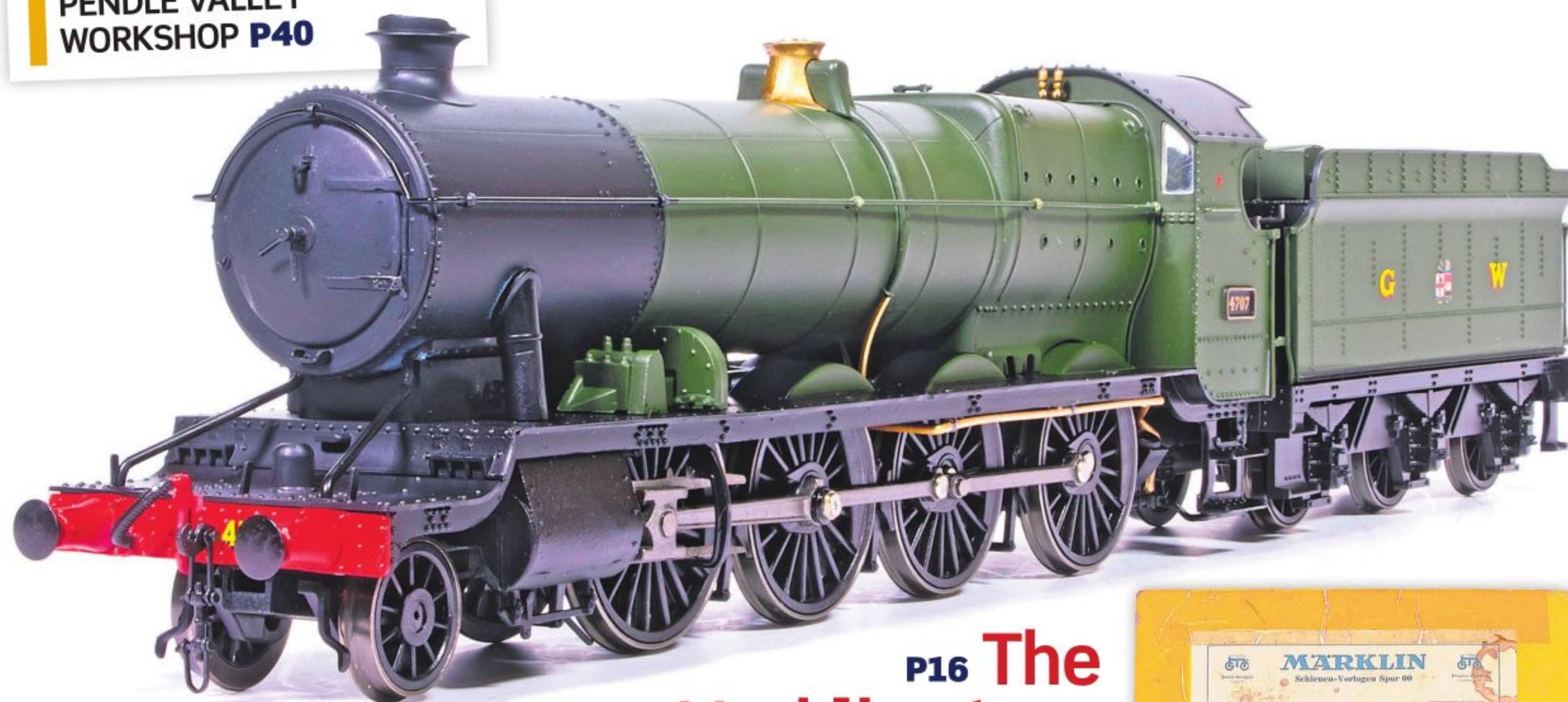


Modelling



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Heljan's OO 'Night Owl' 47XX 2-8-0 reviewed

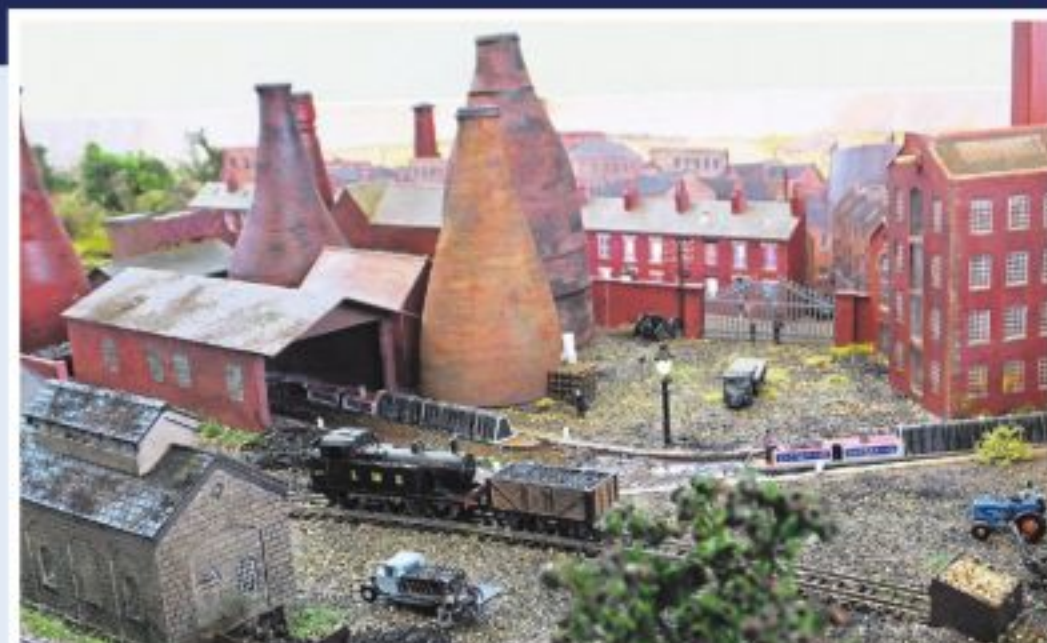


P16 The Marklin story

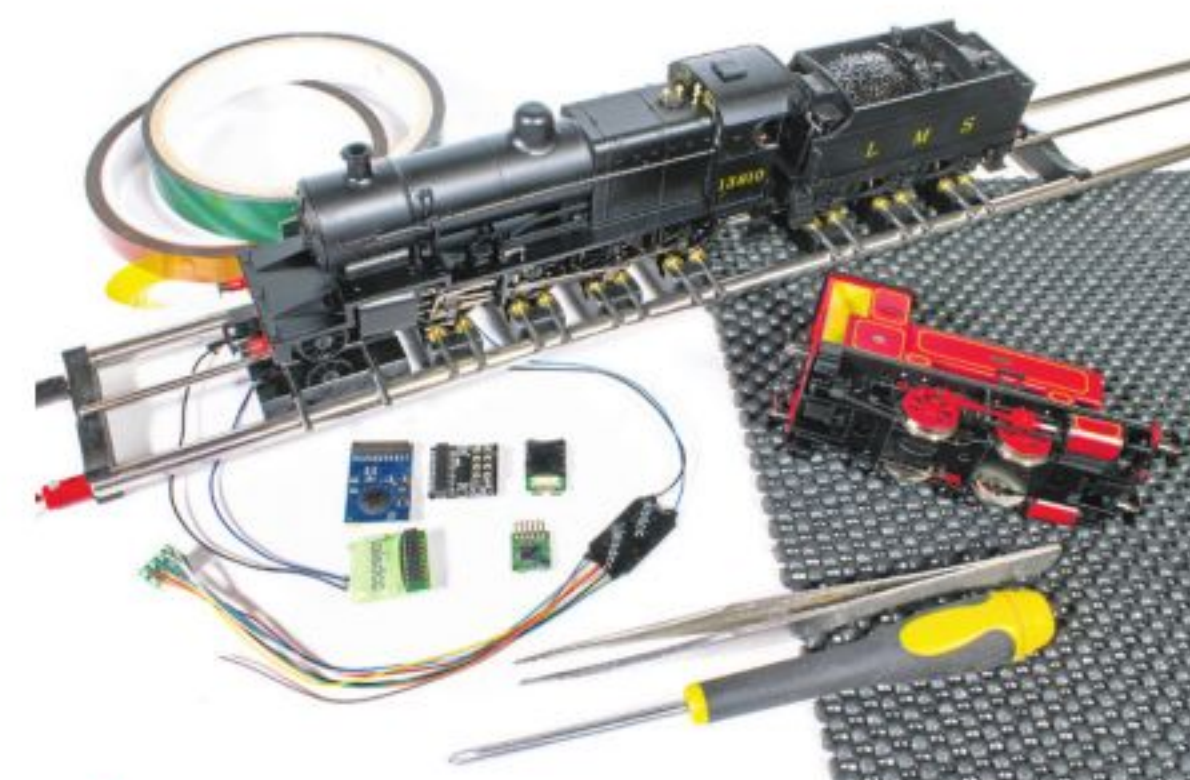
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FITTING DECODERS TO OO MODELS

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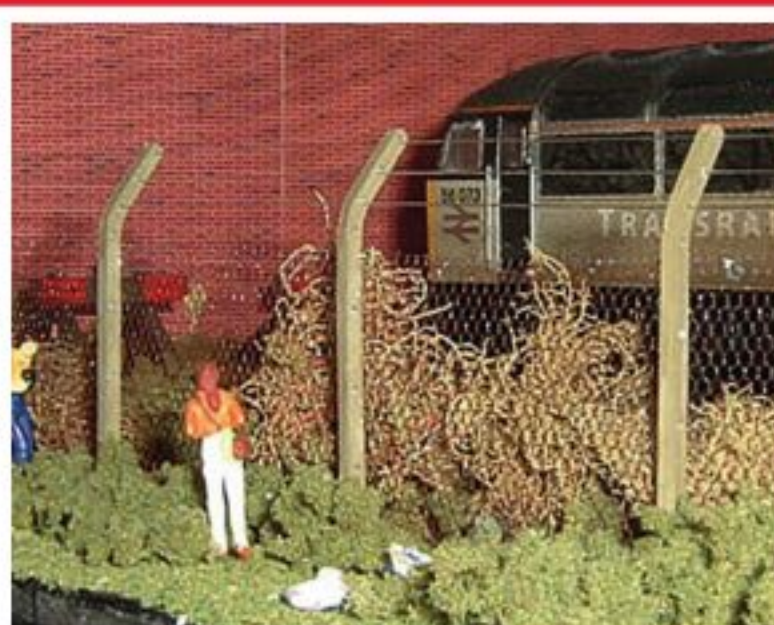
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www.railwaymagazinemodelling.co.uk.
 September issue of RMM is out on
 Friday, August 24, 2018.



Pete Kelly
 Editor

From the editor

We all know that the best things in life are free – yet some people still labour under

the misapprehension that, just because something is free, it must be worthless.

Nothing could be further from the truth as far as *The Railway Magazine Guide to Modelling* is concerned, and readers and advertisers alike rightly expect the publication to be of the best editorial quality possible.

Over the past three months I've seen the sheer enthusiasm of the team that puts RMM (as we abbreviate the title) together, and I'm proud to be a part of it. It's just coming up to 4am as I write these words from home. There's a lovely cool breeze coming in through the open window of my upstairs office, and along with the bleating of lambs in the fields, I can already hear the first birdsong of the new day.

When I've finished this comment piece I'll go downstairs for a cup of tea before starting work on a new Metcalfe N-gauge kit that's featured in this issue. After a bit of breakfast, I'll drive over to nearby hilltop premises where a refurbished stable has been

set aside for our 8ft x 4ft N-gauge 'St Ann's Cove' modelling project, and photograph the construction of the baseboard.

Railways have been a part of my life since early childhood, when Dad sometimes took me, on a little bicycle seat, to see the trains on the West Coast Main Line, and waving to the passing drivers was an essential part of the experience.

To my particular generation, the sounds of distant whistles and clanking buffers could be heard day and night, and my first Ian Allan 'ABC' – London Midland Region, of course – was a revelation that ultimately led, much later in life, to becoming fortunate enough to edit and even launch magazines about railways old and new.

But it was only after a former Great Central J10 0-6-0 (with its lovely flowerpot chimney) drifted through Padgate station on the old Cheshire Lines system with a short goods train that I realised no numbers in my little book began with a six!

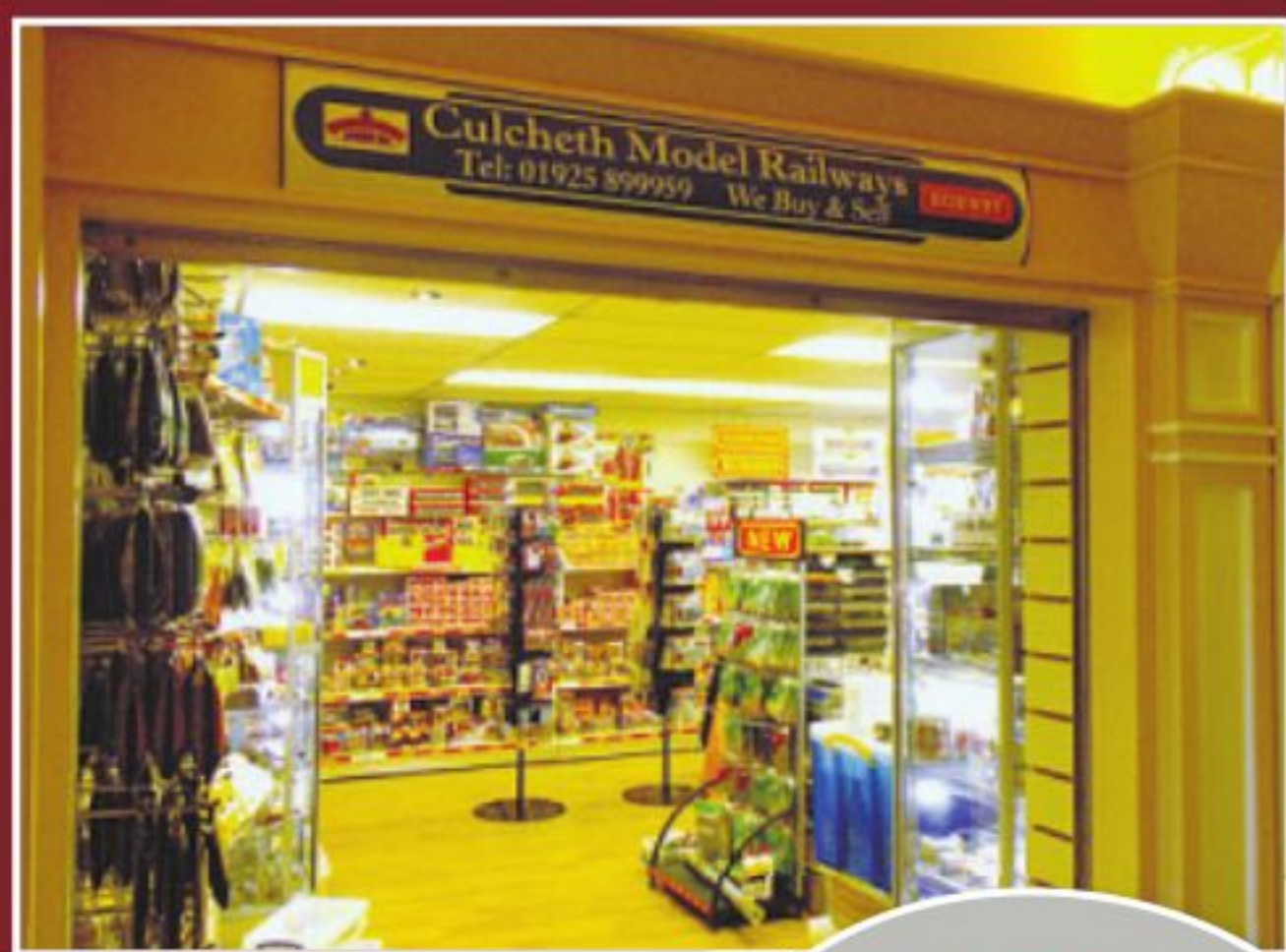
Some time went by until a visit to the local W H Smith's revealed Eastern & North Eastern Region 'ABC's as well as those covering locomotives on the

Western and Southern Regions. The penny had dropped at last – and before I was even out of short trousers, I regularly cycled the 40-mile return journey on my Hercules Popular (each revolution of the crank being an imaginary 'six beats to the bar') from home to Chester General station, where I knew some lovely Great Western locomotives would be waiting.

Maybe it's such memories that spur many of us into taking up railway modelling in the first place (and later eras are equally fascinating), so why not let us know about it? Readers' letters are the heart and soul of any successful publication, and just because we're free doesn't mean we don't want to hear your views on every aspect of railway modelling and, where relevant, the full-sized railways past and present on which our hobby is based.

Which gauge do you prefer; which era do you model; do you operate your layouts the old-fashioned way, or can't get enough of the new technology? And what would you like to see more of in RMM?

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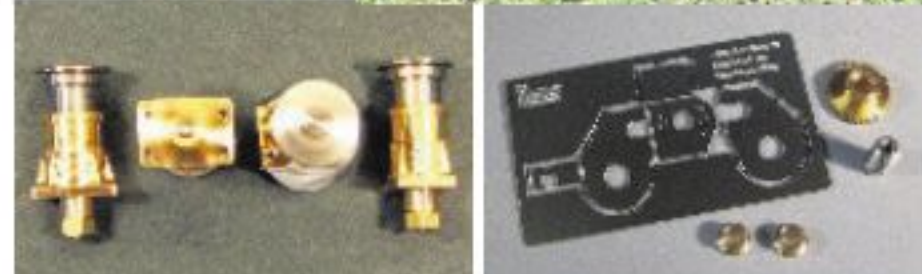
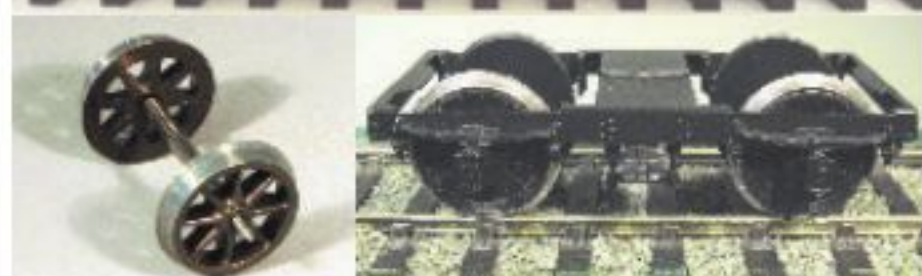
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Look what's coming next!

Heljan details 12 versions of its upcoming OO-gauge Derby/Sulzer Type 2s

Development work is well advanced on Heljan's latest OO-gauge BR diesel locomotive project – the popular Derby/Sulzer Type 2 in its final Class 25/3 guise.

The model will benefit from the research and development that has gone into the firm's forthcoming O-gauge Class 25/3 that's due for release later this year, and is expected to make rapid progress towards a first release in 2019.

In typical Heljan fashion, a dozen versions have been selected, covering a broad cross-section of BR green, BR blue and special liveries, and offering a choice of London Midland, Scottish and Western Region prototypes from the mid-1960s until the late 1990s.

The model represents the final development of the 478 Derby/Sulzer Type 2s, which started with Class 24 in the late 1950s. The Heljan model will cover the D5238-99 and D7500-D7677 batches, built by Derby Works and Beyer Peacock of Manchester between December 1963 and April 1967.

For the first time, too, models will also be offered as the famous Scottish Region *ETHEL* (Electric Train Heating Ex-Locomotive) train-heating units converted from Class 25/3s as a short-term solution before the delivery of Class 37/4s in 1985. These locomotives later found work with InterCity's Charter Unit, lasting into the 1990s.

The new Heljan Class 25/3 will feature a high-performance chassis with all-wheel drive and all-wheel pick-up, illuminated headcode panels and marker lights, a 21-pin DCC decoder interface and provision for DSCC sound.

More details about the specification and pricing will be announced as the project develops.

The planned Heljan Class 25/3 models are 2530, BR two-tone green D7645 with small yellow panels; 2531, BR two-tone green D5244 with small yellow panels and weathered; 2532, BR two-tone green D7550 with full yellow ends and BR blue data panel; 2533, BR early blue D7661 with small yellow panels; 2534, BR Rail Blue D7667 with full yellow ends (twin double arrows, the 1000th loco built at



One of the many variations of Heljan's Derby/Sulzer Type 2 project will reflect this Rail Blue version with full yellow ends. PHOTO: BRIAN DANIELS

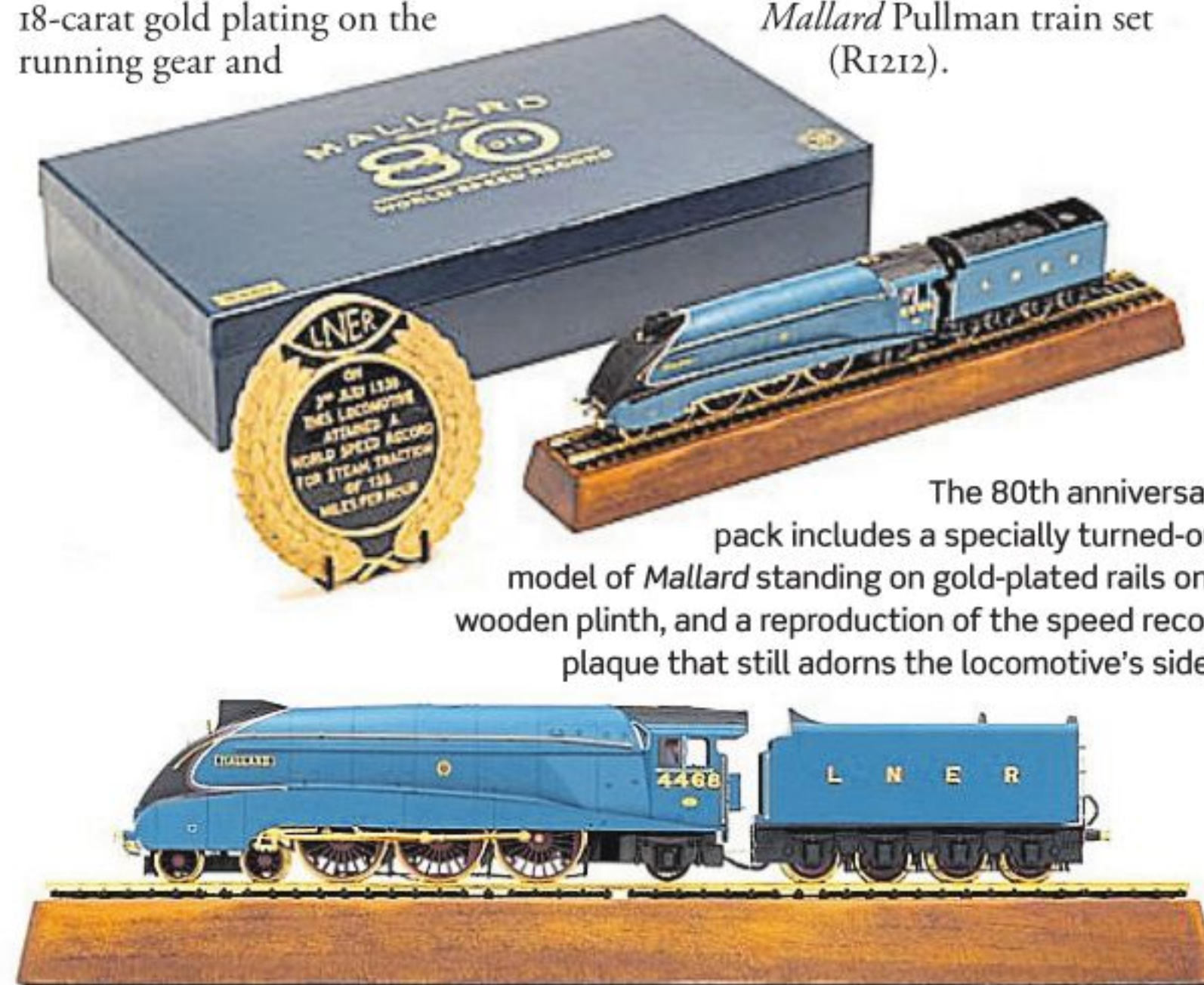
Derby Works); 2535, BR Rail Blue 25 252 (LMR) with full yellow ends (single, central double arrows) and headcode panel still in place; 2536, BR Rail Blue 25 155 (WR) with full yellow ends (single, central double arrows) and headcode panel still in place, weathered; 2537, BR Rail Blue 25 093 (ScR/LMR) with bodyside numbers (single, centrally placed double arrows) and 'domino' headcodes; 2538, BR 25 912 *Tamworth Castle* 'Ice-Cream Van' livery with silver roof; 2539, BR special two-tone green D7672 *Tamworth Castle*; 2540, BR blue/grey *ETHEL* 1 ADB97250, and 2541 InterCity *ETHEL* 3 ADB97252.

Hornby's gold-plated tribute to Mallard's 126mph anniversary

To commemorate the 80th anniversary of A4 Pacific No 4468 *Mallard* breaking the steam traction world speed record on July 3, 1938, Hornby has brought out a £299.99 anniversary pack (R3612) in a limited edition of 1260 models with 18-carat gold plating on the running gear and

other metal parts, a wooden plinth with 18-carat gold plated rails and a reproduction world speed record plaque.

Other Hornby models of *Mallard* are the Railroad version (R3371), a normal version (R3676) and a *Mallard* Pullman train set (R1212).



The 80th anniversary pack includes a specially turned-out model of *Mallard* standing on gold-plated rails on a wooden plinth, and a reproduction of the speed record plaque that still adorns the locomotive's sides.

New batch of Heljan OO Hymeks on the way

It's been a few years since Heljan produced any models of Class 35 Hymek diesel-hydraulic locomotives in OO scale, but the final touches are now being made to a new batch of models covering all the major liveries, along with one unusual special edition version.

As one of Heljan's most popular models, the Hymek is always in demand, and four of the five new models span the relatively short BR career of the class, from the early 1960s until 1975. All feature different identities to those of previous production runs – but the new special edition locomotive will feature a 'what might have been' livery applied to D7017 by the Diesel Traction Group in the early 1990s.

The preserved Type 3 was outshopped in the then-current BR Engineers' sector grey and yellow livery, complete with rors numbers and the name *Williton*, after its base on the West Somerset Railway.

Production of this special edition will be

strictly limited, but like its standard-liveried sisters it will be available on general release via Heljan UK stockists.

The identities of the new Hymeks will be 3526, BR green D7015 (as built); 3527, BR green D7088 (small yellow warning panels); 3528, BR early blue D7004 (small yellow warning panels); 3529, BR standard blue 7001 (all yellow ends) and 3530, BR 'Dutch' grey/yellow 35 017 *Williton* (DTG post-preservation repaint).

All models will be DCC ready with an eight-pin decoder interface, all-wheel drive and pick-up, working marker lights and illuminated headcodes along with numerous fine details. A pack of optional detailing parts will also be supplied with each locomotive, including three-piece miniature snowploughs.

The suggested retail price will be £129.95 each, and they are expected to be released in the final quarter of this year. Pre-orders are now being taken by Heljan UK stockists.

EP Sample images of planned new Bachmann/Graham Farish models

RMM has received these first EP Sample images of two exciting new models that are on the way from Bachmann Branchline and Graham Farish.

The OO-scale Class 158 already looks just right, and the N-scale Class 70/8 shows just how much fine bodywork detail will be going into such a small modern-image locomotive.



The upcoming Bachmann Branchline Class 158 will capture the sleek lines of these popular multiple units to perfection.



A real treat will be in store for N-gauge fans with the appearance of the production versions of this Graham Farish Class 70/8 heavy haul locomotive.



These are the five liveries that will be applied to the new batch of Heljan Hymeks.

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Heljan's O-gauge Class 50 at early prototype stage

Although its Danish manufacturers have already identified a few areas for improvement, Heljan's forthcoming O-gauge Class 50 diesel-electrics are already looking good.

While the release is still awaited, it has been announced that the suggested retail price will be £699.

Six versions will be produced for sale through Heljan stockists, along with two limited-edition exclusives for Hatton's Model Railways (Departmental blue and 'Dutch' 50015).

Members of The Fifty Fund have been a huge help during the

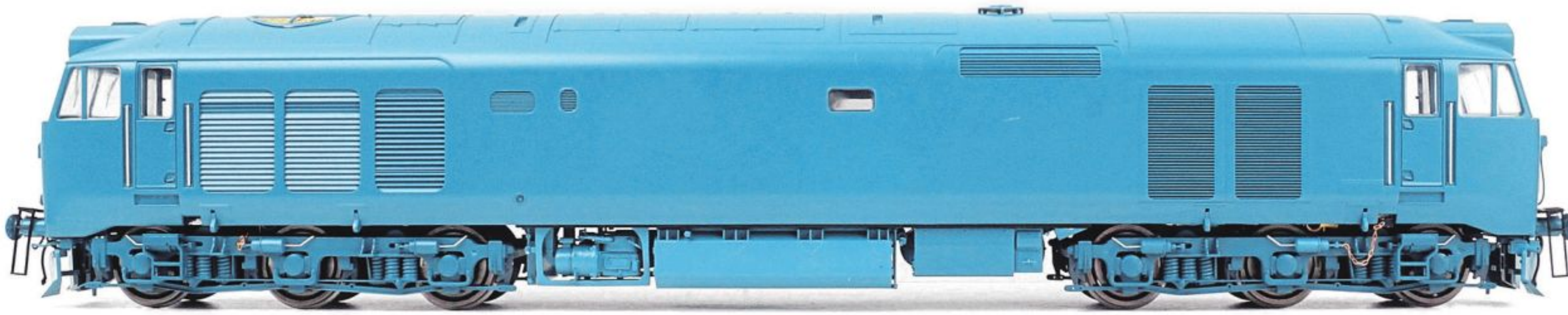
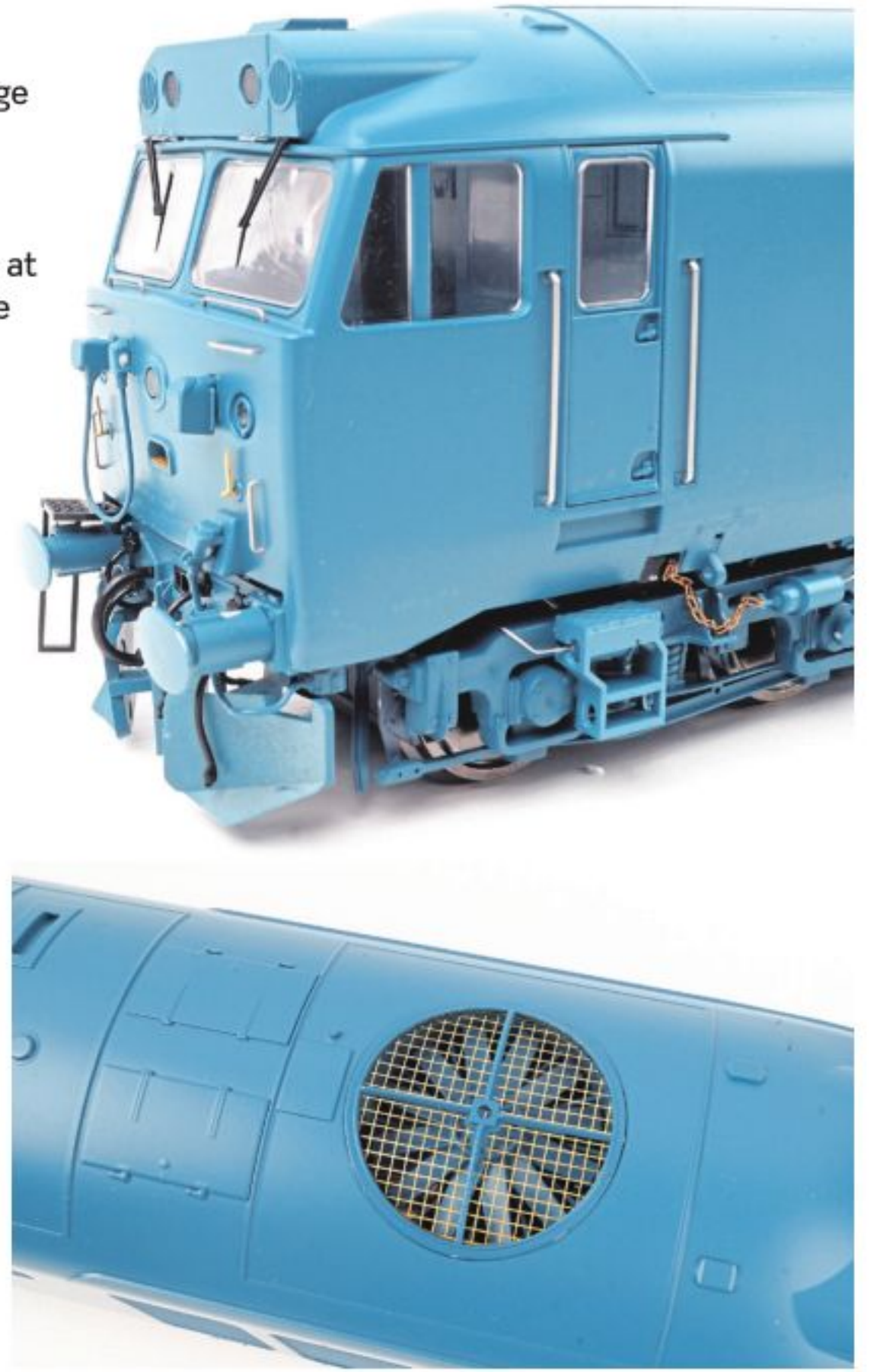
research and development stage.

Samples of the new model will be on display at the Severn Valley Railway's Class 50 Golden Jubilee Gala from October 4-6 (see <http://www.svr.co.uk/SEITEM.aspx?a=124> for more information).

The six versions that are due to be

unveiled are as follows: 4020 (0-50, unnumbered, Rail Blue); 4021 (0-50, unnumbered, large logo); 4022 (0-50, unnumbered, original NSE); 4023 (0-50, unnumbered, revised NSE); 4024 (0-50, 50007, GW150 *Sir Edward Elgar*) and 4024 (0-50, Railfreight 50149).

The intricate detail that O gauge allows is already apparent on Heljan's Class 50 prototype -- and by the time the various production versions go on sale at just under £700 they should be just about perfect.



Wartime wagons for continental modellers

Continental modelling hasn't really been touched upon by *RMM*, but the new N-gauge Omm 34/Ommu 44 freight wagons by Germany's Modellbahn Union are significant because of the historical interest of the full-sized versions that were produced during the Second World War, when the lack of resources led to a rethinking of freight wagon design.

In order to limit the use of steel, the 1940-developed Ommu Klagenfurt showed many differences from older types. The supports below the doors were removed, and a bar was added to the body over the doors (made of wood to save material) for stability.

The wagons were built in Germany, the Netherlands and Poland, and of the 23,000 built in 1945, about 8000 passed to the DB, where they became type Omm 34. Other cars went to the DR as Ommu 44.

During rebuilds and repairs, the cars gained reinforcements and metal doors, and depending on the conversion they were given other type numbers such as Omm 35 or 44. Some were also retro-fitted with supports below the chassis.

In 1962, some 62 wagons were still in use on the DB and some were renamed E 029. The last vehicle went out of service in 1971.

On DR, the wagons were also rebuilt and strengthened in 1962, receiving the UIC

number EI 5565.

The Modellbahn Union N-gauge models of the Omm 34 wagons (1:160 scale) feature numerous details and fine printing, with different lettering and colours based on the time of usage.

All feature close-coupling and NEM coupler pockets, with a length over buffer beams of 6.2cm.

The wagons are exclusive to www.dm-toys.de with <http://info.modellbahnunion.com/> offering more information.

The new Modellbahn Union N-gauge freight wagons are good news for continental modellers in N gauge.



Train driving in a virtual world

If you've ever wondered what it's like to be a real train driver, perhaps taking the controls of a class 43 HST out of Paddington station and blasting it along the Great Western Main Line at up to 125mph, you can do it from your armchair with Dovetail Games' Train Sim World that's out now on Xbox One, PlayStation 4 and PC.

The first-person train simulator brings to life the experience of operating powerful and realistic trains on authentic replicas of some of the world's most amazing railways. You can choose just how you want to play, taking control of and mastering powerful locomotives, running to time, carrying out important tasks or simply riding along as a passenger and watching the world go by.

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Have you ever fancied driving a GWR Class 43 HST into and out of Paddington? Now's your chance to do it in an armchair virtual world.



You can experience some of the most hi-tech modern traction driving cabs in the business and watch the scenery flying by.

Crich museum hosting model tram and railway exhibition

Eight model tram and railway layouts will add to the attractions at the National Tramway Museum at Crich, Derbyshire DE4 5DP over the weekend of August 18-19.

On one of the layouts, a model of Blackpool tram No 166 (as converted to an outside broadcast unit for ABC Weekend Television) will be fitted with a miniature video camera for live views of its journeys, and in addition the Marconi Colour Outside Broadcast Unit, built in 1966 for the same TV company, will be on display.

On another layout, showing Nottingham City Transport's Parliament Street Garage, every building and half of the vehicles have been scratch-built in 4mm scale. On the railway side, a layout representing Heanor Gate Station, opened in 1891 and closed to passengers in 1939 because of competition from the bus companies -- and finally closing to goods traffic in 1963 -- will accurately portray the station and its surroundings.

This year too, for the first time in over 20 years, the large-scale Robert Whetstone Tatra tram exhibition layout will also be running.

'Elstree Fantasy Land' shows the filming of ABC TV's 1965 series of *The Avengers* on Shenley Lane and the 1954 *Dam Busters* film in one of the studios. The centre section of this display contains the administrative block for the studios, the dressing rooms for Studios 1 to 4, the Reading Room (Bungalow) and the garage with the ambulance from *Ice Cold in Alex*.

Normal Crich Tramway Village museum entry charges will apply, and to learn more visit www.tramway.co.uk or call 01773 854321.

Can you see what you're modelling properly?

As many of us grow older, we lose the pin-sharp vision we once enjoyed while working on small modelling items, but Eyejusters' new vision-correction glasses could be the answer.

Significantly updated using new algorithms and specially designed optical software, these reading glasses have an adjustable +0.5 to 4.0 focusing range which means that just one pair can deliver perfect vision for all activities including computer use, reading and extreme close-up work.

The glasses use discreet eye dials to change the lens strength in the same way as binoculars or a microscope. Previous models went up to +3.0, but advances in lens technology have helped the company to design to a strength of +4, making them the highest-powered reading glasses available in the UK without prescription.

This allows users to get much closer to their subject matter, which is particularly important as our eyes change over time. Eyejusters provide a wider field of vision than magnifiers, and can be used on the layout as well as the workbench.

They contain a pair of adjustable-focus lenses so that their strength can be altered at any time with the small, hidden dial. Using two independent lenses, sealed against moisture and dirt, which slide across each other, the glasses adjust the full field of vision rather than just a small part of the lens, restoring the natural ability of the eye to change focus.

Depending on which of 14 styles is chosen, Eyejusters are available online (www.eyejusters.com) for £69 or £79.



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What's *in the* shops

Heljan's 'Night Owl' 2-8-0 is here!

Nigel Burkin closely examines Heljan's first off-the-shelf OO-gauge model of the Great Western Railway 47XX heavy mixed traffic 2-8-0.



Although only nine of the heavy Churchward 47XX Class 2-8-0 mixed traffic locomotives were built, Heljan decided that an OO-gauge model would be an excellent and worthwhile project, much to the delight of GWR modellers.

FOR SOME ENTHUSIASTS AND modellers, large and austere-looking engines designed primarily for freight haulage are more appealing than their express passenger counterparts. Freight engines do the real work on the railways after all, and no one could doubt that the small class of Churchward 47XX Class 2-8-0 'mixed traffic' locomotives fitted the bill perfectly.

The first of only nine such locomotives was built at Swindon in 1919, and is documented as being the last Churchward locomotive design. The following eight locomotives were built in 1922 and 1923, but the large size of the locomotives meant that they were restricted to main line duties, and their long eight-coupled wheelbase and high axle load made them less than desirable to the operating departments.

The 47XX Class locomotives were utilised primarily on heavy overnight fitted freight trains between London, Plymouth, Bristol and the Black Country, and they were regarded as rare birds during daylight hours as enthusiasts found them hard to track down. Driving wheels of 5ft 8in diameter in a long eight-coupled wheelbase, together with a large Swindon No. 7 boiler, gave them excellent hauling power but with a restricted route availability.

The model does have a solid red circle applied to the cab sides denoting the route availability of the class, which is restricted to hatched red,

red and dotted red (the latter with speed restrictions) routes. They were not permitted on routes with a lower maximum axle load such as blue or yellow routes which accounted for a lot of route miles – something for the modeller to consider. The letter 'D' stencilled in the red circle applies to the locomotive's power classification.

After Nationalisation, it was realised that the class was under-utilised, lying idle during the day when WR main lines were busy with passenger trains, and the 47XXs soon started to appear on heavy relief and



Cab detail is seen with pipework, reversing lever and flush glazing. The number plate is moulded, while the solid red disc marks the locomotives' route availability restriction.

charter trains to the West Country during the summer months. For many years, such services provided employment for locomotives primarily intended for freight traffic at weekends and times when freight traffic was at a low ebb, and as a consequence of this change in use, BR painted the locomotives in fully lined BR green livery.

None of the nine locomotives was preserved after withdrawal in 1964, but such was their popularity with enthusiasts that a project to resurrect one is under way in the 'Night Owl' project in which the Great Western Railway Society is attempting to build a 10th member of the class on the Llangollen Railway. More information regarding this ambitious project can be found at www.4709.org.uk.

Heljan has made a brave decision to recreate the 47XX Class too, but in model form and despite the small number of original locomotives.

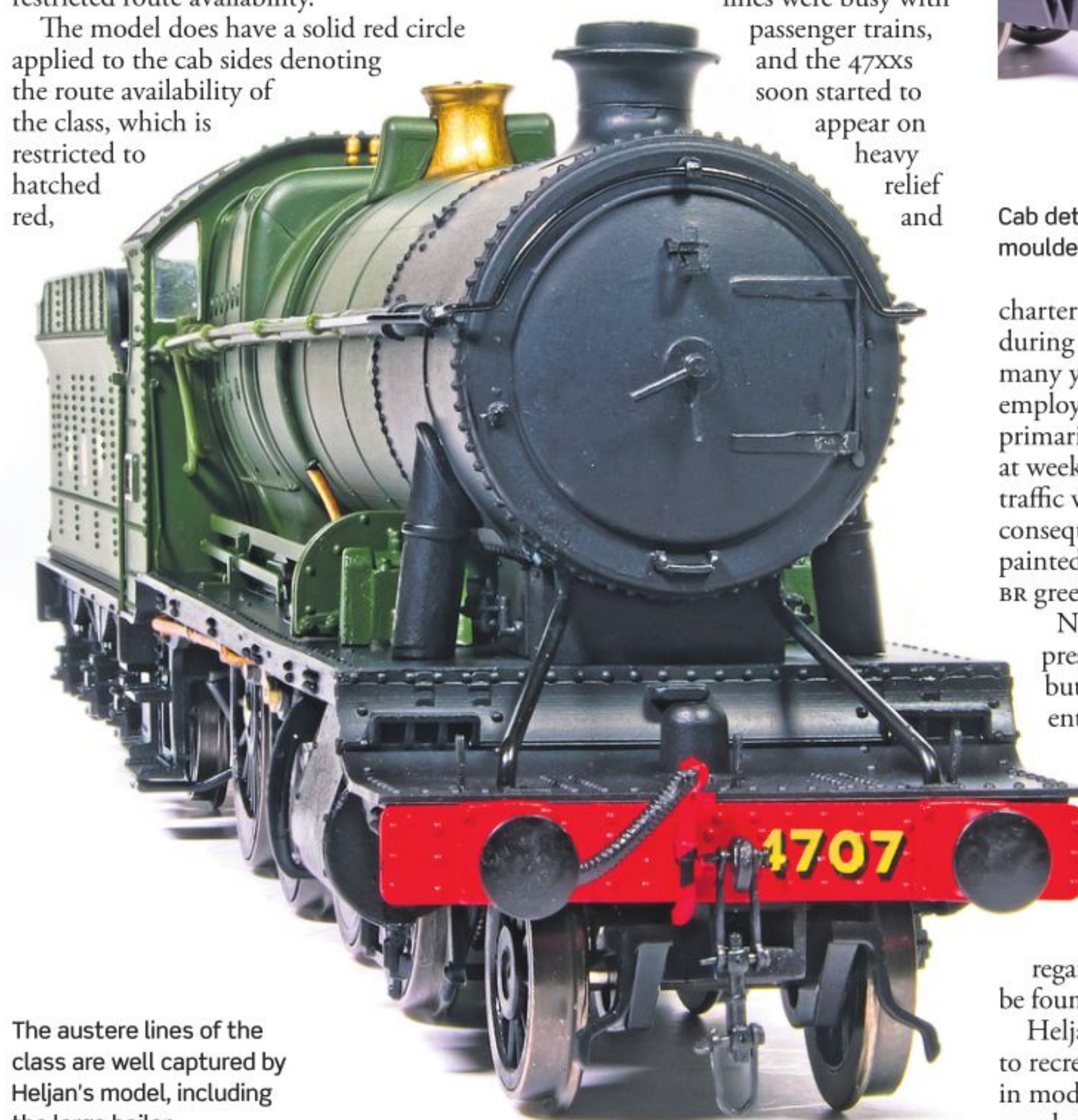
They were turned out in a variety of liveries such as unlined GWR green with various markings including shirt button logo, BR black and BR lined green, and Heljan very kindly loaned No. 4707 in GWR green with 'GW' markings on the tender for our review. The models are now available in the shops, having been released in the spring, and have proved popular with GWR and BR (WR) modellers.

Body moulding

When the model is compared to photographs of the originals, it can be seen that Heljan has captured the heavy appearance of the locomotive well, including the all-important gap between the frames and the large boiler. The taper, a subtle feature of the boiler, is faithfully captured, together with the shape of the firebox and the cab. I did note a trace of moulding lines along the length of the boiler and smoke box that was visible under certain lighting conditions.

MODEL FEATURES:

- Finely tooled body shell enhanced with individually applied fittings.
- Sprung buffers.
- Motor fitted to the engine.
- 21-pin DCC interface located in the tender.
- Separate wire hand rails.
- Factory-applied screw couplings and brake pipes.
- Number plates moulded on the cab sides.
- Separate whistle, safety valve and reversing lever detail.
- Detailed cab and back head.
- Flush glazing applied to the cab front.
- Brake rigging details supplied as separate fittings for the modeller to fit.
- Length: 270mm.
- Weight including tender: 590g.



The austere lines of the class are well captured by Heljan's model, including the large boiler.

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Another view of the tender from the rear shows some very well-made lamp irons and good sharp moulding of the axle boxes and springs on the underframe. It contains a 21-pin DCC interface socket with jumper wires linking the tender to the engine.

Small details are applied, including whistles, hand rails and hand rail knobs, pipe work, safety-valve detail and a separately moulded chimney. The cab is commendably thin-sided with an accurate roof profile and numerous subtle and well-defined rivets.

One interesting feature is that the numberplate is moulded as part of the cab sides, which will make renumbering with etched brass plates difficult to do without damaging the side of the cab. One technique is to apply masking tape around the moulded plate to protect the surrounding area and gently pare the moulding away with a modelling knife handle fitted with a small blade until the etched plates sit flat on the side of the model.

Tender

The tender is of the correct GWR pattern for the locomotive, and is a good-looking model in its own right, with fine riveting on the sides and ends.

Foot steps and grab rails are all separate fittings, including the water tank filler on the top of the tender. The coal load is moulded, space for locomotive tools is also modelled correctly, and inside the tender body there is room for a 21-pin plug-and-play decoder.

Fine details

As one might expect, the model has a fully detailed back head with some separately applied details including a reversing lever and flush glazing. The moulded detail is carefully picked out in brass and other metallic colours.

Externally fitted small details include the long reversing lever detail on one side of the locomotive. Spring buffers, vacuum brake pipes and screw couplings are also factory fitted, together with some very fine-looking lamp irons to the front of the locomotive and the rear of the tender. The model comes supplied with a bag of additional details including the brake rigging and cab fallplate.



The cab boasts a detailed back head with components picked out in different metallic colours including brass. A fallplate is supplied in the box for the modeller to fit.

Wheels and couplings

NEM coupling pockets are fitted to the end of the tender and the front bogie of the locomotive, which are at the correct height from the rails and correctly positioned in relation to the buffer beam. Wheels are nicely represented with fine-looking spokes, and when the model was tested these were found to be fully concentric, with no sign of wobble during operation.

Performance

Heljan models have a reputation for being excellent performers, and this locomotive is no exception. The large die-cast metal weight and large five-pole motor in the engine combine to provide smooth hauling power with enough grunt to tackle heavy freight trains in the same manner as the full-size locomotives did. The motion worked smoothly, with no catching or binding at slow speed.

It is advised to select a 21-pin DCC decoder with a good power rating, both on continuous and peak operation, to allow for the weight of the model

when starting off, and particularly with a train appropriate to the design! The long wheelbase of the model did not prevent it from negotiating second-radius curves, and current pick-up over such a long model means that stalling on complex track formations is highly unlikely.

Livery

It took until BR days to see a lined livery applied to these austere-looking locomotives, and only after they found use on holiday, relief and charter trains during the summer months. The Great Western Railway finished them in unlined GWR green with a black smokebox, and black under the running plate, giving them a very plain appearance.

This has not prevented Heljan from making a striking model with a well-applied paint finish with good opaque colour and well-defined printing. The more unadorned the livery, the more important the few additional printed details become in completing the model, and Heljan has done a very good job of the GW logo and other small details including the aforementioned cab side circles.

Overall

Heljan seems to have recognised the value of making models of unusual locomotives that were only ever built in small numbers, such as prototype diesels, Class 07 shunters, the Class 128 DPU and various rail buses, much to the delight of modellers. The GWR 47XX 2-8-0 is no exception with only nine full-sized locomotives built, yet with its fine looks and excellent haulage capacity, there is no reason why it should not sell well.

It has filled an important gap on the roster of many GWR modellers, and is a model of a locomotive that might have been considered uneconomical to produce as a mainstream model a few years ago.

MODEL DETAILS:
GWR 47XX Class 2-8-0 'mixed traffic' engine.

Manufacturer:
Heljan A/S

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

Era:
1919 to 1964

Web:
www.heljan.dk

Suggested retail price:
£199.95



The full-sized locomotives were impressively large and powerful machines, a characteristic successfully replicated by the Heljan model which, at 590g in weight and equipped with a powerful five-pole motor, certainly has the required tractive effort!



The tender has some finely moulded rivets, together with separately applied footsteps and wire hand rails.

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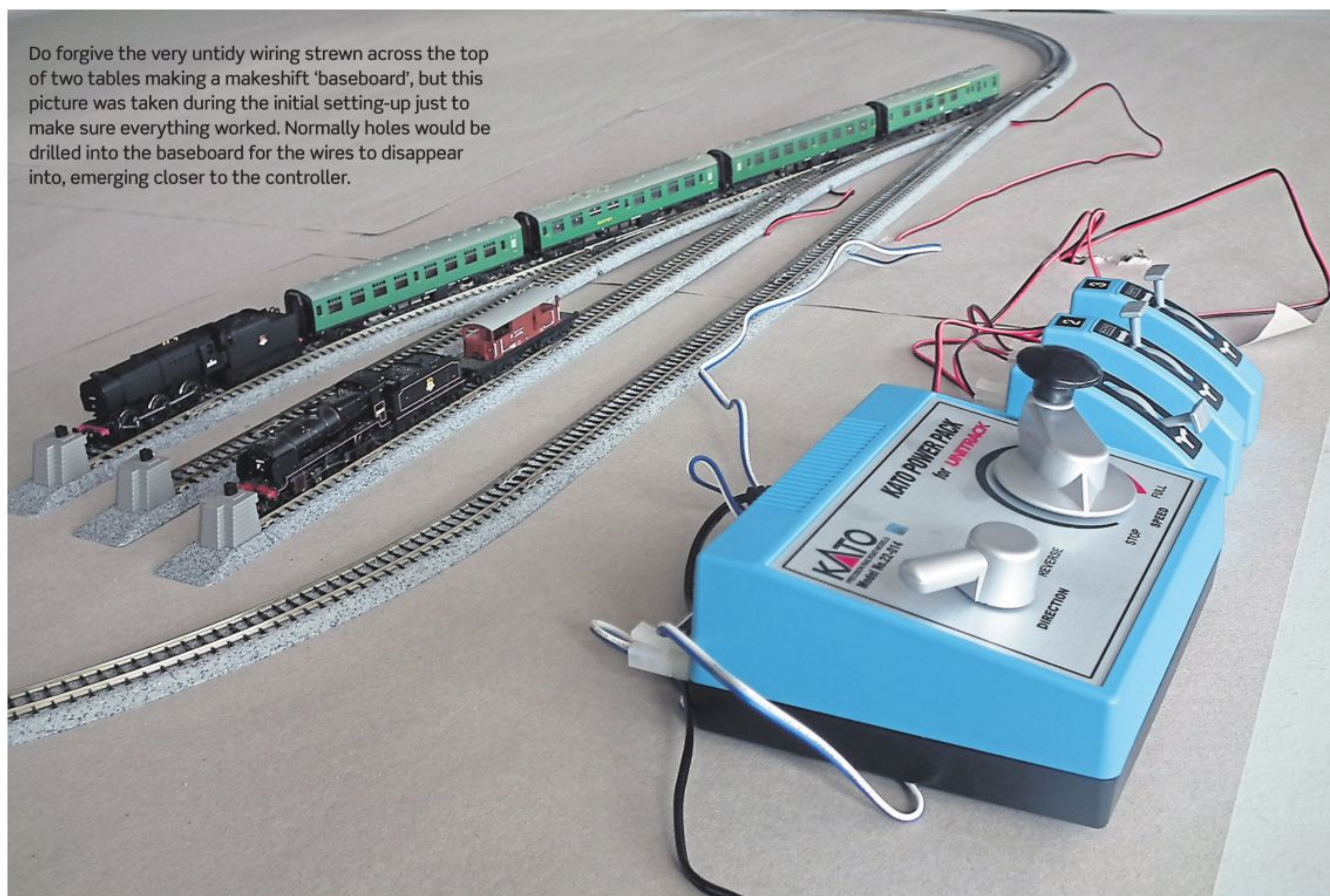
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Do forgive the very untidy wiring strewn across the top of two tables making a makeshift 'baseboard', but this picture was taken during the initial setting-up just to make sure everything worked. Normally holes would be drilled into the baseboard for the wires to disappear into, emerging closer to the controller.

When everything just clicks into place...

AT THE HEART OF THE KATO Unitrack model rail system lies Japanese precision, and while its raised mock-ballast design, neat 'plug-in' electrics and solid rail-joining system are quite different from the type of track most UK modellers might use, its superb conductivity does allow for incredibly slow, silent running.

The N-scale Master 1 (basic oval track with Kato Power Pack) and V3 variation (rail yard switching set) that came to us for review are just two of the many track sets that are available for beginners – but don't be fooled into thinking that Kato Unitrack is just for children to play with rather than 'real' modellers (whoever they are), for nothing could be further from the truth.

Just because it's so different, we're going to use it for a really serious 8ft x 4ft scenic seaside layout called 'St Ann's Cove', and you'll be able to follow our progress month by month, beginning with the construction of the baseboard in the next issue.

Thereafter we aim to incorporate every modelling skill into our vision, which includes a stretch of track emerging from tunnels to call at a small station overlooking the beach (the controls and simple sidings for no more than three trains will be hidden behind the backscene), and the beach will include children 'crabbing' in rock pools and, of course, a small cave. There will also be a higgledy-piggledy hillside village, with a small waterfall trickling into the harbour.

1. Like everything else, the points are wired for use from the start...

2. ...and the other end plugs straight into the back of the point control – simple!

3. The short section of feeder track comes complete with the wiring that plugs straight into the back of the controller. To keep the track flat on the baseboard, there are small cut-aways in the side of the track for wires to pass through.

4. Included in the Master 1 pack are these road-crossing pieces that push neatly into the track.

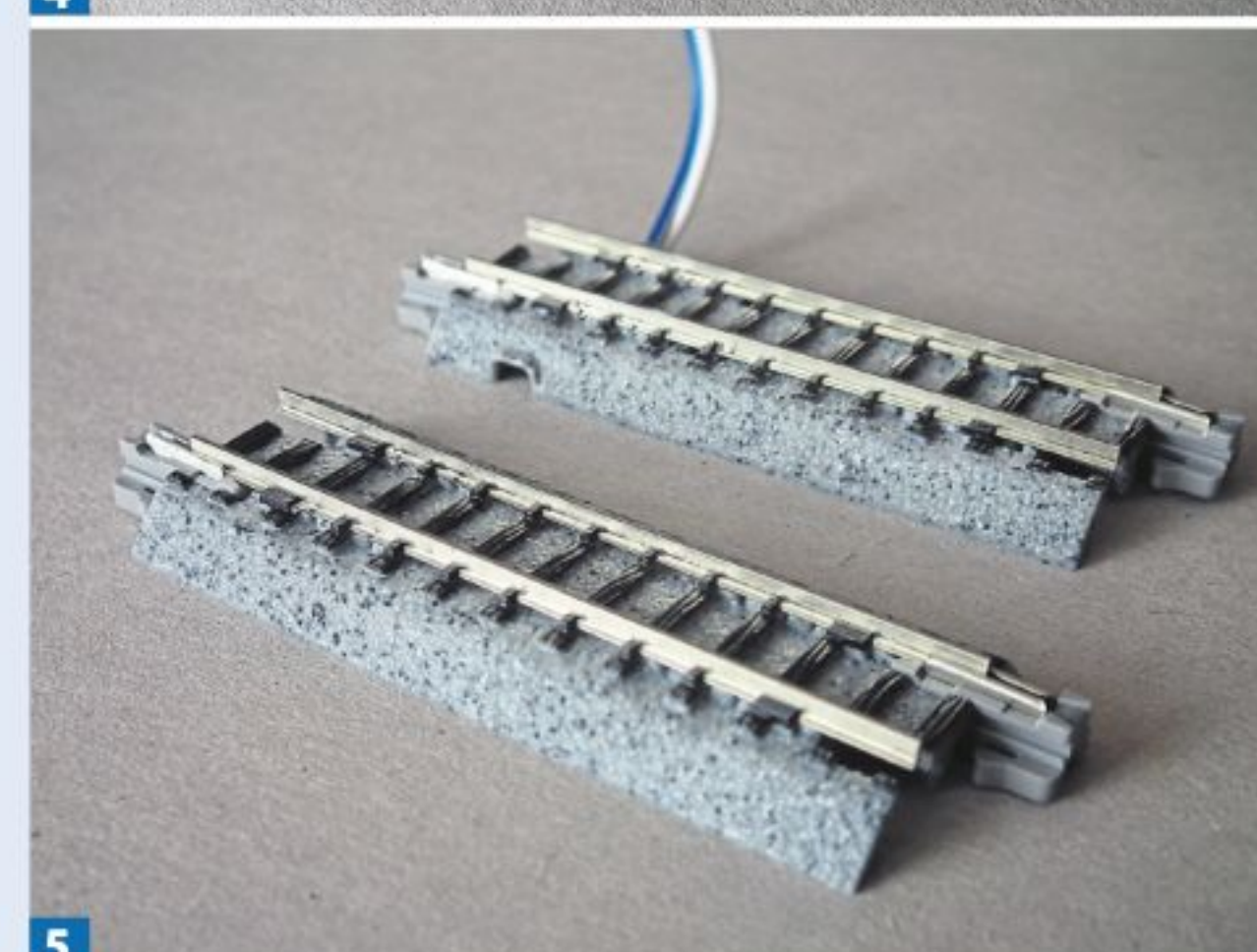
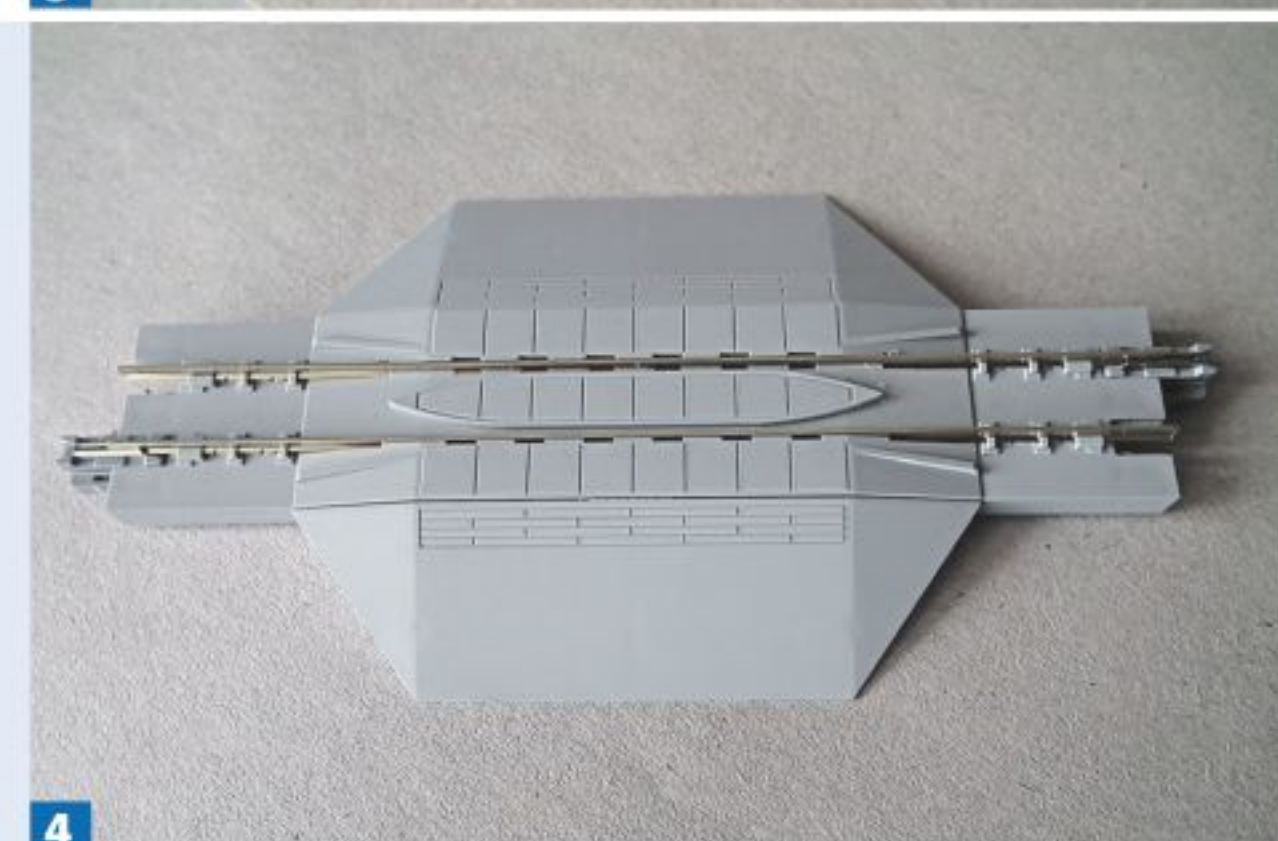
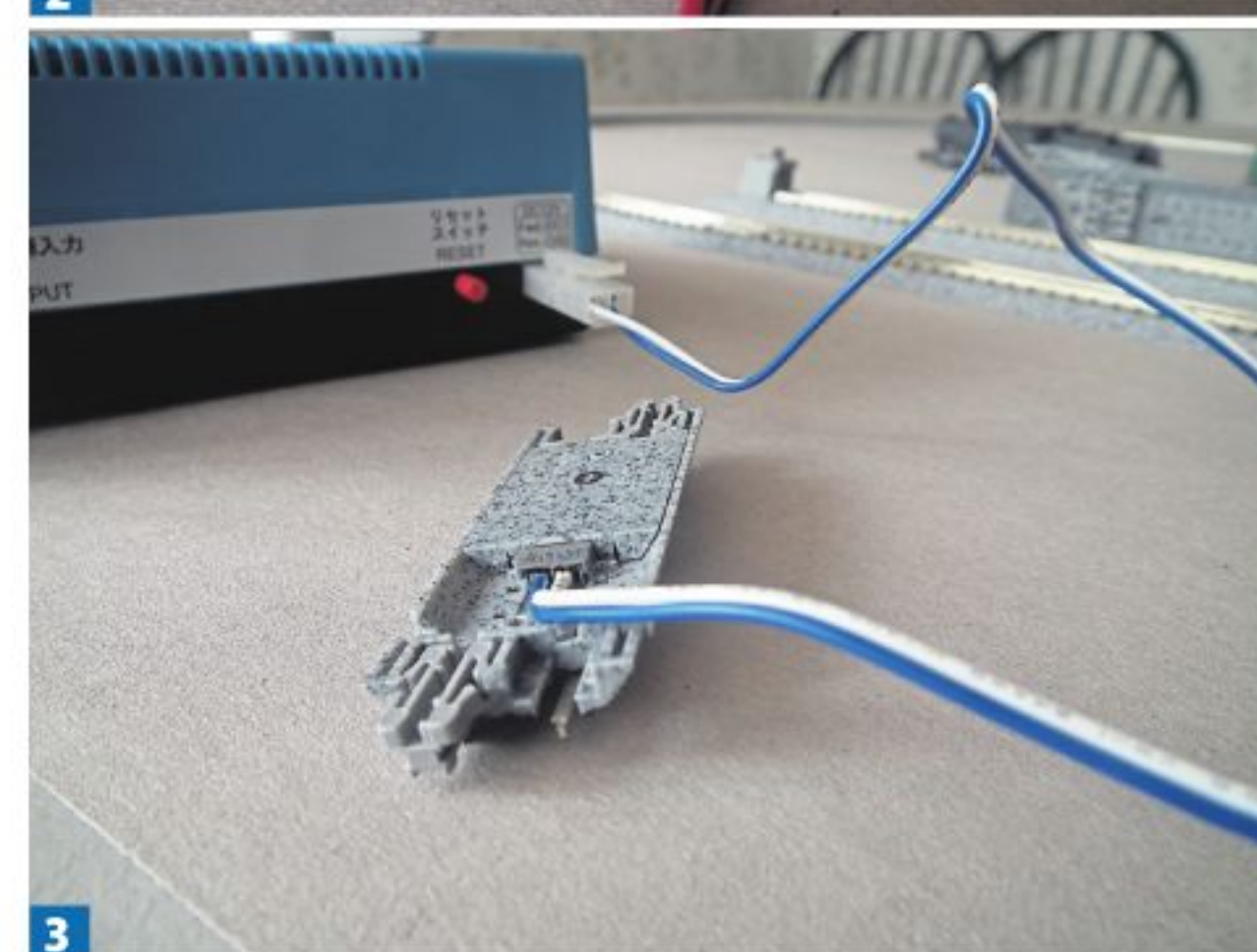
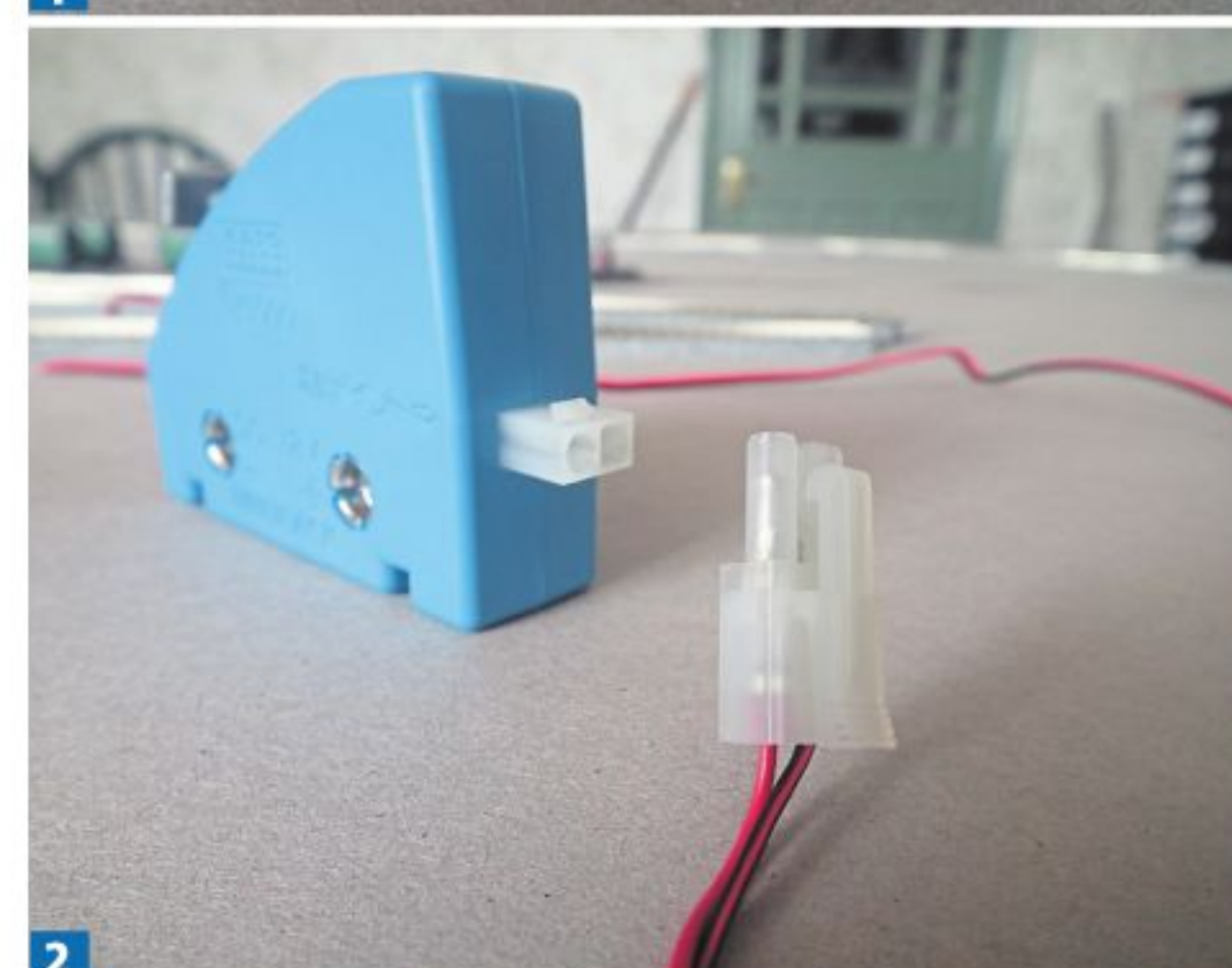
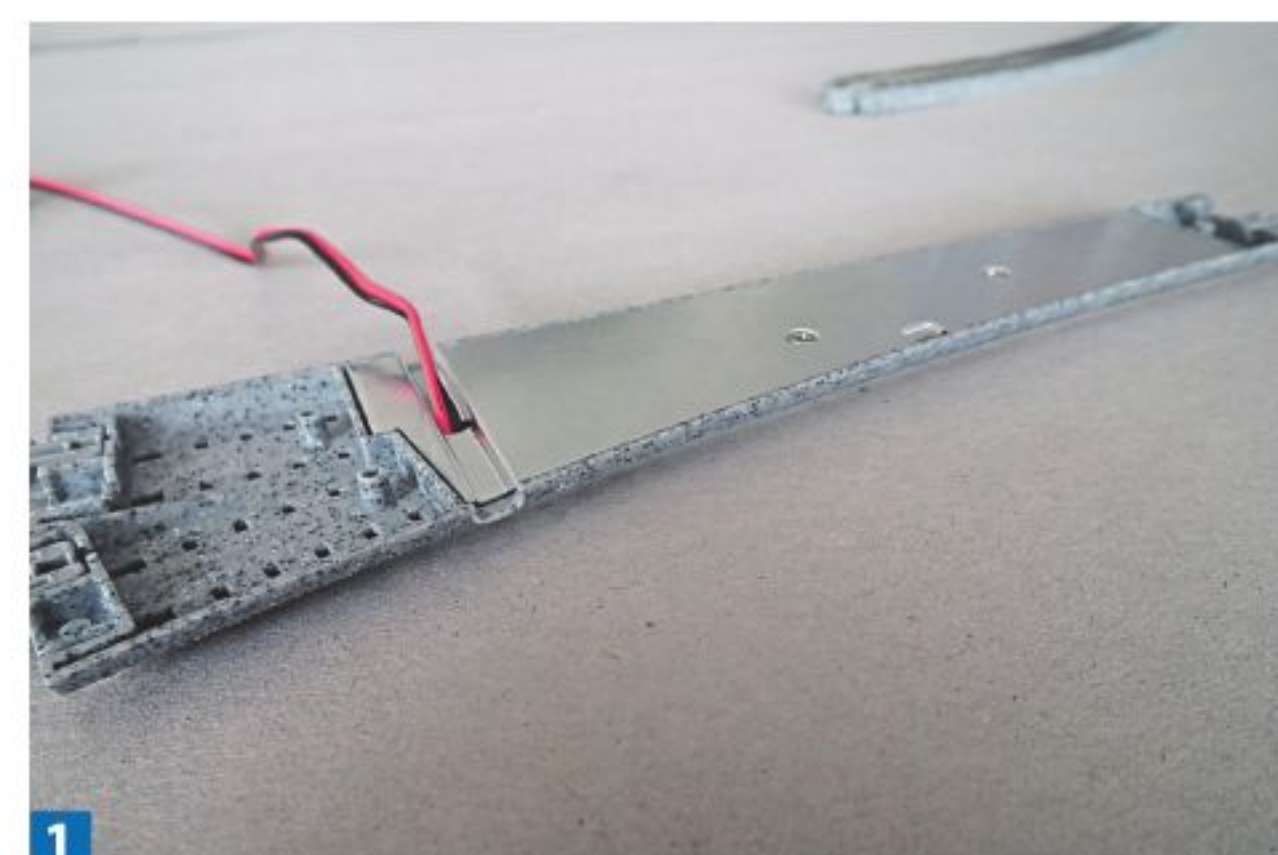
5. The Master 1 pack contains a short piece of normal track that's the same length as the power-feed one above, complete with its power-feed wiring exit hole.

6. This short extra piece is for road crossing use when double track is involved.



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What's *in the* shops

Right first time – OO-gauge hopper wagons from Accurascale

Accurascale's new HOP24 HUO bulk hopper wagons are reviewed by **Nigel Burkin**.

ANOTHER NEW ENTRANT IN THE increasingly congested world of 4mm scale model railways in the UK is Accurascale, and a fine start it has made of it too, with the first British outline model of a ready-to-run wagon that should have appeared long before now – the 24.5-ton hopper wagon known as the HOP24 or HUO in TOPS code parlance.

HOP24 wagons were constructed between 1954 and 1965, with a total of 5263 wagons being built at Shildon Works in nine batches, together with a single batch assembled by Pressed Steel.

HOP24 wagons spent most of their time operating between collieries, coke works, power stations and other locations where bulk coke and coal was used. Some were employed in domestic coal traffic, although the 21t hopper wagon was more commonly found on such duties and lesser flows of industrial coal.

In its well-designed and attractive packaging, Accurascale includes a useful data sheet on which it describes the HOP24 as a precursor to the modern air-braked MGR wagon. In that respect, this is an accurate assessment of the wagon, because HOP24s most commonly worked in bulk flows requiring high-capacity bulk trains in merry-go-round (MGR)-style operations. Sometimes, block rakes would be mixed with 21t hoppers and larger-capacity mineral wagons adding variety to the scene. They were unfitted, having no continuous air or vacuum train brakes, and a guard's van was used at the end of a rake (or indeed one located at each end of the train) partly to save time when running round and to provide additional brake force, and as a consequence, operating speeds were low.

My own records suggest that the HOP24, or HUO, was one of the last



Even though the HOP24 was most commonly used on bulk freight flows in block rakes with similar hopper wagon designs, they do look well working some industrial coal traffic too. HOP24 wagons are unfitted in that they do not have train brakes, so at least one guard's van would be required, located at the end or both ends of a train.

BR-owned unfitted wagons to work on the main line in front-line duties. I have documented them in use on the short flow of power station coal between Gedling Colliery, near Nottingham, and Spondon as late as 1986, hauled by two Class 20s and with a brake van at the end of the train. That run included the busy Nottingham Midland to Trent Junction section of the Midland before heading to Spondon over the equally busy main line between Long Eaton and Derby.

Introducing the model

With the modelling and operating potential of block coal and coke trains, not to mention some limestone traffic from Wirksworth in Derbyshire, the HOP24 is an extremely useful wagon for anyone modelling the BR steam to dieselisation transition era until the 1980s. The model is based on two designs, Diagram 1/148 and 1/154, built at Shildon between 1958 and 1962, covering 3426 wagons out of the total of 5263.

The models are offered as packs of three wagons whose individual running numbers and markings have been carefully researched by the folk at Accurascale. The first batch of models is offered as five packs of three wagons (Packs A to E) painted for the pre-TOPS era which includes the models reviewed here. All the models are offered in pristine BR light freight grey with markings in black. The models kindly loaned for the purpose of writing this review are from Set C, which includes Nos. B334429, B334438 and B334548.

For release in September are six new triple packs of wagons representing the TOPS era (Packs F to K) and one pack of three wagons finished as internal users at Onllwyn Colliery (Pack L).

Hopper body

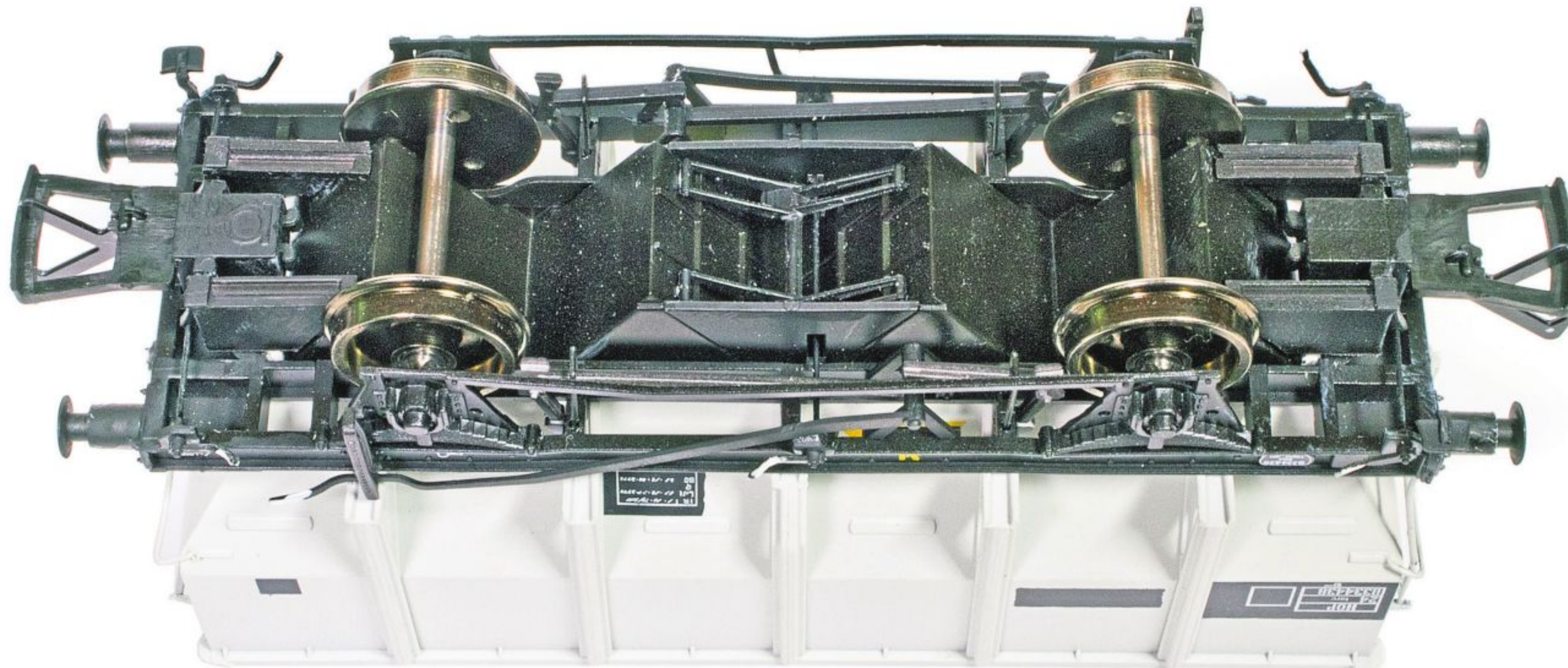
Moulded as a single unit, the hopper body has no unsightly seam lines down the corners or the interior where the load space is divided into four chutes leading to the discharge doors. Strengthening ribs, which would be welded in place on the full-size wagons, are separate mouldings which have been tooled so well that they fit the hopper almost seamlessly. Moulding the strengthening ribs in this way has allowed the designers to include the distinctive support brackets at the base of the hopper where it angles down between the solebars.



The models are supplied in pristine condition, allowing the modeller to indulge in some weathering work with coal dust and rust. Some HOP24 wagons also found use on Derbyshire limestone traffic in the past, making some stone dust necessary for weathering models used to represent aggregate traffic.



Pack C was kindly loaned for review, and included two wagons labelled for coal traffic to Kincardine power station including No. B334548.



Underframe detail includes the hopper discharge door details and activation levers.

MODEL DETAILS:

HOP24 24.5t bulk hopper wagon.

Manufacturer
Accurascale.

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

Era
1954 to 1987.

Web
www.accurascale.co.uk

Suggested retail price
£59.95 for each pack of three models.



The ends of the hopper are detailed with accurately applied fine hand rails.

The end ribs have been made in the same manner, resulting in a very sharp and detailed superstructure. The top rib and the corner pieces are moulded as part of the hopper itself, and the whole assembly completed with some fine details.

Underframe

The underframe is a finely detailed model in its own right, with the open appearance of such wagons allowing space for the hopper chutes. It is detailed with very lightly sprung buffers and hopper discharge gear which is detail fitted between the solebars and indeed the wheels for the outer chutes. The brake gear, fitted as separate components, almost lines up with the supplied OO-gauge wheels, but space has been left to accommodate closer-to-scale wheel sets.

The underframe also features the correct heavy-duty axle guards and roller bearing axle boxes which are nicely represented together with the suspension springs – not a common

feature of ready-to-run wagons in 4mm scale, even when there are diagrams of wagons with those features that are later developments of traditional BR wagons represented by R-T-R models.

Wheels and couplings

Three-hole disc wheel sets are fitted which are nicely concentric and free-rolling in the axle boxes. Axles are steel, with pinpoints running directly in the plastic bearing moulding. The wheels are chemically blackened and fine enough to roll through finescale OO gauge track work. EM gauge modellers could have pulled the wheels out on the axle with the assistance of a back-to-back gauge except one wheel is solidly bonded to the axle while the other has a plastic insulating bush. If both wheels had been bushed, re-gauging to EM gauge would be very simple – there is sufficient room between the frames to accommodate re-gauged wheel sets.

NEM coupling pockets are fitted as standard with a narrow tension lock coupling installed. Its position appears



Hauled by pairs of Class 20s, HOP24 wagons as HUOs were operated on a coal circuit to Spondon, near Derby, in the mid-1980s, one of the last front line uses of the HOP24 on the main line. This photograph was taken at Nottingham Midland in February 1986.

to be correct and will accept all manner of NEM-compatible couplings with the swallow tail mount.

Fine details

It is the fine details that set these models apart from many other R-T-R releases and notably, the details are well attached to the model – none of them showed any desire to become detached at any time. A key feature of the model is the hand rails on the hopper ends which are really nicely done together with the discharge door levers and the end foot steps located on diagonally opposite corners of the model. They are all neatly applied and firmly attached!

Livery

While the livery may be simple unfitted BR freight grey, it is evenly applied and fine enough not to obscure fine detail. The grey is of the correct shade, and printed details are sharp and legible. Unless you are running brand new wagons, we all know that HOP24s did not remain pristine for long! Coal and coke dust soon took its toll on paint finishes which were rarely that well applied to the real wagons anyway. Patching, repairs, remarking and rusting soon added to the character of individual wagons. The weathering enthusiasts are going to have fun at the

work bench with rusts and dusts with this model!

Accurascale has brought a much-needed BR standard wagon prototype to 4mm scale transition and BR diesel era modelling, and a welcome addition it is too. Fine detailing and accurate tooling has resulted in a desirable model that has modellers wondering what will be the next to come from this innovative model manufacturer.

If you want a clue as to how things might progress, take a look at some of the models being produced by Accurascale's Irish operation at www.irishrailwaymodels.com.

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GAUGEMASTER

All railways great and small

Pete Kelly reports from this year's superb model railway and engineering exhibition at The Great Central Railway.

WHILE COMPARING THE HUGE successful Warley National Model Railway Exhibition, held at the National Exhibition Centre in Birmingham each November, with the Great Central Railway's summer Model Event, which gathers momentum with each successive year, can be akin to comparing chalk with cheese, there was no doubt which one many visitors to the famed heritage railway in mid-June said they preferred.

Maybe it was the fact that the £20 admission charge for adults also entitled them to ride on the full-sized railway all day long – and with a full turn-out of 'Britannia' Pacific No 70013 *Oliver Cromwell*, 9F 2-10-0 No 92214, resplendent in lined Brunswick green with *Leicester City* nameplates, an immaculate BR Standard Class 5 4-6-0 No 73158, a top-and-tailing shuttle service pair of Class 20 No D 8098 and Class 37 No 37 714 and a heritage Class 101 diesel multiple unit, that was easy enough to understand. At the heart of this amazing three-day extravaganza, though, was the seemingly endless 35,000sq ft exhibition hall beside Quorn & Woodhouse station housing more than 60 richly varied layouts in a plethora of gauges, and traders' stands galore.

At Loughborough, where members of The *Boscastle* Society gave guided tours of the loco shed, and garden layouts were in operation all day, visitors could also explore the award-winning museum and browse around the railwayana and society stalls. A special treat was the appearance in the garden railway marquee of *Silver*

Lady, the battered Roundhouse steam tank engine model that became the hero of Channel 4 TV's *The Biggest Little Railway in the World* when it completed 71 miles from Fort William to Inverness.

All this was but the *hors d'oeuvre* to the massive model railway exhibition at Quorn and, a little further along the line at Rothley, where the railway's Carriage and Wagon Works is situated, an impressive model engineering display by courtesy of the Leicestershire Society of Model Engineers, the Melton Mowbray & District Society of Model Engineers, Nottingham SMEE, Burton upon Trent Model Engineering Society and the North West Leicestershire Society of Model Engineers.

The exhibition hall at Rothley also featured the biggest layout of the lot – the Gauge 3 'Blackgang' – and just outside was a wonderful cafe complete with outside seating areas, from which visitors could just relax and enjoy their refreshments as they watched the full-sized trains pulling into and out of the beautifully preserved Rothley station itself. The sharp blast from *Oliver Cromwell's* exhaust on its flawless getaways certainly raised the goosebumps and stuck in my mind.

Also at Rothley, visitors could admire once again the GCR's delightful G-scale outdoor layout that's been set up charmingly as a European narrow-gauge railway.

Returning to Quorn & Woodhouse, though, and that enormous tented exhibition hall where layouts you might have seen in the glossies came alive before



your eyes, with every closely studied detail a valuable lesson in how to do one's own modelling projects properly, it was as if all this particular scribe's birthdays and Christmases had come together at once!

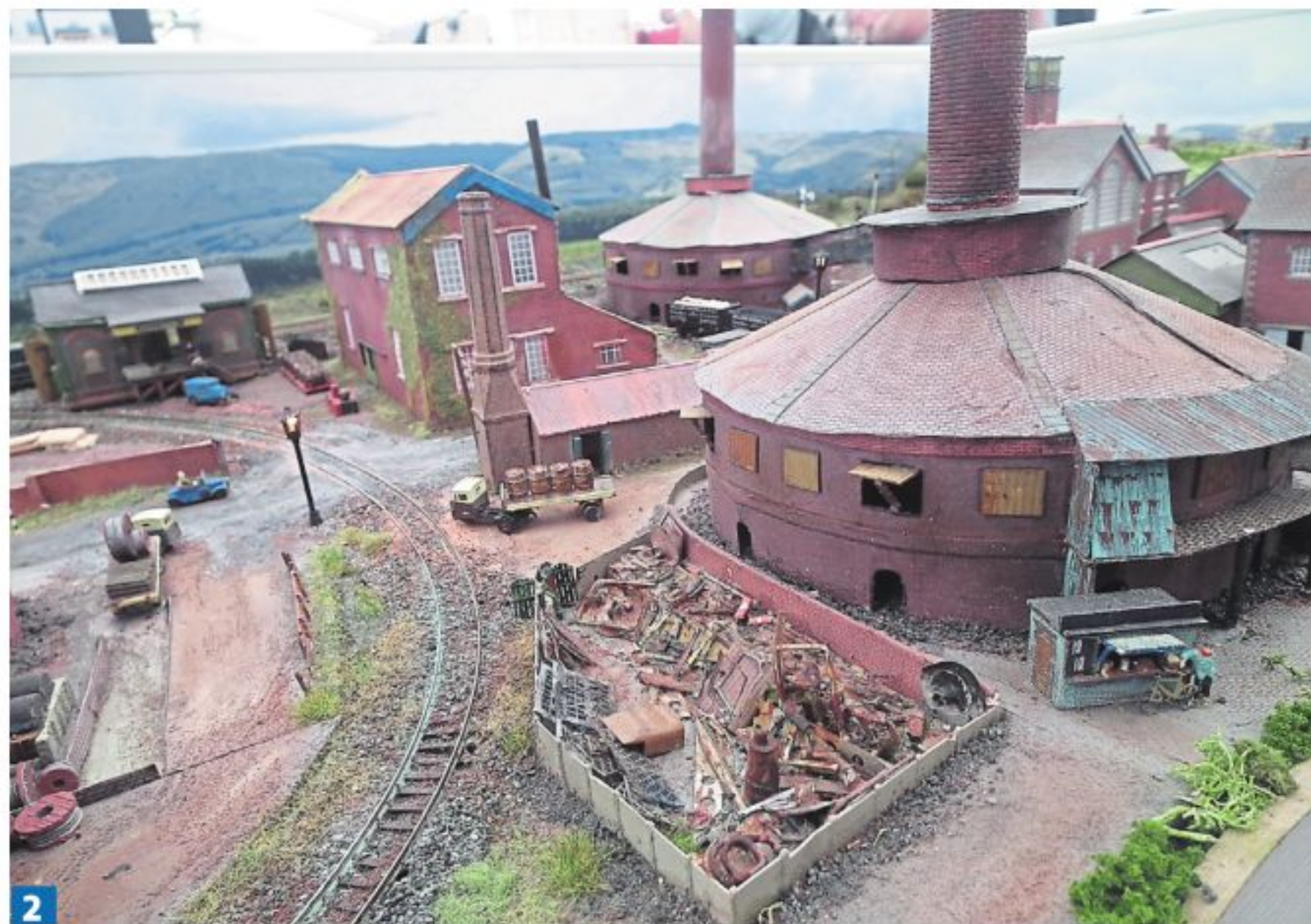
Whether it was tiny locomotives and their trains operating amid intricately landscaped N-scale panoramas, or a streamlined Stanier Pacific setting the

pulse racing as it thundered by on the Sheffield O-gauge group's 'Scout Green Crossing' layout, everything was sheer delight, even though no one-day visit could possibly have been enough to really take it all in.

In railway modelling, many of us become so precious about our own chosen gauges, locomotive types and

regions that it would be all too easy to turn a blind eye to anything else, but I went into my first-ever visit to this great GCR event with my eyes wide open – and I'm so very glad I did!

I was thinking about the outstanding performance capabilities of our 'Duchesses', A4s, 'Kings' and the like when I happened by a layout



1. One of the best townscapes you'll ever see forms part of the brilliant 'Scorbiton' layout.

2. The industrial detail in 'Hartley Poole' was outstanding – but the owner said modestly: "If you turn over one of the kilns, it still says 'Kellogg's' underneath!"

3. An authentic backdrop of the Rowntree's chocolate factory in York made 'Rowntree Halt', by the city's Ebor Group of Railway Modellers, all the more interesting.



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called 'The Colorado & Utah Western Railroad', with American steam giants such as a Southern Pacific 4-6-6-2 and 4-12-2 and a Union Pacific 4-6-6-4 to drool over, the real-life tractive effort of the largest of these being well in excess of 100,000lb!

More American trains – this time in N scale – could be seen in the Gosport American Model Railroad Group's extensive 'Solent Summit' layout that kept its cheerful operators including Bob Norris, Kenny Pope, James Norris, Chris Hatt, Morgan Hughes Owens and Bernie Wood busy throughout the GCR event.

Nearby, many visitors paused to take in the intricacies of a layout a little closer to home, the brilliant 'Tonbridge West Yard', based in the early 1990s' Network SouthEast era and modelled on the actual location, with the Tonbridge to Redhill line providing extra passing interest. Not a detail is missed as the Jubilee EMU berthing sidings and vast Civils marshalling yard, the South-East's ballast distribution centre, are reproduced with great accuracy.

Another layout that stuck in my mind was 'Hartley Poole', a delightful cameo set in Somerset between 1945

and 1948 and including a wonderfully crafted rendition of the William Thomas brickworks, with its distinctive and superbly weathered brick kilns.

As I expressed my admiration for these, the model's modest owner and builder, appropriately born in the signalman's cottage at Poole, said: "If you turn them upside-down, it still says 'Kellogg's' underneath"!

Some of the scenery depicted at the Quorn & Woodhouse exhibition was outstanding, and although 'Scoriton' has been featured extensively in one of the glossies, to see it with one's own eyes – particularly the wonderful town scene built not boringly and predictably on the flat but rather with a steep road going through its centre – was another valuable lesson learned.

The multi-gauge 'Horse Cove' continuous test track, built two years ago by the Northampton & District Model Railway Club and comprising three O-gauge and four oo-gauge circuits all running parallel to each other, was a blur of activity as trains passed each other closely and virtually continuously in each direction. Each track could be operated using either dialogue or



DCC, and any visitors who'd bought an appropriately gauged loco at the show was invited to use the tracks to see it running before taking it home.

There was a delightful intricacy about 'Eastbridge', an imaginary small LMS terminus based somewhere in the West Midlands just before the railway nationalisation of 1948. Blue welding flashes shine intermittently behind one of the factory windows of J & M Geary & Co's engineering works as the O-gauge track passes closely by, and the well-kept little station, expertly enhanced by milk churns, piles of luggage, railway workers and passengers, is surprisingly busy – perhaps it's a holiday or market day! The brass kit-built locos, mostly LMS of course, are mainly Parkside-Dundas and Slater's, with some more brass kits being used for the more unusual types of goods wagon.

What better backdrop could there be for the 4mm-scale 'Rowntree Halt', modelled by the Ebor Group of Railway Modellers in York, than the city's old Rowntree's chocolate factory itself? The halt was situated between Haxby Road and Wigginton Road bridges on the Foss Islands branch, and the model trains' comings and goings give a good idea of the rail traffic that passed Rowntree Halt over the years.

Another colourful reminder of times gone by was the Market Deeping Model Railway Club's 'Sutterton', with its picturesque level crossing and station environs with a lovely Great Northern passenger tank pulling in with a short train. At its premises between Market Deeping and Bourne, the club provides a friendly environment in which members can develop their skills, as was apparent from the layout.

The Great Central Railway's lavish Model Event, with the amazing organisation that went into it, was a spectacle to remember, and the many people involved are to be heartily congratulated on their efforts.

4. Great Northern atmosphere oozes from this cameo on the Market Deeping Model Railway Club's 'Sutterton'.

5. At Rothley, visitors could relax in the open air and enjoy the GCR's continental-style garden railway in the sunshine.

6. O-gauge figures come to life on the 'Eastbridge' platform, with old-fashioned milk churns, luggage and other ephemera adding to the detail.

7. Judging by the flickering blue light in the window, there's a bit of welding going on inside J & M Geary & Co's Eastbridge Engineering Works, on the 'Eastbridge' layout representing a small LMS terminus in the West Midlands.

8. There's a sunny smile from our own Sue Keily as she poses from behind a lovely pile of old-fashioned luggage.

9. What an inspiring structure for modellers to scratch-build Rothley signal cabin would make.

10. 'Tonbridge West Yard' was packed with all kinds of civil engineering detail, including an ARC stone train as commuter services on the Tonbridge-Redhill line roll by.



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Photo courtesy of Norman Raven

Blast from the Past

Marklin - from pots and pans to model railways

Tony Stratford concludes this highly interesting series by featuring the oldest of our current manufacturers – Marklin, which despite its German heritage has attempted to enter the British market on two separate occasions more than 30 years apart.

LIKE MANY OF THE COMPANIES featured in this series, Marklin's roots were established long before it began manufacturing model railways.

The company was formed in Goppingen in 1859 by tinsmith Theodor Marklin, who was born in Tieringen, near Balingen, in 1817. Theodor Friedrich Wilhelm Marklin moved to Goppingen, in the Württemberg region, in 1840. He married Caroline Hettich from Ludwigsburg in 1859, and she was soon involved in the newly formed business, which initially produced metal kitchen utensils including pots and pans.

A sideline saw miniature items such as cooking pots and pans, kitchen stoves and furniture for dolls' houses being produced as toys for girls. Caroline became the company's head of sales, often travelling to meet potential customers in Germany and Switzerland, and the company created continuous sales with customers wishing to add to their collections as new products were added at regular intervals.

The business was doing very well when, in 1866, Theodor died at the age of only 49. Caroline took over the running of the company despite having two young sons, Eugen (born in 1861) and Karl (1866) to look after. The boys took over the family business in 1888 and expanded it with the acquisition of Lutz in 1891.

Lutz

The Lutz company, specialising in the manufacture of tin toys, had been formed in Ellwangen, in the Württemberg region, by Ludwig Lutz and his wife Franziska in 1846. Expansion saw Joseph Englert joining the company in 1857,

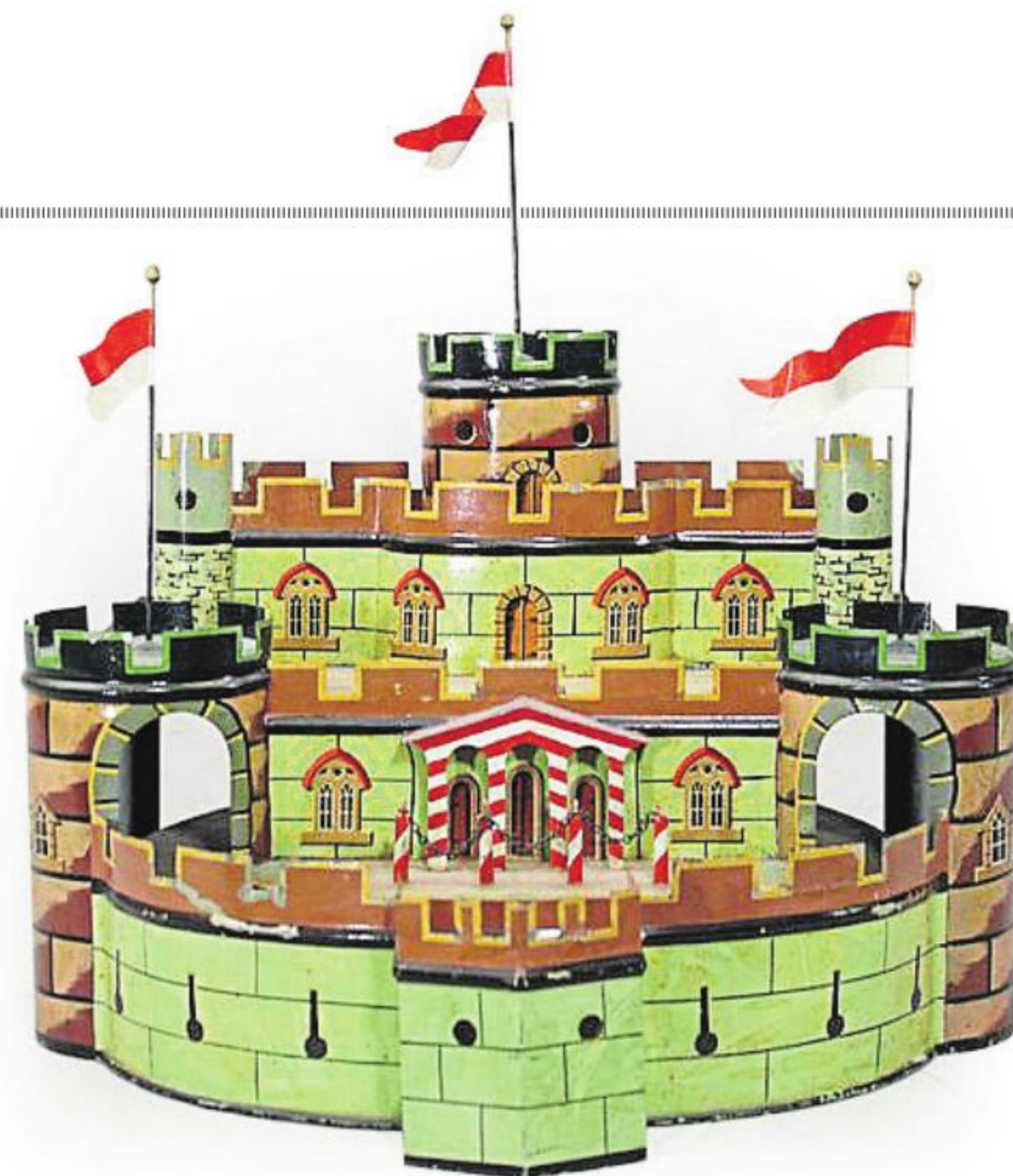
and the company name was changed to Englert & Lutz. Lutz continued in charge of the manufacturing side, with Englert looking after sales.

August Lutz, the son of Ludwig and Franziska, spent time in Paris learning the art of metal lithography, the process of printing on tin. When he returned, he became responsible for production, and this coincided with increased sales. Such was the demand for their products that Bing were appointed distributors in Germany.

Key products made by the company at the time were powered by clockwork and steam, and included model boats, horses and carriages, forts, fire engines and water pumps.

The company was a pioneer of model railways, producing as early as 1875 a floor model of Queen Victoria's Royal Train. By the early 1890s Lutz had developed a clockwork train set running on sectional track, and the company was also producing American outline trains and exporting them to the US.

With most German toy manufacturers based in Nuremberg, Lutz experienced supply difficulties for parts that were not produced in-house, and needed financial backing to expand its thriving business. By 1891 the company was supplying Marklin, who took on the distribution of the range, and soon afterwards Marklin took over Lutz, moving



production to Goppingen, and many of the key staff moved there as well.

The toys that were subsequently produced, including trains and ships, utilised the Lutz technology and style, although the name had been changed to that of the new owners.

Further expansion

Around the time of the Lutz acquisition, the company name changed to Gebr. Marklin & Co (Gebr translated means brothers). Joining the company around this time was Emil Friz of Plochingen, who became a joint owner.

By 1895 the popularity of Marklin products demanded a move to larger premises, and these were found at Marktasse 21. Five years later they moved again to a 6000sq ft factory on Stuttgarter Strasse, and this remains the company headquarters today.

Germany built up its reputation as a leading toymaker many years ago, and this Lutz-Marklin three-tiered fort dates from the late 19th century.

In 1911 the site was developed into a new modern six-storey factory.

When further investment was required, Richard Safft joined the company in 1907 as a partner, which resulted in a change of name a year later to Marklin Bros & Cie (Company in English).



How times have changed! This Marklin model bathroom was pictured when it came up for sale at an SAS auction.



Manufactured around 1898, this Marklin Gauge 1 clockwork 0-2-2 and its train was another historic item to pass through the SAS auction house.



By 1904, Gebr. Marklin & Cie were producing this catalogue for steam and electric-powered models.

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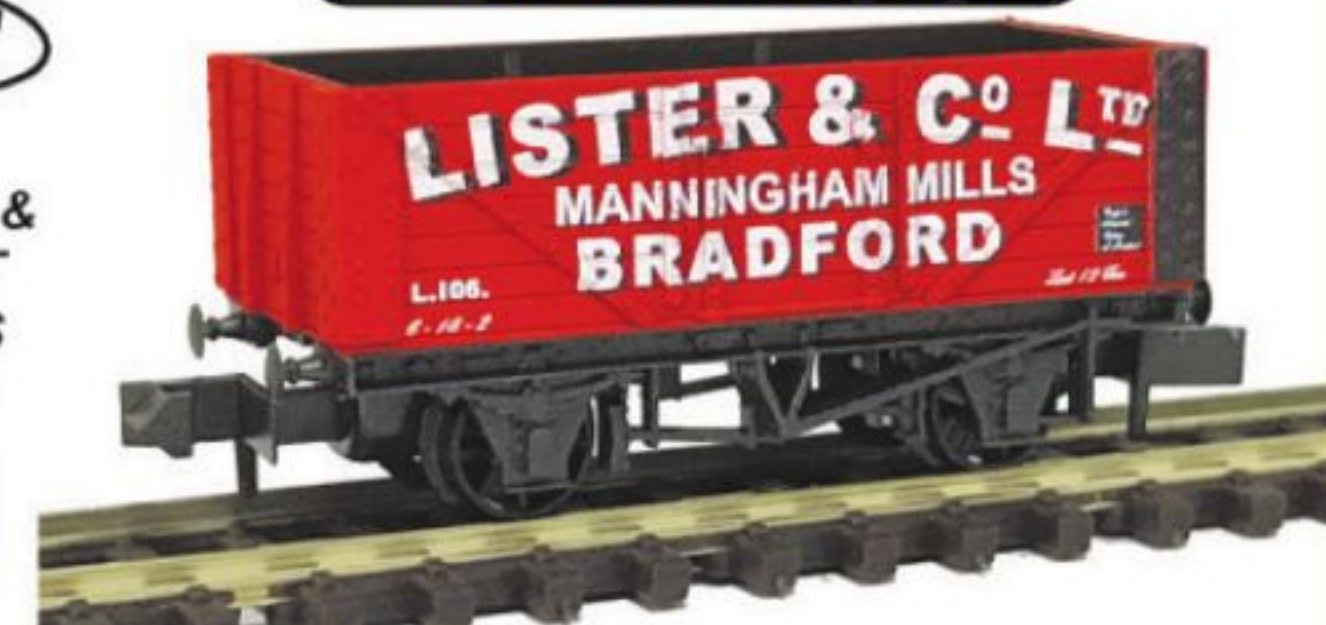
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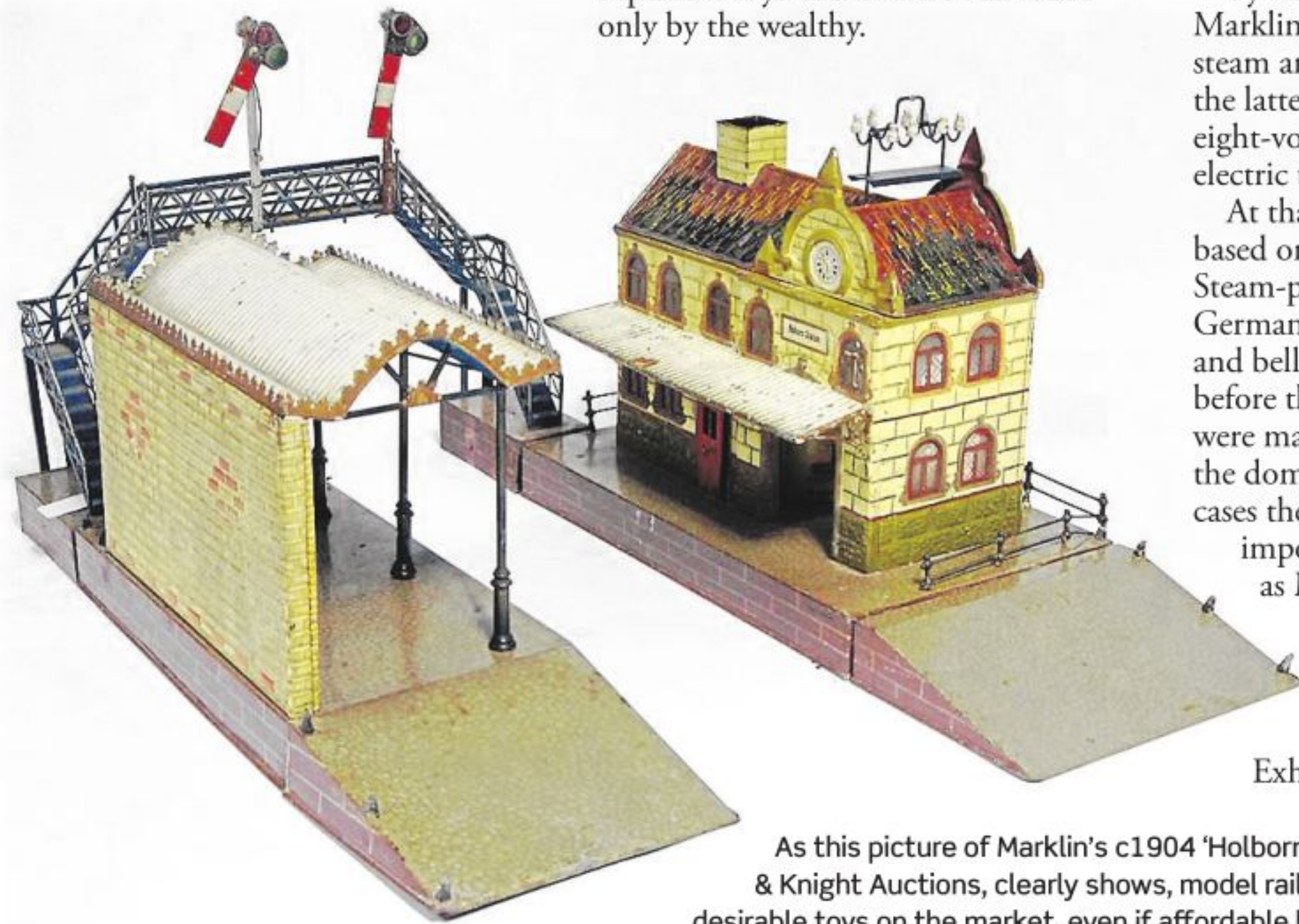
Establishing scales

The Lutz connection allowed Marklin to attend the Leipzig Fair in 1891, and all the major manufacturers exhibited model railway systems in not one, but three different sizes. Before that there were no hard and fast rules about how big the trains or how wide the rail track gauge should be. Marklin therefore laid the foundations for some of the scales that are still in use today.

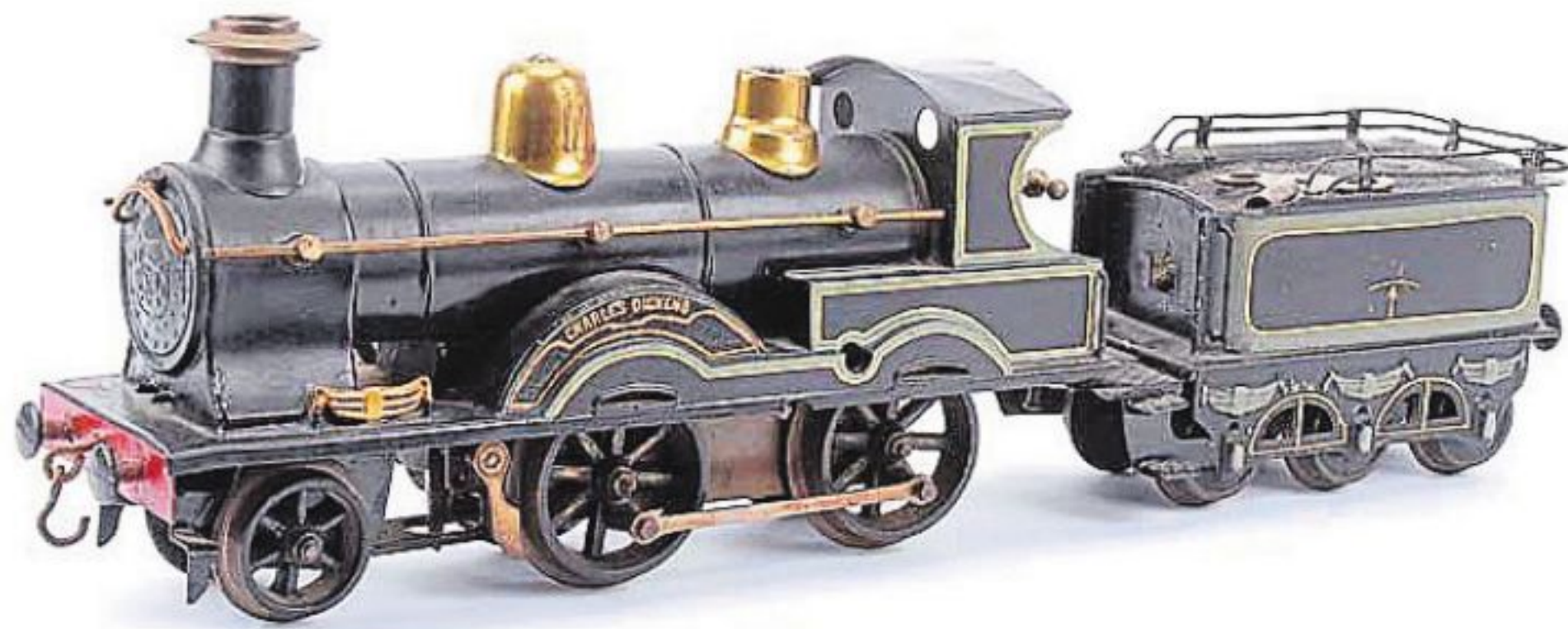
Marklin designated the largest trains Gauge 5 and the smallest Gauge 1, although Marklin was not active above Gauge 3. Today we would consider Gauge 1 to be large, and it's most popular outdoors, although from time to time several large indoor layouts can be seen at the largest model railway exhibitions usually operated by members of the Gauge 1 Model Railway Association. The Marklin standards were adopted by the industry, and remain in use today.

Gauge	Track gauge	Current standards
3	75mm	63.5mm
2	54mm	50.8mm (not in common use)
1	48mm	45mm

By 1901, Marklin was also working in a smaller scale (O gauge). These trains caused a great deal of interest, and included not only the use of sectional curved and straight sections but points and crossings too.



As this picture of Marklin's c1904 'Holborn Station', supplied by Lacy, Scott & Knight Auctions, clearly shows, model railways were among the most desirable toys on the market, even if affordable by only the richest of parents.



Brass detailing and a good attempt at the London & North Western Railway's famous lined black livery made this Marklin Gauge 1 model of 'Precedent' 2-4-0 Charles Dickens a 'must' for British children. Vectis Auctions.



The LNWR theme continued with a Gauge 1 model of a 'Precursor' 4-4-0. Vectis Auctions.

Marklin was able to mass-produce items more cheaply as a result, and before long the former Lutz staff were designing stations and other accessories to enable realistic model railways to be produced. These were still, however, expensive toys that could be afforded only by the wealthy.

Like the repeat business experienced with the dolls' houses items, Marklin saw the opportunity for customers buying the model railway items to keep returning for additional items. They were not disappointed!

By the end of the 19th century, Marklin was producing clockwork, steam and electric-powered locomotives, the latter being available with four-volt, eight-volt and 110-volt motors. The first electric tramcar was released in 1895.

At that time the models were generic, based on either German or US designs. Steam-propelled models utilised German tooling to which cowcatchers and bells were added. It wasn't long before the American toy companies were manufacturing their products for the domestic market, although in some cases they simply copied what was being imported from companies such as Marklin.

The British connection

During a visit by W J Bassett-Lowke to the Paris Exhibition in 1900, he saw the



By 1901, Marklin was also working in O gauge, and this Atlantic locomotive with 'L&NWR' on the tank sides was one of the first to be turned out for the British market. Vectis Auctions.



Looking very much like a Hornby clockwork engine, this cheap and cheerful model of an O-4-0 in Midland Railway livery was turned out especially for Gamages' well-remembered store in Holborn, which did lots of mail order business. Vectis Auctions.



One colourful pre-war product was this O-gauge overhead-electric Triebwagen. Vectis Auctions.

products of German manufacturers including Marklin. Initially he commissioned Bing and Carotte to produce the first British outline models, but by 1903, Marklin was also supplying them. The first release was a London & North Western Railway 'Precedent' 2-4-0, but it wasn't until 1907 that two more locomotives appeared in the form of a LNWR 'Precedent' 4-4-0 and a Great Northern Railway O-4-4T. An LNWR 4-4-2T appeared in 1909-10, and was the last to be supplied by Marklin for more than 20 years.

Gamages

Gamages was a large department store in Holborn which, some readers may recall, provided a large model railway exhibition layout every Christmas within its extensive toy department, and this attracted people from far and wide until its closure in 1972.

The first shop opened in 1878 and quickly expanded by buying up adjacent premises until it occupied the entire block. The shop provided a mail-order service, and its goods were extensively advertised in various publications at

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Blast from the Past



the time. Conscious of the interest in model railways, Gamages imported a range of items, most of which were supplied by Marklin and other German manufacturers, competing with Bassett-Lowke. Gamages also acted as a wholesaler of Marklin products, supplying other retailers.

The Meccano connection

In 1912, Marklin became the distributor of Meccano Construction sets in Germany and Eastern Europe. As part of this arrangement, Marklin produced some 60,000 clockwork which enabled cranes, roundabouts and so on constructed from the parts to be motorised. Marklin produced parts in Goppingen, and these were marked 'Marklin-Meccano'.

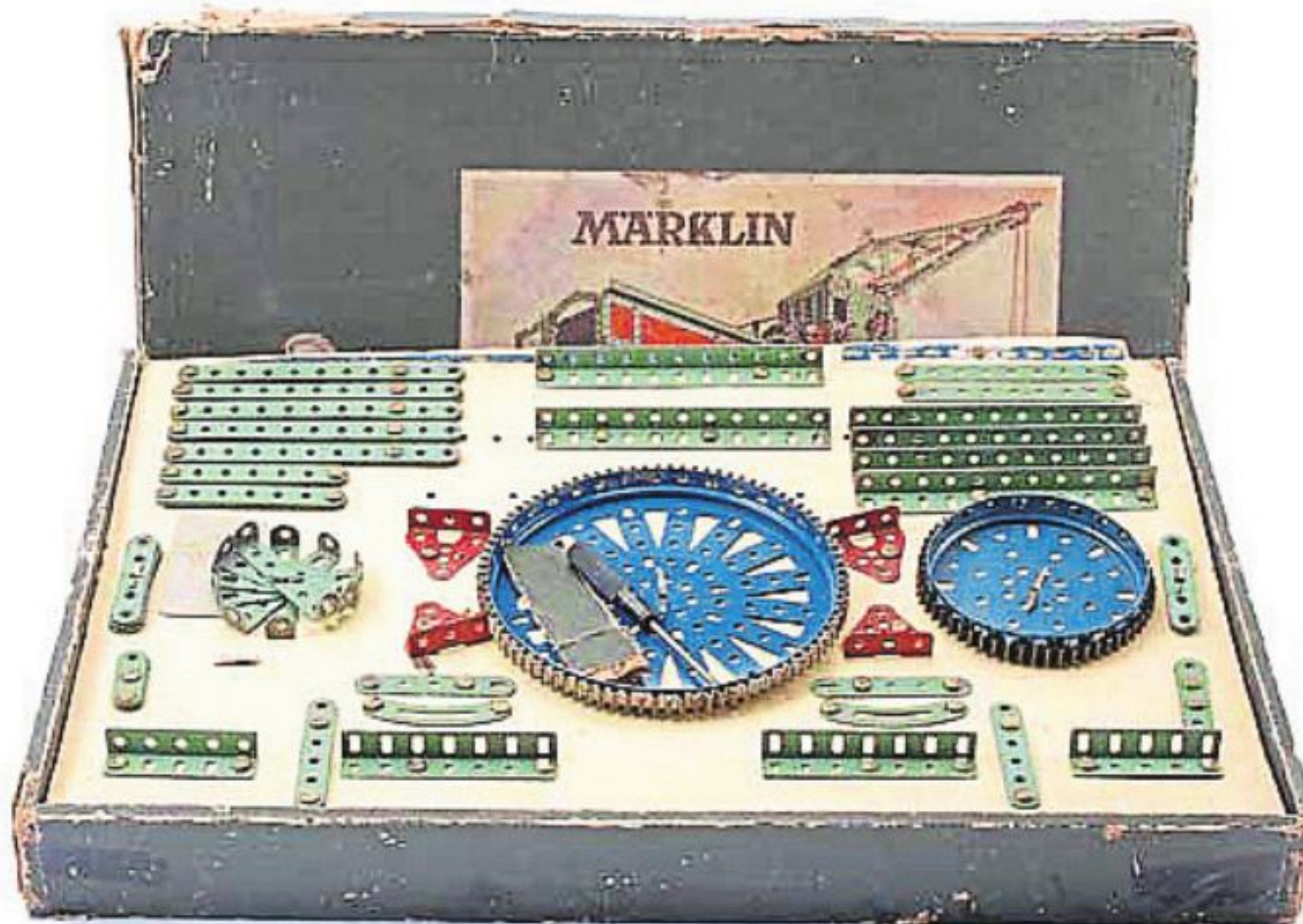
When war broke out in 1914, the arrangement came to an end, and in August 1915 the trade marks and production rights were transferred to Marklin by the German Reich – not that they were in a position to use them at that time.

After the war, production of the construction sets restarted using the name 'Marklin Metallbaukasten'. Initially pre-war parts were utilised, but by the 1930s Marklin developed its own parts, and these continued in production until 1999.

First World War

At the beginning of the First World War in 1914, Marklin employed 600 people and the company lost access to its profitable export markets such as Britain. To put this into context, Bing in Nuremberg was employing 5000!

Toy production in Germany ceased during the First World War in favour of war work, and many of the workers were drafted into the German military. When hostilities ceased, British customers were reluctant to buy the products of



Marklin had strong ties with Meccano before the outbreak of the Second World War, supplying small motors to bring some of the constructions such as fairground rides to life. This picture of a Marklin 103 construction set was supplied by Vectis.

a country it had been at war with, and to get around this, some of the items appearing in shops were marked 'Foreign Made' while British companies such as Meccano launched its own range of Hornby Trains – made in Britain.

Postwar activity

The German railways were nationalised in 1920, becoming Deutsche Reichsbahn, and this enabled Marklin to develop a new range of models. The company was restructured in 1922 and became a limited company.

During the early 1920s Marklin decided to concentrate on its Gauge 1 and O Gauge products. Gauge 2 production ceased in 1920 and Gauge 3 followed two years later. Gauge 1 last appeared in the 1937 catalogue, although production had ended two years earlier,

and the company concentrated on O Gauge and the new HO ranges prior to the Second World War.

In 1926, the voltage of the Gauge 1 and O Gauge systems was reduced from 220 to 20 volts – a much safer system. By 1929 the company workforce was some 900, and it was the leading model railway manufacturer in Europe.

In the 1930s, the German government restricted the use of raw materials and Bing, Marklin's long-term competitor, withdrew from the market in 1933. The Bing family were by now running Trix, and developed the former Bing Table Top system into the first Half O Gauge trains that were launched in 1935.

Half O

Just a few months after Trix launched its Twin railway system, Marklin too



Still in its delightful original packaging, this pre-war Marklin HO (half O) three-rail LMS train set produced by the German manufacturer came up for sale in a Vectis auction.

moved into Half O (also known as OO at the time, and usually to less rigid scale rules) during 1935. With the use of raw materials restricted, reducing the size of the trains enabled the factory to remain busy.

Marklin used a three-rail system from the outset, similar to that used by Hornby Dublo in Britain from 1938. The track system was soon changed to stud contact, initially using tinplate-based track. This is known as M track by Marklin users, but is no longer in production. A plastic-based version is still available as C track. Its plastic base enables it to be used on carpets or for loose-lay projects. The most realistic track is K track, which looks like two-rail track until you get close enough to see the small studs that sit in the middle of each sleeper between the rails.

While the first HO models were of German outline, in 1938 Marklin

made a serious attempt to enter the British market which Trix was already catering for. A German-outline 0-4-0, a streamlined 0-4-0 and a Pacific were all made available in both LMS and LNER colours. A bespoke model for the British market arrived in the same year in the form of an LMS Compound. It is probably the rarest model to obtain for a collection, and they are now valued in excess of £10,000.

The outbreak of the Second World War changed everything, and these locomotives were not produced afterwards, hence their rarity value. Hornby Dublo, another 1938 debutant, would take their place.

■ The concluding part of this Marklin feature will appear next month.



In 1938 Marklin produced this bespoke HO model of a Midland Compound 4-4-0 for the British market, but no more were produced after the outbreak of the Second World War, making it one of the rarest models for the serious collector to buy, valued today in excess of £10,000!

marklin

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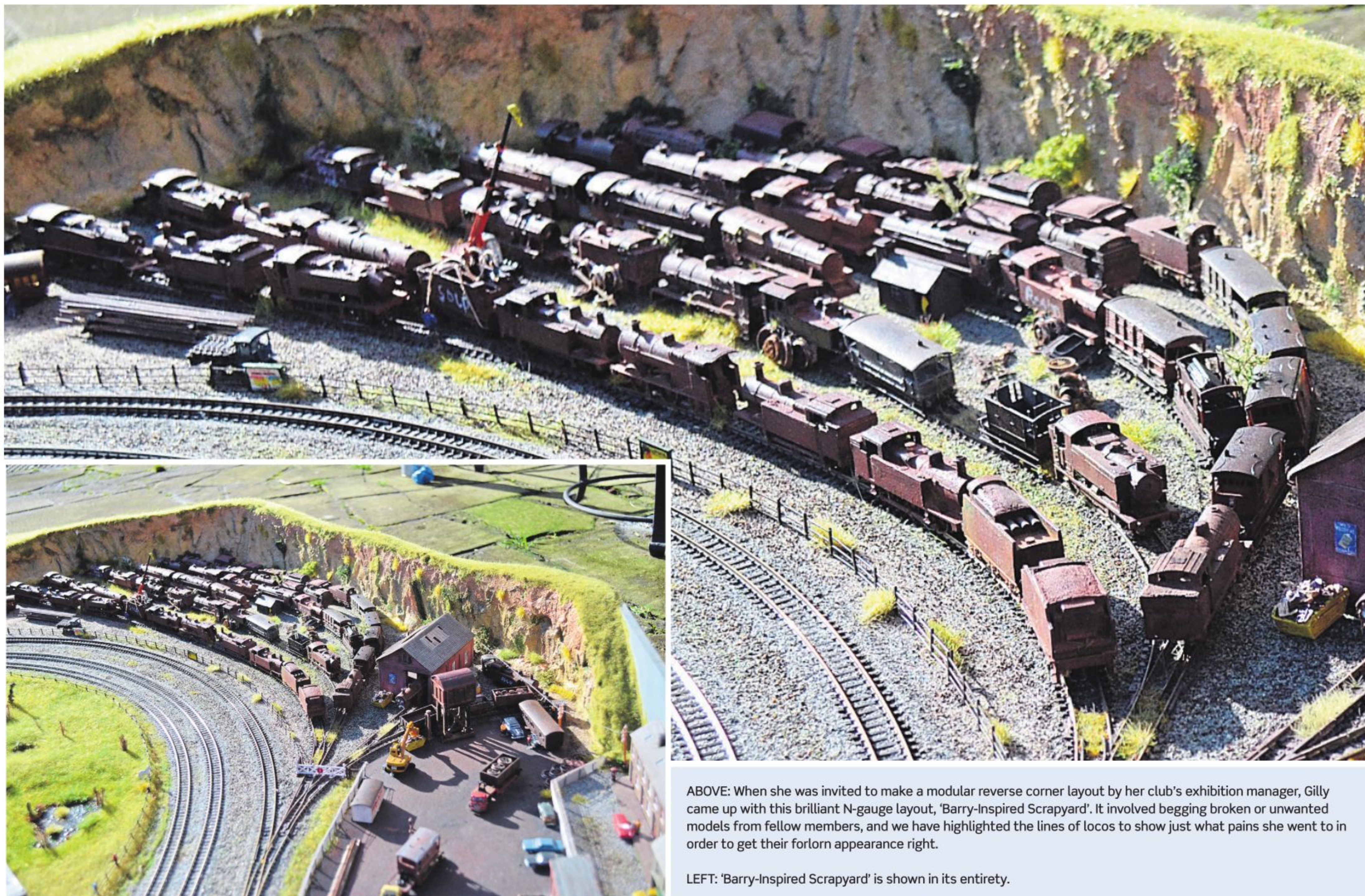
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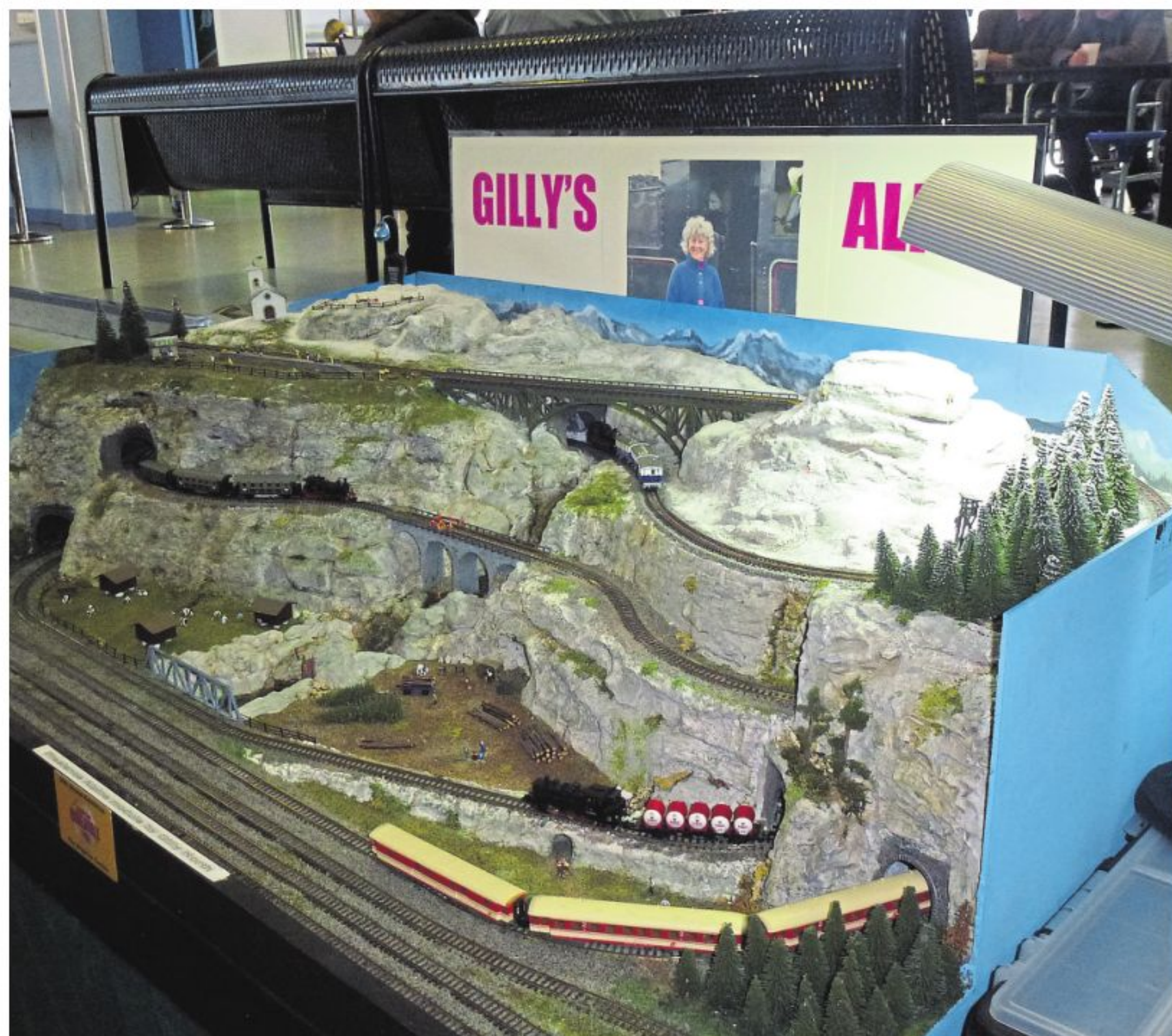
Layouts To Love



ABOVE: When she was invited to make a modular reverse corner layout by her club's exhibition manager, Gilly came up with this brilliant N-gauge layout, 'Barry-Inspired Scrapyard'. It involved begging broken or unwanted models from fellow members, and we have highlighted the lines of locos to show just what pains she went to in order to get their forlorn appearance right.

LEFT: 'Barry-Inspired Scrapyard' is shown in its entirety.

Gilly's winning N-gauge ways!



A golden wedding anniversary trip on the Glacier Express gave Gilly the inspiration to join her husband by taking up modelling, and this four-tier 4ft x 2ft 6in modular Alpine layout was her first creation.

Gilly North might have started her railway modelling later in life – but she soon made up for lost time! Here she tells her story.

IN THE EDITORIAL OF YOUR JUNE EDITION YOU invited female railway modellers to write of their experiences.

I am Gilly North, a member of the West Sussex N Gauge Model Railway Club. My active railway modelling started quite late in life following our golden wedding anniversary trip in 2010 on a Great Rail Journeys trip on the *Glacier Express*. My husband Peter was a modeller in the club (he is currently the chairman until December) and I often joined in with their activities. Following this trip I was inspired to try railway modelling in N scale. Our club specialises in modular layouts so I built a 4ft and 2ft 6in four-tier Alpine layout. There are three circuits at different levels, and a mock rack line climbing to the summit. The rock faces were formed of polystyrene foam obtained from an electrical appliance wholesaler, which I attacked with a kitchen blowlamp. This nearly finished me off as I forgot about the fumes – another lesson learned! However the module worked out really well and even won the Club Cup at my first attempt and it has appeared at a number of exhibitions as part of the club's modular layout. I discovered that it was much heavier than the rest of the members' modules and I am very grateful to them for helping me load and unload. Future ones would be lighter!

The club's exhibition manager, Ian Redman, seemed quite impressed by my modelling, and in 2013 he invited me to make a modular reverse corner to be ready for Brighton Modelworld

(now no longer in being) in the following February. When I accepted he delivered me the basic board and gave me *carte blanche* to build whatever I wished. After a lot of thought I decided to build a layout inspired by the Barry Island scrapyard. However, in order to do this I needed a vast number of broken or unwanted steam locomotives.

Club members – almost entirely male – came to my aid and by Christmas I had acquired 30 locomotives, 10 tenders and a considerable number of brake vans, broken track and points and a few buildings. Living in an area where sandpits abound, I decided to model the yard in a derelict sandpit. I took masses of photos and constructed a sandpit to a method used by scenic modeller Tony Hill. This involved the usual system of criss-crossed card strips but covered in the blue paper found on garage forecourts, and the surface crafted from Artex – much better than Polyfilla as it sets slowly. This was painted in many light shades of acrylic paint and even egg yolk to get the desired colouring and banding. I must have got it right as a visiting geologist at a subsequent exhibition told me that in his eyes it was perfect!

I added more and more detail, including an oxy-acetylene torch effect in the cutting building, which was well weathered including some broken windows, a bike in a muddy pond, a Daimler for the boss as I couldn't get a Rolls-Royce, and many other 'female' touches to make it realistic. It took many hours of burning the midnight oil



Years of narrowboating in the Midlands gave Gilly the inspiration for 'Staffordshire Potteries', which visitors to the International N Gauge Show in Stuttgart liked so much they voted it best in show.



Gilly North receives her award at the Stuttgart show.

during the rest of the winter to get it ready for the Brighton Modelworld Exhibition (I did it with three hours to spare!). My feeling of satisfaction came when I took the cover off in front of the members who saw it for the first time and gave me a round of applause. Since then 'Barry Inspired Scrapyard' has appeared at numerous exhibitions and has featured in the *N Gauge Journal* and even made seven pages in *Model Rail*.

My third N-gauge module was inspired by our many years of narrowboating in the Midlands, particularly around Stoke-on-Trent where we witnessed the decline in the traditional method of making pottery. I built 'Staffordshire Potteries' and am very satisfied with the result. It features smoking bottle kilns, cramped housing adjacent to the works, an open cast coalmine and a church with a funeral taking place (life expectancy was very low due to the smoke and fumes). Several exhibition visitors with Potteries connections have told me that it conveys the atmosphere of the filth and grime associated with producing the finest porcelain in the world at that time. A former club member, Chris Verrinder, turned the bottle kilns for me from horizontally grained balsa. Because of the unique curvature of bottle kilns I ignored advice from others to use brick paper. By horizontal sanding and dry brushing with acrylic paints in shades of yellow, black, red and brown I achieved a very realistic brickwork effect. Patience and an eye for detail were essential.

'Staffordshire Potteries' has appeared at many

exhibitions but the most memorable was its visit to the International N Gauge Show in Stuttgart last November as part of the West Sussex Area Group of the N Gauge Society's modular layout. It was quite different from the immaculate modern modelling by the brilliant continental modellers and its realism appealed to the public, resulting in it getting the visitors' choice of 'Best in Show'. As I was the only female modeller at this gigantic exhibition I felt really honoured.

This article was written in response to the editor's request for comments from female modellers and I hope it is what he wanted. To any potential lady modeller entering the predominantly male world I would say try joining a club, and when you find one which welcomes you have a go at modelling yourself. It can be so rewarding and if the club you join features modular layouts you will have a chance of attending exhibitions. Most visitors are too polite to criticise verbally, and I regularly get praise and advice, both of which are rewarding and helpful.

I have been invited to take 'Barry Inspired Scrapyard' and 'Staffordshire Potteries' to the free Gaugemaster Open Weekend in Sussex on September 1 and 2. If you are able to visit that exhibition please come and say hello and I will be happy to chat about my modelling experiences.

In conclusion I would like to thank all the members of the West Sussex N Gauge MRC for their help and friendship. I am so glad they accepted me. What a great bunch they are!

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Diary updated as bookings are confirmed

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 - Bury St. Edmunds Model Railway Exhibition, Thurston Sixth, Beyton Campus, Drinkstone Rd, Beyton, Bury St Edmunds, Suffolk IP30 9AQ. Sat 10 - 5

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.comAberdeenModelRailwayclub *

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, Thornes 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 20 GUILDFORD - Astolat Model Railway Exhibition, The Surrey Sports Park, University of Surrey, Richard Meyjes Rd, Guildford, Surrey, GU2 7AD. Sun 10-5.

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 - ABINGDON ABRAIL 2018 Model Railway Exhibition, White Horse Leisure & Tennis Centre, Audlett Drive, Abingdon, Oxon, OX14 3PJ. Saturday 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 Knivesmire Stand, Racecourse Road, York. Y023 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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Exhibition invitations always welcomed

Encircling the lake – on a cheap folding picnic table!

Steven Hughes tells how he built his compact scenic N-gauge layout, 'Lakeview & Haveawatch Railway'

I STARTED EXHIBITING MY LAYOUTS almost three years ago after a couple of months helping a friend, Callum Sutherland, on the circuit with his layout, 'Apa Park', my first foray being with my 'Midsummer End' layout that's been shown across the UK over the last couple of years.

After then deciding to build something simple yet entertaining, I produced my second exhibition layout, 'Circleton Village', which has appeared alongside two other compact layouts, 'Tivvy Vale' and 'St Stevens', in the Letters section of a previous issue.

What these all had in common was the lack of any water feature. I'd always run scared of this as there are so many different products and techniques for creating good-quality water, but finally I decided that the time had come to dive in at the deep end and build a layout including one. Inspired by a visit to the Lakeside & Haverthwaite Railway a couple of years ago, and having a Fairburn 2-6-4 tank in my locomotive collection, I set a theme of a railway skirting a lake area.

My recent layouts have all been built on the same basis, using a lightweight

80cm x 60cm aluminium picnic table from a local hardware store for £10 to £15 depending which offers are on. I start by adding a layer of 6mm polystyrene, then adding additional pieces to create hills and embankments.

A full loop of 6mm polystyrene was placed into position to create a raised track bed, while the middle of the initial layer of material was removed to create a central well for the lake. The main water area is fed from a separate section of the lake to the right, so a link was gouged into the polystyrene both there and at the front of the layout to feed further lake areas (which haven't been modelled as the water goes up to the edge of the layout table there).

Once the formations for the lake, water courses, hill and land had been achieved, I applied a full covering of plaster roll to give a firm base for further scenic work before painting the entire layout with a base covering of various shades of emulsion paint, mainly greens for grass areas, greys for rock faces and track bed, and various blues, browns and greens, mixed up as I went, for the lake bed.

I laid a medium coarse ballast around the edge of the lake for shingling, and constructed the two bridges over the water from Peco plate girders painted a suitable grey, with a plasticard base to lay track over. The oval track, formed of second-radius curves with straights at the front and back similar to that in a starter train set, was then laid, and the ballasting set in place with a diluted PVA mix, before work returned to the scenic area.

After building a jetty from wood plank plasticard and matchsticks, and positioning it on the left of the lake, I moved on to the water itself. After lots of research into different methods, from a basic paint layer topped with gloss varnish to a variety of specialist products, I opted for Woodland Scenics' 'Realistic Water', which comes in a 473ml (16oz) bottle. Although the instructions are straightforward, it's important to ensure that the product has warmed to room temperature (the bottle advises 21°C). When I first applied the solution, I hadn't allowed enough time for the liquid to come up to room temperature after it had been in transit via the postal system during the day, and it initially came out rather thick. However it soon warmed up and thinned out before setting.



The lake area at the centre of the layout is seen from a different angle.



At the other lake inlet, a Class 108 diesel railcar rumbles across the Peco plate girder bridge.

The solution has to be left to set for 24 hours at the minimum temperature before a second layer can be applied to build up the depth of water, again leaving at least 24 hours between layers, but the solution should not be allowed to exceed a depth of 3mm.

Two layers were adequate for my lake as this provided a nice depth but also slightly overlapped on to the shingle to give a realistic look where the water meets the land.

I added a PD Marsh speedboat before the second layer had started to set, for the Realistic Water solution acts as the glue to hold this boat firm in the water. As my boat was static, and the standard product gave the feel of a still lake that I was looking for, I didn't need any movement effects behind it, but Woodland Scenics also markets a product enabling modellers to create waves or ripples.

Moving back to the landscaping, Static Grass of the 4mm spring mix variety was applied using a Static Grass applicator and PVA, and a variety of trees and foliage bush added. Peco lineside fencing and a couple of Ten Commandments lineside huts were placed at the lineside, and a selection of continental modern-image vehicles at the left bank of the lake alongside the jetty.

A Preiser fisherman stands beside the water and another in the boat in

the middle of the lake, and a variety of hiking figures and some tents on the left bank around the jetty provide further scenic interest.

Langley seagulls, and some deer in the woods, provide the scenic detailing you'd expect to see from the train window as you roll along the lake edge.

I can run sound-fitted locomotives such as a Class 108 diesel railcar in green or a Fairburn tank as preserved at the Lakeside & Haverthwaite Railway.

Backscenes are fitted to the sides of the layout, with a Perspex screen at the front, to provide suitable protection at exhibitions and a good scenic boundary to the layout, the landscape at the back providing its own scenic boundary.

The layout will be appearing at a number of exhibitions in the South East of England this year, and for me the beauty is in its simplicity – no complex wiring, just two wires to the track and a Graham Farish track power lead, so no soldering either!

The picnic table makes setting-up at shows a doddle – just unfold the legs, plug in the controller, put the train on the track and away you go!

You can find out more about this layout on Facebook by searching for 'Table Top N Gauge', where it shares a page with the other Picnic Table layouts that I've built.



As passengers note the busy scene around the jetty, a Lakeside & Haverthwaite Railway-liveried Fairburn 2-6-4 tank with its carmine and cream carriages crosses one of the lake inlet bridges.



Steven's entire mini-layout fits snugly atop an 80 x 60cm aluminium folding picnic table.



The small boat on the lake, whose occupant is enjoying a spot of fishing, was safely embedded into the Woodland Scenics 'Realistic Water' solution before it set.



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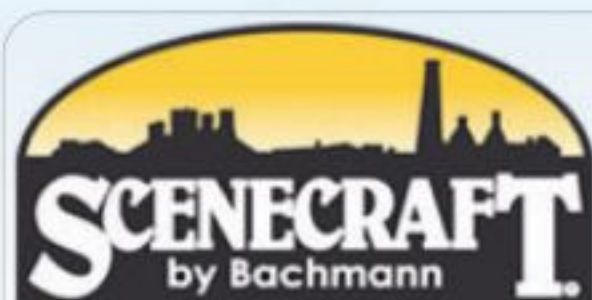
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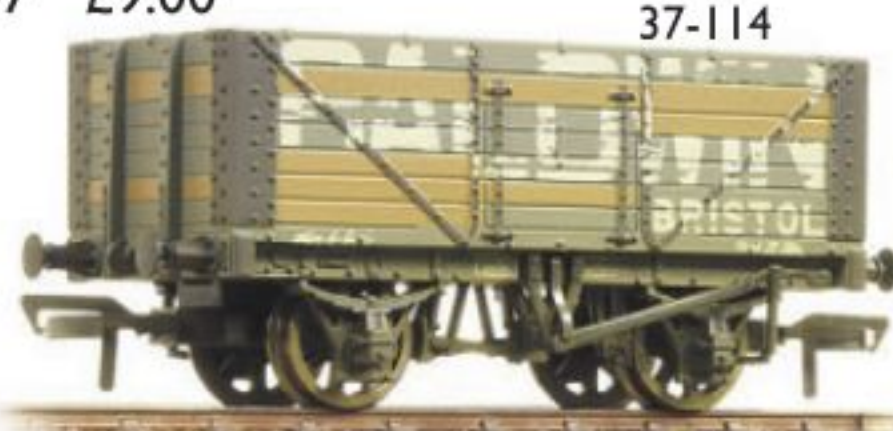
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Tech talk

Installing decoders in OO-gauge models with interface sockets

A guide to safe decoder use, by **Nigel Burkin**

MOST MODELLERS USUALLY experience little in the way of problems when rigging up a standard DCC system thanks to up-to-date designs in which the command station is integral with the booster and even a throttle too – all in the same box.

Real anxiety arises for newcomers to DCC, though, in decoder installation, an essential component of every DCC system, and every locomotive or multiple-unit model must have one. Previous articles have covered the subject

1. Decoder installation involving sockets is not a complex task, and should take only a few minutes, but basic tools are required. Also helpful is a rolling road for work bench loco testing and running-in. Bachmann's lovely Class 7F is pictured under test before decoder fitting.

2. The techniques in this guide can be applied to all OO-gauge models even though it focuses on smaller examples because of the challenges they might present to newcomers.

3. Nowadays ready-to-run locomotives with fully modelled cabs and detailed back heads are considered the norm, but this does add to the challenges faced by designers in leaving room for decoders and ballast weight. This is the beautifully detailed cab of the Hatton's P-Class locomotive.

4. Out on the KPF-Zeller rolling road is the highly acclaimed DJ Models' 0-6-OST J94 'Austerity' locomotive. Models must be in good working order to benefit from the features of DCC. Running-in and testing at the work bench on a rolling road will soon establish if there are any faults before undertaking a decoder installation.



2 of DCC interfaces and choosing a decoder, but attention now focuses on installing decoders in OO-gauge models, with the emphasis on smaller locomotives.

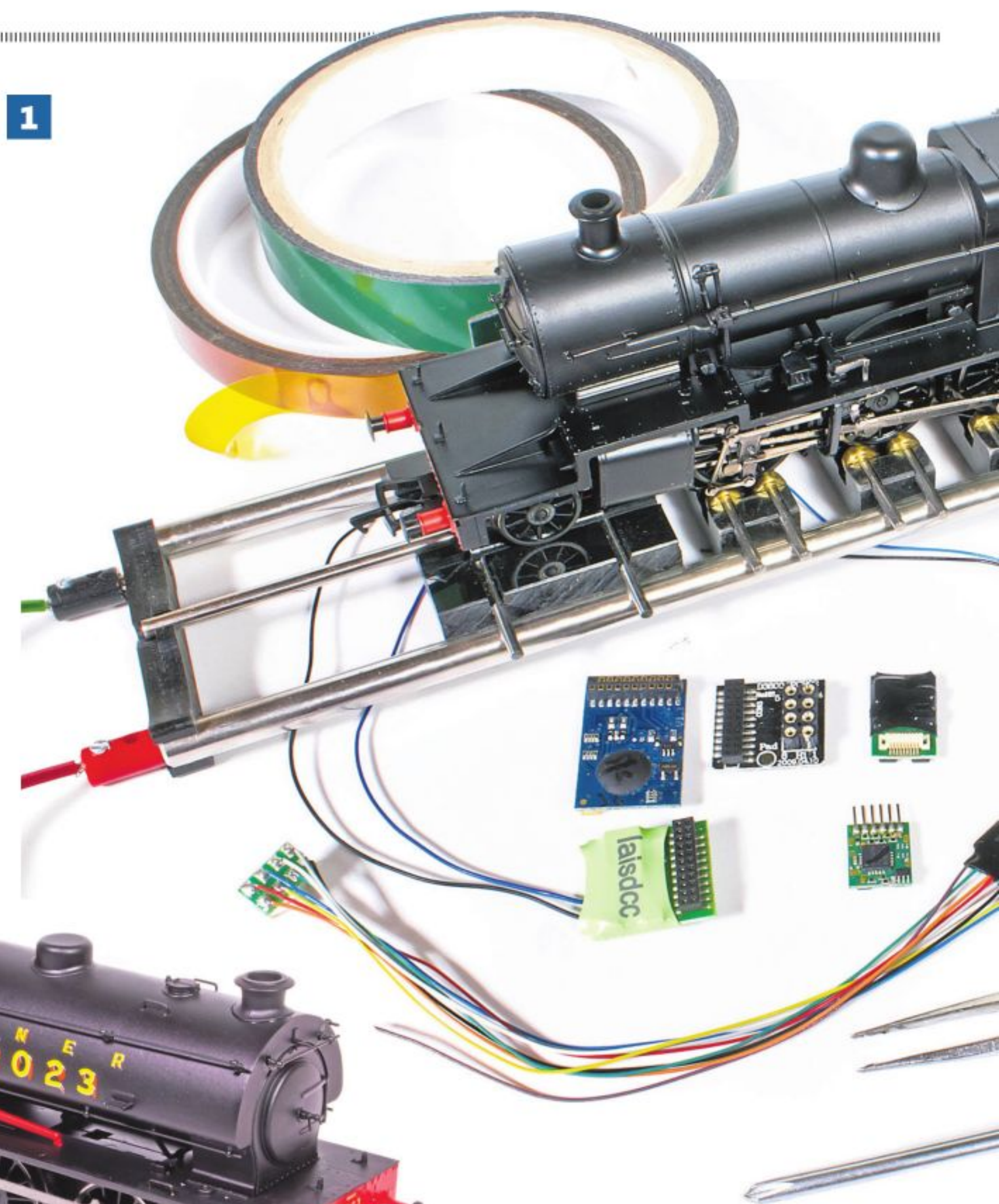
Every model will be slightly different in design, even though the decoder sockets enjoy a degree of standardisation. The correct procedures, tools and materials are covered together with how to fit decoders to interface sockets.

N-gauge modellers might find it strange to hear that there are challenging locomotives to convert to DCC in the relatively roomy world of OO gauge. This is true particularly where space for decoders competes with the need for ballast weight to give models of smaller locomotives sufficient traction to pull a train of reasonable size.



4 No matter what the size of the locomotive, modellers are particularly demanding and expect to see fully detailed cab interiors, which add to the squeeze on space. While larger locomotives such as the new Heljan 47xx Class 2-8-0 have interface sockets in roomy tenders, smaller tank engines and locomotives such as new Bachmann 009-gauge Baldwin locomotives appear particularly challenging to newcomers to DCC.

Where is there room for a decoder in a Hatton's SE&CR P-Class, 14xx tank locomotive or the DJ Models' J94 0-6-OST 'Austerity', you might ask? The smaller of the two Andrew Barclay 0-4-OST locomotives by Hatton's, and the Hornby Peckett 0-4-OST, appear challenging upon close inspection. Fortunately, most new OO-gauge models are equipped with DCC interface sockets and pins, and some solutions are quite ingenious when it comes to finding space in small models.



The NEXT18 interface socket, with its large number of poles with capacity for many functions, is a good example of overcoming the space challenge.

All of these so-called 'DCC-ready' or 'DCC-enabled' models can be quickly equipped with a decoder – it's just a matter of choosing the correct one – but sometimes the hardest part is removing the locomotive body shell!

Before you start

A few simple things should be done before fitting a decoder to ensure the installation is successful:

Test the model to see that it's running smoothly, because fitting a decoder will not improve the performance of a below-par engine! Steam locomotive-outline models must have a smooth

action, especially the valve gear, which should not bind or click. Any catching or binding of the mechanism that could cause stalling and a burnt-out decoder must be attended to first.

Diesel and electric types should run without hesitation and excessive gear noise. A rolling road on the workbench is ideal for examining models in motion, and the one I find very useful for workbench testing is the KPF-Zeller design.

Check for any physical damage that might cause problems with operation. Remember, new models are covered by manufacturer warranty, so any faulty locomotive should be returned for repair before fitting a decoder. Always keep your receipts too – just in case.

Check whether the head and tail lights in diesel and electric models (where fitted) are functioning correctly.

Read the instructions provided with the model, because they contain important details regarding decoder installation, and where the body retaining clips and screws are located.

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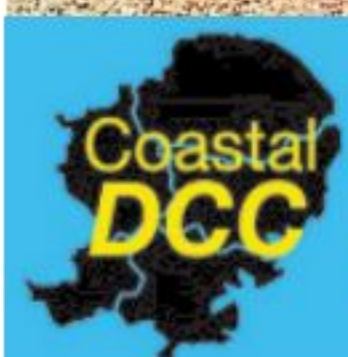


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Consider isolating TV interference suppression capacitors fitted across motor terminals and elsewhere in the model. While manufacturers do not recommend this practice, the action of such components can cause erratic running with decoder-fitted models.

Read the instructions!

Read the manual supplied with the decoder, for there might be something you have to factor in when using that particular type of decoder. Manuals also contain useful information on checking the address when testing the installation, and what the configuration variable (cv) values represent, together with values for certain features. One very important thing to know is how to reset the decoder to factory settings if you get in a muddle over making changes to the cvs. Don't worry if you lose track of your settings: experienced users do that from time to time, too!

Tools and materials

You do not need a large selection of work bench tools for decoder

installation, particularly if your installations involve the use of interface sockets, and at the very least the work bench should be equipped with a foam cradle, or even just a piece of foam from a stock box, to protect the locomotive body when working on it.

Fine jewellers' screwdrivers are essential for releasing body screws, and electrical insulation tape or thin 'Kapton' tape is required to provide insulation for the decoder. Also consider having double-sided foam tape, tweezers and somewhere safe to put components when working on the model to hand, such as a small box or tray. Small pieces of styrene card are very useful for holding diesel locomotive body shells away from chassis clips so they can be easily released.

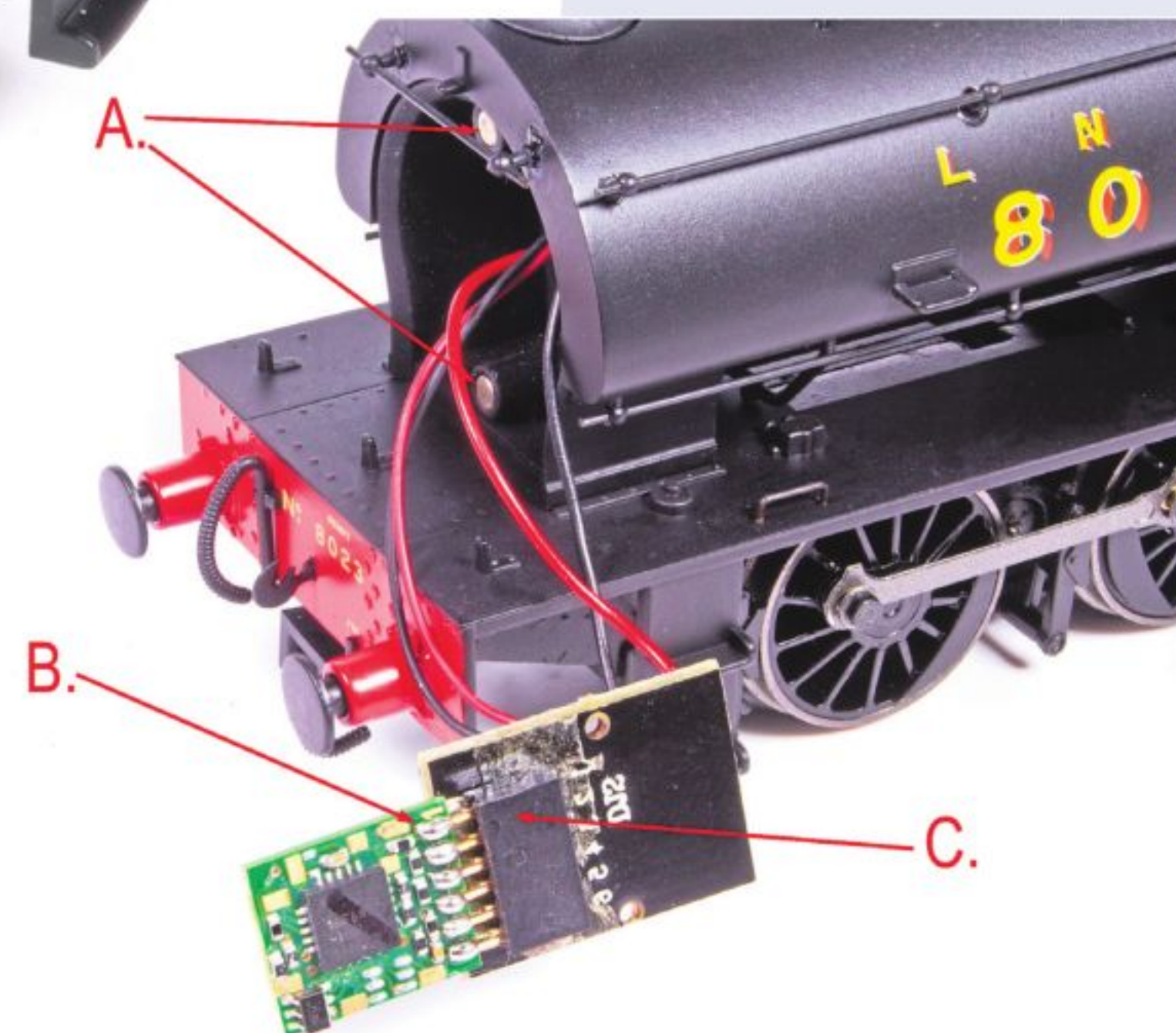
Your work bench should be equipped with the following, including a soldering iron, solder and flux for hard-wiring projects and installing sound speakers. The rolling road featured in this article is made by KPF Zeller and is sold in the UK by Ten Commandments Models

5



5. Decoder fitting to the DJ Models' J94 is simple, for the smoke box door is secured with two tiny magnets, making it easy to slide to one side.

6. Inside the smoke box is the circuit board with decoder socket and analogue plug, so two minutes later the conversion is complete with a six-pin decoder! Note the securing magnets (A), position of pin No. 1 (B) and the interface socket (C).



6

(<http://tencommandmentsmodels.co.uk/product-category/miscellaneous/rolling-roads/>).

Electrical insulation tape or Kapton tape.
Double-sided adhesive foam tape.
Jewellers' screwdrivers.
A selection of 0.6mm electrical cable.
Soldering iron with 1mm tip
Electrical solder.
Non-corrosive solder flux.
Soldering sponge.
Needle files.
Tweezers.
Scissors and wire strippers.
Hacksaw (for modifying split frame chassis).
Bench vice.
Fibre scratch pencil.
Wet and dry abrasive paper.
Black plumbers' sealant to prevent leakage from lighting circuits.
2:1 heat shrink sleeve.
Copper-clad sleeper strip.
Notebook or forms to record cv settings.

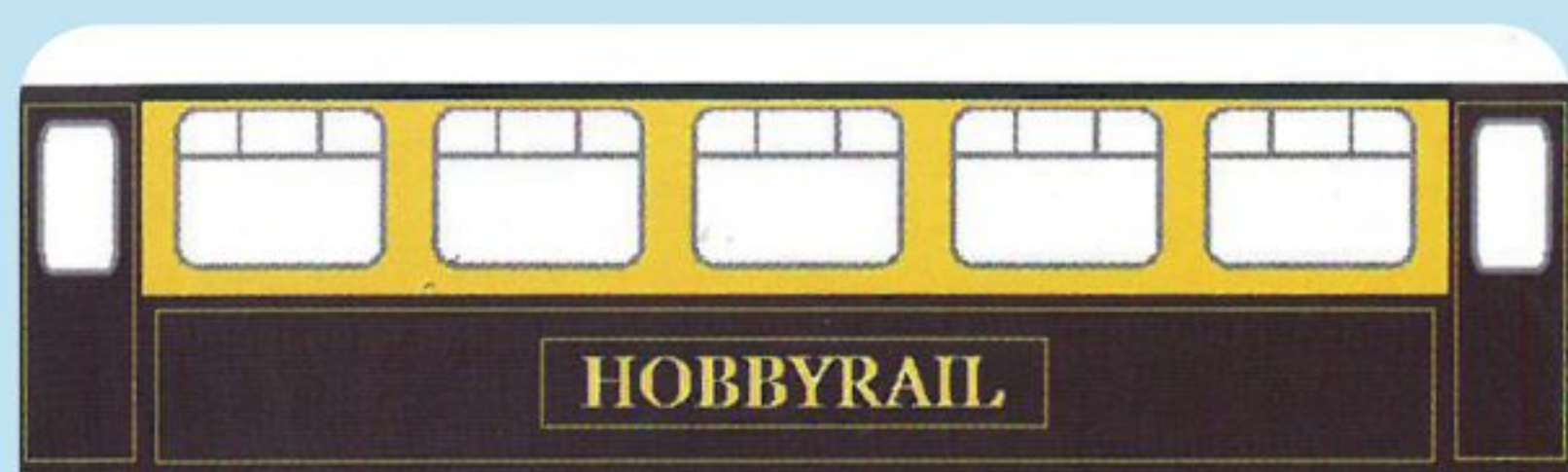
In addition, consider having a small number of adaptors to hand so

that, for example, an eight-pin fitted decoder harness can be plugged into a 21-pin interface.

Basic principles

Instruction leaflets supplied with DCC-ready model locomotives provide specific details about how to fit a decoder, so it's worth reading them

before starting work. Key information includes locating all of the securing screws and, in the case of certain specific models, where the decoder is actually located! Once the body shell has been removed, the dummy interface plug is usually simple to locate, being plugged into the interface socket.



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Tech talk

7



Let's assume that the model is in good working order. The analogue plug is removed from the socket and put in a safe place, just in case returning the model to conventional DC control in the future ever arises. Next, carefully examine the circuit board adjacent to the socket and identify pin No 1 – it should be marked on both the instruction leaflet and circuit board. This ensures that the decoder is plugged in the correct way round so that all on-board features such as lighting function correctly. Don't panic if you do plug a decoder in the wrong way round, for it's unlikely to cause damage, but the lights might not function correctly and the model will run in reverse to others in the collection. For eight-pin connections, the orange wire of the decoder harness should be aligned to Pin No 1 of the socket, while 21-pin decoders are aligned with the connection block uppermost. Six-pin decoders have a spot adjacent to pin No 1, while 'NEXT18' decoders can be fitted only in one orientation.

Next, look for any chance of the decoder touching a metal component

or surface before testing the installation. Smaller models are being made increasingly of finely die-cast metal sub-assemblies, including bodies and frames, to incorporate as much weight as possible, and they will short a decoder that comes into contact.

Also look for problem spots under a circuit board, just in case solder points make contact with metal components. It's good practice to add insulation tape to any metal surfaces if there's any chance that the decoder comes into contact with them, even if the decoder has an insulation sleeve.

Kapton tape is very thin, and has high insulation properties, making it ideal for confined space decoder installations.

Decoders can be secured with double-sided foam pads, double-sided tape and even a small strip of insulation tape. Do not completely wrap the decoder in tape, though, for many require an air flow to assist with heat dispersion and normal operation, even those with an insulating sleeve.

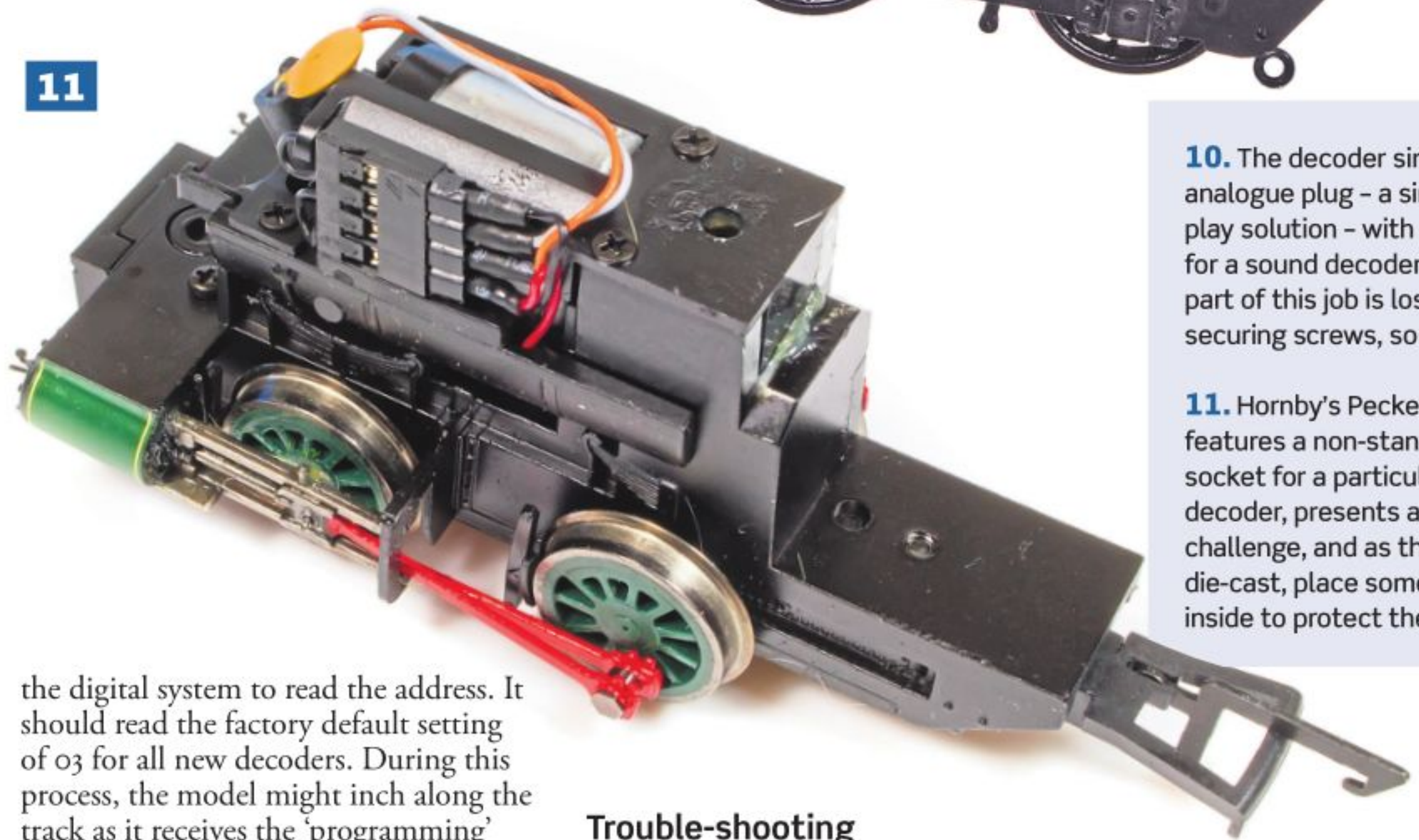
When the decoder is fitted, place the model on the 'programming' or 'service' track to test the installation by asking

10



10. The decoder simply replaces the analogue plug – a simple plug-and-play solution – with plenty of room for a sound decoder. The easiest part of this job is losing the tiny body securing screws, so keep them safe!

11



11. Hornby's Peckett 0-4-0ST, which features a non-standard four-pin socket for a particular Hornby decoder, presents a decoder-fitting challenge, and as the loco body is die-cast, place some insulation tape inside to protect the decoder.

the digital system to read the address. It should read the factory default setting of 03 for all new decoders. During this process, the model might inch along the track as it receives the 'programming' commands, and when the address has been confirmed, select a unique address for the model. When this is confirmed, remove the model, tuck in any wires so that they are not pinched between the body and chassis, and refit the body. Don't force it if the decoder turns out to be a tad too big, but rather rethink your decoder choice if this turns out to be the case.

Trouble-shooting

Rarely does a 'plug-and-play' installation cause a problem, and conversion should be routine. Real problems arise from pinched wires or the inadequate masking of exposed metal which will short decoders, and such contact usually destroys the decoder or at least disables it. Experienced DCC users are no strangers to this experience, and when smoke escapes from the decoder there's no way of returning it, no matter how hard one tries!

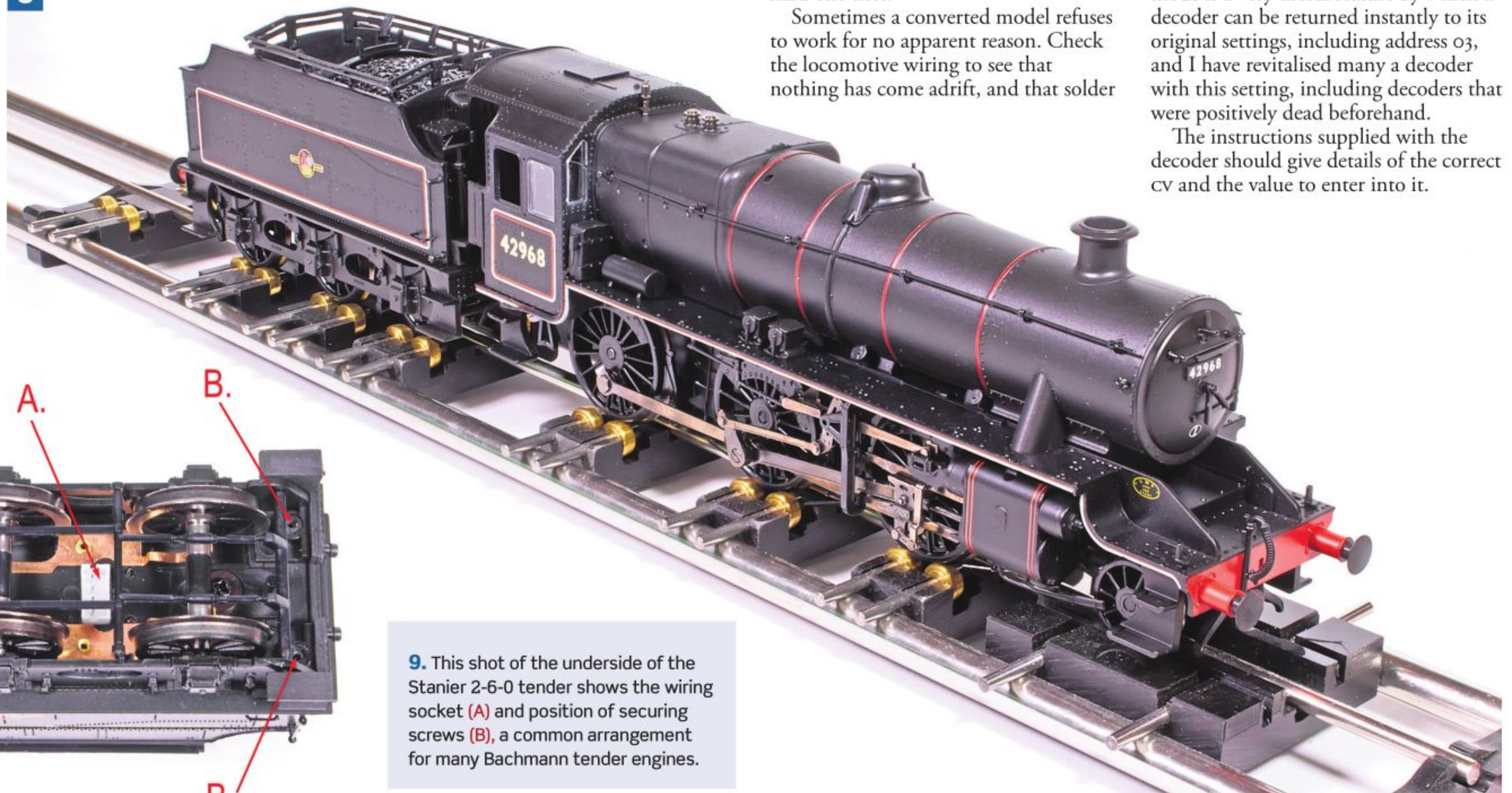
Sometimes a converted model refuses to work for no apparent reason. Check the locomotive wiring to see that nothing has come adrift, and that solder

points on the underside of the circuit board are not coming into contact with metal. One experience I had with an eight-pin socket was discovering that underside solder points were touching a brass flywheel of a Heljan Class 33, a problem easily solved with insulating tape, so it's worth taking a look under the circuit board.

As mentioned earlier, the factory reset mode is a very useful feature by which a decoder can be returned instantly to its original settings, including address 03, and I have revitalised many a decoder with this setting, including decoders that were positively dead beforehand.

The instructions supplied with the decoder should give details of the correct CV and the value to enter into it.

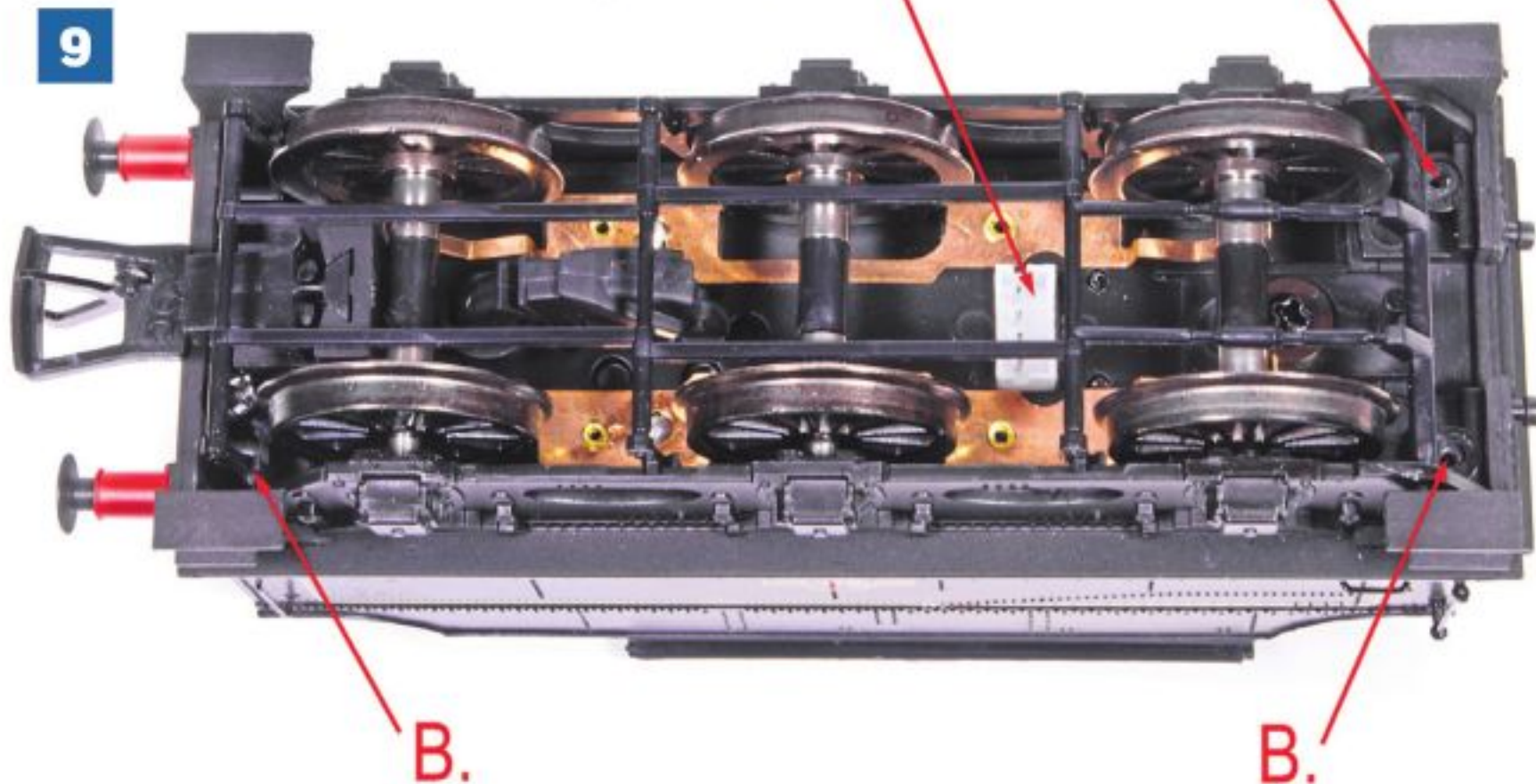
8



7. The Hatton's Model 14XX locomotive was designed by DJ Models and features the same design of smokebox door as the J94, which opens to reveal a six-pin DCC interface socket.

8. Tender engines such as Bachmann's Stanier Mogul (seen taking a run on the KPF-Zeller rolling road) have the luxury of space in the tender for sockets and speakers for digital sound. Wires link the tender to the engine, usually with a plug and socket to allow the tender to be uncoupled for maintenance and other modelling work.

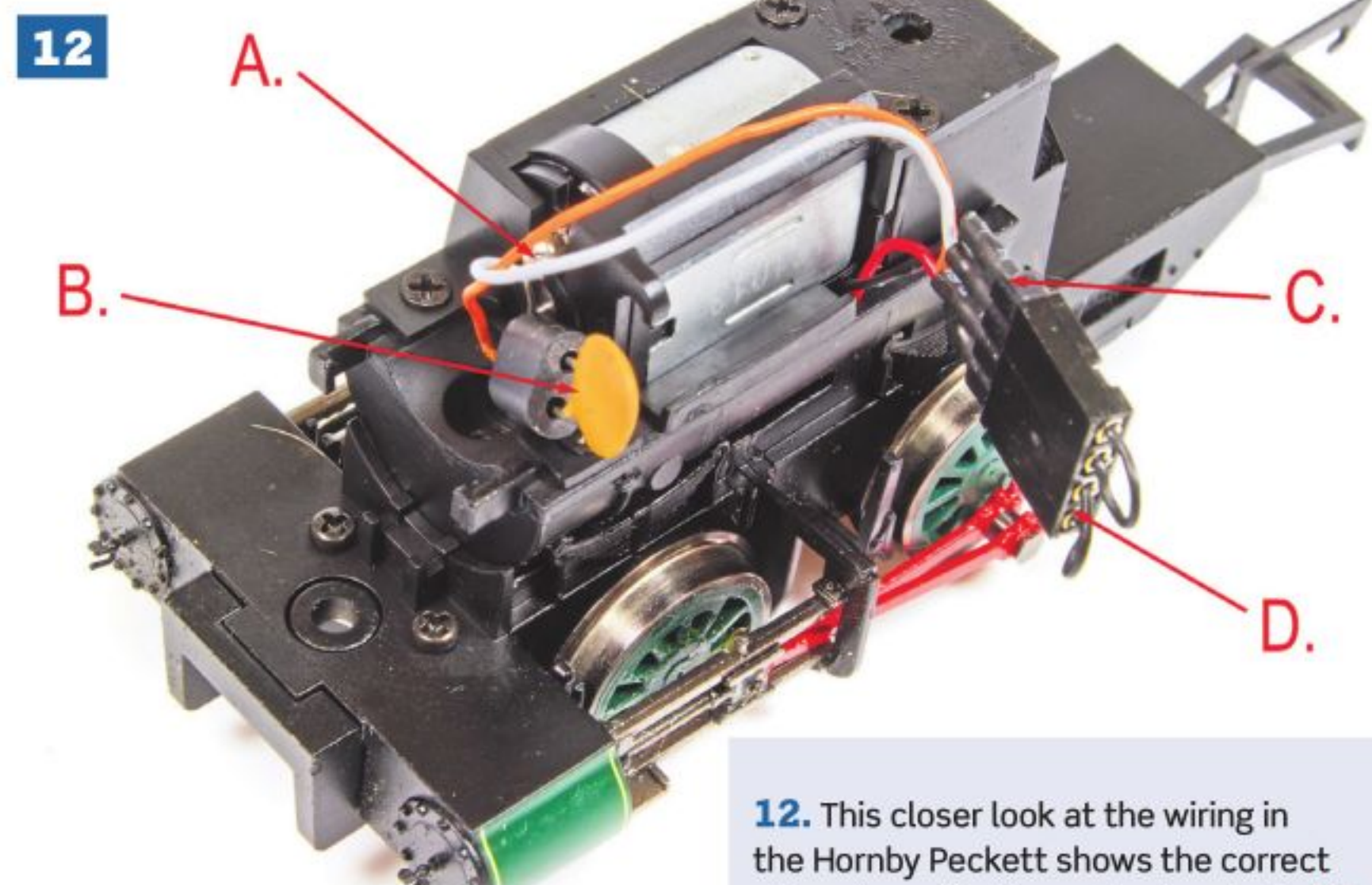
9



9. This shot of the underside of the Stanier 2-6-0 tender shows the wiring socket (A) and position of securing screws (B), a common arrangement for many Bachmann tender engines.

Letters

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Clearly, a model should be in full working order and tested before a decoder is installed. Should it fail to run after installation, even though it was fine beforehand, this indicates a problem with the model's electrics or the decoder itself. In the case of the former, return the model to the retailer for repairs or replacement. In the case of a faulty decoder, look up the warranty cover and see if it cannot be repaired or replaced. It's worth trying the decoder in another model to check that it is not at fault.

DCC-ready decoder installation should be a routine job taking only 10 minutes or so per model to complete, and less so for models with access points to the interface socket, avoiding the need to remove the body shell. With the DJ Models J94 'Austerity' locomotive, for instance, the decoder interface socket is conveniently hidden behind a removable smoke box door.

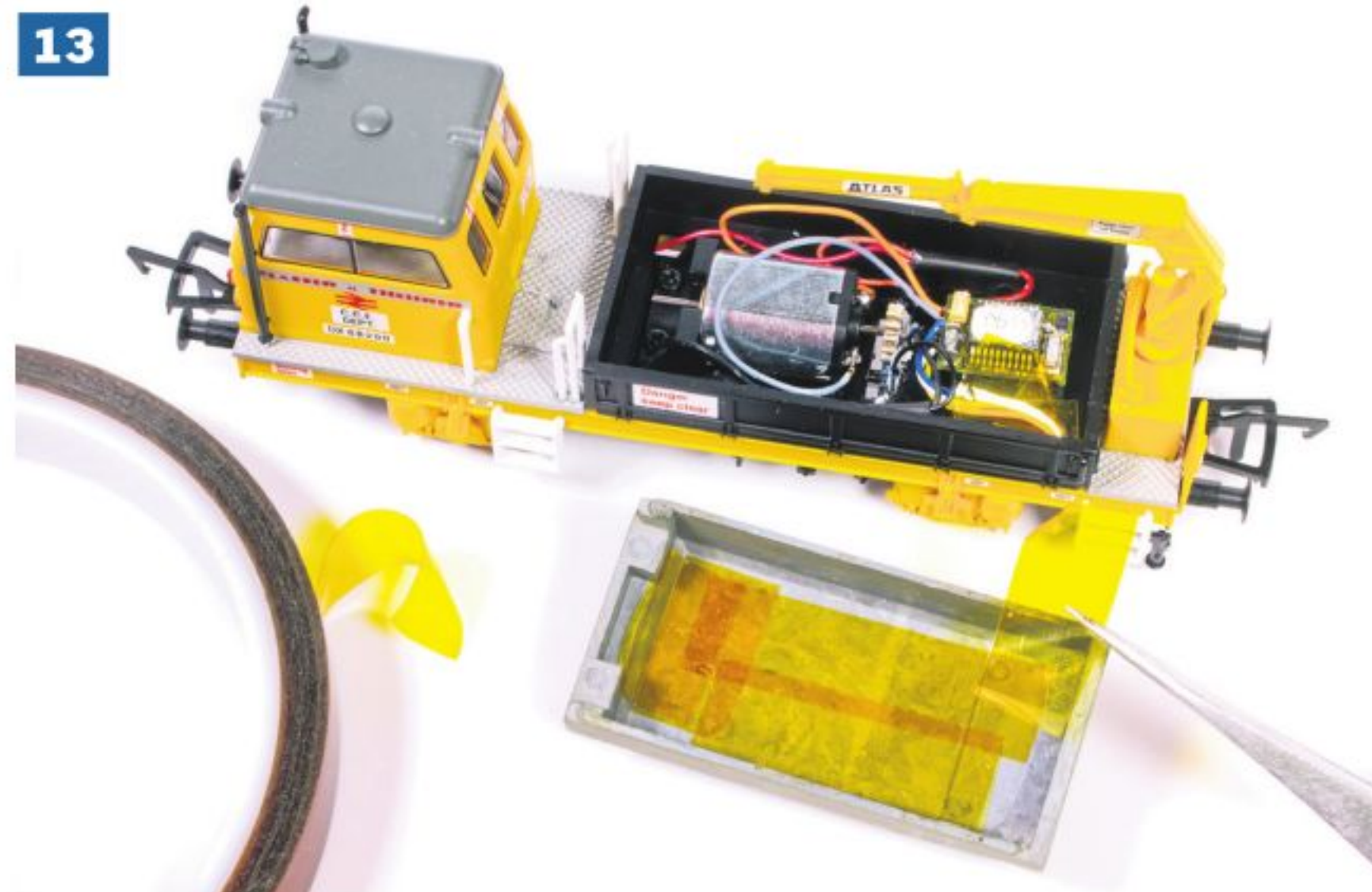
Basic tools and a tidy workbench area are all that is necessary for a clean and tidy decoder installation, so do not be

12. This closer look at the wiring in the Hornby Peckett shows the correct wire colours for the motor terminals (A) to match decoder wire colours. A TV interference suppression capacitor is fitted to this and many other models (B). No manufacturer will recommend their removal, even though they can disrupt DCC signals. Note the non-standard four-pin plug to suit a proprietary Hornby decoder (C) and the analogue plug (D).

13. Always look for exposed metal surfaces that might come into contact with your decoder, and cover them with insulation tape such as Kapton, which is thin but will stick to most clean surfaces. The die-cast metal load in the Bachmann Plasser OWB10 maintenance vehicle is a good example of this situation.

put off by the apparent complexity of this task – it's literally 'plug and play'!

• In the next article about DCC, the subject of hard-wiring decoders will be covered, so dig out a soldering iron and be prepared to do some installations the old-fashioned way – with harness wires!



Ferroequinologists, that's what we are!

The collective noun for railway enthusiasts that Sarah Palmer was seeking in the March issue is ferroequinologists/tes. It was coined, I think, about 30 or 40 years ago, possibly by the Model Railroader team, and used by the late Terry Baxter in his Beira Railway history (1998) and me in my Zambesi Saw Mills logging railway history Sitimela in 2005.

I've been a modeller and railway enthusiast since the Christmas 1941 arrival for five-year-old Geoff of a small second-hand Trix Twin collection, all that was available at that time during the war in my home town of Heywood, north of Manchester (to my later disappointment when Hornby-Dublo began to reach the shops a year or so after VE Day) but it served well into our family's economic migration to south central Africa, via Botswana, in 1951.

African steam was an immediate attraction as my Plumtree School classroom desk overlooked the main line between Bulawayo, Mafeking/keng and ZA, while 'school' travel was all by Rhodesia Railways train.

Although a steam enthusiast by age and inclination, I've become used to diesels, and the power of a three-unit loco set starting a 50-bogie loaded train never fails to impress. I just like trains!

Post-school study, starting a career in the Colonial Forest Service in Northern Rhodesia, marriage to a ferroequinologiste Gwen (she had no choice and knew it!) took us to 1971 and an economic-socio move 'back' to Rhodesia and an opportunity to begin a major interest in Hornby-Dublo three-rail which continues today.

I run a small roft x 5ft layout in our local MOTH (war veterans') Hall, with two HD3 and one two-rail circuit simply to watch vintage trains run, scenic-ed (sic) as in the 1950s and 60s with Airfix, Superquick, Bilteasy etc. and contemporary vehicles and people.

It provides interest among visiting adults and children, and helps conservation of surviving 'vintage' stock, as I'm a member of the HRCSA ZA Branch.

I received my copy of RMM from a fellow 'ferroeq' who's now back in the UK and also subscribes to one of the glossy modelling magazines – but my eyes water at today's prices!

Keep up the good work.

Geoff M Calvert,
Esigodini, Zimbabwe



Penelope and her three coaches make a pretty picture on the incline at Pear Tree Junction, at the North Ings Farm Museum.

2ft-gauge gems at Ings Farm

Following a recent bright and sunny visit, I thought readers might like to see a couple of pictures of the 2ft gauge line at the North Ings Farm Museum.

Since my previous visit, Malcolm and the rest of the team have continued to revamp the museum,



This little mishap had occurred earlier in the day.



Bullfinch was undergoing minor repairs in the workshop in readiness for a repaint.

including replacing a number of sleepers and re-ballasting some of the track.

At their steam locomotive Swift was still awaiting her new boiler, Motor Rail Penelope was the loco in charge for the day.

Graham Lilley,
Email

Service with a smile at Burslem

I'd like to nominate my local model shop for a feature in your publication.

The Hobby Goblin at 54 Hamil Road, Burslem, Stoke-on-Trent ST6 1AU, has to be up with the best, for the service and advice is second to none, there is no pressure to buy, and the on-line prices are the same as those in

the shop.

I've seen the owner, Steve Faulder, a former biology teacher, spend ages with prospective new modellers, and there is often time to chat with fellow enthusiasts in the shop.

Gary Sneyd,
Stoke-on-Trent

Colouring white edges

Following Pete Kelly's piece about colouring in the white edges on card kit buildings (June issue) some readers, like myself, might find it easier to use the water colour pencils available from art shops rather than paints.

Bob Allaway,
Wood Green, London

Write to us

Get in touch by emailing: RMModellingeditor@mortons.co.uk or send letters to:
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TMC – ahead of the game for 20 years

Pete Kelly visits a thriving model railway business set among the idyllic North Yorkshire Moors offering a wide range of skilled services to the railway modeller.

WHEN I RANG TMC'S ALEX YATES to arrange this interview, he said: "You can come as soon as you like, Pete – I'll be there at eight in the morning" – so the very next day I set off from my Lincolnshire home at 3.45am, determined to be with him right on time.

Arriving about 45 minutes early, I pulled into a lay-by on the road to Beck Hole, near Goathland, where The Model Centre is situated, to stretch my legs and admire the breathtaking moorland scenery, the heather already turning to a rich purple as lapwings cried frantically in a bid to distract me as they circled above.

What a place to have a shop – particularly as it's only about 100 yards away from the North Yorkshire Moors Railway that passes below!

While about 90% of TMC's sales are by mail order, a visit to their bright and well-stocked premises always brings a warm welcome, with large glass cabinets crammed with model locomotives, some exclusively commissioned from Bachmann, and a large number of them boasting TMC's expert weathering techniques in various degrees.

Other services offered by the firm include DCC and DCC sound fitting, renumbering and renaming with etched nameplates, fitting add-ons such as real

coal, engine crew, lamps, fire irons and those incredibly fiddly detailing packs (especially in N) that are now supplied with many model locomotives.

Originally Trafford Model Centre, TMC was started in 1998 by Alex's dad Chris (who occasionally appears in the shop but is usually somewhere on site with the holiday cottages). Seven retail outlets were established in shopping centres throughout the country. Chris certainly knew what he was doing, because he'd been a Hornby rep for 30 years since leaving school.

Weathering

"We were the only shop offering commercial weathering at the time," said Alex, "and we've also been doing exclusives since 1998, one of the earliest being a 12 Ton Tank Wagon 'The Kalchester Manufacturing Co. Ltd' [33-675Y]."

Another was a Manchester Collieries' set of three mineral wagons as this fitted in with being local with the Trafford Centre, Manchester, store.

Many others have followed, from steam and diesel locomotives to their first 'new tooling' horse boxes a couple of years ago, and the latest locomotive commission from Bachmann, due for release next year, is a former LNER G5 0-4-4T originally designed by Wilson Worsdell for the North Eastern Railway and built between 1894 and 1901.



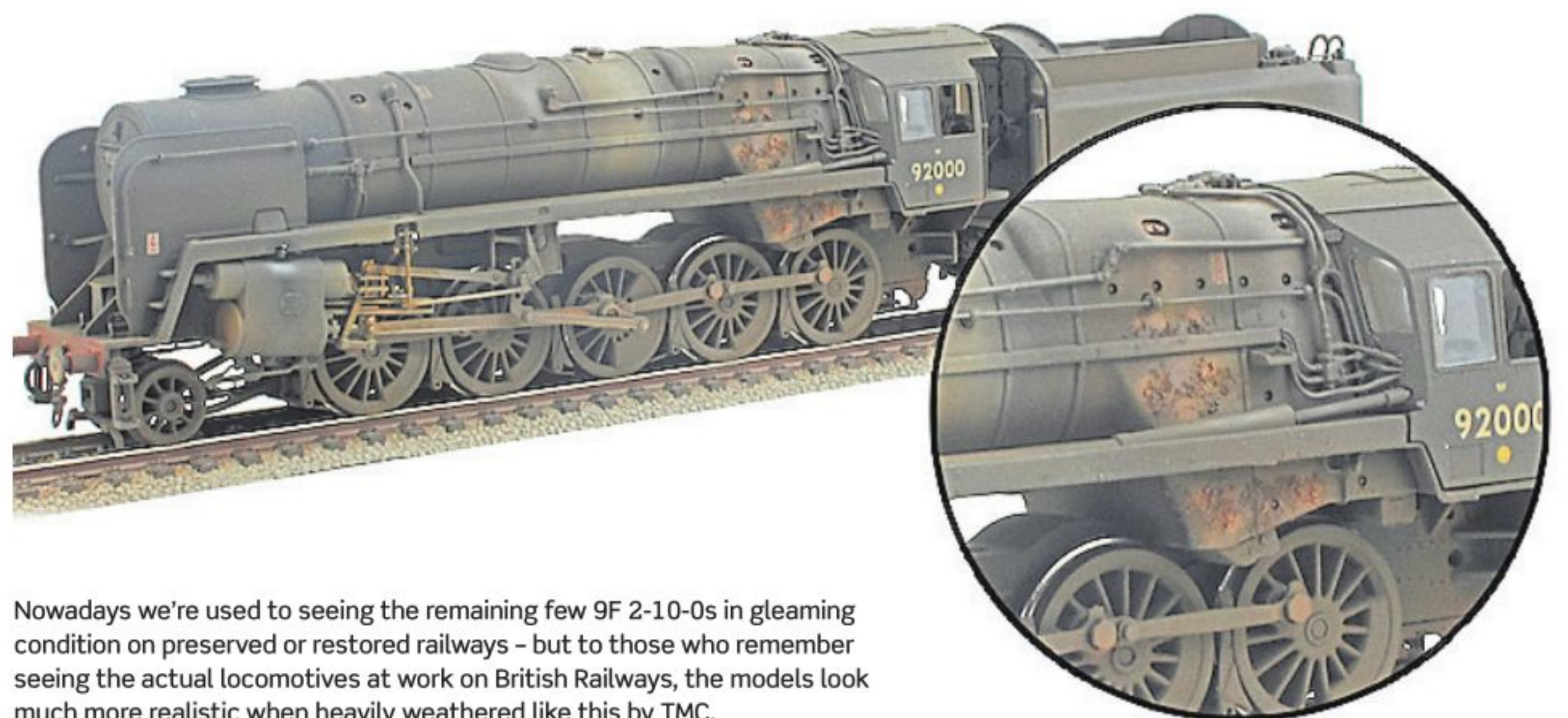
One of TMC weathering specialists is seen at work.



Under a cloudless sky, with the North Yorkshire Moors Railway only a stone's throw away, this is TMC's model shop and workshop (known as 'the chicken shed') at Beck Hole.



This former North Eastern Railway G5 0-4-4 tank locomotive will be released as a TMC limited-edition OO-gauge model next year.



Nowadays we're used to seeing the remaining few 9F 2-10-0s in gleaming condition on preserved or restored railways – but to those who remember seeing the actual locomotives at work on British Railways, the models look much more realistic when heavily weathered like this by TMC.



With shelves crammed full of models in TMC's shop at Beck Hole on the North Yorkshire Moors, Alex Yates (left) is seen with their exclusive Class 66 in DB livery while Michael Simmonds shows off their exclusive Scenecraft over-rail signal box on Saturday, July 7.

It will have a Next 18 Decoder interface, fitted speaker and firebox LEDs, and sound-fitted and weathered options will be available from the TMC workshop (see also news pages).

"We have a proper pre-order system coming very soon, with the launch of a brand new website, where no money will be taken until the models are ready for dispatch. This will coincide with our 20th anniversary celebrations in September," said Alex.

Weathering locomotives and rolling stock properly is a labour-intensive activity, and can take many hours to do depending on the level required, that ranges from a standard light, medium or heavy all the way to custom deluxe, this is the best quality weathering TMC offer where they will interpret photos if needed and weather to your exact requirements.

Exclusively commissioned products don't stop at the trains, for TMC also ordered through Bachmann detailed ready-to-stand models of the well-remembered Goathland buildings in TV's much-loved Heartbeat series, including the Aidsfield Arms, Aidsfield Garage, Goathland Church and the Birch Hall Inn.

After TMC was taken over by Modelzone in the early 2000s, Alex's parents bought Hill Farm, Beck Hole, Goathland, Whitby YO22 5LF to renovate and have some holiday cottages built in 2005, but when Modelzone expressed a wish to move the headquarters down south, the family bought back the trade name and set up at the present location around 2006. Moor View holiday cottage – the first one – opened in October 2006 and The Dairy and The Byre in January 2007.

While Alex always had a rough interest in model railways, his speciality is what goes on behind the scenes, from websites to stock management systems. It's all fully automated and set up to be

as efficient as possible.

Stocking a full range of Bachmann, Graham Farish, Hornby, Dapol and Heljan models, TMC now also serves the fast-growing interest in American HO steam and diesel locomotives. It also sells scenic items of every kind from firms such as Woodland Scenics, Evergreen, Noch, Gaugemaster and Scenecraft, not to mention Wills Kits and items from Peco, Oxford, Slaters, Humbrol and Preiser.

Interest in Japan

The Model Centre sends orders all over the world, with a particular modelling interest coming from Australia and America. There are even some customers in Japan!

Being set in such a remote, beautiful and idyllic location doesn't mean that TMC doesn't come into personal contact with thousands of potential customers, because Alex and the team attend big shows all over the place with a massive stand that takes about eight hours to set up! "About 150 models are transported and carefully placed into position in a glass cabinet every time, and that's just the locomotives," said Alex. "There are also well over 500 wagons and coaches all expertly weathered by hand in our workshop."

Their coming attendances will include the Great Electric Train Show at Milton Keynes in October, the giant Warley Model Railway Exhibition at Birmingham's NEC on November 24-25, the BRM Show at Peterborough on December 8-9 and, next year, the big model railway show at the Scottish Exhibition Centre in Glasgow at the end of February.

As well as Alex and Michael Simmonds, who were at work on the Saturday morning of my visit, today's staff includes Chris Duncan, Richard Sawyer, Paul Gallon, Andrew Heslington and Robert Perkins.

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Graham Farish 'N' aggregate hopper wagon

Bachmann has re-released its RMC JGA bogie aggregate hopper in N gauge. **Nigel Burkin** revisits this useful model.

BACHMANN HAS REISSUED THE useful JGA bogie aggregate hopper wagon of the type operated by RMC from its works at Peak Forest in the Derbyshire Peak District before its acquisition by the Cemex Group.

The model has been released several times before, in pristine RMC orange and white, together with a model of the Tarmac version which was fitted with roof hatches and a similar wagon finished in Buxton Lime Industries blue and white.

The new model is numbered RMC 19231, which is correct for a model of one of the final batch of 27 wagons numbered RMC 19220-246 and built by Tatratroj Poprad of Slovakia in 1997.

The wagon differs from earlier designs of JGA aggregate wagons used by RMC, one of which featured an attractively curved hopper body (RMC 13701-712 and RMC 17201-224) for which a kit is available to N Gauge Society members.

The featured model has an angular rather than curved hopper, with the brake equipment located under a cover at the ends of the wagon. Access to the equipment is via hinged doors. One end is equipped with an inspection platform and steps, something not present

on the BLI-registered wagons nor those operated by Tarmac (equipped with covers).

The RMC JGAs were operated from Peak Forest to road stone terminals at Leeds, Washwood Heath, Ely, Salford, Selby and Bletchley. Some terminals were served by daily trains while others received loads on a less frequent basis, sometimes weekly, depending on demand for construction aggregates. Since the early 1990s, Class 37s until the introduction of Class 66s, with Class 60 locomotives still putting in an occasional appearance. In recent times, the RMC group was acquired by Cemex, resulting in many of the JGA fleet having the familiar RMC logo applied to the wagon sides painted out.

First impressions are of a large and impressive model with accurate proportions when compared to published data, and a bright, accurate livery which survived on the wagons as late as 2009. It is now offered in RMC orange with cream top band and RMC logos with factory-applied weathering. This batch of wagons was not adorned with the 'Roadstone' legend, unlike earlier builds of JGA wagons used by RMC.



Bachmann has reissued its useful 1997-built JGA bogie aggregate hopper wagon in weathered RMC livery. A plain grey version with VTG markings is also now available in the shops.

The shape of the hopper body, together with the end door details, is well represented, including the angle of the top panels and with good quality of assembly of the ends and sides mouldings. Moulding marks are apparent on the inside face of the hopper sides, but these can be removed with a small square of wet and dry paper glued to a piece of styrene card.

The underframe is equipped with the correct format of hopper doors and three of them, as per the prototype. They include a fair representation of the discharge equipment and clam shell doors. The solebar is sharply moulded, with headstocks featuring very nice representations of rectangular buffers, moulded in plastic and even includes the coupling hooks.

No brake pipe detail is supplied with this model.

Although featuring some sharp detail, the fabricated Y25 bogies have the brake blocks moulded as part of the bogie frame and not in line with the wheels. The coupling pocket is moulded as part of the bogie frame and enables the Rapido-type coupling to be easily removed and replaced with other designs of coupling. Wheels are composed of metal and chemically blackened, resulting in a free-rolling model which runs comfortably through Peco Streamline code 55 track without difficulty.

Several parts of the model are fitted with stand-alone parts, including the end platform and footstep which are unique to the RMC wagons. The steps are applied as two mouldings, and the one fitted to the end cover is nicely moulded and painted to match the hopper body. The transverse end platform clips into two holes in the base of the end platform cover and has never been a comfortable fit – better on this version of the model compared to earlier releases.

A weathered version of RMC livery is applied to the model, and the finish is very good, with dense colours and sharp printing. This applies to the whole wagon, including the printed details and paint application to the underframe.

MODEL DESCRIPTION:
1997 JGA bogie aggregate hopper wagon.
For 1:148 scale, N gauge.
377-100B Weathered JGA in RMC orange No. RMC 19231.
377-103 Weathered JGA in VTG grey as No. VTG 19214.
Price for both versions: £36.95.
www.bachmann.co.uk

The RMC markings are accurate for this version of the JGA, together with the black printed data panels. Weathering is nicely executed, with just enough light dust and grime to dull down the livery and bring out the underframe and bogie detail in a manner consistent with aggregate wagons.

The model provides an excellent basis for creating some interesting block freight trains, particularly when teamed up with models of the earlier design of JGA made up from the N Gauge Society curved body JGA kit (Kit No. 28). A load can be easily created to fit the hopper body, and with powerful models of Class 60 and Class 66 locomotives available in N gauge from Graham Farish, there is plenty of scope to use the model.

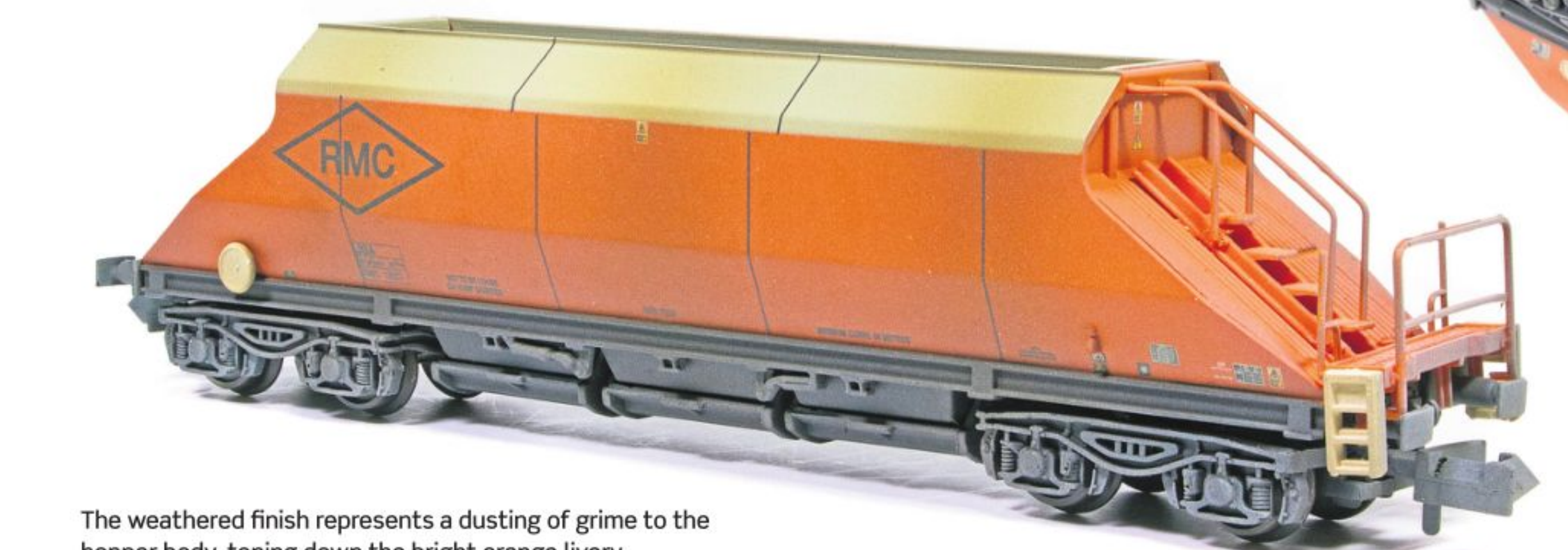
Only one end of this type of wagon is fitted with cross walkways and access steps. The brake equipment is protected from aggregate spillage and dust by the sloping cover on the full-size wagons.



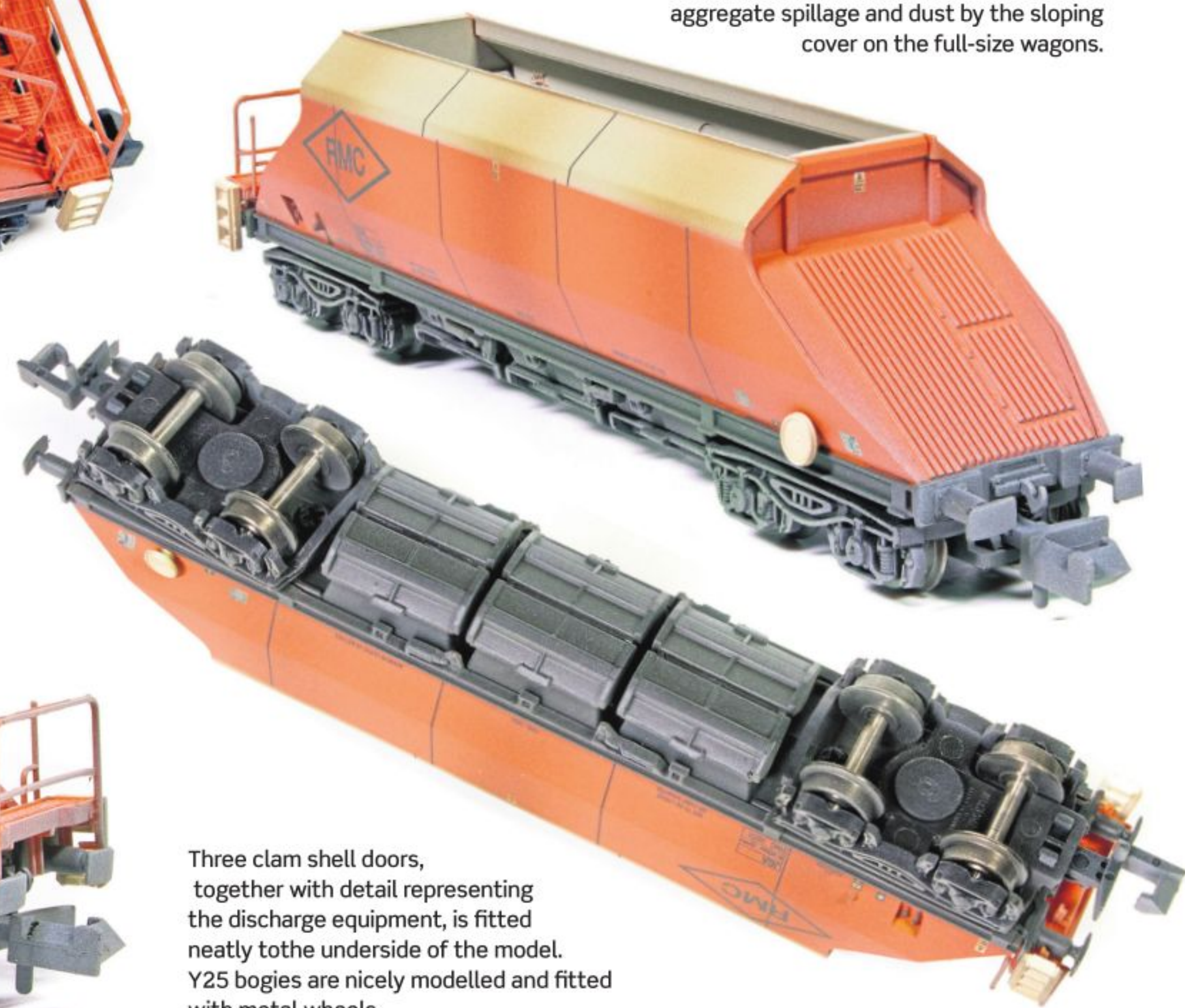
Assembly of the model's sides and end mouldings is neatly executed, with separate details neatly applied without traces of glue.



The interior of the hopper has the correct dividing panels relating to the discharge doors. There is a small moulding mark on the inside which can be removed with fine abrasive paper.



The weathered finish represents a dusting of grime to the hopper body, toning down the bright orange livery.



Three clam shell doors, together with detail representing the discharge equipment, is fitted neatly to the underside of the model. Y25 bogies are nicely modelled and fitted with metal wheels.

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Dates for your diary

RM MODELLING LISTINGS August 2018

At RMM we make every attempt to include all diary date listings but due to the increasing popularity and limited space we can no longer guarantee to include all events. Paid-for listings will always be included. Please contact: lyoung@mortons.co.uk

MUSEUMS

Open Tuesday to Sunday Brighton Toy and Model Museum. 52/55 Trafalgar Street, Brighton, West Sussex BN1 4EB. www.brightontoymuseum.co.uk 10am-5pm (Saturday 11am-5pm). See website for admission prices.

Open Sunday-Friday 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.

Open Saturday-Monday Famous Trains Model Railway.

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

Open most weekends and Bank Holidays Pendon Museum of Miniature Landscape and Transport.

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

CLUBS

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

Cardiff Model Engineering Society. King George V Drive East, Heath, Cardiff, CF14 4AW. New members welcome. The club has 3½ inch, 5 inch & 7¼ inch outside track as well as a 32mm & 45mm garden railway, and a 15 inch ½ scale tramway. Inside there is an OO gauge layout, an extensive workshop which includes many metalworking machinery and a comprehensive library of books that members can borrow. Non-members are welcome at all the meeting times below, but please arrange visit in advance. Meeting times: Monday - 7pm to 9pm - OO meeting night; Tuesday - 7pm to 9pm - Workshop; Wednesday - 7pm to 9pm - Garden Railway meeting night; Thursday 7pm to 9pm - General meeting nights (includes talks, demonstrations or bring-and-buy evenings); Tuesday/Saturday/Sunday mornings - Club open for general maintenance work. For all enquiries, please contact Rob Matthews 029 2025 5000 10am to 5pm or secretary@cardiffmes.com and www.cardiffmes.com

EXHIBITIONS JULY 28 Bridport & District

Model Railway Club Exhibition. Sir John Colfox Academy, Ridgeway, Bridport, Dorset DT6 3DT. Opening Times: 10am-4pm. Prices: Adult £5, child £1, under fives free.

Barnstaple & District Model Railway Exhibition. Christ Church, Bear St, Barnstaple EX32 7BU. Opening times: 10am-4pm.

JULY 28-29 Colwyn Model Railway Club annual exhibition. Craig y Don Community Centre, Queens Road, Craig-y-Don, Llandudno LL30 1TE. Opening times: Saturday 10am-5pm, Sunday 10am-4pm. Prices: Adult £4, Under-18 £3.

Railx NE (organised by the Blyth & Tyne Model Railway Society). John Spence Community High School, Preston Grange, North Shield, Tyne & Wear NE29 9PU. www.railxne.com Opening times: Saturday 10am-5pm; Sunday 10am-4pm. Price: Adult £7, child £3, family (2+2) £16.40

South Coast Model Railway Club Exhibition. Arnewood School, Gore Road, New Milton, Hants BH25 6RS. www.southcoastmodelrailwayclub.co.uk Opening times: Saturday 10.30am-5pm; Sunday 10am-4pm. Prices: Adult £5, child £3.50, family (2+2) £15.

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

AUGUST 4 Train Collectors' Society Summer Show. The Stadium, Guttman Road, Stoke Mandeville, Aylesbury, Bucks, HP21 9PP. Opening times: 10am-5pm. Prices: Admission £4.50, accompanied children under 10 free. Tel: Bryan Pentland 07801 818764.

Exmoor Rail - The Show Next To The Station. The Minehead Eye, Mart Road, Minehead, Somerset, TA24 5BJ. Opening times: 10am to 4.30pm. Prices: Adult: £5, Child: £1.50, Family: £11. Tel: David Nelhams 01643 706736.

AUGUST 4-5 30th Southwold Model Railway Exhibition. Saint Felix School, Halesworth Road, IP18 6SD. Opening times: Saturday 10am-5pm, Sunday 10am-4.30pm. Prices: Ages 18+ £7, 12-17 years £3, under-12s FREE admission.

Redcar Model Railway Exhibition. Redcar & Cleveland College, Corporation Road, Redcar, TS10 1EZ. Opening times: Saturday 10am-5pm; Sunday 10am-4pm. Prices: Adult £4.50, concessions £3.50, child £3.50, family (2+2) £12.50. Website: www.cmrc.club

AUGUST 5 Third Annual Toy & Train Collectors Fair. National Brewery Centre, Horninglow Street, Burton-on-Trent, DE14 1NG. Prices: Adults £4, children £1.00. Price includes entry to Brewery Museum.

Tel: National Brewery Centre 01283 532880 or Chris Eaton 07877 346371

AUGUST 9 The Association of Bexley Charities '78 Charity Toy and Train Fair. Falconwood Community Centre, 32 Falconwood Parade, The Green, Welling, Kent DA16 2PG. Opening times: 5.30pm-9.30pm. Prices: Adults £1.50, accompanied children free

AUGUST 11 Bexhill Model Railway Club Annual Exhibition. St Richards Catholic College, Ashdown Road, Bexhill-on-Sea TN40 1SE. Opening times: 10am to 5pm. Prices: Adult £5, child £2, family £12.

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

Silverfox Model Railway Exhibition. Silverfox Model Railway Club, Oakgrove School, Brickhill Street, Milton Keynes MK10 9JQ. Opening times: 10am-4pm. Prices: Adults £6, children £2. Tel: 01908 225249. Website: www.silverfoxdcc.org

AUGUST 11-12 Railwells 2018 including Scalefour Southwest Organised by the Wells Railway Fraternity, The Town Hall, Market Place, Wells, Somerset BA5 2RB. Opening times: Saturday 10.30am-5.30pm, Sunday 10am-4.30pm. Prices: Adults £6, accompanied child (14 and under) FREE. Tel: Chris

Challis 01749 938362 www.railwells.com www.scalefour.org

Ellesmere Model Railway Exhibition. Ellesmere Town Hall, Willow Street, Ellesmere, Shropshire SY12 0AL. Opening times: Saturday 10am-5pm; Sunday 10am-4pm. Prices: Adults £3.50, child (12-16) £1.50, Accompanied child (under 12) free. www.ellesmere-model-railwayclub.weebly.com

AUGUST 18-19 Pickering Model Railway Exhibition 2018. Memorial Hall, Potter Lane, Pickering, YO18 8AA. Prices: Adults £5, concessions £4.50, children go FREE (accompanied by an adult)

AUGUST 19 SRP Toyfair. Crofton Halls, Orpington, Kent, BR6 8PR. Opening times: 10am-2pm. Prices: Adults £2, children admitted free.

Astolat Model Railway Circle Open Day. National Trust Dapdune Wharf, Wharf Road, Guildford, Surrey GU1 4RR. Opening times: 11am-5pm. Prices: Adult £3.95, child £2.30, family £11.50, National Trust members free. www.astolatmrc.co.uk

Bishops Stortford Railway Society Annual Exhibition. Birchwood High School, Parsonage Lane, Bishops Stortford CM23 3LK. Opening times: 10.30am-4.30pm. Prices: Adult £5, child 6-16 £2, family £10. Website: http://bsrs.webplus.net

Northampton Model Railway Exhibition. Cogenhoe Village Hall,

York Avenue, Cogenhoe, Northampton NN7 1NB. Opening times: 10am-4.30pm. Prices: Adult £3, child £2, family 2+2 £8. Website: www.ndmrc.org

AUGUST 25 Southampton Toyfair. brought to you by Ron Lines, Blightmont Barracks, Millbrook Road West, Southampton, SO15 0AJ. Opening times: 10am-2.30pm.

AUGUST 25 Bournville Model Railway Exhibition. The Hollymore Centre, 8 Manor Park Grove, Northfield, Birmingham B31 5ER. Opening times: 10am-4pm. Prices: Adults £4.50, concession £3.50, children £1, family £9.

AUGUST 25-26 Inverness & District Model Railway Club Jurys Inn Hotel, Millburn Road, Inverness, IV2 3TR. Opening times: Saturday 10am-5pm, Sunday 10am-4pm. Tel: Gerry 07801 593637.

AUGUST 25-26 Ulster Model Railway Club. Methodist College, 1 Malone Road, Belfast BT9 6BY. Opening times: Saturday 10am-5pm, Sunday 1pm-5pm. Prices: Adults £4, concession £3, children £2, family £10. Features: 20+ layouts, trade and society stands, club sales table. Tel: Brian King 07712 261647.

Corris Railway Society Model Railway Exhibition. Y Plas, Machynlleth, Powys SY20 8ER. Opening times: 10am-4.30pm. Prices: Adult £4, senior £3.50, child £2, family £10. Email: enquiries@corris.co.uk

25th Anniversary Model Railway Exhibition. Hayle Model Railway Club & Duchy Railroaders, The Hayle Day Care Centre, Commercial Road, Cornwall. Opening times: Saturday 10am-5pm, Sunday 10am-4pm. Prices: Adults £5, children £2, family 2+2 £9, u-5s free.

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

AUGUST 29 South Croydon Toy & Train Fair. St John's Community Hall, Upper Selsdon Road, Selsdon, South Croydon CR2 8DD. Opening times: 6pm-8pm. Prices: Adult £1. Tel: Joe Lock 07866 641215.

AUGUST 31-SEPT 2 Bedford Model Engineering Society Gala. Summerfields Miniature Railways, Haynes, Bedford. 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. Open: 10am to 5pm. Prices: Adults £5, under 16s £3, senior citizens £4, and families (2+2) £10. All profits to Good Shepherd Church. Tel: Stuart Robinson 07758 458827. Website: www.ndmrc.info/Home/Tadworth.htm. Email: stuart.robinson27@outlook.com



NEW

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RAYLEIGH, KENT
SUNDAY 26TH AUGUST 10am-2pm
SWEYNE PARK SCHOOL, SIR WALTER RALEIGH DRIVE, RAYLEIGH, ESSEX, SS6 9BZ

BEXHILL ON SEA, EAST SUSSEX
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ST BARNABAS CHURCH, SEA ROAD/CANTELUPE ROAD, BEXHILL ON SEA, EAST SUSSEX TN40 1JG

WORTHING, SUSSEX
SUNDAY 2ND SEPTEMBER 10am-2pm
CHARMANDEAN CENTRE, FOREST ROAD, WORTHING, BN14 9HS

HERNE BAY, KENT
SUNDAY 9TH SEPTEMBER 10am-2pm
THE KINGS HALL, THE BEACON HILL, HERNE BAY, KENT, CT6 6BA

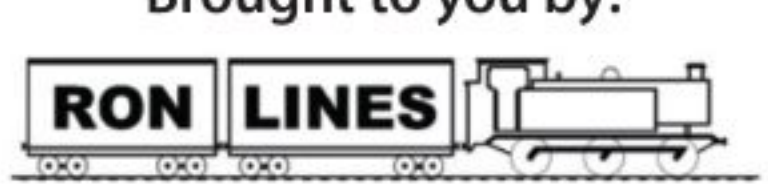
MIDHURST, SUSSEX
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RAILWAY Magazine GUIDE TO

Modelling

At RMM we make every attempt to include all diary date listings but due to the increasing popularity and limited space we can no longer guarantee to include all events. Paid-for listings will always be included. Please contact: lyoung@mortons.co.uk Tel: 01507 529454

25th Anniversary 25th Anniversary 25th Anniversary

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25th Anniversary 25th Anniversary 25th Anniversary

Model Railway Weekend

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Places to visit

Summer holidays laced with railway nostalgia

Ian Lamb enjoys a walking holiday with a difference as he explores the rail-side locations of two much-loved children's films -- with plenty to inspire the railway modeller as well.

TWO CHILDREN'S TALES immortalised in film – E Nesbit's acclaimed classic Edwardian story *The Railway Children* and Arthur Ransome's bright and breezy *Swallows and Amazons*, about six children on a 1929 holiday – might seem to many as rather dated today, yet I believe passionately that our younger generation could be just as inspired and enthused as those of more mature years who remember the original films being produced.

Ransome had a special talent for putting over the practical information that enquiring young minds and older ones alike devoured as the facts became an integral part of the plot. As Marjorie Billow put it: "In short, he showed how to have good fun and keep your mind active at the same time." Fantasy perhaps, but if it were not for the preserved railways and tourist agencies of today, it would not be possible to experience at first hand the atmosphere of half a century ago.

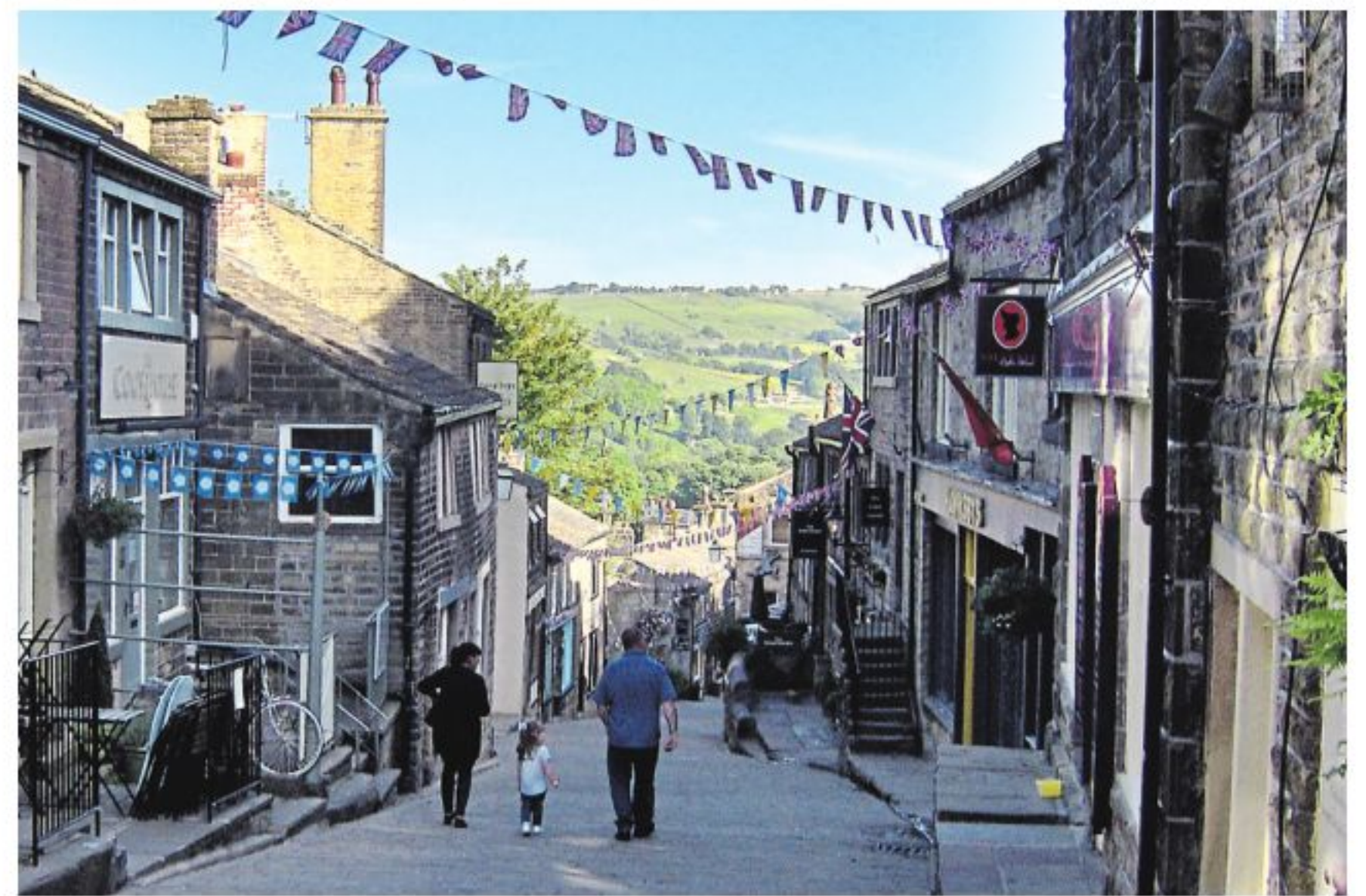
Children naturally want to explore, and while the more sedentary might prefer to do so from a train, coach or boat, such scenery as that of North Yorkshire or the Lake District won't need much enticement to get out on foot and walk some of the track bases or adjacent paths to really feel what holidays were like in the past. With so much concern being voiced about obesity in the young nowadays, getting out and about in physical exploration could just be the ticket!



After a relatively steady but steep climb from Oxenhope station, the walker is rewarded by this superb view looking down over Haworth and beyond.



The location of many important scenes in *The Railway Children* film, Oakworth station on the Keighley & Worth Valley Railway is the focal point for any of the walks described by Ian Lamb.



Haworth's cobbled main street makes a natural film set, and it was here where some of the collecting scenes for Perks' birthday took place.



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mdcookie@hotmail.co.uk

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www.swindon-cricklade-railway.org

Off the A419, 2½ miles past Blunsdon Stadium, follow the brown signs



With the K&WVR behind, this is the old stone-built packhorse bridge across Bridgehouse Beck.

A *Railway Children* visitor centre has been established in the former goods yard adjacent to the terminal platform at Oxenhope on the Keighley & Worth Valley Railway, and there are two specific walks linked to the film, plus one other, part of the Worth Valley Way, that intertwines with the whole route to Keighley. Inevitably, Oakworth Station is the focal point for the walks, and such ideas are the very essence of a great railway-based summer holiday for all the family.

Unfortunately I had time only to do one of the circular walks, although both pass through various locations seen in the 1970s film. While the route involves a fair amount of climbing from Oxenhope to spy the ‘Three

Chimneys’ house and ‘Perks’ Stile’, the views over the Worth Valley really do this part of Yorkshire proud.

Easy walking across the well-signposted field route soon dramatically descends towards the village of Haworth after passing the church graveyard and Bronte Parsonage (the doctor’s house in the film). This is the location where Peter runs to fetch Doctor Forrest because his mother is unwell, and also when Roberta asks Dr Forrest to attend to the ‘shabby Russian’. Almost immediately, the period time capsule of the main street itself is engulfed with nostalgia, for so many of these scenes were shown during the part of the film when the children were collecting gifts for Perks’ birthday.



This is the route map of the complete Railway Children Walk around the Keighley & Worth Valley Railway.



In *Swallows and Amazons* territory, a trip on the MV Swan evoked happy childhood memories. Here the vessel, built by Vickers at Barrow in Furness in 1938, and transported by rail in sections for reassembly, approaches the pier at Lakeside, at the southern end of Lake Windermere.



Ian took this photo as he looked down on to the mirror-like Coniston Water at 6.37am on June 9.

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On the way back to Oxenhope, the route meanders with the Bridgehouse Beck stream, perhaps not having any direct link with the story or the film, but a very pleasant way to end this particular walk.

Information: www.kwvr.co.uk

As in most places, the weather can make or break a successful holiday, but even if it's wet you can usually be sure of a good day out on the Worth Valley Railway, so why not enjoy a trip into the past while you sit back and relax on the five-mile journey along the preserved line, hopping on and off at the beautifully restored stations? A Day Rover ticket enables you to travel as much as you like, with free entry to the 'Rail Story' at Ingrow.

For the historian, this line was established in 1867 and closed by British Railways in 1962, when the heritage group took over, and thanks to them, visitors can now travel on the line for 200 days a year.

Apart from *The Railway Children*, the KWVR has starred in many titles, not least the 2016 version of *Swallows and*

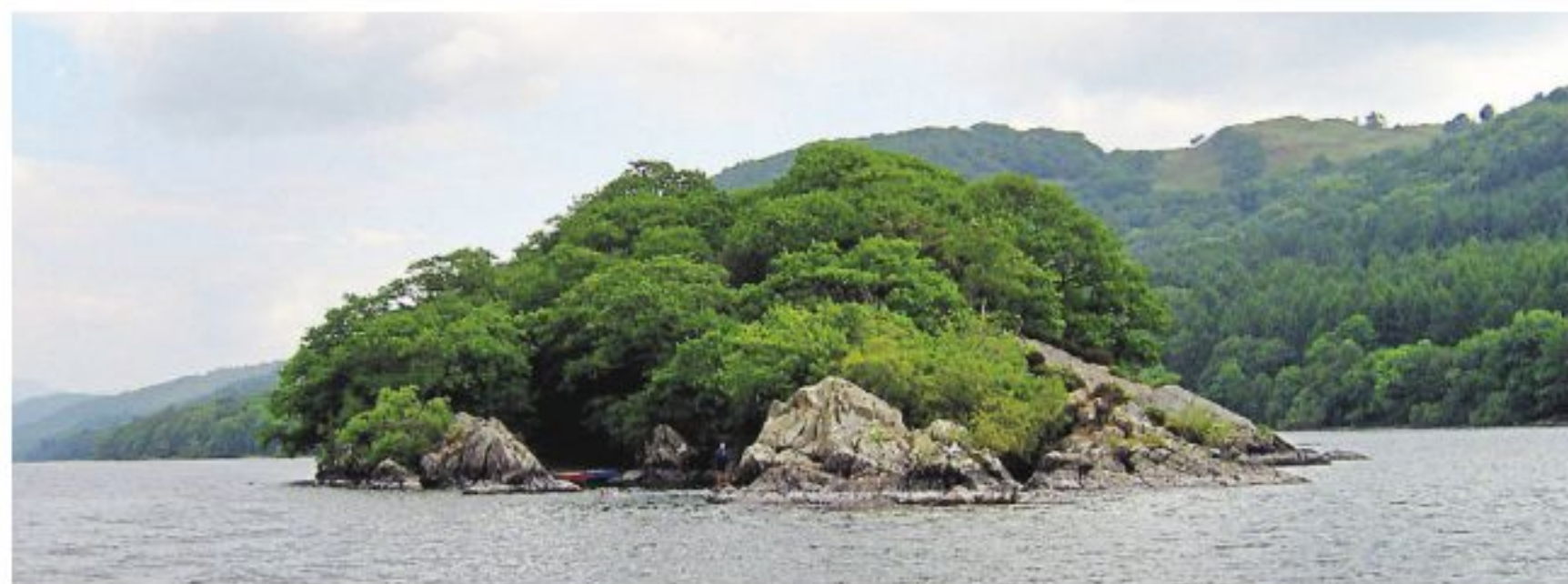
Amazons, although it's primarily the 1974 Lake District production that is referred to here.

Coniston Water was the main location for the film, and the film-makers utilised the services of the Lakeside & Haverthwaite Railway linked to Windermere.

Sailing on the mv *Swan* once again really brought back youthful memories. Like the connecting L&HR itself, the Furness Railway ordered the vessel all those years ago and had it transported in sections to have it constructed at the lakeside after delivery by rail from Barrow.

Established in 1973, The Lakeside and Haverthwaite Railway is a family-run business steaming into the heart of the Lake District and operating daily from March to October. Carefully maintained locomotives haul carriages along the steeply-graded 3½-mile branch line to make connections with the steamer or launch for visual exploration of the stunning surrounding Lake Windermere scenery.

Information: www.lakesiderailway.co.uk



'Wild Cat Island featured greatly in *Swallows and Amazons*, but the only way to get reasonably close to it was by utilising the services of a Coniston launch. On certain days the company provides a 90-minute cruise taking in many of the locations that were used to make the classic film.



On the Lakeside & Haverthwaite Railway, the signalbox, water tower and natural tunnel are musts for the railway modeller.



Before the onset of tourism, the Furness Railway created the Coniston branch in 1859 to transport slate and copper from the nearby mines. It was closed in 1962 and re-formed as a walkway in 2013. A 15-minute online video shows the whole route.

If you haven't yet confirmed your summer holiday, it's worth considering following in the footsteps of *The Railway Children* and *Swallows and Amazons*. What a way to relive your childhood and introduce the next generation of children or grandchildren to the delights of exploring in the widest sense of the word.

Who knows? They might go on to love such experiences, and in the process taking up a genuine interest in trains, and – hopefully – find the time to model them!



An anti-clockwise walk from Torver to Coniston, along the western shores of the lake, and back along the old railway trackbed (now a formal walkway) is well within the capability of a family group.



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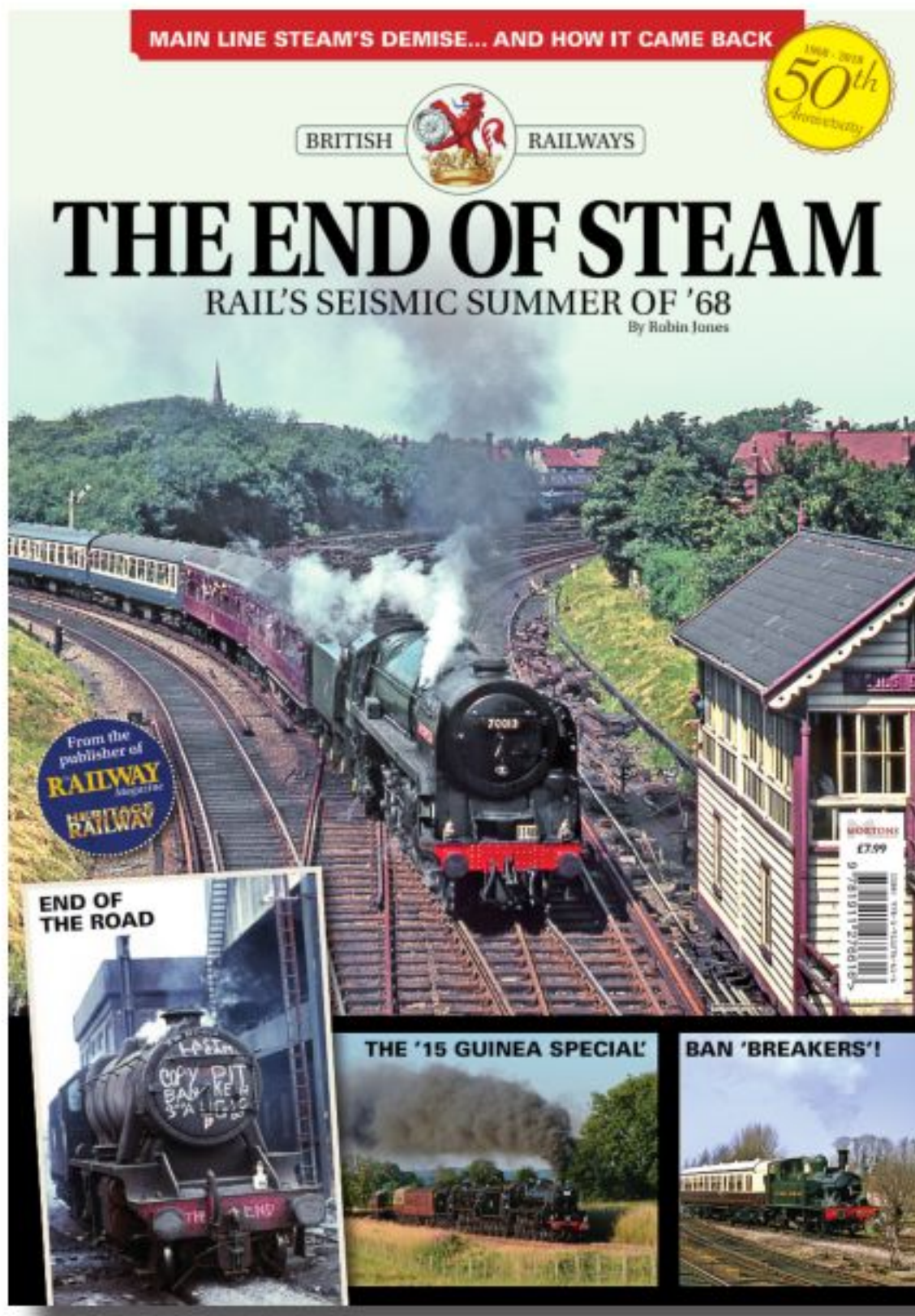
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Photo Juliet Eden

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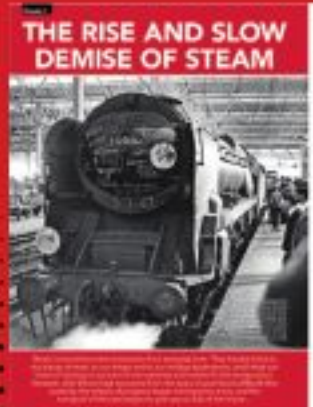
RAIL'S SEISMIC SUMMER OF '68

By Robin Jones

This special publication not only covers in detail the final few months of British Rail steam on the main line in 1968, leading up to the 'last' train of all, the 'Fifteen Guinea special' of August 11, 1968, but much, much more.

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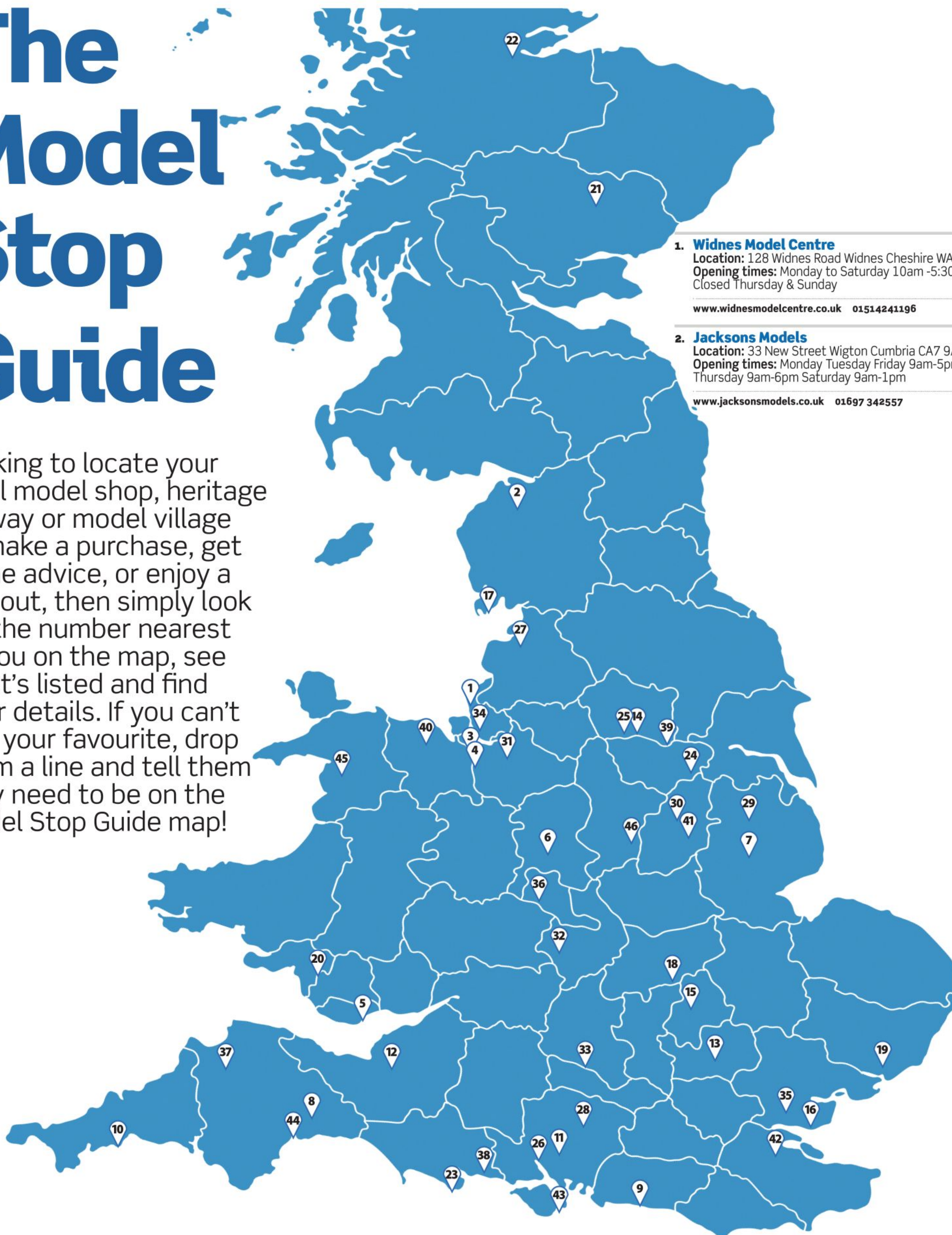


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The Model Stop Guide

Looking to locate your local model shop, heritage railway or model village to make a purchase, get some advice, or enjoy a day out, then simply look for the number nearest to you on the map, see what's listed and find their details. If you can't find your favourite, drop them a line and tell them they need to be on the Model Stop Guide map!



1. Widnes Model Centre

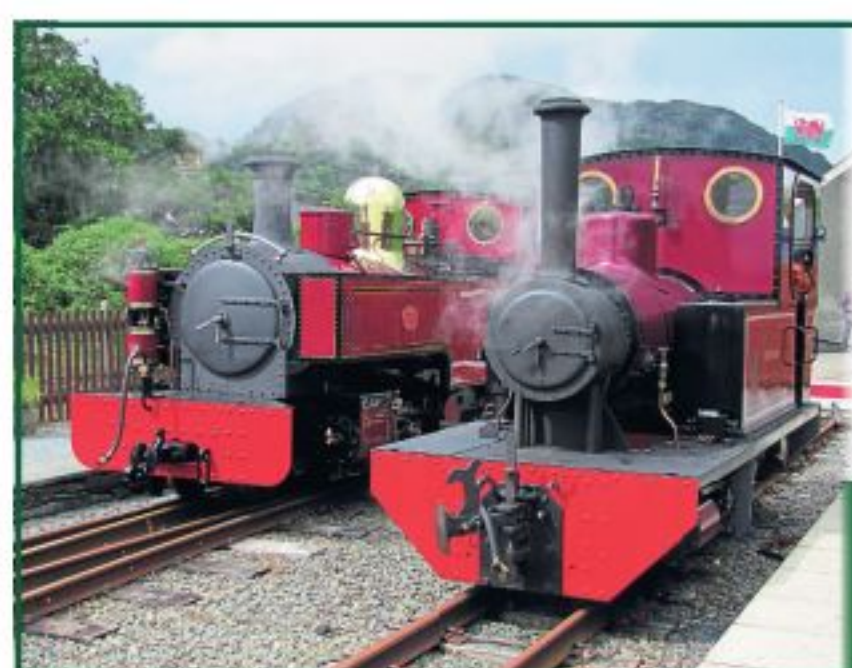
Location: 128 Widnes Road Widnes Cheshire WA8 6AX
Opening times: Monday to Saturday 10am -5:30pm
 Closed Thursday & Sunday

www.widnesmodelcentre.co.uk 01514241196

2. Jacksons Models

Location: 33 New Street Wigton Cumbria CA7 9AL
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 Thursday 9am-6pm Saturday 9am-1pm

www.jacksonsmodels.co.uk 01697 342557



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3.

Hattons Model Railways Ltd
Location: Unit 17 Montague Road Widnes WA8 8FZ
Opening times: Monday to Sunday 9am-5pm

www.hattons.co.uk 0151 7333655
4.

Chester Model Centre
Location: 71-73 Bridge Street Row East Chester CH1 1NW
Opening times: Monday to Friday 10am-5pm
Saturday 10am-5:30pm Sunday 11am-4pm

www.chestermodelcentre.com 01244 400930
5.

Lendons Of Cardiff
Location: 192 -194 Fidas Rd Llanishen Cardiff Wales CF14 5LZ
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6.

Tutbury Model Shop
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Pendle Valley Workshop

– bringing the *fun* into garden railway layouts

Pete Kelly wishes he was there as he calls Mike Lowe of Pendle Valley Workshops and Carnforth Models, the latter standing right on Carnforth's historic station where the 1945 classic *Brief Encounter* was filmed.

WAS SO IMPRESSED BY THE National Garden Railway Show at Peterborough in April that I've decided to dig out my O-gauge live steam Bassett-Lowke 2-6-0 that hasn't been out of its box since I acquired it 20 years ago, get it repainted in a special AGR livery and finally construct the Asgarby Garden Railway layout for it to run on at my Lincolnshire home.

When it comes to choosing the buildings and characters, an essential prerequisite will be that they bring a smile to people's faces, for sometimes we become



This garden shed with a spade and fork, roller and bicycle leaning against it well illustrates the range of 16MM garden railway items available from Carnforth Models.

so serious about our layouts that all the fun goes out of it – and I know the very place to find them!

I was absolutely enchanted by the moulded resin buildings and Busy Bodies characters on the Pendle Valley Workshop stand, and when I first spoke to owner Mike Lowe, his own happy demeanour was everything I expected.

Pendle Valley Workshop, making 16MM garden railway buildings, was established by Mike and his wife Jen six-and-a-half years ago, and four years ago they also opened Carnforth Models in one of the historic buildings on Carnforth station, where some of the best-remembered scenes in the classic 1945 film *Brief Encounter*, starring Trevor Howard and Celia Johnson, were performed.

While the Carnforth Models premises stand on the opposite platform from that of the tea room made so famous by the black and white film, it would be nice to think that the Carnforth Models shop, which stocks everything from N gauge to G, might once have served as Celia Johnson's dressing room!

The 16MM resin garden railway buildings made by Pendle Valley Workshop, which are also displayed in the shop, include a large halt, engine shed and goods shed, a church and pub, four different signalboxes, a small station building, lineside halts and a lamp room, going right down in size to a pig sty, rabbit hutch, chicken coop and even a nice-looking set of gravestones – and 'Jenny's Tea Room', named after Mike's wife, is one of the most popular items.

When Rob Bennett decided to finish making his delightful 16MM Busy Bodies characters, Mike decided that they went so well with his buildings that he took over the business, and the figures include railwaymen, a policeman, a tramp, Isambard Kingdom Brunel himself and characters from long-running TV comedy series such as *Dad's Army*, *Steptoe and Son* and *Open All Hours*.

Mike and Jen have no fewer than 90 masters for individual figures, and new ones will be released at a model exhibition on the weekend of September 1 and 2, run in conjunction with the Llanfair and Welshpool Railway.



Mike and Jennifer Lowe – happy in their work.

A minibus shuttle service will transfer visitors between the railway and the Llanfair Caereinion Leisure Centre where the exhibition will take place, and where Mike and Jen will be revealing 12 new Busy Bodies characters including Foggy, Compo, Clegg and Nora Batty from *Last of the Summer Wine*.

With some great facial expressions, these true-to-life figures cost £10 each unpainted. If customers want them painting, Mike has to send them away to be individually done at a cost of £10 each, making the total cost £20.

Carnforth Models is open from Tuesday to Saturday, from 10am until 4.30pm, and my phone call to Mike to get this article together was regularly punctuated by the sounds of high-speed West Coast Main Line trains whipping past the platform on which the shop stands – so reminiscent of that brief glance of a streamlined Stanier Pacific shovelling white steam over her shoulder as she streaks through the station in *Brief Encounter*. What a truly atmospheric place to have a model shop!

Carnforth Models also sells a wide range of 16MM white metal castings ranging from tail lamps to a bicycle, fireman's shovel, bucket, re-railing jack, various animals and decorative brackets and finials ranging in price from just £1 for the smaller items to £4.50 for an oil pump cabinet.

Brass items include door signs such as 'Ticket Office', 'Ladies', 'Gents', 'Booking Office' and so on to speed limit signs, a brass weather vane (featuring a small locomotive, of course) and ladders.



The well-remembered *Dad's Army* cast, with Isambard in his top hat peering from behind, will bring a smile to anyone's face – and that's the beauty of the Busy Bodies characters.



With a newspaper for a blanket, a tramp gets a bit of shuteye on the platform bench at Witchlowe Glen Halt as two more Busy Bodies characters while away the time of day with a railway servant looking on.



A well-turned-out tank engine and its train rumble past the Railway Inn, a semi-prototypical Pendle Valley Workshop resin outdoor building which in this scene would have been constructed from locally quarried stone and topped with slate.

16MM GW-style single home or distant semaphore signals come in kits featuring white metal, brass and wood.

The characterful Pendle Valley Workshop 16MM resin buildings, ranging in price from a rabbit hutch at £4.50 to a country station at £129, come unpainted in flat-pack kit form, but as the accompanying pictures show, when assembled and painted they look just the ticket. Exclusive to Carnforth Models, they are available only by mail order, at shows or in the station shop itself.



This attractive little hut will go just about anywhere on a garden railway layout.



Many of the 16MM outdoor buildings can be seen on the Pendle Valley Workshop stand that attends some of the top garden railway shows.

PENDLE VALLEY WORKSHOP & CARNFORTH MODEL

www.carnforthmodels.co.uk

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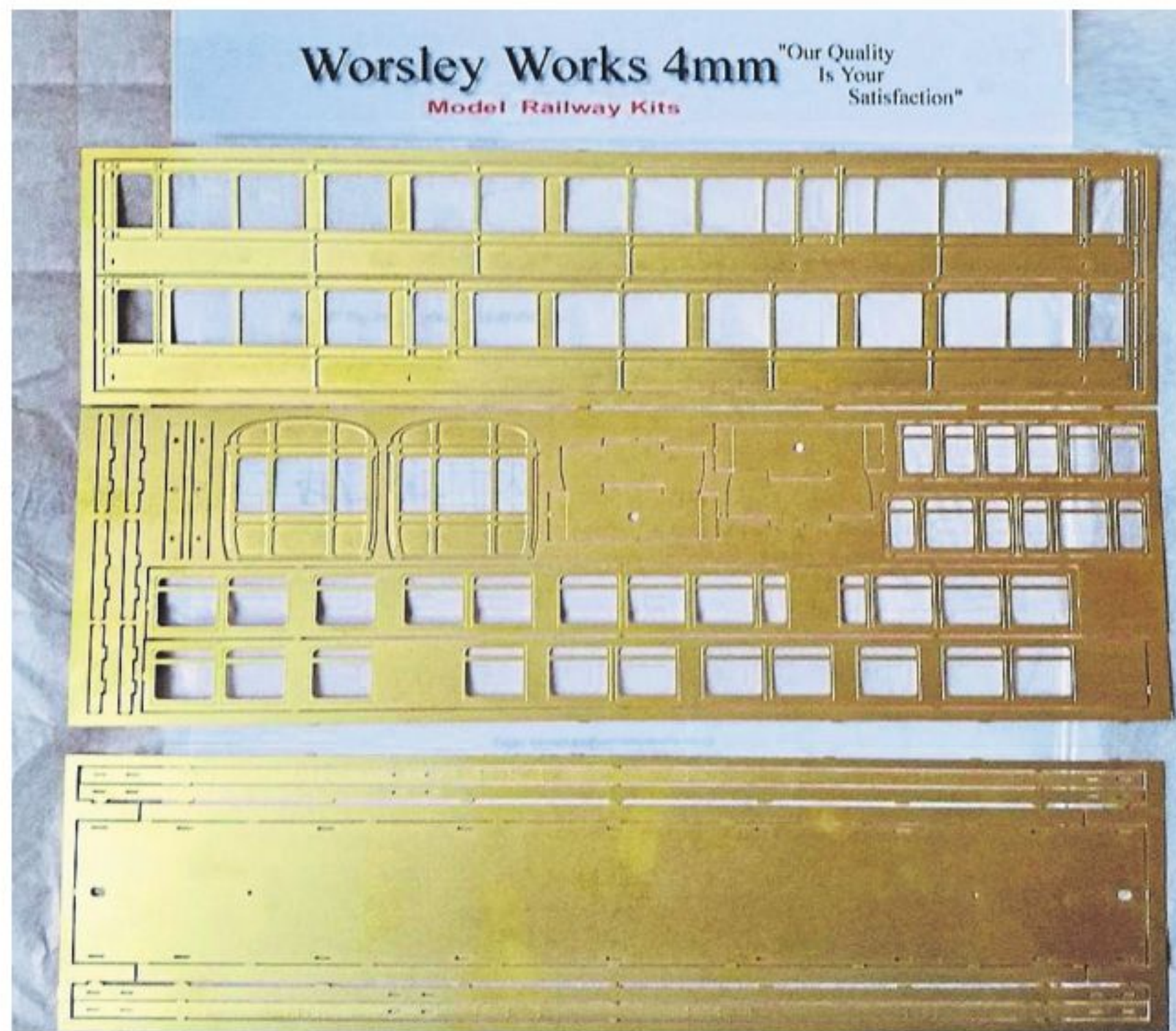
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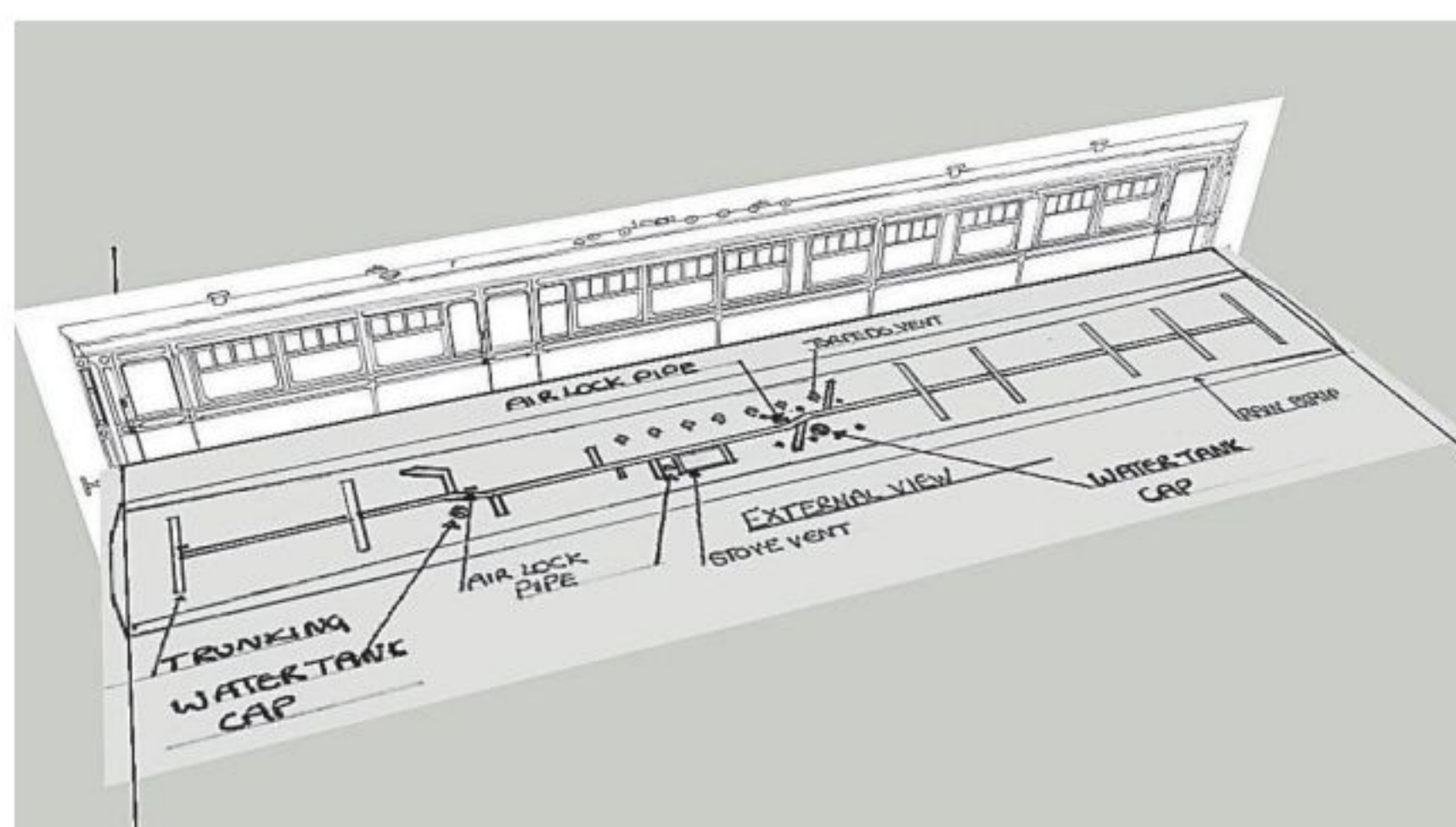
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This is the 4mm Worsley Works LBSC directors' saloon brass kit that forms the basis of this feature.



Much research was needed before starting the build, including tracking down simple drawings of the layout of the roof and internals, and books containing photos and descriptions of the directors' saloon.



Various drawings were scanned and imported into a CAD programme in which drawings have been scaled to 4mm to aid measuring.



This 25W soldering iron, solder, glass-fibre pen, knife, file and flux were pictured before work began.

Brass kit-building - are you brave enough to try?

Matt Wickham tells of his experiences in building a Worsley Works 4mm brass kit for a London, Brighton & South Coast Railway directors' saloon.

HAVING WRITTEN A NUMBER OF articles for *RMM* ranging from 3D printing to detailing, I thought about building a traditional brass kit, but I would recommend something a little simpler than this particular coach to start with.

For a while I've been trying to build up a nice selection of vintage coaches, one of these being the 12-wheel LB&SCR directors' saloon (the other 12-wheeler was the King's Coach), and the 4mm etched brass kit that I bought from Worsley Works includes the chassis floor, two sides and ends and window etches.

While this kit is a useful starting point, working from the actual full-sized coach will be difficult because it's still in its British Railways condition, so some items on it are not original features. My aim is to model the coach as it was built in 1913, the same thing that volunteers hoping to restore the real thing also want to do – at a cost of £150,000 to £200,000 or even more.

My starter brass kit cost £45, with the extra parts needed to finish it probably costing about the same – but first there came the research.

Thankfully, knowing a few people on the Bluebell Railway and photographer Mike Anton (who kindly did a 'photo

survey' for me) I cleared up what I needed to know with the help of many volunteers. These included Kuristo Demans, whose wealth of information and drawings, especially regarding the roof, helped resolve what was original and what had been added later by the Southern Region of BR. Richard Salom sent me a better drawing from one of the books, and Stan Chandler, a member of High Wycombe Model Railway Society, lent me his book, *Bogie Carriages of the LBSC*, by David Gould, which has a good description of the coach and helped with some leads on parts.

Some compromises had to be made in the building of my model as a number of parts simply aren't available, but those on my shopping list included bogies (LNWR 11ft 6in six-wheel bogie, 247 Developments#C612), roof (elliptical roof profile, Wizard Models C10/SRG/Roxey), truss rods (brass wire, 0.5mm/Rod 0.8mm), battery boxes (Southern Railway Group RS5), buffers (Markits M4VacYLSET). Door handles (Markits M4CDHB), roof vents (Torpedo type, Wizard), I beam (K&S, 3.18 x 1.59mm#815013) and evergreen strip (EVI23 0.5mm x 1.5mm, EVI20 0.5 x 0.5mm).

Once I'd tracked down and ordered the parts (important to do before

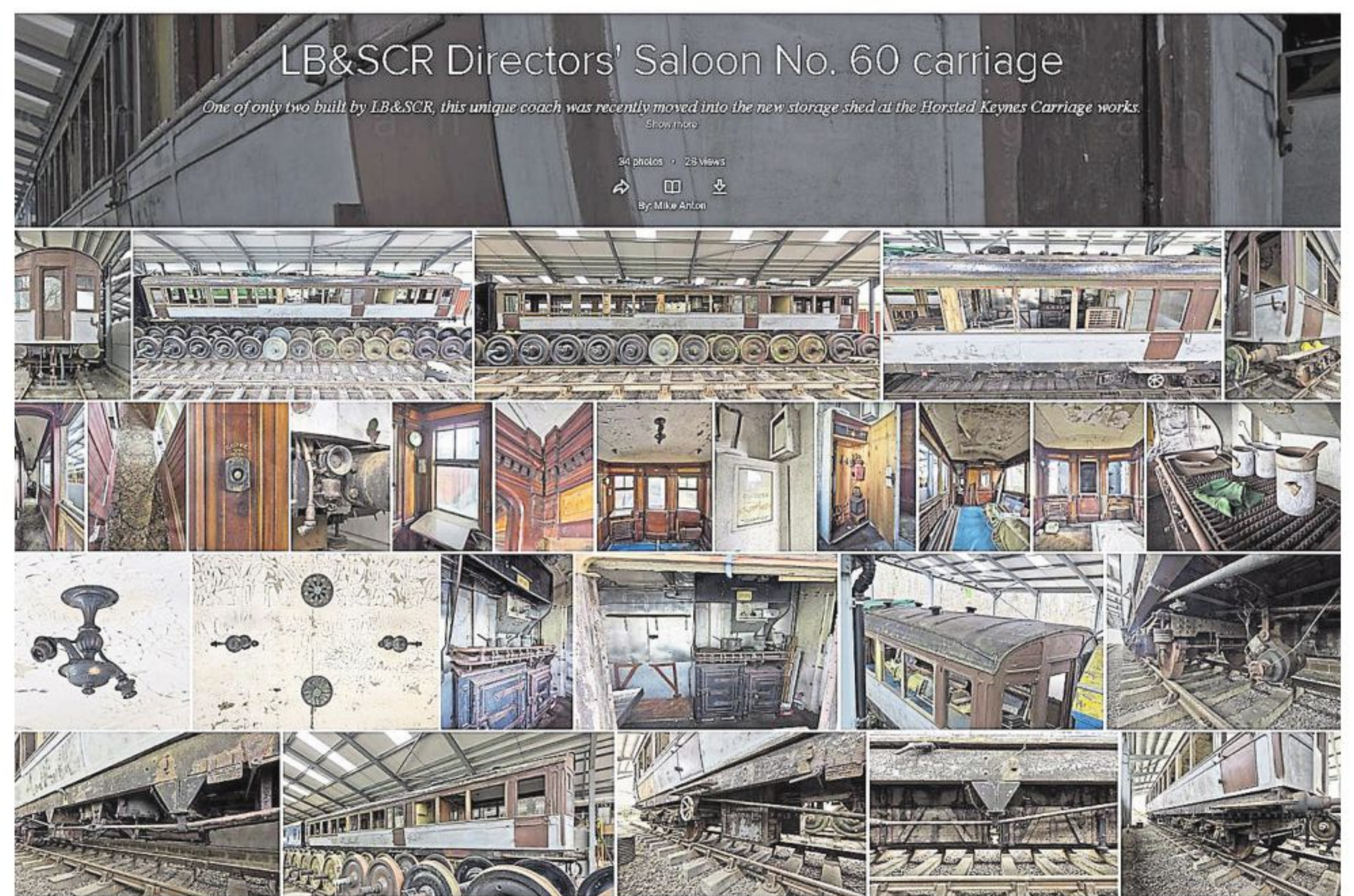
starting the construction) I still had to work out the sizes and measurements for some items as most of the scale drawings do not have every single measurement written down.

The answer lay in scanning-in a drawing and using a scale calculator. I knew the length of the coach sides in 4mm, so I could re-size the image on a piece of CAD software, measure the drawing and work out reasonable measurements for everything on it.

Finally starting on the construction of the basic kit, I found the assembly of the floor pan very straightforward. I use only a 25W soldering iron, which can do most kits in OO, but for anything thicker you'll need a hotter iron or a higher wattage. I use 188 deg for strong joints and 145 deg for smaller detail items, along with flux to help the solder flow.

Before soldering, though, it's important to clean the area, normally with a glass-fibre pen, most of which are available from Eileen's Emporium.

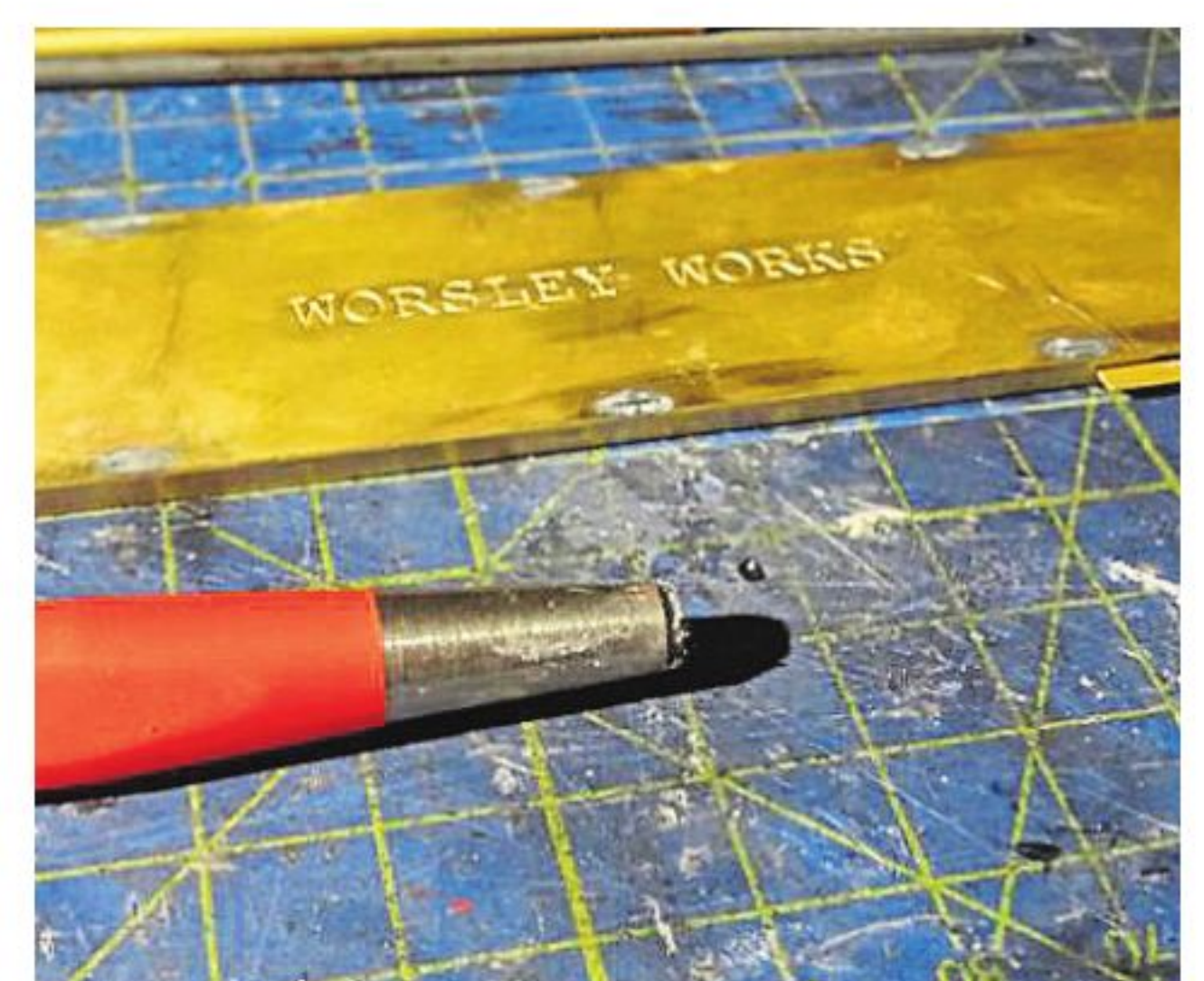
The floor is made up of seven pieces – the main floor, four side pieces (two each side) to laminate, and a buffer beam for each end. The kit does include one detailing part – the step boards that go into slots on the sole bars of the floor or chassis.



This selection of images of the full-sized coach, reproduced by kind permission of Mike Anton, can be viewed on his Flickr (<https://flic.kr/s/aHsktS4yxW>).



Cleaning a chosen area of brass with a glass-fibre pen before soldering will ensure a good join.



Thanks to Mike's superb photos and information from Richard at the Bluebell, I ordered all the detail parts for the chassis. The first items to add on were the two I-beam sections, and thanks to the CAD programme and the drawing, I could easily mark their positions.

Metal sections modelled in brass or plastic are easily available from good model shops, but I found the I-beams from K&S Metals challenging to find before finally locating a supply from a model boat builders' website. These were cut to size and soldered in position with 188 deg solder, and this then gave me a better idea of the space I had to work with, as a lot of underframe equipment goes between or around these two beams which go across the chassis.

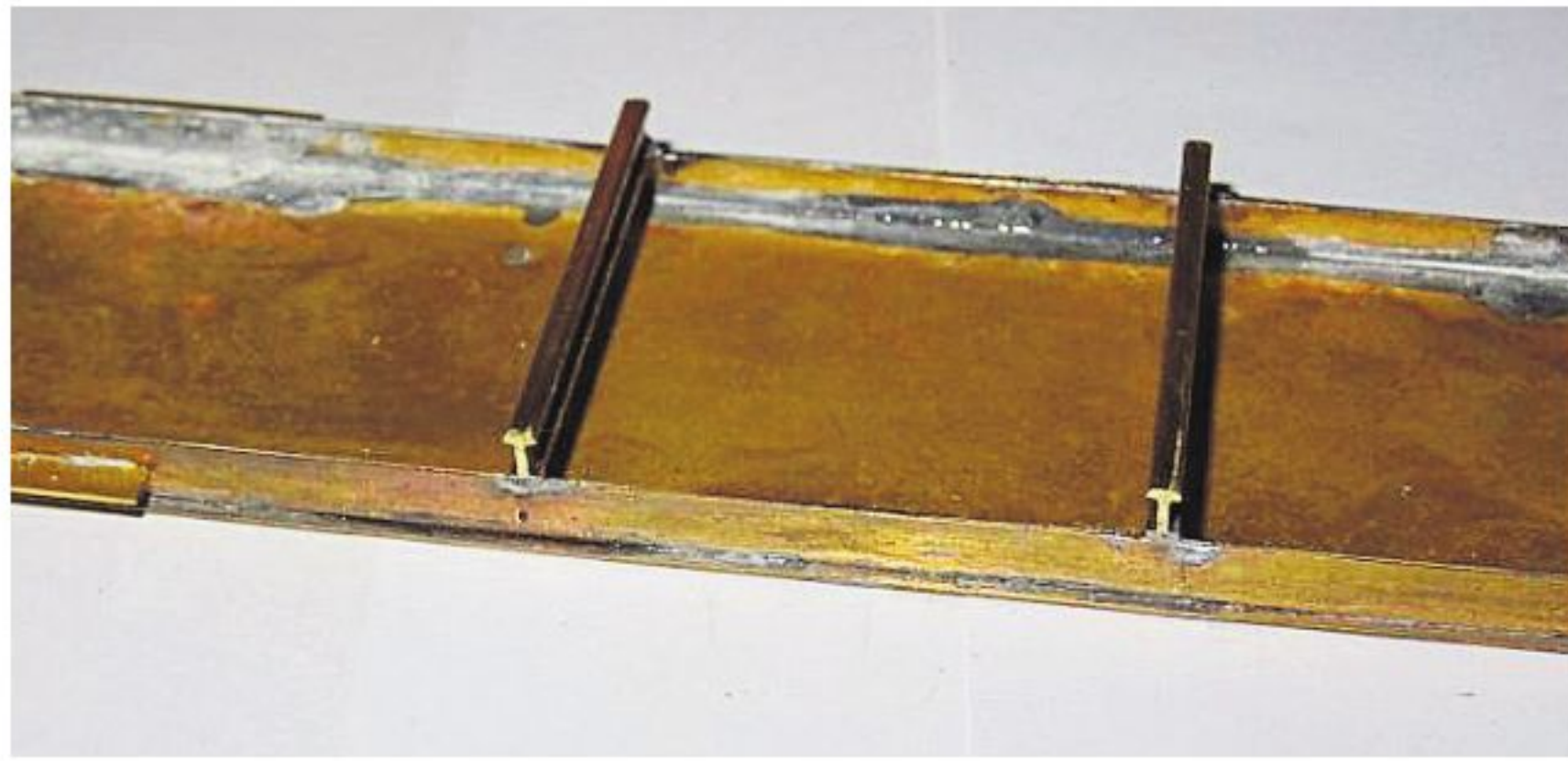
Next on the job list were the bogies from 247 Developments – the next best thing as the exact bogies are not available. The 11ft 6in six-wheel bogies that I bought are in white metal, and I also had to order the bogie bosses where the bogies are mounted, allowing them to rotate.

The white metal items can be soldered together using a 15W iron or a temperature-controlled iron, and you'll need some low-melt solder. I use a temperature of 70 deg and some flux.

The first job is to fit the brass bearings available from various sources, which are glued or soldered in. The bogies are fitted with 14mm disc wheels with two holes in the disc.

I then had to plan out where all the parts had to go. I'd purchased some white metal battery boxes from the Southern Railway Group but found they were too long, so I had to go into scratch building with Plasticard and styrene sheet. In all there are three boxes, two doubles and one single on the other side, and these will be glued into position with Araldite.

With the main parts now attached to the underside of the chassis, there were only the truss rods to add – basically for reinforcement for the chassis to hold the



Left: K&S I-beams are soldered across the chassis. Right: Markits vacuum cylinders with a scratch-built assembly and seen with two white metal Dart/MJT castings.



Left: An LNWR 11ft 6in six-wheel bogie (247 Developments #C612) are assembled with Romford bearings, and fitted with Bachmann 14mm wheels. Right: A bogie boss is installed with an M2 brass nut soldered on the underside.

weight of the body. I use 0.8mm brass rod bought from my local model shop, and I measured and shaped them using the scaled drawings already mentioned. Small brackets also had to be made from brass sheet and soldered to the I-beam.

Closer detailing and finishing off followed the bulk of this work. The buffers from Markits were the closest available to those on the real coach, so the holes in the buffer beams were enlarged to 2mm diameter and the buffers soldered into place.

Also added was an etch coupling hook from a detailing etch by Mainly Trains, now sold by Wizard Models.

To finish off the bogies, I needed some couplings. I normally use the standard NEM Hornby/Bachmann couplings, or sometimes Kadgee

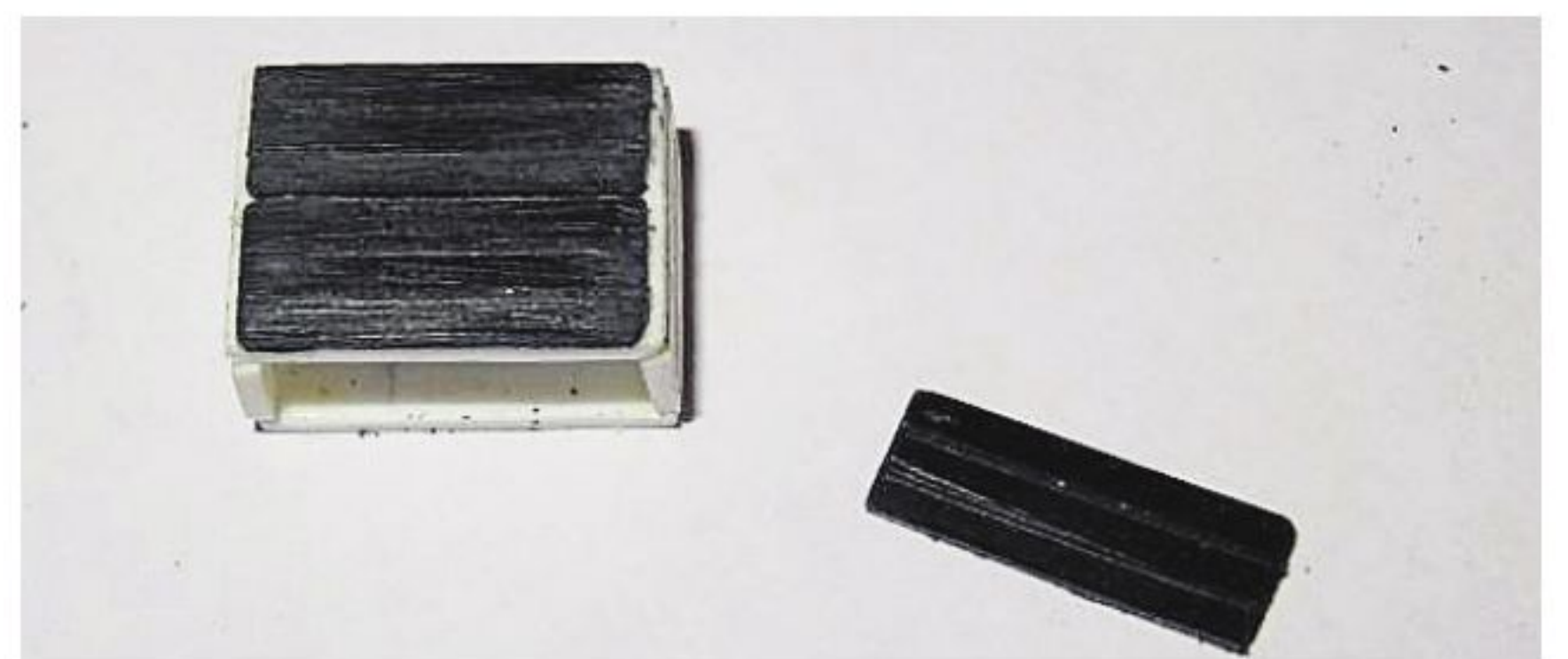
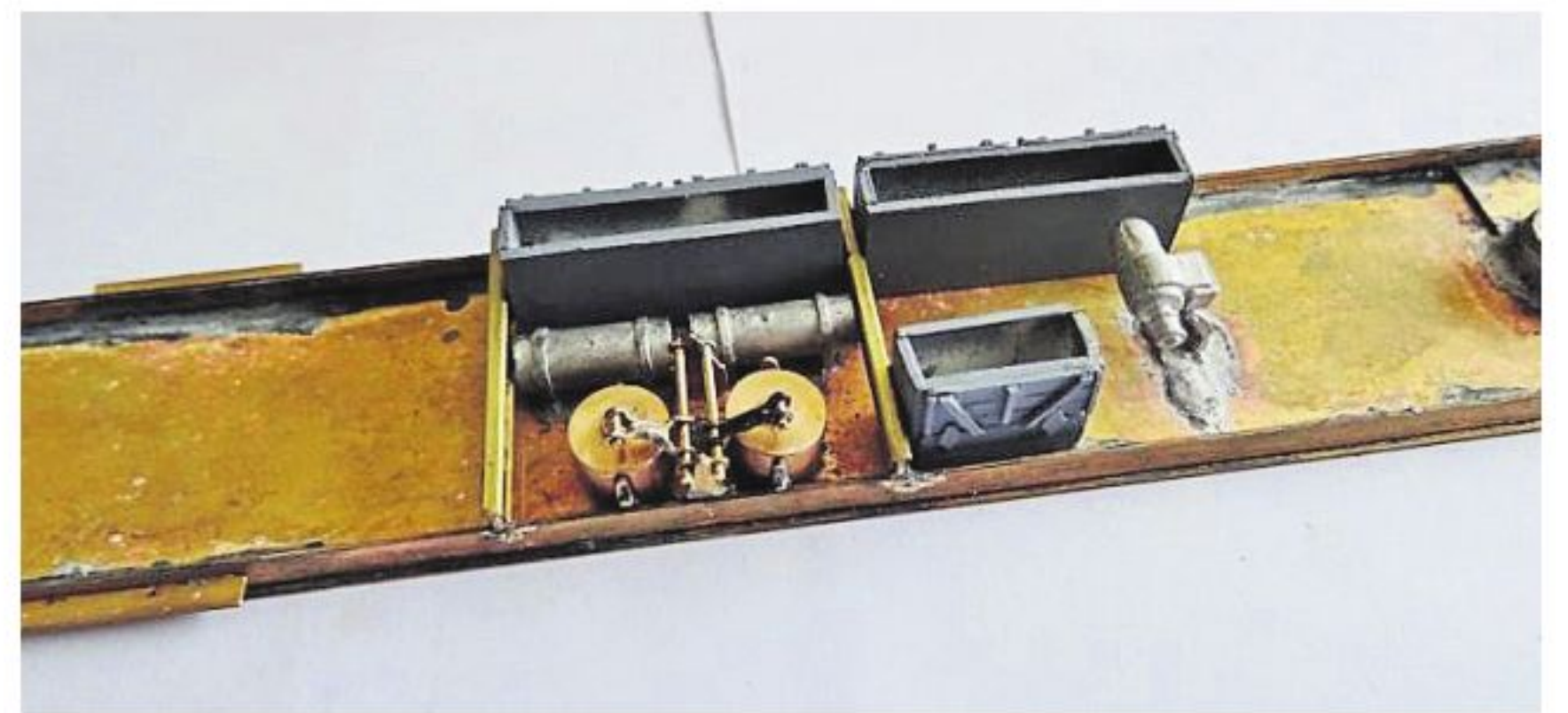
items, so decided to replicate the NEM pocket. Using some sheet brass, and measurements from the Double O Association, I folded the brass into a U-shape channel added to a flat section, and soldered this to the bogie with low-melt solder.

The next part of my build will concentrate on the body, forming the tumblehomes and strengthening the body itself.

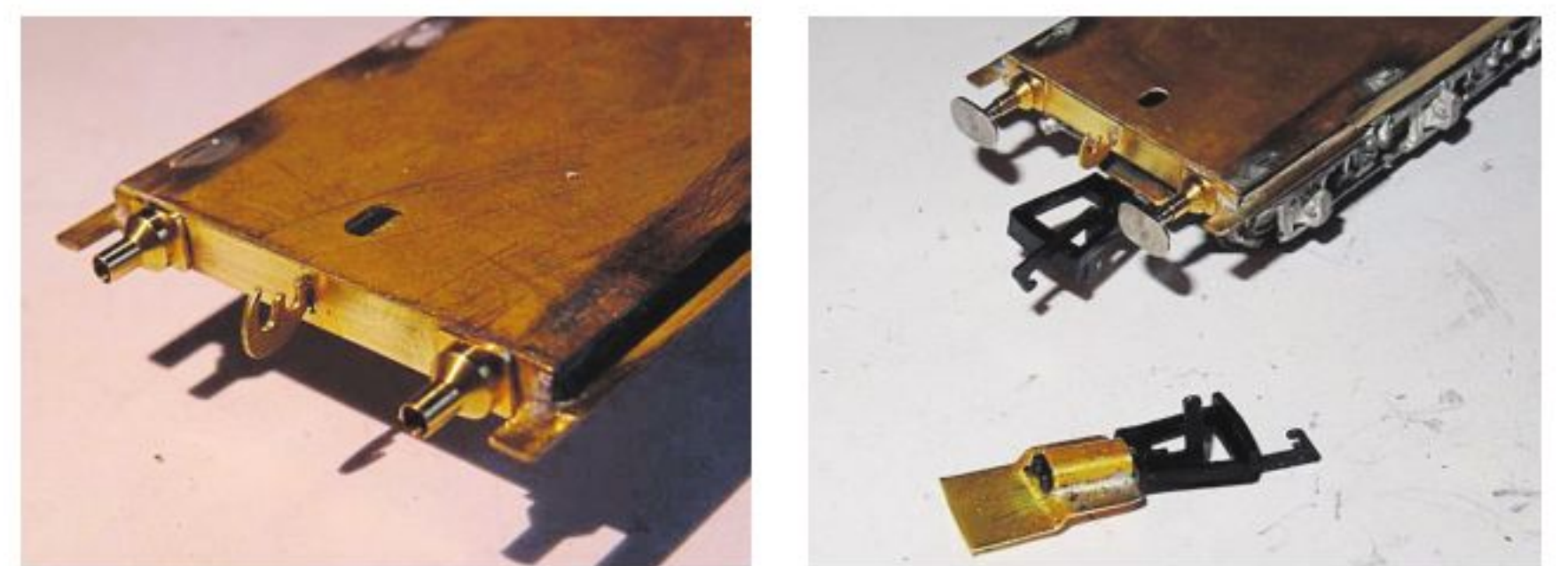
Suppliers: Upstairs Downstairs (<https://www.trainshop.co.uk/>), Markits (<http://www.markits.com/>), Wizard Models (<https://www.wizardmodels.ltd/>), Worsley Works (<http://www.worsleyworks.co.uk/>), 247 Developments (<http://www.247developments.co.uk/>) and Eileen's Emporium (<http://eileensemposium.com/>).



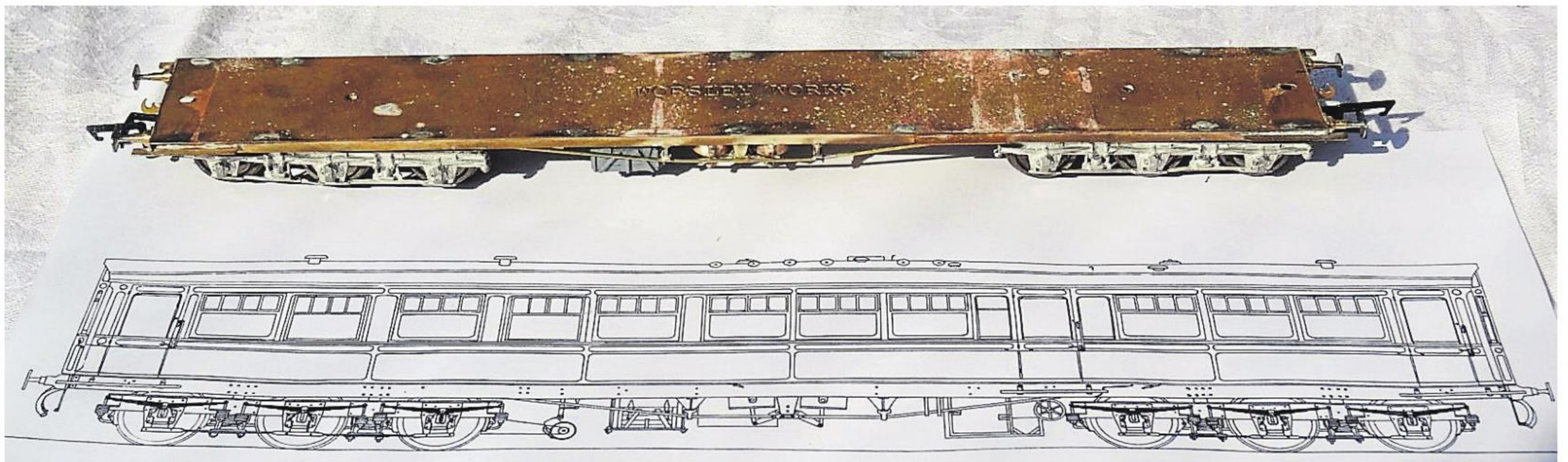
0.8mm brass rod was used to make the truss rods reinforcing the chassis.



These images show battery boxes constructed from Plasticard and styrene sheet, and detail and raised sections made from different thicknesses of Plasticard.



Left: Markits buffers and an etched coupling hook are fitted to the buffer beam. Right: The coupling mounting was made from brass sheet and soldered on to the bogie.



With the rolling chassis now completed, next time Matt will be concentrating on the coach body.

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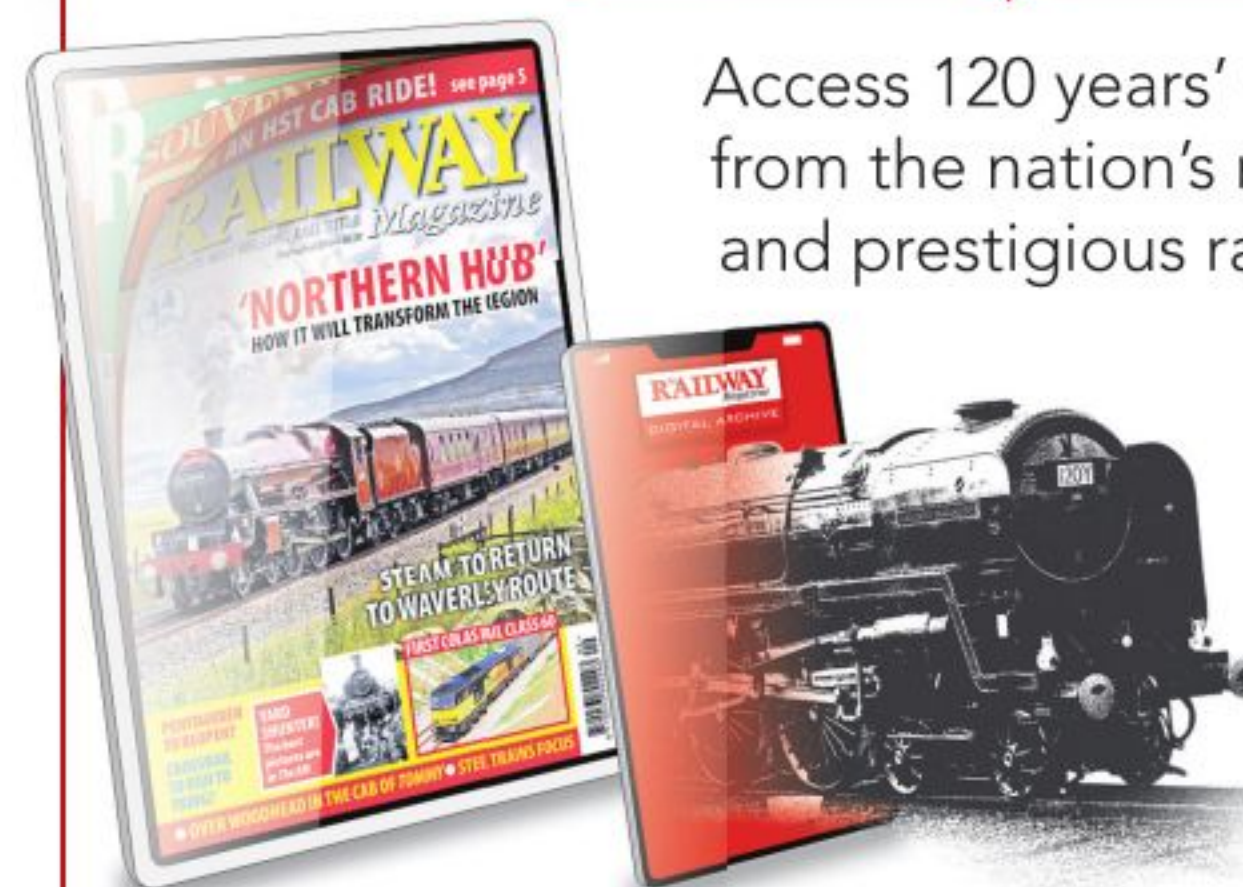
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New N-scale service station from Metcalfe

Metcalfe Models & Toys Ltd of Bell Busk, Skipton, BD23 4DU have introduced a small service station comprising a showroom, service bays and two types of fairly modern petrol pumps that can either stand beneath a stand-alone canopy or a 'lean-to' canopy attached to the front of the building.

A small 12-page instruction booklet gives clear and precise assembly details which must be followed in strict order to avoid any potential mistakes being made, and the PN181 kit that *RMM* bought cost just £10.50.

Our photo showing all the bits and pieces laid out in the 'builder's yard' on a small kitchen table gives a good idea of what you get for your money, including windows and glazing, intricate laser-cut petrol pumps (so tiny they have to be placed in a laser-cut jig so that the three main pieces comprising each one can be carefully and accurately glued together), main building sections, roof, nicely detailed inner floor and so on.

To give a realistic impression of depth, all glazing sections are glued behind

their own carefully labelled small white frames, and each frame is then glued into position behind its opening.

Once the two main buildings (front showroom and rear workshop) have been assembled, extended tabs on the rear brick building simply slide forward to fit snugly against the inside walls of the white-painted showroom and glued in place, making sure the fit is tight and square.

Grey card reinforcements ensure the service station's structural rigidity, and the showroom roof incorporates large skylights.

The two types of petrol pump, each with a whole sheet of alternative fuel company 'wrap rounds' (Shell, BP, Esso and Texaco) to choose from, are of relatively modern designs and might be more suitable for modern-image layouts, but no card building kit is set in stone, and such details can be modified to suit the modeller's choice.

Don't be too hasty to glue the building on to its floors, because you might wish to place cars or motorcycles to suit a



The PN181 service station kit will suit modern-image modellers the most.

particular era, and even human figures, on to the showroom floor first.

Photos of N-gauge card kits rarely give a clear impression of just how tiny they are, and it's all too easy to make mistakes during their construction. After carefully assembling the minute petrol pumps and attaching them to their base (much easier to do, of course, before the canopy supports and canopy itself have been put into place) I thought they looked fine – but while looking carefully at the resulting images on my desktop screen, I realised to my horror that I'd fixed them upside-down!

Four alternative garage signs are provided for the front of the showroom building, and I chose the black-on-white variant – 'Smith & Son. Body repairs, MoT, Service, Tyres!'

One final laser-cut structure included in the kit is one of those modern, tall display signs showing the name of the petrol company and the ever-changing prices per litre of the fuel itself. It's a very simple assembly, with the two parts forming the main structure glued back-to-back. The colourful displays (again there are four choices) are glued into place on each side before the structure simply slots into its folded-over and glued-together base. PK



The main grey card strengthener for the brick-built rear building sits on top of the blue doors at each side. This building has extended tabs to slot into the white-painted showroom section.



The laser-cut petrol pumps are so small they have to be assembled in a special jig that you also have to make up from laser-cut components. The different cut-outs on each side suit the type of pump chosen.

Market cross/war memorial laser kit

We've been impressed by the variety and accuracy of the ever-growing number of laser-cut kits from *scalemodelscenery.co.uk*, and the latest to come our way is the N-scale LX 138-N market cross/war memorial.

Intricate though it is, it took no more than 10 minutes to complete.

The very small components consist of a three-tier stone circular base and the cross itself, which is two identical uprights glued back-to-back. A very keen eye is needed to ensure these are assembled absolutely flush.



The LX 138-N kit can be used as a market cross or war memorial, so is suitable in a large variety of locations.



There are quite a few components in the 'builder's yard'!



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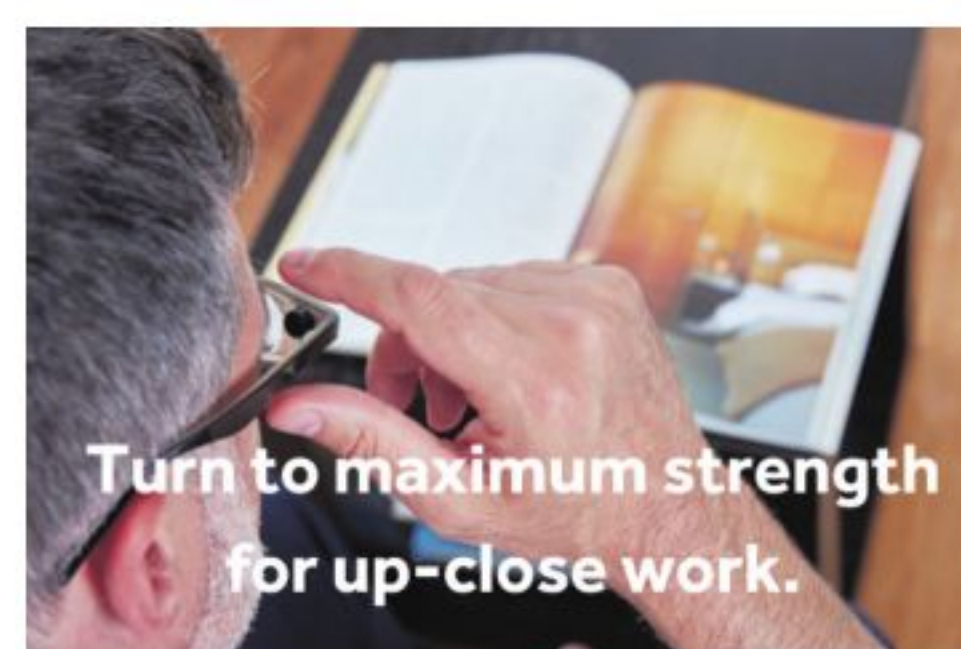
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H4-66-022 66704 in GBRf original livery
H4-66-023 66705 in GBRf original livery with Union Flag "Golden Jubilee"
H4-66-024 66727 in GBRf/First group livery "Andrew Scott CBE"
H4-66-025 66731 in GBRf/First group livery
H4-66-026 66740 in GBRf Europorte livery "Sarah"
H4-66-027 66756 in GBRf Europorte livery "Royal Corps of Signals"
H4-66-028 66762 in GBRf Europorte livery
H4-66-029 66847 in Colas Rail Freight livery
H4-66-030 66848 in Colas Rail Freight livery



H4-66-031 66789 in BR Large Logo blue "British Rail 1948 - 1997"
H4-66-032 66783 in Biffa red with GBRf branding "The Flying Dustman"

Digital Ready: **£150** Digital Fitted: **£165** Sound Fitted: **£265**
See the full list of specifications and more at: www.hattons.co.uk/66