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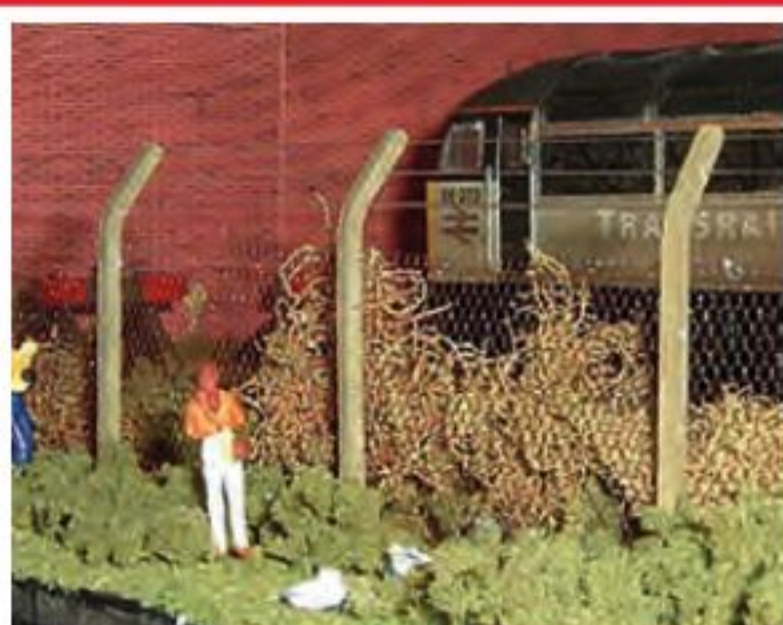


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Pete Kelly
Editor

From the editor

Depending on your age, your very first train set might have consisted of a wind-up tinplate O-gauge Hornby 0-4-0 complete with a couple of wagons or coaches and a simple circle of track, or perhaps – if your parents' income ran to it – a three-rail Hornby-Dublo electric train set.

One Christmas morning when I was about six, I woke up to find at the end of my bed a big red box with a picture of a powerful express passenger locomotive on the lid, but the contents couldn't have been more different – a little green engine, two very short and stubby four-wheel tinplate coaches and just enough track sections to form a circle (or perhaps there were two straight pieces as well).

The only place Dad could join it all together and set it running was on the carpet of the 'parlour' in my grandparents' house, but apart from the excitement of that particular day, I don't remember much at all about that clockwork train set, so it can't have lasted long!

The next time I set eyes on a model railway was when my friend John Bryant received an electric train set and invited me over to play with it with him. It was a Tri-ang set, not Hornby-Dublo, and what struck me most about it was that the tracks sat on proper sleepers, just like the real thing.

I must have been about 10 at the time, and clearly remember the locomotive model being of 'Princess Royal' Pacific No 46201 with red-backed *Princess Elizabeth* nameplates, but its black livery seemed curious to me, as the only 'Prinnies' I ever saw on the nearby West Coast Main Line were painted in Brunswick green.

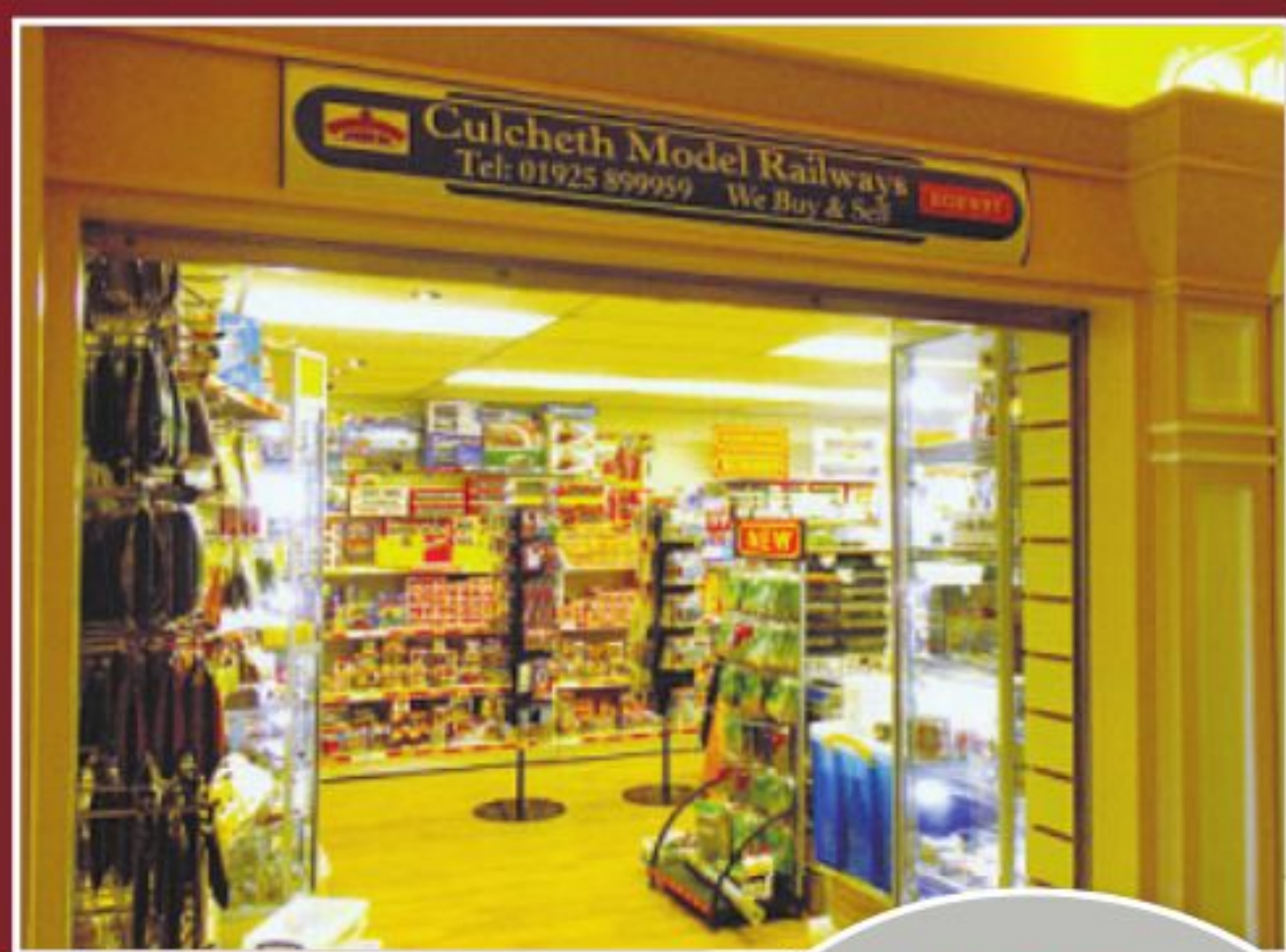
It didn't click into place until many years later, when I was sent a copy of O S Nock's *Pocket Encyclopaedia of British Steam Railways and Locomotives* (Blandford Press, 1983) to review. I still refer frequently to this brilliant compact title, which contains no fewer than 386 colour illustrations by Clifford and Wendy Meadway and a first-class description of every one of them by the late Ossie Nock of *The Railway Magazine's* 'Railway Practice & Performance' fame.

Among a section illustrating the experimental express passenger locomotive liveries considered by British Railways upon its formation in 1948 is a picture clearly showing the lined-black 'Princess'. The other pictures are of the blue air-smoothed 'Merchant Navy' Pacific No 35026 *Lamport & Holt Line* (which looked superb), Gresley A3 Pacific No 60093 *Coronach* in an experimental darker blue, and 'Castle' 4-6-0 No 5023 *Brecon Castle* in an experimental light green with red lining and red-backed nameplates.

To me, the most handsome liveries of the four were those applied to the 'Merchant Navy' and 'Princess Royal', but in his description of the Stanier locomotive, Ossie enthused: "There is no doubt that a black locomotive, like a well-groomed black motor-car, can look superb, and on that day *Princess Elizabeth* created a deep impression. It was felt however that to paint all British Railways locomotives black would create a bad public impression, so the use of 'blackberry black', as the LNWR used to call it, was confined to second-line express passenger and mixed-traffic engines, and blue was elected for the largest express passenger classes."

In the event, the blue paint didn't prove as durable as had been hoped, and was replaced by the green that remained familiar right until the end of steam operation in 1968.

But what with the famous Locomotive Exchanges of 1948 (alluded to elsewhere in this issue) and the appearance of bright new liveries – I'm old enough to remember seeing, from a Rhyl-bound carriage, a blue 'Princess Coronation' Pacific standing at Chester station – those early days of British Railways must have been pretty exciting times, and I still love to see them replicated in model form.



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Model marks 180th anniversary of Roade Cutting completion

As part of the National Heritage Open Days Festival 2018, the Roade Local History Society will be staging an exhibition to mark the 180th anniversary of the completion of Roade Cutting, the final hurdle that had to be overcome before the opening of the London to Birmingham Railway, in 1838.

The centrepiece of the exhibition will be a representative scale model of the cutting incorporating many of the distinctive features of this historic engineering achievement. This will be complemented by details of its construction and evolution, and the social and economic impacts the railway brought to the area.

The model has been constructed by society members, assisted by a number of local residents with specific technical and artistic skills, and the active and enthusiastic involvement of the teaching staff of the Elizabeth Woodville Schools at Roade and Deanshanger.

In the quaint language of the period, *Wyld's Travelling Guide* enthused: "Proceeding by this village, we pass beneath a handsome brick bridge which marks the commencement of a long deep cutting. This is the first specimen of rocky cutting which has occurred, and which, therefore, excites our admiration on beholding it. The blue limestone rocks which frown upon us as we proceed, appear to have been rent asunder by some mighty convulsion of nature. The bridge, which crosses the line at the termination of this rocky trench, is much admired for its spacious span and elegant lines of masonry."

Entry will be free when the exhibition takes place at Roade Village Hall, Bailey Brooks Road NN7 2LS over the weekend of September 8-9, and opening times will be noon until 6pm on the Saturday, and 10am until 3pm on the Sunday.



This model of the London & Birmingham's Roade Cutting will be on display in Roade Village Hall on September 8-9.

N Gauge Society's Hunslet DH on course for autumn release

The N Gauge Society has received first samples of its forthcoming Hunslet DH o-6-o shunter, whose announcement formed part of the society's 50th anniversary celebrations last year.

It's the society's first ready-to-run powered model, and the samples illustrated are primarily to check the fit of parts and ensure that the model captures the look of the prototype, although it does also have a working coreless motor.

Available to Narrow Gauge Society members only, it will be offered in no fewer than 15 different liveries including NCB, BP, Esso and

British Steel versions from the early 1960s to models carrying current liveries of hire firms Harry Needle Railroad Co, Port of Workington, and RMS Locotec representing shunters in their current guise.

Over the years these locos have seen use in everything from heavy industry (coal mines, quarries, fuel terminals, power stations, steelworks, docks and coking plants) to smaller locations like scrapyards, private railways and smaller freight terminals, and the models will be ideal for those wishing to add a small industrial facility to unused corners of their layouts.



The basic outline of the N Gauge Society's first ready-to-run powered model are apparent in this first sample.

Brassmasters reintroduce 4mm London & South Western van kits

Brassmasters have reintroduced the 4mm-scale London & South Western Railway 18ft low-roofed van kits designed by Martin Finney.

At £27 each (excluding p&p) two types are available, and use etched brass construction to bring out the detail of the original wagon, together with white metal side-framing and end stanchions, axleboxes/springs, buffers and a pre-formed roof.

The R031 kit is for the 10ft 6in-wheelbase unfitted van covering SR diagrams 14120, 1483 and 1484. The kit includes single-block, double-block, Morton and lift-link brake gears and a choice of Panter or Warner axleboxes.



In its unpainted form, this is a completed kit of one of the former low-profile former L&SWR ventilated vans from Brassmasters.



Almost looking like a wagon from this side view, this is a painted version of one of the SR-liveried, 10-ton unfitted vans.

The R032 kit is for the 11ft-wheelbase fitted van covering SR diagrams 1401 and 1481, built for passenger-rated traffic and with sliding doors. The kit includes single-block, double-block, Morton and lift-link brake gears, a choice of Panter or Warner axleboxes and etched screw couplings.

Brassmasters is also now making available white metal castings as used by Martin Finney-designed LNER and LSWR kits, and details of each one, including photos, are on the www.brassmasters.co.uk website.

Full details of these and all other products can be obtained by sending a stamped, addressed envelope to Brassmasters at PO Box 1137, Sutton Coldfield, West Midlands B76 1FU.

All models will be supplied DCC-fitted to offer DC and DCC users alike improved low-speed running, on-board 'stay alive' capacitors and working headlights, and some, depending on the prototype, will feature a flashing amber roof light -- again made possible for DC users by the inclusion of DCC technology.

The cab is moulded in clear plastic to maximise space inside for weight, and to eliminate possible prismatic effects at the edges of the windows. The models will also feature photo-etched windscreen wipers and handrails, along with numerous detail variations according to prototype, including engine exhausters positions, footplate equipment boxes and headlight arrangements.

The next sample, with refinements made to the drive train and the PCB installed, is expected by late summer, and the models are on course to go into production in the autumn with an anticipated retail price of £75.

For more information, see www.ngauesociety.com.

Alignment tool clarification

Sid Evans of src Simplified Point Controls wishes to clarify the wording of last month's short report describing the src alignment tools that facilitate installing and aligning a point motor to the track. While an oo-gauge tool is also available, he wishes to make it clear that the N-gauge one is the smallest they make.

Stockport & District Modellers' Open Day

Following successful open days in 2016 and 2017, Stockport and District Railway Modellers will be holding another one at their clubrooms at the Scout Hut, Cartwright Street, Newton, Hyde SK14 4FH on Saturday, July 21 from 10.30am until 4pm.

Admission is free, and light refreshments will be available as visitors talk about the hobby and admire the layouts on display. The membership is seeking the support of other experienced modellers in helping them complete a new exhibition-standard layout and develop new projects.

'KIDS FOR A QUID' AT SWINDON & CRICKLADE

The Swindon & Cricklade Railway will be running special 'Kids for a Quid' family days over the weekends of July 14-15 and September 22-23.

The passenger line offers a round trip of over four miles, with stations at Blunsdon, Taw Valley Halt and Hayes Knoll, and an extension towards Cricklade in the north.

For more information, visit <http://www.swindon-cricklade-railway-org/events.php#top>

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What's *in the* shops



Hatton's Model Railways kindly loaned two models for review – the Railtrack version with electrical equipment (ADB965581) and the famous Stratford shark (ADB965579).

Snow in summer!

Nigel Burkin takes a close look at Hatton's OO-gauge Beilhack ZZA snow plough, of which 12 versions were released this spring.

IN A CLASSIC EXAMPLE OF THE railways' make-do-and-adapt approach to saving money, the need to supplement the 'standard' independent snow plough fleet with additional ploughs was met by mounting a plough on the inner end of bogies recovered from scrapped Class 40 and 45 locomotives. The conversion was quite simple, involving the removal of traction motors and gearing, together with the small load-bearing wheel at the front of the bogie.

Having been stripped of such equipment, the bogie frame would have been too light to be propelled in snow-clearing duties, so it was given a new floor and body to add weight to the structure. A toolbox was fitted to the outer end with the original plough, designed and manufactured by Beilhack, was fitted to what would have been the inner end of the bogie. Two tall stanchions allowed lamps to be used above the top edge of the

plough, and a cross-access walkway was located behind the plough.

The result was an effective snow plough, constructed from redundant parts for minimal cost compared to that of a completely new vehicle.

Introduced in 1984, they were painted in engineers' yellow, but the yellow plough itself appeared to be of a different shade.

Upon privatisation they passed into the ownership of Railtrack, under which overhauled examples were painted black and equipped with solar panels and electrical equipment boxes for on-board lighting. A small number of the ploughs have been further overhauled by Network Rail for continued use, while many have been scrapped.

The re-use of redundant equipment for snow ploughs is not an unusual practice, with many examples constructed from a variety of pieces of rolling stock to be seen on railways around the world. Former steam



Buffers and couplings were retained on the outer end of the bogie to allow it to be coupled to a locomotive. A slot is cut in the buffer beam of the model to accommodate an NEM coupling pocket.

locomotive tenders once commonly formed the basis of snow plough designs on the BR network – in a wide variety of forms depending on the type of tender used. The BR standard snow plough that remains in service today was built on modified tender underframes.

The ploughs were allocated throughout the rail network, usually being used in pairs with one or two locomotives coupled between them. If a single plough is used, the locomotive must also be fitted with miniature ploughs.

Snow ploughs are restricted to 45mph when operated under snow-free conditions while being moved to where they will be needed, or during test runs to ensure they remain in good running order, usually in the autumn before there is a chance of heavy snow.

The Beilhack snow ploughs are documented as being capable of ploughing snow drifts up to 1.8 metres high, and special instructions for their use on double track lines are in place to ensure that passing trains are not endangered by ploughed snow.

How the clearance of snow drifts could be modelled on a layout would be an interesting question, even with the assistance of the brand new OO-gauge model of the Beilhack snow plough by Hatton's Model Railways.

Model superstructure and detailing

The main superstructure, a simple affair designed to add weight to the bogie

frames, is accurately modelled, including small details such as the lifting brackets. It fits along the middle of the bogie frame, leaving room for a separately modelled toolbox at the outer end together with a cross-walkway behind the plough. Most of the model's printed detail is applied to the flat surface of the superstructure.



No. ADB965581 is finished in black with Railtrack markings and a yellow plough. It features era-specific detail including electrical equipment.



Someone at Stratford depot with a sense of humour painted some embellishments to one of its snow ploughs, and the shark teeth and eyes of ADB965579 (H4-BH-004) are faithfully represented on the model.

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The top surface of the bogie has been detailed together with the cross-walkway immediately behind the plough.



Metal wheels are fitted to the underframe running in inside bearings to allow the model to be propelled through sharp curves and complex junctions.



Normally two ploughs would be operated in a snow-clearance train, one on each end of the locomotive.



Weighing 100g, the model has enough ballast to remain on the track when propelled.

The plough

The plough itself is a beautifully modelled feature with delicately thin mouldings. The support brackets mounting it to the bogie frame are also delicate in appearance. On the full-sized vehicles, these position the plough away from the bogie to allow the plough flap mechanism to be incorporated in the design – all faithfully modelled by Hatton's. The outline of the plough flaps is subtly moulded on the front face of the plough – some weathering will pick them out.

Underframe

Tooling of the underframe (essentially the bogie frame) has captured the large and heavy appearance of the Class 40 and Class 45 bogies with well-defined rivet detail and sharp moulding of the suspension springs and axle box detail.

At the outer end, oval sprung buffers are fitted together with detail on the

top surface of the bogie forward of the body. A slot has been cut into the buffer beam to accommodate a NEM coupling pocket that could be filled in by a modeller wishing to use tension lock couplings. Detailing includes hand rails and foot steps fitted to the inner end, together with air brake pipes and nicely moulded brake wheels.

Running gear

In common with Hatton's models, standard RP25-110 profile metal wheels with steel axles are fitted. These are nicely concentric and finished with the appropriate paint colours depending on the plough being modelled. One wheel of each wheel set is live to the axle while the other is insulated. There's plenty of room under the model for current collection pick-ups and a decoder if the modeller wishes to fit lighting to the Railtrack version.

An interesting feature is the use of

inner axle bearings to fit the wheels to the model, which results in some noticeable side play on all three axles. Testing of the models on an HO-scale layout with Peco code 83 track demonstrated that they run freely and smoothly with the side play becoming obvious only when propelled over complex turnouts.

The models will run smoothly through first radius curves as a result, and finescale modellers have the option of fitting pin point axle bearings to the outer axles, leaving the middle axle to float from side to side for better tracking.

Model-specific detail

Hatton's Model Railways makes a point of carefully researching the variations in locomotives and rolling stock when developing a model so that modifications made to the full-sized vehicles can be incorporated into later versions. The Beilhack plough model

This image summarises the neatly finished No. ADB965579 in engineers' yellow and black markings – all applied sharp and level.



is no exception, with the Railtrack versions receiving detail representing the solar panels and lighting equipment boxes. This equipment was removed by Network Rail with the mounting bracket being retained, a feature represented on the Network Rail version of the model.

Liveries

One of the review samples is a model of the famous 'Shark' snow plough based at Stratford depot in the 1980s which was painted engineers' yellow. The model illustrates how well the painting and finishing of the Beilhack snow ploughs has been executed, with the correct shade of light yellow applied to the body as if it was slightly faded, together with the more vibrant yellow of the snow plough itself. Lettering and printed details are sharp, level and opaque on both models featured in this review.

Overall

It is an amazing prototype to select for a ready-to-run model, and Hatton's has done a very good job of capturing its character, together with attention being paid to technical details such as its weight and ability to track through sharp curves when propelled. Twelve different versions covering the life span of the Beilhack snow plough, from its introduction to present day, with accurate era-specific detail and liveries, will ensure that the demands of most modellers will be met.

MODEL FEATURES:

Twelve different versions.
Four models based on the Class 45 bogie.
Eight models based on the Class 40 bogie.
Tooling variations represent changes to the ploughs during their operational life.
NEM coupling pocket fitted to the outer end of the bogie.
Numerous fittings applied to the plough including solar panels (where appropriate).
Sprung buffers.
Painted wheel faces where appropriate.
Stratford plough DB965579 represented with 'shark' markings.
Neatly printed details and smooth livery application.
Accurately shaped plough.
Separate hand rail mouldings.
Sharp moulding of axle box and spring detail.
Brake shoes fitted in line with the wheels.
Well ballasted for propelling moves.
147mm in overall length.
100g in weight.

Acknowledgements:

The writer would like to thank Mr Tom Newhouse of Hatton's Model Railways for his kind assistance in the loan of the snow plough models.

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What's *in* the shops

Sparmax 'Zeta' compressor kit

A compressor is an important part of equipping a paint shop for model painting. **Nigel Burkin** tested the Sparmax 'Zeta' in his own paint shop and found it to be the ideal equipment for modelling all scales.

WHEN I FIRST STARTED TO USE AN airbrush to paint models in my student days, constraints on my finances led me to try all manner of so-called money-saving ways of powering my airbrush. Anything from inflated car inner tubes to compressed air canisters were tried, with varying degrees of failure in trying to achieve consistent paint finishes. Having never been a great fan of paint aerosols, I persevered with airbrushing and came to the realisation that an air compressor, along with its ancillary equipment, was the only way forward. A compressor supplies consistent compressed air to an airbrush which, when fed through an air regulator and moisture trap, will be reliable and easily controlled. A compressor dramatically improved the performance of my airbrushing, and consequently my paint finishes became infinitely better, so my first compressor kit saved a great deal of money and time in the long run.

The Sparmax 'Zeta' air compressor kit is precisely the type of equipment that should be purchased with an airbrush for achieving excellent and consistent paint finishes.

It will save a great deal of time and effort over short cuts in obtaining an air supply, and equipping your painting zone with such kit will save a great deal of material wastage as well as making a good air supply instantly available for use whenever you need it.

This review takes a look at the Sparmax 'Zeta', together with its unique 'Smart-Stop' feature. I am impressed by its compact design, and the 'Smart-Stop' feature is so simple to use – it's intuitive to the process of painting models. You have to place the airbrush somewhere between spraying bouts after all.

Sparmax 'Zeta' features

The compressor, together with ancillary equipment, outlet ports and pressure valve, is contained within a tough steel casing that has a pleasing grey finish, and a handy carry-handle is fitted to the top. The 'Zeta' does not include an air receiving tank because the use of the patented 'Smart-Stop' feature that ensures that the same pressure stabilising effect of an air tank is achieved without the need for a large air tank, thus making the 'Zeta' very compact.

Several ports are fitted to the compressor, including the all-important air supply port and one for the 'Smart-Stop' lead. The kit also includes an air regulator and gauge assembly with moisture trap assembled to a bench clamp. The 'Smart-Stop' assembly is made up of an airbrush hanger or stand which plugs into a rocker switch box. A braided hose for linking an airbrush to the regulator together with a curly hose for connecting the compressor to the regulator are included in the package.

Safety features include the steel case which will prevent accidental contact with hot surfaces on the compressor while in operation.

An air valve prevents too much pressure from building up, and a thermal cut-out will pause the compressor if it shows signs of overheating: the process of compressing air causes heat build-up which is normal. All of the parts and the compressor itself are very neatly finished with no sharp edges and some very attractive polished metal components.

Air regulator and pressure gauge

The air regulator and pressure gauge assembly can be mounted in any convenient place in the painting zone including the metal casing of the compressor. I would put a couple of pads of cork track underlay in the clamp to avoid marking the clamped surface. The regulator has several important functions, including the setting of the air pressure to the airbrush using the back knob fitted to the top of the regulator. The gauge ensures that you set the supply pressure accurately to suit the paint flow and finish required as well as suiting the type of airbrush being used. A second important function is to trap moisture from condensation resulting from the compression of air. Failure to trap moisture will result in it being expelled through the airbrush, usually at a very delicate painting moment – guaranteed! A small valve at the base of the air regulator is pressed to remove trapped moisture caught in the trap after every painting session. The instructions supplied with the 'Zeta' suggest holding a paper towel under the trap when performing this task, and that is good advice.

Smart-Stop airbrush hanger

The neat feature of the 'Zeta' compressor kit is a start-stop feature called 'Smart-Stop' which is a power saving function that pauses the compressor when the airbrush is placed in the hanger. The compressor is stopped when it is not required, saving wear and increasing the life of the equipment. The compressor restarts when the airbrush is removed from the hanger to continue painting.

It works by fitting an airbrush hanger to a rocker switch assembly which may be remotely positioned away from the compressor in a place convenient for use. When an airbrush is placed in the hanger, the weight of it pushes the hanger down to activate the switch, turning the compressor off. The working pressure to the airbrush is maintained when the compressor restarts, and pressure fluctuations normally associated with using the on-off switch are avoided.

I found this feature to be very easy to set up and use, and not having a compressor rumbling away when it's not actually needed was a great benefit during long paint shop sessions, not to mention power saving and reduced equipment wear.

Operation

Once the equipment has been assembled in the painting zone, the compressor is started using its master on-off switch and allowed to run up to its working pressure. The air supply to the airbrush is set by lifting the regulator knob and turning it until the desired pressure is shown in the gauge. The airbrush must be connected to the braided hose and the trigger depressed when setting working pressure.

Placing the airbrush in the hanger will pause the compressor by rocking the switch into the off position. Picking it up again will restart the compressor, which will operate at the same working pressure as before. The maximum



The curly hose supplied with the kit connects the air compressor to the inlet port of the air regulator. The braided hose connects the airbrush to the outlet port of the regulator. The complete assembly is shown with a Sparmax 4 airbrush sitting in the airbrush hanger.

continuous operating time is 40 minutes, by which time the compressor should be paused by using 'Smart-Stop' or turning off the master switch to allow it to cool for 10 minutes or so.

Generally, a continuous bout of 40 minutes is rare in my paint shop. I'm always putting the airbrush down to adjust the position of a model or to do other related tasks, so overheating is unlikely to be a problem for most modellers.

During testing, I was impressed by the quiet operation of the compressor, particularly when compared to those I have used in the past. It vibrated little, and seemed comfortable with a long spraying session. 'Smart-Stop' has one additional benefit in cutting the noise of a painting session by pausing the compressor between spraying bouts, whereas a compressor without such a switching feature will rumble away whether you are spraying or not.

When the spraying session is complete and equipment has been cleaned, the compressor should be switched off at its master on-off switch and disconnected from the mains. Remaining air is released from the air hoses by pressing the airbrush trigger until none remains. The moisture trap should be emptied too.

Useful tips

■ When assembling new hoses to screw fittings on compressors and regulators, use plumbers' tape to seal the fitting to prevent air from escaping the system.

■ Note that the rocker switch box of the 'Smart-Stop' assembly is immediately below the airbrush hanger, making it a little exposed to paint spillage. Yes, I know spillage should always be avoided. However, it is an imperfect world. Protect the switch base with some cling film or masking tape to keep it clean of paint drips. The same could be done to the first few feet of the braided hose leading from the airbrush.

■ When filling the airbrush paint cup with paint, use a separate airbrush stand or hanger other than the 'Smart-Stop' one just in case of paint drips. If the compressor is running, pop a spare airbrush in the 'Smart-Stop' stand to pause it until you are ready to start work.

■ Finally, a compressor must be operated in a clean environment and with sufficient ventilation around it to help dissipate heat build-up. Don't try and keep it clean by covering it during operation, but place it well out of the way under the work bench to prevent it becoming marked with paint.



As good as an airbrush might be, a reliable supply of regulated air is required for good painting results. A compressor kit such as the Sparmax 'Zeta' is ideal for the hobby paint shop, and will provide years of reliable service. During testing, it ran quietly and with a consistent air supply which was easily controlled with the supplied regulator.

The Zeta is a single-cylinder air compressor with pressure valve designed to be used with low pressure, high precision single- and double-action airbrushes favoured by modellers.

A strong steel casing encloses the compressor and its components to keep them safe from accidental damage. A handle is provided on the top of the case. This is a view of the front of the compressor with the air outlet (A) and 'Smart-Stop' port (B) shown.

An air regulator and pressure gauge is included in the kit. It may be attached to the work bench or the casing of the compressor itself. A mounting hole for the 'Smart-Stop' switch (A) is located on the bracket. Other features include the regulator knob (B); pressure gauge (C); moisture trap (D) and work bench clamp (E).

FEATURES ROUND-UP:

- A smart and compact low-maintenance design.
- Attractively finished to avoid a utilitarian appearance.
- Oil-less single piston air compressor.
- 'Smart-Stop' power-saving function.
- ☑ Rocker switch built into the airbrush hanger.
- Includes an air regulator and pressure gauge.
- Braided airbrush hose and curly connecting hoses included.
- Compressor and equipment fitted with a protective metal cover with handle.

- 'Smart-Stop' airbrush hanger fits to the air regulator bracket.
- Suitable for use with a wide range of low-pressure airbrushes.
- Maximum pressure of 60psi.
- Weight: 4.6kg.
- 40 minutes' continuous use to be followed by 10 minutes' rest period to cool down.

Value for money

When I unpacked the Sparmax 'Zeta' from its box, I was immediately impressed by how comprehensive the kit is. The compressor, with its attractive finish and polished metal, looked great compared with some of the lumpy utilitarian pieces of kit I have used in the past. The inclusion of hoses and the 'Smart-Stop' paint hanger switch assembly makes the package excellent value for money, especially given its quiet operation and smooth delivery of compressed air. Modellers with space constraints in the hobby rooms or modelling zones will appreciate its compact design.

PRODUCT DETAILS:

Sparmax 'Zeta' compressor with 'Smart-Stop'.

Product code:
C-AZ-ZETA

Distributed by The Airbrush Company Limited, 79 Marlborough Road, Lancing Business Park, Lancing, West Sussex BN15 8UF.

Tel:
01903 767800.

Web:
www.airbrushes.com

Suggested retail price:
£199.



The 'Smart-Stop' assembly consisting of an airbrush hanger (C) and rocker switch box (B). It is attached to the air regulator clamp (A) and the airbrush stand plugs into the switch box (D).

Adjustment of the air pressure supply to the airbrush is regulated by turning the black knob on the top of the pressure regulator. Pressure is set using the gauge with the compressor running and the airbrush trigger pressed.

Exquisite lighting for every model railway era

Planning and building a model railway layout is one thing, but it's those intricate finishing touches that can take almost as long, but which always make that vital difference.

Frizinghall Models & Railways (FMR) of Baildon, West Yorkshire, sells a wide range of 'Model-It' station lights and colour-light signals in both OO and N-gauge, but the small pictorial references, usually in FMR's advertisements, and below do not do justice to these exquisitely made yet eminently affordable items.

RMM recently received examples of GWR/BR swan-neck lamps (£2.99) and modern station/street lights (£2.79) in both gauges, along with a double platform lamp (£3.29) in OO and several other items.

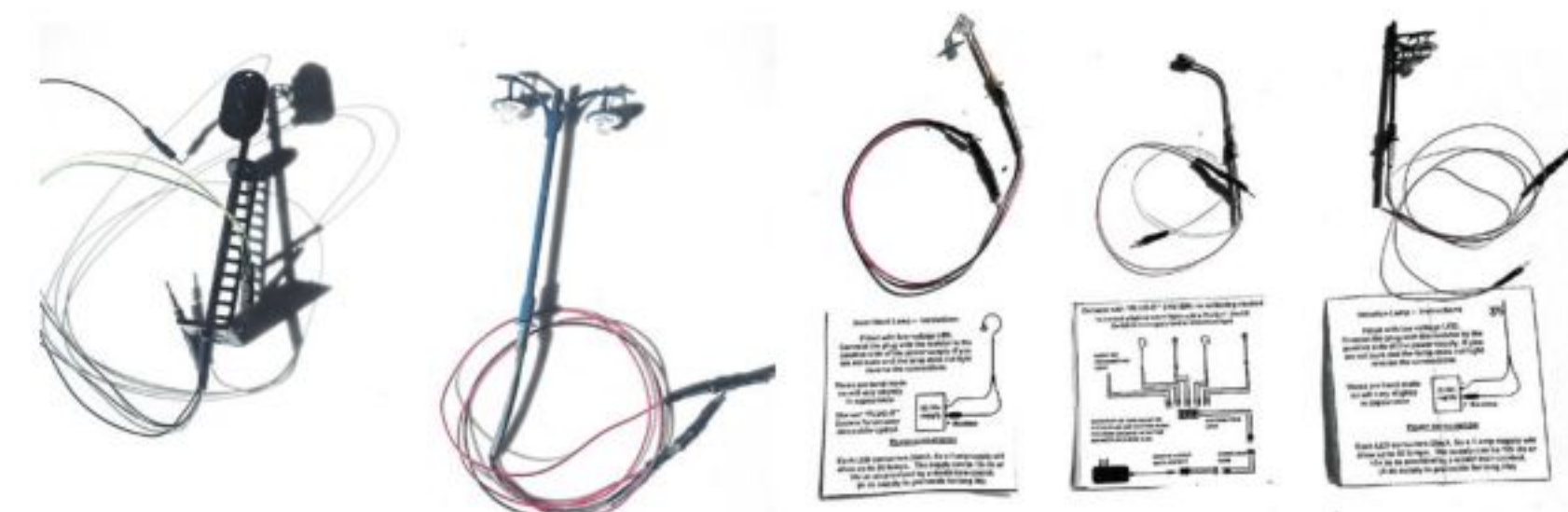
The lights are activated by a 'Plug-It' system comprising a power transformer (£19.99), with a distribution lead for up to five lights (£3.99), various extension

leads from £2.99, an on-off switch with a connector/lead (£4.99) and a basic on-off switch (£3.99).

By their very nature, the lights are very delicately made and easily distorted by clumsy hands – and if you're modelling in N and wish to add an appropriate station totem to the lamp stems, the totems on Sankey Scenics' brilliant sheets of bespoke station signs are so tiny that cutting them out can present a real challenge.

Luckily I have a friend who takes craft classes, and whose dexterity and accuracy in tackling such jobs – tweezers and very fine scissors essential – has to be seen to be believed. She even supplied a tiny pot of clean, waxy, tacky stuff to apply them with! See more in 'Finishing Touches' (page 38).

FMR, Unit 8A, Sapper Jordan Rossi Park, Baildon, West Yorkshire BD17 7AX (01274 747447); www.modelrailshop.co.uk; email shop@frmdirect.co.uk



Just the job for OO modellers – these three-aspect colour-light signals and graceful double station light cost £7.99 and £3.29 respectively.

In N gauge, the GWR/BR swan-neck lamp, modern street/station lamp and Victorian lamp cost £2.99, £2.79 and £2.99 respectively.

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What's *in the* shops



A splash of colour in OO gauge comes in the form of the revised Class 70 by Bachmann finished in Freightliner green and yellow as No 70 015 (31-590).

The Class 70 is built for hauling power, and in this regard the model is little different, with excellent haulage capability and smooth, almost silent operation in the case of the review sample.



The model has been brought up to date with detail changes representing the modifications made to the full-sized locomotives, including revised air intake arrangements to improve performance and reliability of the locomotive.

Freightliner Class 70 model updated

Nigel Burkin takes a look at Bachmann's latest OO-gauge model of the Freightliner Class 70, which incorporates new details to represent reliability modifications applied to the full-sized locomotive.

INTRODUCED IN LATE 2009 AS PART OF a locomotive project by Freightliner called Project Genesis, the General Electric 'PowerHaul' Class 70 was a new development for British motive power at the time, and an attempt by General Motors to break the monopoly of General Motors Class 66s in the UK. Class 70s were a complete departure in design to other locomotives operating on Network Rail at the time, and remain unique to this day.

Its ugliness surpasses even that of the Class 66, yet there is something compelling about this 3700hp locomotive. Such designs, lacking any kind of aesthetics, seem to translate well into model form, and the Class 70 has gained that distinction by attracting a following all of its own by modellers and enthusiasts alike.

particularly since their adoption by Colas Rail.

Its shape brings back memories of the Class 58s, with its narrow long body, while the wide radiator roof section is reminiscent of North American practice. However the somewhat lumpy central body section makes the Class 58 appear lean and sleek in comparison, and the cab design is far from the ordinary.

The model

When the locomotives were introduced in 2009, Bachmann wasted no time in releasing a OO-gauge version with a special-edition model of No 70 001 PowerHaul being introduced in late 2010. Since then, Bachmann has released models of No 70 006, followed by No 70 003 alongside an N-gauge version.

Recent development of the Class 70 model has followed reliability modifications made to the full-sized locomotives, including the revised air intake system made apparent by new cabinets fitted to the narrow locomotive body. The seam on the cab side has also disappeared, together with some other minor changes to the grilles, and the model reappears as No 70 015 (31-590) dressed in Freightliner green and yellow, one of the small fleet of 19 Class 70s operated primarily on intermodal flows.

The model's body shell is a complex sub-assembly featuring many different grille types and a great deal of moulded texture. The tooling is crisp, with side doors, catches and hinges all well represented. Some individual components make up both the central part of the body and the cab assemblies, including hand rails, stanchions, glazing, windscreen wipers and light fittings. The body is decorated with numerous grab rails, and etchings have been used to represent the cooling fan grilles in the roof.



The model is 283mm in length over the buffers and tips the scales at 435g.



The cab also features some changes bringing the model up to date, including a revised side window and the loss of the seam on the cab side which was a feature of the first few Class 70s.

MODEL FEATURES:

Up-to-date modifications as made to the real locomotives.
Accurately modelled sprung buffers.
Six-axle drive for impressive hauling power.
All-wheel current collection.
21-pin DCC interface socket.
Switchable lighting functions, including cab lights.
Complex body shape accurately modelled.
Sharp livery application.
Numerous grab handles applied as wire hand rails.
Etched cooling fan grilles.
Flush glazed cab with interior detail.
Add-on detailing pack included.
Length: 283mm.
Weight: 435g.

Drive and electronics

Internally, the model has less room for electronics, drive and other important technical features than a typical diesel-electric model thanks to the narrow body with its cut-in sections to the rear of both cabs. Nonetheless, a powerful motor is fitted to the frame with flywheels, drive shafts and all-wheel drive via bogie-mounted gear towers.

The circuit board features a 21-pin DCC interface socket and lighting circuits which illuminate the cab facing the direction of travel, together with the running lights. Sub-miniature control switches are concealed in the underside of the underframe, which allow the tail-lights and cab lights to be switched on and off manually.

Performance

A combination of six-axle drive and a weight of 435g gives the Bachmann Class 70 a good level of haulage power despite the apparent lack of space for ballast weight in the narrow body – no traction tyres are needed in this beastie!

MODEL DETAILS:

Freightliner Class 70.

Manufacturer:

Bachmann Europe Plc.

Scale:

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

Era: 2009 to present day.

Web: www.bachmann.co.uk

Catalogue number: 31-590

Suggested retail price: £169.95.

Performance of the review sample, which runs smoothly and virtually silently, is excellent, and the gears and motor could barely be heard. It rode over Peco Streamline and hand-built track formations smoothly and the wheels showed no signs of wobble or eccentricity.

Current collection is through phosphor-bronze collection wipers acting on the rear of all 12 wheels, which over the length of the model ensures that it does not become stalled on complex track formations.

Livery

Something that modellers rarely appreciate is how difficult it can be to apply a consistently opaque but thin covering of paint on such a complex body shell moulding, particularly with such colours as yellow. The printing on the Bachmann Class 70 is excellent, with sharp edges between paint colours over grilles and door panels. The colours are a subtle improvement over earlier releases of the Class 70, the green now being a shade darker and the yellow having a touch less intensity.



One end of the model is fitted with a tension lock coupling and slotted fairing. The opposite end has a full-sized fairing which may be exchanged for a slotted one should a coupling be required. The buffer beam details and spare fairings are included as an add-on detailing pack.



The edge between different colours has been neatly printed over raised detail without any notable blurring or distortion of the flowing lines. In all, it's a beautifully presented and finished model of an unusual locomotive design.

Small detail printing is worthy of note, too, because the model is covered in various warning notices on both the roof and sides, not to mention the application of the Freightliner brand over the engine room door panels.

Overall

It's a superb model of a modern prototype with wow-factor and one

that upholds the tradition of ugly but functional freight engines operating in the UK. The model is attractive in its own way, with a wealth of fine moulded detail, its unusual shape and unconventional cab design. The up-to-date modifications will be welcomed by modellers of the current scene, while collectors will enjoy adding a splash of colour to their collections.

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Past and present

A 'West Country' storms the Highlands

Ian Lamb reflects upon one of the highlights of the British Railways Locomotive Exchanges of 70 years ago – the foray on to Scotland's Highland Main Line by air-smoothed Bulleid Light Pacific No 34004 *Yeovil*.

AT THE END OF THE SECOND World War, Stanier's 'Black Five' 4-6-0s dominated the Highland Main Line between Perth and Inverness. However, as part of the 1948 Locomotive Exchange Programme carried out by the newly formed British Railways, they were about to be challenged by an interloper in the form of Southern Region's 'West Country' Pacific No 34004 *Yeovil*.

No doubt the locomotive was proudly prepared at London's Nine Elms depot for the ordeal of its long journey north – but, rather embarrassingly, it had to leave its tender behind!

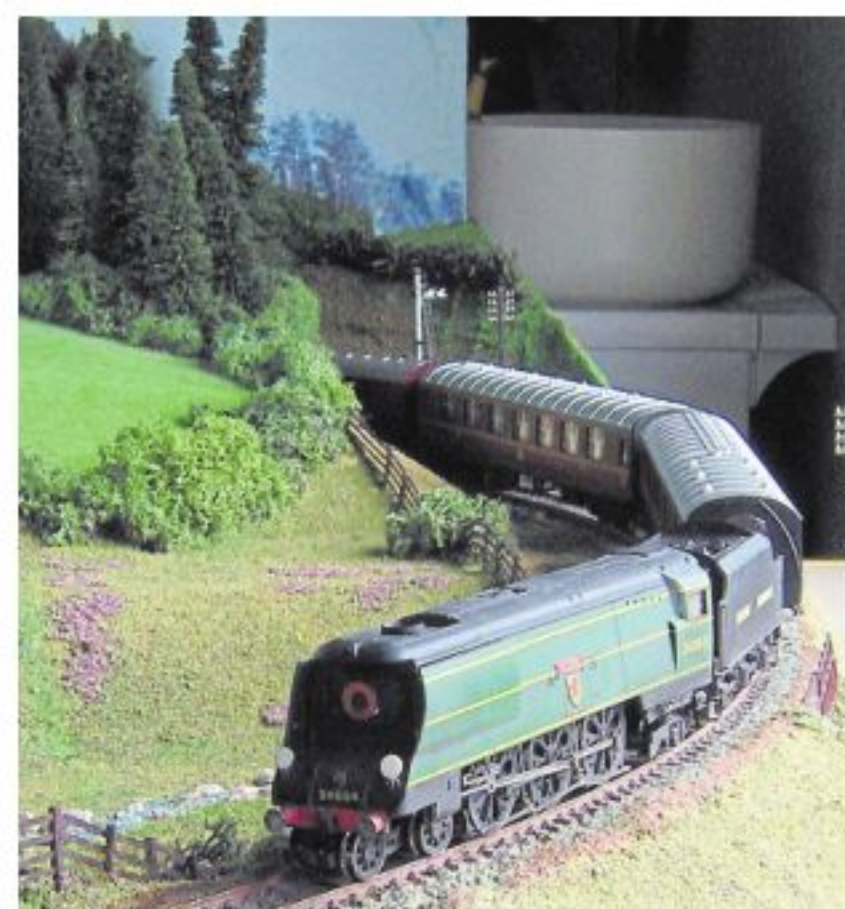
This was no penance on the part of the Scots for a 'foreigner' daring to cross the border and face the wrath of these unruly Highlanders, but simply a practical one because Southern Region tenders were not fitted with water scoops. A standard LMS one would fit the bill, although aesthetically this did nothing for the fine lines of the Bulleid Pacific!

There was plenty of time for the crew to get used to hauling this strange encumbrance while working its passage over the almost 450 miles between London and Perth. 'Bully Beef' may well have been the staple diet for the Scottish soldier in wartime, but surely sending a 'Spam Can' to that part of the world was rubbing salt into the wounds?

Adversaries

Stanier and Gresley were formidable adversaries when building the best engines for the harsh Scottish terrain, but it was to be the latter's assistant – Oliver Bulleid – who designed a locomotive that could more than challenge his illustrious predecessor, and *Yeovil* certainly did just that!

Nationalisation was very much in the air by the end of 1947, so a series of locomotive exchanges was proposed to determine the need and type of standard designs to be built under the direction of R A Riddles. The Exchange Trials would begin on April 19, 1948, and 13 locomotive types would be tested.



Renumbered and renamed as *Yeovil*, the Hornby model (seen below, right) is pictured here on the Dava layout.

As far as the Southern Region was concerned, several of the top-link loco crew had little interest in participating in the Locomotive Exchanges as they considered their existing work quite hard enough without going to Scotland or other far-away places.

While *Yeovil* was chosen to make the long journey north 'over the Border', sister engine *Bude* (as modelled by Hornby) performed its duties slightly nearer home on the former Great Central Railway, and both engines were said to have given a good account of themselves. Simultaneously, three ex-Caledonian Pickersgill 4-4-0s came briefly into the limelight, primarily due to their involvement as bankers during the Perth-Inverness Trials. The engines used were Perth's 54499 (and probably also 14467) plus M14501, which had general repairs in the early months of that year so presumably was the pick of the bunch.

Bert Hooker (railway author and top-link driver) was a fireman at the time at London's Nine Elms depot. He recalls that one morning early in 1948 he was approached by driver Jack Swain who asked if Bert would like to go with him for the Exchange Trials to Scotland. Representing the Southern Region would be a 'West Country' locomotive.

The Pacific chosen was required to have run 20,000 to 30,000 miles since its last general overhaul to ensure it was in good mechanical condition and would not fail so far from home. An engine fresh from the shops might have been considered as ideal for the job, but there was always a danger of overheated bearings on 'new' engines.

No 34004 was well prepared on Friday, July 2 and taken across London to Camden Shed. The engine was then paired with a 'Royal Scot' 4-6-0 as far as Crewe on the 5.05pm to Blackpool, and with a similar locomotive (as far as Carlisle) on the 8.55am from Crewe to Perth the following morning. At Carlisle a 'Black Five' was put on the front as the 'pilot' engine.

Returning once more to Bert Hooker's notes, he wrote: "As far as Stanley Junction it was the type of road that we were used to, but then the whole aspect of the line changed. Short but sharp gradients, both down and up, tight curves and a single line where the tablet catcher which had been fitted at Perth now came into its own, exchanging the tablets. The run proved most interesting to us and *Yeovil* coped with the gradients in good style."

Right time

"The 118 miles from Perth took 4 hours 20 minutes, and we arrived at Inverness right time. As soon as we arrived the loco foreman called up to Jack to leave the engine where it was – he had detailed one of his shed staff to pilot us to the nearest pub. Our 'pilot' told us they closed at nine o'clock. I am not a heavy drinker, but I had two pints and two whisky chasers during those 15 minutes, and on returning to *Yeovil* felt a trifle light headed! When we arrived, the footplate was occupied by six or seven drivers and firemen obviously engrossed with this strange 4-6-2, the first that had worked north of Perth.

"At 8.20 the next morning we had a comparatively light train from Inverness and our charge made light work of it. When we left Dalwhinnie I suggested to Jack that he should see if we could clear the top of the climb at 60mph, so he opened up with a vengeance; however I lost control of the fire as the blast was pulling coal directly off my shovel before I could direct it anywhere. Still, we did go over the top at 60.

"Assistance was required on northbound trains from Blair Atholl up to Dalnaspidal, and on one occasion the banking engine was ex-Caledonian 4-4-0 No. 14501. We made good progress and gained nearly two minutes on the



During its barnstorming foray into Scotland, 'West Country' Light Pacific No 34004 *Yeovil* was pictured at Aviemore in the company of the line's staple Stanier motive power.

first section. Afterwards, I was told that following this sprint the banker arrived at Struan with 120lb of steam and very little water so required all the time at Struan to have a 'blow-up'. We set off from there, and between us we cut the 31 minutes allowance to Dalnaspidal to just under 19½ minutes, so we had to stand at the station for nearly quarter of an hour awaiting time!

"The Pacifics suffered with over-travel of the valves, albeit very large piston valves in relation to the cylinder size. Yet they would romp up a bank, often with deceptive quietness which was only belied by the speed of the train – and by the efforts of the fireman with his shovel. They were remarkably free-running, and when coasting with the regulator closed there was none of the usual thump and bang associated with engines of normal design.

"The pilot drivers we had were all appreciative of the riding qualities of *Yeovil* and of the power that was on hand. Following our performance, it was seriously considered sending a batch of 'West Countries' to Perth to obviate some double-heading on the heavier trains, though I thought the winter conditions might defeat that objective.

"On Saturday July 16, after saying farewells, we prepared things for our trip south, being booked to double-head the 'Day Perth'. I had overheard the Running Shift Foreman say that he was short of engines and I remarked to Jack: 'I expect we shall have to work the train on our own'. Some ten minutes after this, the foreman came across and asked Jack whether he would mind working the train on his own, adding that 'there's seventeen bogies down the station. Will that be all right?'

"I coupled on to the train. The starting signal was off, the guard came up and took particulars, and we were ready to leave when the starting signal was replaced. The Platform Foreman came up to tell us there was an engine coming back on top of us. As the 'Black 5' was coupled on, Jack quipped to our pilot: 'We've got to pull seventeen coaches and now we're to push that bloke on the front as well!'

"We went by Perth loco with most of the staff standing by to watch us go past: with whistles blowing it was a good farewell. I am pleased to say that overall our Pacific earned the respect of the great majority of locomen with whom we had come into contact. I was happy that I had been able to do my share to uphold the tradition of the Southern 'right time' if at all possible.

"The 'West Country' was undoubtedly the best engine ever to work over this line. We hardly saw the sun for the whole two weeks we were in Scotland on the Exchange Trials."

In summary, the Southern Region driver initially showed extreme caution over unfamiliar metals, with an ensuing disappointment in timings – but on later runs the Pacific positively excelled itself, albeit at the expense of very heavy coal and oil consumption. As C J Allan recalled, however: "It was a joy to ride behind the Southern engine. Passengers are not really concerned about coal consumption, and are more interested in arriving at their destination at the booked time."

Dashed

To celebrate the 70th anniversary of *Yeovil*'s visit to the Highlands, it was hoped that a preserved sister engine might have been available to run on the Strathspey Railway between Aviemore and Broomhill, but alas, after tremendous efforts to make it happen, it was not possible. It was therefore left to Hornby's modelled locomotive on the Dava layout to perpetuate the memory of that great achievement when British Railways came into being all those years ago.

All Southern Railway enthusiasts know that such an engine was the epitome of that company's express locomotive stud in the immediate postwar period. With her sleek aerodynamic outline she would have been a great attraction in the Spey Valley today.

Contact www.strathspeyrailway.co.uk or telephone 01479 810725 for further details about the local heritage services.



Sadly, it was impossible to get an existing 'West Country' Pacific to Scotland to celebrate the 70th anniversary of *Yeovil*'s achievements during the Locomotive Exchange trials, but Hornby has modelled sister locomotive No 34006 *Bude*, which was equally successful on the metals of the former Great Central Railway, and a definitely unmatching black former LMS tender.



On some sections *Yeovil* had a Pickersgill 4-4-0 banker, one of which is seen in close company with the Southern interloper.



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A River Runs Through It

The title of the famed Robert Redford film perfectly describes **Pete Kelly's** attempt to create a countryside layout in N gauge -- and if you can smell the fresh air, the buttercups in the meadows and the gorse on the hillsides, it's a promising start at least!

A CRID SMOKE CURLED LAZILY from the chimney of a Stanier 8F as a few more shovelfuls of coal were added to its nascent fire, joining the more upright plumes from its grimy stablemates whose blowers had already been activated to draw their fires and slowly build steam pressure for the day's work ahead. From a bedroom window of a terrace house overlooking Warrington's Dallam Shed (8B), a line of washing had been hung out to dry in the vain hope that the gentle breeze would continue blowing in the opposite direction...

Such were the joys of early childhood during those austere postwar years, and I wouldn't have missed them for anything, but after working on a large N-gauge urban layout entitled 'St Werburgh's' (described in the last issue) thoughts turned to clean, bright countryside, lush meadows, bluebell-carpeted woods and gurgling streams, just like those I played among during frequent short stays with my grandparents from the late 1940s until the mid-1950s.

While creating such a landscape would bring back many happy memories, reproducing such lovely scenery would be challenging to say the

least, for having started a mere six years ago, I was (and remain) a rank amateur in railway modelling -- but there again, what an interesting learning curve it would be!

Allotting the extra space in my large corrugated-iron shed for the new baseboard, which stands at right-angles to that of the 'St Werburgh's', would be no problem -- but solving the sticky issue of a leaky high tin roof certainly would be! The solution, as alluded to last month, was to get my good friend Chris Davies to build a 'second skin' inside the shed to keep the new layout warm and dry.



Right opposite the station in Meadowsweet, the Collett Castle Hotel (which would have been a BTH establishment by 1957, the year on which the layout is based) was built from a Metcalfe factory kit!



As a 'Hall' 4-6-0 sets off from Meadowsweet with a passenger train, this photo of the layout's landscaped area shows the small loco shed and goods depot, and the short branch line to the Meadowsweet Dairy that goes past them. St Ann's Church overlooks the meandering river while cattle and sheep graze peacefully in the meadow and on the hillsides, and horses are seen outside their stables with an old Fordson Major tractor standing nearby. The auto-train-worked branch line passes the front of the small signalbox to begin its climb to St Werburgh's, and the 'Hall' is on one of the layout's two continuous loops.

The most daunting part of creating any new layout is looking at a lovely new clean baseboard and wondering just where to start! I've never been one for drawing intricate track plans and deciding the positioning of every single building beforehand, and instead just work at the picture I see in my mind's eye and adapt as I go along.

After a few weeks pencilling on to the baseboard the possible routes for the railways, roads and river to go, a rough plan slowly emerged. A deciding factor was that I wanted to join 'St Werburgh's' and 'Meadowsweet' by a single branch line worked by a Western Region pannier tank and auto coach, so first the necessary woodwork to enable the line from 'Meadowsweet' to climb on an embankment, cross the river on a girder bridge and go through the partition wall to eventually reach the bay platform at 'St Werburgh's' had to be completed.

When this had been done, the river and branch line determined where everything else on the layout would be positioned, from the village itself to the lush countryside surrounding it. Small hills were built up from polystyrene sheets and duly landscaped, and the oval double track (with the branch line running parallel for a while before going off to the left, and shorter branches to the small loco shed/goods depot and the Meadowsweet Dairy added) was gradually completed. Goods and carriage sidings beside the main road leading to the station's main entrance also came later.

Although I'd intended using the bare minimum of buildings for Meadowsweet village, by the time I'd put the station in place, created a village centre and so on, it took up a lot more room than I'd imagined. Still, it was good fun making the buildings, especially the 'Collett Castle Hotel' opposite the station that actually started life as a Metcalfe factory kit!

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St Ann's Church, still to be properly landscaped with a surrounding wall, stands proudly above the river while the branch line girder bridge crossing it is on the left, and the road bridge below it on the right. Still to be properly landscaped, the farmyard can be seen just beyond the church (the farmhouse itself is hidden by trees).



Before coming to fine detailing, it's a good idea to study real-life landscapes themselves. This mixture of bright yellow gorse and other bushes, some of which have grown over the lineside fencing, is fairly typical. The useful Nissen hut in the field was built from a small Metcalfe kit.

All railways of course have to be fenced off from the farmland they run through, and on a large layout like 'Meadowsweet' this can take an inordinately long time, especially in the fiddly N gauge. Tiny holes have to be drilled in exactly the right places for each fence post to enter the baseboard – an almost impossible task – and joining sections of the flexible Peco fencing designed for undulating landscapes can also be challenging.

But wait a minute! Vegetation always grows along the bottom of fencing, so why not cut off the bottom of the posts, create long narrow strips of cardboard, glue them to the baseboard and then glue the bottom of the fencing to the strips. They can then be covered by green scatter materials, very small bushes and even a touch of colour to represent wild flowers.

You can even make your own stone walls by gluing together long lengths of appropriately sized grey card strips, adding brick or stone-effect card to each side, and adding your own wall capping made from strips of leftover card from kits. Such

walls are also very easy to bend to suit railway curves.

Once you start taking pictures of a layout, especially in N, imperfections not always apparent to the naked eye suddenly seem to scream out at you. The accompanying photos show starkly that my ballasting at each side of the rails isn't nearly deep enough; that there are still some 'white edges' to rectify on a handful of buildings; that a few 'gaps' remain on pavements; and that a few small patches of uncovered baseboard still remain.

It's only when you look at the photos that you notice the bent chimneys and fallen-over figures on pavements and platforms! The joy of modelling, though, is that there is always something to finish off, something to improve upon, a small corner to be fully landscaped, a stretch of track that might have been better laid or designed, and important details such as starter signals, platform trolleys, pigeon baskets, passengers and luggage to add.

Like the railways themselves, railway modelling never sleeps!



The wooden fencing by the signalbox needs completing at the point where the two tracks to the loco shed and Meadowsweet Dairy branch off from the St Werburgh's line. Some signalling also needs to be added here.



The cattle look content in their buttercup field on a fine summer's day. The farmhouse at the top centre definitely needs the white-edges treatment!



A cluster of kit and scratch-built buildings huddles together in Meadowsweet village. The Mermaid Fish Bar just to the right of the Collett Castle Hotel began as a row of four Metcalfe terrace houses, with the middle two modified to create the fish and chips establishment, and an entrance tower of the Meadowsweet Dairy stands tall on the extreme left. The embankment carrying the St Werburgh's branch is seen in the background.



The most curious feature of The Old Curiosity Shop is surely that bent chimney!



A Bedford Duple coach passes the Meadowsweet Village Tea Rooms -- or have its passengers gone inside for a Devon cream tea?

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Blast from the Past

Heljan

- how a Danish family's dream came true

Initially known for its plastic construction kits that first appeared in the UK in the 1970s, Heljan – named after children Helle and Jan – has become an established manufacturer of ready-to-run models for both the Scandinavian and British markets, and in recent years has played a significant role in the resurgence of O gauge. **Tony Stratford** tells the story.

IN DENMARK IN 1956, A YOUNG JAN NANNESTAD was keen to have a model railway, so he started doing a newspaper round in order to buy one. There wasn't a great deal of choice, for basic sets were expensive and mostly of German outline, and the one that Jan eventually purchased was produced by Maerklin. Accessories were difficult to obtain, and scenic items that are so easily available today were non-existent in Denmark.

It started with sawdust!

Jan's father, Niels Christian Nannestad, was a serving police officer. Keen to develop the scenic aspects of a layout, father and son began to experiment with cardboard, sawdust and glue. Trees were produced, and those who saw the results were impressed. It wasn't long before local toy and model shops were urging them to produce them for resale through their outlets.

In 1957, Mr and Mrs Nannestad set up a cottage industry producing coloured sawdust and trees in their spare time. They were sold under the name Heljan, derived from the names of their two children Helle and Jan. The result was an instant success, and this introduced them to many involved in the Danish model railway scene.

Although the fledgling business remained very much a cottage industry, with Niels still serving in the police force, the next move was to produce cardboard construction kits of typical Danish buildings. These were the first on the market, enabling Danish railway modellers to create models of their own localities, and unsurprisingly the buildings soon attracted attention from neighbouring Sweden. At that stage the buildings were not true HO 1/76th scale, but this came about later in the early 1970s.



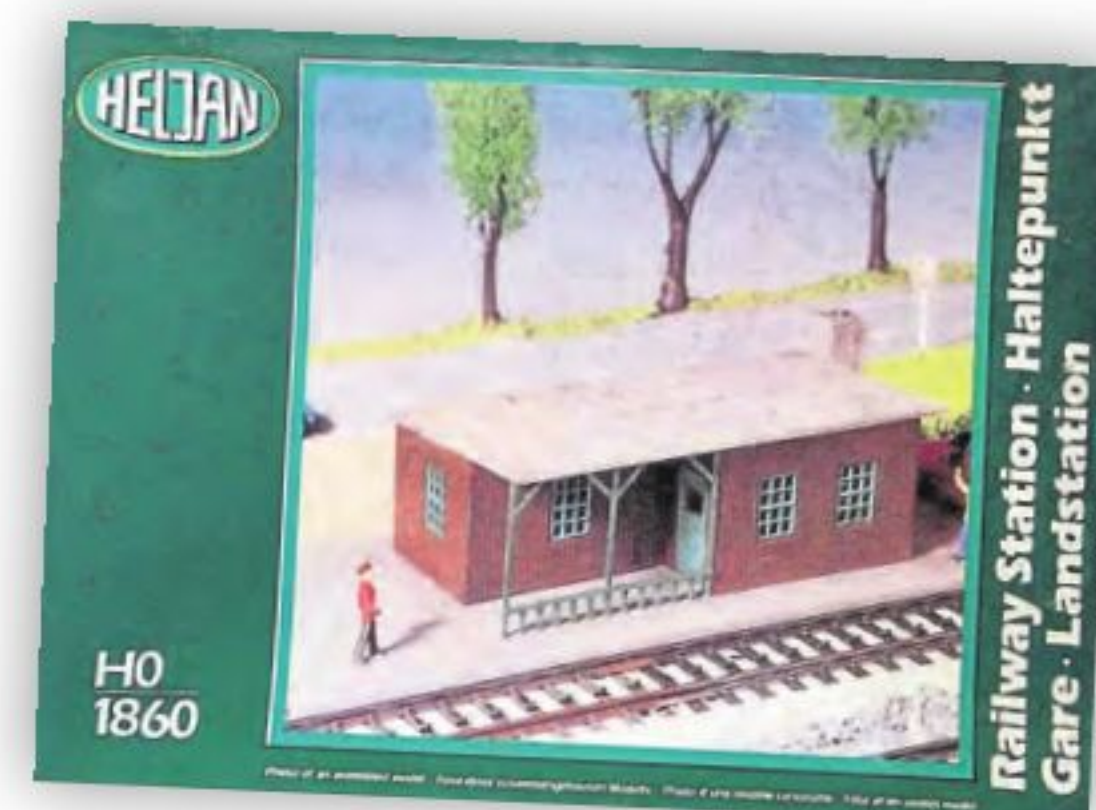
For British OO-gauge modellers, Heljan bravely tackled this LMS 0-6-6-2 Beyer-Garratt exclusively for Hatton's.

Production was first centred on the family home. In 1962 the family acquired a hand-operated plastic moulding machine that was used for manufacturing doors and windows, and initially this was installed in the family bathroom.

A full-time business

By 1963 the family had moved to a new house, with all buildings now being produced as plastic construction kits. The following year Niels left the police force and the family moved to an Odense suburb where a small factory unit was utilised. A fully automated plastic moulding machine was acquired, greatly speeding up output.

The facilities remained too small, however, and in 1966 the firm moved to a purpose-built factory of more than 1000 square metres that opened on May 12 of that year. The company soon expanded into new markets in the UK and US, introducing bespoke buildings for each of them. By the mid-1960s N gauge was being produced commercially, and Heljan started making N-gauge



The picture on the box of this early Heljan HO model railway station building kit shows the trees and coloured sawdust scatter that started the business for the Nannestad family.

kits too. Soon after this it was reported that plastic kit production accounted for 85% of the entire output.

In January 1975, Jan joined the board of Heljan. Around that time Heljan exhibited at the Nuremberg Toy Fair, which attracts the attention of model railway retailers and buyers from around



The Beyer-Garratt was followed by this OO-gauge LNER Class 02 'Tango' 2-8-0, and the most recent steam introductions have been GWR prototypes in the form of a Class 1361 0-6-0ST, a 1366 0-6-0PT and a 47XX 'Night Owl' 2-8-0.

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After being spurred on by a visiting model railway club, Heljan's first model train was this Danish DSB IC three-car DMU, the tooling for which was paid for by a 'crowdfunding' scheme. (MORTEN SCHMIDT).



Another well-remembered Heljan 00 model is this W&M Railbus.

the world, and where all the major model railway manufacturers assemble each year to announce forthcoming products. On its first appearance at the fair, Heljan was approached by Primex, a division of Maerklin, to produce a range of plastic kits.

Heljan was now a supplier to Maerklin, then the largest model railway company in the world!

While many of the kits appeared under its own name, some were produced for other companies such as Con-Cor and Walthers in the US, and in Europe a large number of kits was produced for Maerklin in Germany.

Another move

In 1988 the expanding business had to move again, this time to Sønderød, a few miles from Odense (home to the Danish national railway museum) at the northern end of the island of Funen, and this has remained the company's base since.

The founder, Niels, passed away in 1989 and son Jan succeeded him as managing director. Jan was joined by sons Kim in 1997 and Bo in 1998. Kim had worked in product development for plastic kit manufacturer Revell in Germany after leaving college in 1995 while Bo joined the company as a project manager, subsequently responsible for production, purchasing and outsourcing of production to China.

Ready to run

In 1991, a model railway club visited the Heljan factory. At the time Heljan employed some 60 staff, carried out its own research and development, tooling, manufacturing and distribution to dealers, so there was plenty to interest them.

One of the club members asked Heljan why it hadn't entered the HO-scale ready-to-run market under its own name, producing models of Danish prototypes. Heljan was already supplying rolling stock to other companies, but Jan estimated that he would need 1.2 million kroner to tool a model locomotive, and that the company didn't have that kind of money to test out the market. One of the members came forward and offered to pay for such a model up front. He thought others would do so, too – today we would call that crowdfunding! He was right, and the result was the release of a DSB (Danish State Railways) IC3 three-car DMU. The IC3 was funded by pre-payment, and it gave Heljan the necessary financial return to enable further models to be developed.

British HO

In April 1999 the British 1:87 Scale Society, which promotes British HO, was in discussion with Heljan about commissioning a ready-to-run HO-scale Class 37 locomotive. Throughout this



When the Danish firm produced 00 models of one-off prototype British diesels 'Kestrel', 'Falcon', 'Lion' and DP2, they proved very popular with modellers. This is 'Falcon', which worked in the UK for just four years before going to Russia in 1971.

series we have outlined how 00 was developed for the British market, and why numerous attempts to persuade British modellers to abandon their 00 models in favour of scale HO models have failed.

As commendable as their endeavours were, the number of British HO modellers is not large, and the project failed to get off the ground. It did, however, alert Heljan to the opportunities the British market offered.

British 00

Heljan released its first 00-gauge locomotive in the form of a Class 47 in 2002. Used to small runs, the company was pleasantly surprised when the model sold more than 40,000 units. The company went on to produce a wide range of diesel classes, notably classes 05, 07, 14, 15, 16, 17, 23 (Baby Deltic), 26, 27, 28 (Co-Bo), 33, 35 (Hymek), 52 (Western), 57 and 58. The Class 14 and 28 were both produced exclusively for Hatton's Model Railways.

Of particular note is the range of one-off prototype diesels produced for British Rail, notably 'Kestrel', 'Falcon', 'Lion' and DP2. These models proved particularly risky as they were short-lived on Britain's rails although 'Kestrel' saw use in Russia after it left the UK in 1971 having worked for just four years. Needless to say, all four proved more popular with modellers than they did with railway operators!

Lightweight railbuses were also trialled on a number of branch lines operated by British Railways, but failed to keep many of them open. Four-wheel passenger vehicles from AC Railcars, Park Royal and Waggon und Maschinenbau have been produced by Heljan, alongside a Class 128 diesel parcels unit.

The firm has also produced several models of electric locomotives, of which the Woodhead Electrics of Class 76 (EM1) and 77 (EM2) were produced exclusively for Olivia's Trains of Sheffield. The Class 86, for long the mainstay of the West Coast main line, was produced as a catalogue item, as was the Metropolitan Railway (later London Underground) classic Bo-Bo locomotive. This iconic type is familiar to many as one of them, *Sarah Siddons*, is a regular performer on enthusiast workings, and was once a regular visitor to BR depot open days.

Steam locomotives were not forgotten either, the company bravely tackling the most difficult of British outline locomotives with the introduction of an LMS Beyer-Garratt 2-6-0 + 0-6-2T exclusively for Hatton's (the LMS purchased 33 Garratts for heavy coal trains from the Nottinghamshire coalfield to London). This was followed by an LNER Class 02 'Tango' 2-8-0, and the most recent introductions have been GWR prototypes in the form of Class



Four versions of Heljan's 00-gauge 'Dogfish' ballast wagons are seen in this Hatton's photo.

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Blast from the Past



After Heljan entered the British O-gauge market in 2004, the release of its Class 35 Hymek diesel-hydraulic opened up new opportunities for modellers in the larger scale.



Heljan's Oo-gauge Class 76 Woodhead electric locomotive No 26000 Tommy was made exclusively for Olivia's Trains.

1361 and 1366 o-6-oTs and the 47xx 2-8-os, the latter known as 'Night Owls' as their main activity was on heavy overnight freight trains. Although none of the nine built survived into preservation, a new locomotive is currently under construction at the Great Western Society's Didcot headquarters.

No British outline coaches have been produced by Heljan in OO, but it has produced several wagons, the first being the zfv 'Dogfish' in 2004, followed by the rwa/twb bogie and the ipe/ige 557 'Cargowaggon' bogie flat wagon. A B type four-wheel tank wagon was released in 2017, including a version in Heljan's house blue and red colours to celebrate the company's 60th anniversary.

O gauge

Heljan entered the British O-gauge market in 2004. After facing near obliteration in the 1950s, O gauge has been fighting back since the formation of the Gauge O Guild managed to somehow keep the scale going when most of the manufacturers that had served it were either closing down or else changing track to cover the more popular oo scale.

Before the arrival of Heljan, O-gauge modellers relied on scratch-building, kits or ready-to-run brass. A small number of fully finished, ready-to-run models had been produced, but the release of the Heljan Class 35 Hymek opened up the opportunities to a new generation of O-gauge modellers. These were followed by models from Classes 05, 20, 25, 26, 31, 33, 37, 40, 42 ('Warship'), 45 ('Peak') 47, 52, 55 (Deltic) and 60. The prototype 'Falcon' and Class 128 diesel parcel unit have been released, with a Class 03 shunter under development. Since 2010 Heljan has released a number of BR Mark 1 type coaches and several wagons.

Changes

Production of the ready-to-run ranges has been carried out in China for some years, with Søndersø responsible for design, development and sales.

Jan stood down as managing director in February 2014 and was succeeded by Kim. Bo had left the company the previous year to join engineering company Resolux Group, where he holds a senior management position.

With production transferred to China, the former production areas were available for other activities. A large radio-controlled racetrack, Team RC Kongen, was established offering both inside and outside racing, and is the only such facility in Scandinavia. Alongside it is a large hobby store providing not only radio-controlled racing equipment but also the firm's model railway products alongside other modelling supplies. Kim's long-held ambition is to provide a museum of the company's products at some time in the future.

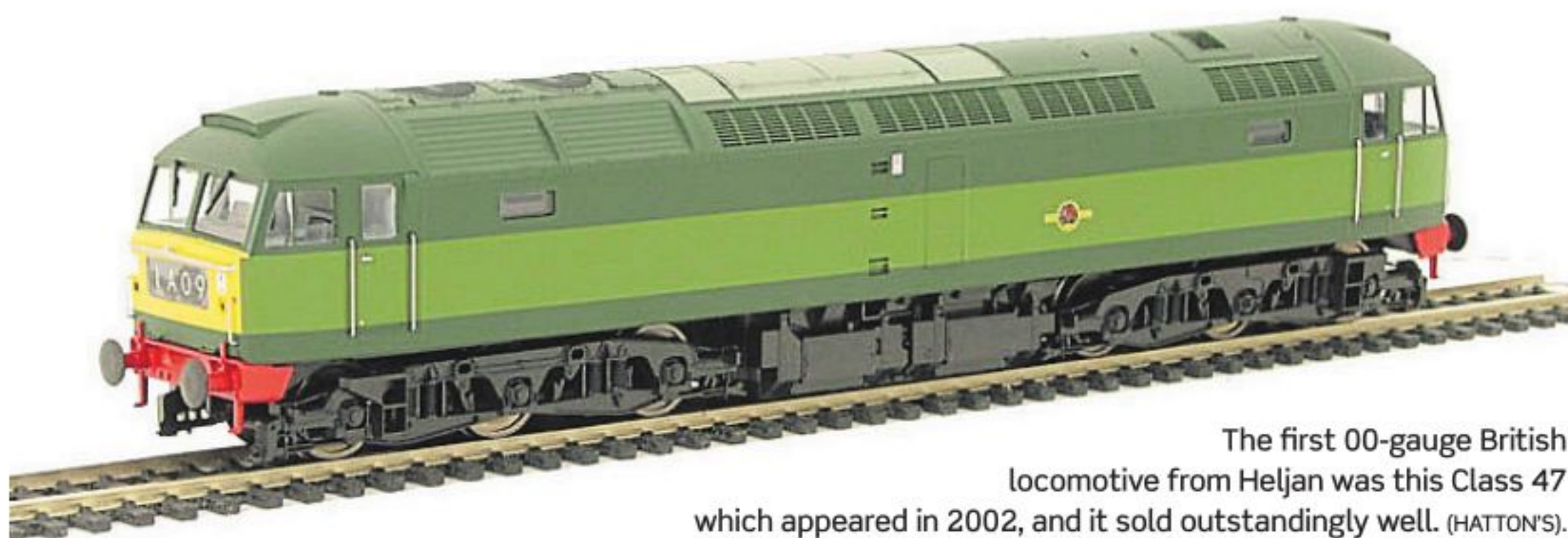
Heljan in Britain

Howes Models Ltd of Oxford is the main point of contact for UK customers as well as being the distributor of spares for UK models. Martyn Sanders was a part-owner of Howes, and has acted as R&D consultant for the UK market since 2005. Martyn semi-retired to Devon in 2015, but was retained by Howes to continue in his role for Heljan. In April 2018 Martyn decided to retire, so it was announced that Ben Jones, former editor of both *Model Rail* and *British Railway Modelling*, would become the public face of Heljan in the UK. Both Jan and Kim regularly attend the Warley National Model Railway Exhibition where Heljan has a large stand.

The company has established itself as a major player in the British model railway market that currently constitutes its largest customer, and Heljan looks likely to be a major player both here and elsewhere for many years to come.

The author would like to thank Jan and Kim Nannestad and Ben Jones of Heljan for assistance in compiling this article.

● Next month, the final article in this series will trace the story of the longest surviving name in model railways – Maerklin.



The first Oo-gauge British locomotive from Heljan was this Class 47 which appeared in 2002, and it sold outstandingly well. (HATTON'S).

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Diary updated as bookings are confirmed

June 23/24 - PERTH Model Railway Exhibition, Dewars Ice Rink, Perth PH2 0TH. Sat 10-5.30, Sun 10-5.

July 14/15 - BARRY & PENARTH Model Railway Exhibition, St Cyres School, Sully Road, Penarth, Vale of Glamorgan CF64 2XP, Sat 10-5, Sun 10-4.30

July 28/29 - NORTH SHIELDS RAILEX NORTH EAST, John Spence Community High School, Preston Road, North Shields, Tyne & Wear NE29 9PU. Sat 10-5, Sun 10-4.30

Aug 4/5 - SOUTHWOLD Waveney Valley Model Railway Exhibition, Saint Felix School, Southwold IP18 6SD. Sat 10-5, Sun 10-4.30. **Plenty of FREE Parking**

Aug 11 - BEXHILL Model Railway Exhibition, St Richards Catholic College, Ashdown Road, Bexhill-on-Sea, East Sussex TN40 1SE Sat 10-5 ***Plenty of FREE Car Parking on site!***

Aug 11/12 - SKIPTON Model Railway Exhibition, Skipton Academy (Formerly Aireville School), Gargrave Road, Skipton BD23 1UQ. Sat 10-5, Sun 10-4. www.skiptonrailsoc.org.uk

Aug 25 - BOURNVILLE Model Railway Exhibition, The Hollymoor Centre, 8 Manor Park Grove, Northfield, Birmingham, B31 5ER. 10.00am to 4.30pm

Sept 1/2 - TELFORD GUILDEX 2018, O Gauge Exhibition and Trade Show, The Telford Exhibition Centre, St Quentin Gate, Telford TF3 4JH. Sat 10-5, Sun 10-4. Coming to Telford? - Why not try Sunday? - the show is less busy- see more of the layouts AND a lot easier to get to our stand!!

Sept 8/9 - SWINDON Railway Festival STEAM Museum of the Great Western Railway, Fire Fly Avenue, Swindon, SN2 2EY Sat/Sun 10-5 Tel 01793 466646, Email enquiries: steammuseum@swindon.gov.uk. Coming to Steam at Swindon? Why not try Sunday? the show is less busy, see more of the layouts AND a lot easier to get to our stand

Sept 15/16 - AYR Model Railway Exhibition The Citadel Leisure Centre, Ayr. KA7 1JB. *Modern Venue with easy access & FREE car parking.* Sat 10-5/Sun 10-4

Sept 22/23 - HALIFAX Model Rail Exhibition, North Bridge Leisure Centre, Halifax HX1 1XH. Sat/Sun 10-5

Sept 29/30 - WORTHING Model Railway Exhibition, Durrington High School, The Boulevard, Durrington, Worthing, West Sussex. BN13 1LA Sat 10-5, Sun 10-4 *Plenty of FREE Parking*

Oct 6/7 - SHILDON Model Railway Exhibition, Locomotion Museum, Shildon DL4 1PQ. Sat/Sun 10-5. *Free Car Parking and Free Entry to Museum and Exhibition - Yes that's Free Entry!!!* :-)

Oct 6/7 - FOLKESTONE Folkestone, Hythe & District Model Railway Exhibition, The Leas Cliff Hall, Folkestone, Kent CT20 2DZ. Sat 10-5.30, Sun 10-5

Oct 6/7 - FAREHAM - Fareham & District Model Railway Exhibition, Fareham Leisure Centre, Park Lane, Fareham, Hampshire PO16 7JU. Sat 10-5.30, Sun 10-4.30

Oct 13/14 - ALDERSHOT - Farnham Model Railway Club 44th Exhibition, Alderwood Leisure Centre, Tongham Road, Aldershot, Hants GU12 4AS. Sat 10-5, Sun 10-4.30. www.farnhammrc.org.uk

Oct 20 - CHICHESTER M/Railway Ex, Boy's H/Sch, Kingsham Rd, Chichester, W.Sussex. PO19 8AE. 10-5.

Oct 20/21 - UCKFIELD Model Railway Exhibition, Uckfield Civic Centre, Uckfield. TN22 1AE Sat/Sun 10-5.

Oct 27/28 - ABERDEEN Model Railway Exhibition, Hallmark Hotel, Aberdeen Airport, Aberdeen AB21 7DW Sat 10-5/Sun 10-4. *www.facebook.com/AberdeenModelRailwayclub*

Oct 27/28 - STOCKPORT Hazel Grove & District Model Railway Society Exhibition, Hazel Grove Recreation Centre, Jacksons Lane, Hazel Grove, Stockport, Cheshire SK7 5JX. Sat 10-5, Sun 10-4 **Enlarged Show**

Oct 27/28 - LEEDS The Model Railway Society Model Railway Exhibition, The Grammar School, Alwoodley Gates, Harrogate Road, Leeds LS17 8GS. Sat 10-5, Sun 10-4.30 **Plenty of Free Parking**

Nov 3 - HIGH WYCOMBE - WYCRAIL 18 Model Railway Exhibition, Cressex Community School, Cressex Road, High Wycombe Bucks HP12 4UD. Saturday 10-5.

Nov 3/4 - SPALDING Model Railway Exhibition, Springfields Exhibition Centre, Camelgate, Spalding PE12 6ET. Sat 10-5, Sun 9.30-4.30

Nov 3/4 - ANGMERING W.Sussex Area Group N Gauge Society 'All Scales Model Railway Exhibition', The Angmering School, Greenwood Drive, Station Rd, Angmering, BN16 4HH, Sat 10-5 Sun 10-4. *Now 2 Day Show - Short Walk Angmering Station - Features various scales not just N Gauge!!!*

Nov 10 - IPSWICH Model Railway Exhibition, Rushmere Hall Primary School, Lanark Road, Ipswich, Suffolk IP4 3EJ, Saturday 10 - 5pm.

Nov 10/11 - TELFORD IPMS Scale Model World 2018 The Telford Exhibition Centre, St. Quentin Gate, Telford, TF3 4JH, Sat 10-6, Sun 10-4.00 FREE Entry for IPMS Members.

Nov 16-18 - WAKEFIELD 57th Model Railway Exhibition, Thorpes Park Athletics Stadium, Horbury Road, Wakefield, WF2 8TY Friday 5.30-9. Saturday 10-5.30. Sunday 10-4.30

Nov 17 - PORTSMOUTH South Hants Model Railway Exhibition, Admiral Lord Nelson School, Dundas Lane, Portsmouth, Hants PO3 5XT. Saturday 10-5 ***Plenty of Free Parking***

Nov 17/18 - WORKINGTON Model Rail Show, University of Cumbria, Energus Building, Blackwood Rd, Lillyhall Estate, Workington, Cumbria, CA14 4JW. Sat 10-5, Sun 10-4. **5th Year at this NEW VENUE**

Nov 24/25 - BIRMINGHAM Warley National Model Railway Exhibition, Hall 5, NEC Birmingham B40 1NT. Sat 9.15-6, Sun 9.15-5. www.warley-mrc.org.uk Coming to Warley? - Why not try Sunday?? The show is less busy see more of the layouts AND a lot easier to get to our stand!!

EXHIBITIONS & SHOWS IN 2019

Jan 12/13 - BOGNOR REGIS Model Railway Exhibition, Felpham Community College Felpham Way, Felpham, Bognor Regis, West Sussex PO22 8EL Sat 10-5, Sun 10-4.30 **Plenty of Free Parking**

Jan 19/20 - CALNE MODEL RAILWAY EXHIBITION Calne Leisure Centre, White Horse Way, Calne, Wilts. SN11 0SP Free parking, Sat/Sun 10-5 - **Enlarged Show for 2019**

Jan 26/27 - KENDAL Model Railway Exhibition Leisure Centre, Burton Rd, Kendal, LA9 7HX Sat/Sun 10-5

Jan 27 - BRISTOL - Bristol 'O' Gauge Group Exhibition University of the West of England (UWE Bristol), Conference & Exhibition Centre, Filton Road, Bristol, BS34 8QZ. Sunday 10 - 4.00pm.

Feb 22/23/24 GLASGOW Model Rail Scotland Scottish Exhibition Centre, Glasgow, G3 8YW Fri 10.30-6, Sat 9.30-6, Sun 9.30-5 www.modelrail-scotland.co.uk

Mar 2/3 - PRESTON Preston & District Model Railway Exhibition, Sports Hall, Preston College, St Vincents Road, Fullwood, Preston, Lancashire, PR2 8UR. Sat/Sun 10-5pm

Mar 16/17 - PERTH GREEN Model Railway Exhibition, Perth Green Community Centre, Inverness Road, Jarrow, Tyne and Wear, NE32 4AQ Sat 10-5. Sun 10-4.

April 13/14 - CORSHAM Trainwest 2019 Model Railway Exhibition, Springfield Community Campus, Beechfield Road, Corsham, Wilts SN13 9DN Sat/Sun 10-5 **Plenty of FREE Parking**

April 20/21/22 - YORK Model Railway Show, The Knavesmire Stand, Racecourse Road, York. YO23 1EX. Saturday & Sunday 10-5, Monday 10-4.30.

May 3 - 5 - The 51st BRISTOL Model Railway Exhibition The Thornbury Leisure Centre, Alveston Hill, Thornbury, Near Bristol, BS35 3JB. Fri 1pm-7pm, Sat 10-6.30pm, Sun 10-5pm.

May 11 - READING The Association of Larger Scale Railway Modellers Trade Show and Exhibition, Rivermead Leisure Centre, Reading. RG1 8EQ. Sat 10-4.30. *FREE entry to ALSRM Members*

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Tech talk

Choosing the right mobile decoder

For the thousands of modellers who have taken up the concept of DCC enthusiastically, **Nigel Burkin** looks at the various decoding devices that are now available.

FOUR MAJOR COMPONENTS MAKE UP A basic digital control system for model railways: the controller (cab, throttle); power station (booster); command station and the devices that are the subject of this article – decoders. Decoders are perhaps at the heart of DCC systems because they control the locomotive's motor, lighting and sound.

Decoders might seem like an unnecessary added expense for newcomers to the hobby, and while the cost is often cited as a reason not to adopt DCC as a model railway control system, that tiny circuit board delivers a good deal of functionality, making the independent and flexible control of a model railway possible in a way that conventional analogue control cannot.

Decoders have several functions, including a rectifier to convert the constant track current of around 15V-18V AC to the more common 12V DC so that it can be used by the motor and on-board lighting circuits.

They are the devices that control the actions of a locomotive in that they interpret the data packets transmitted by the command station and respond to them accordingly. The ability to control a model independently of all others on the layout is due to the unique address and control features of the decoder.

Operating features can be adjusted to suit the model and operating conditions existing on the layout independently of any other model, to suit a particular type of locomotive and for certain lighting effects by making adjustments

to the decoder settings that are called configuration variables or cvs. The features and settings are detailed on decoder instruction leaflets.

Accessory decoders, a separate family of decoders that can be used to enhance layout control, are designed to control layout features such as signalling, turnouts and even switching scenic lighting on and off. They also draw power and data packets from the DCC system to know when to activate their functions.

The control characteristics of decoders mean there has to be one in every locomotive and multiple unit at least. Life has been made easier for modellers in recent years by the advent of 'plug and play' decoders that drop into the model and operate well with no need to adjust cvs other than to allocate the all-important unique address.

Before buying decoders for the first time, check the type of interface that's installed in your model. Is it a 21-pin, eight-pin or, in the case of some small OO-gauge models, a six-pin interface socket? Is the model an older one with no interface socket? Furthermore, how many functions are required to correctly operate the model? How much space do you have in any specific model?

Mobile decoders

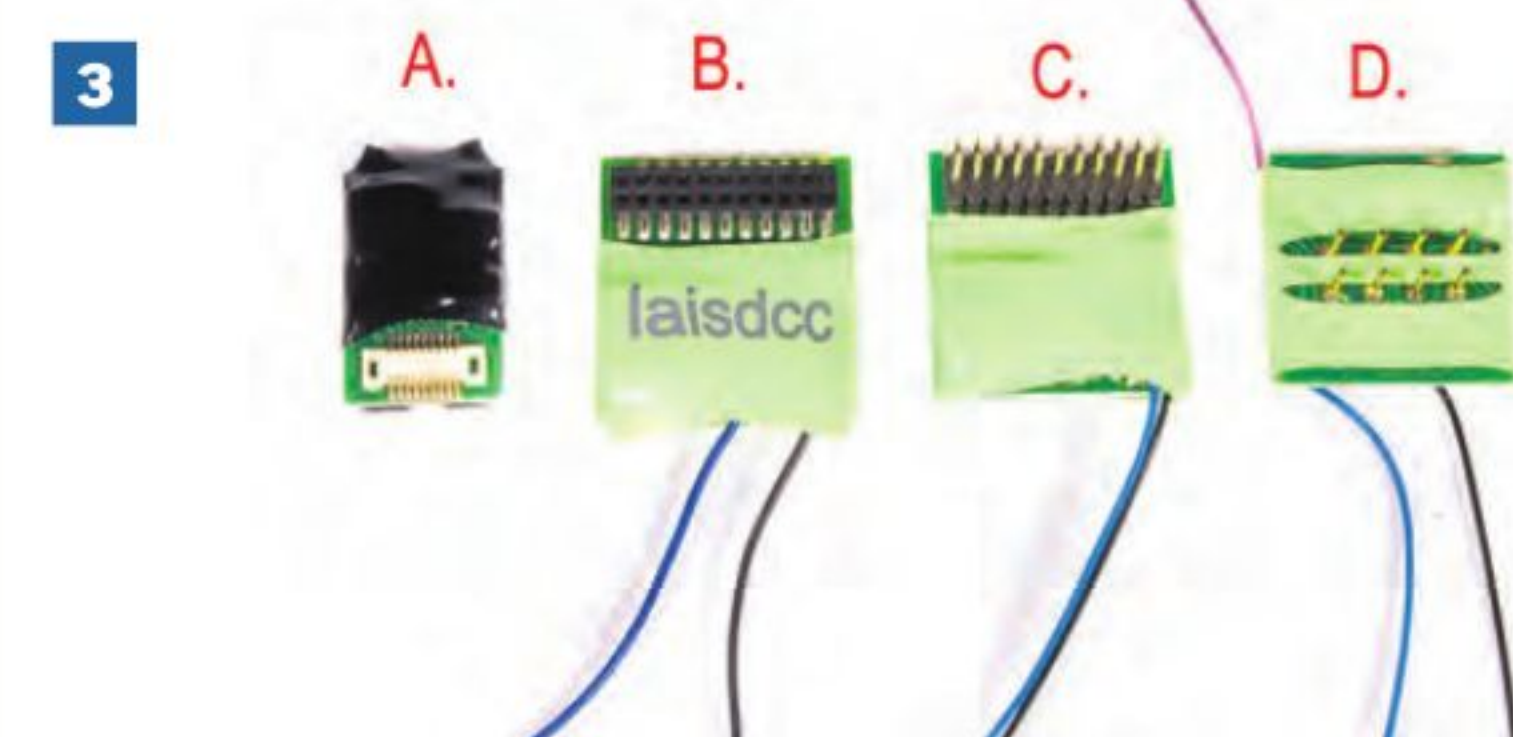
There are so many decoders available that it can be quite difficult to make an informed choice, and I always consider the best choice for a specific model before making a purchase because decoders come in all shapes and sizes, with different

1. A wide range of different decoders are available, including 'plug and play' decoders designed to fit the various decoder interface sockets fitted to modern ready-to-run models. All of the models in this photograph come with either a six-pin, eight-pin or MTC 21-pin socket. Choosing the right decoder takes a little thought!

2. Most ready-to-run models are now equipped with digital interface sockets to allow the simple use of 'plug and play' decoders. Instruction leaflets provide comprehensive information on how to install decoders. The Bachmann Webb Coal Tank in OO gauge has a NEXT18 interface, together with through-wiring for digital sound installation.

3. This selection of different LaisDCC decoders shows different plug arrangements including NEXT18 (A); MTC 21-pin (B); PLUX22 (C) and a direct plug-in eight-pin interface with no wiring harness (D). All but the NEXT18 decoder have fly-out wires for Stay Alive (blue and black).

4. Both of these Digitrax micro decoders are for Z and N gauge, and both are the same type. One has a wiring harness, while the other is a six-pin decoder. Both do exactly the same job.



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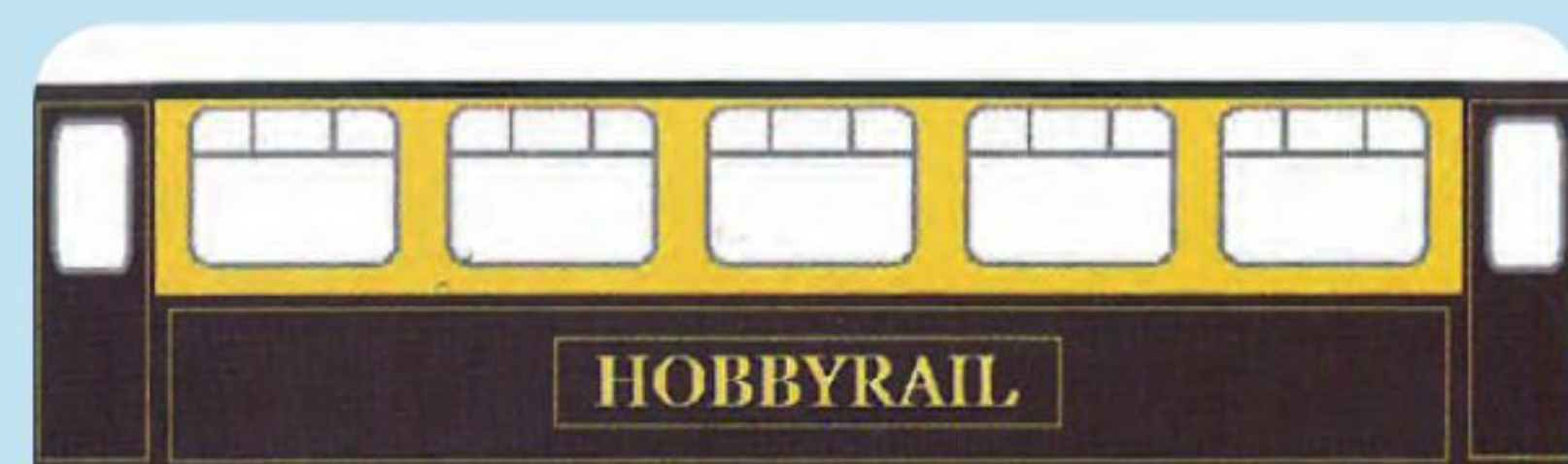
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power ratings and functions. Several different methods are used to connect the harness wires to the decoder, or there might be no harness wires attached to the decoder at all, just a socket or plug arrangement.

The choice of decoder will also be determined by the type of models you have on your layout and how many of them are equipped with decoder interface sockets. The scale you are working in, and how much space is available in your chosen model to accommodate a decoder, are other factors to consider.

The following is a summary of mobile decoder types:

SINGLE-SIDED: All the components are fitted to one side of the circuit board. These decoders might be larger in area but quite minimal in terms of thickness, allowing them to fit models with low internal headroom.

DOUBLE-SIDED: The components are mounted on both sides of the circuit board, and might be thicker in section as a result, but they take up less of a footprint in the model for the cost of needing a little more headroom. Decoders can be either single or double-sided with all the various forms of wiring or interface socket together with a wide variety of functions, including digital sound.

The following notes show how many variations on the theme are available to buy:

HARNESS WIRE-FITTED: Some decoders have the harness wires soldered directly to one edge of the decoder while others are equipped with what appears to be a plug and socket arrangement called a JST socket. The latter enables the decoder to be detached from the locomotive without unsoldering the harness.

FUNCTION-ONLY DECODERS: These are designed to provide additional function outputs for locomotives requiring more than the typical four-function provision on most standard decoders suitable for OO-gauge models. Function-only decoders do not have an output to control a locomotive motor. They may be used in addition to a mobile decoder or in the opposite end of a multiple unit.

PLUG-IN DECODERS: Also known as 'plug and play', these are decoders that have a convenient interface for plugging them into a socket fitted to the model's circuit board. There are several different DCC interface sockets, so care must be taken to choose the right decoder. The models may be described as 'DCC-ready' or 'DCC-enabled' to indicate that a socket is provided. Your model shop should be able to advise which type of socket your model is equipped with when you are making a purchase.

CIRCUIT-BOARD REPLACEMENT DECODERS:

While not yet common in the UK, the circuit board replacement decoder is a popular way of fitting decoders to models with limited space, particularly US outline models on HO and N gauge. The decoder is the same shape and size as the factory-fitted circuit board and has the same LEDs attached to it. One simply replaces the other as a direct exchange. They are usually locomotive specific, and will be set up to perform well with the model they are designed to fit.

A note should be made of accessory decoders that are designed to operate layout accessories such as points, signals and turntables. They are usually located on the underside of the layout baseboards, and can be used on layouts built to any scale, up to and including O gauge. They are not fitted to locomotives and are not considered to be mobile.

Decoder interfaces

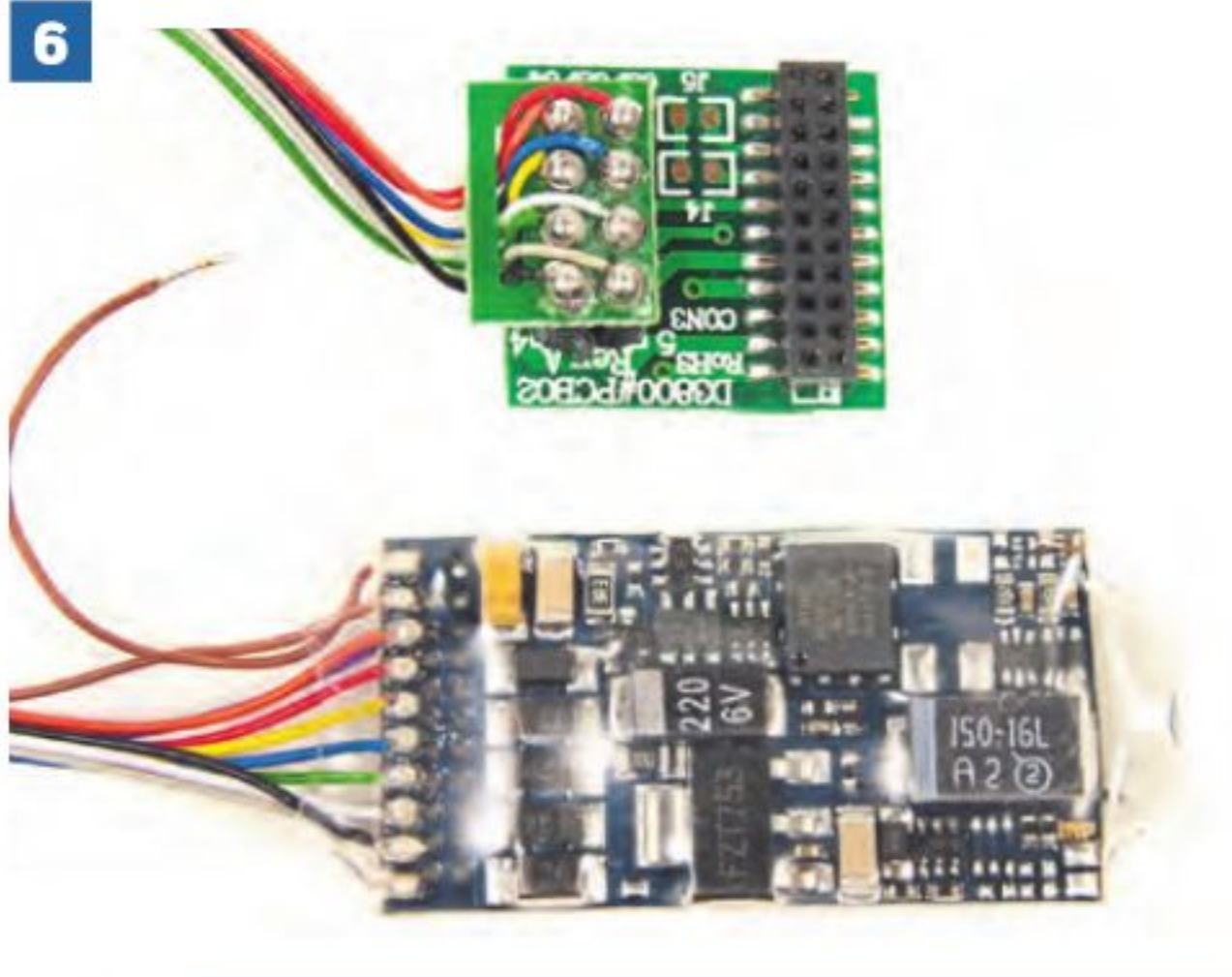
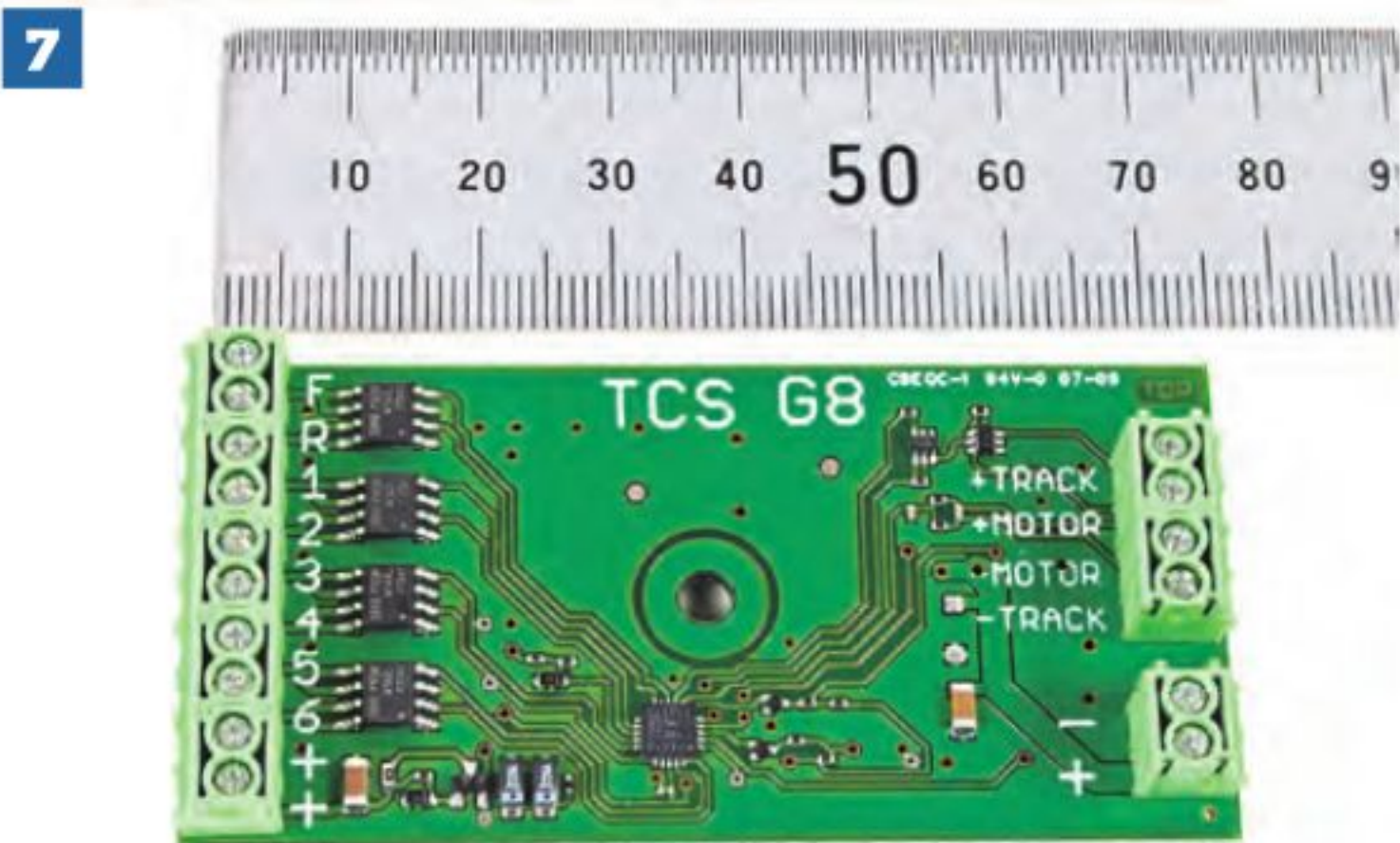
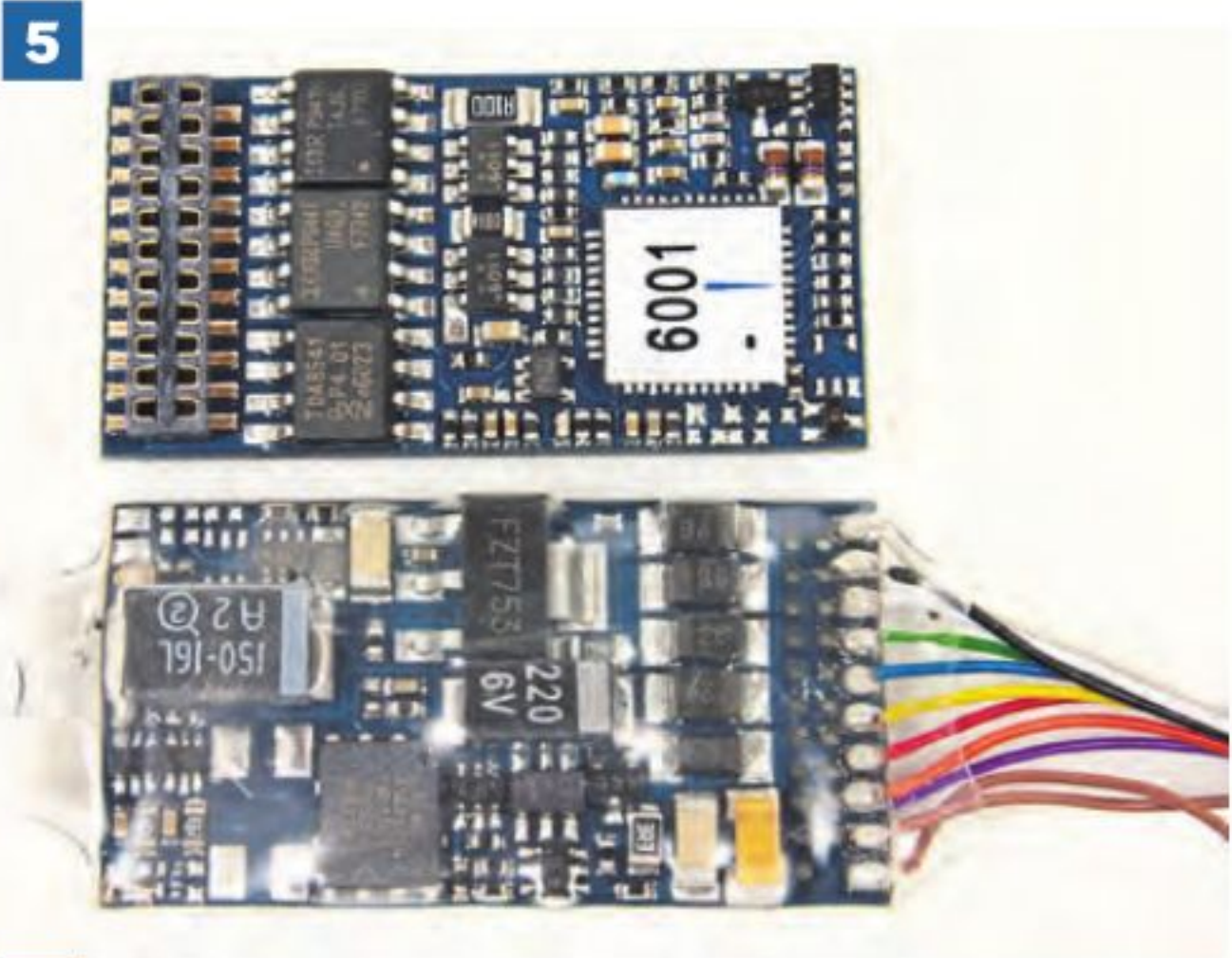
There are numerous types of interface socket, the development of which has grown from the original NEM-651 six-pin for N gauge and eight-pin for OO gauge to allow for the increase in functions built into ever more sophisticated models.

Before the advent of the interface socket, decoders were all fitted with harness wires with bare ends. They were soldered to motor terminals, pick-ups and any lighting circuits in a process called hard wiring. Even today, some modellers prefer to 'hard wire' decoders in place, discarding the circuit board. Some tiny models such as the Bachmann Wickham trolley do not have interface sockets, leaving it to the modeller to hard wire a nano-decoder to the motor and pick-up terminals.

N-gauge modellers will be familiar with the NEM-651 six-pin socket which has become a standard for N gauge and remains so to this day.

9. This is an example of an eight-pin NEM-652 interface socket with bridging plug fitted for analogue operation. All DCC interfaces have a bridging plug to allow a model to operate with traditional analogue control systems.

10. Decoders are becoming ever smaller, but with good power ratings and durability. The ESU Nano 'Standard' is feature-rich in a double-sided package measuring 8mm by 7mm by 2.4mm with one high spot of 2.8mm. It is available as a wired decoder (shown) or with a NEM-651 six-pin interface.

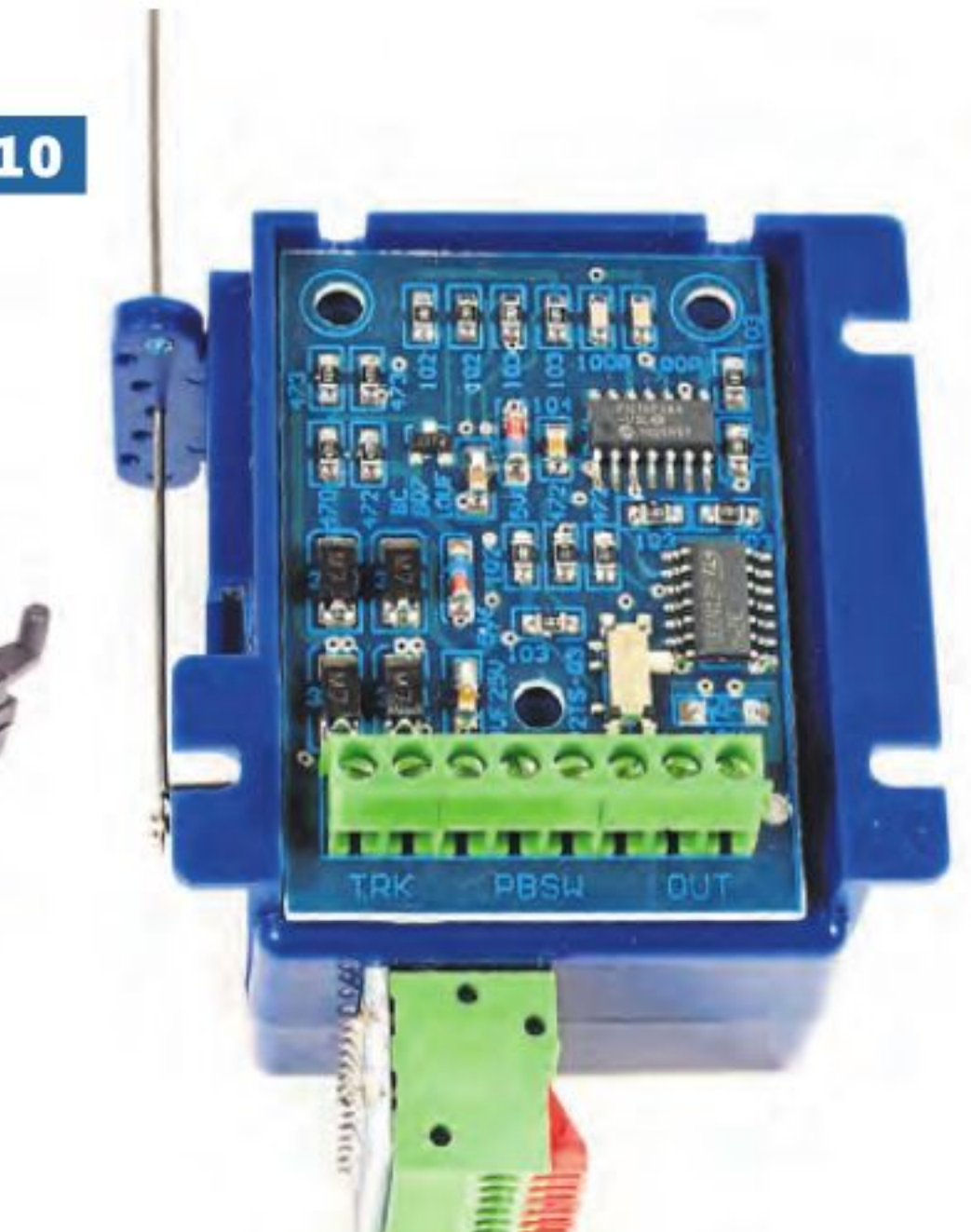


5. These are single-sided decoders for HO/00. One has an MTC 21-pin interface while the other has a wired harness including two brown wires for a speaker connection. Both are ESU digital sound decoders.

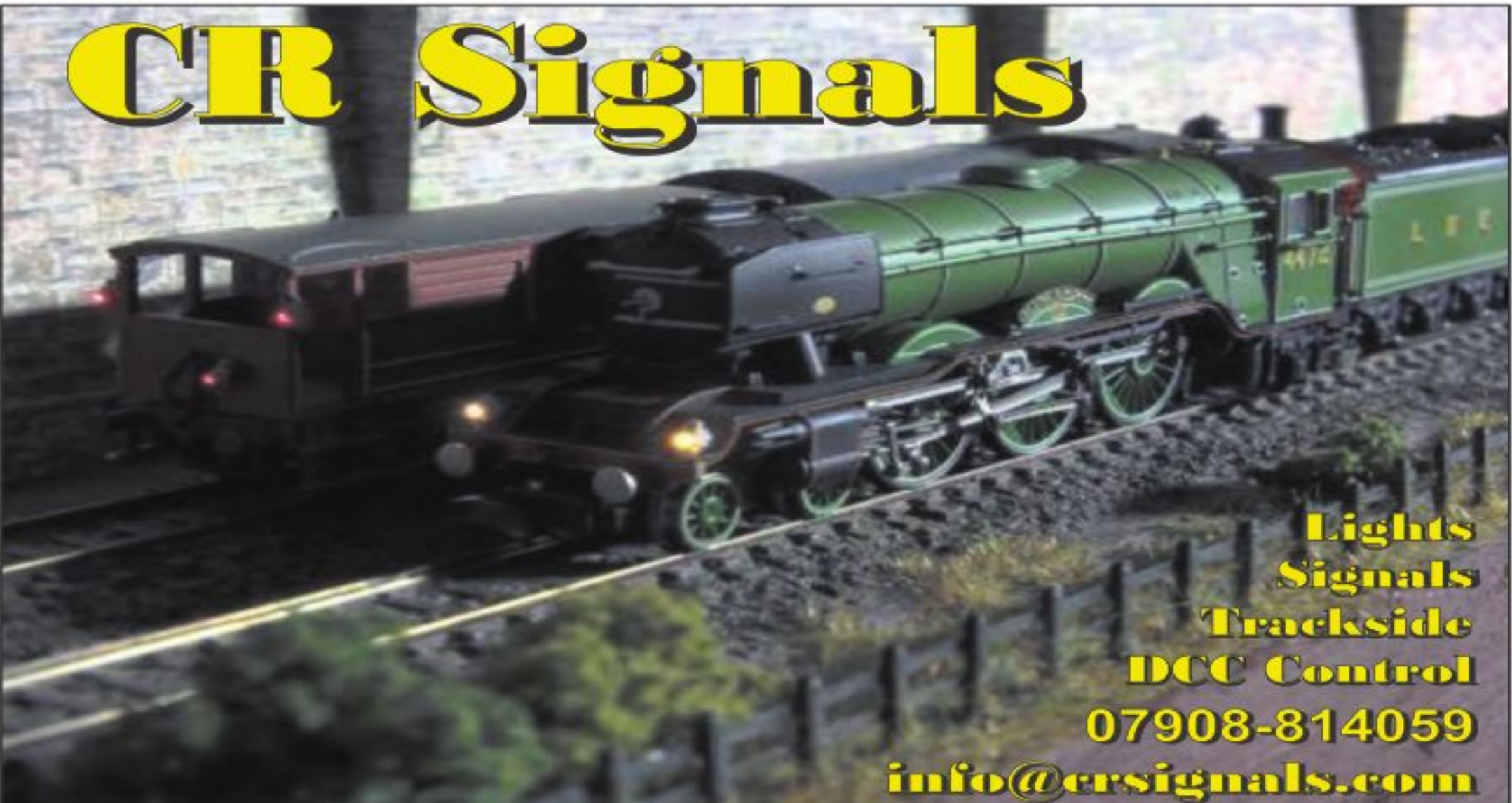
6. This picture shows an eight-pin to 21-pin adaptor.

7. The TCS G8 will not fit any OO-gauge model. With its screw terminals and high power capacity, it is a typical example of a decoder intended for large-scale models.

8. Accessory decoders are an important feature of DCC systems. They are designed to operate turnout machines and motors together with other layout features such as signals and lighting effects. Consequently, they are mounted under the layout, and in the case of the DCC Concepts Cobalt point machine, in a slot in the side. They are not normally fitted to models.



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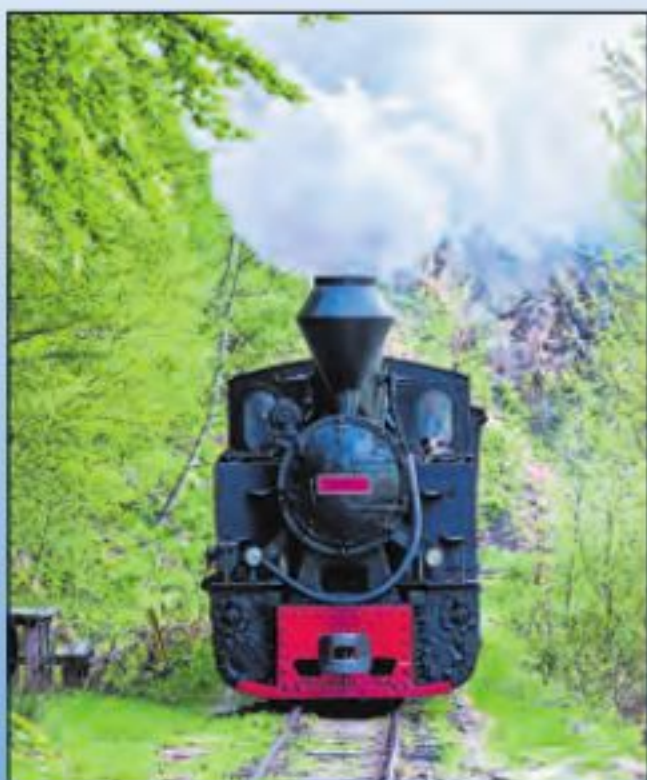
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Tech talk

HO and OO-gauge models were first equipped with NEM-652 eight-pin sockets fitted to the model's circuit board. This allowed the motor controls, track current and the first three lighting functions of a decoder to be directly connected to the model via the socket. If the model had a fourth lighting function or digital sound, fly-out wires were still soldered to the decoder as bare-ended wires. Most decoders are fitted with harness wires with the eight-pin plug soldered on the end. Wires take up room, so some manufacturers have developed direct plug-in eight-pin decoders, some of which are not much larger than the analogue blanking plug fitted to the socket.

In an effort to make more connections between decoders and the model available for sound and additional lighting functions, the MTC 21-pin interface socket was developed and has become a standard in larger models where there is sufficient room for it. It is a direct decoder plug-in system with no bulky harness wires to fit in the model. Speaker connections for digital sound decoders are now made through the socket and circuit board of the model, the only soldering required being to connect the speaker to the correct solder pads on the circuit board if digital sound is being installed.

In Europe, the PLuX interface system was designed to achieve the same end as the MTC 21-pin interface except that the largest PLuX interface could also accommodate smaller PLuX decoders with fewer pins due to the manner in which the individual pin connections are arranged. Three pin arrangements are available in the PLuX interface arrangement – 12, 16 and 22-pin. Models can be fitted with an interface for any one of these pin arrangements. What makes it flexible

is that a PLuX12 will fit a 16 and 22-pin interface, for example. It is a more flexible arrangement than the MTC 21-pin interface and allows many different functions to be connected through the model's circuit board.

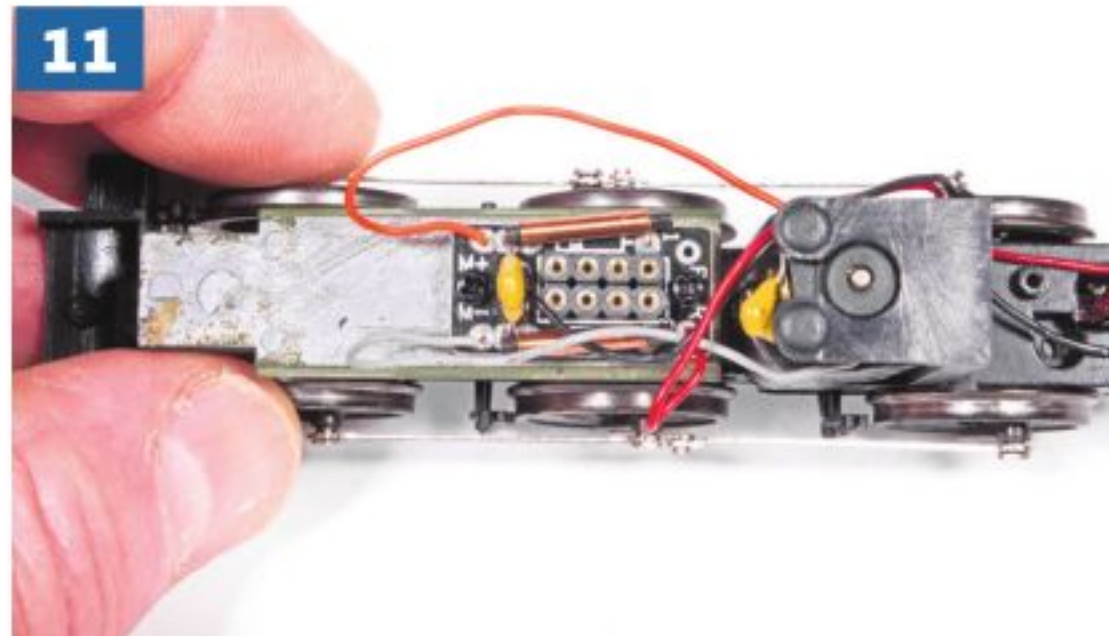
One of the weaknesses of interface sockets is their size and bulk, which can take up valuable space in even the largest models. The NEXT18 interface is a new design of interface for direct plug-in decoders which incorporate 18 separate connections for numerous functions and digital sound in a very compact space. The Interface socket is literally a clip fit, and will be perfect for N and smaller OO models, together with OO9 models. It has been applied to Bachmann's new OO9 Baldwin locomotives, the OO-gauge Webb Coal tank and other smaller OO-gauge models such as the Class 03 shunter and the forthcoming NER Class E1. In N gauge, NEXT18 has been applied to new Graham Farish models such as the new GWR Castle Class locomotives and Class 40 model. It brings a wider range of functions to N gauge than the six-pin interface, including built-in digital sound.

Special situations

Small tank locomotives and shunters are increasingly being fitted with six-pin interface sockets, normally associated with N gauge models. Small OO-gauge models with their small or coreless motors are unlikely to exceed the typical power limit of a six-pin decoder, so the space saving is a benefit.

Decoder interface adapters

Interface adaptors are connectors that allow one type of interface plug to be used in a model fitted with an incompatible socket. For example, eight-pin to 21-pin



adaptors are commonly available, allowing an eight-pin fitted decoder to be used in a model equipped with a 21-pin socket and so on – only when space permits. Other adaptors include those with solder pads allowing a bare-ended wire harness to be soldered to an adaptor to fit a 21-pin interface, for example.

Stay Alive decoders:

The latest decoder designs, including micro-decoders, direct plug-in decoders and those with wire harnesses, often come with Stay Alive capability and will be recognised by two additional wires to connect a Stay Alive unit. Anything from a NEM-651 six-pin interface for N gauge and smaller OO gauge models to NEM-652 eight-pin, 21-pin and PLuX 22 pin decoders for HO/OO-gauge models are now fitted with the correct connections for Stay Alive.

Sound decoders

One feature of digital systems is the continuous supply of current to the track. This means the track is always live, enabling constant lighting and efficient communication between the command station and decoders whether the locomotive is on the move or not. Digital sound is also made possible through this constant supply of current. Digital sound decoders have all the features of mobile decoders with several added ones: an amplifier; volume control, speaker output and additional memory to store sound files as small packets, to be replayed at the appropriate time. They come in all formats, including eight-pin, MTC 21-pin and PLuX interfaces. One of the major benefits of the NEXT18 system is that mainstream digital sound is now available for numerous N-gauge models.

Large-scale decoders

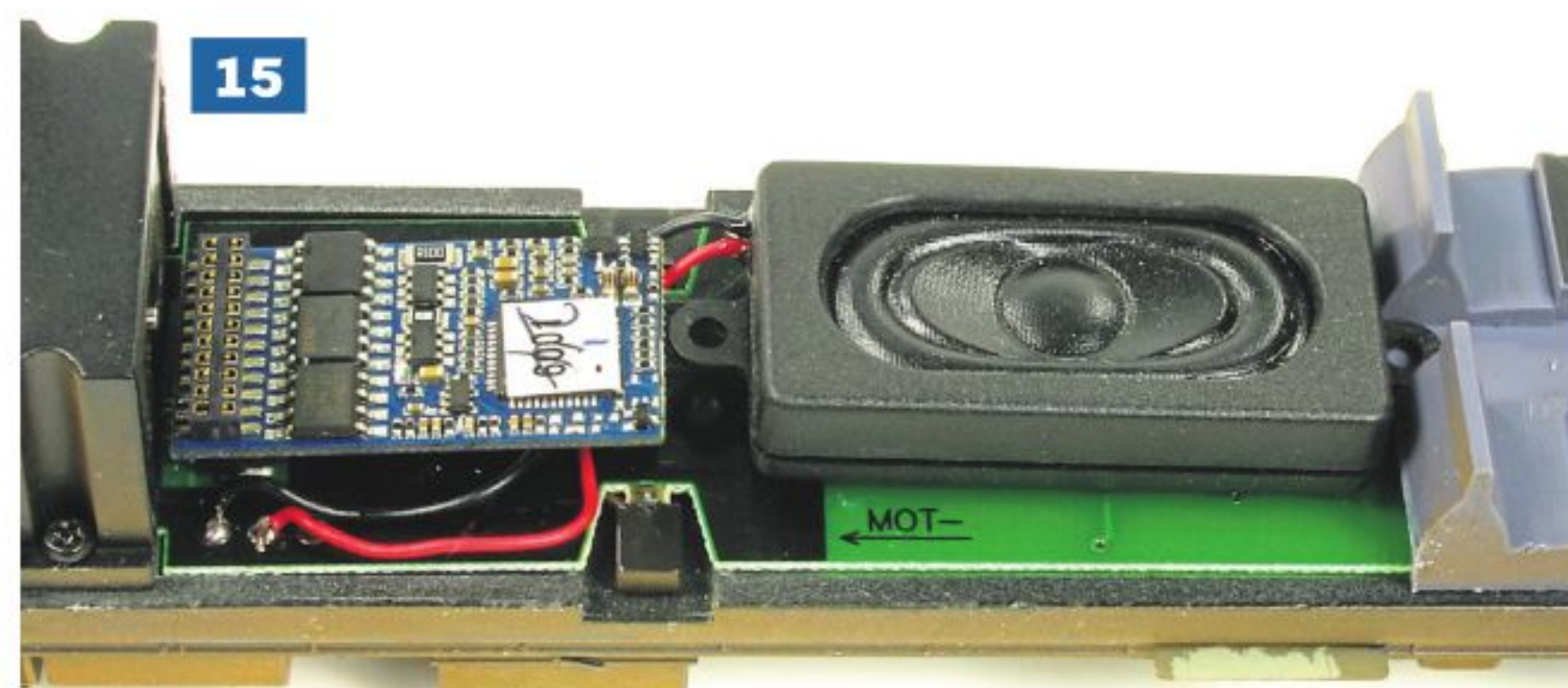
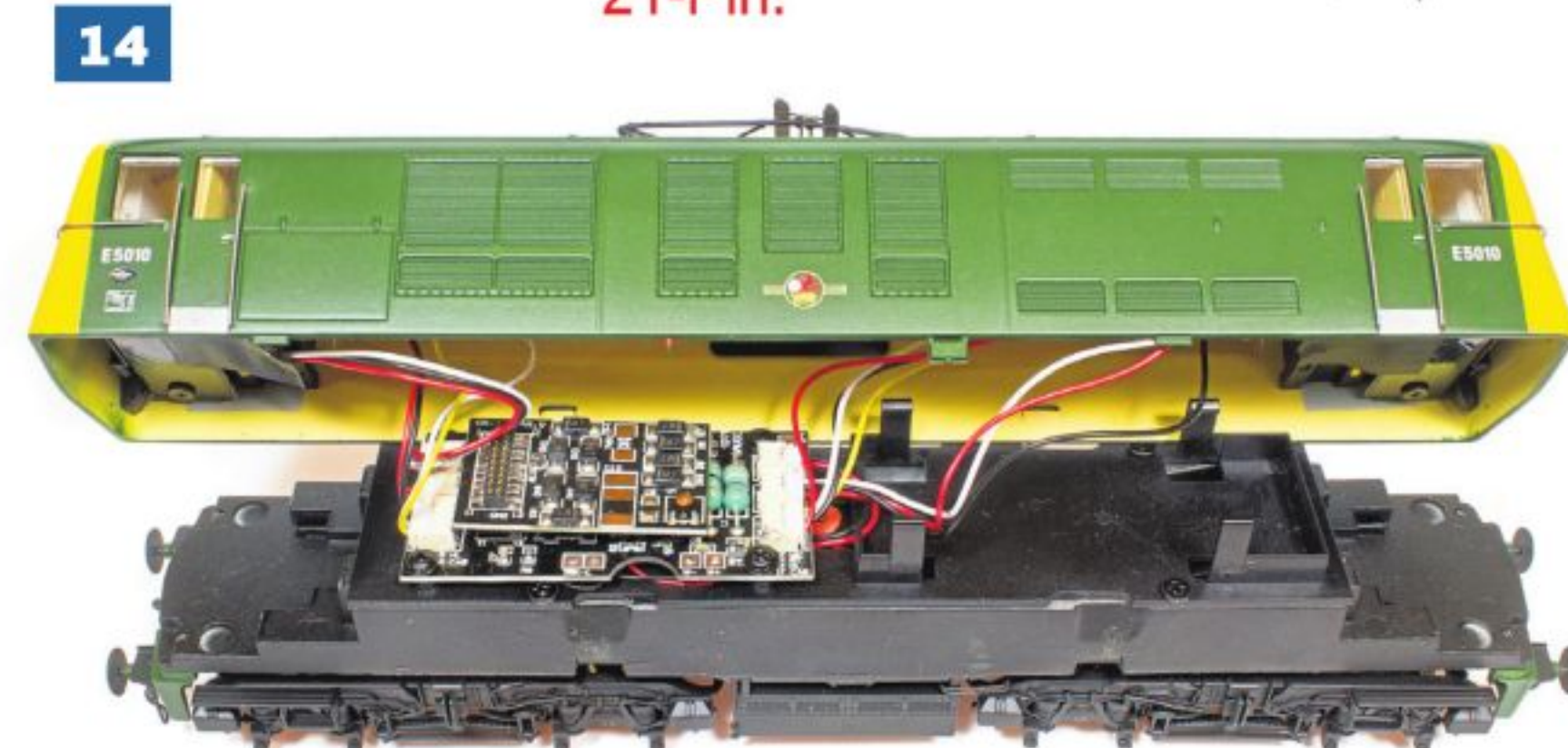
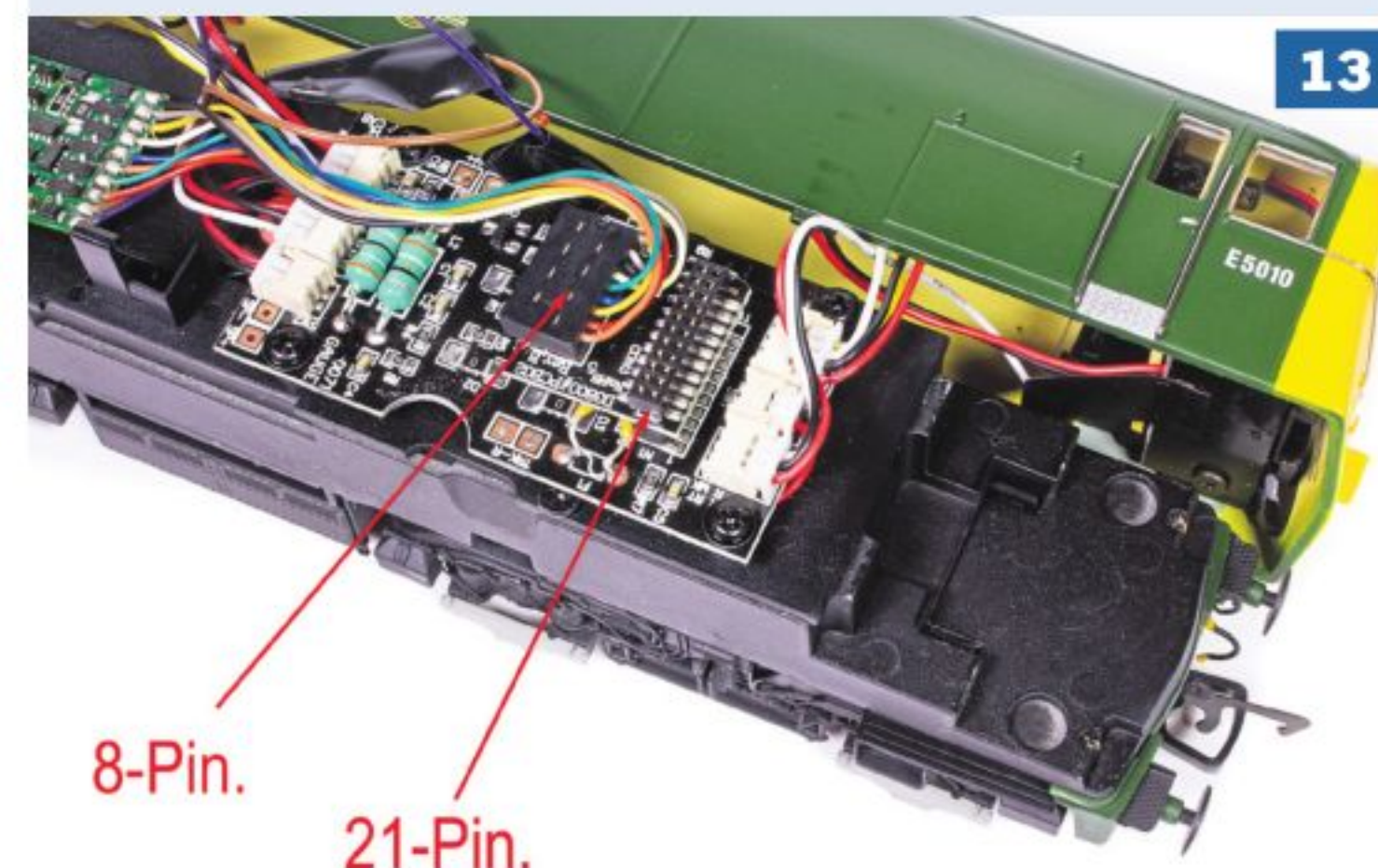
One of the key points for modellers working in larger scales is the current draw of larger motors, and indeed two motors in

11. Looking down on the eight-pin socket with pin No 1 identified to ensure the plug is fitted the correct way round.

12. Direct plug-in decoders are very easy to use, and may be used in places where vertical headroom is tight, such as in electric locomotive models fitted with pantographs where the roof of the model is lower than normal.

13. The use of an eight-pin to 21-pin adapter in the DJ Models Class 71 is shown here.

14. The DJ Models (Dave Jones Models) OO-gauge Class 71 has more than enough room for an MTC 21-pin interface which is shown fitted with its bridging plug for analogue control.

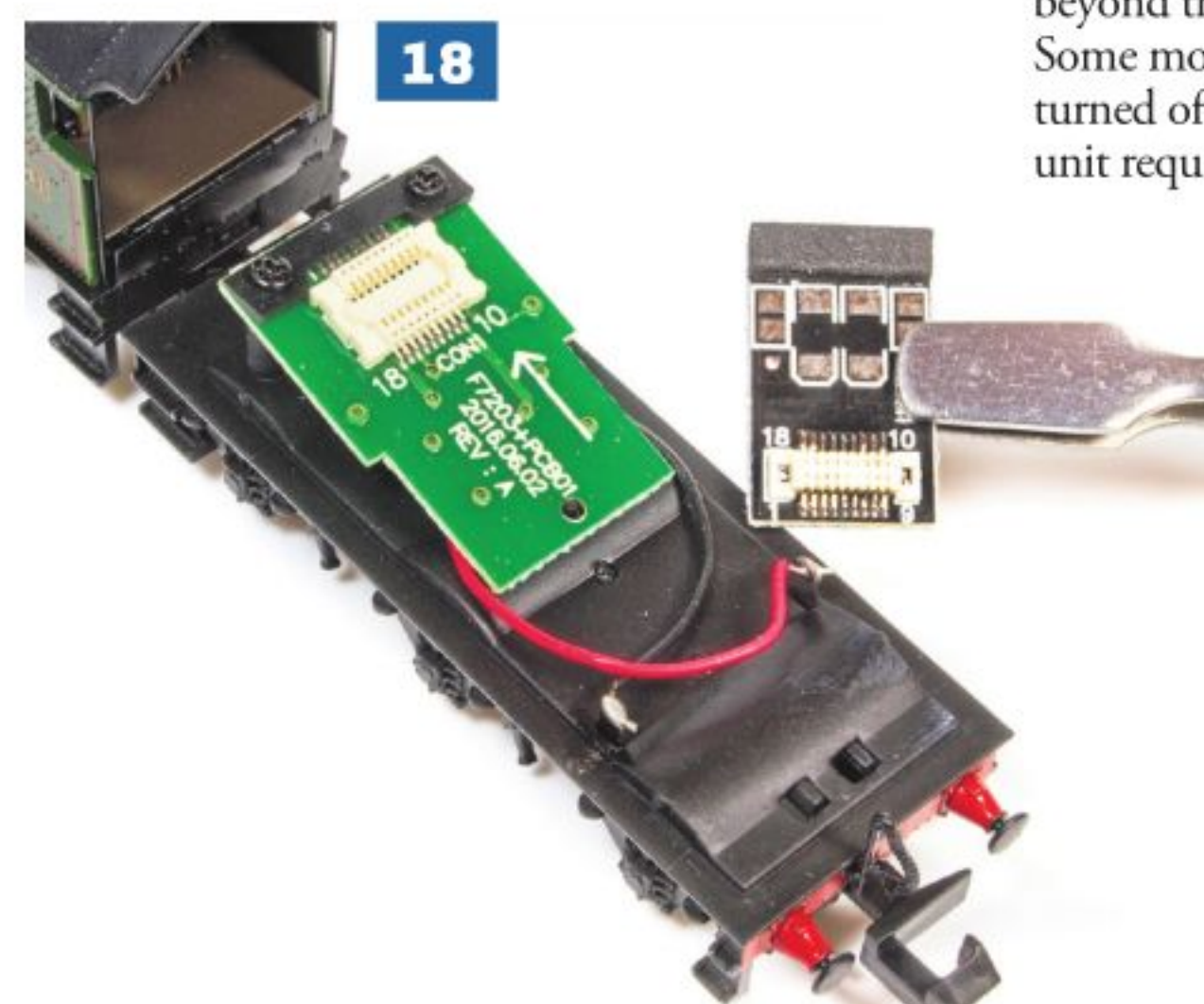
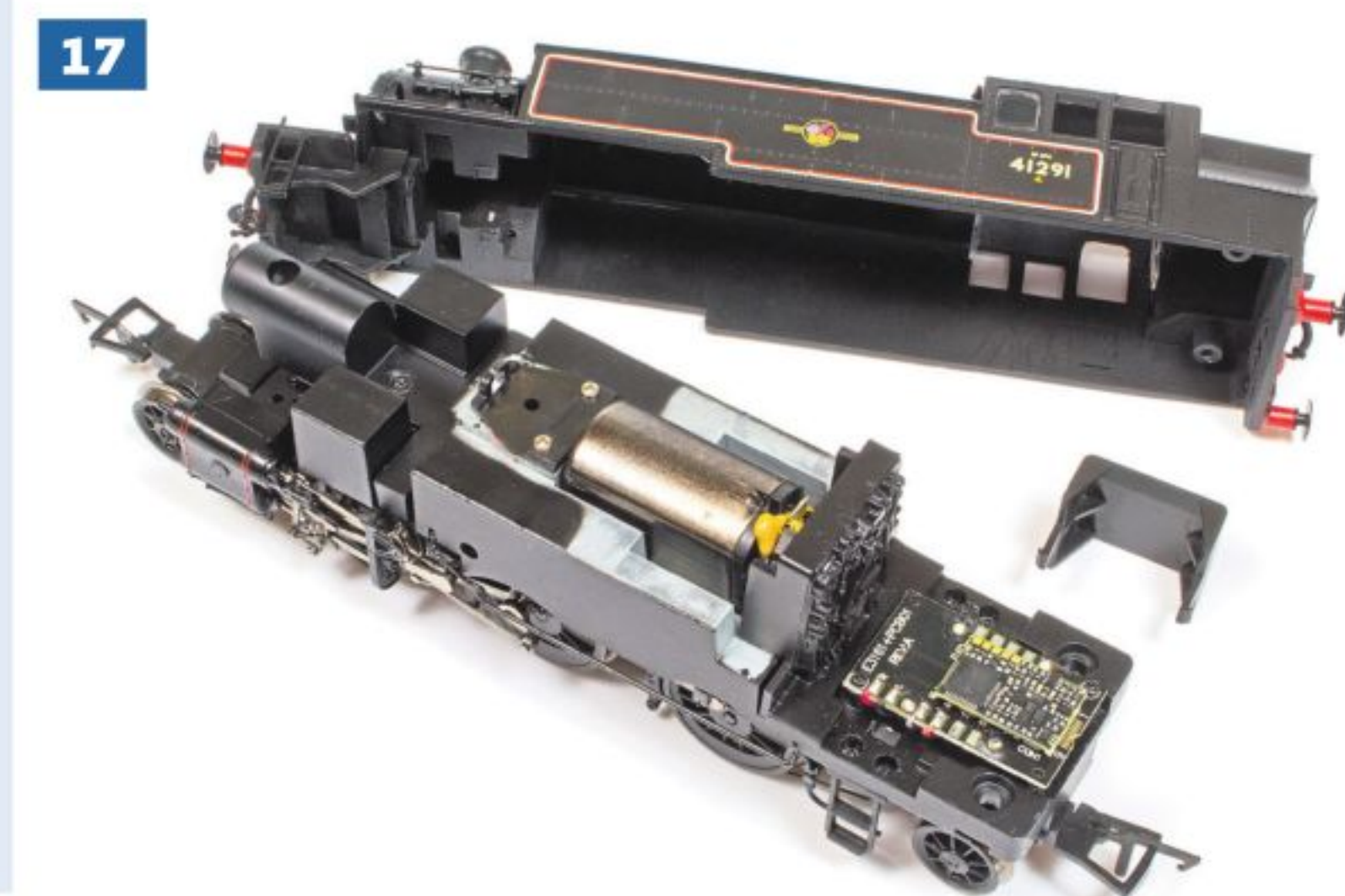
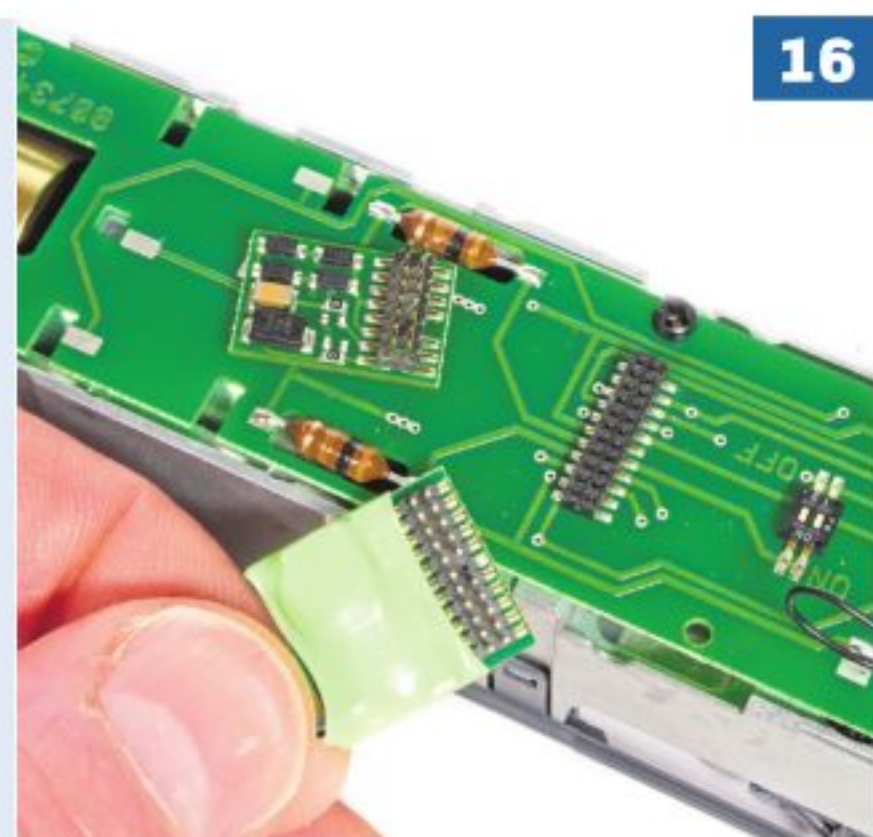


15. An MTC 21-pin ESU sound decoder fitted to the circuit board of a Bachmann 4-Cep EMU DMBSO shows that the only connections needed are those between the speaker and circuit boards – a very neat arrangement. Bachmann is now building speakers for digital sound into some of its newer models.

16. This is a PLuX 22 interface as fitted to a European-outline model, namely a Roco NSB EL18. The arrangement is different to an MTC 21-pin interface in that the pins are fitted to the decoder. PLuX interfaces are not usually found in British-outline models.

17. Small tank locomotives in OO gauge also benefit from the new NEXT18 decoder interface, saving space for an increased number of functions allowing more ballast to be fitted to improve hauling power.

18. Here is a NEXT18 in the tender of an N-gauge Graham Farish model. The analogue bridging plug simply unclips to allow the decoder to be push-fitted into place.



some models. Space, on the other hand, is not such an issue and consequently, large-scale decoders are capable of handling more than the usual 1 Amp continuous rating of an HO/OO-gauge decoder. Consequently, they are larger, with larger components to deal with high current and higher operating temperatures. Screw terminals are not uncommon in such decoders for connecting harness wires.

In summary

There is no doubt that digital interfaces have made DCC decoder installation more 'plug and play' than ever before, and it is becoming easier as time goes on to choose and use decoders. The variety of plugs and sockets is to ensure that suitable decoders are available for the growing range of ready-to-run models in all manner of sizes, and in the popular scales too – once you become familiar with them, decoder selection becomes simple.

When starting out in the hobby or in DCC, always ask your retailer for advice

on the correct type of decoder for your new models which are likely to have one of four types of DCC interface (six-pin, eight-pin, MTC 21-pin or NEXT18) unless it is something small such as the Bachmann Wickham trolley. Bear in mind available space in the model and the likely current usage too – your retailer should be able to advise on those factors. Most contemporary N and OO-gauge models draw little current, particularly those fitted with coreless motors, which means that high current draw should not be a factor when choosing a decoder. Furthermore, those modellers keeping some old favourites from before the days of digital interface sockets should be aware that current draw of older motors is much higher, and that decoders should have a capacity of at least 1 Amp or more to cope.

Most decoder designs will operate well with contemporary ready-to-run models without having to do any tinkering with the settings except allocate a unique address to the decoder, making choice beyond the interface and size simple. Some models benefit from having BEMF turned off, while the use of a Stay Alive unit requires CV29 to be adjusted to turn traditional analogue operation off. When choosing a decoder, it's worth considering how your layout operations are likely to change, and if the features of the decoder are advanced enough to work with your plans, such as the use of RailCom, a subject for a future article.

Until then, with DCC, it pays to keep things as simple as possible to get the trains running well.



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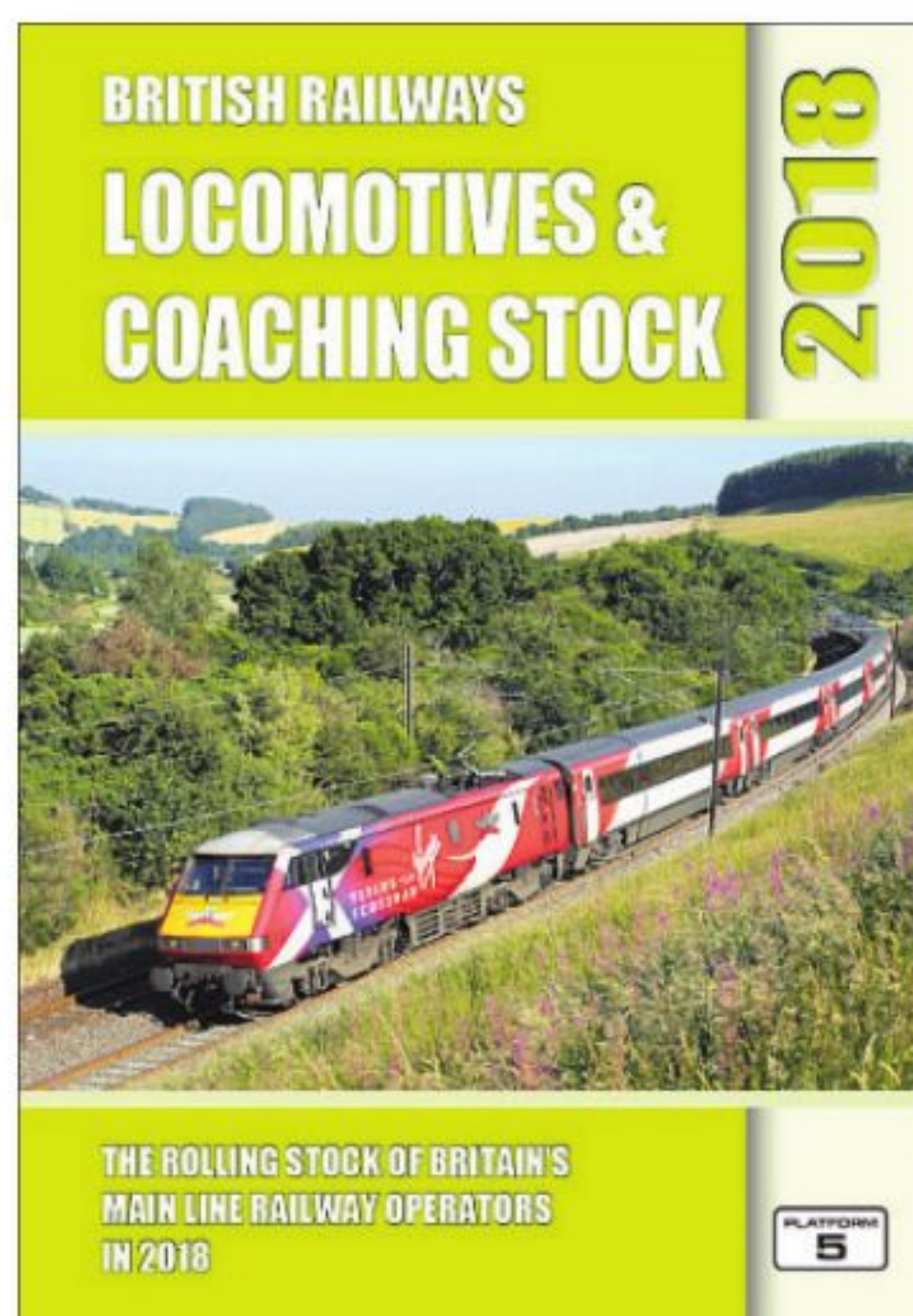
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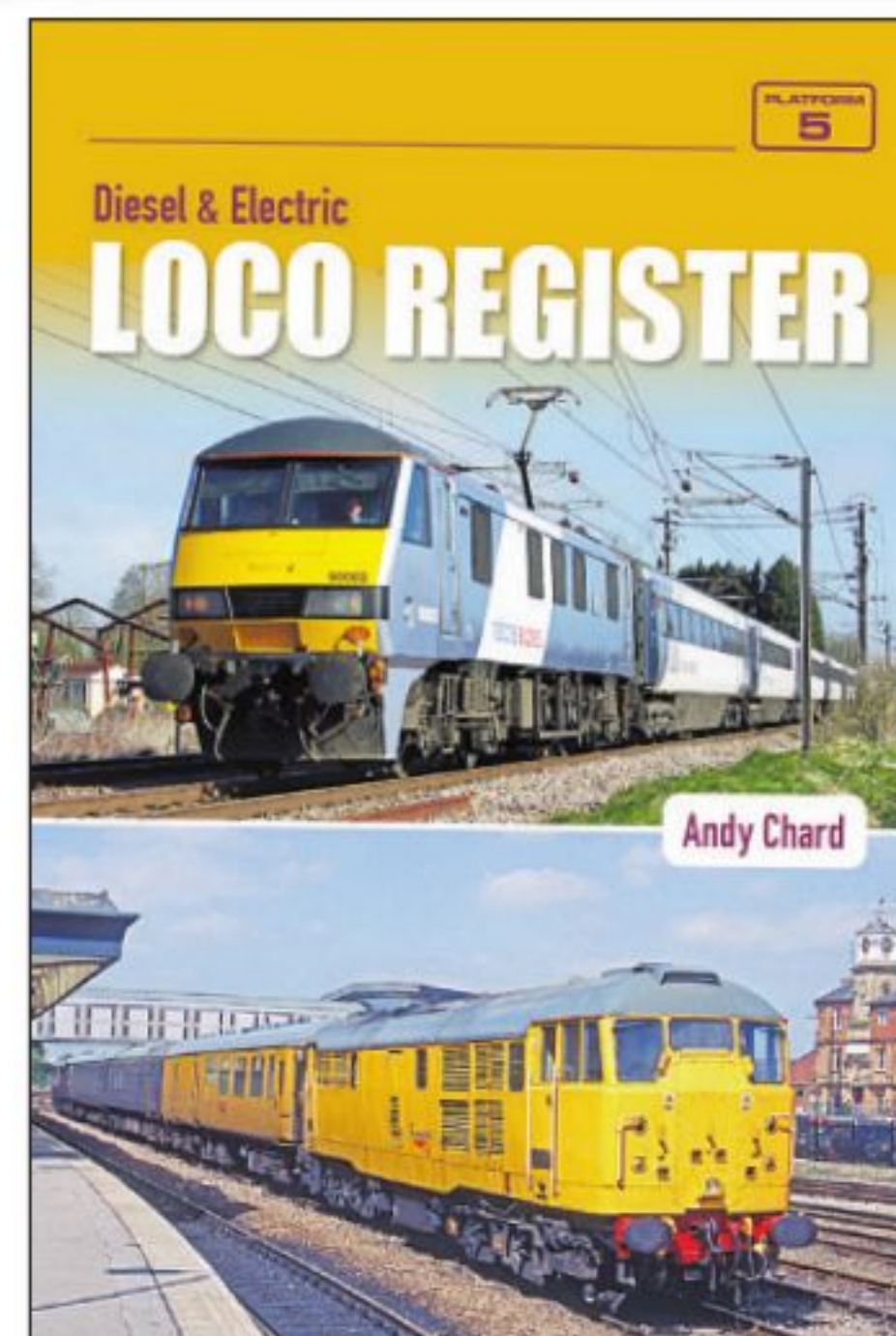
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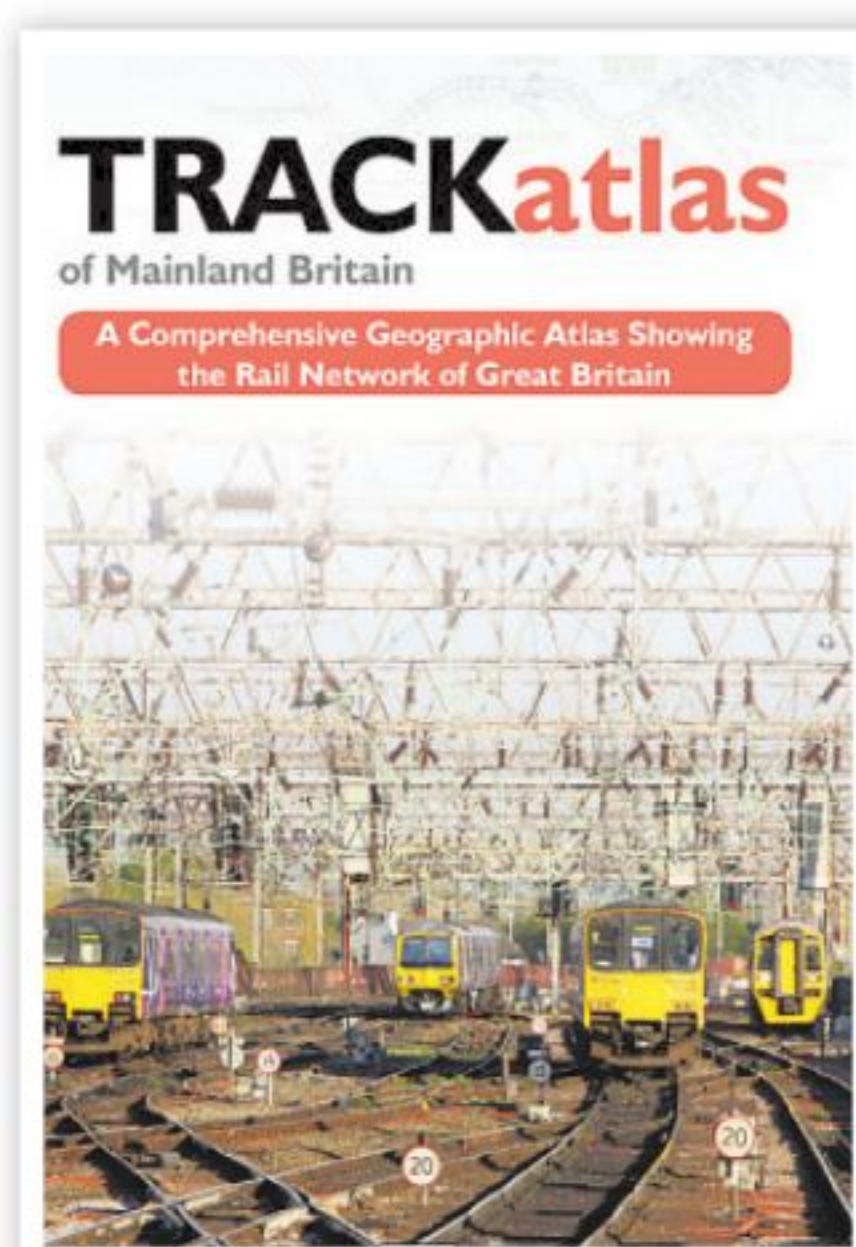


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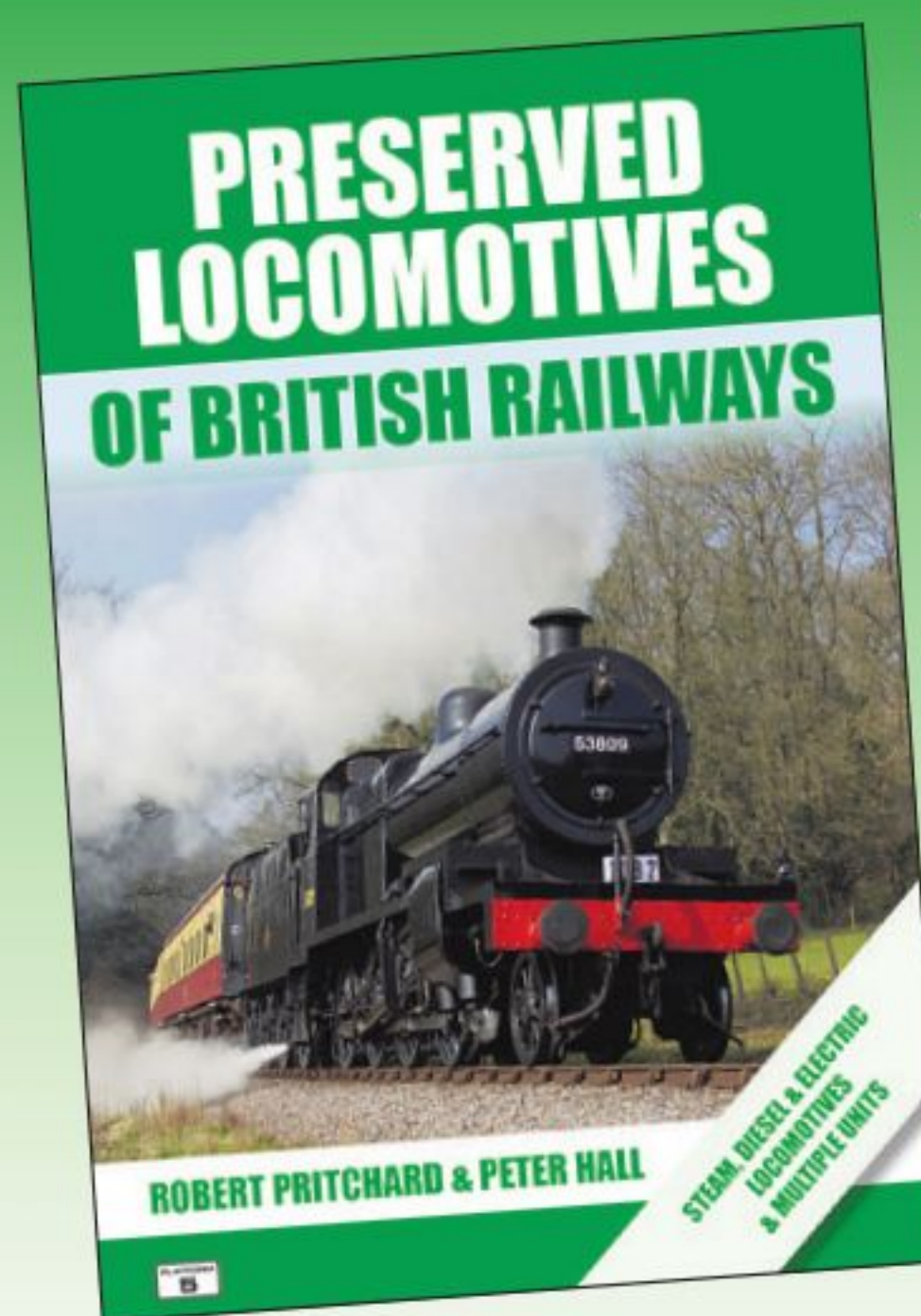
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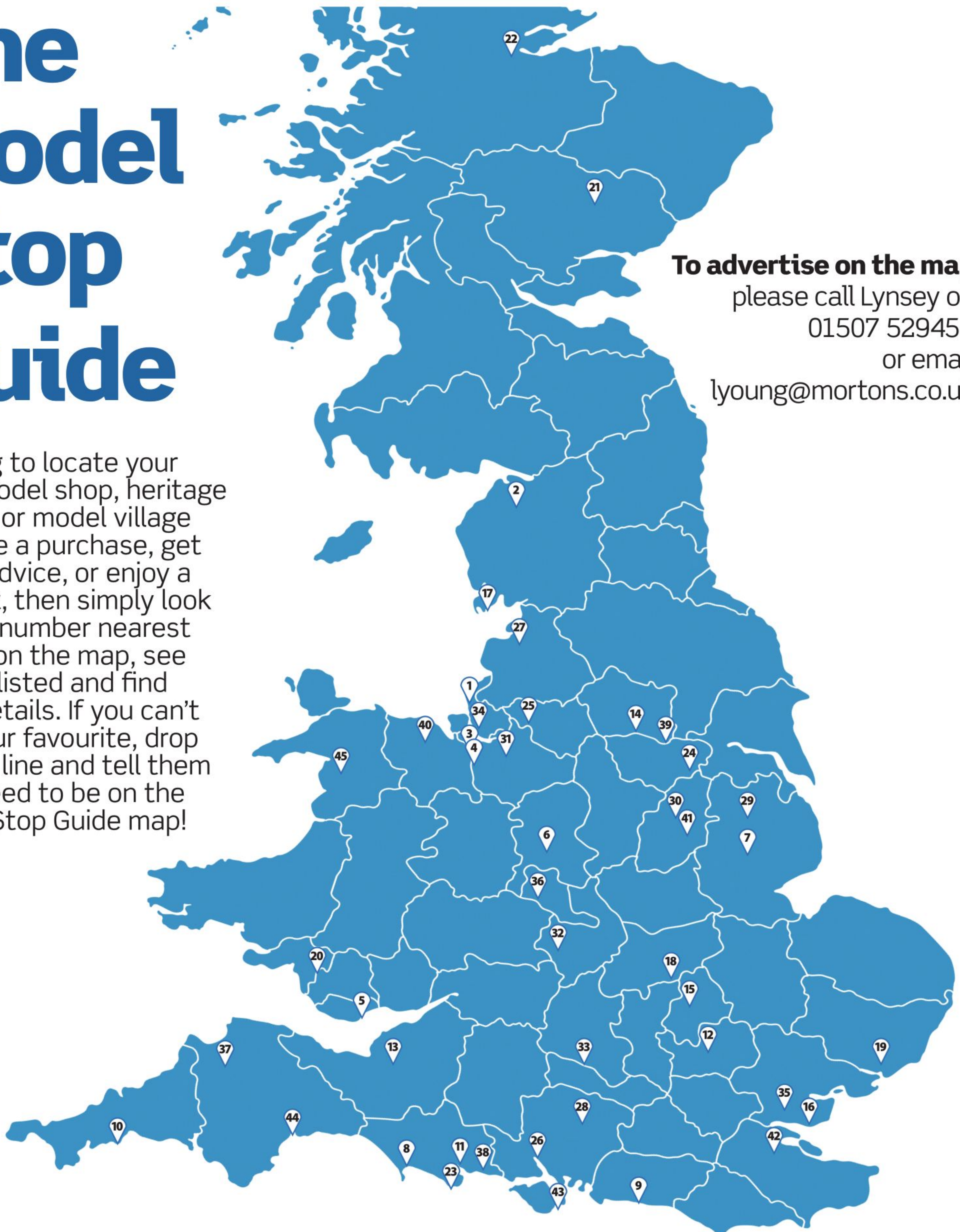
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The great O-gauge resurgence

Pete Kelly visits a wonderful O-gauge establishment in Lincolnshire where locomotives, carriages, wagons and buildings are for sale, where superb accessories are cast and where a massive new layout is under way.

RECENT DEVELOPMENTS IN READY-to-run O-gauge locomotives and rolling stock suggest a resurgence in this noblest of the three most common UK modelling gauges, so as a fledgling modeller in OO and now N, I decided it was high time to discover more about the merits and attractions of O gauge.

My eyes were opened wide during a hastily arranged visit to the premises of O-gauge specialists the Wagon & Carriage Works near Heckington, Lincolnshire, and to say I wasn't disappointed by what I found there would be a huge understatement!

Waiting to show me around was John Emerson, who worked on *British Railway Modelling* for 16½ years, becoming its editor, and now owns the wonderful Lynx Models range of O-gauge white metal castings comprising everything from platform canopy supports, luggage, postal sacks and weighing machines to motorcycle kits, animals and telephone boxes. John is also revered by enthusiasts for his demonstrations of weathering skills and the books he has written about creating layouts in O gauge.

His modelling friend Pete Marshall, who became a familiar face at specialist auctions as he bought stock for the Wagon & Carriage Works, owned no fewer than 100 locomotives in O gauge and Gauge 3, and had visions of a huge O-gauge layout. He and John duly got started on this and had just got running when, tragically, Pete suddenly passed away about five years ago.

Complex layout

Upon his passing, his widow Vanessa sold the bulk of the W&CW's stock along with Pete's locomotives, but kindly allowed John to continue the work on the layout in his friend's memory. The result is a complex British Railways Western Region layout in the making, which John estimates could take 10 years to finish, but it might at least be running in a few months' time.

Reflecting British Railways' Western Region era, 'Brimscombe' will be based in the Golden Valley of Gloucestershire, and the 'Cheltenham Spa Express' will be a star working. Locomotives already gathered together cover most common GWR/WR classes and include a 'Castle' 4-6-0, two 'Hall' 4-6-0s, a couple of 2-6-2 Prairie tanks and of course various pannier tanks. With more than 200ft of track to lay, along with yards and storage roads, working signals with lever frames for people to operate, and rough but accurately scaled cardboard representations of the buildings that will stand there, John has plenty to do, but when this vast layout is finally finished, it will be one of the best in the country.



Accurately scaled rough cardboard representations of the buildings to come are part and parcel of building the extensive 'Brimscombe' layout.



John Emerson contemplates the formidable task ahead of completing the huge O-gauge layout 'Brimscombe' which will be based in Gloucestershire's Golden Valley region.

I was itching to look around, and on a long shelf stood an impressive row of previously used carriages, many of them superb brass-kit builds but whose price tags seemed eminently affordable to me – and can you imagine what it felt like to this N-gauge modeller to study the incredible detail inside and out of a 12-wheel LMS dining car? It simply took my breath away – and when I carefully held it in both hands, the weight and mass became immediately apparent.

Nor could I take my eyes off the beautifully detailed buildings over which previous owners must have burned so much midnight oil. They included a Duke of York pub, a Carlton cinema, a beautiful stone church, a fine station building and a 'British Diecast Corporation' factory, its roof a long succession of northlights. These were all for sale, and specific building designs can be ordered as well.

Then I imagined the locomotives and their trains steaming by at scale line speeds, wheels clattering over the rail joints like it was before continuously welded rail came into vogue. Oh yes, it's easy to see the advantages that O-gauge offers, especially in light of the ever-spiralling prices of today's super-detailed OO and N-gauge counterparts.

Surely the time is fast approaching for a range of sturdy, simple and accurately

scaled locomotives for beginners with a price tag of £50 tops (your views on a postcard please).

While brass-built O-gauge locomotives can cost anything between £1700 and £3300, and even a pannier tank the best part of £2000 (even though, considering the craftsmanship and hours of work that go into them, they are worth every penny), a steady trickle of brand new and eminently more affordable O-gauge ready-to-run locomotives, carriages and wagons in this scale has been arriving from the likes of Heljan and Dapol in recent years.

Fighting back

In his 'Blast from the Past' article about Heljan in this issue, Tony Stratford writes: "After facing near-obliteration in the 1950s, O gauge has been fighting back since the formation of the Gauge O Guild managed somehow to keep the scale going when most of the manufacturers that had served it earlier were either closing down or else changing hands to cover the more popular OO scale. Before the arrival of Heljan, O-gauge modelling relied on scratch-building, brass kits or ready-to-run brass. A small number of fully finished ready-to-run models had been produced, but the release of Heljan's Class 35 'Hymek' opened up the opportunities to a new generation of O-gauge modellers..."



Rows of pre-owned O-gauge coaches await their buyers in the Wagon & Carriage Works premises.



John Emerson's well-known weathering skills have been applied to this former LNER bogie vehicle.

The 'Hymek' was followed by many more diesel models, and when Dapol entered the scene, its Dapol Collectors' Club O-gauge 'Terrier' No 54 *Waddon* in glorious full London Brighton & South Coast Railway livery (sadly no longer available) was a real surprise, and many started thinking: "Perhaps we can afford O-gauge after all."

Others that followed included a Dapol Collectors' Club diesel shunter No 13308 *Charlie* (available in very small quantities to club members), 57XX, 8750 and 64XX former GWR pannier tank classes, an LMS 'Jinty' 0-6-0T and a fine selection of coaches (including an auto coach) and wagons at prices that modellers really could afford, narrowing the price gap between OO and O models quite considerably.

Having been a member of a Liverpool O-gauge club, however, I can vouch for the fact that fine-quality brass kit-built locomotive models are frequently sold between fellow members, sometimes at amazingly low prices, so it's worth

thinking about which way you want to go.

After the Gauge O Guild started turning things around, in the 1960s the Protofour Society specialised in dead scale modelling, and of course the difference between really high-quality locomotives and rolling stock and ready-to-run modelling continues to exist, and always will.

Back at the Wagon & Carriage Works, John Emerson showed me his considerable range of Lynx Models white-metal kits, which can be assembled using superglue, epoxy resin or solder. "Once they've been assembled," he said, "scrub them in warm, soapy water, and when they're dry use grey or red oxide spray primers before applying the final finish."

Expertise

So why not switch to O? With expertise like John's at hand, there's little you cannot learn about it. He has written a superb book entitled *Modelling in O Gauge* for publishers Crowood Press, and another coming out in January is *Modelling the Western Region*. In essence this is a multi-scale survey of suitable locomotives for modelling (including new builds), available coaching stock, wagons, buildings and even what's left of the Western Region in the shape of preserved railways.

Which led to the final question: "Why did Great Western drivers sit on the right of the footplate while those of the other 'Big Four' companies sat on the left?"

"Was it something to do with signalling?" I meekly suggested.

Believing the GWR practice goes back to the very early years, John ventured: "From the fireman's point of view, shovelling coal into those hungry fireboxes from the left gave a much more natural swing."

This sounded very logical to me, but if you have any other ideas, let us know!



If you want your buildings to reflect the period of your layout, cinemas make it easy. Alan Ladd is starring in *Shane* at the Carlton, with its wonderful art deco frontage, one of the buildings for sale at the Carriage & Wagon Works.



John Emerson shows off a handful of the fine castings in his OO-gauge Lynx Models range.



Just look at the detail on this O-gauge church.

York Modelmaking extends its range of 0-gauge laser-cut scenic products

YORK MODELMAKING'S LASER-CUT PRODUCTS have been helping railway modellers add a touch of precision to their scenery for more than 10 years now, and many layouts feature their products. Their lattice footbridges cross railway lines from Andover to Adelaide, and the kits are laser-cut from Rowmark, a modified acrylic that gives strength and durability. The versatile design can be adapted easily for different span widths, and a variety of step formations is also possible.

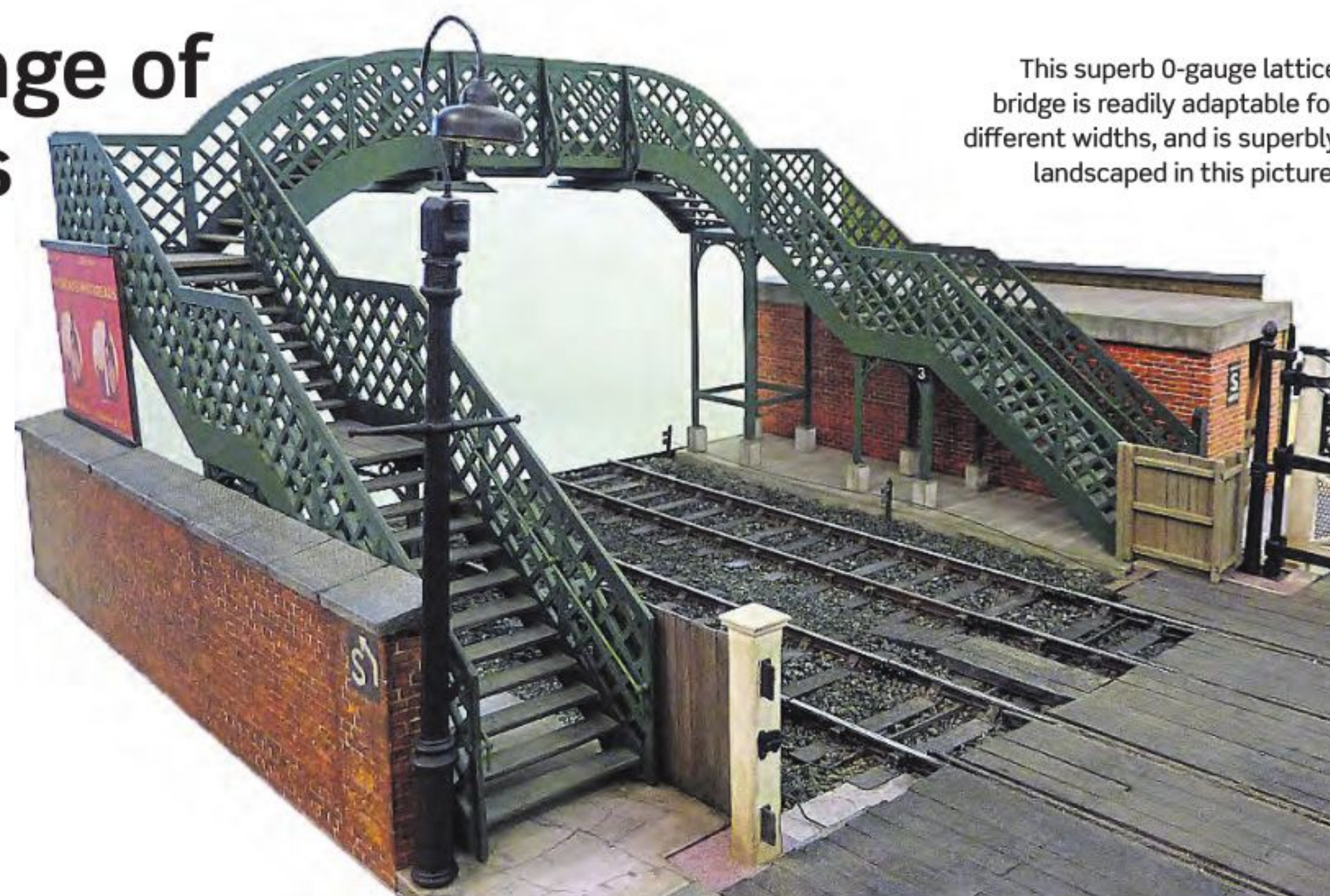
While the generic design is suitable across all regions, other kits like the O-gauge Midland Railway signal box are specific to a certain area.

If your layout needs something with a unique design, York Modelmaking's bespoke service can provide the perfect solution, whether you want a complete building, lineside structure or individual component parts for your own scratch-built scenery.

If you require doors and windows, canopy valances, fences or platform benches, you'll almost certainly find something ready-made from their online shop, www.yorkmodelrail.com.

The list of products is expanding constantly, so it's worth taking a look at the website, and while you're there signing up to receive the newsletters that will keep you up-to-date and also see inspiring scenery made by their customers.

The latest addition to their O-gauge range is a selection of decorative bargeboards which, being laser-cut from 1mm thick material, also makes the consistently perfect designs realistically deep – something impossible to achieve with a craft knife however steady your hand – and as with all of York Modelmaking's products, the firm is happy to tweak the designs or dimensions if you need something unique to yourself.



This superb 0-gauge lattice bridge is readily adaptable for different widths, and is superbly landscaped in this picture.



How good does this footbridge look on Edward Fielder's 0-gauge layout.



Smaller items like these 0-gauge lineside signs are also available from York Modelmaking.

RIGHT: These superb decorative barge boards are among York Modelmaking's latest products.



If you're looking for an excellent 0-gauge Midland signal box kit, York Modelmaking is the place.



Another fine example of a York Modelmaking 0-gauge lattice bridge kit built up and in place on a nice-looking layout put together by Peter Smith of Kirtley Models.

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Immingham's railway history in two magnificent model layouts

Whether your modelling interests lie in steam-age or modern traction, a visit to Docks & Railways section of a wonderful museum in Immingham will leave you elated, writes **Pete Kelly**.

AN EXTENSIVE OO-GAUGE working layout of Immingham Locomotive Depot (40B) in the 1950s, and an impressive modern-era N-gauge layout depicting the line from Wrawby Junction to Barnetby (along which huge tonnages of freight are moved to this day) can be found at the welcoming Immingham Museum & Heritage Centre in Pelham Road, Immingham – and admission is absolutely free!

The exhibits are split into two parts, Local History and Docks and Railways, the former boasting many interesting displays that are changed on a regular basis, and the latter two magnificent model railway layouts and memorabilia that make it a 'must visit' for modellers and those interested in railway history alike.

The Lincolnshire side of the Humber Estuary saw massive changes after the Great Central Railway submitted to Parliament a proposal for the building of a deep water port near the small village of Immingham just after the turn of the 20th century, and although this was initially greeted with some derision, the Humber

Commercial Railway & Dock Act gained Royal Assent in July 1904, and work began at Killingholme in 1906.

The port was opened by King George V on July 22, 1912, and at that same ceremony Sam Fay, who had taken on the role of the GCR's manager from Sir William Pollitt, received a knighthood.

In association with the new dock, three lines were built from Immingham, one to Grimsby and two to the New Holland branch, and in anticipation of the huge coal-exporting deep water port, the Great Central Railway's chief mechanical engineer, John G Robinson, designed his famous 8K (later LNER O4) 2-8-0s to handle heavy freight trains to and from Immingham Dock, and these fine locomotives were introduced in 1911, later being built in huge numbers by the Railway Operating Division during the First World War.

As can be seen clearly in one of the accompanying photos, the railway coal concentration yards at Immingham were massive, with room for no fewer than 15,000 wagons when they were built in 1912, and although coal is no longer king, Immingham remains Britain's largest

1. Clearly happy in their work, two controllers behind the huge OO-gauge 'Immingham' layout show off the 'open-plan' nature of all the electronic components, which allows visitors with layouts of their own to study how it all works.

2. The splendid Robinson 'Jersey Lily' Atlantic on the turntable is No 365 Sir William Pollitt. These large, fast and powerful 4-4-2s ran the evening express from Marylebone to Bradford with great distinction until 1936.

3. Headed by EWS Class 60 No 60 035, an iron ore train branches right at Wrawby Junction to take the line to Scunthorpe.



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deep water port, and is still responsible for generating a massive amount of freight on our modern railway system.

This is well illustrated by the superb N-gauge layout that accurately depicts the modern era from the 1970s to the present day.

The OO layout of Immingham Locomotive Depot in the days of steam is huge, and is operated by a dedicated team of volunteers who are masters of the sophisticated modern controls that keep the trains running smoothly and very slowly indeed – and if you are interested in how it works, it's been designed as 'open plan', with all the electronic components clearly visible, so that you have it all explained to you.

Displayed at the front of the layout, some lists of locomotives spotted at Immingham Locomotive Depot (40B) on Sunday 'shed bashes' in the 1950s had me spellbound. 'On shed' one Sunday in May 1955 were no fewer than 15 B1 4-6-os, a D11 4-4-0, a Y3 Sentinel 0-4-0T, an N5 0-6-2T, three K2 2-6-os, six K3 2-6-os, four A5 4-6-2Ts, a dozen 04 2-8-os, two 02 2-8-os, four J63 0-6-os, four J63 0-6-0Ts, 19 J94 0-6-0Ts, a J50 0-6-0T, 25 WD 2-8-os, eight J11 0-6-os and seven 0-6-0 diesel shunters.

On another Sunday in 1956, 14 B1s, four A5s, five K2s, eight K3s, a D11, 17 04s, nine J11s, two J39s, two 02s, 17 J94s, three J63s, 21 WDs and four 0-6-0 diesels were noted.

That's what train spotting was all about, folks!

Other GCR-related displays in the model room were equally fascinating, such as a memorial corner to John Robinson, the railway's CME from 1902 until 1922, where an explanatory card states that "his designs are widely believed to be among the most attractive ever seen on Britain's railways, and included the 'Jersey Lily' Atlantics, 'Director' 4-4-0s,

several classes of 4-6-0 including the 'Imminghams', 'Sam Fays' and 'Lord Faringdons', and the very successful 2-8-0 freight locos (LNER 04s) that were built in large numbers in the First World War.

"Some of these engines were still in service in the 1960s towards the end of British steam operations.

"Robinson was originally selected to be the CME to the LNER, but declined the appointment due to being close to retirement age, instead recommending that H N Gresley of the Great Northern Railway be appointed.

"Robinson's name lives on locally, with both Grimsby Dock and Immingham Dock having roads named after him."

The Robinson memorial corner also displays an open book entitled *Valour, in memory of GCR employees who gave their lives for their country 1914-18*, along with a photo of the great man himself in conversation with a driver beside one of his locomotives.

Nearby hangs the ornate and beautifully preserved banner of the National Union of Railwaymen's New Holland Branch, complete with the slogan 'Unity is Strength' and a central picture of Robinson 4-6-0 *Sir Sam Fay* with 'NUR' writ large on the tender side!

The 'Immingham' layout boasts a mouth-watering array of locomotives, most of them in BR black but some in their glorious original Great Central liveries such as 'Jersey Lily' 4-4-2 No 365 *Sir William Pollitt* on the turntable and 'Director' 4-4-0 No 606 *Butler-Henderson* in the yard.

The museum has also been fortunate enough to acquire a superb collection of hand-built EM-gauge locomotives, including GCR B3, B5, J11, 04 and A5 classes and a J39, D11, K2, J2, 01, B1, J2, D49, J15 and even a visiting A4.

Proprietary OO-gauge locos on the layout include examples of a J52 tank,

B1, 'Britannia', 9F, LMS 4F, J39, K1, WD, D11, LMS 'Crab', 'Black Five', Ivatt Class 4 2-6-0, J50, Stanier 8F and (of course) B17 No 61650 *Grimsby Town*.

The Docks & Railways section of the museum isn't just about the steam age, however, and fans of N gauge and modern traction (yes, myself included!) will be fascinated by the layout illustrating today's freight scene on the line between Wrawby Junction and Barnetby that was being operated by Richard Lawrence.

Modern heavy-haul diesel locomotives are seen in action on a variety of efficient freight movements as they effortlessly move long trains of bogie iron ore (which still run every two hours from Immingham to Scunthorpe), bulk powder and tank wagons and much else besides.

Sadly, though, the movement of coal that was one of the original reasons for the development of Immingham is now on the decline – in fact, one of the layout operators told me that the other week a youngster pointed to a couple of big lumps of coal on display and asked: "What's that, Dad?"

Before letting the photos tell the story, I must thank John Trevitt, Steve Richards, Richard Lawrence, John Tindall, Pete Fowler and all others whom I met for making RMM's visit to this wonderful little museum so enjoyable.

Following the success of the museum's very first Model Railway Exhibition which recently attracted more than 700 visitors, next year's date has already been set for May 18-19.

The Immingham Museum & Heritage Centre, Civic Centre, Pelham Road, Immingham, North-East Lincolnshire DN40 1QF (01469 727215, imm.museum@gmail.com, www.imminghammuseum.org) is open from Tuesdays to Saturdays from 1pm until 4pm.



Pride of the OO layout in the Immingham Museum & Heritage Centre are these wonderful EM-gauge locomotives including, as can be seen, several former Great Central classes.



The massive scale of the coal concentration yards at Immingham, which could accommodate no fewer than 15,000 wagons, becomes apparent in this photo on display in the museum's Docks & Railways section.



Left: This photo of Robinson 04/3 2-8-0 No 63764 was pictured by a museum volunteer at Immingham many years ago. Right: When the OO-gauge 'Immingham' layout was constructed, he couldn't resist positioning a model of the very same locomotive in virtually the very same position!



In this wonderful old photo the Great Central Railway's chief mechanical engineer John Robinson chats to an employee beside one of Robinson's magnificent locomotives.



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Layouts



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



The Darley Green branch terminus layout was built by members in 2012, and toured modelling exhibitions. It represents an imaginary Derbyshire village station and yard, and the level of scenic detail sets the standard that will eventually be achieved on the Chinley layout after several more years' work! All photos: Colin Boocock

Famous trains at Derby – three days a week!

Colin Boocock, president of the Famous Trains layout at Markeaton Park in Derby, relates the achievements of a novel idea – a model railway charity open to the public!

VISITORS TO DERBY'S MOST popular park, Markeaton Park on the north-west side of the city, can come into the Famous Trains building and see oo and other scale trains running every Saturday, Sunday and Monday between 11am and 4pm.

The centrepiece of the exhibition area is a large oo-scale model railway based on Derbyshire's Chinley station in the 1950s and 60s, when four main line tracks ran through it as well as loop lines and a freight yard.

One main line was that from London St Pancras to Manchester Central via Derby, and the other was, and is, the Hope Valley line from Sheffield to Manchester. The station was busy with interconnecting passenger trains and heavy freights, and this is reflected in the model railway.

In late 2006 Peter Stanton and I, who were both retired railway engineers,

started looking for a site where we could build a large model railway that could be opened to the public. We found an ideal semi-derelict building in Markeaton Park, and when we contacted Derby City Council, unprompted they suggested the exact same building!

We drew up designs for a model railway with four continuous main line tracks that would occupy much of the 22-metre building. It would need a new roof and lots of money spent on it, but hopefully this would come from grant funders such as the Big Lottery Fund.

The group gained registered charity status in October 2008 because it planned to train volunteers in useful skills and educate the public with displays explaining the historical importance of Derby as a railway centre, and of the railways in the development of the Derbyshire limestone industry.

When a report in a model railway magazine in 2010 about the aspirations of Famous Trains reached Derek Chandley, an enthusiast in Australia who was planning to dismantle his large oo-scale model railway and rebuild it in o-gauge, he offered our charity his unwanted but relatively new oo layout, insisting that if we wanted it, we'd have to visit his other house, which was in Derbyshire, take the model railway apart and remove it.

When members saw his model railway they were amazed. The layout was a 13-metre-long by six-metre-wide model of Chinley station, boasting four continuous main lines, each with four storage loops, and thus mimicking what the trustees had already thought was ideal! Derek is no longer with us, but the model of the Chandley Arms public house at the edge of Darley Green village, on the considerably enlarged Chinley layout, is a reminder of his generosity.



In the brightly lit, newly refurbished building in late 2013, trustee Peter Swift concentrates on rewiring the Chinley model railway to ensure traction continuity. The layout is worked on straight 12v DC supplied by Morley Vortrak controllers. Points are changed through probe-and-stud contacts on the control panel map. The members wanted it to be simple, so that there would be less to go wrong!



Not typical of the region, of course, but illustrating the Famous Trains theme, is the 'Bournemouth Belle', a train of 12 Pullman cars hauled by Bulleid 'Merchant Navy' Pacific No. 35022 *Holland America Line* (a renumbered version of this long-awaited Hornby model that was introduced only in 2017).

By mid-2013, the charity had successfully negotiated a 15-year lease and had enough grants and loans to upgrade the building. The members, who now number about 70, rewired the Chinley layout, built new and extended end curves and back loops to achieve a minimum curve radius of five feet, and set about extending the scenic area around the station.

Back in 2012 and 2013, members had built two small exhibition layouts that were designed eventually to connect with each other and with Chinley, so that a branch line from the fictitious village of Darley Green would feed the Chinley station loop platform – not prototypical, but a potential extra source of interest.

An extension in the other direction from Chinley goods yard will soon include a canal basin above which a working model of a rope-worked

incline rises, to represent the Cromford & High Peak Railway.

Members run a mixture of trains on the Chinley layout. Most are typical BR trains from the area, including two sets of 16 ICI bogie hopper wagons, one loaded and the other empty. Such trains used to take limestone from the big quarry at Tunstead to the chemical works at Northwich, Cheshire. These unique wagons were made from Plasticard by trustee Peter Swift. Visitors admire the Midland Pullman train (a Bachmann set), and see the Hornby 'Britannia' Pacific No 70004 *William Shakespeare* hauling the 'Palatine' express train. This model has already run about 120 faultless real miles on the Famous Trains model railway!

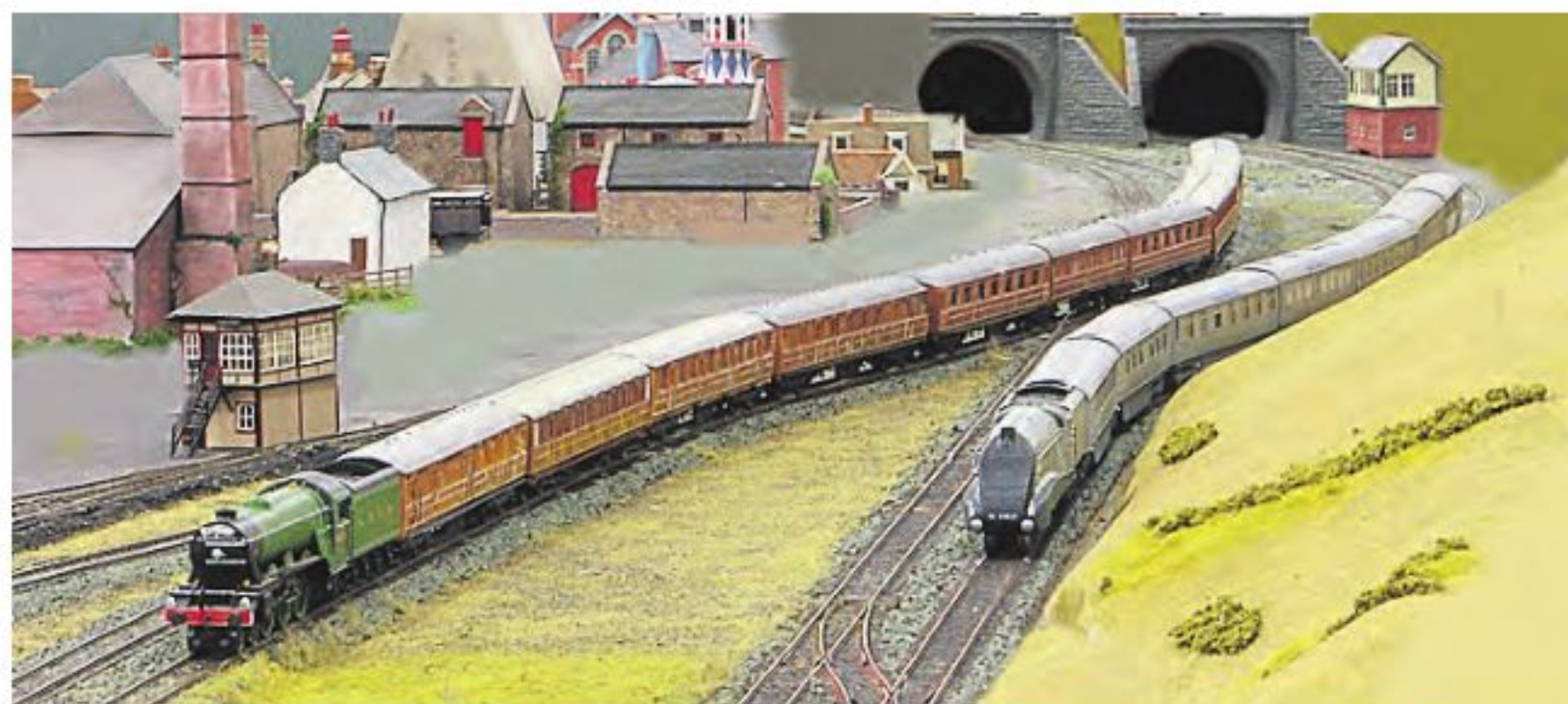
Local trains often include one hauled by Compound No. 1000 in its 1960s Midland Railway colours, an upgraded Hornby Railroad model.



A visit to Famous Trains makes the perfect family day out – and the scenery is wonderful.



This model of Chinley station in Derbyshire replicates the four main line tracks that used to pass through before its rationalisation in the early 1980s, together with its loops and goods yard. In this busy scene, photographed in 2014 when the model railway was yet young, the northbound 'Midland Pullman' diesel unit (Bachmann) from London St Pancras to Manchester Central passes Hornby 'Britannia' Pacific No. 70004 *William Shakespeare* at the head of the up 'Palatine' express. A DMU for Buxton waits in the bay platform while two coal trains pass on the Hope Valley line tracks.



Sometimes strange trains appear on the Chinley model railway, thus living up to the charity's Famous Trains name. Approaching Chinley in this scene are two famous LNER trains, the 1925 'Flying Scotsman' train headed by a kit-built Gresley A1 Pacific *Royal Lancer*, while alongside is Bachmann A4 Pacific No. 2512 *Silver Fox* hauling the 1935 'Silver Jubilee' set.



The newly introduced and utterly delightful Hornby Peckett 0-4-0ST fits the small-radius curves of the Darley Mills factory yard perfectly, particularly since trustee Peter Swift replaced the plastic frogs in the Hornby Set-Track points with live frogs.

Modellers of the future? Children visiting the Famous Trains building at Markeaton Park get down to an enjoyable bit of constructive play.



At the east end of Chinley station a 'Deltic' diesel-electric gallops through with the 'Tees-Tyne Pullman' during one of the Famous Trains sessions.

But the layout also runs famous trains that were never seen at Chinley – for example the LNER's 'Silver Jubilee' that still looks surprisingly modern for a 1935 streamlined train. The 'Bournemouth Belle' is the longest passenger train with its 12 Pullmans (Hornby's latest, with working table lamps) and the 'Flying Scotsman' train is probably the most famous, unless one includes Thomas the Tank Engine!

At some times of the year, notably during the school summer holidays, Famous Trains runs modern trains of the types that can be seen in Derbyshire today, or at least in recent years. In November, around Remembrance weekend, the Chinley layout's trains are all replaced by model trains from the First and Second World War periods, so what normally runs as a Bournemouth Limited 'famous train' acts as a Southern Railway troop train, headed perhaps by

a grubby LMS Class 5, and the 40-wagon BR coal trains are replaced by two strings of multi-coloured private-owner colliery wagons loaned by member David Orme.

Half of the trains on the Chinley and Darley Green layouts are owned by the charity's company, Famous Trains Ltd, and about half are on loan from members. When open to the public, Famous Trains tries to have at least four members present, two operating the main layout and others looking after the N-gauge Mundy Gorge layout and the 0-16.5 narrow gauge line, as well as the Hornby Dublo circuits which visitors can operate themselves.

If there are more members present, goods trains can run to and from Darley Green.

The charity will need more members operating trains on public opening days when the canal basin and inclined plane are completed.

Very young visitors can play with the wooden toy train track, or with a plastic Thomas set-up. Model railway enthusiasts can often buy good-quality second-hand models, and everyone finds the Famous Trains shop an attraction. Set up originally by Jacky Mogford, this is run by chairman Adrian Maynard and sells model railway kits, scenic materials, oo-scale and other model cars, and railway-related toys.

There is so much to see at Famous Trains, so why not check out the charity on line at www.famoustrains.org.uk, follow progress on Facebook/Famous Trains or, better still, see the model railway centre for yourself? It's open every Saturday, Sunday and Monday from 11am until 4pm throughout the year, and admission for adults costs just £2, with children under 16 £1 and family tickets £4. In this context, a family is up to two adults with as many children as they can control!

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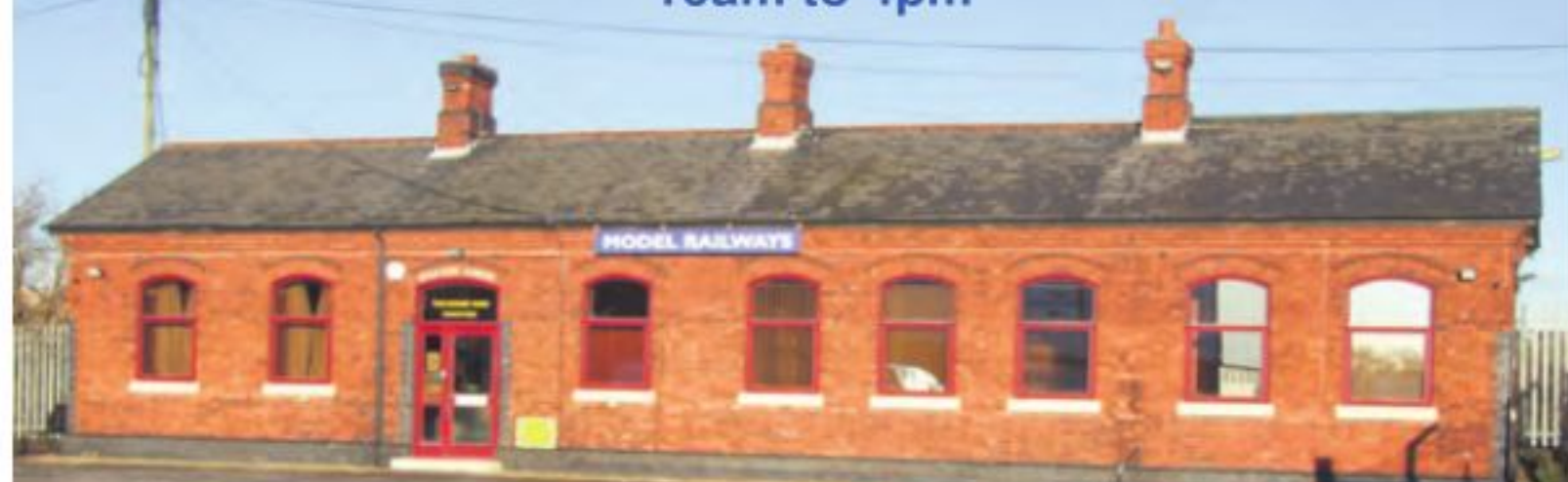
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Dates for your diary

RM MODELLING LISTINGS July 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.

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

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

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

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. Contact Roger on 01494 726449 for details.

Cardiff Model Engineering Society. King George V Drive East, Heath, Cardiff, CF14 4AW. 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 and a comprehensive library of books members can borrow. Non-members welcome at all meetings, but please arrange visits 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; Tuesday/Saturday/Sunday mornings - open for maintenance work. Contact Rob Matthews 029 2025 5000 10am to 5pm or secretary@cardiffmes.com and www.cardiffmes.com

EXHIBITIONS

June 23 Plymouth Model Railway Exhibition. Abbey Hall, Catherine Street, Plymouth PL1 2AD. 10am-4pm. Adult £3, child £1.50, family £8. Layouts and disabled access.

West Camel Model Railway Society open day. Davis Hall, West Camel, Yeovil BA22 7QX. 10am-3.30pm. Adult £3, child £1. 10 layouts.

Vale-Rail 2018 (Tring & District MRC). Aston Clinton Primary School, Twitchell Lane, off London Road, Aston Clinton, Bucks, HP22 5JJ. www.tdmrc.co.uk 10.30am-3.30pm Adult £3, child £1.50, family (2+2) £7. Refreshments. Access for disabled visitors. Ten layouts from N to G scale and preservation.

June 23-24 Model Railway Weekend. Bluebell Railway, Sheffield Park and Horsted Keynes stations, East Sussex. Exhibitions Saturday 10am - 5pm, Sunday 10am - 4pm. Extensive three-train service also running. Passengers holding a travel ticket gain free entry to the show. www.bluebell-railway.com

June 30 - Model Rail Show. Great Central Railway (Nottingham). Saturday heritage diesel service, Sunday steam service, 10am-5pm. General admission including railway: Adult £12, child £6, family £30. Show only: Adult £6, child £3. Mere Way, Ruddington. NG11 6JS. www.gcrn.co.uk

July 1 SRP Toyfairs. 10am-2pm, Bepton road, Midhurst, West Sussex, GU29 9HG

July 4 Hertford Toy & Train Fair. Richard Hale School, Hale Road, Hertford, SG13 8EN. 7pm-9pm. Adult £1.

July 7 Beaconsfield Model Railway Exhibition. The Beaconsfield School, Wattleton Road, Beaconsfield, Bucks HP9

1SJ. www.beaconsfieldmrc.org 10.30am-5pm. Adults £5, child £2.50. Wheelchair users free. Layouts, trade and demonstrations.

July 7-8 North Wales Area Group of N Gauge Society Annual Show. Ysgol Porth y Felin, Llanrwst Road, Conwy LL32 8FZ. Saturday 10am-5pm; Sunday 10am-4pm. Adults £4, child £2. Refreshments, disabled access, car park.

Basildon 39th Model railway Exhibition, Saturday 10-5, Sunday 10-4, James Hornsby School, Leinster Road, Nicholas Lane, Laindon, SS15 5NX. Admission: adults £5, senior £3, child £3, family (2+2) £12. Trade support, demonstrations, 25+ layouts, refreshments, car park, wheelchair suitable.

July 8 Sevenoaks Model Railway Show. Sevenoaks Primary School, Bradbourne Park Road, TN13 3LB. www.modelrailwayexhibition.com 10am-4pm. Adult £6, concession £5, accompanied child £5, family £15. Advance tickets available.

July 14 Friends of Robert Barclay 25th annual model railway exhibition. Robert Barclay Academy, Cock Lane, Hoddesdon, Herts EN11 8JY. 10.30am-4.30pm. Adult £4.50, conc £3, family £12. 21 layouts. Refreshments. Trade stands including new and second-hand model railways and vehicles, modelling

accessories, books, DVDs, scenic materials, kits and tools. Also society and club stands, including model boats and lorries. All profits to academy projects. Free parking.

Tapper of Bromley present an exhibition of 'Hornby and Products of Binns Road'. Bromley Common Methodist Church, Bromley Common Road, Bromley, Kent, BR2 9RZ. 10:30 to 5:30pm Adults: £5, Children £1, O and OO Layouts, Dinky Collection, Meccano Display, Traders and sales tables. Canteen, wheelchair friendly. Free parking. 12 minutes from Bromley South Station, Buses 358 61 261. The Church opposite kings car showrooms. www.tappersinplate.weebly.com

N Gauge Society, Launceston Area group, All Gauges Model Railway Exhibition, Launceston Town Hall. The Royal British Legion Launceston branch will provide teas, coffees and a range of food which will be on sale in the foyer. Admission: adults £4, seniors £3, children free.

July 15 SRP Toyfair. 10am-2pm, Charmandean Centre, Forest Road, Worthing, BN14 9HS.

July 18 South Croydon Toy & Train Fair. St John's Community Hall, Upper Selsdon Road, Selsdon, South Croydon CR2 8DD. 6pm-8pm. Adult £1. Contact Joe Lock 07866 641215.

July 19 Theydon Bois Toy & Train Fair. Village Hall, Coppice Row (B172), Theydon Bois, Epping, CM16 7ER. 7pm-9pm. Adult £1. Contact Joe Lock 07866 641215.

July 21 6th annual exhibition by Pevensey Bay Model Rail Club. Pevensey Memorial Hall, Church Lane, Pevensey, East Sussex BN24 5LA. 10am to 4.30pm. Admission: adult £4/child £2/family £10. Ample parking.

Stockport and District Railway Modellers Open Day, 3rd Newton Scout Hut, Cartwright Street, Newton, Hyde, SK14 4FH, Saturday 10:30am-4pm, FREE, but donations welcome. There will be working layouts, Demonstration stands and both new and second-hand sales stands. Light refreshments available all day.

July 22 Gainsborough Model Railway Society. Florence Terrace, Gainsborough, DN21 1BE. www.gainsboroughmodelrailway.co.uk 1.30-6pm. Adult £4, conc and child £3, family £10.

SRP Toyfair. 10am-2pm, Crofton Hall, Station Road, Orpington, Kent, BR6 8PR.

July 24 SRP Toyfair, Angel Centre, Angel Lane, Tonbridge, Kent, TN9 1SF.

July 28 Bridport & District Model Railway Club Exhibition. Sir John Colfox Academy, Ridgeway, Bridport, Dorset DT6 3DT. 10am-4pm. Adult £5, child £1, under fives free.

July 29 SRP Toyfair. 10am-2pm New Hall School, The Avenue, Boreham, Chelmsford, CM3 3HS.

August 4 Train Collectors' Society Summer Show 10.30am-5pm. The Stadium, Guttman Road, Stoke Mandeville, Aylesbury, Bucks, HP21 9PP. Further details contact Bryan Pentland 07801 818764. Admission £4.50, accompanied children under 10 free.

Exmoor Rail - the show next to the station. The Minehead Eye, Mart Road, Minehead, Somerset, TA24 5BJ Open 10am to 4.30pm, Adult: £5, child £1.50, family £11, Contact: David Nelhams - 01643-706736. About 15 layouts, demonstrations, trade support, societies.

August 5 Third annual toy and train collectors' fair. National Brewery Centre, Horninglow Street, Burton-on-Trent, DE14 1NG. Adults £4, children £1. Price includes entry to Brewery Museum. Contact National Brewery Centre 01283 532880 or Chris Eaton 07877 346371.

August 11 Bexhill Model Railway Club Annual Exhibition. St Richards Catholic College, Ashdown Road, Bexhill-on-Sea TN40 1SE. 10am to 5pm. Adult £5, child £2, family £12. Layouts, sales stands, refreshments. Free parking.

Silverfox Model Railway Exhibition. Silverfox Model Railway Club, Oakgrove School, Brickhill Street, Milton Keynes MK10 9JQ. 10am-4pm. Adults £6, children £2. Contact: 01908 225249 Website: www.silverfoxdcc.org. Over 35 layouts, trade support, outdoor train rides, refreshments, free parking, disabled access.

August 17-18 Pickering Model Railway Exhibition 2018, Memorial Hall, Potter Lane, Pickering, YO18 8AA http://sdrmwweb.co.uk/Pickering_Show_2018.php. Adults £5; Concessions £4.50; kids go free (accompanied by an adult) 12 layouts. Disabled access; lift to all floors.

August 25-26 Inverness & District Model Railway Club, Jurys Inn Hotel, Millburn Road, Inverness, IV2 3TR. Saturday 10am-5pm, Sunday 10am-4pm. Ample parking, wheelchair access, refreshments in hotel, trade stands, several layouts, second-hand stall. Contact Gerry 07801 593 637.

August 25-26 Ulster Model Railway Club. Methodist College, 1 Malone Road, Belfast BT9 6BY. Saturday 10am-5pm, Sunday 1-5pm. Admission: Adults £4, concession £3, Children £2, Family £10. Amenities: Free parking, disabled access, local bus and train services, Features: 20+ layouts, trade and Society stands, club sales table Contact: Brian King 07712 261647.

August 26 SRP Toyfair. 10am-2pm, Swayne Park School, Sir Walter Raleigh Drive, Rayleigh, Essex SS6 9BZ.

August 29 South Croydon Toy & Train Fair. St John's Community Hall, Upper Selsdon Road, Selsdon, South Croydon CR2 8DD. 6pm-8pm. Adult £1. Contact Joe Lock 07866 641215.

August 31 - September 2 Bedford Model Engineering Society Gala. Summerfields Miniature Railways, Haynes, Bedford. Originally conceived as a Visitors' Rally for 7¼in, 5in and 3½in gauge locomotives, all gauges from 7¼ down to 32mm can now be accommodated. Spaces available for caravans and camping. Early arrivals and later departures can be accepted for anyone wishing to stay longer than the allotted three days. Full details and booking arrangements by email to gala@bedfordmes.co.uk and on the BMES website and Facebook pages.

September 1 Tadworth Autumn 2018, North Downs Model Railway Circle, The Good Shepherd Church Hall, Station Approach Road, Tadworth, Surrey KT20 5AE, 10am-5pm. Admission: adults £5, under 16s £3, seniors £4, and families (2+2) £10. All profits to Good Shepherd Church. Parking, refreshments, facilities for disabled visitors. Features 30 layouts, demonstration, and trade support. Exhibition Website <http://www.ndmrc.info/Home/Tadworth.htm>, Contact Stuart Robinson 077-5845-8827 & stuart.robinson27@outlook.com

SRP Toyfair. 10am-2pm, St Barnabas Church, Sea Road/Cantelupe Road, Bexhill on Sea, East Sussex TN40 1JG

September 8 Romiley Methodist Modellers 28th Model Railway Exhibition, Romiley Methodist Church, Stockport Road, Romiley, Stockport, Cheshire, SK6 3AH. Opening times: 10:30 - 16:30 Prices: Admission by donation, All proceeds to Action for Children.

September 8-9 Roade Local History Society, Roade Village Hall, Bailey Brooks Road, NN7 2LS. Saturday, noon to 6pm, Sunday 10am-3pm. Admission free, ample parking, refreshments available, disabled access and facilities, railwayana display, historic photography and modern video imagery. Cutting Tours, Society and Group representation + other exhibits and attractions.

September 15 Lichfield Model Railway Shop, Hosts Trent Valley Model Railway Society, The Life Church, Netherstowe, Lichfield WS13 6TS Date Saturday 15 September 2018, Opening 10am -4.30pm, Adults £4, Children £3, Family (2+2) £11. 16 Layouts trade support, refreshments, Parking, disabled access, Contact 0121 329 2487, www.tvrms

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NEW HALL SCHOOL, THE AVENUE, BOREHAM, CHELMSFORD CM3 3HS

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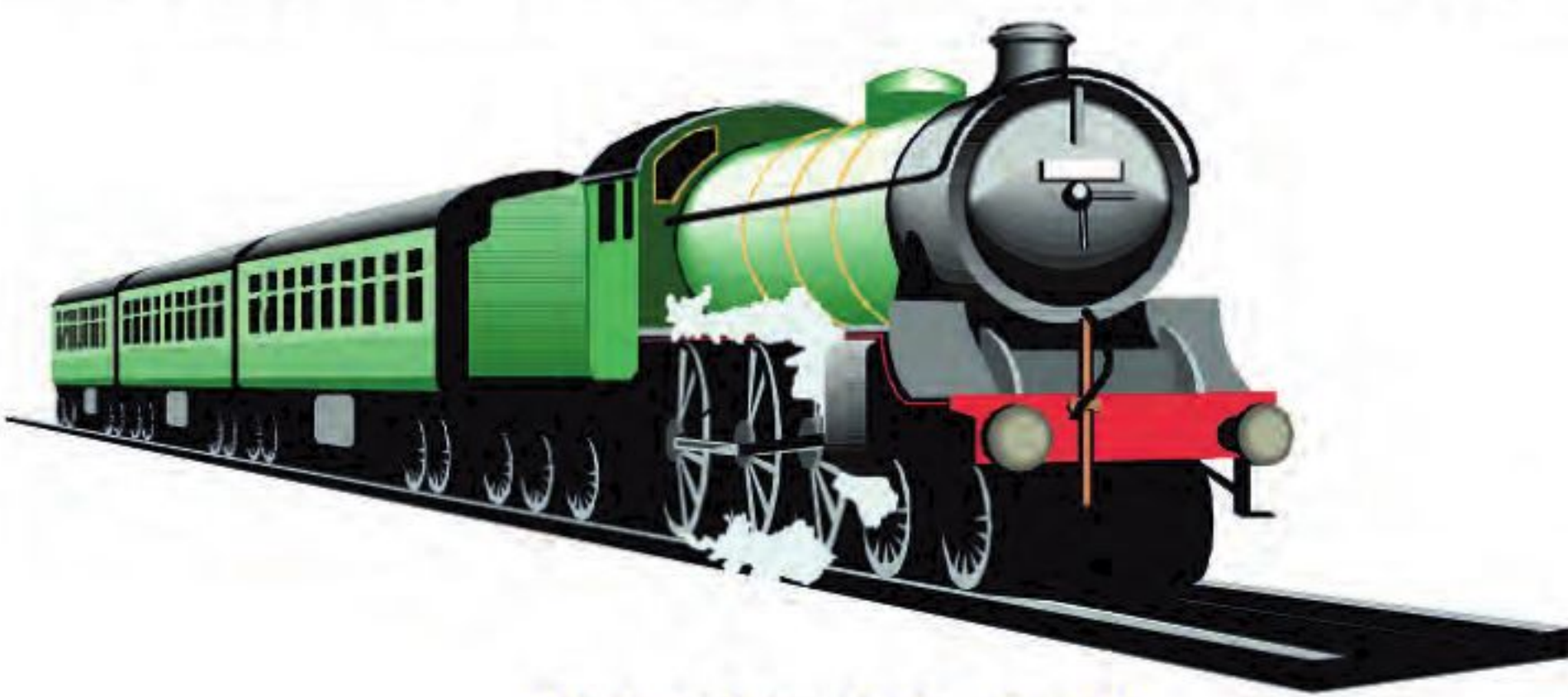
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The little shop with a big reputation

Pete Kelly visits a small market town in North Lincolnshire to tell the story of Caistor Loco.

IT'S NOT EVERY MODEL SHOP proprietor who can regale you with stories of firing former LNER locomotives and others from King's Cross during the twilight years of steam on British Railways – but Pete Fowler of Caistor Loco, in the quiet Georgian market town of Caistor, North Lincolnshire, certainly can.

After starting as a cleaner, he soon found himself on the footplate because, with the coming of the diesel era, so many railwaymen were leaving the job or retiring. Pete worked for BR for only seven years, from 1959 until 1965, but during that time he experienced many steam and diesel types that have all now passed into history.

He fired the last of the N2 0-6-2 tanks that once played such a vital role around the Cross, together with B1 4-6-0s, WD 2-8-0s, 9F 2-10-0s and even, once their glory days were over, some of the LNER Pacifics and V2 2-6-2s. He considers the

sleek mixed-traffic V2s, which did such sterling work during the war years, to have been the best of the lot.

As a fireman, he could work on any steam locomotive, but special training was required for the diesels, of which he experienced virtually the full range, from humble Class 03 and 08 shunters to 'Deltics' and even the experimental DP2 – "but for quite a while at the start, I didn't think any track existed at the other side of Gas Works Tunnel!", said Pete.

He has enjoyed modelling since the age of six, when he played trains with several kids in the London street where he lived who had train sets. "Dad bought me a Hornby-Dublo set consisting of an A4, two teak coaches and a circle of track, and I remember that there was a one-amp fuse in the transformer," he said, and his two older brothers, along with his mother's youngest brother, were always finding him bits and pieces to add to it.

During Pete's railway career, the longest distance he was allowed to work was King's Cross to Newcastle – and he had to lodge at the end of the journey. After 140 miles, every 15 miles counted as an hour's pay.

Another perk of the job was an allocation of free rail travel, and with the first free ticket he received, he visited his mother's cousin in Dundee for the weekend.

Other regular trips were to New England, Peterborough, where locos ran round on a triangle rather than a turntable, and many are the stories that Pete can relate about struggling Class 24s, a driver who could cage any BR clothing you wanted, and rolling around on 'Britannia' Pacifics which he always found difficult to fire.

That didn't dampen his enthusiasm for the locomotives, however, and during a recent visit to the Immingham Museum & Heritage Centre to admire the layouts there (see feature elsewhere in this issue), one of the 00-gauge models was of 'Britannia' No 70038

Robin Hood. "I fired that once," he said, "and *Clive of India* as well."

After finishing with the railways in 1965, Pete tried all kinds of jobs but couldn't settle – until at the age of 23 he started training as a qualified fitter in Tottenham. The work involved working all hours including weekends, but it was the making of him, and after moving to F E Wetherill and working on loading shovels and other plant, he found himself travelling all over the country.

His move to North Lincolnshire came about after asking Wetherill's how far out from London he could work, and he ended up in North Lincolnshire because he had an aunt who lived in Grimsby.

Throughout all these twists and turns of life, Pete's love of railway modelling never left him, and as he and his wife Jen settled into that part of the world and thoughts turned to pensions (or the lack of!) Jen said: "Let's start something up."

They'd long dreamed of one day opening a model shop which Jen would look after while Pete continued working, and they finally found suitable rented premises in Caistor in 1992, moving to the present shop just a short distance away 17 years ago, and it remains a magnet for modellers from all over the county and beyond.

Pete was a founder member of the Caistor Model Railway Club in 1984, and the town's friendly annual model railway show in Caistor Town Hall, where members (including Pete) muck in to provide hot drinks, bacon rolls and other refreshments at ridiculously low prices, is now in its 18th year.

Away from the shop, Pete continues his modelling interest by working on layouts of his own that are frequently exhibited, the latest being a



Pete Fowler ponders the next step in his latest 00-gauge layout, 'Buntingford'.

Great Eastern-based 00-gauge model called 'Buntingford'.

Caistor Loco is so packed with stock that there's hardly room to swing a cat, but what a wonderful place to visit it is. The phone rings all day and there always seems to be other customers looking around, especially at weekends.

Pete and Jen pride themselves in pouring money back into the business and constantly building up stock, and business is boosted by setting up a very comprehensive sales stall at weekend model railway shows all over the area. When their van is parked outside the shop, you know that Pete and his son Daniel are loading up for yet another exhibition.

During my frequent 60-mile round trips to Caistor Loco, sometimes for items as insignificant as track pins or rail joiners, at least as much time is spent chatting as shopping!

Opening times are roam until 3pm on Mondays, Tuesdays, Thursdays, Fridays and Saturdays, with short extra openings from 5.30pm on Fridays. If you get there before Pete or Jen open up, a very short walk up a hill and around the back finds the welcoming Tea Pot Cafe, whose breakfasts and banter with the locals are equally legendary!



With two chatty stylists running the 'Just for Gents' barber's shop next door, a handy Tea Pot Cafe upstairs (accessed by walking up a short, steep hill from the side) and a fish and chip shop just a few doors away, Caistor Loco stands in a great position in the old market town.



Pete and son Daniel pose by their sales stall during the recent Immingham Model Railway Show that was so successful that another has already been planned for next year.

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Places to visit

Bekonscot Model Village & Railway

A little piece of history that's forever England

The adage that good things come in small packages has certainly been true of the delightful Bekonscot Model Village & Railway in Beaconsfield, Buckinghamshire since its establishment back in 1929.

MODEL VILLAGES AND RAILWAY modelling go hand-in-hand for a variety of reasons, not least the construction of the railways themselves and the buildings that go with them – and Bekonscot, operated by the charitable Roland Callingham Foundation, captures the timeless images of a lost age as it depicts rural England in the 1930s.

As well as its many exhibits, including the beautiful buildings mainly to a scale of 1:12 and around 3000 Lilliputian-sized residents spread over an acre and a half of ground, Bekonscot boasts one of the biggest and most complex Gauge 1 railways in the country, not to mention a sit-on railway that can be sampled for a small extra charge.

Bekonscot's new education centre provides an opportunity to learn more about the history of the model village and life in the 1930s through interactive exhibits, role play and storytelling.

There is also a tea room serving hot and cold food and drinks, an ice cream parlour, a newly extended and well-stocked gift and souvenir shop, a playground where children can let off steam and picnic areas and shelter for those preferring to bring their own food.

The 1:32 scale model garden railway covering an amazing 10 scale miles has to be seen to be believed – but you don't have to go to Beaconsfield to see what

it's like because if you go to the www.bekonscot.co.uk website and click the 'find out more' box about the Gauge 1 line that's been constantly updated for 80 years, there's a brilliant driver's-eye video to watch that was captured by a tiny camera strapped to the front of one of the engines!

Many visitors are quite unaware of the technology that's gone into running this incredible model railway, but anyone is welcome to stop at the Maryloo signalbox and take a close look at the trains and equipment. Any duty signalman will be happy to tell you more about it.

But (as they say in those American-style TV advertisements), that's not all, because there's also the 7.25in-gauge ride-on Bekonscot Light Railway that can be sampled for a mere £1 per person as it weaves its way behind the model village, criss-crossing some gardens and encircling a pond before returning to the terminus.

It runs every day during Bekonscot's open season from 10.30am until 4pm, departing on demand every few minutes.

The Bekonscot Model Village & Railway, Warwick Road, Beaconsfield, Bucks HP9 2PL (phone 01494 672929, email info@bekonscot.co.uk, website www.bekonscot.co.uk) is open seven days a week from 10am until 5.30pm between February 10 and October 28.



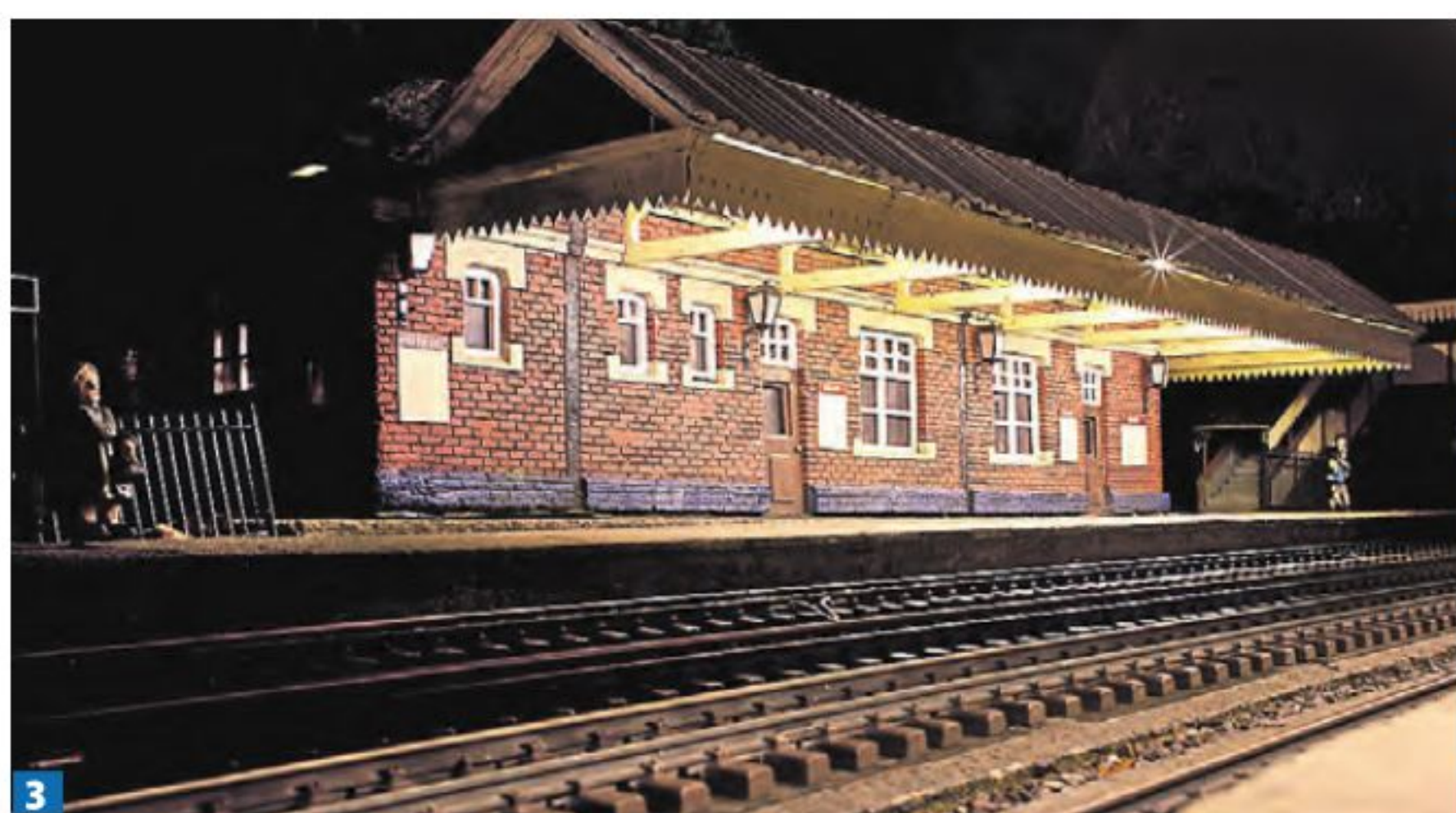
1. Strolling around the little shops and other buildings, which bear striking resemblances to those created by modellers in small gauges, is an uplifting experience.

2. Visitors to the model village in 1932 closely examine the minster church.

3. You'd think you were waiting for a full-sized train in this brilliant after-dark shot of a station on Bekonscot's wonderful Gauge 1 garden railway.

4. A tiny camera was strapped to one of the locomotives on the Gauge 1 line to capture this driver's-eye image.

5. What a future this young lady had in front of her when Princess Elizabeth, now the longest-serving monarch in British history, was pictured at the Bekonscot Model Village in 1938.



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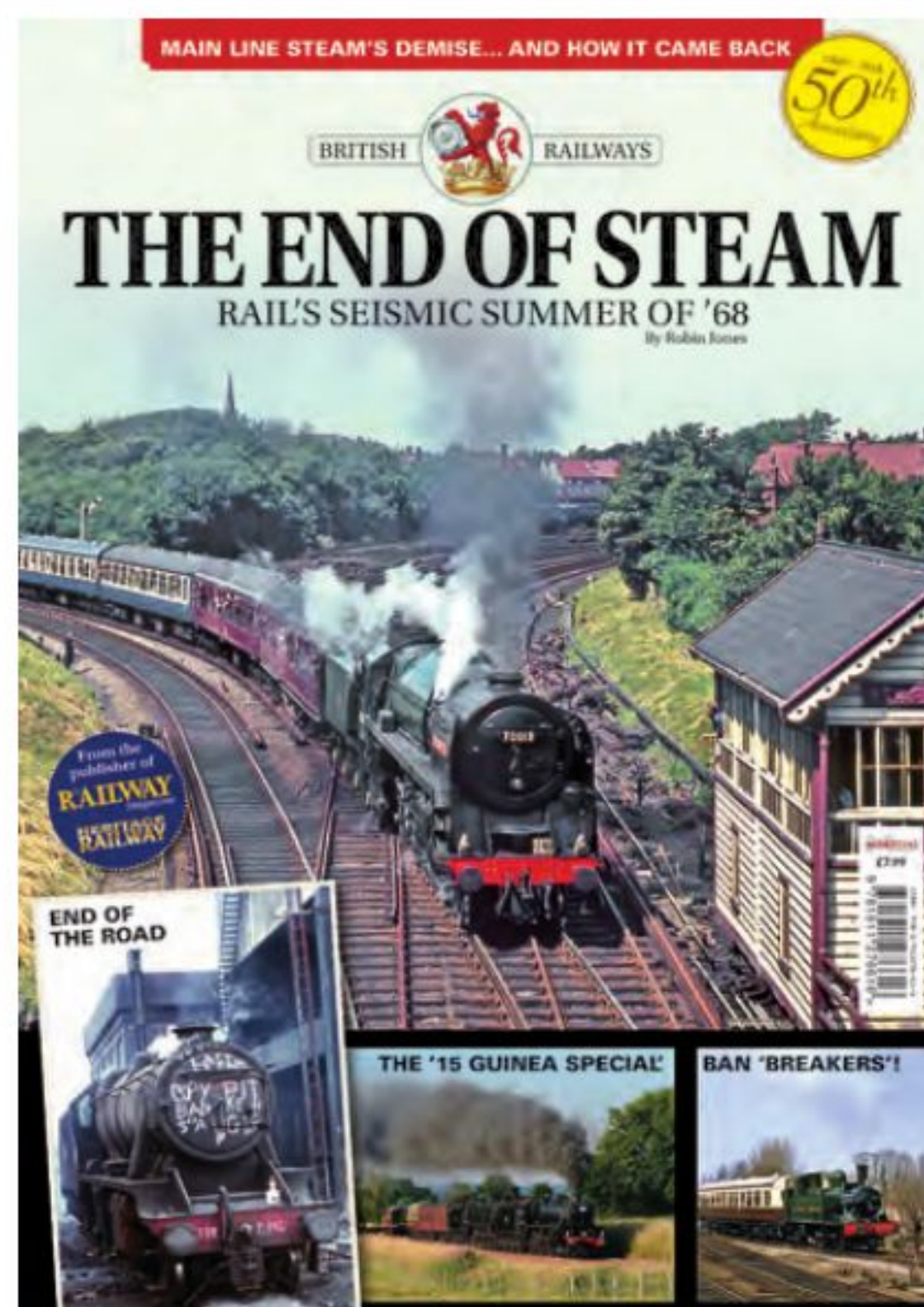
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If you are thinking of building a garden railway go along to a dedicated garden railway show, you have several options when it comes to scale and then the gauge and of course motive power. It may seem a little confusing as very often you will see different scales running on the same gauge and even trains made up of odd scaled stock running together. You can get away with it in the garden and maybe its perspective, the buildings in the background will look smaller scale, the engine coming towards you will look bigger than the coaches behind. But it is all down to personal choice and you will get to know what items work together.

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Don't run out of road...

IT'S QUITE EASY TO GIVE THE impression that a road on a backscene is merely a continuation of one painted on to your baseboard so that your road looks as if it's actually going somewhere, writes *Pete Kelly*.

In the first illustration, marker pen lines define the borders of a planned road on the baseboard, while

the gap where the backscene board meets the baseboard is also clearly visible.

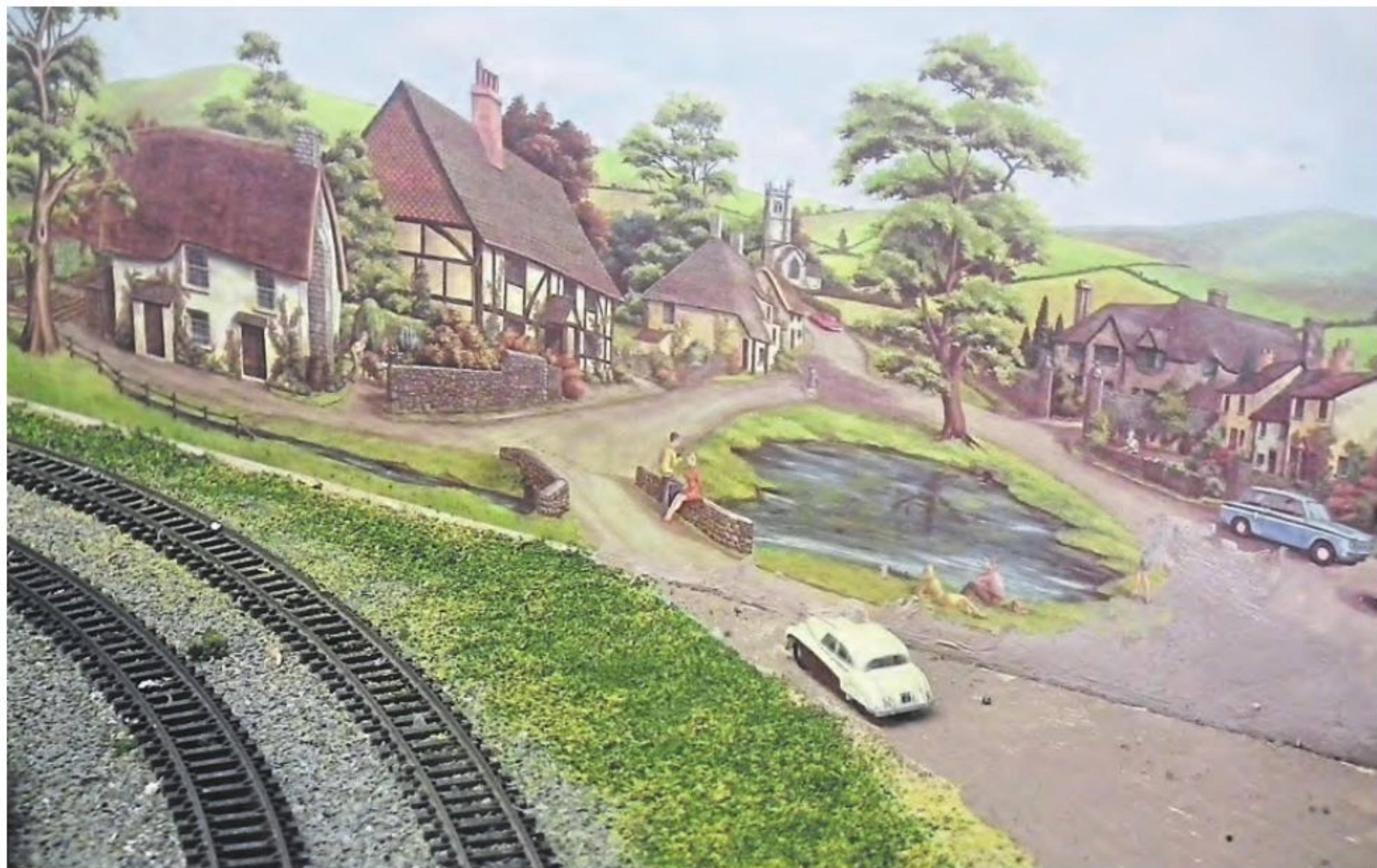
The second illustration shows landscaping added to the side of the railway curve, and a much more muted gap between the backscene board and baseboard. This can be squeezed even more by adding more screws to tighten

up the join, then matching the colours as closely as possible and continuing to emulsion-paint on to the backscene illustration itself.

Sometimes, when the same colour is applied to a flat and an upright surface, the colour of the upright can look a little darker, but you can always lighten the upright accordingly.



The borders of the road on the baseboard have been defined with a marker pen, and now it's just a matter of painting the road and landscaping the side of the railway.



With more landscaping added, the gap between the baseboard and backscene board has been muted but still isn't perfect. It needs tightening up a bit more, and perhaps another little go with the paintbrush, before fencing off the railway from the road.



A Holyhead-bound cattle train rumbles through 'St Werburghs' in the foreground as passengers await their train to Llandudno, which will almost certainly have a 'Black Five' 4-6-0 at the front. A couple of waiting passengers visit the W H Smith & Son news stand, and the FMR swan-neck station light (complete with incredibly fiddly station sign) can be seen in front of the (wrong) tender of 'Britannia' Pacific No 70050 *Firth of Clyde*.

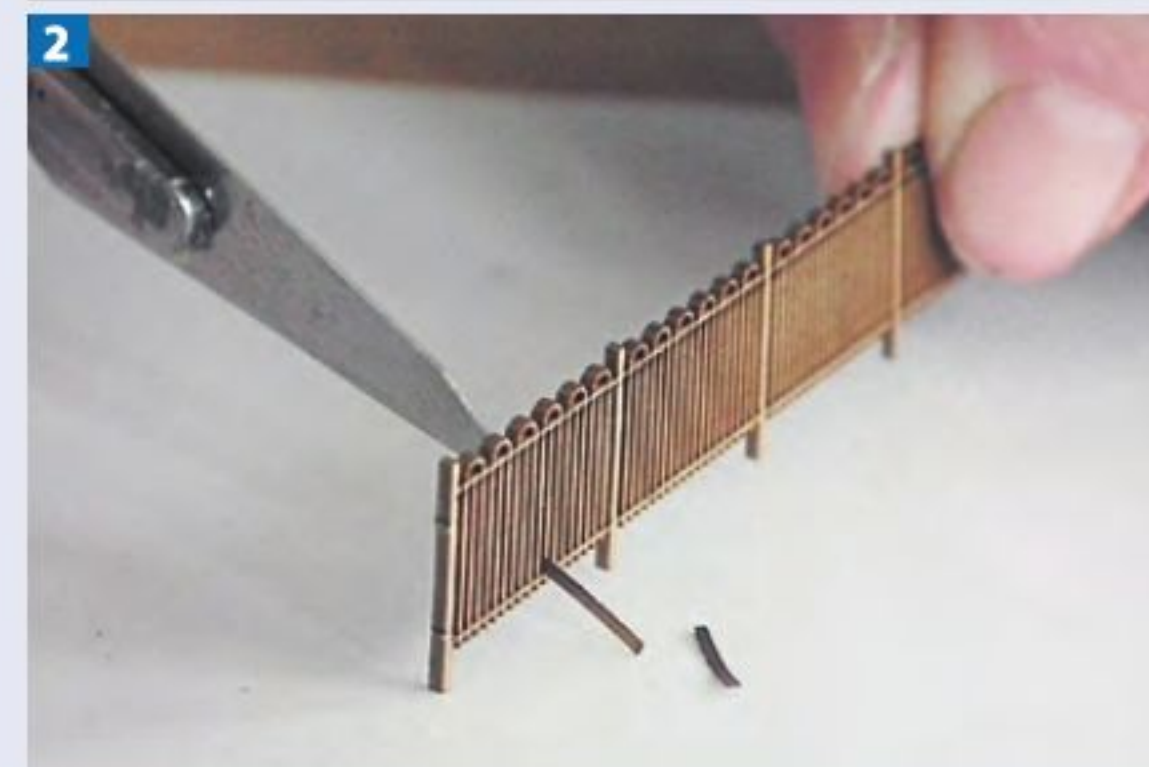
Laser-cut card fencing is just the ticket

Scale Model Scenery has introduced a range of pin-sharp laser-cut card fencing for both OO and N gauge, and the school/park railings extension pack (illustrated) for the smaller gauge is sufficient for a useful length of 35 centimetres.

It's best to keep the fencing strips attached to their spigot while you prise out the tiny needles of material from between each railing with a craft knife, and then carefully release each individual length from its attachment to one side of the spigot.

The fencing looks fine in its natural burnt brown colour, so I opted not to paint it. To avoid drilling holes for the bottom supports, these can be cut off and the bottom of the fencing simply glued to the pavement edge.

On this occasion, the sample kindly provided was not used for a park or school, but to fence off from the traffic a row of terrace houses whose front doors are perilously close to the road.



1. The lengths of fencing are attached to a square-shaped spigot, but it's best not to cut them from it until the needles of waste material between each railing has been carefully prised out...

2. ... using the tip of a craft knife like this.



3. The fencing was used not for a school or park, but to provide a safety barrier for a row of terrace houses whose front doors are very close to the road.

Deserted platforms just don't do it

MODEL RAILWAYS AREN'T JUST about track, trains and the latest DCC developments, but also about people and indeed life itself – and to me, the deserted platforms I see on so many layouts never look right, especially at what is meant to be a busy city station.

The lovely range of working station and street lights from Frizinghall Models and Railways of Baildon, West Yorkshire persuaded me to have another look at one of the 'Cathedral City' platforms, and I planted a few more people and one of the GWR-style swan-neck types available from FMR.

This was completed (my own hands are far too clumsy) by asking a friend

who is also a wonderful craftswoman to cut out one of the impossibly tiny N-gauge London Midland station signs that I'd bought from Sankey Scenics as a bespoke order, but even then, tweezers were required to glue it into place once my nervous hands had stopped shaking!

If you want to use the elegant FMR lights as working items rather than just scenic accessories, you'll have to think about how the attached wiring that emerges at the bottom of them is routed. If your platform is built from a Metcalfe kit, you cannot suddenly turn the wiring at right-angles beneath the platform surface, because this will pull the light one way or another, making

it impossible to stand it upright, so of course it has to be fed beneath the baseboard top as well.

A W H Smith & Son newspaper kiosk adds to the platform interest and provides a useful focal point. It was from such a kiosk at Blackpool that my dad (aghast at its 10s 6d cover price) bought me my first Ian Allan ABC combined volume for my 13th birthday, replacing the scuffy, well-thumbed London Midland Region ABC that had been my 'bible' for years!

Needless to say, while the rest of the family enjoyed themselves on the beach, I was glued to the pages of that combined volume all day long – but what happy, innocent days they were!



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