly assembled and the level of detail quite exquisite.

Under the running plate:

Standard RP25-110 profile wheels are fitted to the model, which are nicely concentric and with no sign of irregularities when the models were subject to slow speed operation. The wheels are nicely spoked with clean casting and bright tyres. They are secured with a base plate fixed with four screws. The final drive gear is concealed in a bump in the plate and it also incorporates the suspension detail. None of the fittings, including the separately installed brake rodding, come close to interfering with track details. Brake blocks are aligned with the wheels but not so closely as to touch the wheel treads. Small details are fitted to the underframe too, including sand boxes and tiny sand pipes.

Coupling rods are of etched metal and dull in colour, fitted with hexagonal fixings. They are commendably thin in section and the resulting running of the model is smooth and without binding, even at low speeds. At 120g in

weight, it has a surprising amount of pulling power.

Mechanism and electronics:

Pickups are applied to all six wheels and are of phosphor bronze strip, exerting a firm but gentle pressure on the rear of the wheels' tyres. They are curved to the same diameter of the wheel tyre, ensuring that they remain hidden from view. No wiring is seen when the model is viewed from close range and the model does not feature lighting.

A six-pin decoder interface socket is fitted in one of the two water tanks (the opposite tank has a ballast weight in it). Four screws in the underside of the locomotive are released to access the circuit board and socket (not the ones securing the base plate). Once released, the body slides off the chassis without the need to release any pipework or other details. A decoder is simply plugged into the socket (place the blanking plug in the box to keep it safe) and the body replaced.

The motor is fitted to the boiler of the model with the final drive gear located in the firebox driving the rear axle. This has allowed the small gap between the running plate and boiler towards the front of the locomotive to be modelled. Furthermore, the cab area is free of any electronics or drive components, allowing it to be detailed and glazed.

Liveries:

The two review samples are delightfully decorated in pristine condition with a consistent eggshell finish applied to the body and chassis. While BR No. 31027 is an austere-looking model, it has some fine livery details which are really well applied including the detail painting in the cab, pipework, window frames and livery details.

The model has a six-pin decoder interface socket concealed in one of the water tanks which can be reached by releasing four screws in the chassis and sliding the body from the chassis.



The chassis is equipped with brake rodding, brake blocks and sand pipes. Note the painted and lined wheels.

Bluebell is certainly eye-catching with its showy livery of mid-blue enhanced with some exceptionally complex lining, some of which consists of three colours in each band.

Look at the photographs carefully – the wheels are not only neatly painted blue, but the spokes are lined too! Lining and the locomotive number is printed on both buffer beams and the lining has been neatly applied to the curved rear face of the bunker and around the cab too.

The reality is that the work done by the Bluebell Railway stops short of overkill, producing a full-size locomotive and consequently a model which really stands out.

Examining pictures of the other releases of the P Class locomotive, the lining applied by the SE&CR and latterly the Southern Railway is also very complex, yet well executed on the models. The use of separate sub-

assemblies for the body has made the replication of complex pre-group and preservation liveries possible and to a high degree of accuracy.

Overall:

I can see the Hattons SE&CR P Class locomotive being a popular model, despite the small size and humble duties of the full-size locomotives. There is something about such locomotives that results in very appealing models and Hattons has certainly done the P Class justice with fine tooling and exquisite livery application. Its long life and wide variety of liveries means that the model will attract a lot of interest. Collectors are going to hoover these up, so be quick!

Acknowledgements:

I would like to thank Tom Newhouse of Hatton's Model Railways for his kind assistance in the loan of the models.

Model details:

SE&CR P Class 0-6-0 tank locomotive.

Manufacturer:
Hatton's Model Railways

Scale:
4mm (1:76) scale, 00 gauge.

Era:
1909 to 1961 depending on the livery.
Present day for No. 323.

Preservation:
Four locomotives preserved.

Web:
www.hattons.co.uk

Suggested retail prices:
£99 (regardless of livery).

Useful web resources:
Fitting a decoder:
<https://www.youtube.com/watch?v=cXyElgqZQYY>

Unboxing the model to avoid damage to delicate parts:
<https://www.youtube.com/watch?v=GOaYHT-54E>

Running the Hattons SE&CR P Class locomotive:
<https://www.youtube.com/watch?v=gjLRVfRlBXI>



NEM coupling pockets and sprung buffers of the correct pattern for individual locomotives are fitted. Note the lining applied to the bufferbeam of No. 323 *Bluebell*.

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What's *in the* shops

Oxford Rail released its BR 'Carflat' wagon in August 2017 with six models currently available in the shops including the review models which are finished in weathered and pristine BR bauxite livery. The model is based on prototypes that used 57-foot LMS coach underframes.

00 gauge 10t bogie 'Carflat' wagon

Nigel Burkin takes a look at the first diesel and electric era wagon from Oxford Rail, which is now widely available in the shops.

RELEASED IN AUGUST 2017, THE 57ft long BR 'Carflat' wagon (sometimes referred to as a carriage truck in some official documents) is the first item of period diesel era freight wagon offered by Oxford Diecast under its Oxford Rail brand. The original vehicles were converted from various redundant coaching stock between 1959 and the early 1970s to cater for a growth in automotive traffic and latterly the BR Motorail service. Rebuilding saw the utilisation of the underframes, bogies and brake equipment while the coach bodies were scrapped. A wooden deck was installed fitted with safety rails together with a mix of hinged ends and removable sides depending on the type of wagon.

Model details:

BR 'Carflat' wagon built using LMS coach underframes.

Manufacturer:

Oxford Rail (Oxford Diecast).

Scale:

4mm (1:76) scale, 00 gauge.

Era:

1960s to early 1980s.

Web:

www.oxforddiecast.co.uk
www.oxfordrail.com

Suggested retail prices:

£29.95

The Oxford Rail version is based on former LMS coaches which had a 57ft long underframe and were equipped with vacuum brakes and 9ft bogies. They were converted between 1964 and 1968 to BR Diagram 1/088 (other types converted from different coach underframes were issued with different diagram numbers). Two of the six models are featured in this review: No. B748735 in pristine BR bauxite livery and B745900 in weathered condition.

Six models are currently available in the shops, comprising:

No. B748748 (OR76CAR001)

pristine BR bauxite livery.

No. B748735 (OR76CAR001B)

pristine BR bauxite livery.

No. B745900 (OR76CAR002)

faded BR bauxite livery.

No. B745893 (OR76CAR002B)

faded BR bauxite livery.

No. B745684 (OR76CAR003)

BR Motorail.

No. B745758 (OR76CAR003B)

BR Motorail.

The model:

Early diesel and electric era modellers will be delighted with the release of accurate models of the once common car flat wagon in three different forms and markings to suit operations between the mid 1960s through the 1970s and into the 1980s. The Oxford Rail 57ft LMS underframe version is nicely finished with accurately modelled sides and ends together with a planked deck.

There are no locating holes for the yellow wheel chocks supplied with the model because the position of them was not fixed – they gripped the wooden deck when in use and had to be flexible in positioning to suit different makes and models of cars and the position of them when loaded. If loading the models with cars, a touch of removable adhesive will be required to hold the chocks in place.

The underframe is modelled with vacuum brakes (some of the Carflat fleet were later fitted with air brakes too to allow their use in air-braked Speedlink services) which is a detail which could be added by the modeller. Bogies are good representations of LMS 9ft bogies, although some of the detail is almost too fine in appearance – care will be needed when weathering the pristine finished models to bring the detail to the fore and not mask it with paint.

Model features:

Available in several numbers and weathered versions.

Livery and markings suit three different decades.

Metal wheels.

Metal buffers (unsprung).

Close coupling cams.

NEM coupling pockets.

Accurate livery details.

Brake shoes in line with the wheels.

Pack of car chocks for fitting to suit the load.

Car packs for various eras separately available to suit the models.

The decking is a pale beige colour which can be enhanced with wood colours and weathering. The Lifecolour 'Weathered Wood' pack together with the rail weathering pack would be an ideal set of paint colours for a weathering project.

A closer view of the printed detail which includes builder's plates and neat lettering. Note that the buffers are metal, but unsprung.

(Lifecolour weathering paints are ideal for weathered wood and rail grime effects) and weathering. Printed details are scant on BR Carflats – the wagon numbers, wagon details and 'No Loose Shunting' legends are neatly printed, sharp and legible.

In all, the Carflat model from Oxford Rail is a neatly finished and assembled model made up of well-moulded components and finished with small metal and plastic standalone parts. Choosing one of the pre-nationalisation coach underframe versions was a nice idea too and with 340 wagons based on LMS coach underframes, there is potential for more releases with different numbers and livery variations in the future. With a wide range of diecast 1:76 scale motor vehicles in its range, Oxford Diecast has the perfect load for the wagons too – choose between 1960s, 1970s and early 1980s cars to load the nearly three decades of the wagons represented by the first six releases.

Livery:

Carflat wagons of this era were finished in a simple livery of BR bauxite or black for the upper works of the wagon and black for the underframes and bogies. The decking is a pale beige colour which will take further wood finishes

A 1960s version is

represented by No. B748735 painted in BR bauxite livery with black underframes and bogies. Lettering is neatly applied and the model robustly assembled using a mix of plastic and metal components.

Wheel chocks are supplied with each model – 16 in total – which is enough for a load of eight cars.

Technical features include metal tyred wheels, close coupling cams and NEM coupling pockets.

What's *in the* shops

Scale length O-gauge BR Mark I coaches

Composite brass and ABS plastic construction is used to manufacture finely detailed two-rail O-gauge coaches.

DARSTAED MAY NOT BE A HOUSEHOLD name for many modellers, but has been involved in tinplate three-rail O-gauge model manufacturing and coach building since 1966 when it was established by Marcel Darphin in Switzerland. The brand and all tooling was acquired by Andries Gabowsky in 1993, a skilled Dutch model-maker who has played a key role in the O-gauge tinplate revival in the UK.

The Darstaed Vintage Trains range has been developed by Andries Gabowsky to include several locomotive models and a range of wagons and coaching stock intended for three-rail operation – all of which have been very popular. There is little doubt that many modellers find the updated and modernised O-gauge tinplate range attractive because it captures a time when modelling was of a different nature compared to the mainstream of today. The full history and profile of Darstaed can be found on the Darstaed web site at www.darstaed.com.

The latest development is a range of scale length two-rail fine scale O-gauge BR Mark I coaches which were released in late 2017 and sold through selected agents in the UK including Ellis Clark Trains and Scalelink. These BR Mark I coaches are the first of a range of scale O-gauge models made and sold under the Darstaed brand to include Pullman stock and coaches from other railway companies together with a range of finely detailed wagons, in addition to planned developments in the three-rail range of models.

Darstaed Coaches:

The new Darstaed O-gauge BR Mark I coaches are produced as scale length models and sold either in sets of coaches or as single vehicles to model complete train sets. The coach packs are neatly presented in a carry case holding the

individually boxed coaches. The first set to be released was coach Set A which comprised of two 'corridor brake second' (BSK) coaches; a 'corridor composite' (CK) coach and a 'corridor second' (SK) coach. The set is available in several liveries including BR Southern Region green; BR carmine and cream; BR maroon; BR Western Region chocolate and cream, BR blue and grey together with BR Inter-City liveries. Bogies and coach fittings are model-specific to reflect the era represented by each model.

Set B comprises of three catering vehicles including a 'restaurant/kitchen' (RU), 'restaurant first open' (RFO) and 'restaurant second open' (RSO). Single coaches are also available including the all-important and numerous 'tourist second open' (TSO). We're reviewing coach Pack A with the models finished in BR Southern Region green, representing the 1950s when regional colours were applied to some BR Mark I stock.

Body construction:

Each coach body is assembled from finely etched brass sides with an ABS plastic roof and coach ends making a very strong and durable coach body. Window frames are a feature of the BR (SR) green coaches which are fine in appearance. Models representing later builds or those painted in liveries representing later operational eras are also fitted with window frames, a retrospective change to the specification of Mark I coaches aimed at rectifying and eliminating corrosion problems with the original window installation. Darstaed does not fit window frames to the BR carmine and cream version of the model.

Detailing of the coach sides includes door handles and rails together with hinge details. The ABS moulded ends and roof details are crisply done and fitted with some individually applied

Scale length BR Mark I coaches composed of metal and ABS construction are now being produced by Darstaed and distributed through Ellis Clark Trains and Scale Link. The models featured in this review are part of a four-pack of coaches which includes a corridor composite (CK) vehicle viewed from the compartment side.



Upholstery detail in the first-class compartments of the CK coach is visible through the windows. The interiors could be further detailed with reading lights, luggage and passengers.

details such as the roof vents allowing the manufacturer to change them depending on the coach type being modelled. Toilet water tank filler pipes are composed of wire and fitted as separate details to the coach ends and roof.

Interiors:

Compartments are nicely detailed with individual seats featuring printed upholstery and an impression of the wall-mounted reading lights. Armrests are apparent in the first-class compartments. The coach interior may be reached by removing the coach roof; instructions for doing so are included in the information booklet supplied with each coach. No seated passengers are supplied. Good interior lighting is fitted, which will make any additional detailing of the coach compartments well worthwhile!

Wheels, bogies and couplings:

Bogies appropriate to the era of coach are fitted including B1 bogies, those finished and detailed as early Mark I coach types including the BR (SR) review models together with Commonwealth bogies for those finished in later liveries such as BR blue and grey. Commonwealth bogies are available separately, allowing bogie swaps to be undertaken depending on the wishes of the modeller.

Wheels are of turned metal to GOG and NEM-310 O-gauge standards, running with pin point axles in brass bearings. They roll freely and with a lovely feel of momentum. The bogies are equipped with a form of compensation which ensures that the coaches sit level on the track and are capable of rolling over any uneven spots. One bogie is equipped with electrical pick-ups which act on the rear of the wheels to power the interior lighting. A switch is fitted to the bogie to switch the interior lighting on and off together with the plug-in tail-lights supplied with brake coaches.

Couplings are important, particularly with heavy models such as coaching stock. The metal Kadec coupler is a good representation of the buck eye couplings fitted to Mark I coaches, although it does not drop to reveal a coupling hook in the manner of the full-size coaches. To allow locomotives equipped with screw



Another view of the interior lighting, this time as fitted to the CK coach.

couplings to work with the coaches, there is a separate coupling hook assembly.

The Darstaed coaches have an interesting gangway coupling mechanism involving magnets which keep the flexible corridor connections closed up when coupled with the Kadec couplers. They will traverse curves as sharp as 6ft radius without buffer locking – the buffers themselves being lightly sprung. The bogies and couplings will allow use on curves as tight as 4ft radius but the gangways may not remain connected.

The main coupling forces are transmitted (quite correctly) through the couplings themselves which are mounted to the coach frames and not the bogies.

Underframe:

The concept of a coach body fitted to a strong underframe as used in Mark I coach construction is followed in the Darstaed design. The metal underframes are finely detailed with trussing, brake rodding, dynamos and battery boxes. Headstocks are also part of the underframe structure and are fitted with sprung buffers and Kadec couplings. The underframe and body have been carefully assembled with screw fixings, making a very strong vehicle indeed.

Livery and finishing:

All four coaches are finished in pristine condition with grey roof, BR (SR) green sides and black ends. The underframes and bogies are also finished in black. No markings are applied to the coach sides but supplied as transfers for the modeller to apply, allowing individual numbers to be chosen. I did not test the transfers as the models were on loan for review purposes. The paint finish is satin and very smooth. The colour appears to be accurate when compared to paint samples.

The four models are all well-matched in terms of assembly, paint colour and overall finish. Assembly is neat and well executed, resulting in strong and durable coaches that will be serviceable for many years due to their excellent construction. There's no doubt that models of predominantly metal construction are popular because they have a certain feel about them that injection moulded plastic lacks and it's a tangible feature of the Darstaed Mark I coaches.

Model features:

- Predominantly of metal construction with some ABS plastic parts.
- Metal O-gauge Kadec couplers fitted as standard.
- Alternative screw coupling assembly included with brake coaches.
- Flexible gangways with magnetic catches.
- Interior lighting.
- Working tail-light for brake coaches.
- Tail lamps plug into sockets in the ends of brake coaches.
- Current collection from one bogie with on-off switch.
- Detailed interiors including printed seat upholstery.
- Metal wheels running in brass pin point bearings.
- Metal underframe with fine detailing.
- Compensated bogies.
- Sprung metal buffers.
- Separate transfer sheet offers a range of different vehicle numbers and details.
- Comprehensive owner's manual supplied with each model.

Model details:

BR Mark I coach set for BR (SR) operation.

Manufacturer:

Darstaed Vintage Trains Ltd.

Scale:

7mm (1:43.5) scale, 2-rail O gauge.

Era:

1956 to around 1964 for the featured 'regional' livery.
1951 to present day (in charter train sets) for Mark I coaches generally.

Web:

www.darstaed.com

Suggested retail prices:

Coach pack A: £750
Coach pack B: £750
Individual coaches: £189

UK agents:

Ellis Clark Trains
www.ellisclarktrains.com
Tel: 07799 554491.

Scale Link:

www.scalelink.co.uk
Tel: 01747 811817.

Acknowledgements:

I would like to thank Ellis Clark Trains for the loan of Coach Pack A featured in this edition of What's in the Shops.



The corridor brake second coach (BSK) viewed from the guard's end of the vehicle. A working tail lamp is supplied with the coach which may be plugged into a socket located in the coach end.



Detailed and compensated B1 bogies are fitted to the BR (SR) green models. Metal wheels to O-gauge two-rail standards (GOG and NEM 310) are also fitted.



One bogie of each coach features current collection pick-ups to power the interior lighting. An on-off switch is incorporated in the pick-up assembly.

Model shops – use them or lose them!

Ian Lamb talks about model shops during his childhood and why we should still make the most of them now.

ROGER BRADGATE, PRESIDENT OF Uckfield MRC, drew attention through the Letters page of *Hornby Magazine* recently to the loss of The Hobbybox shop in Uckfield, apparently seen off by the internet. Club members now have a round trip of 40-50 miles (much worse in Scotland) to access the nearest model shop.

The last Hobbybox owner was continually faced with potential customers telling him that they could get items much cheaper on the internet or through the 'big boys', with prices lower than trade prices available to him. A criticism of a major manufacturer was that there were not enough models to go round, and preference was given to larger orders.

If the local shops cease to exist, where do you go for that sudden purchase or small items not available online? Lose your local shop and you lose the convenience of seeing the article before purchase, exploring the shelves and making impulse buys, there's also no helpful advice or repairs.

The whole model railway world loses another shop window advertising a wonderful hobby to the world at large.

I helped out in a model shop in Nairn a few years ago where all the above comments rang true. I've also known shops in Aberdeen, Elgin and Inverness that have closed within the last few years and I think that maybe it is time for modellers everywhere to 'gang together' to save those that are left. Let *RMM* know why you still use your local shop, and if not, why you don't.

Loyalty is surely important, and for me growing up in Scotland's capital city, I've had a lifelong association with its main model railway shop.

J P Murray, the founder of Edinburgh's Museum of Childhood, said that he had a "rooted conviction that children are only tolerable after their baths and on their way to bed".

I hope that I didn't fit that description because I was perfectly happy growing up in 'Auld Reekie' whether sitting on my 'home-made' locomotive (created by my dad out of the scrapped remains from a former LNER guard's van) or jealously waiting my turn to play with my cousin's Hornby O-gauge clockwork train set or his eventual Hornby-Dublo OO-gauge tank loco and goods train set.

In those days we were fortunate to have a local – real – model railway shop on our doorstep. My routine every Saturday morning was to attend the children's club at the Capitol Cinema and then head round the corner to press my nose against the plate glass window of Harburn Hobbies shop and let my imagination run riot at the thought that such a model would be mine one day.

While so many good model shops have closed down owing to a lack of support, or the enthusiastic owner has given up business with no replacement, it is good that Harburn Hobbies is still around after 80 years and looks as though it will still be for some time yet to provide (as Nikko UK Ltd put it) "one of the most successful range of toys ever made, creating generations of young consumers keen for the latest developments".



Childhood window-shopping anywhere in Britain in the early 50s. Robert Opie Collection



In 1938 two men (Hargreaves and Burns) got together and established their model shop at 122-24 Leith Walk in Edinburgh and called it Harburn Hobbies. To celebrate the 70th and another anniversary, a limited-edition of an RT-type bus in Edinburgh Corporation Livery had been commissioned by the company. I remember this vehicle well, and used that bus regularly. My model of this vehicle sits prominently in my

living room, not just to remind me of my Edinburgh roots, but for visitors to recall their own experiences.

In the mid-1950s, the business was taken over by Col Jimmy Innes and then by the Baird family in 1966. The late Mrs Lena Baird was involved in the business throughout the war until her death in 1987. The second anniversary is that of acknowledging the relocation of its present premises 40 years ago in 1978

from one end of Leith Walk to the other at 67 Elm Row.

When I worked in London for 15 years, there were three local model shops in Harrow (now alas gone!). One in particular would match any price that I could show was being offered elsewhere, so they had the benefit of my general support, but particularly as the owner was also a source for all the other bits and pieces that otherwise would be difficult to come by.

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To celebrate its 70th anniversary, a limited edition RT-type bus in Edinburgh Corporation Livery was commissioned by Harburn Hobbies.

So, wherever you live, and if you have a good model railway shop in the vicinity, use it or lose it!

Now – as I visit many model shops throughout Britain – my two favourites are Pennine Models and Eastbourne Models. I just enjoy the location, banter and camaraderie of the Haworth shop staff, and again, if I so desired, they would match any retailer. If possible on my annual trip to the Keighley & Worth Valley Railway I try to find time to visit Haworth for the welcome and common interest.

Eastbourne I came across by chance while attending a conference in the town. The enthusiasm of the young owner was infectious, and even after an hour, the premises were more like a club than a retail outlet as many customers stayed on after their purchase, just talking with each other generally about model railways.

I would have to say that while I came across some fine retail outlets, there were many that were lifeless and – in my opinion – nothing more than poor corner

stores.

Even now, after my time in the 1970s in that great city of Manchester, I can still see the young girl in a well-known shop (that will remain nameless) in response to my query of a particular Hornby wagon, responding: "We don't have that model in stock, but this one would look great on your train set." I replied forcefully: "I don't have a train set, I model railways; and you can't possibly have any idea of what my modelling requirements are." I would have had more respect had she simply acknowledged that the item I wanted was not in stock, rather than simply try and palm me off with an unwanted wagon. A successful model shop needs to know its products.

Where Harburn Hobbies is concerned, should it ever decide to move again (whatever part of Leith Walk that might be), at least once more it has got the

possibility of a railway outside its premises in the form of the new Edinburgh trams which currently end at nearby York Place, and – hopefully – tracks will shortly be laid towards the port of Leith. It might not be a 'real' railway, but it's a step in the right direction!



Childhood nostalgia! Not far from where I was born during the Second World War. The former Leith Central Station is in the immediate left-hand foreground. Beyond is the one-time LMS freight line that wandered its way to Leith Docks. Beneath the viaduct abutments to the left of the bridge was the Capitol Cinema, (entrance below the viaduct arches) and Harburn's original shop was located in the low-lying block just beyond the bridge to the right. The current premises are located to the top of Leith Walk on the left-hand side just ahead of the far church spire where the road starts to bend towards the city centre. Both the railway station (the site being totally cleared for a large superstore) and the bridge have long been demolished, but tram lines may shortly be relaid to emulate the ones that were a regular feature on this road in the past. Edinburgh Evening News

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Quintessential 'Ally Pally'

Model Railway Club shows have evolved over the years from the traditional annual exhibition of members' 'pride and joy' to the almost totally commercial provision of today's 21st century events, says Ian Lamb.

HISTORICALLY THE MODEL RAILWAY CLUB HAS held its exhibitions in various venues before the now permanent location at Alexandra Palace where undoubtedly it can be rightly considered as London's premier model railway show. Some of the first club meetings in 1911 were referred to as 'exhibitions', where members took along their own models to show to fellow members. In 1912, one of these meetings was made open to non-members, so it can be considered as the first ever model railway exhibition. In 1929 the show had expanded to a five-day event with 3000 visitors, so the larger Westminster Central Hall was booked for 1931. Fast forward to the 1980s: with the Central Hall bursting at the seams, a move was made to the new Wembley Exhibition Centre.

There can't be many model railway club exhibition venues in such a magnificent setting? Now in its 19th year, the London Festival of Railway Modelling was a great attraction for every railway enthusiast, and a fantastic day out for all. Aside from the awe-inspiring venue, visitors enjoyed more than 40 hand-picked layouts (of which only a selection are referred to here) and in excess of 100 exhibitors to browse and purchase from. The vast selection of trade stands covers those 'must-have' items to 'specialist' items in rarer scales and gauges. Expert demonstrations gave opportunity to learn about new techniques or tips to improve modelling skills.

Initially the BRM/Warners team marked out the stand sites on the Thursday, occasionally wondering why the halls have shrunk or moved! In the end it all fitted in. By 8pm on the Friday most of this festival was set up, by which time Tom Cunnington, exhibition manager had walked more than 10 miles around the halls.

Not quite into my teens, I was brought up (courtesy of my regular copy of *Railway Modeller*) on layouts of 'Craig' and particularly 'Leighton Buzzard', the Rev Peter Denny's much-lauded 'Buckingham branch', pioneering EM gauge – all the more impressive considering this part of the layout is now 70 years old! Happily, it's looking great for its age. I never ever thought that I would see it, so somewhat humbled that it can be once more appreciated.

Being the son of an LNER man, I have always had a soft spot for the East Coast mainline, so I was delighted when my eye caught the superb 00-gauge model of 'Grantham – the Streamliner years' covering the period 1935-39. Graham Nicholas and friends had faithfully captured the atmosphere of 80 years ago.

A favourite LNER poster I once had depicted Knaresborough, North Yorkshire. Peter Goss's 00-gauge layout is not only featured in an incredible state of realism, but is named 'World's End', focusing on the pub prominently displayed



on this modern image composition, which in turn is derived from the legend of Mother Skipton's prophecies.

Coastal layouts are always popular, and 'Calstock's Halton Quay' in o gauge was no exception. Port facilities were necessary because the mines around Calstock and Kit Hill needed to expand. Halton Quay was opened up primarily for ore to be exported to South Wales. However, silting resulted in the port not becoming fully successful, and export ceased in 1908, though the quay still exists. A truly magnificent piece of modelling.

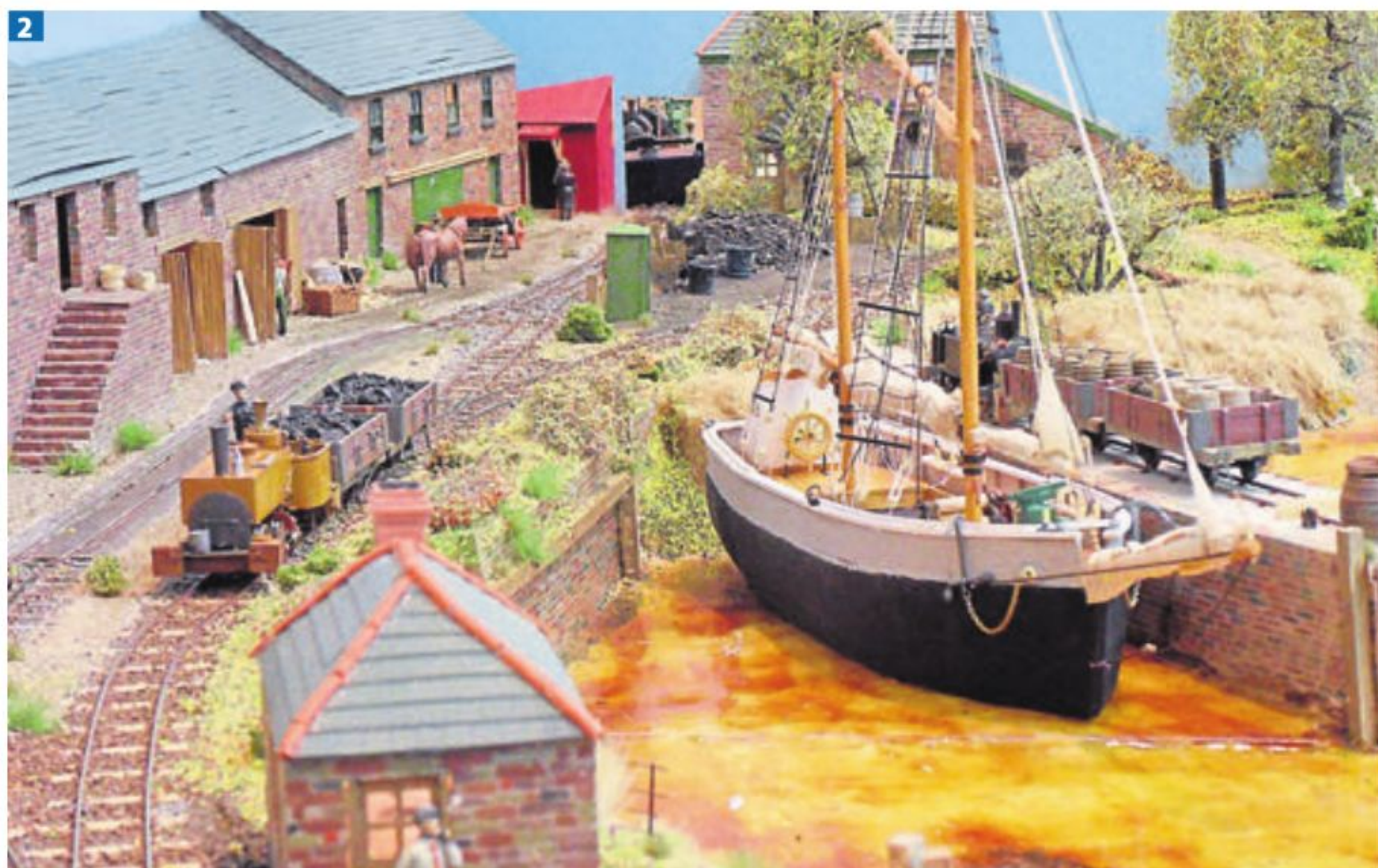
The Peak District may today be deprived of its many former railways, but their one-time routes have been wonderfully transformed into very attractive walk and cycling ways. The MRC has created 'Lacey Dale' in N gauge, inspired by the magnificent Monsal Dale viaduct and surroundings between 1950 and 1960.

I've always had an interest in the MRC's 00-gauge 'Ingatstone' since it was conceived around five years ago, and glad to see the track layout in its first public guise. Based on the main line between Essex's Shenfield and Chelmsford, set in the period 2014-17.

Visitors want to see action, yet observing the timelessness of the O-gauge 'Harlyn Pier' is just right for attention. Ideal for such a purpose was operating level crossing gates on this fine North Cornwall terminus, an imaginary (ex LSWR) branch near Padstow in the 1960s.

As with most exhibitions of the moment, the MRC Show had its fair share of First World War memorabilia on display, but it was the Great Central Railway stand that really caught my eye with its presentation focusing on the Quintinshill disaster.

On Saturday, May 22, 1915 the first of three trains carrying army personnel to Liverpool to embark for Gallipoli left Larbert Station. At 6.49am that troop-train, which included wooden-bodied GCR six-wheeled carriages, carrying half (498 all ranks) of the 7th Leith Battalion, collided head-on with a local passenger train which had been 'parked', facing north, on the south-bound main line at Quintinshill, just north of Gretna, to allow a following express to overtake it. Normally the local train would have been held in one of the loops but both of these were already occupied by goods trains. The troop-train overturned, mostly on to the neighbouring north-bound mainline track and, a minute later, the Glasgow-bound express ploughed into the wreckage, bursting gas tanks and pipes, causing it to burst into flames. Only seven officers

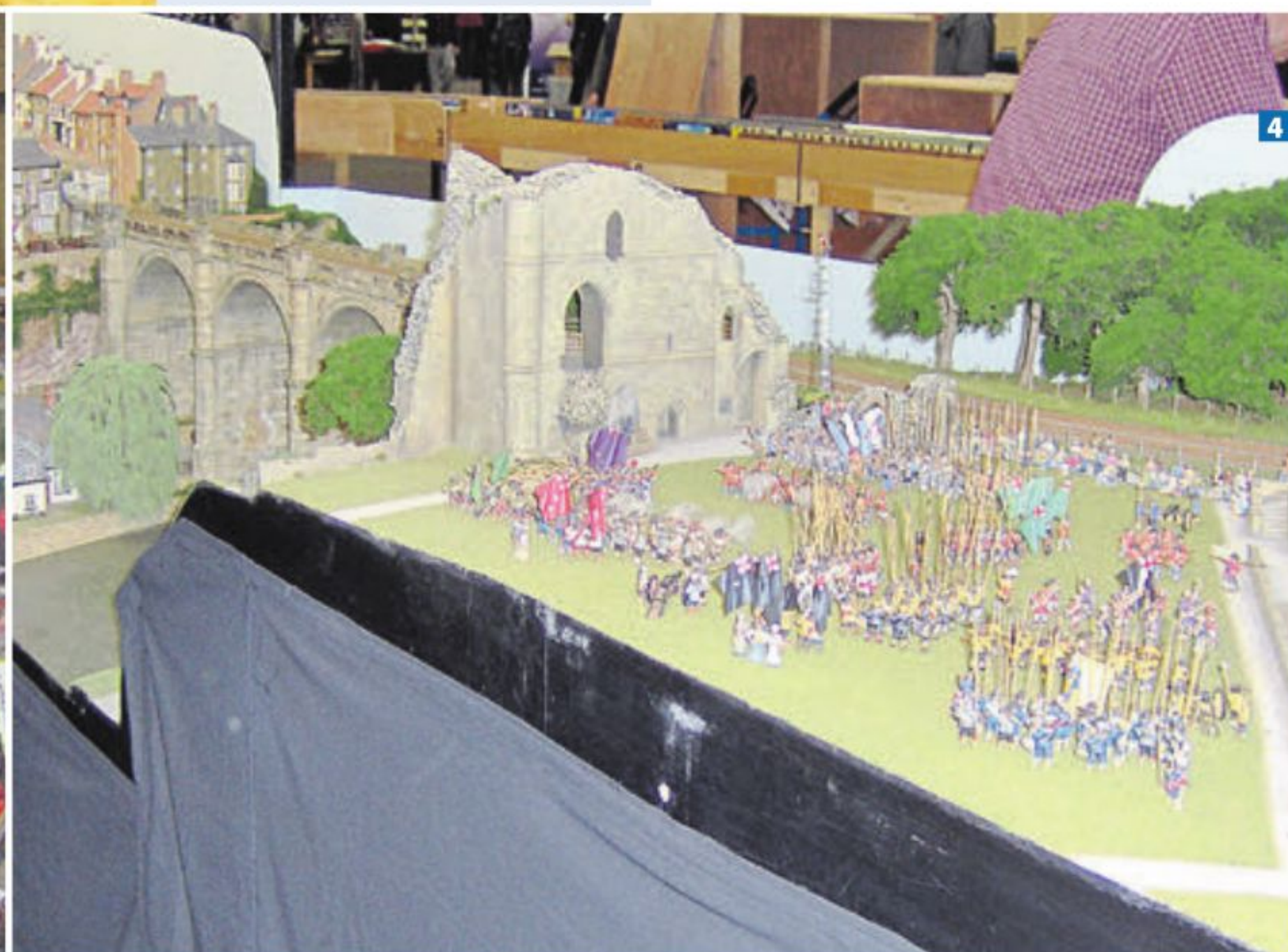


1. Traditional queues for the Westminster Central Hall exhibition.

2. Rev. Peter Denny's 'Leighton Buzzard - Linslade' layout IAN LAMB

3. Matthew Cadbury and his team provide a steady flow of items for sale. IAN LAMB

4. 'Calstock's Halton Quay' CHRIS PEACOCK



and 55 soldiers survived unharmed. Two hundred and sixteen of all ranks plus 12 others, mostly from the express but including the driver and fireman on the troop-train, died in, or as an immediate result of what was, and remains, Britain's worst railway disaster for numbers killed. A further 220 from the battalion were injured, some seriously.

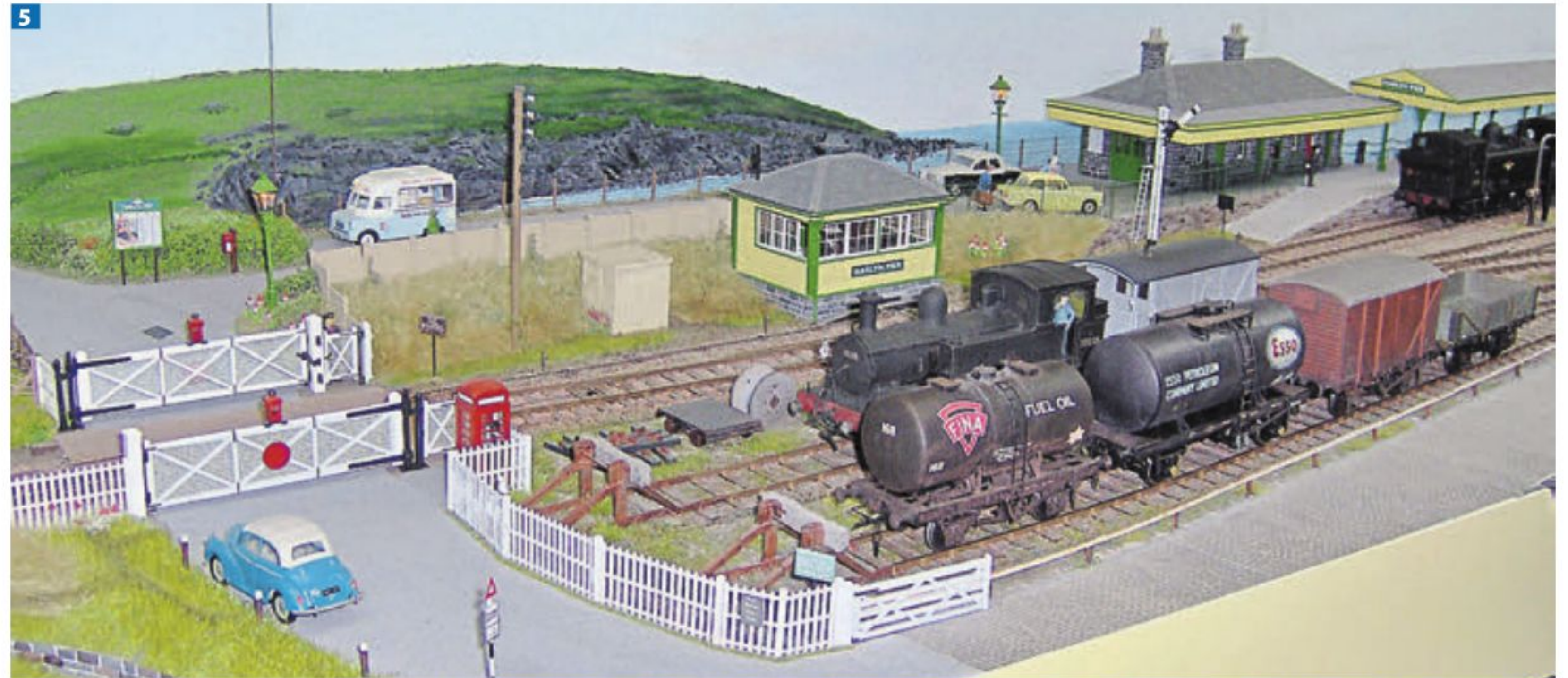
I was born a 'Leither' during the Second World War but also lost a distant relative in the First World War at Quintinshill so I found the presentation by members of the Great Central Railway Society very poignant, and their efforts show once again how important these preservation groups are, not just to the real railway scene, but to the model railway fraternity as well who may care to model them.

The accident was made worse by the fact that most of the carriages were of an old Victorian design, made of wood and lit by gas. Fifteen years ago the Great Central Railway (GCR) Rolling Stock Trust located the remains of one of the type of Victorian carriages forming the majority of the troop-train. Since then members have faithfully and meticulously restored the carriage, most generously dedicating it to the memory of those who died at Quintinshill.

Such ventures as the London Festival of Railway Modelling are only possible with relevant support and sponsorship. In this case BRM/Warners, who run the show, put in significant resources to pull it all together. They worked closely with exhibition manager Tom Cunnington, who has performed that role since 2013, ably assisted by layout coordinator Nick Freezer, who faithfully scours the land for the best model railway layouts to grace the following year's halls.

The Model Railway Club realises how important it is to raise funds for the ongoing work of the club at Keen House. To that end the book and second-hand shops normally yield quite a substantial sum, and in the process enable visitors to 'Ally Pally' to truly grab a bargain!

Tom took time at the end of the festival to ask visitors on leaving the event if they enjoyed the show; what their favourite thing was, and what could be done better. Hopefully we'll see this year's visitors – and more – at the London Festival of Railway Modelling in 2019, to continue the trend from increased attendances this year.



5. 'Harlyn Pier' IAN LAMB

6. 'Lacey Dale' IAN LAMB



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Fleischmann

Fleischmann was another European manufacturer in the 1970s which produced models for the British market. Tony Stratford takes a look at one of the most famous names in European railway modelling, one that is still very much in business today.

FLEISCHMANN IS ONE OF Nuremberg's oldest toy makers. It was established in 1887 by Jean Fleischmann. An engraver by profession, he had produced paperweights and other products before commencing the manufacturing of tinplate toys in 1898. Within a year a new factory was opened at Bielingstrasse 23.

Early products included ships and magnetic maritime toys such as swimming animals, walking animals and water fountains. These were produced under the name Gebrüder Fleischmann Nürnberg (GFN) also known as Fleischmann brothers. One of the companies that Fleischmann supplied was Bing. The company won a gold medal at the World Exhibition in Brussels in 1910 for the quality of its toys – the winning entry being a fine 1:100 scale ship model of *Crown Princess Cecilie*.

After the death of Jean Fleischmann in 1917, the company was run by his widow Kathe and his brother Jobst. They were succeeded in 1940 by sons Johann and Emil Fleischmann.

It was for its boats and ships that Fleischmann became best known. These were made of steel and powered by either live steam or clockwork motors. When Bing ceased production in 1932, Fleischmann acquired the maritime tooling from the company and added them to its own range. In addition to the production of toy boats in the 1920s and the 1930s, Fleischmann's model makers produced liners for the publicity department of Norddeutsche Lloyd during this period.

Fleischmann Magic Lantern – an early product of the company.



In 1934 the company introduced a metal construction set similar to the Meccano system produced in the UK.

Doll & Co

Another Nuremberg company, Doll & Co, was formed in 1898 by Peter Doll and Isaak Sondhelm. It manufactured a range of static steam engines which was its prime activity until just before the outbreak of the First World War when it moved into clockwork toy production.

In the 1920s Doll began manufacturing O-gauge model railways.

Max Bein, a nephew of Isaak Sondhelm, joined the company in 1911 and was running the company during the 1930s. Like several others in this series, Bein was of Jewish descent and in 1938 was forced to sell the company to Fleischmann. The Fleischmann company was permitted to pay Bein only a token amount, certainly far less than the company was worth for such a successful operation employing some 250 people. The sale to Fleischmann allowed Max Bein and his wife to move, initially to Holland, before being reunited with their children in the US. The Bein family remained in contact with the Fleischmanns, who kept the name Doll & Co alongside their own.

After the war they bought out the remaining shares owned by Max Bein, who just before his death in 1960, also received compensation from the German government.

Model railways

Fleischmann began producing O-gauge model railway items in 1938 using

tooling acquired from Doll. The company initially continued using the Doll logo on the items produced.

Just as it was in England, toy production was suspended on the orders of the German government. The production facilities in Nuremberg concentrated on manufacturing gas masks, visors and other equipment for the forces.

Part of the factory was bombed and partially destroyed but was rebuilt by the time toy production recommenced in 1945.

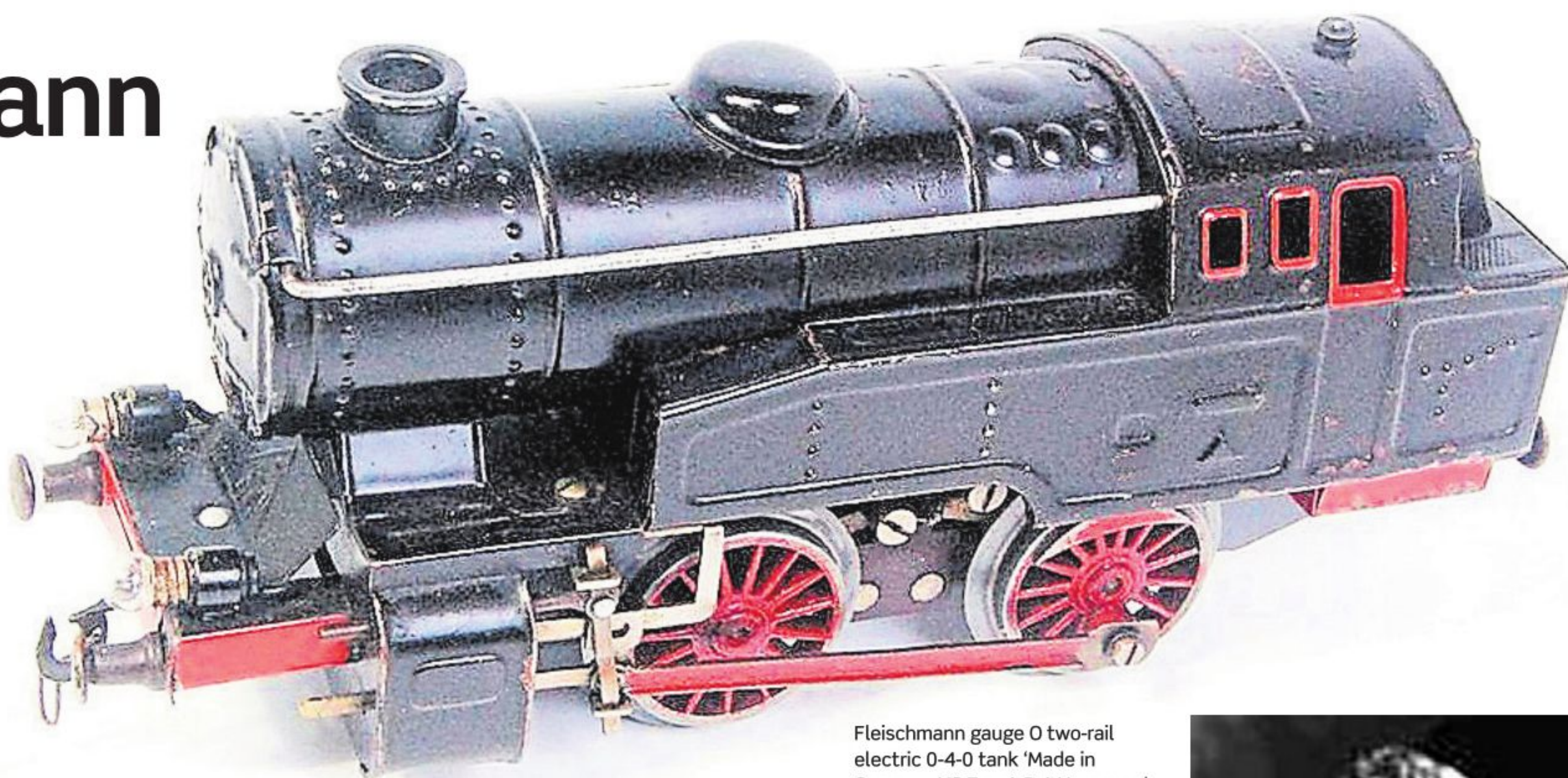
The entire early postwar production runs were sent to the US under the Marshall Plan, which saw tinned food being exchanged for them. Many of these items which were naturally based on German trains were marked 'Made in Germany US Zone'.

The first Fleischmann-designed trains were announced at the Frankfurt Toy Fair in 1949. In addition to clockwork trains, it also produced the first two-rail electric models to be produced commercially in O scale in Europe. These ran on steel track with cardboard sleepers.

The tinplate O-gauge locomotives and rolling stock continued in production until 1959 when they were discontinued.

HO scale

Most readers will be familiar with Fleischmann HO products, which were first announced at the Nuremberg Toy Fair in 1952. The first models were produced to 1:82 scale but during 1965 the company began adopting the more normal 1:87 HO scale with all products fully converted by 1970. Fleischmann again adopted two-rail operation



Fleischmann gauge O two-rail electric 0-4-0 tank 'Made in Germany US Zone'. Pat Hammond



Jean Fleischmann. Fleischmann Museum

and was the first of the German HO manufacturers to do so. Graham Farish and Rovex had adopted this system in the UK in 1949 and 1950 respectively.

In 1959 the company began using plastic injection-moulding processes for the construction of locomotive bodies, coaches and wagons. In 1966 the first of the tender-drive steam locomotives was produced.

During the 1960s many commercial model railway layouts in the UK, such as those found at tourist attractions or seaside resorts, adopted Fleischmann products for their reliability and performance, often running for hours on end.



A Fleischmann four-funnel steam ship.

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Construction of a new factory in Heilsbronn, some 17 miles south west of Nuremberg, commenced in 1964. It remains the administrative and distribution centre of the current Fleischmann operation.

Oscar, the son of Johann, joined the family firm in 1965 while his cousin, Horst, the son of Emil, did likewise in 1969. Oscar went on to become technical director and Horst, managing director. Oscar retired in 1996, while Horst continued as managing director until the takeover in 2008. Oscar passed away in 2015.

The products were considerably more expensive than that of other contemporary British brands at that time. There was, however, a considerable gulf between detail and running characteristics that British modellers envied at that time. Today, that gulf has been eroded and many of the products available from British brands match the very best of European brands such as Fleischmann. For demanding the best that the European brands offered we now have to pay similar prices at the till, the gap in prices no longer being as wide as it was.

The company produced a rack railway in both HO and N gauges for running up and down mountains using the rack and pinion system used on a number of European lines and nearer to home on the Snowdon Mountain Railway at Llanberis in North Wales. These often provided a welcome addition to the large permanent exhibition layouts alluded to previously.

a Fleischmann HO-scale locomotive running in a shop window display ran for 2299km (1428.5 miles) setting a world record.

Fleischmann has produced a large number of models of German and other European prototypes over the years. It has been at the forefront of innovation over the years, introducing Profi-track in 1982 and pioneering advanced electronics and computer control. In 1967, like many other model railway manufacturers, Fleischmann also entered into the world of slot-car racing.

American products

Like many European manufacturers, Fleischmann entered the American marketplace in the late 1950s. Among the products produced was an Alco FA 2 diesel with die-cast body, a 2-8-2 Mikado along with coaches and wagons of American prototypes. These models were phased out around 1960, some of them being produced for Penn Line Model Trains, who themselves ceased to be in 1963.

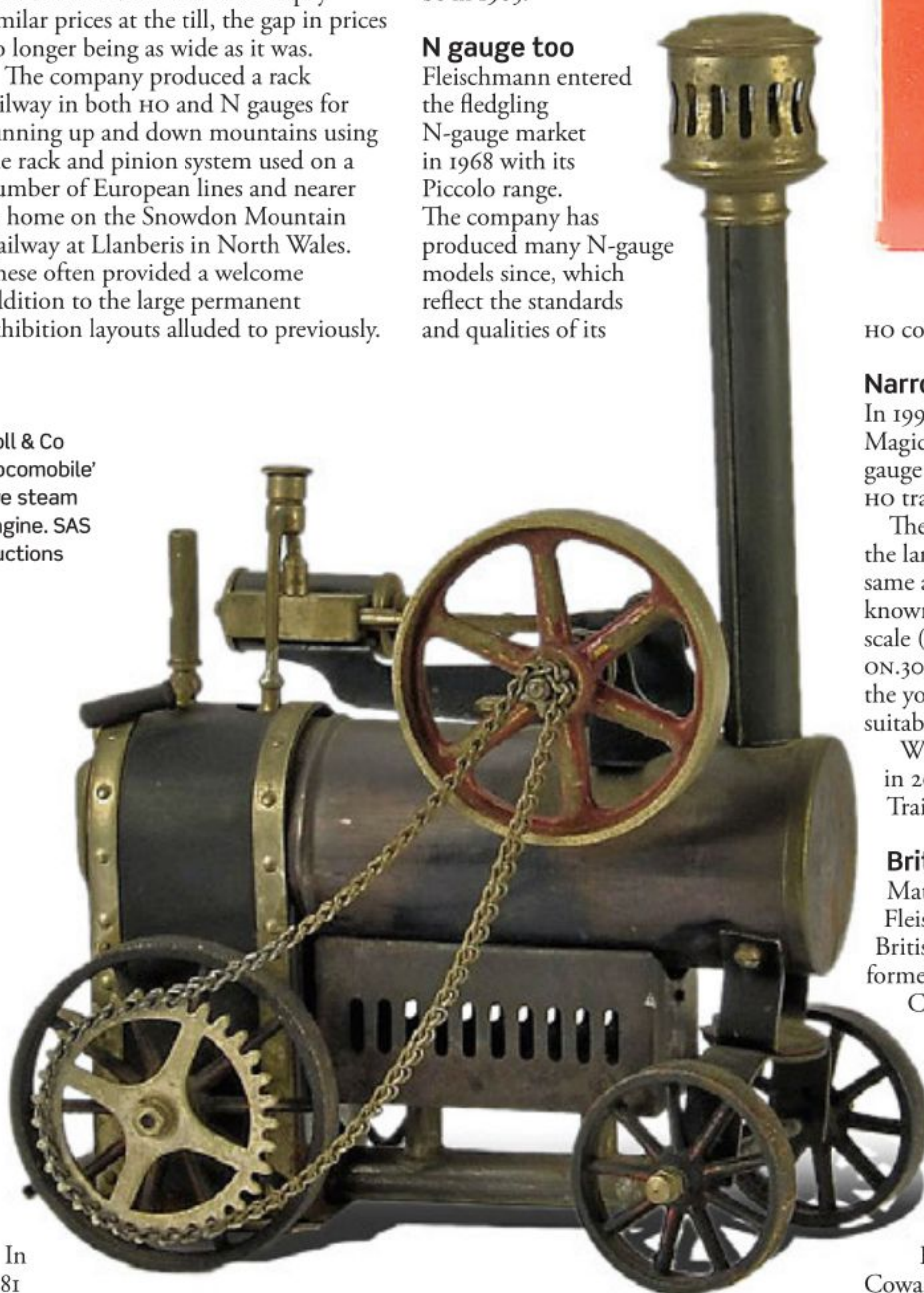
N gauge too

Fleischmann entered the fledgling N-gauge market in 1968 with its Piccolo range. The company has produced many N-gauge models since, which reflect the standards and qualities of its

Fleischmann pair of German-outline HO locomotives.



Doll & Co
'Locomobile'
live steam
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In
1981

HO counterparts.

Narrow gauge O - pure magic

In 1992, Fleischmann introduced the Magic Train range of O scale narrow gauge (1:45 scale) trains which ran on HO track.

The models had all the benefits of the larger scale without requiring the same amount of room. The scale is known in Europe as either O16.5 or Oe scale (Americans describe the scale as ON.30). Some of the range was aimed at the younger modellers, while they were suitable for detailing by scale modellers.

When Fleischmann was taken over in 2008, production of the Magic Train range ceased.

British involvement

Matt Ascoug became involved with Fleischmann for many years as the British importer and distributor. A former fire officer, Matt set up the King Charles Sports Centre around 1955 in King Charles Street, Leeds.

The shop had an extensive model department and was at the forefront of promoting continental railway modelling and was the major leading Fleischmann retailer in the UK.

In the early 1960s Fleischmann was distributed by Cowan de Groot, a London-based toy

wholesaler and distributor. It owned the Codeg brand name among others, which appeared on toys they imported and distributed.

Cowan de Groot was founded by S D Cowan and A de Groot in 1919, and while initially being an importer of early tinplate toys from Germany and Japan, they would go on to become one of Britain's biggest wholesalers of toys. The company is now listed as a toy wholesaler based in Peterborough.

When Cowan de Groot gave up the Fleischmann agency, they recommended Matt Ascoug as their successor as he had an extensive knowledge of all things Fleischmann. Matt set up a new distribution company, M & R Model Railways, which traded from the Vasalli Showrooms, Central Road, Leeds 1. The *Railway Modeller* for November 1965 carried the first advert for M & R as Fleischmann's UK distributor. It was announced in the December 1965 magazines that 19-year-old Richard Clark had been appointed manager of the King Charles Sports Centre. He remained in charge after the October 1969 issue of *Model Railway News* announced that Beatties, the London-based model railway retailer that had taken over the former Bassett-Lowke shops in London and Manchester, took over the King Charles Sports Centre. This allowed Matt Ascoug to

move south to Sussex. The November 1970 *Model Railway News* contained a review for Fleischmann products giving the M & R (Model Railways) Ltd address as 2 & 3 Hove Place, Hove, Sussex.

M & R wholesale distributed Fleischmann, Faller, Noch, Preiser and Sommerfeldt and later operated from 27 Richmond Place, Grand Parade, Brighton.

In 1975 Ascoug established the Fleischmann Technical Centre within the Regents Palace Hotel just off Piccadilly Circus in London. Here dealers' technical staff were trained to enable them to repair and service customers' trains.

Matt Ascoug died in Brighton on March 4, 1981 and his former business partner John Hills continued the business until he retired shortly after the takeover of Fleischmann by Roco. John is currently the agent for the Minitrains series of narrow-gauge model railways, whilst Gaugemaster in Ford became the Fleischmann and Roco distributors.

British outline models

Following success in the British marketplace through Matt Ascoug's M & R company, Fleischmann entered the British ready-to-run market in 1977 by releasing a British Rail Class 42 Warship diesel in both green and blue liveries.



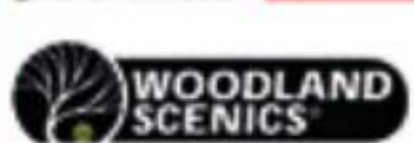
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Fleischmann BR blue 'Warship'
Class No. 818 Glory.

The locomotives included three finely printed headboards for the 'Torbay Express', 'Cornish Riviera Express' and 'The Mayflower'.

The Warship was an easy option for Fleischmann as they were developed from the German V 200 which was first built by Krauss-Maffei in 1953-1954. These locomotives had a distinctive bulbous cab design and were built under licence by British Railways Swindon Works for service on the Western Region of British Rail. Deliveries commenced in 1958 with 38 locomotives being constructed. They later saw service on the Southern Region, notably on London Waterloo to Exeter services.

There is no doubt that these were probably the best ready-to-run British outline models to be produced at the time of release. Unfortunately, and not for the first time in this series, the manufacturers opted for HO scale (3.5mm) rather than the British standard OO (4mm). While HO is superior in terms of accuracy throughout the rest of the world, the British domestic market defiantly hangs on to OO scale.

To go with these, Fleischmann released three Bulleid coaches, which again surpassed anything on the market at that time. These were released only in BR green livery and were based on coaches in traffic on the Bluebell Railway. The three types were a First and Third Composite, Corridor Third and Open Brake Third.

Also planned but not released was a West Country Class 4-6-2 with original streamlined casing and was to feature the preserved *Blackmore Vale* locomotive. It is a long-term resident of the Bluebell Railway, having moved there on closure of the Longmoor Military Railway in 1971 but it is currently out of traffic.

Sadly, the lack of interest in British HO scale killed off the range in the UK, although they could still be purchased well into this century from German retailers. They last appeared in the 2000-

or catalogue and could occasionally be obtained through the pre-owned suppliers. The final release of them in the UK appeared through Fleischmann dealers after the takeover by Roco.

End of an era

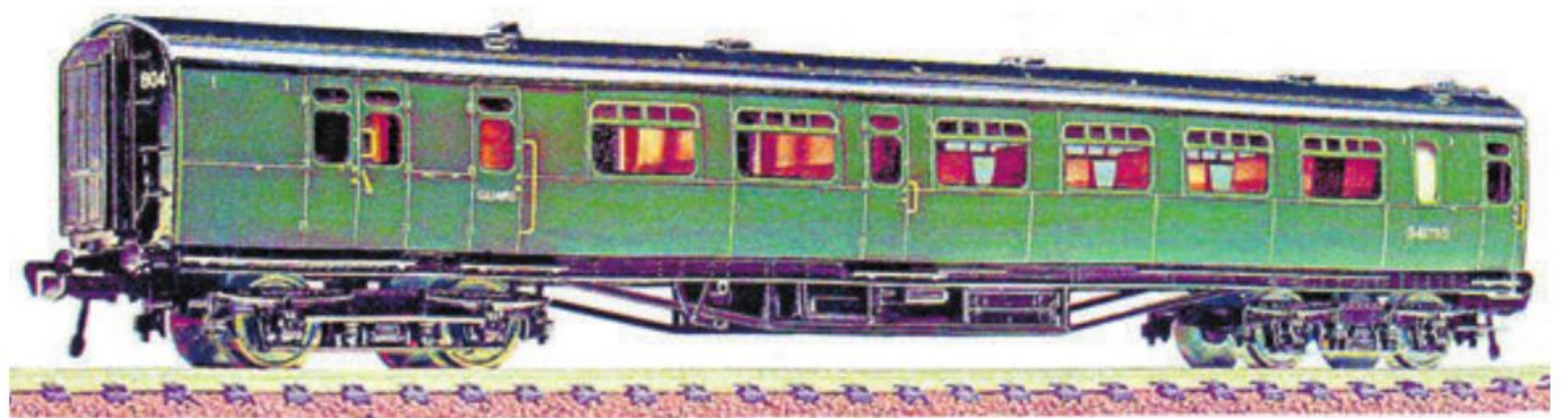
After 121 years being run as a family-owned business, Fleischmann was sold in February 2008 to Modelleisenbahn GmbH, which had purchased the former Roco Manufacturing Company of Austria, which too had been in financial difficulty. Fleischmann has run as a separate brand under Modelleisenbahn GmbH, alongside Roco. At the time of the takeover the company employed 340 people and had a turnover of some 22.5 million Euros.

Rolf Fleischmann, the great-grandson of Jean and son of Horst, joined Fleischmann as export sales manager in January 2002. Rolf left Fleischmann in February 2008 and worked for both Liliput and Piko, where he held similar roles before starting his own company NME Nürnberger ModellEisenbahnen in January 2013.

The future

It was announced recently that production of Fleischmann HO models would cease in 2019 with Roco supplying the HO market. Fleischmann would remain as the leading manufacturer of German N-gauge models. Roco has not produced N-gauge models since taking over Fleischmann in 2008.

Roco/Fleischmann currently employ 750 people across several sites in Germany with some production now taking place in Romania, Slovakia and Vietnam. The model railway market in Europe has changed considerably over the past decade. Once served by 10 major manufacturers, it now has more than 40, reflecting what is happening in the British market. In August 2017, parent company Modelleisenbahn GmbH put the company up for sale. Turnover for the group in 2016 was



Fleischmann's three Bulleid coaches for the British market.

some 49 million Euros.

The author would like to thank John Hills and Ian Fowler of Gaugemaster for

assistance in producing this article.

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Express Models DCC coach lighting kits

Installing a DCC lighting system will illuminate any coach with DCC track power – and this is how it's done

THE SUBJECT OF COACH LIGHTING HAS BEEN described in *RMM* before, where a simple battery-powered lighting strip by Train-Tech could be installed in almost any ready-to-run coach regardless of whether the model was to be operated on a DCC or traditional analogue-controlled layout. The use of a battery made the lighting independent of track power. A further advantage of the Train-Tech product was not having to do any soldering against the need to find a convenient way of changing batteries every now and again in coaches of complex assembly such as the Bachmann Mark 1 or Mark 2.

An alternative method of installing coach lighting is to use a kit that draws current from the power in the running rails of a layout in the same manner as a locomotive does – the advantage of using track power is not needing a battery. Users of Digital Command Control (DCC) systems can take advantage of constant track current, providing power for more than locomotives – it keeps lighting systems constantly illuminated too. A low current consumption lighting kit using LEDs for illumination is a great solution to illuminating the interior of your model coaches, but at the price

of a little soldering. Most modellers, experienced or otherwise, can turn their hands to a little electrical soldering every now and again, so installation should not present too much of a problem.

How the Express Models kit works

Express Models has been providing lighting solutions for locomotives and rolling stock for many years and was innovative in designing lighting kits for Lima and Hornby models before installed lighting in locomotives together with DCC became the norm. Today, Express Models offers interior lighting kits and a variety of other products for layout lighting and animation. Its DCC coach lighting kit consists of an LED strip with self-adhesive backing long enough to fit the longest British outline coach, but can be trimmed to fit smaller coaches. It is powered by a small circuit board which is fitted out with capacitors for constant lighting, together with a rectifier to convert DCC track power to 12V DC to power the LED strip. Connected to the circuit board is a small potentiometer which is used to control the level of brightness. This is a particularly thoughtful addition to the circuit, as I will explain later in the article. The circuit board is simply connected to track power through current collection pick-ups fitted to the coach bogies and the circuit board does the rest.

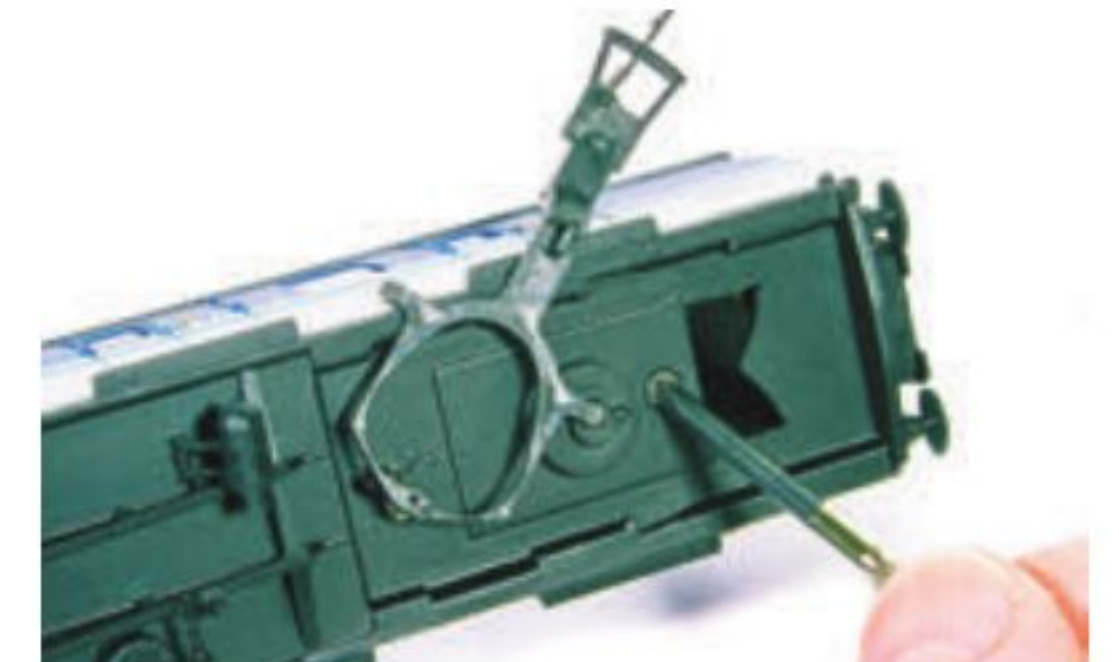
The LED lighting strips from which the lighting kit is made are made up in combinations of LEDs with convenient cutting points along the strip. The cutting points are clearly marked with a scissors symbol and indeed, they may be cut with scissors! Solder pads are also located at each cut line in the strip. The one provided in the kit has cutting



Interior lighting is a favourite topic with modellers. Although many new models are now being fitted with interior lighting, older ones such as the Bachmann Mark 1 coach are not so equipped. This project demonstrates how a lighting kit can be used to easily equip a typical coach model with DCC powered lighting.



The models, unlike more recent releases from Bachmann, are not fitted with any current collection system to the bogies. Fitting current collection pick-ups is part of the installation project.



Of the three screws that hold a typical Bachmann Mark 1 coach together, two of them are hidden under the bogies.

points every three LEDs, making it easy to cut to fit any coach. Leftover strip can be used elsewhere on the layout, powered with a 12V DC supply.

Body installation

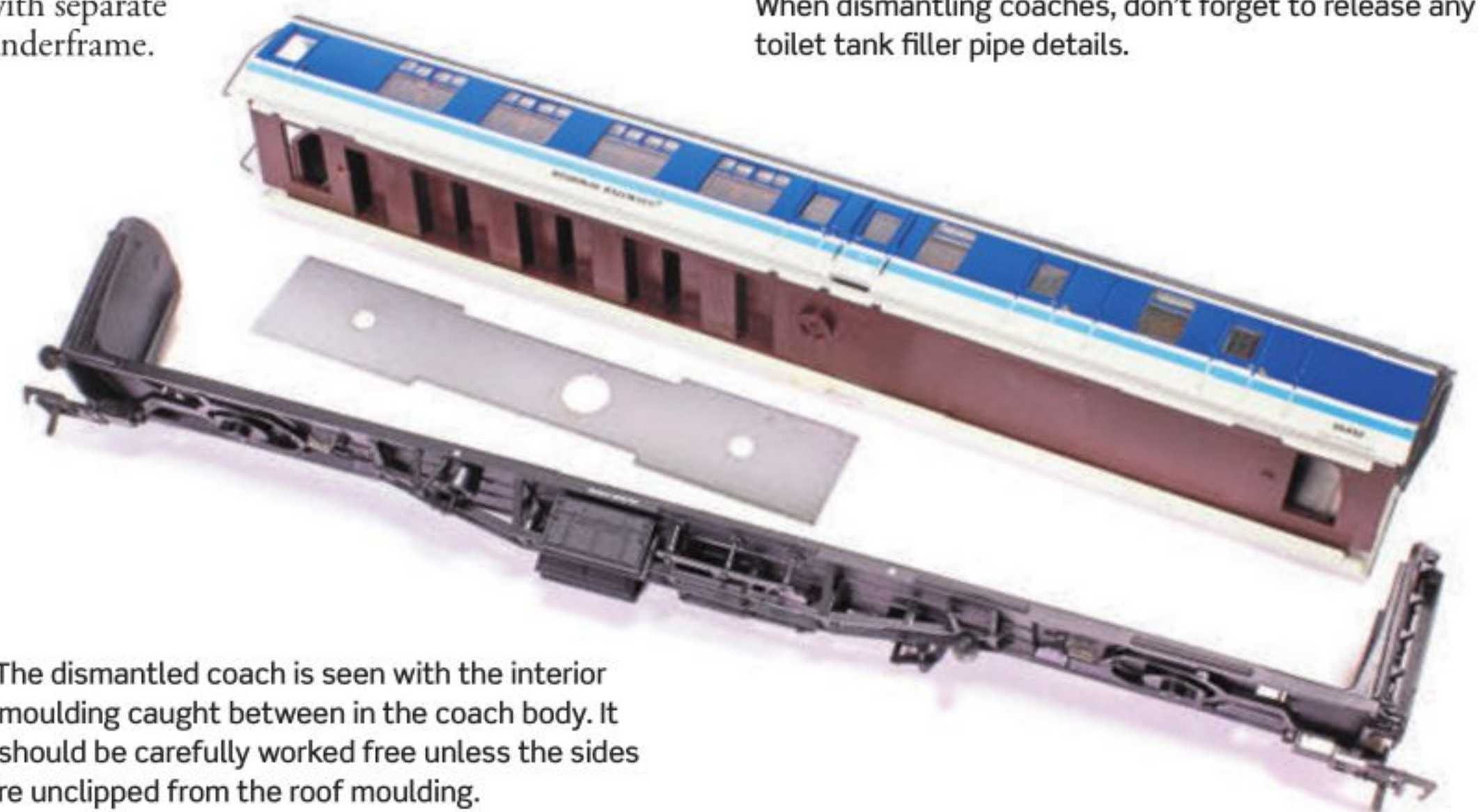
A Bachmann Mark 1 BSK coach was selected to demonstrate the fitting of the lighting kit. It's a good choice to show how complex an up-to-date model design can be. Some model coaches consist of a complete body shell clipped to an underframe, by far the easiest type to fit coach lighting to. However, some of the Bachmann range of coaches break down into a roof, sides and ends together with separate underframe.



When dismantling coaches, don't forget to release any toilet tank filler pipe details.



The Bachmann Mark 1 BSK is a typical OO gauge coach model that's available in a variety of formats and liveries to suit both steam and diesel era layouts. The Mark 2 coach range is constructed in a fairly similar way. It can be a challenge to fit with lighting.



The dismantled coach is seen with the interior moulding caught between in the coach body. It should be carefully worked free unless the sides are unclipped from the roof moulding.

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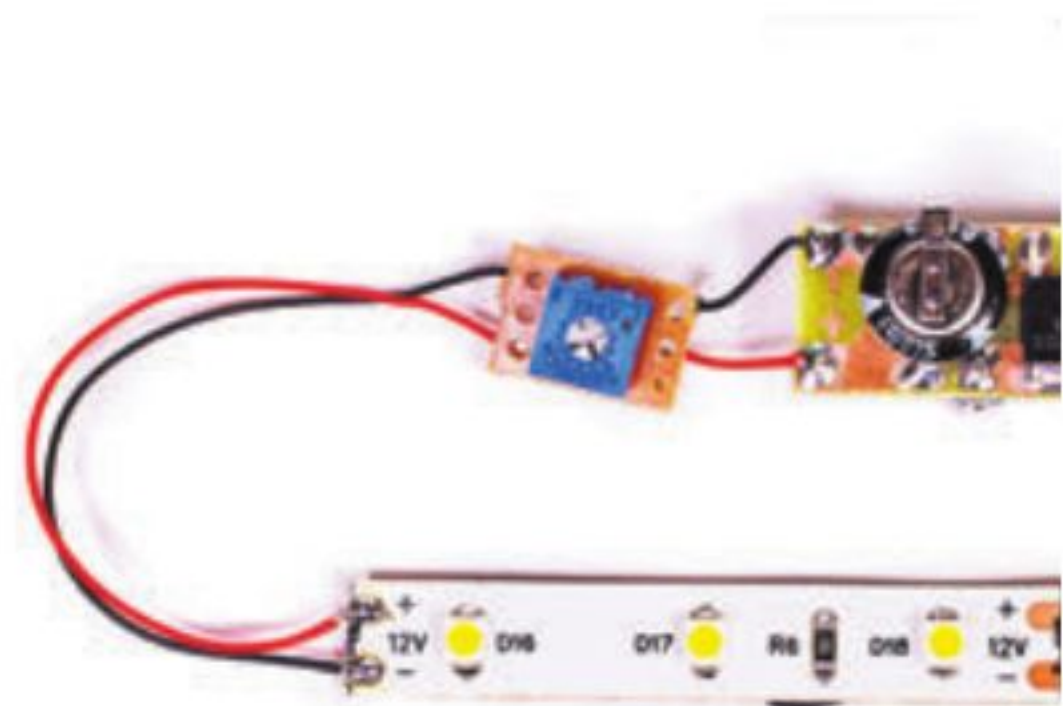
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The Express Models lighting kit consisting of circuit board with capacitors, a potentiometer to control lighting levels and lighting strip which may be cut to length at set cutting points.



Test-fitting the trimmed lighting strip to the model, taking care to position LEDs in compartments of the BSK coach.



Two wires connect the circuit board to the lighting strip - black to the negative terminal and red to the positive terminal. The kit is tested before installation by removing the backing paper from the lighting strip and securing with the self-adhesive backing.



A kit with warm white LEDs was chosen for the Mark 1 coach. It's looking good at this stage, if a little bright. The light level is dimmed by adjusting the potentiometer with a small screwdriver.



The compartment partitions are trimmed at the top to clear the lighting strip. About 1.5mm of plastic was removed.



Having installed the kit, the coach is reassembled, with the power leads being fed through the close coupling cam opening to reach the bogies.



The circuit with track power is completed through wiper current collection pick-ups fitted to the bogie. When using the original Bachmann wheels, give them a thorough clean!



An alternative to using wiper pick-ups which can cause friction on the wheels is a low friction system such as that designed by DCC Concepts. It is available as replacement OO-gauge wheel sets or separately for use with other wheel sets.

To complicate matters, there is usually a close coupling cam mechanism built into the underframe moulding too. This can make the fitting of a track-powered lighting kit an interesting modelling exercise. However, there is no reason why this project should take more than a couple of hours - an evening of relaxed work bench time should do it.

First dismantle the coach, carefully placing screws and fixings in a small box or trinket tray to prevent them from becoming lost on the work bench. The Bachmann Mark 1 coach used in this project has three body securing screws and three wire details on the end of the coach which have to be released. First, undo the two toilet tank pipes and the wire safety rails located on the coach ends - they may vary or not exist at all depending on the type of coach being worked on. Two of the three retaining screws fitted to Bachmann Mark 1 coaches are hidden under the bogies, with one located in the middle of the underframe. The coach should now come apart quite easily to reveal the interior moulding caught between the coach sides - it needs to be carefully worked out of the body.

The interior moulding is a feature which will have to be taken into account when fitting the lighting strip. If the model is an 'open' coach, the strip will not be affected by the interior moulding except at the ends where lavatory compartments are located. I used a BSK which has compartments and a quick check showed that the interior moulding sits tight up against the ceiling of the coach when assembled. A little plastic was removed from each of the compartment partitions to make room for the lighting strip.

Furthermore, the position of the strip was carefully determined to prevent an LED from being



The DCC Concepts wheels and low friction pick-ups as fitted to the demonstration coach. Note that only one wheel axle collects current with this system, so it is good practice to use them on both bogies of the coach, with linking wires installed in the interior of the coach.

positioned between compartments. Once happy with its location, it was trimmed to fit by cutting it at one of the cutting points. The black and red circuit board wires were soldered to the strip and the white wires to hook-up leads to test the circuit before finally fitting it to the coach. Once tested, the backing paper was peeled from the lighting strip to stick it firmly to the underside of the roof.

Current pick-ups

The kit comes complete with some phosphor-bronze wire and PCB for fitting one bogie of the coach with current collection pick-ups. The PCB is glued firmly to the bogie and the pick-up wire cut to length and soldered in place so it acts on the



The final result is an illuminated interior ready for detailing!

rear face of the wheels. Bachmann fits very good metal wheel sets to its coaches which are insulated on both sides - when shaping the wire to touch the rear faces of the wheels, be sure to clear the insulating bush. A little adjustment is required together with testing to achieve a good contact yet not exert too much pressure on the rear of the wheel.

Some more up-to-date Bachmann coach designs such as the new Hawksworth Auto-trailer or the Thompson coaches feature bogies with low friction split axle current pick-up for the fitting of interior lighting. This takes away the difficulty of installing pick-ups to these coaches when installing your own lighting kit.

DCC Concepts low friction current collection

One of the problems of wire pick-ups working on the rear of the wheels is friction, which prevents the coach from rolling smoothly and can also cause some squealing. A solution to this is to fit low friction pick-ups such as those designed by DCC Concepts.

They are supplied with a replacement wheel set which has one insulated wheel and one live one making the axle live too. The pick-up acts against the axle instead of the rear face of the wheel. However, pick-up is only from one wheel power axle, making it necessary to consider fitting both bogies of a coach with them.

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Adjust the potentiometer to about two-thirds of full brightness, which equalises the back-up current from the capacitors with normal lighting levels to make power interruptions almost unnoticeable – in effect, free of flicker!

The pick-up axle springs are available separately to use with other wheels but one wheel has to be electrically bonded to the axle to complete the electrical circuit. Bachmann coach wheels being insulated on both sides are not suitable unless one can be bridged to allow current to flow to the axle on one side. This may be done with electrically conductive paint, for example.

Points to note:

- Works with DCC track power.
- Fitted with storage capacitors for dealing with power interruptions.
- Some soldering required.
- Use the potentiometer to set a realistic lighting level.
- Select the LED colour to suit your model's era – warm white being used in this project.
- Ideally, power should be collected from both bogies of a coach.
- Consider using low friction pick-ups such as those made by DCC Concepts.
- Clean the wheels carefully before testing.
- A decoder can be used to control the lighting circuit.
- An illuminated coach interior looks great when detailed with passengers and other features!

Contact details:

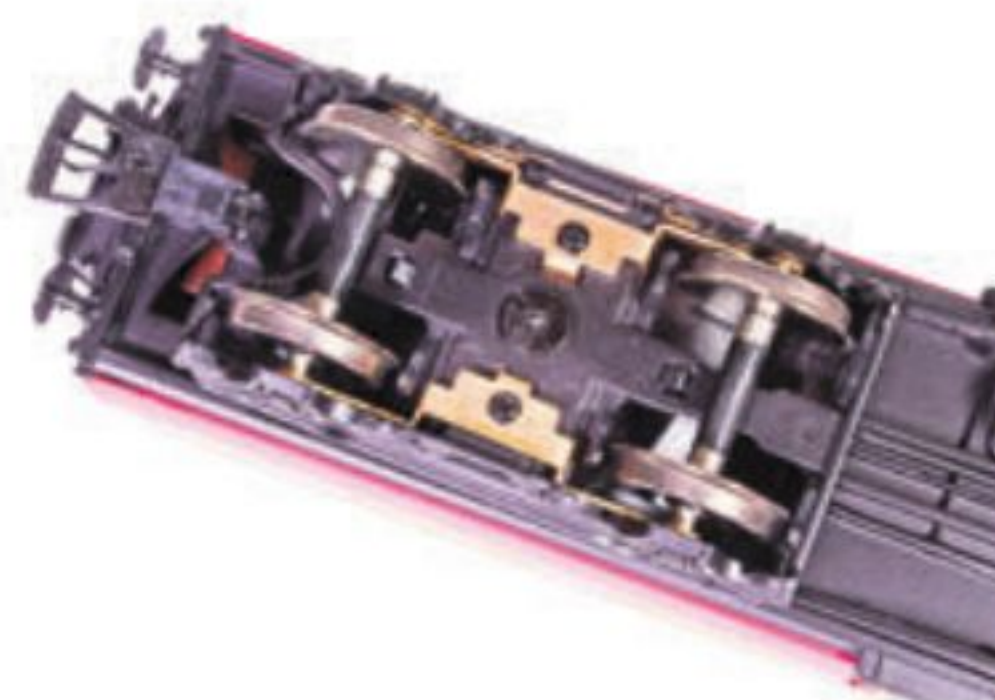
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Decoders

The Express Models lighting kit can be powered with direct DCC track current without any further additions to the circuit. However, it remains illuminated when the coach is on the layout unless some method of switching the current on and off is fitted. The logical method of controlling the interior lighting without having to remove the coach from the layout to operate a physical switch is to fit a decoder. A simple, low-cost one will do – simply solder the lighting circuit leads to the blue and green wires of the decoder and operate the circuit using function button No. 1. I use older decoders taken out of models which have been upgraded for this type of installation – the decoders might not provide the same level of performance as newer designs, but they will still operate lighting circuits well!

Finishing off

Reassembly of the Bachmann Mark 1 coach used in this project turned out to be simpler than I expected. I positioned the circuit board inside the luggage van area of the body so it would not be visible through any of the windows. Insulation tape should be to hand in case there's a chance of the circuit board making contact with solder pads on the lighting strip. The potentiometer was adjusted to a level of brightness that was about two-thirds the maximum brightness. This is desirable because at maximum, the interior was too bright and, when power was lost through dirty track, the back-up current stored in the capacitors illuminated the interior at around the same level, making the slight interruptions almost unnoticeable! Current drain from the capacitors was also reduced as a result of the lower demand. As an aside, to see how the capacitors work as a power storage device, the lights will remain lit after the coach has been removed from its power source, although after a



few seconds, the power level will fade. Normally, a hole would be drilled through the floor of the coach interior and the underframe to allow the wires to reach the pick-ups fitted to one or both bogies. However, luckily, there was more than enough room to feed the fine wires through the coupling cam opening to reach the bogies without interfering with the cam's mechanism itself.

The lighting kit is pretty easy to install, particularly for an experienced modeller, and the effect is very good too. Although materials to take power through one bogie are included, clearly relying on the capacitors to deal with any interruptions, I prefer to fit pick-ups to both bogies, bearing mind that friction over a train of lighting-equipped coaches might be a factor for some layout operations. Despite that, the Express Models lighting kits are great for any coach... regardless of era or country!

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Recent models from Bachmann feature pick-up systems for interior lighting even if no lighting is installed at the factory. This feature is found on the new 'Thompson' and 'Birdcage' coaches together with the Hawksworth auto-trailer. This makes fitting an Express Models DCC lighting kit very simple to do.



The Bachmann current pick-up system consists of insulated split axles which run in phosphor-bronze bearings which are also low friction pick-ups – four to a bogie. The prongs on the top of the bogie reach the interior of the coach, ready to have wires soldered to them!

A closer view of the 'Gresley' bogie removed from a Thompson coach showing the prongs and pick-up fittings set into the rear face of the cosmetic side frames.

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Dreaming of Willington Waggonway

Dear *RMM*,
April's *RMM* is superb. I have very much enjoyed reading the article on micro N-gauge layouts. Micro layouts are great fun even if operationally they are limited. It is simply enjoyable watching the trains go by. There is a super website by Carl Arendt – www.carendt.com – catering for all manner of micro layouts.

I was also interested in reading about The Times Atlas of Early Railways. I recently attended a conference summing up a research project on Tyneside concerning the excavation of a section of the Willington Waggonway of 1785. This is believed to be the earliest standard gauge waggonway yet discovered. I find it difficult to describe how it felt during my first visit to the site in July 2013. I think 'breathtaking' might sum it up. Over the summer it became apparent that it was a major discovery and part has been saved for display.

There are two related layouts that I would very much like to make. The first would be to model a section of the Killingworth Waggonway where George Stephenson might have tested *Killingworth Billy*. We dug some test trenches in 2005 without finding any proof, the problem is to construct the mechanism for such a small locomotive.

The second project would be the Willington Waggonway but it was horse drawn and while a diorama is possible it is beyond me to model the moving horses.

The Archaeological Report edited by Dominique Bell is available for a donation of £10 and is entitled Setting the Standard while a more general-interest book entitled *The Wooden Rails that Blazed a Trail*, (£4.99) is also available. Both are published by Tyne and Wear Archives and Museums.

Ian Holloway, via email.

Sleeper suggestion

Dear *RMM*,
I have just picked up my third issue of *RMM*, and I am very impressed with the features therein, indeed, I purchased items that were advertised.

One point I would like to raise is in connection with the LNER sleeping car featured on page 11. I – being an LMS man – have never seen a model of a Midland/LNWR/LMS sleeping coach. Would any manufacturer be interested in making one?

I have been lucky to live near Bere Ferrers in Devon, where a real full-size one exists. This I visited on a couple of occasions, wishing I could add one to my layout at the time.

Would any of your readers and suppliers give an indication of interest?

Richard J Hanks, via email.

The online version

Dear *RMM*,
I chanced upon a print copy of *RMM* at a small model railway exhibition recently. Congratulations and well done on its concept and execution. I am a fan of Nigel Burkin's work and photography and welcome his contributions.

Is there a source for online?

Ken Lavey, via email.

Editor's note: You can read *RMM* online here: <https://www.railwaymagazinemodelling.co.uk/read-on-line/>

All together now...

Dear *RMM*,
I picked up the March issue of *RMM* and it was the first copy I have seen. I am quite impressed. As for the collective noun for railway enthusiasts that you asked about in your editorial, how about these:

- A Beeching of railway enthusiasts
- or, on a more modern note,
- A Portillo of railway enthusiasts
- or,
- A junction of railway enthusiasts
- or
- A headshunt of railway enthusiasts.
- Just a thought.

Graham Astbury, Skipton

Woodhead electrics



Dear *RMM*,
I have just had chance to read the article on the Woodhead route, and always find Ian Lamb's articles of interest. I was also an 'Eagle' boy, and equally fascinated by the exploded diagrams. We also had three annuals from the 1950s, one of which had an article on the Bennie railplane, complete with drawings.

In 1964 my father and I went to Sheffield on an overnight train and took a morning train to Manchester. We had an EM2 and five or six Thompson coaches. The day was grey and drizzling as we climbed to Woodhead, worse as we left the tunnel. Looking back at the two old bores (sic!) one at least was open to the elements and you could see lights all the way in.

The locomotives worked in rotation, one sitting out of the station in a headshunt and coming on to the tail of the train just arrived. After the train had departed the released engine ran out to the headshunt to await the next one. I saw all of the EM2s that day.

We also visited Reddish shed where we saw quite a number of the EM1s. One was already on the scrap line, the body lying on the ground, next to its bogies. The EM2s that were spare were all there.

I still have an old Trix EM1 (pictured) but to HO scale, though the bogies look as if they are to OO gauge. I also had a Tri-ang CKD EM2 in blue but sold it long ago. It was a tragedy when the line was closed.

Ken McKee, via email

The World's Biggest Little Railway

To the people who weren't happy with this programme: I thought that this show was fun and centred on the engineering, and if you check the first episode, Dick Strawbridge does dismiss railway modellers as not the calibre of person he was wanting, albeit phrased differently.

If people feel that railway modellers weren't properly represented, you're quite right. The teams were 50% professional railway engineers and people experienced with large projects across varied terrain, 25% enthusiastic people who just wanted to do something different, and finally 25% of modellers from across the spectrum, including published experts, and paid professionals from Roundhouse; however, at the other end of the spectra, we had equal balance of 'loop of track and smokey joe', only linked by one key variable; when given the proposal, we actually stood up and were counted.

It comes to my attention that, having read the comments, some people had maybe watched a short section, or a mid-series episode at best, or were too busy raging to notice key details. The loco was supplied by Roundhouse, and they have *Silver Lady* on display after her adventure, her 'owner' was one of their team, and several members of the later driving team did also own the model; the first 'teams' to drive the trains were often people with no modelling experience. *Silver Lady* (the same one) ran the full 71 miles.

The train ferry caused a lot of controversy. Yes, we know, the boat should have sunk; just on the principle of the water pressure, loss of control from the bridge's steel construction interfering, not to mention the boat/loco ratios; however, there was no other course of action. Anyone experienced with Jupiter Locks would tell you that Lock 1 (lowest) is also the steepest from the moorings, with the towpath rising, crossing the railway and the road, and then staying level with Lock 2. This makes it impossible to get any waterborne

vessel (i.e. kayak, canoe) out at the lock at that point, however, Network Rail refused access to the track for any purpose beyond reasonable crossing. We had laid up to the track on both sides before being told about the boat, and at that point we'd seen neither locomotive nor boat. At the lock where the bridge was built, the lock gates and path would have left the loco to traverse a 90-degree turn with no support (while the gates met, the walkways did not) 40ft above the water of the lock.

The viaduct over the storm weir; it rained, you catch a glimpse at the end of the first episode, but two fronts of torrential rain met over that area, to the point where the waterways agency had refused us to some places, but the bridge stayed in place because, as was mentioned, the water of the Caledonian is balanced with the neighbouring river, and the maximum these drains ever reached in height was circa 4in, with weak flow.

Comments concerning how teams 'gelled' were unduly harsh, as Team B had a total screentime across the whole series of around five minutes, tops, and most of that was when we were told to work out the boat problem (you try arguing with Hadrian Spooner over hydrodynamics, while building a boat lift for a boat you haven't seen).

Dick Strawbridge is actually a remarkably accomplished modeller, he just has better things to brag about.

So I invite any and all who wish to argue about this – sign up for either the second series and you do it properly; if they do a second series, it will have to be longer, and they can't just use the same 'inept' teams again.

Or, show how proper modelling is done by signing up to the Great Model Railway Challenge, by Knickerbockerglory TV, which looks to be a show about 'proper modelling'. Derry Faux-Nightingale, via email.

Black Fives in Scotland

Dear *RMM*

Having several examples in model form I much enjoyed Nigel Burkin's article on the LMS Class 5 in the March edition but sorry, these versatile engines were not used on former GNSR lines. This territory, in the north-east of Scotland around Aberdeen, was the province of LNER B12/1s in the early 1950s until superseded by Thompsons all-purpose B1 Class.

The Black Fives were, however, extensively used on the former Highland Railway network around Perth and Inverness to the far north of Scotland with these MPDs having an extensive allocation of more than 100 of this class out of a total build quantity of 842. This does indicate their complete mastery of work in this mountainous and difficult area but their allocation to Aberdeen was zero.

Bob Tibbett, via email

DCC makes hobby expensive

Dear *RMM*,

Firstly thank you very much for your excellent magazine and a lovely lady editor too! A bonus.

I'd like to comment on James Wood's letter (February) in defence of DC, I agree with this gentleman entirely.

Another aspect of this DCC vs DC argument is the vital one – cost! Our hobby is expensive enough but now that every loco I want is fitted with DCC means I have to pay for it. I'm 82 and have been a railway modeller all my life but today the price of the hobby has become prohibitive. Do we really need the incredible detail on every carriage or locomotive, in N gauge you can hardly see it anyway, especially with my elderly eyes. I cannot see how the young people we need for this superb hobby to survive are ever going to afford it.

Roger Bird, via email

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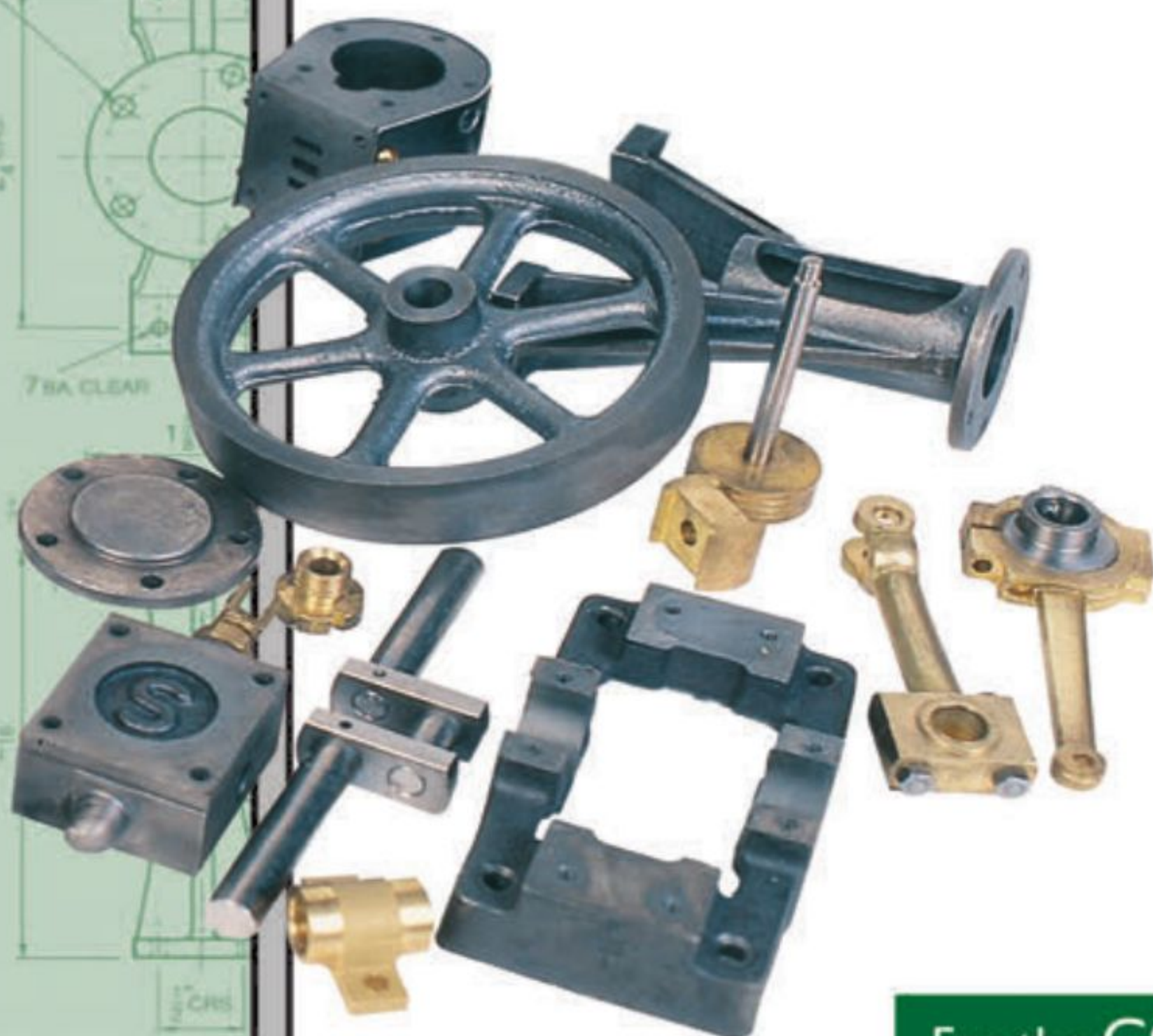
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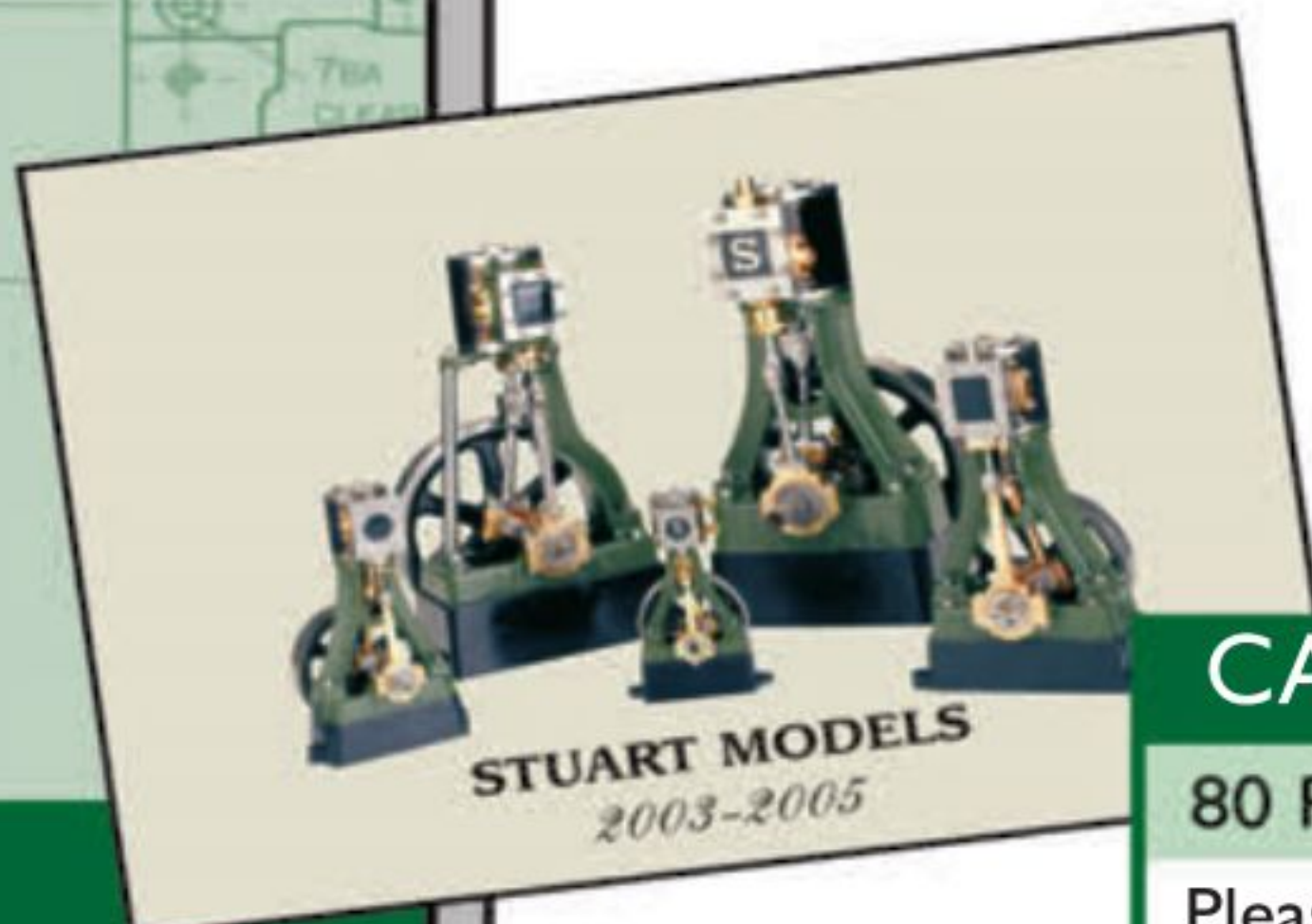
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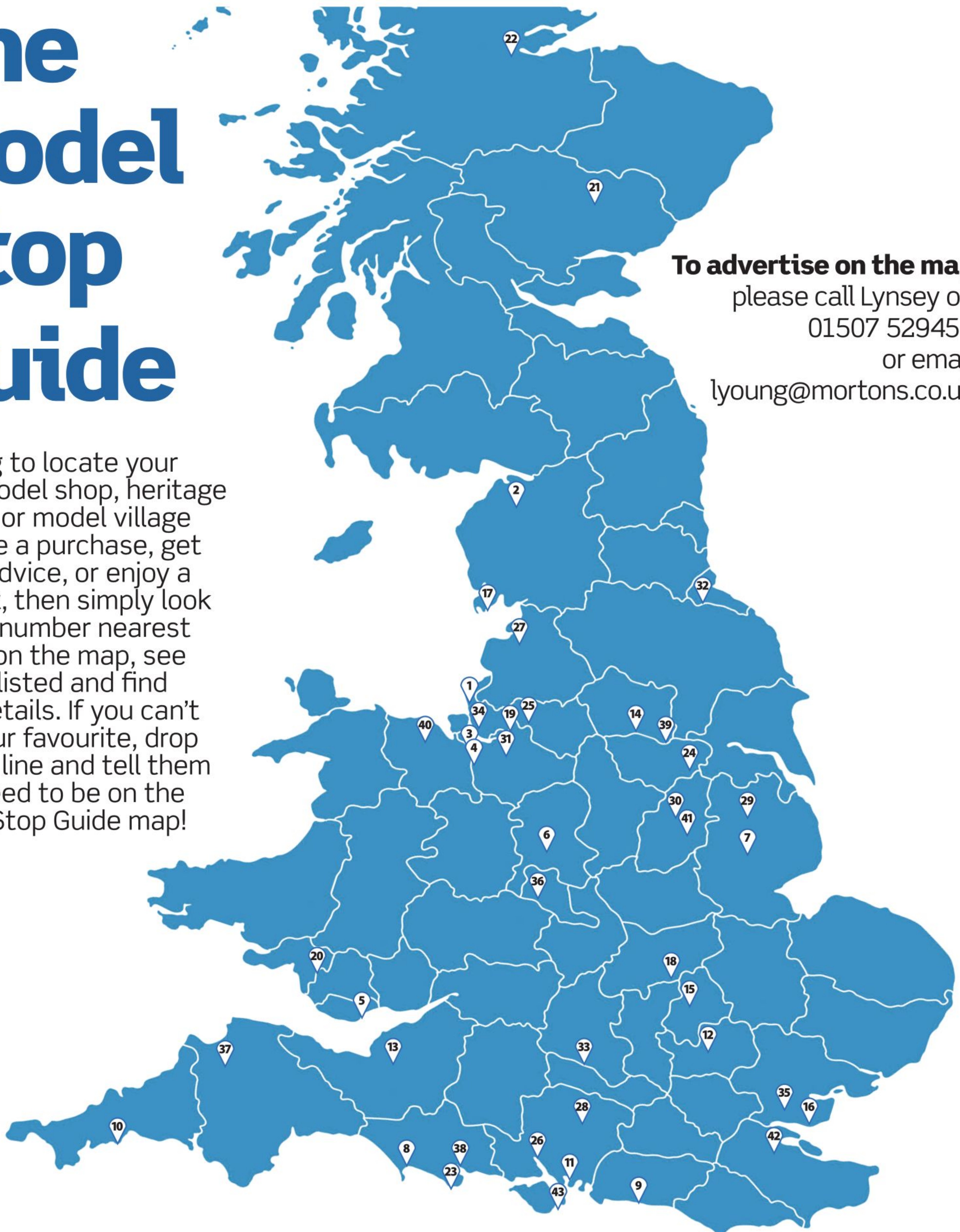
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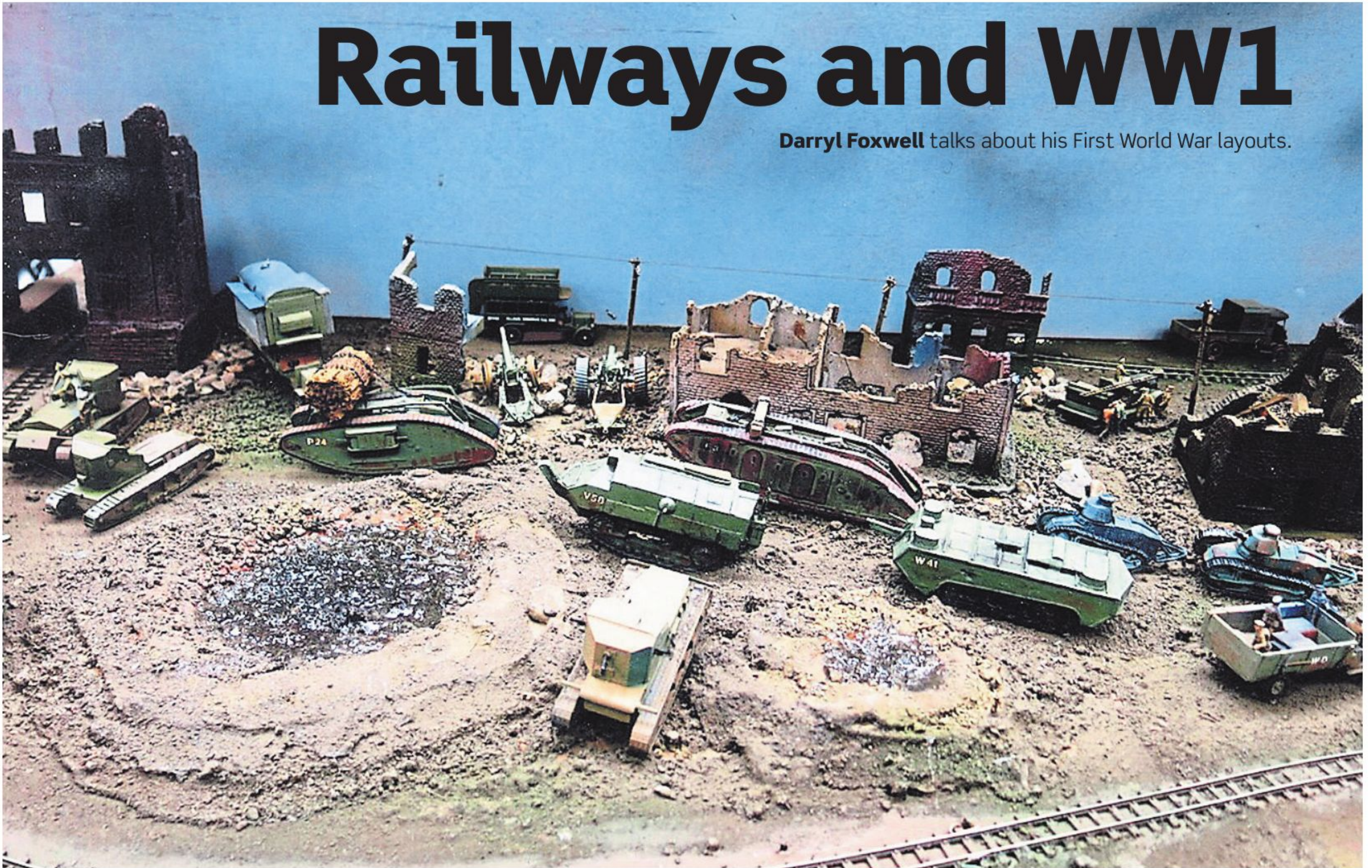
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Railways and WW1

Darryl Foxwell talks about his First World War layouts.



UP TO 1995 MY KNOWLEDGE OF the use of narrow gauge railways during the First World War was virtually zero, but I have always been interested in the weapons of war and have had a special interest in tanks and artillery pieces. So, when Airfix reintroduced its model of the First World War British tank and Plateway Press bought out its first book on the First World War narrow gauge railways the die had been cast: I had to build a First World War layout.

By 2000 I was exhibiting 1917, a layout with both standard and narrow gauge tracks. I then followed on with The Village 1918, The Harbour 1918, Dogfight – light, sound and aircraft and a stand-alone board with a crane unloading from standard to narrow gauge.

Why 1918? Simple. It allows me to incorporate all the vehicles, aircraft, shipping and people used in the First

World War. Since Plateway produced its first book, a number of similarly themed books have come on to the market, many of which I have used and have detailed in this article.

All my boards are framed with 2in x 1in softwood timber. This gives a solid frame that's easy to join to other boards using locating dowels, and is cheap to make. The top boards can be made using thin ply, insulation board or any other durable material.

Back scene boards can be made of thin ply. Paint with light blue emulsion then use water-based acrylics applied using scrunched-up paper towel to create a variety of clouds. Not an artist, I hear you say – nor am I, so I let my architect daughter do the first few. When I asked her again she said: 'No, you have to learn'. So I have practised then tried again and again.

The most common sight that you see in photographs from the First

World War is mud. So I dug a hole in the garden, dried and sieved the soil and stuck it down with PVA glue.

A word of caution. It is very easy to offend people by depicting a view of war if you are not sensitive. So, I would advise against white crosses, corpses or captured soldiers. You have been warned.

Finally, a feel-good story. On my layout I have a scratch-built mobile pigeon loft. The birds were kept at the HQ, loaded into the 'bus', taken as close to the Front Line as was possible and then carried to the trenches. It was proven that the birds were more reliable for communication than the use of cables, which were usually the first thing to break in a bombardment. At a show three years ago a lady of advancing years explained that her father served in the First World War as a pigeon handler and gave me four photos of him with his mobile loft. I was so pleased.





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Books for research

A number of books have been published about First World War railways with superb black-and-white photos, track plans and manufacturers' drawings. I have listed below some of these reference works, which cover standard and narrow gauge and include the railways of the Middle East, the Western Front and numerous other locations.

■ *Narrow Gauge at War vol 2* by Plateway Press. A collection of black-and-white photos, track plans and advertising posters from the likes of Baldwin and Hunslet. Fantastic source material for the modeller. This book contains my favourite picture, a narrow gauge line passing through a barn, which I modelled on my first WW1 layout as a means of hiding the join between the main scenic board and the fiddle yard. 116 pages, published in 1996.

■ *Tracks to the Trenches* by Andrew Roden, published in 2014 by Aurum Press, 255 pages.

■ *The Light Track from Arras*, by T R Heritage, published by Plateway Press, first published in 1931, revised 1999, 79 pages.

■ *Colonel Pechot Tracks to the Trenches* by Sarah Wright, published by Birse Press in 2014, 259 pages.

■ *Narrow Gauge to No Man's Land* by Richard Dunn, published by Benchmark publications in 1990, 203 pages.

What I used on my layout

Track, point motors and points; PECO crazy track.

Electrics: I am no electrician. Computer-control terrifies me so I run two wires from the track to a Gaugemaster controller and it works. Why complicate matters?

Modelling materials, wire, track etc.: Millennium Models in Morley, a well-stocked shop with always helpful staff.

Ruined buildings, First World War tanks, vehicles and soldiers: visit the numerous war-gaming websites or go to a war-gaming fair. There is a large number of small traders who make an incredible range of products.

Locos and rolling stock: when I first started there was no ready-to-run. Now there's a wide range of RTR locos and wagons, some great kits in plastic and 3D printing, so you are spoilt for choice.

Lighting: I use four spotlights mounted on a single post with some of the buildings containing battery-powered flashing lights to represent flames.

Sound: any suitable sound card or CD, load from the web with shell fire, machine guns etc. and play, but not too loud – too much noise may not be appreciated by other exhibitors.

Smoke: conceal a small smoke generator behind a building; just make sure that it does not run dry.



Tales from the Front

Here are some of the stories that I have been told when my layout has been at exhibitions. I think it's very important to note down and keep such stories. Do any RMM readers have any stories in their families that they are willing to share?

"Fred was born in the East End of London, went hop picking as a boy and joined the Army in 1915. Posted to the Western Front he was injured three times, the last time being when his mortar team received a direct hit and he was the only survivor.

"He was sent to Whitstable in Kent to recover and when posted as fit expected to go back to France. However, the sergeant who came to visit him said: 'Fred, if you go back to France it is likely that you will be killed so we are sending you to Ireland.' This was in retrospect not a

very good idea as revolution was in the air with the IRA and many British soldiers were killed. Fred, however, survived and was one of the detail who escorted some of the rebels back to England for trial."

"(Name unknown) was badly injured and taken to the casualty clearing station. The doctor said: 'Both your legs will have to be amputated', to which the soldier replied: 'No way.' The doctor said: 'I have no time to argue, take him outside and he will die like the rest.' Three days later he was still alive and the doctor agreed to operate but told the soldier he would never walk again.

"Taken to the main hospital the soldier noticed that the patient in the next bed had crutches so, when the guy was asleep he borrowed his crutches and taught himself to walk. He lived to his gos with both legs."



My mother's father served with the Essex Regiment in 1917/1918 and we have 10 maps of his showing trench lines, railways etc., of which this is one. DARRYL FOXWELL.

Places to visit:

The Apedale Valley Light Railway is operated by The Moseley Railway Trust, whose mission is to preserve, conserve and interpret artefacts from industrial narrow gauge railways, including locomotives and other vehicles.

From early mining applications and experiments on country estates,

the industrial narrow gauge railway came of age during the First World War when it provided the logistical support to armies on all sides and in the theatres of the conflict. The equipment from the war then provided the starting points for applications throughout any industry where large, heavy or bulky items needed to be moved.



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Lest we forget... the vital role of wartime railways

A host of events with railway connections are set to mark 100 years since the end of the First World War. **Craig Amess** reports.

THEY SAY THAT IN LIFE TWO THINGS are certain, death and taxes, but as true as this statement is, it misses something else that plagues the existence of mankind – war. It has gone on since ancient times and unfortunately is still happening in the Middle East.

Our railways played different roles during the First and Second World Wars to match the nature of the conflicts. Standard-gauge trains took troops and materials to their points of embarkation in both wars, but with trench warfare being the main strategy in the first conflict, supplying the front line by field narrow-gauge railways was essential because horses and carts, lorries and mule trains couldn't sustain the trenches.

Narrow-gauge railways were first adopted by the British Military from early 1916, and by sheer coincidence all the combatants eventually used quickly laid 60cm gauge systems. The British Light Railway operation alone used more than 2000 locos, and transportation peaked at 210,000 tons per week.

During the Second World War the British railway companies' managements joined together, effectively creating one company that was responsible for the transportation of troops, goods and weapons and the evacuation of children from the major cities.

As the nature of warfare changed so did the face of the railways, with devastating blows coming from the sky and the Luftwaffe targeting lines, locomotives (painted black during the period) and trains. Women became involved with the railways, taking over from the men who had gone to fight. In Nazi-dominated Europe, the railways' darkest hour came when 11 million people were transported to the death camps of the Holocaust.

In Britain, many people wear their poppies with pride as they remember the fallen from every war in which the country has participated, and at the 11th hour of the 11th day of the 11th month, a two-minute silence is observed, focused nationally at the Cenotaph in London.

After being killed in battle on land, sea and in the air, thousands were rendered unidentifiable and their remains were buried in graves with nameless headstones.

The Unknown Warrior

In their honour, a group called the LMS-Patriot Company came together with a vision of building a national

memorial engine to remember them by. As every former LMS 'Patriot' 4-6-0 had been scrapped (many of which carried the names of regiments, the Royal Naval Division, Royal Air Force and war heroes) the group is building a brand new one, No 45551, which will be named *The Unknown Warrior* as a moving war memorial.

Three previous engines that became war memorials were the Great Central Railway's *Valour*, the London, Brighton & South Coast Railway's *Remembrance* and the London & North Western Railway's 'Claughton' class 4-6-0 No 1914 *Patriot*.

The first two LMS 'Patriots', Nos 45500 *Patriot* and 45501 *St Dunstan's*

(an institute for the blind) were rebuilds of the 'Claughtons' and were introduced in 1930.

Although it had been hoped that *The Unknown Warrior* would be complete by November 2018, this is no longer possible despite lots of hard work and progress over the years by a group that's funded entirely by grants, sponsorship and donations. Hopefully, the engine will be complete and in steam next year.

The British Legion had been behind the group and was happy for the use of the poppy as a symbol, but things changed late in 2017, and the LMS-Patriot Company is looking into a new logo design.

1. The boiler construction is being undertaken by Heritage Boiler Steam Services (HBSS) who are based at West Shed in Ripley, Derbyshire. Here you can see the firebox next to the copper outer firebox wrapper in January 2018.
PHOTO: THE LMS-PATRIOT PROJECT

2. The chassis, with parts of the motion fitted, is seen on the morning of Members' Day at Llangollen Engineering on July 8, 2017.
PHOTO: THE LMS-PATRIOT PROJECT



The LMS-Patriot Project
CREATING THE NEW NATIONAL MEMORIAL ENGINE

HELP US FINISH THE UNKNOWN WARRIOR

We are now reaching a crucial stage with the construction of *The Unknown Warrior*, the new national memorial engine dedicated to keeping alive the memory of those who have made the ultimate sacrifice in two World Wars and more recent conflicts.

Thanks to our members and railway enthusiasts we've raised the funds to build the boiler and this is making great progress with HBSS at West Shed. However there are many smaller boiler parts required such as bolts and rivets and we have now decided to fit monel metal stays which although more expensive will save money in the long run. We are also now appealing for the sponsorship of many parts for the brake gear, bogie, wheels, cylinders and motion.

Can you help us? Please visit our website for a full list of parts available:
www.lms-patriot.org.uk/sponsorship

PLEASE DONATE TO THIS FANTASTIC PROJECT TODAY

Send your donation to: **The LMS-Patriot Company Ltd.**,
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Tracks to the Trenches

July 13 will see the start of a three-day event, Tracks to the Trenches 3, at Apedale Light Railway, a volunteer-run narrow-gauge railway run by the Moseley Railway Trust at its Apedale home near Newcastle-Under-Lyme, Staffordshire.

Following two successful events in 2014 and 2016 which marked the start of the 'war to end all wars', with events focusing on the overlooked

areas of transport and logistics used by all the countries involved, this year's event will be the finale of the trust's First World War centenary commemorations highlighting the expansion of the British light railways used until the Armistice of 1918.

Much of the Apedale site that has been inaccessible to the public will be used for the displays, and the event will bring an exciting opportunity

to learn about the role narrow-gauge railways played in the First World War. Key features will also include various living history groups, preserved road transport vehicles from the conflict and visiting locomotives and rolling stock representing British, American, French and German military light railways.

The latest details haven't been announced yet, but keep an eye on the website for updates. This event will again be sponsored by our sister title *Heritage Railway* with *The Railway Magazine Guide to Modelling*, *Rail Express* and *The Railway Magazine* also having a presence – so do come along to meet us.

War and Peace Revival

The Hop Farm Family Park in Paddock Wood, Kent, will host a War and Peace Revival from Tuesday, July 24 until Saturday, July 28. A host of military vehicles will be on show in what might be the largest gathering of military vehicles in the world. Re-enactment groups will recreate classic scenes from the last 70 years of world-wide warfare.

Some of the best model collections around, just like the one on the previous two pages, will be featured in a large model exhibition, and the action-packed arena will give military vehicle owners the chance to get out their 'toys' and give a few demonstrations. Included in these will be British, German, French, American and Soviet representations.

So many activities will be happening over the five days, each focusing on a different area of war and including tributes to fallen troops, that I encourage readers to visit the website to keep up to date and maybe even become involved with the modelling exhibition.



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TOP TIPS ON SCENERY & BUILDINGS...



Why add model scenery?

A model railway without scenery is like a locomotive that is minus its cab and boiler - it may operate, but it certainly doesn't look like the real thing.

Here are a few reasons for adding scenery to your layout:

Keeping your precious rolling stock from dropping to the floor.

Covering the bare boards with something more interesting.

Proving to yourself that you can do it.

Frome model centre stocks a wide selection of scenery and products and staff are here to help with some top tips!



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How do I create realistic scenes on my layout?



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Pay close attention to your surroundings in real life; things are rarely pristine for long. Look at how buildings, fences and other structures weather and fade, then model what you see. And remember the railways were added to our landscape not the other way round. Use vegetation to soften a scene... different length grasses, mix and match trees, plants and bushes add to the realism. And don't forget to mix up brick, stone and floor texture finishes too. Buildings on a layout should represent a mixture of ages and periods from before and up to the period you're modelling. So mix and match brick textures with buildings and texture papers from different manufacturers for a truly realistic appearance.

How to create areas of grassland?

When creating areas of grassland, whether with traditional scatter materials or with static grass, using a blend of colours gives a more realistic effect than a solid covering of one colour. In traditional scatter materials Woodland Scenics has an excellent range of colours. For example a mix of its Earth, Burnt Grass and Yellow Grass is good for rough grassland. In static grass an excellent range of colours is now available from Peco. Hobbyrail stocks these and a wide range of other scenic products.



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Why is it important to have signs and posters as part of your model railway scenery?

Just take a walk and you will see signs everywhere. Not only do signs convey information they also can help to set the scene, location and period of your model. They provide that essential bit of detail that can bring the scene to life. Tip: when placing signs next to your running tracks, make sure that the supporting posts are far enough away from the track so that they don't catch rolling stock. If you use plastic coated florist wire for the post then if you do accidentally catch it, it will bend and can be bent back into position. Sankey Scenics offers the largest and most comprehensive range of quality model signage for railway modellers. The range covering the three main scales also includes rolling stock detailing accessories. A bespoke and customised service is also available. Take a look at the website, there's bound to be something that will add an extra touch of realism to any layout.

Is it difficult to create authentic-looking slate roofs?

It's an easy job with York Modelrail's self adhesive tiles and slates. The simple task of removing the backing tape from the laser cut strips of card and overlaying them row upon row is a quick way to create roofs with realistic depth. You can insert a distressed or slipped slate at any point to add to the authenticity. The strips are easily joined to cover any size roof, whether you're scratch building or upgrading a kit. It's worth getting right as most model railways are seen from above. There's a helpful video on the York Modelrail website. York Modelmaking produces a unique range of architectural detailing and provides a bespoke laser cutting service.



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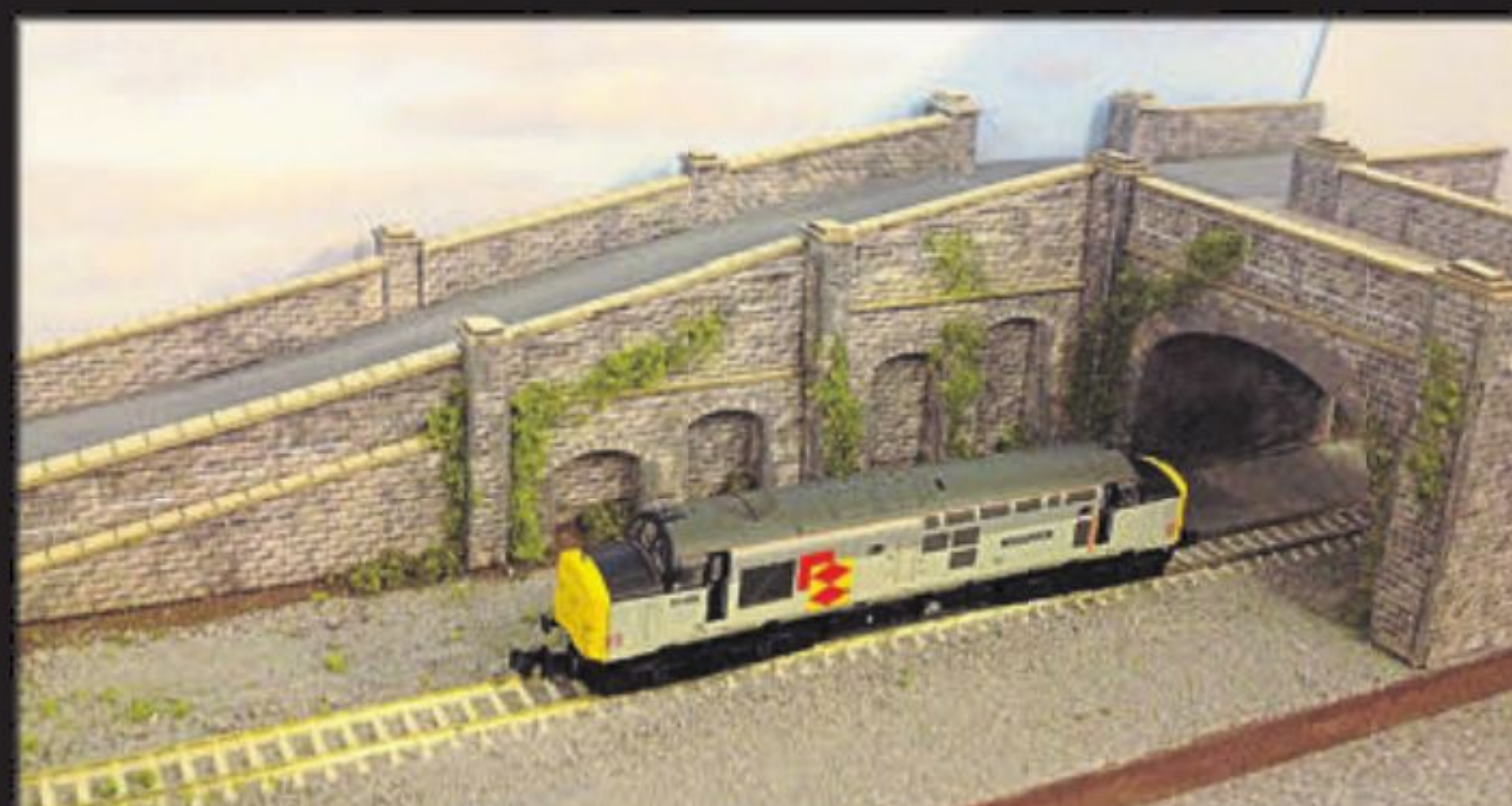
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Dates for your diary

RM MODELLING LISTINGS May 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 Tuesday to Saturday World of Model Railways. Meadow Street, Mevagissey, St Austell, Cornwall. www.model-railway.co.uk 10am-5pm, Saturday 11am-5pm. Adult £4.50, concessions £4, child (5-17) £3.50, family £14. Disabled access.

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

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

CLUBS

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

Cardiff Model Engineering Society. King George V Drive East, 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 there is an OO gauge layout, an extensive workshop which includes many metalworking machinery and a comprehensive library of books that members can borrow. Non-members are welcome at all the meeting times below, but please arrange visit in advance. Meeting times: Monday - 7pm to 9pm - OO meeting night; Tuesday - 7pm to 9pm - Workshop; Wednesday - 7pm to 9pm - Garden Railway meeting night; Thursday 7pm to 9pm - General meeting nights (includes talks, demonstrations or bring-and-buy evenings); Tuesday/Saturday/Sunday mornings - Club open for general maintenance work. For all enquiries, contact Rob Matthews 029 2025 5000 10am to 5pm or secretary@cardiffmes.com and www.cardiffmes.com

EXHIBITIONS

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.

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. Grade II Listed Building (no lift), disabled access restricted to basement exhibition. **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, seniors £4.50, child £2 (under 5s free); family (2+2) £12. 19 layouts in various gauges, trade stands, demonstrations. Miniature railway for children outside.

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/RailxNE/events/?ref=page_internal <http://www.btmrs.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 too. Free parking opposite venue. Admission by donation to the club. **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.

April 28 Bluebell Railway Toy and Train Fair. Horsted Keynes Station, Station Approach, Horsted Keynes, East Sussex RH17 7BB. 10am-4pm. Admission by platform ticket, or free with train travel ticket or Bluebell membership card. Contact Joe Lock 07866 641215. **Benfleet St Mary's Model Railway Club Exhibition, St Mary's Church Hall, 376 High Road, Benfleet SS7 5HL.** 10am-4pm. Adult £3, children free. Eight layouts, second-hand stall and refreshments. **Luton Model Railway Club O Gauge Section Exhibition.** Flitwick Village Hall, Dunstable Road, Flitwick MK45 1HP. www.lutonmodelrailway-club.org.uk 10.30am-5pm. Adult £5, child £2. O Gauge layouts, test track and trade support. **Hope Methodist Church Model Railway and Bygone Era Exhibition.** The Rushden Academy,

Hayway, Rushden NN10 6AG. 10am-4pm. Adult £6, concession £5, child £3. 12 layouts. Refreshments. Good parking. **Coventry and Warwickshire O Gauge Modellers 25th Anniversary Open Day.** The Church of the Holy Cross, St Austel Road, Wyken, Coventry CV2 5AE. 10am-3pm. The club's full test track will run with demonstrators on various areas of railway modelling, two small layouts, traders. Annual coach building competition, and a figure painting competition for the Mike Lee Memorial Trophy. Free entry, parking and tea and biscuits.

April 28-9 Epsom Model Railway Show. North East Surrey College of Technology (NESCOT), Reigate Road, Ewell, Surrey, KT17 3DS. www.eemrc.co.uk Saturday 10am-5.30pm, Sunday 10am-5pm. Adult £7, child under-16 free. 17 top class layouts, live steam passenger railway, trade support, societies, refreshments. Free parking on site. Disabled facilities, 10-minute walk from Ewell East station. **Sutton Coldfield Railway Society Model Railway Exhibition.** Bishop Walsh School, Wylde Green Road, Sutton Coldfield, West Midlands B76 1QT. Saturday 10am-5pm; Sunday 10am-4pm. Adult £5, concessions £4, accompanied child under 16 free. Layouts, trade stands, preservation societies and audio visual presentations. Sandwiches, excellent cakes and light refreshments available.

Ample free parking. To mark the 50th anniversary of the club there will be 16 layouts on show including six from the club. Highlights are Oakley from Roger Strike, which exemplifies the steam era branch line, and Bear Creek Junction from Adrian Hall, a Warley National award-winning American multi-gauge layout with stunning Colorado scenery. **West Essex Modelrail 2018.** St Edwards School, London Road, Romford RM7 9NX. www.iwemrc.org.uk Saturday 10am-5pm; Sunday 10am to 4pm. Adult £6, concession £5, child £3 (under 5 years free), family (2+2) £15. Free parking. 25 layouts, trade stands, Refreshments, disabled access.

April 29 SRP Toyfairs. Northfleet Girls' School, Hall Road, Northfleet, Kent, DA11 8AQ. 10am-2pm. For more information contact Paula and Gerry on 07739 998012. **Cleveland Model Railway Club Open Day.** Unit 2, The B-Hive, Skelton Industrial Estate, Skelton, Cleveland TS12 2LQ. <http://www.cmrc.club> 10am-4pm. Day membership: adult £1, child 50p. See our clubroom and talk to members. Eight layouts working and under construction from 2mm to 7mm scales, with displays, demonstrations, club sales and tombola stalls. Club hours are 6pm-9pm Tuesdays and Thursdays. Visitors and new members welcome. Refreshments, disabled access, on-site parking.

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

May 5 SRP Toyfairs. Hawkinge Community Centre, Heron Forstal Avenue, Hawkinge, Kent CT18 7FP. 10am-2pm. For more information contact Paula and Gerry on 07739 998012. **Scarborough Model Railway Show.** Westborough Methodist Church, Scarborough YO11 1TS. 10am-4.30pm. Adult £3, child under 14 free. 13 layouts. Steam railway rides for children. **Birmingham Model Railway Club Open Day.** Club Room, Brueton Hall, Cadbury Drive (off Farnborough Road), Castle Vale B35 7JE. 11am - 4pm. Adult £1, child 50p. Club's permanent layouts not seen at exhibitions will be on display. Car park nearby with easy access, Refreshments. **Epsom & Ewell Model Railway Club Open Day.** www.eemrc.org.uk **A mini-exhibition with many of the club's layouts (N, OO, P4, O) operational, with a new 2mm project showing work in hand.** Refreshments. Bus service 418 (Epsom - Kingston) stops outside the church.

May 5-6 Sedbergh Centre, Huddersfield Road, Odsal, Bradford, West Yorkshire BD6 1DJ.

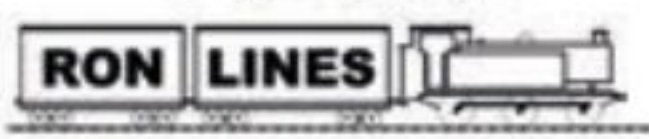
Saturday: 10am - 5pm; Sunday 10am - 4pm. Adult/concession £4.50, under 16 £1.50, family (2+2) £10. Refreshments. Selection of layouts including club and invited friends. Trade support. Disabled access.

May 6 Bredgar and Wormshill Railway. The Warren, Bredgar, Sittingbourne ME9 8AT (01622 884254). www.bwlr.co.uk/ Model railway exhibition. **SRP Toyfairs.** Charmandean Centre, Forest Road, Worthing BN14 9HS. 10am-2pm. For more information contact Paula and Gerry on 07739 998012.

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

May 12 Loddon Vale Model Railway Club Exhibition. Swallowfield Parish Hall, Swallowfield Street, Swallowfield, Reading, Berkshire RG7 1QX. www.lvmrc.co.uk 10am-4.30pm. Adult £4, child £2.00, family (2+2) £9. Layouts, trade support, refreshments and parking. **Bloxwich (St John's) Model Railway Club Exhibition.** St John's Methodist Church, Victoria Ave, Bloxwich, Walsall WS3 3HS. 10am-4.30pm. Adult £4, children (over 5 under 15) £2. Disabled access and refreshments. 20 layouts and trade support. **South West Herts Model Railway Society 38th Annual Model Railway Exhibition.** Queens School, Aldenham Road, Bushey, Herts WD23 2TY. www.southwesthertsmrs.org.uk 10am-4.30pm. Adult £6, child £3, accompanied children under 15 - up to 2 free with each adult. Refreshments, free parking, wheelchair access. 20 layouts have been invited, covering a range of timescales from the early 20th century to the present day. Many scales and locations will be represented from the tiny Z gauge to O gauge.

Willington Model Car, Train & Transport Bazaar. Peace Memorial Hall, Church Road, Willington, near Bedford, MK44 3PU. 10.30am-3.30pm. Free admission. Contact Merv Askew 01234 838409. merv.askew@btinternet.com **Market Deeping Model Railway Club Exhibition.** Stamford Welland Academy, Green Lane Stamford PE9 1HE. <http://www.mdmrc.org/> 10am-4.30pm. Adult £4, child (5-17) £2, family (2 + 2) £10. Free parking, refreshments, disabled access. 16 layouts Trade support, demonstrators and club stands. **Model Railway Exhibition.** Llancaich Fawr Manor House, Caerphilly, Wales CF46 6ER. Adults £5, under 16s free when accompanied by an adult. Call Martyn Parry 07990 752102.

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Engaging the next generation of modellers

When my twin sons were three years old in 1984 I got them two Playmobil sets and extra track, writes **Walter Turner**.

So that they could both run the trains over the same track at the same time, and not have to know about isolation sections, I invested in an Airfix Multiple Train Control System that was produced from 1978-79.

The Multiple Train Control System consists of a main control unit that can control up to 16 locomotives, but only a maximum of four can be controlled at any one time with plug-in hand controllers. There are also modules to fit into the locomotives. As time went on we bought more train sets and extra locomotives and stock. The advantage of the system is that four operators can control four locomotives independently at the same time. Over the years we have increased our stock of Playmobil locomotives and trains.

We started exhibiting the Playmobil trains in 1998 when there was a model railway exhibition held locally and, to help out, my wife and I said we would put on our Playmobil trains. A layout was designed to fit on the tables provided at the hall, so that four trains would be available to operate.

Various Playmobil items were put on the layout. We then exhibited at other events, covering the tables with a green cloth. We even exhibited it on the floor of a barn.

The following year we were asked to exhibit the trains again and we also took it out to other exhibitions.

We were now being asked to go to different venues, so I decided that we needed to have our own boards.

As we'd had to lift up our children when we used to take them to model railway exhibitions, it was decided that the boards should be low enough for children to be able to see over the top of them without having to be lifted up by their parents. The boards also had to fit into the small trailer we had.

A height of 13in (33cm) was decided upon and the boards made. The track was fastened to the boards. I modified the hand controllers so that they would only operate in one direction, so if children try to reverse the train it only stops. Into the hand controller is fitted a small socket and when I insert a plug, the train will reverse. This is handy for testing the trains and also if they need to be reversed.

To help setting up the display we have dioramas on plywood boards 18in (46cm) x 18in or 18in x 12in (30cm), however, we found this not to be practical so now we have plywood boards of various sizes. We also put various Playmobil figures and vehicles on the boards, so as to make up an overall scene of Playmobil people etc.

Items can also be put down on to the flat surface.

This means we can change some or all of the display for the exhibitions. Also we can include any extra Playmobil each year to expand the display.

We set up a play area in front of the boards and provided chairs for the children and later also for adults.



Walter and Marion with the award for the best layout in show at Lytham in October 2012. Right: Christmas layout pictured at a show in 2014.

In spring 2005 it was decided that the trailer we were using had seen better days so we worked out the cost of hiring or purchasing a trailer. As we were doing a lot of exhibitions where the proceeds were going to charity we decided to purchase a larger trailer. The advantage is that we do not have to charge the exhibitions the cost of hire but just add a small amount to the cost of the petrol. Also we can load and unload the trailer when we want to at home.

With the larger trailer we were then able to make extra boards and expand the system, to increase the number of Playmobil locomotives and trains that could be run to eight and to include the first two R C trains. The points leading into the sidings were fitted with point motors.

A new control panel was made that had two main control units but only one is connected to the track at a time. On the top of the control panel there are push buttons and four hand controllers. By pushing a button on the control panel, relays are operated that set the points correctly and select the locomotive or train that the children require to drive. Originally the layout was made so that it could be viewed all round, but later it was modified so that it could be viewed from the front and sides.

The Christmas layout was started in 2005 as my wife had displayed her layout at G-Wizz-it's Christmas Again in Lytham in December 2004 and said she would bring it again for December 2005. I decided that I would build a layout that would have to fit in my car with top box on and be able to be set up in two hours. I would use the Playmobil R C Christmas train and the new Red RC loco with two red coaches.

The layout is an oval of track with a passing loop at one side and a siding. The layout depicts a winter scene near the Playmobil Father Christmas house. The siding of the main track is for Father Christmas and is by his house. If a button is pushed the Father Christmas house will rotate so that both the inside and the outside can be seen. The children's ride also had a motor fitted.



In the passing loop lines are the two Playmobil radio-control trains that the children can drive round the layout. On the ski slope the Playmobil figures are enjoying themselves while on the road the snowplough is out moving the snow. There are other scenes and all the figures are Playmobil that have to do with Christmas or wintertime.

Over the years the layout has been expanded so that now we can run up to four trains. Other items also have motors that can be operated by the children pushing buttons.

In 2005 it was noted that the boards of the old layout had started to warp, so I decided to build a new one. As Playmobil had now produced five radio-controlled trains the new layout would be made so that it could accommodate all of them.

The old layout had been too large for some exhibitions so I decided that the new layout would be made in modular sections and the following applied.

- 1 The boards should be low so that the children could see over them.
- 2 The boards should have their own feet fastened to them.
- 3 The boards should be able to slide together. The basic principle is to have short pieces of wood sticking out from under the boards where

they join; so that the pieces of wood interlock when the boards are placed together. By using two pins the boards are held together.

- 4 One person should be able to carry each board.

The height of the boards would still be low at 15in (38cm). The maximum depth from front to back would be 8ft (244cm) and the centre section could be removed so that the minimum depth could be 5ft 4in (162cm). Using only the corner boards which are 4ft (122cm) long the minimum length would be 8ft (244cm), and would allow three trains to be run.

Additional boards could then be added, each being four lengths of Playmobil straight track which made them 4ft 2 1/4in (128cm). The layout can now be extended to 30ft (922cm). As the layout is sometimes used with the back to a wall the boards are made from 12mm plywood so that it can be walked on should a train come off the track at the back.

The control desk is put on the left-hand side and on it are the battery charges and the point controls.

The points at the back of the layout had point motors fitted so that the trains could be directed into the correct siding after running. More information and photographs can be found at: www.walts-playmobil-collection.me.uk



Trying something new

Ian Holloway visits two events with a difference in the North East.

ALTHOUGH I FAVOUR 7MM/1FT O-GAUGE modelling, I do enjoy other scales and gauges and I try to keep up with developments by visiting model railway shows, both small and large.

While it is interesting to read about model railway layouts, there is nothing quite like seeing them on display, admiring the skills of the builders and catching up on the social scene during these events.

I also look for news of specialist exhibitions and events. Recently the Newcastle centre of the Stephenson Locomotive Society held an exhibition of models portraying the carrying of coal and minerals and this event was held in the majestic rooms of the Mining Institute in the city; and my latest expedition was to the Workshop Wise 2017 day hosted by the North East and Borders Area Group of the EM Gauge Society in the historic village of Stannington, which lies close to the A1 road north of Newcastle and close to Morpeth. The village boasts a splendid inn, the Ridley Arms, and, typically of its time, a station, now closed, some two miles from the village hall.

I went along to be informed and prepared to be enthused as I am contemplating a new exercise in 4mm/1ft scale, which I shall describe later.

The EM Gauge Society was formed in 1955 and hoped to influence the thinking of the model railway industry. During the 1920s and 1930s manufacturers realised that there was potential to attract many people into the hobby but not necessarily into the somewhat expensive and sometimes space-hungry scale of O gauge. The house-building boom of the time favoured estates of relatively small homes within commuting distance of centres of employment and as more people had an increasing, if modest, amount of disposable income there was the opportunity to attract people into railway modelling provided that a realistic model could be constructed within the restrictions imposed by the smaller houses.

It was natural, therefore, to explore the possibility of halving the gauge and scale of

O-gauge models so giving a gauge of 16mm and a scale of 3.5mm/1ft. However, there was a problem, which may not have been properly addressed at the time; namely that while the smallest readily available 12v DC electric motors would fit into the shells of many Continental and American locomotives, most of the British locomotives were too small to accommodate these. Instead of developing the motors, which did occur somewhat gradually, the manufacturers took the easier expedient of increasing the scale of the locomotives and rolling stock to 4mm/1ft while leaving the track gauge at 16mm. In this form British 00-gauge model railways were marketed with enormous success.

By 1955 a number of enthusiasts realised that the scale of 4mm/1ft scale was likely to remain but the opportunity existed for changing the track gauge to a more realistic 18mm – hence the EM Gauge Society. Despite their best efforts the 'trade' was resistant to change and we retain the somewhat anomalous scale/gauge relationship.

The EM Gauge Society flourished among finescale modellers and the current track gauge used is 18.2mm with a scale of 4mm/1ft, which gives a reasonable and workable 'formula'. Longer axles and spacing washers allow most locomotives to be re-gauged while EM wheelsets fit ready-to-run stock without modification. Today a thriving, if small, industry supplies most components, including track, for the EM-gauge enthusiast.

I arrived at Stannington to enjoy a day of practical demonstrations, layouts, trade stands, Dave Dunn's slide show of railways in the North East of England, the interesting Cumbrian Railways Association stand, excellent refreshments and, most importantly, a very warm welcome.

Demonstrations ranged from tree-making to measuring the coefficient of friction as locomotives battled to climb a test incline, while one demonstrator showed how to convert a building covered in Polyfilla into the most realistic scribed stonework.



North Holderness built by Don Anison and Paul Steen.

It seems that cardboard could be making a comeback as a structural material and one trader had a large range of laser-cut building kits available on his stand.

Layouts ranged from completed models to those under construction with one aimed to encourage those new to model railways. All were running and clearly demonstrated the realism achievable in EM gauge and in 2mm finescale.

I was certainly both informed and enthused and it is likely that I shall go ahead with my 4mm/1ft scale project. I wish to evaluate the new super-detailed models. While they are costly, by keeping the fleet small, expenditure may not be excessive. It seems to me that if I am going to purchase such a locomotive then it rather 'jars' that in standard form it will run on 'narrow gauge' track. One manufacturer offers locomotives in a number

of gauges and I am tempted, after my visit to Stannington, to opt for a locomotive set up for running on EM-gauge track, modify the stock and build a small layout to suit. I look forward to trying something new.

Finally, and most importantly, I should like to thank everyone who made my day at the EM-gauge event so memorable and enjoyable.

Further details about the EM Gauge Society can be obtained from

EMGS Membership Secretary
Iain Hunter, 101 Greenway Lane
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Or check out the society's website www.emgs.org



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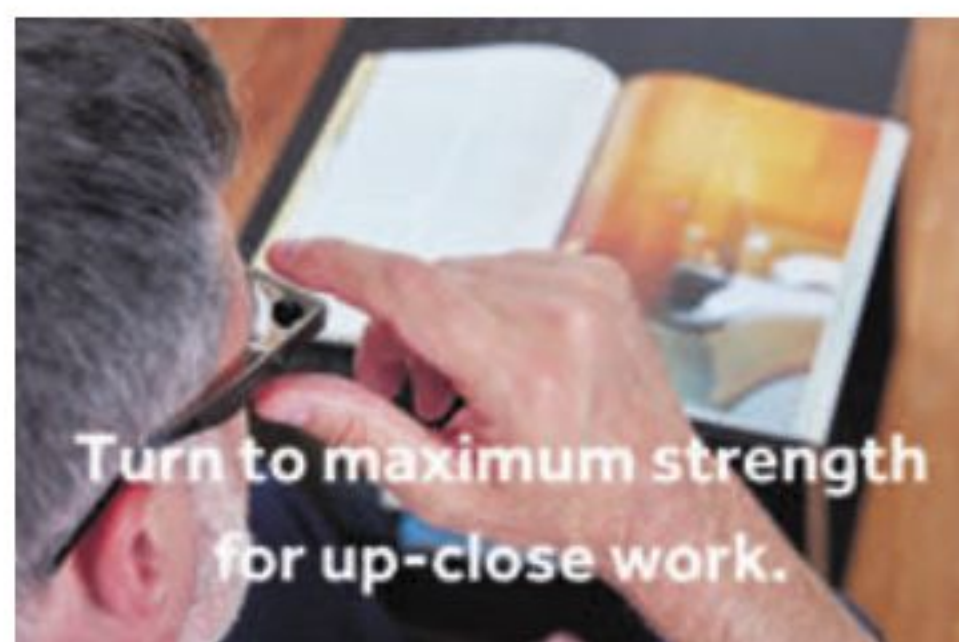


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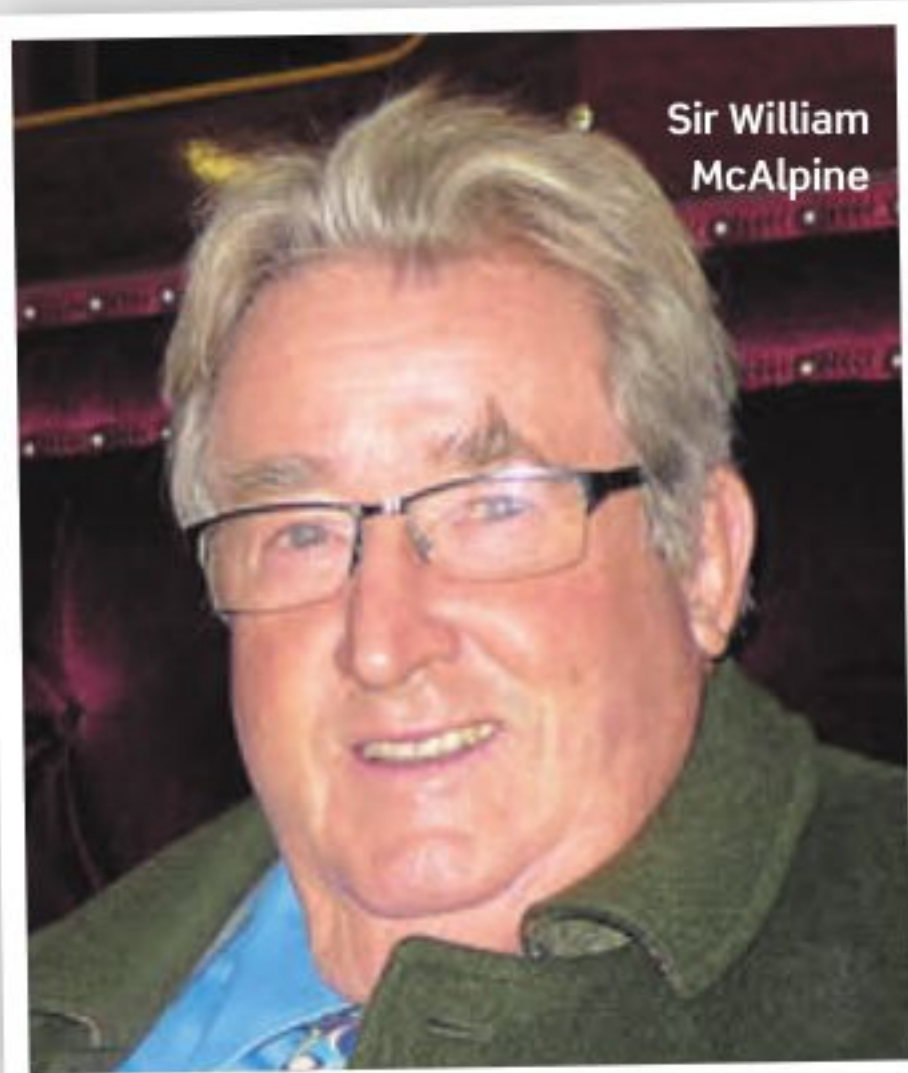
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Sir William McAlpine: a life in railways

Robert Baldwin writes a personal tribute to that great railway enthusiast, Sir William Hepburn McAlpine Bt, FRSE, FCILT, who passed away in March aged 82.

SIR WILLIAM'S EARLY LIFE MOVED TO quickly and enthusiastically include railway models when, aged about three and a half, he was taken to Bassett-Lowke's splendidly stocked shop in High Holborn, where his enthusiasm for O-gauge models was truly fired.

In his childhood years he would make more visits there, returning with various black and yellow boxes containing at least three models of the Pacific *Flying Scotsman*, two GWR Castle class locos, and many Hornby ballast and sand trucks bearing different versions of the company logos of Sir Robert McAlpine. When William was about four, his father began a series of visits to the family firm's major bases, notably a 30-acre site beside the GWR main line between Hayes and Iwer where the company had kept a fleet of saddle tanks to shunt sand and ballast trucks since 1913. One engine, No. 31, made such a special impression he would later keep it at his home to pull two trucks up a 1-in-13.4 gradient.

Again, aged four, he opened a present of the *Wonder Book of Railways* and found a picture taken in 1927 of *Flying Scotsman* and the then new Romney Hythe and Dymchurch Pacific locomotive, *Tornado*, at 'Top Shed' King's Cross. Looking back, these were truly formative encounters, he revealed when speaking about this at Sheffield Park in April 2017.

Equally important were his childhood sightings of Spitfires and Hurricanes at war, which left him with huge affection for all those moving machines. During that same childhood, despite wartime restrictions on railway movements, he was shown the magnificent sight of his great-grandfather's finest construction works, notably his birthplace, the Dorchester Hotel, the Singer sewing machine factory near Glasgow, Kinlochleven Aluminium Works and the magnificently curved concrete Glenfinnan Viaduct. That childhood admiration for his great-grandfather, Sir Robert McAlpine, founder of the family business, would see him proudly keep that portrait in his office at the family firm's headquarters opposite the terracotta-tiled frontage of LT's Russell Square station.

It was hardly surprising that as a schoolboy at Charterhouse School, deep in Surrey countryside, he was clear that he wanted to join the family firm and to work on the construction of the new technologically advanced products.

He would join "the firm" in 1952, starting at its Hayes depot, where he renewed that early acquaintance with No. 31, by then a red painted Hudswell Clarke 0-6-0 named *Sir Robert McAlpine*. He was soon sent north to the Glasgow office to take control of works in Scotland and the north of England, particularly construction work that involved vast quantities of high-performance concrete at Sellafield, then a Ministry of Supply site with its own railway shed located close to the Cumberland coast north of Ravenglass. That was soon followed by the planning of major work at Chapel Cross near the Solway Firth in Dumfriesshire. He did two years of military service with the Life Guards from 1954 to 1956, where he saw life in several barracks in Germany as well as the UK. Meanwhile more exotic animals and a flock of cranes began to make themselves at home around an estate at Fawley Hill near Henley, which he started building up in 1960.

"I first met Bill in 1977 on a summer trip from Euston to Ravenglass..."

Back at McAlpine's Hayes depot he saw No. 31 was threatened with scrapping, so he bought it for £100, and had it taken to his home, eventually to work on his long-planned garden railway. Housed at first in a shed, it was soon operating from a reconstruction of GER's Somersham station. The line also passed a Midland Railway signal box from Shobnall Maltings down to an ex-GWR shed saved from Bourne End. Just outside the confines was a cast iron Isle of Wight Railway footbridge from Brading, through which trains would reverse past a sign asserting 'Bourne Again'.

Works on the house, its terraces, the

railway and adjacent railway museum never really finished during his lifetime; however, the large oval O-gauge model railway housed there with his collection of Terence Cuneo paintings used for many a Tri-ang or Hornby 00-gauge catalogue have hung, little changed, among a huge range of railway posters, operational ephemera in a secure galleried purpose-built museum. Bill's delight was to share this with the local model railway club, with all the members he knew so well running trains right up to his last addition, a Dapol model of the LBSCR terrier, *Thames*.

Feeling the RHDR had fallen in the hands of the wrong sort of property developing accountants, he would in 1973 buy the whole RHDR gauge system and all its fine steam locomotives mostly built to Henry Greenly's specification at Heeley near Sheffield. He put in charge a trained engineer, railway historian and proud New Zealander, John Snell. Bill expressed some initial doubts as he swept away the old Bassett-Lowke and Marklin gauge O railway at New Romney for another far more scenic, and far more reliable continental-style model operating on the upper level of the main station buildings.

Some of the discarded models were taken back to Fawley Hill, and restored there to make excellent showcase displays when returned to New Romney Station.

He was also active within the BNES based in the Institution of Civil Engineers, which he regularly visited. On one of those visits he opened an exhibition I had prepared on postwar reconstruction themes, which included a Bassett-Lowke O-gauge model of a rebuilt Royal Scot and some other trains. One of his favourite reminiscences shared with me then in 2004 was his viewing of the drama of the test carried out to establish the impeccable crash safety of rail-borne nuclear fuel flasks carried out 20 years earlier.

I first met Bill in 1977 on a summer trip from Euston to Ravenglass when he presented me with a ruffled prize of some 'Old Ratty' slides, during which he asked me about my interest in railways, establishing thereby our shared interest in O-gauge models and my work with BNFL, then handling an imminent public inquiry into expansion of what was then called Windscale, formerly and subsequently known as Sellafield. He told me of his role there but also that he wanted to secure *Flying Scotsman* entry to an engine shed there. Could I help?

My answer involved telling him of my recruitment by Geoff Holt, a fine O-gauge modeller specialising in prototypes from the North West, who was expert on the limitations of sharp curves, by then the company's head of personnel and recruitment, only to be advised by Bill to put him in touch with others sharing our interest in the Wirral, contacts I was later to manage. More important, however, was that I knew of a man devoted to steam,



Sir William McAlpine reunited with *Flying Scotsman* at the National Railway Museum in York during the A3's February 25, 2016 comeback trip from King's Cross following a long-running overhaul. ROBIN JONES

Harry Alexander, whose shedmaster role had been discharged over many years at Windscale. The anticipated results followed, to the delight of many colleagues and future friends.

Operating with a close knowledge of Lancashire and west Cumbria, and the Furness Railway in particular, alongside a particular love of Ulverston station and its unusual visual inheritance from John Barrow, he joined a group of enthusiasts that had in 1970 formed the Lakeside Railway Estates Company with the idea of preserving both the Lakeside branch line from Haverthwaite to Lake Windermere and the Carnforth 10A depot some miles away in Lancashire. In 1974 he took charge of the project to save the least promising of the two tourist attractions – the former LMSR locomotive depot at Carnforth, conceiving that the Steamtown Railway Museum and some former LMSR locos could form a successful visitor attraction, to be named Steamtown Carnforth.

He was soon directing his attention to better caring for and saving its listed infrastructure – a passion which was made clear in roles on BR's advisory boards for the Southern and Great Western systems.

For four decades longer Bill would loyally serve *Flying Scotsman*'s first base as chairman of the Dartmouth Steam Railway and River Boat Company but his engine ran widely around the UK until 1987, greatly boosting sales of the Hornby models of the engine because he extended special access to those seeking to make ever better models, until the locomotive was carefully packed up for the Australian bicentenary celebrations in 1988.

By the 1990s Bill had chosen to share his ownership of *Flying Scotsman* and the costs and visual rewards with yet another O-gauge enthusiast and ex-BR fireman, the music impresario Pete

Waterman. Both men shared a passion for conservation and the careful training of a younger generation of male and female apprentices capable of securing the future of such assets. By 1994 they faced another major overhaul, which saw it confined to Southall and broken down in many pieces by 1995, establishing that it was time to sell the engine on to another owner.

By then the reality was that Bill wanted to devote much more time to securing the future of listed railway buildings and the industry's superb civil engineering records, but Pete was more determined to complete a hands-on role at Crewe restoring locomotives and in model-making ventures such as Just Like the Real Thing. So in 2014-15, Bill helped a nearly persuaded Pete decide to sell much of that model collection, raising more than £627,000 to fund a training partnership with the rail engineering firm OSL, to



William McAlpine's funeral train, running on the standard gauge railway in his back garden.



Resident Hudswell Clarke 0-6-0ST No. 31, which has been in the McAlpine family from new in 1913, begins the 1-in-13.4 climb on the Fawley Hill railway, carrying the headboard 'The Septuagenarian' to mark Bill McAlpine's 70th birthday. ROBIN JONES



Bill and Judy McAlpine on a midnight jaunt through London Underground on December 12, 2011, as special guests on one of the test trips for the award-winning Metropolitan Railway 150 celebrations which brought steam back to the tunnels beneath the capital. ROBIN JONES

operate as the Railway Exchange Training Academy (RETA) operating at Crewe.

For me, the events on that Ratty-bound train were the beginning of a 40-year friendship during which I realised what an enthusiast Bill was for so many shared conservation causes, particularly railway ones. But it was his care and understanding not just for objects, but for people, and for railwaymen, that led him to become a long-standing supporter of the Railway Benevolent Fund (RBF) and the Railway Mission, often speaking of his wish to secure the future of the GCR's mission chapel near Neasden.

As president of the Transport Trust, he undertook many projects that involved liaison over restoration issues, culminating in very active support of the now nearly completed project to bring back into operational order a full set of the Brighton Belle electric stock, with all their sumptuously appointed interiors. As a principal benefactor he persuaded many to board a train behind the newly completed *Tornado* from Kings Cross to York to advance work on the Belle's unique surviving power cars which should be ready

for main line running later in 2018.

Through his Regional Board memberships of British Rail, he was increasingly concerned about the fate and costs of the thousands of listed buildings and structure that the BR Board was responsible for as part of the working railway. Working closely with British Railways Board, and its chief executive Sir Peter Parker, was Leslie Soane, who was particularly exercised to save St Pancras, alongside an enthusiastic member of the Board's PR department, Simon Jenkins, later editor-in-chief of *The Guardian*. They worked with John Bonar and Marcus Binney of SPAB, bringing to fruition a scheme discussed in great detail within the Royal Society of Arts in 1984. This would see practical administrative reality in two forms, in a small way as the Northern Viaducts Trust, and in the more important form of the Railway Heritage Trust created in 1985. The latter was formed to help secure funding from outside the nationalised industry for restoration projects, in ways that the BRB could not otherwise contrive. The direct model cited at the RSA was my own experience of moving much of the Museum of London's archaeological involvement on to funding by private developers.

Bill also collected traction engines, steam organs and fairground art, forming the Fairground Heritage Trust in the image of the RHT to conserve early fairground rides. Some splendid examples of steam-powered carousels were given good homes at Fawley Hill, along with many unusual animals, including some three-legged deer, and even wallabies, cranes and meerkats. Years of work on the board of ZSL (London Zoo) saw him rehome many herbivores, regretting that he could not accommodate carnivores to run free around his grounds. Scattered round those grounds were some huge brown insulators, home to many birds, while opposite them a full set of *Flying*

Scotsman's discarded tyres were mounted on the wall of a big salvaged structure comprising the stone pediment and tunnel mouth of the old taxi entrance to Waterloo station. Other items included the unusual concrete flagpoles from Wembley's twin towers from 1924, while smaller items, particularly signalling items and his vintage Rolls Royce found safe, new homes in his fully accredited museum.

In 1990, on the death of his father, Bill inherited the baronetcy and became Sir William McAlpine. After his marriage to Judy on March 25, 2004 at the restored station on his private railway, the couple would annually host the Hambleden Valley Nativity Festival at Christmastide. He was a director and trustee of the local educational charity Shiplake Court Limited which would see children from the local village school dress up annually with the McAlpines appearing as Father Christmas and Mrs Christmas, while his pugs Alice and Algie were led a merry dance by the children. When I asked him why as a railway buff he had not named the pugs Yorkie and Lanky, he explained that Judy thought their mischief was better captured by reference to obvious Oxford Don. Then pointing to the quiet majesty of his ever faithful fawn Labrador, he said: "I named him because of a hairy similarity to his then local MP, Boris."

His 70th birthday bash saw John Snell and two assistants lay down a quarter of a mile of RHDR spare track to allow *Hurricane* and *Sir Winston Churchill* to steam away with full loads on the only narrow and truly level part of his estate, with his granddaughter, Victoria, ensuring there was no overloading, or hanging over the side to view the Spitfires in their fly-past. His local newspaper, the *Henley Herald*, rightly described him as "a genuine friend to possibly thousands, from road-sweepers to royalty, and advisor and mentor to many more."

The O-gauge railway usually to be seen at the Fawley Hill Museum is indeed basically Bill's and some of his own Bassett-Lowke engines are displayed alongside in showcases, e.g. *Flying Scotsman*, *Sir Sam Fay* and *Caerphilly Castle*. The key event happened in 1979 when Bill invited 30 members of the Marlow and District Railway Society to look at his system and volunteered to help him run it and the adjacent real railway. One year later this was formalised into an arrangement operated by the Fawley Hill Society. The Cromwell Road layout with its three rail lines and fine-scale alternative track alongside featured Cromwell Road as the site of the West London Line, and so one that could accommodate convincingly any of the Big Four company engines and many types of truck, particularly GWR models.

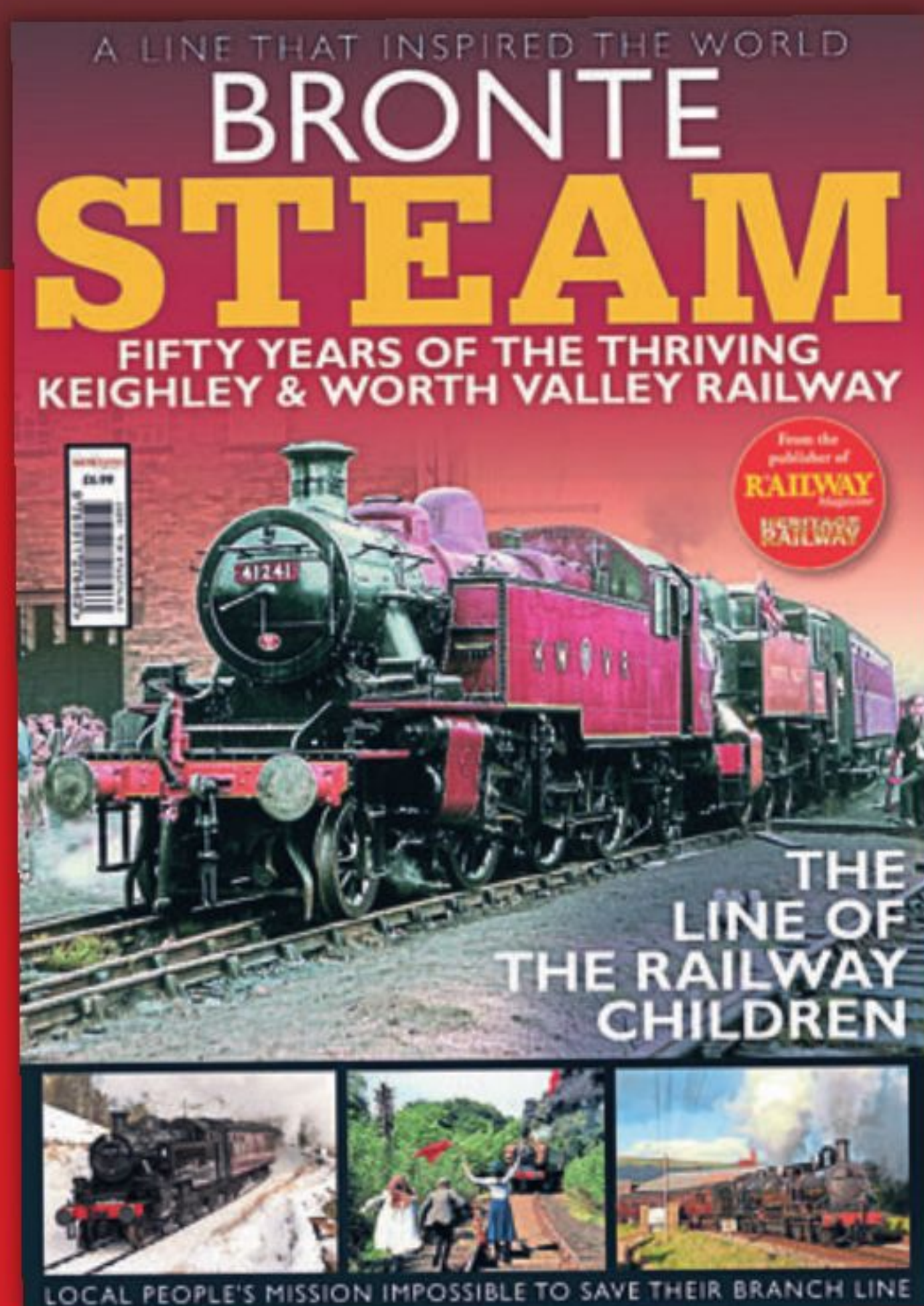
Pictures of the museum feature in a published biography of Sir William

McAlpine entitled *A Tale of Locomotives, Carriages and Conservation*, written by John Chackfield, Oakwood Press, 2009.

Those pictures show Ken Woodham working on restoring some larger-scale models, but the oval O-gauge railway only appears in the background. It was set up on a set of wooden boxes bolted together and so was transferable to the shows held in the MMRS halls around the area, and when necessary could be removed to allow Bill to release a big space for formal dinners or other events. The same book confirms what I recall Bill telling me - that his first model railway was a three-rail Hornby system opened for his third birthday. He was also keen to persuade his father to buy him a very new Trix train set featuring an LNER engine in Switzerland in 1947, when those models were only sold for export, and thus were not yet available for purchase in the UK. His intelligence system on model railways thus penetrated even

then to his primary school, Sandroyds near Shaftesbury, explaining that leaving there for Switzerland as his first trip abroad caused some embarrassment for his father as a foreign-exchange restriction at the time caused him some difficulty to effect the purchase at that time.

Sir William McAlpine was not only a Smeatonian, but was a professional member of the Institute of Civil Engineers, president of the Association of Larger Scale Railway Modellers, president of Chinnor and Princes Risborough Railway Association, Quainton Railway Society, and of the Friends of the Settle and Carlisle Line. He was a founder member of the Steam Locomotive Owners Association, and was also modestly a keen member of what was to become the Marlow and Maidenhead District Railway Society, and the Gauge O Guild, and the Victorian Society, as well as a founder member of Assistance Dogs Trust and St Tiggywinkles.



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