

Modelling

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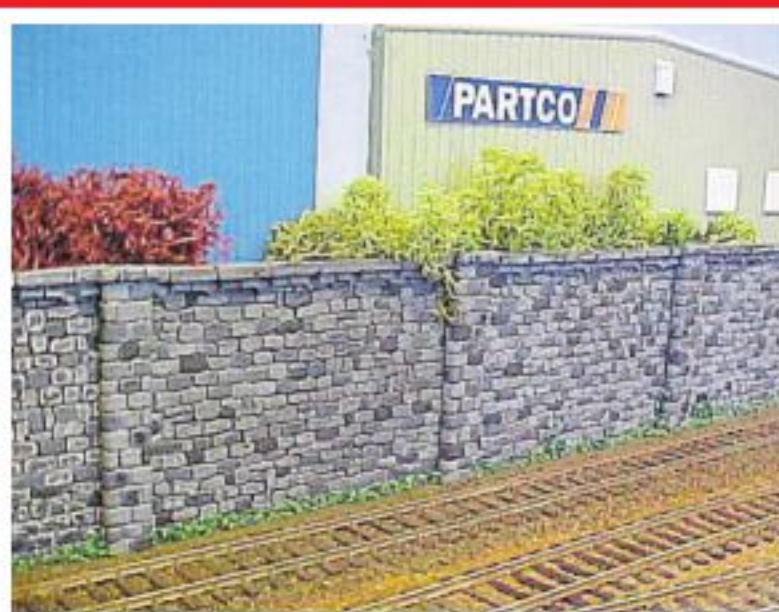


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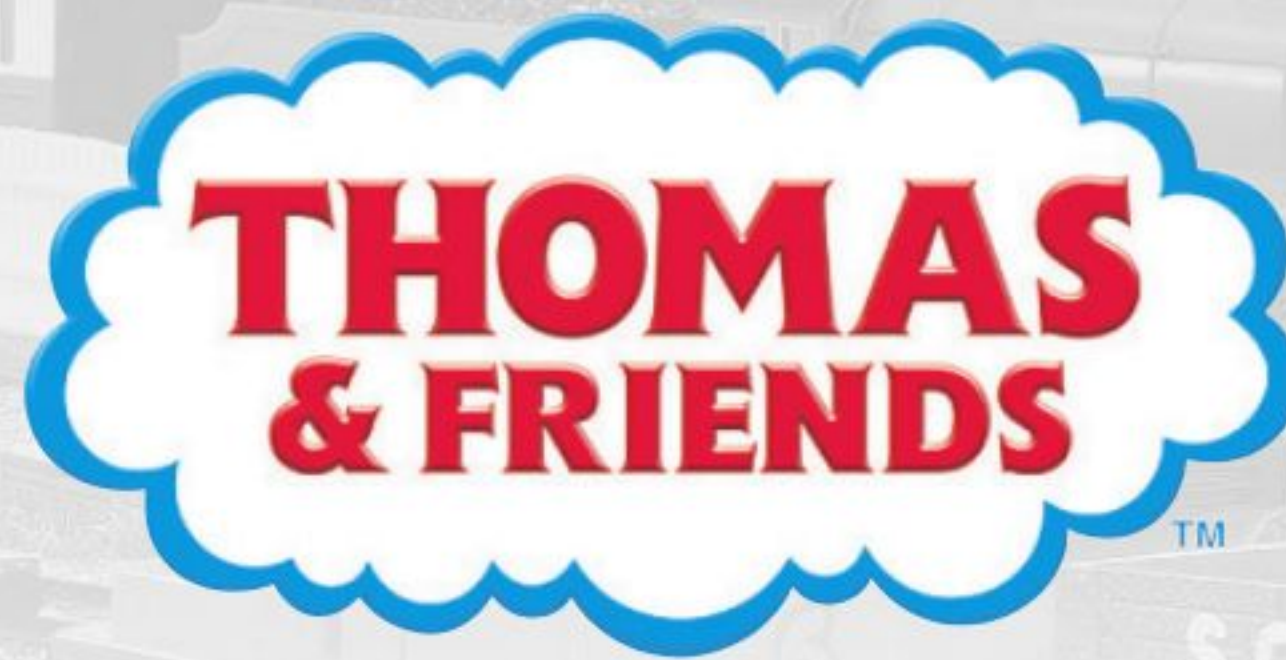
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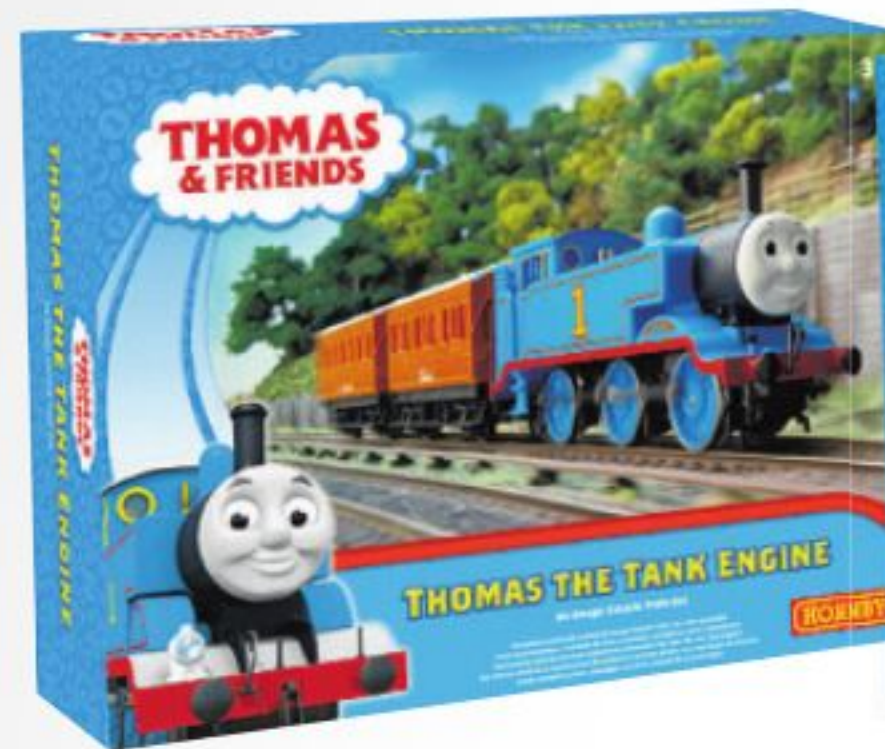
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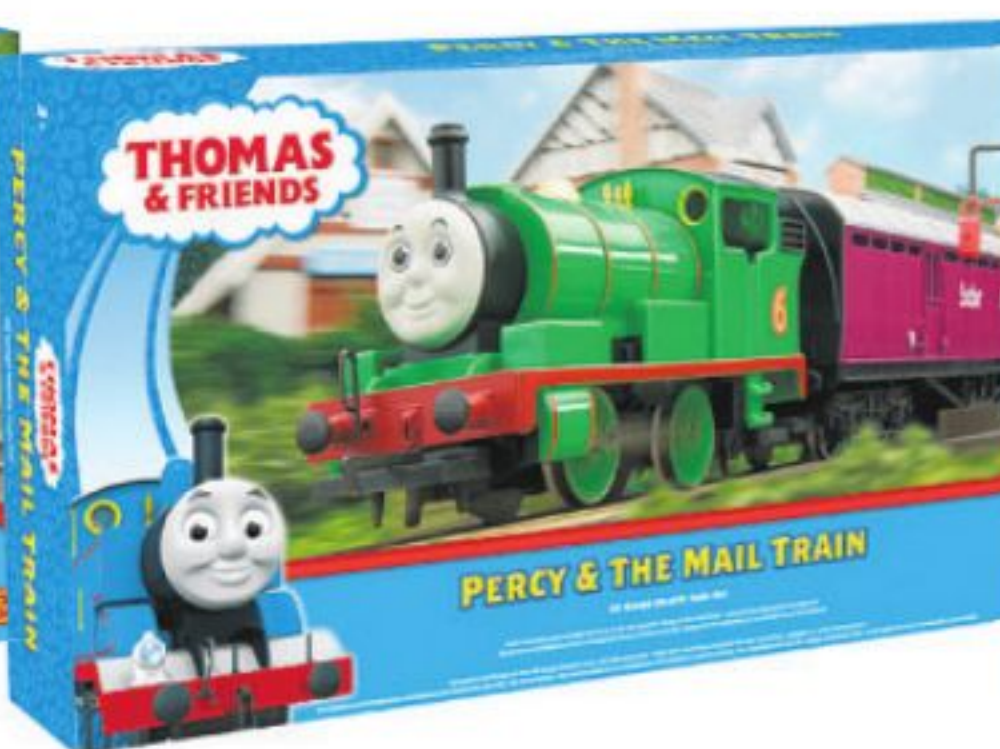


THE END OF THE LINE

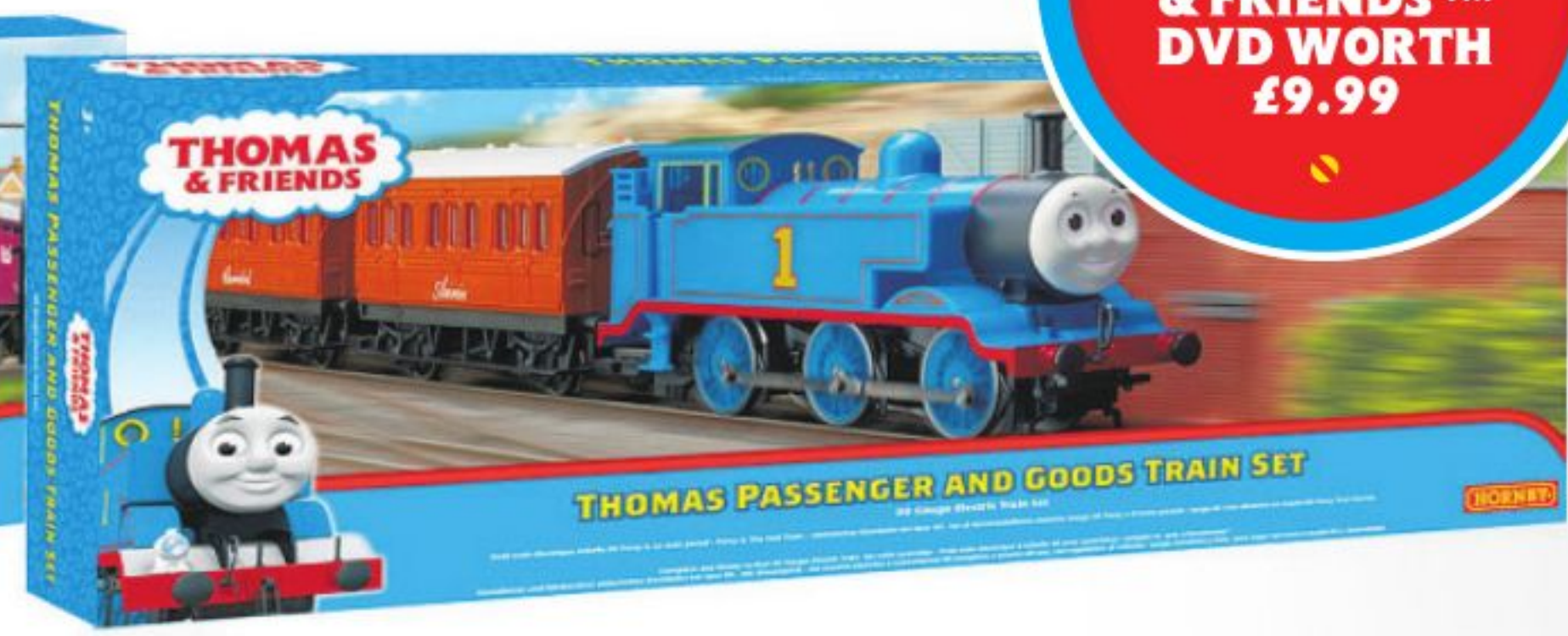
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Pete Kelly
 Editor

From the editor

Recalling some articles I've read in the railway modelling glossies in recent years, the other evening I was thinking about some of those 'locomotives that might have been' stories that evoke such interesting responses from readers.

For instance someone had modelled an imaginary Great Western 'Cathedral' Class Pacific – and very nice it looked too – but presumably the GWR already had all the four-cylinder 4-6-0 power it could possibly need for its toughest passenger train operations.

As I was browsing my desktop recently, I came across some very interesting but unlikely answers in response to another GWR question that someone had posed – "Why didn't GWR locomotives utilise smoke deflectors?"

Apart from the fact that they would certainly have spoiled their looks, my immediate off-the-cuff answer would have been that the sharp blasts from the four-pot 'Castles' and 'Kings' lifted the exhaust smoke and steam high enough to avoid such contraptions – but then, I realised, the two large cylinders of the British Railways 'Britannia' Pacifics gave equally sharp blasts, yet these locomotives still wore deflectors. Perhaps the coal most of them burned was so much dirtier than the efficient Welsh steam coal that allowed relatively smaller fireboxes to be fitted to several GWR classes?

I well remember a much-anticipated main line steam trip from Carlisle along the Settle line behind No 5029 *Nunney Castle*, and telling my brother that the locomotive would be so sure-footed it would simply fly up the line. How wrong I was. The coal that had been issued was nothing like good enough, and the locomotive simply choked to death. What a shame!

Sometimes I doodle my own 'classes that might have been', and thinking about Hawksworth's two-cylinder GWR 'County' 4-6-0s, with their high steam pressure of 280lb and 6ft 3in driving wheels, I wondered just what a sensational locomotive a three-cylinder version with, say 6ft 8in drivers, would have been.

They could have been named after rivers – *Avon River*, *Teign River*, *Tamar River*, *Tone River*, *Thames River*, *Dee River*...yes, even *Mersey River* (the GWR served Birkenhead after all) but I might just have left *King's Sedgemoor Drain* out!

I was still dreaming when I suddenly realised that I never saw or heard of a three-cylinder GWR locomotive in my life, and naturally started wondering why, because after all the LMS 'Rebuilt Scots' must have been the equal to any 'Castle' (angry replies on a postcard, please!).

Seriously, though, was it simply because anything a three-cylinder engine could do, the GWR's four-cylinder locomotives could do better? After all, even Gresley himself learned something about efficient valve operation from that railway, and we all know what happened when William A Stanier moved from the GWR to the LMS!

If that little lot doesn't get the readers' letters coming, I don't know what will, but before signing off, I'd like to add a final thought for modern-image modellers. I haven't deserted you – and in fact I embraced your particular era(s) with equal enthusiasm.

Once upon a time, as a young locospotter at Winwick Junction, on the West Coast Main Line, in 1957 I witnessed with great excitement the first-ever English Electric Type 1 (Class 20) Bo-Bo heading south 'nose-first' in gleaming condition,

with bright red buffer beams and big white marker discs, after being outshopped from the late-lamented Vulcan Foundry.

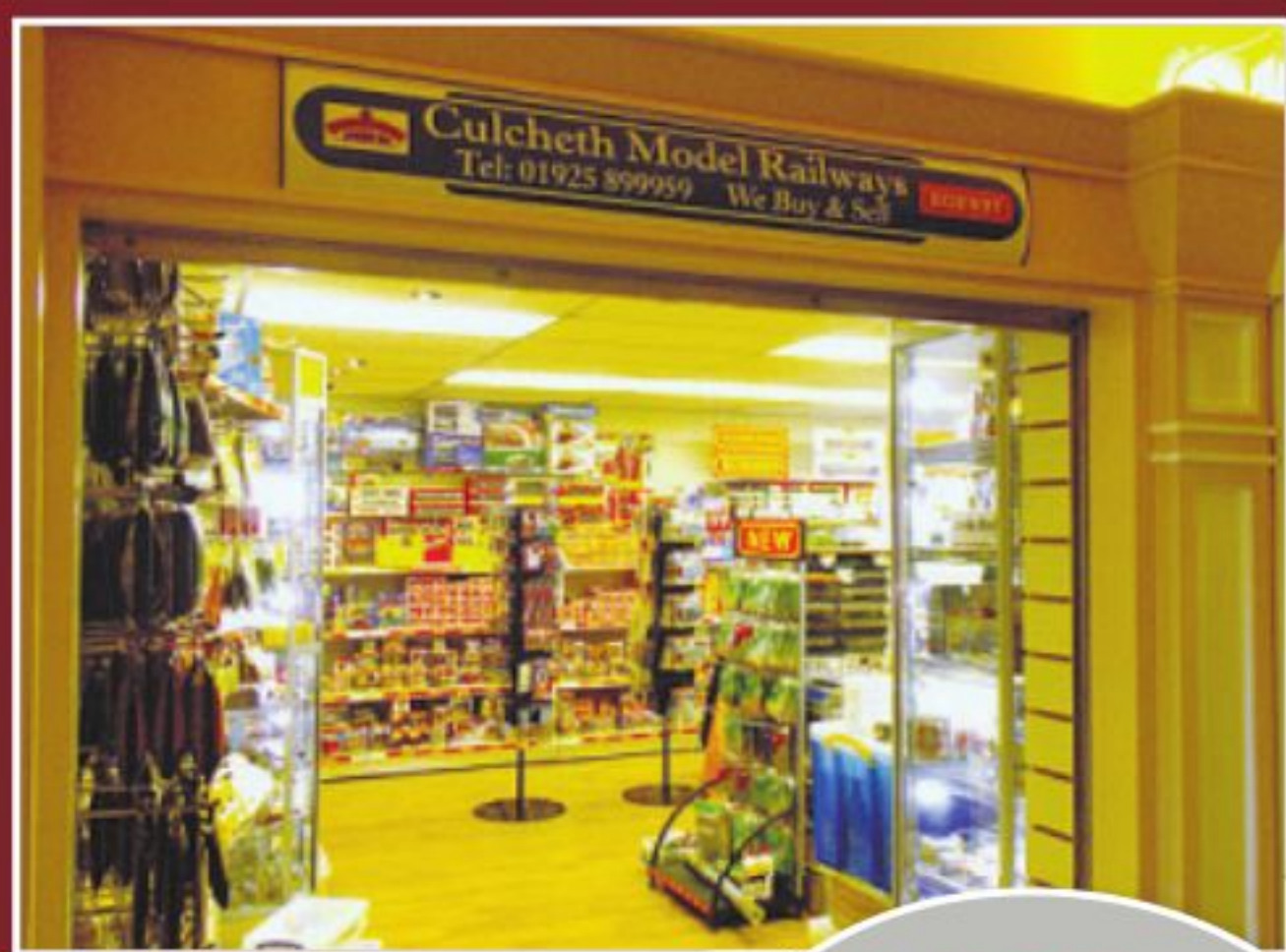
Better still, at that same spot I saw one of the original North British A1A-A1A 'Warship' diesel-hydraulics going by on delivery to the Western Region, complete with its big red-backed nameplates that also carried the 'Warship Class' legend. How short their working lives proved to be!

One last thing: just before we broke up for the 1955 Christmas holiday, when I was still a pupil in short trousers at Beamont Junior School, our English teacher Mrs Watson, normally a stickler for accuracy and a strict disciplinarian, got into the spirit and showed us a picture of a beautiful big diesel locomotive called 'Deltic'.

Her son, she said, had played a part in its design and construction, and she told us proudly that it was the most powerful diesel-electric in the world.

Some months later, I was walking beside my great-grandad and his Scottie dog Nip when we paused as usual on the hump-back bridge spanning the Euston-Liverpool line near the village of Aston in Cheshire and waited for the next train to come along. This time it was no 'Princess Royal', 'Scot' or 'Jubilee', but 'Deltic' itself that breezed by on the Up 'Red Rose'.

What exciting times they were, and although I haven't even mentioned the word 'model' yet, it's obvious that such wonderful memories were the catalyst for all the railway modelling that would transpire much later in life.



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News

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Road Cutting model is almost complete

By the end of July, a model of the 56ft deep, mile-and-a-half-long Road Cutting, the original of which was built for the London & Birmingham Railway between 1834 and 1838, and marked the final hurdle in the completion of the world's very first inter-city trunk line, was 95% complete.

It will form the centrepiece of an exhibition marking the 180th anniversary of the completion of the cutting, and is being constructed by members of Road Local History Society, ably assisted by local residents with specific technical and artistic talents and the active and enthusiastic involvement of the teaching staff and students of the Elizabeth Woodville Schools at Road and Deanshanger.

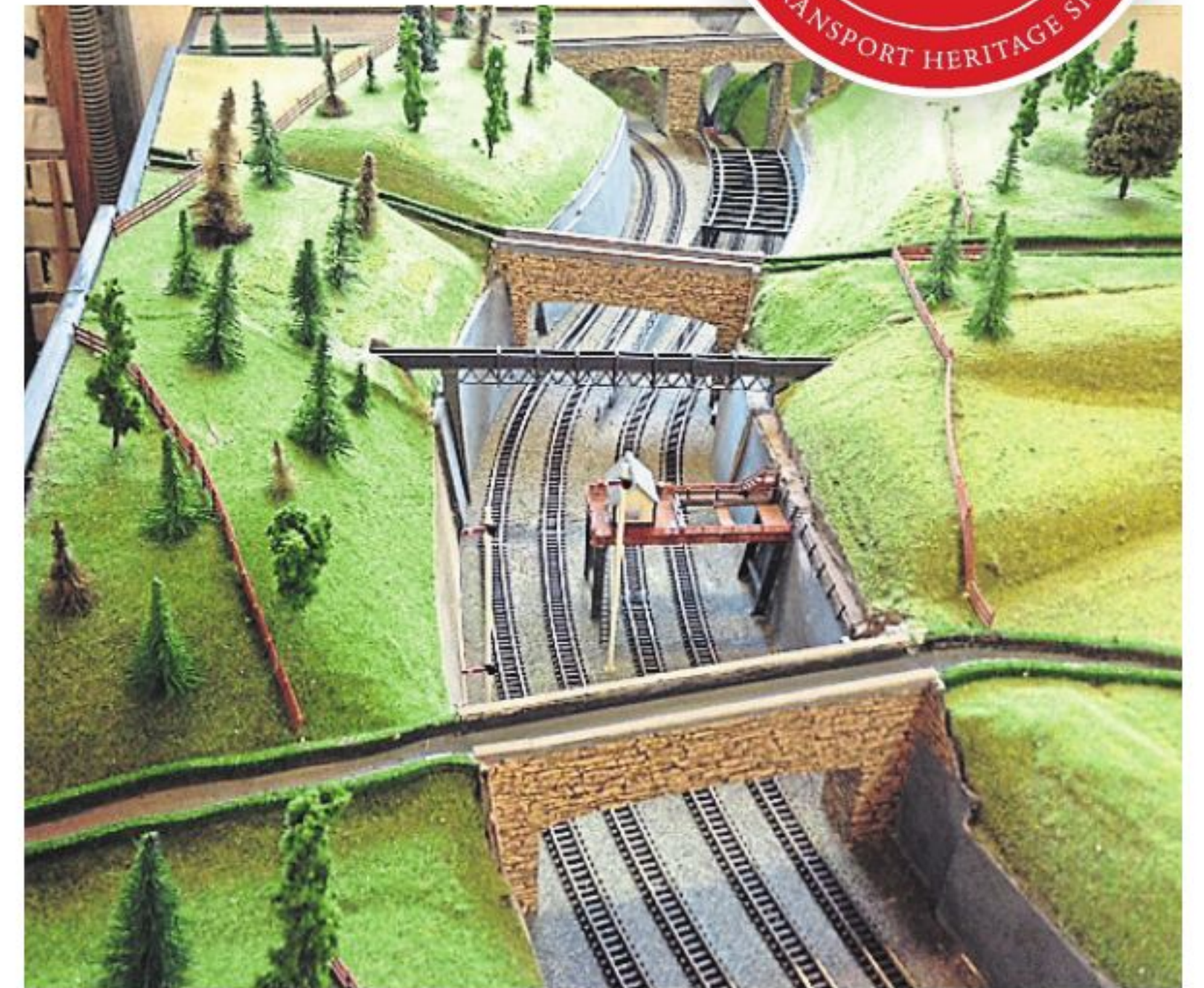
Next year the model will be entered into a competition being planned by the LNWR Society, and the Road Local History Society is grateful for the support it has received from three modelling outlets in the county – The Railway Conductor, Stowe; Wellingborough Trains and The Model Shop in Northampton.

The society's application to The Transport Trust for Red Wheel accreditation for the cutting in respect of its engineering excellence has finally been accepted after many months of dialogue, and the search is now on for a suitable person to perform the ceremonial pulling of the strings.

The exhibition will be held at Road Village Hall, Bailey Brooks Road NN7 2LS, over the weekend of September 8/9. Admission is free, and opening times will be noon until 6pm on the Saturday and 10am until 3pm on the Sunday.

There will be ample parking and a heritage bus route is being organised by Northampton Heritage Transport. Displays of railwayana and historic photographs, along with modern video imagery, are also planned, and refreshments will be available.

Updated information can be found on the Road Local History Society's website www.roadhistorysociety.org.uk.



When Road Cutting was opened, it was described as "astonishing the directors and proprietors of the London and Birmingham Railway as much as any other part of the line, and it must be seen to enable any person to form an adequate idea of its character".



Finescale O-gauge suburbans from Ellis Clark



One of the range of finely detailed BR Mk 1 suburban coaches now available through Ellis Clark Trains.

In conjunction with Darstaed Trains de Luxe, Ellis Clark Trains has released first images of some of the finescale O-gauge RTR Mk 1 suburban coaches that are now available to pre-order.

The range, available in maroon (lined and unlined), crimson and blue, comprises Composite, Composite (with lavatory), Brake Second, Open Second, Second and Second (with lavatory).

The scale-length coaches are expertly painted, with highly detailed etched brass sides, die-cast chassis, fully detailed interiors with working lights, die-cast compensated bogies and sprung die-cast buffers and couplings, and are capable of running on Peco second-radius curves.

Ellis Clark Trains (01756 701451/ 07799 554491, ellis@ellisclarktrains.com).

Hornby releases apple green A4 Pacific Woodcock

Hornby's nicely detailed single-chimney 00-gauge A4 Pacific No. 4493 *Woodcock*, in LNER apple green livery, has just arrived in stock.

Representing Era 3 (1923-1947), the 291mm-long model has a recommended retail price of £169.99.

The full-sized *Woodcock*, which entered traffic on July 26, 1937, was first allocated to Gateshead, where for six months it was used on mundane duties unless an engine failed on one of the LNER's 'glamour' trains.

A brief allocation to Doncaster in January



1938 was followed by a move to King's Cross on February 25.

Woodcock operated from there until June 1963,

when it went to New England, Peterborough, from where it was withdrawn in October of that year.

Exclusive sand wagons from AGR Model Railway Store

The AGR Model Railway Store of High Street Mews, High Street, Leighton Buzzard LU7 1EA, has received its exclusive batch of 009-gauge wagon models labelled 'Arnold's Sands' of Leighton Buzzard that were especially commissioned from Peco Limited – but if you

want one you'll need to hurry, as they are selling fast at £16.95 each.

One of Leighton Buzzard's former principal sand-quarrying firms, J Arnold & Sons was established by John Arnold (1816-1880) who began to quarry sand in Heath & Reach around



There's a lot of history behind this limited-edition AGR wagon bearing the name of Arnold's Sands of Leighton Buzzard.



1860. The firm went on to produce more than 40 different grades of sand that were used in foundry work, glass-making, water and sewage plant filtration, horticulture, building cement and all kinds of sand blasting.

To learn more about the new wagons, contact sales@agrmodelrailwaystore.co.uk

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News

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Pullman Society's modelling gems at two big September exhibitions



The 'Golden Arrow', 'Queen of Scots', 'Bournemouth Belle' and 'Tees-Tyne Pullman', are among the 10 full-length Pullman trains of yore being exhibited by The Pullman Society at two big model railway shows this September.

All the luxury and prestige of Pullman rail travel will be demonstrated with a display stand of no fewer than 10 full-length 00-gauge Pullman trains and an N-gauge operating layout when The Pullman Society attends two great model railway exhibitions in September.

The first will be the Burgess Hill Model Railway Club's annual exhibition at Burgess Hill Girls, Keynes Road, Burgess Hill, RH15 0EG, from 10am until 5pm on Saturday, September 1, where other model railway exhibits will include Dentdale, Hookhills Viaduct, Trix Twin, Bryn y Felin, Kiln Road, Shellsea Harbour, St Paddy and Whitecross Street.

Over the weekend of September 29-30 the society will be at the Worthing Model Railway Club's exhibition at Durrington High School, The Boulevard, Worthing, West Sussex,



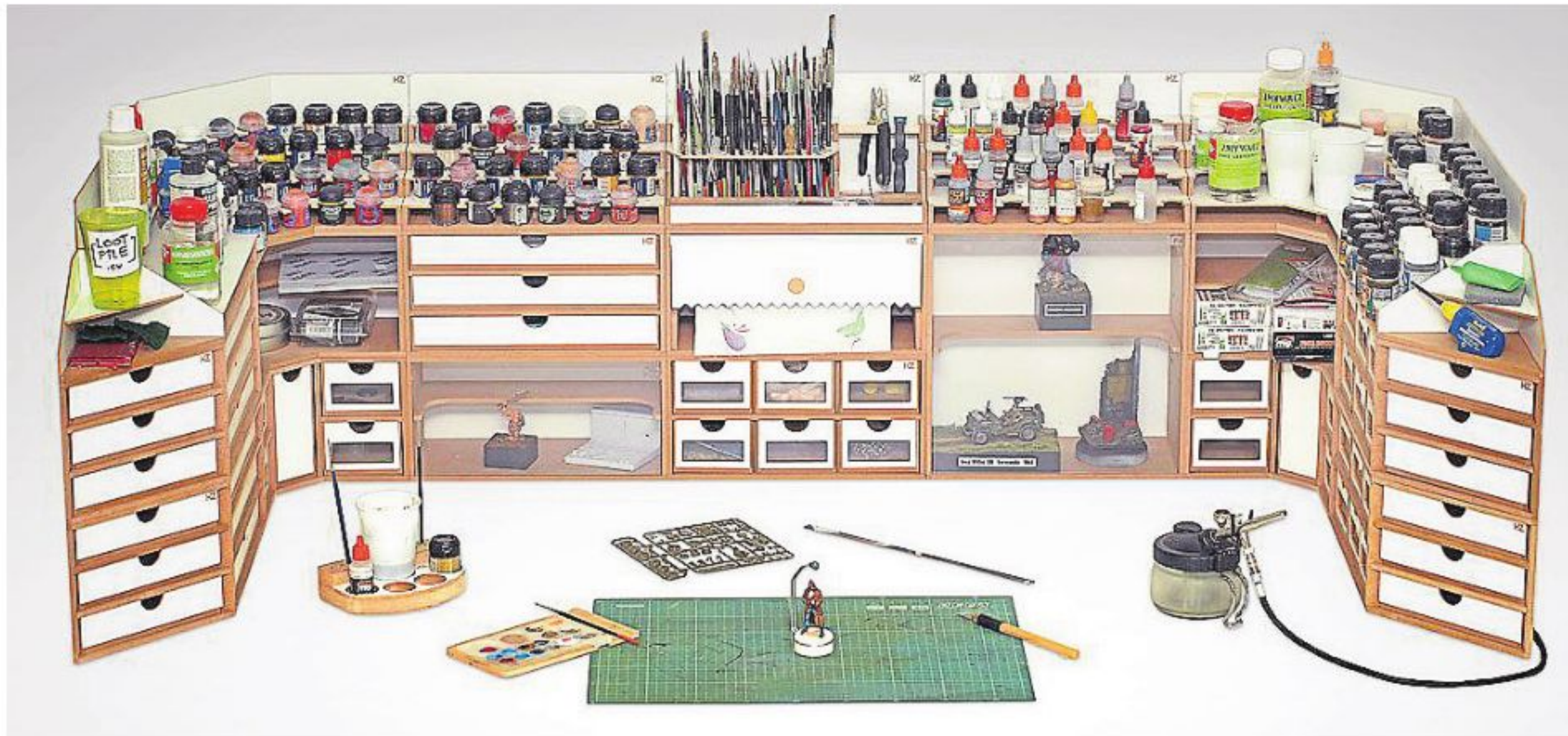
The society's N-gauge operating layout, including the early diesel-era 'Midland Pullman', will also be on show.

BN13 1LA. Saturday opening times will be 10am until 5pm, and on Sunday the exhibition will be open from 10am until 4pm.

The layouts will include Canute Road Quay, Dubmill Sidings, Network

SouthEast 1980s, Foxwell Lane, Hatch End, Hunter's Moon, Yewston Road, Well's Green TMD and Stourcombe.

For more details about The Pullman Society and its activities, visit www.thepullmansociety.org.uk



The new kits being retailed by Hatton's provide storage for everything the railway modeller could possibly need.

Hatton's stocks modular workshop storage kits

A new range of Hobbyzone modular workshop storage modules is now being stocked by Hatton's Model Railways Ltd of Widnes, Cheshire.

The kits are designed in common dimensions to enable customers to build their own workshop or

workbench to suit their particular needs, and they slot together with little fuss and just a little wood glue to affix the parts.

The various modules are connected by magnets to allow easy reconfiguration, additions or removal,

and using the kits, the Hatton's team built a sizeable workshop in just two hours.

Hatton's Model Railways Ltd, 17 Montague Road, Widnes, Cheshire, WA8 8FZ (0151 7333655, www.hattons.co.uk)



Crowds throng the trackside as the '15-Guinea Special' steams by just over 50 years ago. National Railway Museum photo.

Limited-edition '15 Guinea Special' 50th anniversary pack from Hornby

August 13 marked the 50th anniversary of the final tour of British Railways steam from Liverpool via Manchester to Carlisle and back, and to mark the occasion Hornby has put together a limited-edition '15 Guinea Special' train pack costing £299.99.

The pack consists of BR Standard Class 7 'Britannia' Pacific No. 70013 *Oliver Cromwell*, BR Mk 1 Brake Second Open No E9223, Tourist Second Open No M4995 and Tourist Second Open M4993.



Representing the day when Britain finally said farewell to steam on August 13, 1968, the limited-edition Hornby pack contains 'Britannia' Pacific No. 70013 *Oliver Cromwell* (whose last two numbers were as appropriate as the date itself) and three of the BR Mk 1 coaches that formed part of the train.

TMC commissions exclusive plate and bolster wagons

TMC has commissioned Bachmann to produce a range of 00-scale plate and double bolster wagons with completely new tooling, and the 13 different guises in which they will be available will include as-built examples and those for departmental use.

Many double bolster wagons were converted to plate but retained some of their bolster fittings.

Between 1937 and 1954, the LMS, LNER and BR between them built more than 9000 unfitted four-wheel steel-carrying wagons, commonly known as plate and double bolster wagons. The bodies were of welded or riveted construction, and a variety of different axleboxes was used over the lifespan of the wagons.

Block trains of these wagons were commonplace throughout the network where steel was actually produced or used in industry. Although built for carrying steel plate and larger steel products anchored to the bolsters, the wagons quickly found use carrying all manner of loads throughout the BR system.

Many survived well into the TOPS era when they were used for a variety of departmental duties.

The Model Centre (01947 899125, sales@tmc-direct.com, www.themodelcentre.com)

No fewer than 13 variants of the original plate (below) and bolster wagons are being modelled by Bachmann exclusively for TMC.



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What's *in the* shops



The increasingly popular Trainload freight era (which falls into Era 8) is represented in model form with new releases of the Bachmann OO gauge Class 37 and 47. Ordinary, everyday locomotives such as these are much in demand to complete modellers' layout rosters.

Railfreight diesels from Bachmann

The popular Railfreight sector liveries are growing in popularity with modellers, and two recent OO-gauge releases from Bachmann are a Class 37 and 47 in this colourful scheme, writes **Nigel Burkin**

TRAINLOAD FREIGHT LIVERY AND the associated Railfreight Distribution livery (Era 8) were introduced after the creation of business sectors by British Rail in the late 1980s. The base livery consisted of a light lower grey body stripe similar to BR 'Light Grey', an upper band of 'Flint Grey' and a roof painted in a shade similar to BR 'Executive Dark Grey'. 'Warning Panel Yellow' was applied to the lower part of the front of the locos, together with black to the cab doors and window frames. Class 37s also had black applied to the top of the bonnets.

The base livery was adorned with 'sector' badges for the divisions of Trainload Freight, including 'Trainload Coal' formed in 1988, and this is applied to the featured Class 37 model of No. 37 049. Trainload divisions were responsible for business within well-defined sectors such as coal,

construction materials, petroleum and metals.

There was a little cross-over in places, as demonstrated by the locomotive represented by the model of No. 37 049.

The same base livery was used by Railfreight Distribution, with red and yellow badges applied to the sides of the locomotives. That business was a little different in that it mopped up everything not covered by the trainload divisions, including wagon load freight, MoD traffic, intermodal and maritime container traffic (Freightliner). It was formed in 1987, and the livery lasted until 1992, when it was gradually replaced with a revised version in time for the opening of the Channel Tunnel.

Railfreight Distribution was one of the last of the BR business sectors to be privatised when the maritime container business was hived off to create Freightliner, and the rump of the

wagon load and intermodal business sold to EWS.

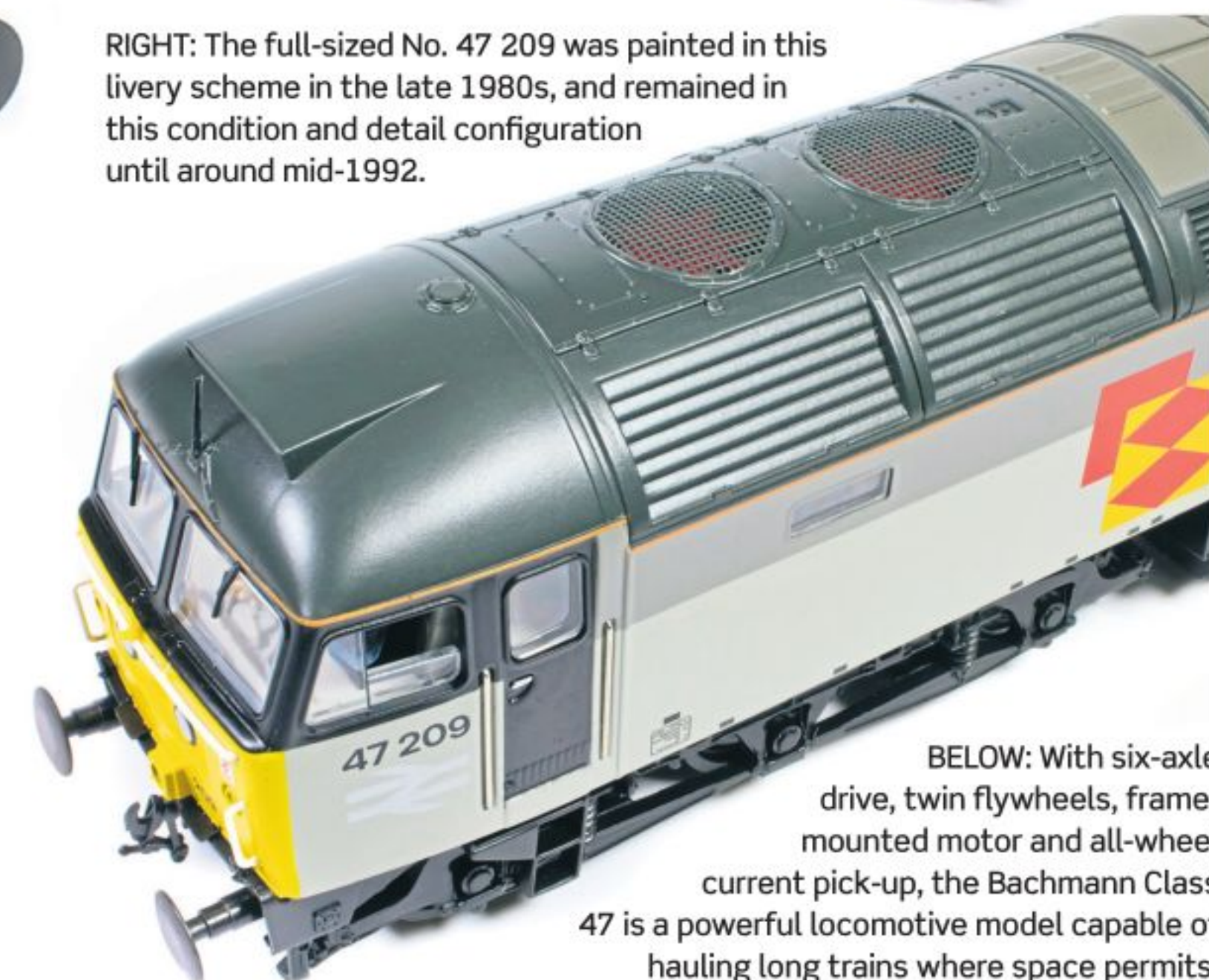
Both of the featured diesel locomotive models will be welcomed by modellers of the late 1980s and early 1990s era that immediately preceded rail privatisation.

While the base Trainload Freight livery spanned around six years – comparatively short compared to other eras of BR – many locomotives painted in that livery 'held out' well into the 1990s and privatisation, usually shorn of the badges and embellishments such as nameplates and depot plaques, but still bearing the base livery.

Model specifications

Both the Bachmann Class 37 and 47 models in their various guises share many common features, including powerful six-axle drive, all-wheel current collection and heavy chassis, making the models capable of hauling heavy freight trains on large layouts.

RIGHT: The full-sized No. 47 209 was painted in this livery scheme in the late 1980s, and remained in this condition and detail configuration until around mid-1992.



BELOW: With six-axle drive, twin flywheels, frame-mounted motor and all-wheel current pick-up, the Bachmann Class 47 is a powerful locomotive model capable of hauling long trains where space permits.



OO Scale

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The motor is installed in a central position within the metal chassis, with drive shafts connecting the motor to the gear towers of the bogies. Twin brass flywheels are also fitted to the drive mechanism, providing momentum and smoothing out operation of the models. With current collection over a long chassis, the models rarely stall on complex track work unless wheels and track need a serious clean!

In terms of detailing, the models share many of the same features too, including etched cooling fan grilles complete with the fan detail itself. The Class 37 has one large fan grille whereas the Class 47 has two. They also have flush glazing, separate wire hand rails, etched nameplates and embellishments together with sprung buffers and buffer beam detailing packs.

Detail variations in Class 37s are introduced by combining different bonnet end mouldings with bodysheils allowing a wide range of locomotives to be represented, including the split box configuration of No. 37 049. Technical specifications include 21-pin DCC interfaces, working lights with some light configurations switchable using switches in the underframe tanks, the provision to fit digital sound, and NEM coupling pockets.

Trainload Coal Class 37/0 No. 37 049 Imperial (32-790)

Bachmann has chosen an interesting model for this version of the Class 37/0, and its detailing boasts some locomotive-specific detail including the boiler port and boiler compartment cover with external ribs. The head code panels are divided by the end doors (split box) which feature most of the original fittings. The head code boxes have covers with marker lights.

FEATURES OF THE MODELS:

- Accurately researched livery.
- All-wheel drive.
- Locomotive-specific details.
- Etched nameplates and livery embellishments.
- Twin brass flywheels.
- All-wheel current collection.
- Working running lights and cab lights.
- Provision for the fitting of digital sound.
- 21-pin DCC interface socket.
- Accurate livery and markings.
- NEM coupling pockets.
- Flush glazing.
- Wire hand rails.
- Detailing pack included with both models.



Livery application is sharp and without blemish. The model will make an excellent companion for the forthcoming Bachmann FFA and FGA container wagons.

Released to traffic in 1962 as No. D6749, it spent its first years as an Eastern Region locomotive, allocated initially to Tinsley and Healy Mills before being moved to Stratford. The locomotive was equipped with a train-heating boiler enabling it to work passenger services in East Anglia, which it did on a regular basis throughout the 1970s and early 1980s before electrification of the Anglia main line and the route to Cambridge and King's Lynn. It was renumbered as part of the TOPS programme during the 1970s.

No. 37 049 was next allocated to Motherwell in 1985 to work on coal and iron ore trains associated with Ravenscraig steel works, primarily in double and triple-headed format between Hunterston and Ravenscraig. It was named *Imperial* in 1986, and renumbered in a special 'Ravenscraig' pool as 37 322. It was renumbered back to 37 049 in mid-1988 and painted in Trainload Freight livery with the Coal Sector markings normally associated with the sector responsible for power station coal workings, even though records show that it operated under the auspices of Trainload Metals.

The nameplate was painted with a red background as depicted on the model, but then soon changed to black. Some photographs show a large number '049' applied to at least one bonnet of the locomotive for a short time.

Based on the modelled features, the date of the model can be narrowed down to around 1988-1989 as based at Motherwell depot. A lick of black paint to the head code box covers, together with black nameplates (and oval buffers) would extend its date range to 1991.

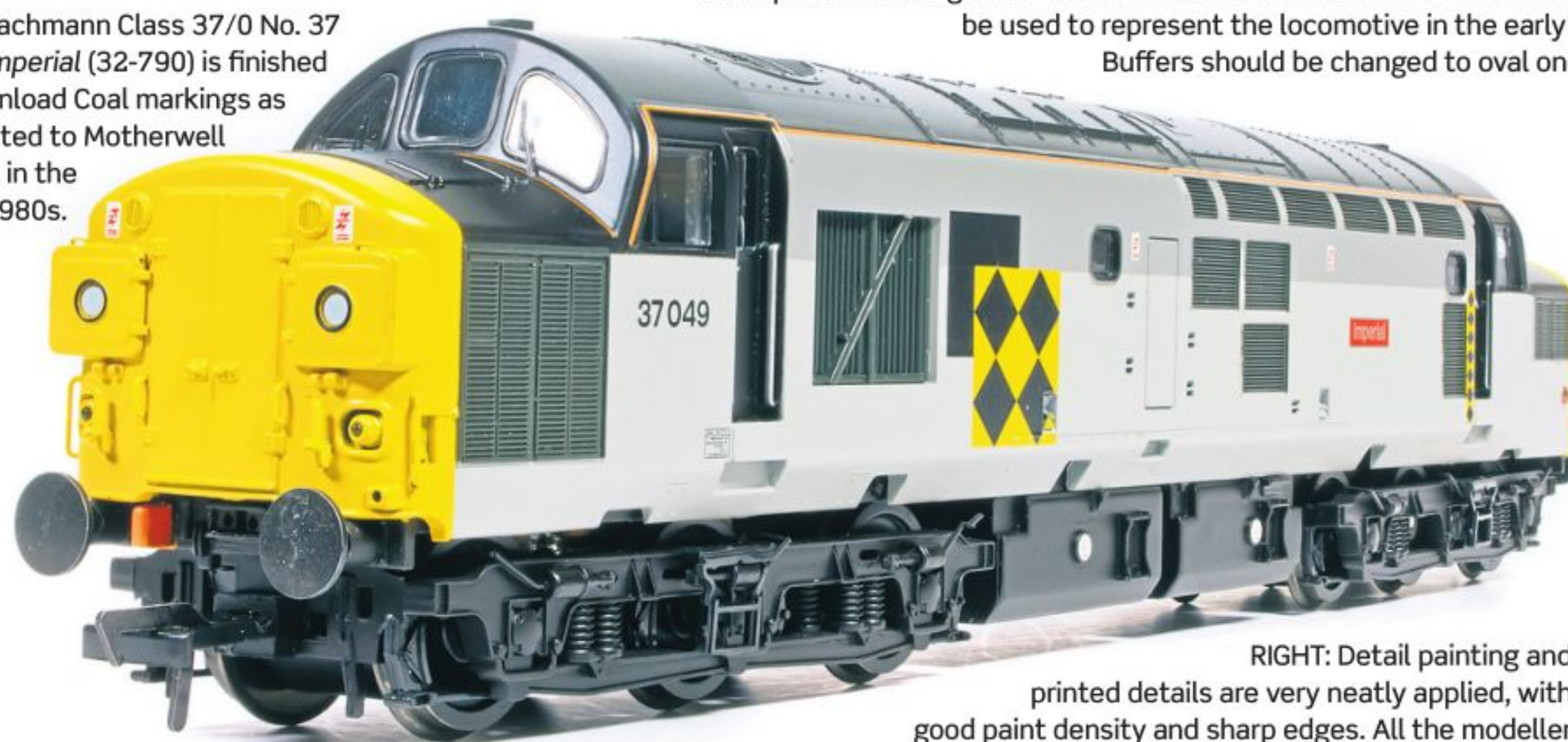
A move to Immingham followed a short spell in South Wales. Reallocation to the infrastructure fleet at that time saw it repainted in engineers' yellow and grey livery, ending its spell as a Trainload freight locomotive. Eventually it was stored and then subjected to component recovery in 1995 before lingering on until 2003, when the remains were finally cut.

Model details:

Class 37/0 No. 37 049 Imperial.
Catalogue number: 32-790.
Price: £159.95.



ABOVE: The combination of red nameplate and round buffers places the locomotive in the 1988-1989 time frame. Repaint the nameplate black together with the head code box covers and the model can be used to represent the locomotive in the early 1990s. Buffers should be changed to oval ones, too.



RIGHT: Detail painting and printed details are very neatly applied, with good paint density and sharp edges. All the modeller has to do, if required, is weather the model.

repainted in the Railfreight Distribution livery that the model depicts. Many photographs show No. 47 209 hauling maritime container trains (Freightliner) which will make it an excellent choice for the forthcoming Bachmann FFA and FGA container wagons.

The combination of this livery, the nameplate and specific details applied by Bachmann to the model narrows its time frame from 1990 to around the spring of 1992. The locomotive was subsequently life-extended with long-range fuel tanks and a 'Crewe-cut' buffer beam, changing its outward appearance, while retaining Railfreight Distribution livery until its allocation to Freightliner.

The base livery was changed with the application of red Freightliner markings until its withdrawal from traffic, but interestingly enough, the locomotive has returned to the main line following conversion to a Class 57 by Brush in 2003, and operates as No. 57604 for Great Western, working sleeper services from the West Country – a far cry from its life as a mixed traffic and freight locomotive.

A note should be made that a model of this locomotive is also offered in N gauge under the Graham Farish label (372-247).

Model details:

Class 47/0 No. 47 209 Herbert Austin.
Catalogue number: 31-663.
Price: £159.95.



Assembly and finishing the Class 37 model is very neat, including the etched cooling fan grille with a fan located underneath it.



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What's *in the* shops

Remember the 'Titfield Thunderbolt'?

Nigel Burkin reviews the former GWR Collett 14XX 0-4-2 auto-tank that Hornby has just reissued as No 1424, but although it's an 'entry-level' model, it still boasts plenty of excellent detail.

HORNBY HAS REISSUED ITS OO-gauge model of the GWR 0-4-2T 14XX class auto-tank that formed part of its range for many years, yet despite being offered as part of the entry-level 'Railroad' series, it does enjoy some good detailing of the body shell and chassis including wire hand rails, brake hangers and shoes fitted in line with the driving wheels, and pipe runs fitted as separate components.

It represents a popular branch line passenger locomotive for both GWR and BR (WR) modellers, who consider it to be something of an icon for their rosters.

Originally classed 48xx, 75 such locomotives entered service from Swindon Works for light branch duties between 1933 and 1936 to replace the ageing 517 class engines. The 14XX 0-4-2Ts were fitted with auto-train equipment enabling them to work with GWR designs of auto-trailers, and with a low axle load the class was operated primarily over lines and branches with low axle-loading limits.

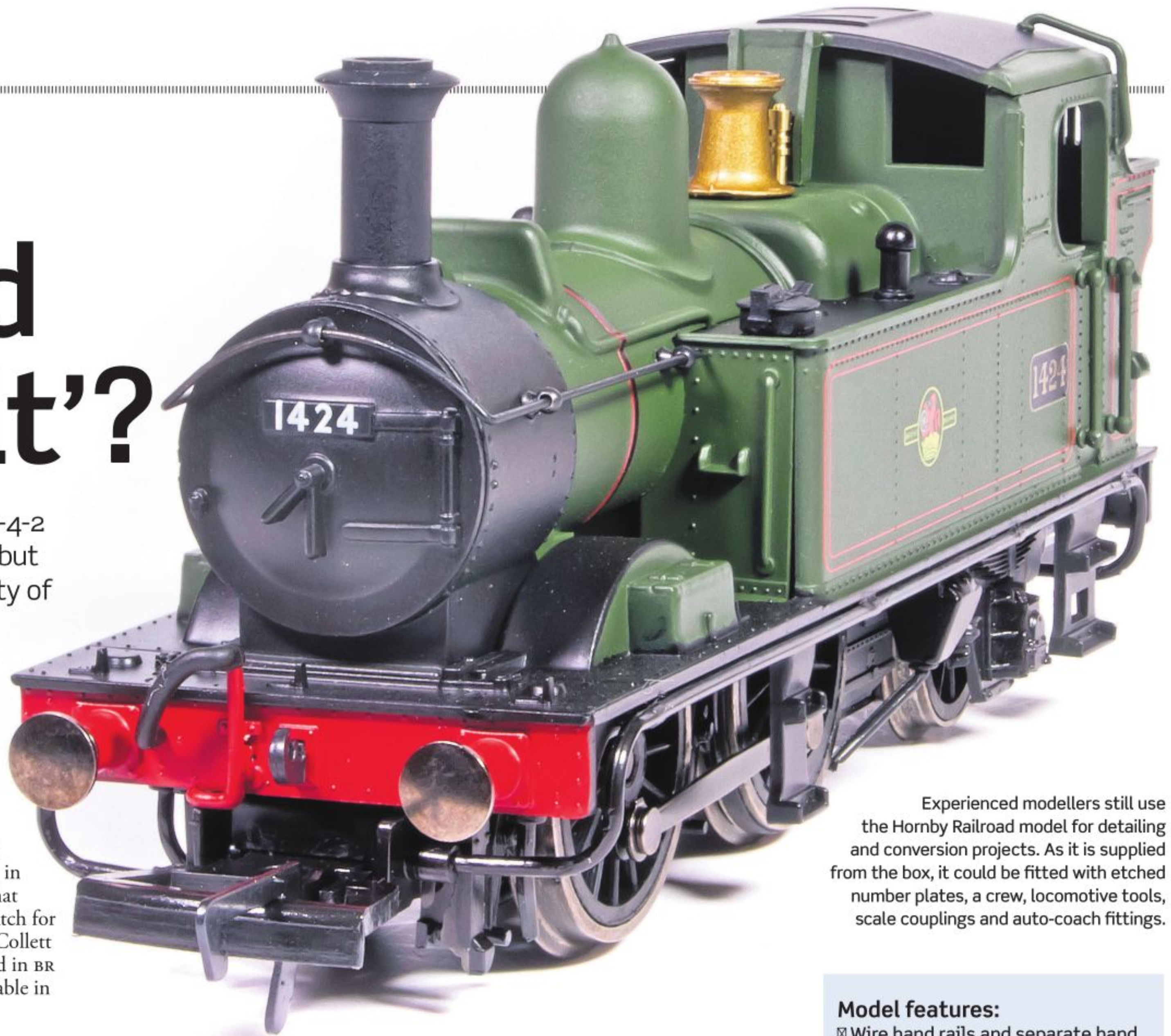
In 1946 the 48xx class became 14XX to avoid number sequence conflicts with 2-8-0 locomotives converted to oil firing, and the Hornby model is finished in lined BR green as No. 1424.

Four engines of the class survived into preservation, including No. 1420 located on the South Devon Railway and No. 1466 at the Didcot Railway Centre. One of the four, No. 1442, is exhibited as a static display at the Tiverton Museum, having been the locomotive that worked the last Tiverton branch train.

Many modellers still regard the Hornby Railroad 14xx as an excellent starting point for detailing and enhancement work. It has an improved mechanism and current collection, and its lower-than-average price for a tank

locomotive, particularly after discounting, makes it an attractive proposition for those modelling on a tight budget.

The model's lower level of detail makes it less prone to damage by young modellers or those new to the hobby, and in all, it remains a useful model that performs well and is a good match for the Hornby R4791 and R4832 Collett A30 auto-coach models finished in BR livery which are currently available in the shops.



Experienced modellers still use the Hornby Railroad model for detailing and conversion projects. As it is supplied from the box, it could be fitted with etched number plates, a crew, locomotive tools, scale couplings and auto-coach fittings.

Model features:

- ☒ Wire hand rails and separate hand rail knobs.
- ☒ Separate mouldings for chimney, pipework and water tank filler covers.
- ☒ Unsprung metal buffers.
- ☒ Separate vacuum brake hose detail.
- ☒ Separate brake hangers and sanding gear.
- ☒ All-wheel current collection.
- ☒ Wiper pick-ups acting on rear of wheels.
- ☒ Traction tyres fitted to two driving wheels.
- ☒ Weight: 165g.
- ☒ Length: 118mm over buffers.

Model details:

GWR/BR 14XX 0-4-2 tank locomotive.

Manufacturer:

Hornby Hobbies Ltd.

Scale: OO gauge, 1:76 scale to run on 16.5mm track.

Catalogue number:

R3692.

Era: 1946-1965 as 14XX class.

1956-1965 for livery depicted.

Web: www.hornby.com.

Suggested retail price:

£59.99 for all versions of the model.



Performance was found to be smooth and controllable based on workbench tests. Two wheels are fitted with traction tyres, and all wheels are equipped with current collection pick-ups.



The GWR/BR 14 0-4-2T has been part of the Hornby range for many years, and makes a welcome return in the 2018 catalogue as BR No. 1424.



The standard of detailing is good for an entry-level model, featuring hand rails, underframe details and metal buffers as separate components. Assembly is neatly done, resulting in a durable model suitable for younger modellers.

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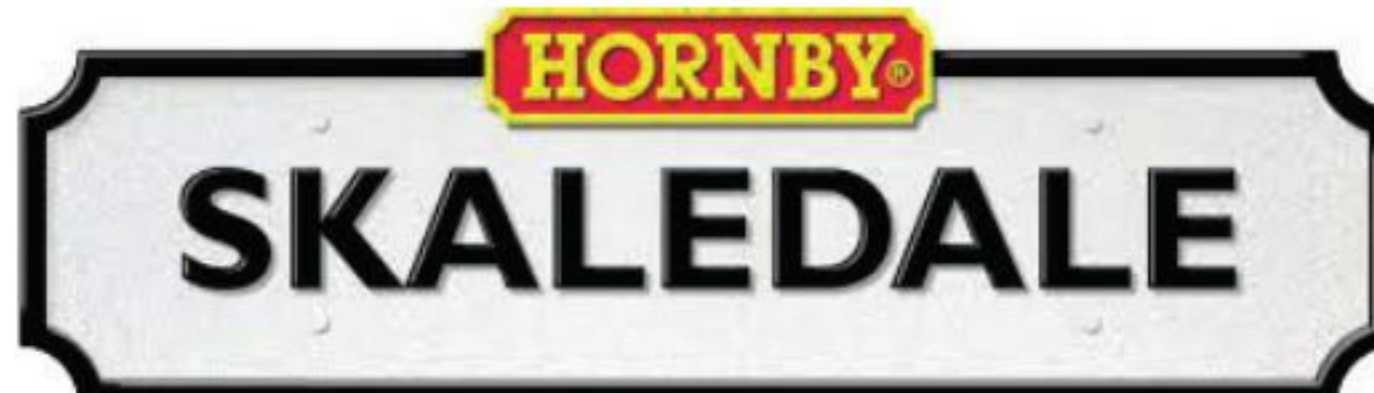
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What's *in the* shops

Modellers have had to wait some time for the Class H2 'Brighton Atlantic' to be released. It's a key model for Bachmann in 2018, and on first impressions it's a fine model.



LBSCR Class H2 'Brighton Atlantic' breaks cover

Bachmann's new OO-gauge 'Brighton Atlantic' locomotive has arrived at last – and what a lovely job it is, writes **Nigel Burkin**.



The tender is as neatly modelled as the engine, with numerous fine details and fittings including coal rails and brake details.

MODEL DETAILS:
LBSCR Class H2 'Brighton Atlantic'
4-4-2 locomotive.

Manufacturer:
Bachmann Europe Plc.

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

Era:
1911 to 1958.

Web:
www.bachmann.co.uk

Suggested retail prices:
£189.95

Built at the LBSCR Brighton works in 1911 and 1912, the H2 'Brighton Atlantics' were superheated, unlike the Class H1s, and together, the shapely 4-4-2s took over all Brighton line expresses, including Pullman services, until the introduction of the 'King Arthur' class in 1925 and 1926.

Apart from during the war years, both Class H1 and H2 Atlantics continued to work express passenger trains including boat trains. Eventually they

were inherited by British Railways and lasted in regular use until withdrawals began in 1956, with one example lasting until 1958. No. 32423 *The Needles*, however, was withdrawn in 1949. The H2 'Brighton Atlantics' retained their base numbers throughout their working lives, starting as LBSCR Nos 421-426. The Southern Railway then added a 'two' to the numbers (2421-2426), and upon Nationalisation, BR added a 'three' to the SR numbering (32421-32426).



Given that only six examples of this locomotive type were ever built, to see the model in ready-to-run form is both remarkable and good news for Southern enthusiasts.



This is the impressive view from the front of Southern Railway No. 2421 South Foreland (31-920).

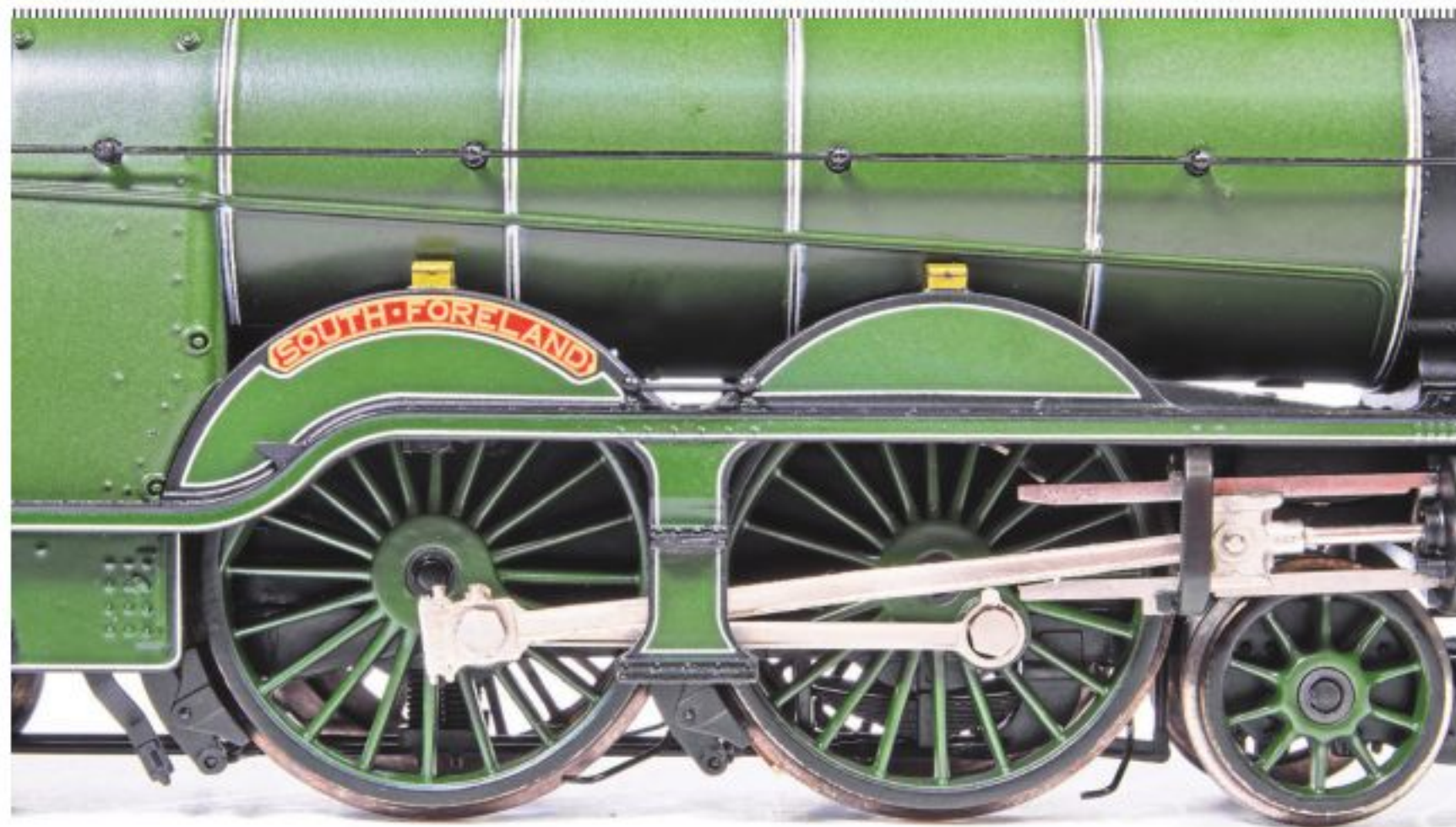
THE LONG-AWAITED BACHMANN OO-gauge London Brighton & South Coast Railway Class H2 4-4-2, or 'Brighton Atlantic', has finally broken cover with a late 2018 release date to the shops.

It's a complex locomotive to model, with very closely spaced driving wheels and front bogie located between the cylinders, which had to be designed to run on second radius curves without fouling the inside surface of the cylinders themselves.

On first examination, the model is a lovely replica of the full-sized locomotive, and one that must have challenged the designers at Bachmann. Sadly, none of the full-size 'Brighton Atlantics' was saved for preservation, in common with sister locomotives the LBSCR Class H1 4-4-2 Atlantics.

The class has its roots deep in Great Northern Railway territory. Designed by Douglas Earle Marsh, the Class H1 and H2 locomotives closely resemble the Great Northern Railway Class C1 Atlantic locomotives designed by Henry Ivatt, the then chief mechanical engineer of the GNR, and introduced between 1902 and 1910.

D E Marsh was the deputy to H Ivatt before being appointed in 1905 as locomotive superintendent at Brighton, where the need for motive power for heavy Brighton line passenger expresses was acute. Drawings were acquired from Doncaster, and with a few modifications, five Class H1 Atlantic locomotives were introduced between 1905 and 1906, built by Kitson's of Leeds. The design was an immediate success, resulting in authorisation for a further six locomotives to the same basic design.



The large driving wheels are impressively modelled with their fine and correctly profiled spokes.

According to the records, names based on locations on the south coast were applied around 1925 – *South Foreland*, *North Foreland*, *The Needles*, *Beachy Head*, *Trevose Head* and *St Alban's Head*. The featured model is SR No. 2421 *South Foreland* (31-290).

Small modifications were made to the locomotives during their working lives, including adaptations for working over certain routes, and Bachmann plans to include these changes in the toolings for future releases.

Body moulding

'Brighton Atlantics' have quite a following among enthusiasts, and this is reflected in the bid by the Bluebell Railway to create a replica of No. 2424 *Beachy Head*.

The proportions and lines of these very handsome locomotives have been captured faithfully in the body tooling, the GNR heritage being apparent at the front of the model together with the LBSCR modifications in the cab and other areas. The complex shape of the H2s, particularly the curves along the running plate, has been well represented in the model.

In common with new toolings from Bachmann, sub-assemblies have been used to make up the body shell which allows higher standards of detail to be introduced alongside differences in detail between locomotives.

Small details abound, including the now-standard wire hand rails. Mouldings for pipe runs and other fittings are apparent on the model, all of which are fitted and coloured neatly for a seamless assembly. The whistle fitted

to the cab roof is quite vulnerable – the one on the review model had broken off in transit – and a brass whistle might have been a better choice.

To see yet more detail, uncouple the tender and take a closer look inside the cab. It is detailed with a separate hinged fall plate, beautifully executed back head detail and driving controls too. Look also for the opening firebox door.

Tender

Tenders have to be as well modelled as the engine, and the 'Brighton Atlantic' is matched with a neat tender that also houses a 21-pin decoder socket. Brake stand detail and coal rails are neatly fitted to the crisply moulded body, which has finely moulded lamp irons on the rear. The underside has an electrical socket for the tender-to-engine wiring, together with a tender drawbar adjuster and separately applied brake rodding and brake blocks.

Fine details

A small pack of fine detailing parts is included with the model. Two sets of cab doors are included, one pair being finished in lined SR olive green on one side and one pair that's painted black. Look carefully at these, for they have mounting spigots on opposite sides, allowing the doors to be fitted in their correct position on the leading tender edge. Use the painted ones to show closed doors and the plain ones if you wish to model the doors folded back against the tender sides.

Other small details include some tender fittings, brake hoses together with steam heating hoses and screw

To make the model capable of running on second-radius curves, the front bogie is designed to pivot and slide from side to side. The tiny cut-out on the inside of the cylinders is not visible from normal viewing distances.



The cab is beautifully detailed and painted in the correct metallic colours for copper pipe and brass fittings.

couplings. The large front lamp iron can be detailed with the supplied head code discs and marker lamps. The chassis is also adorned with tiny details such as sand pipes and brake rodding.

Despite the congested nature of the chassis and the close wheelbase, Bachmann has managed to include smart brake hangers and blocks connected to finely moulded rodding, which is factory-fitted and not provided as a detailing item as commonly found with other models.

Noteworthy are the etched nameplates and number plates included with the model which are designed to fit over the printed details – a lovely feature which will finish the model nicely.

Wheels and bogies

Something that has always challenged modellers and kit manufacturers is the aforementioned congested chassis, with its closely set driving wheels, which can be a problem if wheels with deep flanges are used. It's a tricky design to model, and this is further complicated by the location of the front bogie in relation to the cylinders.

To allow the model to operate through second-radius curves and set-track turnouts, the front bogie both pivots and slides from side to side. To accommodate this feature, a tiny and almost unnoticeable section from the inside of the cylinders has been trimmed to provide clearance.

The inside bogie is sprung and pivots neatly within the chassis frame, with the modelled brake gear fitted to the frame instead of the bogie to simplify its operation. Finally, the large driving wheels are beautifully modelled with sharp spoke detail – they are fine enough to see detail behind the wheels.

The flanges barely touch where the wheels come together – there is enough clearance for smooth operation.

Performance

The design of the chassis has resulted in a model that performs really well through tight track work, yet has enough grunt to replicate the performance of the full-sized locomotives. The motion runs smoothly, there was no sign of catching in the mechanism, and in common with all Bachmann models, an hour

MODEL FEATURES:

- Finely tooled body shell assembly enhanced with individually applied fittings.
- Unsprung metal buffers.
- Motor fitted to the engine.
- 21-pin DCC interface located in tender.
- Equipped with circuits for easy digital sound installation.
- Current collection in the tender and locomotive.
- NEM coupling pockets.
- Separate wire hand rails.
- Representation of detail between the frames at the front of the model.
- Screw couplings and brake pipes supplied as add-on details.
- Route indicator discs and lamps supplied as detailing parts.
- Etched nameplates supplied in the box.
- Separate whistle and safety valve detail.
- Detailed cab and back head.
- Flush glazing applied to the cab front.
- Brake details fitted in line with the driving wheels.
- Length: 243mm over the buffers with tender draw bar in maximum extension.
- Weight, including tender: 380g.

of running-in soon had the model running smoothly throughout the speed range. Current collection from both driving wheels and tender gives the model a long current collection zone, making it unlikely that it will stall on complex junctions.

Livery

The featured model is that of Southern Railway No. 2421 *South Foreland*, finished in lined SR olive green – a very attractive livery that sat on the 'Brighton Atlantics' well, and with a satin sheen to it, sits well on the model too. The paintwork is smooth, with straight and even lining and printed lettering. Colours are dense and opaque, with good colour rendition and sharp division between colours and printed details. The name and number plates are also very nicely printed, and would be acceptable to most modellers' eyes even though lovely etched plates are provided in the box! Equally neatly printed is the locomotive number on the front bufferbeam.

Finally, I draw your attention to the cab interior once again, for not only is it well detailed down to brake, regulator and reversing lever, but also all neatly picked out with individual colours complete with copper and brass colouring of controls, water gauges and pipes.

Overall

Given the complexity of the design, particularly below the running plate, Bachmann has done an excellent job of producing a convincing replica of a very handsome locomotive. Compromises in the design and operation of the front bogie and location of small brake details on the rear bogie are acceptable to make the model useful to most modellers.

Overall, it is a really fine-looking machine with a wealth of stand-alone and neatly printed details.

Was it worth the wait? I think the sales will tell us all we need to know, for this one won't sit on the shelves for very long.

We look forward to reviewing the forthcoming GNR Class C1 Atlantic locomotives.

The model is finished in Southern Railway olive green with neatly printed lettering on the tender together with name and number plates.

The LBSCR Class H2 'Brighton Atlantic' (31-920) has been beautifully created in model form, but also to be run on most modellers' layouts. It will appeal to the collector, too, so don't expect them to last long in the shops!



What's *in the* shops

Maunsell Kitchen/Dining First authenticity from Hornby

Thin sides, flush glazing, a high level of interior detailing and fine tooling all come together to create Hornby's very authentic-looking model of a Maunsell coach, writes **Nigel Burkin**.

RECORDS SHOW THAT A TOTAL OF 40 Maunsell Kitchen/Dining First coaches were constructed in several batches for long-distance services on the Southern Railway, including West Country services, the Portsmouth direct line and the Bournemouth line.

It was based on the standard Maunsell coaching stock design adopted in 1925 to replace a variety of older coaches that came under Southern Railway ownership following the Grouping of the constituent companies, and in establishing a common design for Southern Railway coaches, Maunsell incorporated many of the best design features of the inherited pre-Group stock.

In common with the standard design, the Kitchen Dining First coaches were based on a standard 59ft long and 9ft 6in wide coach. Four first-class seating bays were provided at one end for dining and catering facilities, with large double access doors, the pantry and kitchen at the other. The coach could service an additional dining saloon in addition to its four bays of seating.

One example has been saved for preservation, and is subject to a fundraising effort to completely restore it to its original condition (it had been converted to a buffet car with limited unclassified seating). No. 7864 is based on the Bluebell Railway, and more details of the restoration effort can be found on its website at <http://www.bluebell-railway.co.uk/bluebell/pics/7864.html>.

MODEL DETAILS:

SR Maunsell Kitchen/Dining First Class coach.

Manufacturer

Hornby Hobbies Ltd.

Scale

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

Era

Late 1920s until around 1963 (last Maunsell coach recorded as withdrawn in 1967).

Catalogue numbers

R4816: SR No 7869 finished in olive green.
R4817: BR No S7861S finished in BR(SR) malachite green.

Web

www.hornby.com

Suggested retail prices

£47.99

Hornby's model is a brand new tooling released during 2018 to match its comprehensive range of Maunsell coaches that are offered with numbers allowing the formation of SR and BR(SR) fixed sets for authentic operation. Two liveries are offered on the catering cars, including No. 7869 finished in SR olive green and No. S7861S in BR(SR) malachite green. The Kitchen and Dining First coach will allow modellers to complete authentic long-distance trains as operated by the Southern Railway and subsequently BR.

Body moulding

Coaching stock tooling has become very sophisticated in recent years, as demonstrated by the Hornby Maunsell coaches, with the use of several components to make up the body shell instead of a single moulding. Hornby has produced strong models with thin section sides that create the appearance of thin steel sheeting over framing as would be the construction method used in the full-sized coaches. This makes flush glazing more authentic by minimising the edge of plastic found on models with thick sides and reducing the prismatic effect of glazing pieces by making them thinner too.

Other features of the body shell, including body panel lines, door lines, hinges, handles and panels, are very finely moulded. A variety of small fittings do much to complete the model, including roof ventilators, separate commode handles and wire hand rails.

The body shape is well represented, capturing well the character of Maunsell coaches, including the flat body sections for the doors.

Underframe and bogies

The underframe is a work of art, with the majority of individual toolings used on the model making up the underframe, which is a comprehensive model in its own right. Trussing, footsteps, tanks, brake equipment and the dynamo are all neatly moulded and fitted to the underframe. Assembly is crisp and clean, with no glue marks or imperfections.



Two models of the 59ft Maunsell Kitchen and Dining First coach have been released by Hornby, a new tooling for 2018.

The BR(SR) is represented by No S7861S, which is finished in malachite green with yellow lettering. The model has been photographed from the saloon end of the coach.



The coaches are equipped with excellent models of the SR 8ft bogies that are detailed with spring planks, brake shoes, brake linkages and footboards.

The same applies to the SR 8ft bogies made up of several main components and a wealth of small details. Spring planks, brake blocks and brake rigging are all represented, with the brake blocks in line with the metal wheels. Both review models run freely on wheels that have pin-point axles running in the axle boxes. Noteworthy, too, are the fine footboard details at the saloon end of the coach and the finely moulded rivet heads on the bogies and underframe.

Interior

While the model is finely detailed both inside and out, there is nothing to stop the modeller enjoying an evening at the workbench customising the models, particularly to the interior. Interior detailing is beautifully done with tables in the saloon complete with fine table lamp details – perfect for customising.

The finish on the table tops is white, representing a tablecloth one might suppose. The coach could be opened and fitted with crockery, cutlery and, of course, passengers taking a meal or snack.

Couplings

NEM coupling pockets are provided at each end of the coach, fitted to close-coupling cams that allow the coaches to be close-coupled on curves as sharp as second radius. Standard Hornby tension lock couplings are fitted to the model. Hornby provides its European-style close couplings in the box as an alternative to the tension lock coupling for those modellers who wish to close up the gap between the gangways. It should be noted that the gangway shield fitted to the models can be uncoupled with ease and stored when coupling coaches together into trains.

MODEL FEATURES:

- New tooling of low window kitchen and dining car.
- Sprung metal buffers.
- NEM coupling pockets
- Close-coupling cams.
- Removable gangway shield.
- Flush glazing with printed curtain detail.
- Fully detailed interior with table lamps.
- Separate wire hand rails and commode handles.
- Underframe and tank details applied as separate mouldings.
- Accurate SR 8ft bogies.
- Brake blocks fitted in line with the wheels.
- Metal wheels.

Overall

Thin sides and fine flush glazing, with curtain detail, has succeeded in bringing out the character of the Maunsell coaching stock in these models. The commendable level of detail applied to the underframes and the excellent standard of assembly and finishing makes the Hornby Kitchen and Dining First coaches very desirable models for the Southern Railway modeller.

Despite the large number of small details, the model is very strong with no parts coming adrift during handling and photography in the studio.

They make an excellent addition to Hornby's Maunsell range and will allow modellers to finish authentic sets of Southern Railway long-distance passenger trains.



This is the view through the windows of the SR olive green dining saloon, with its printed curtain detail and table lamps.



The livery finish is a dull eggshell, with good colour density of the base colours and sharp printing of lettering and numbers. It represents an in-service but unweathered appearance.

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Blast from the Past

Marklin – the story goes on and on

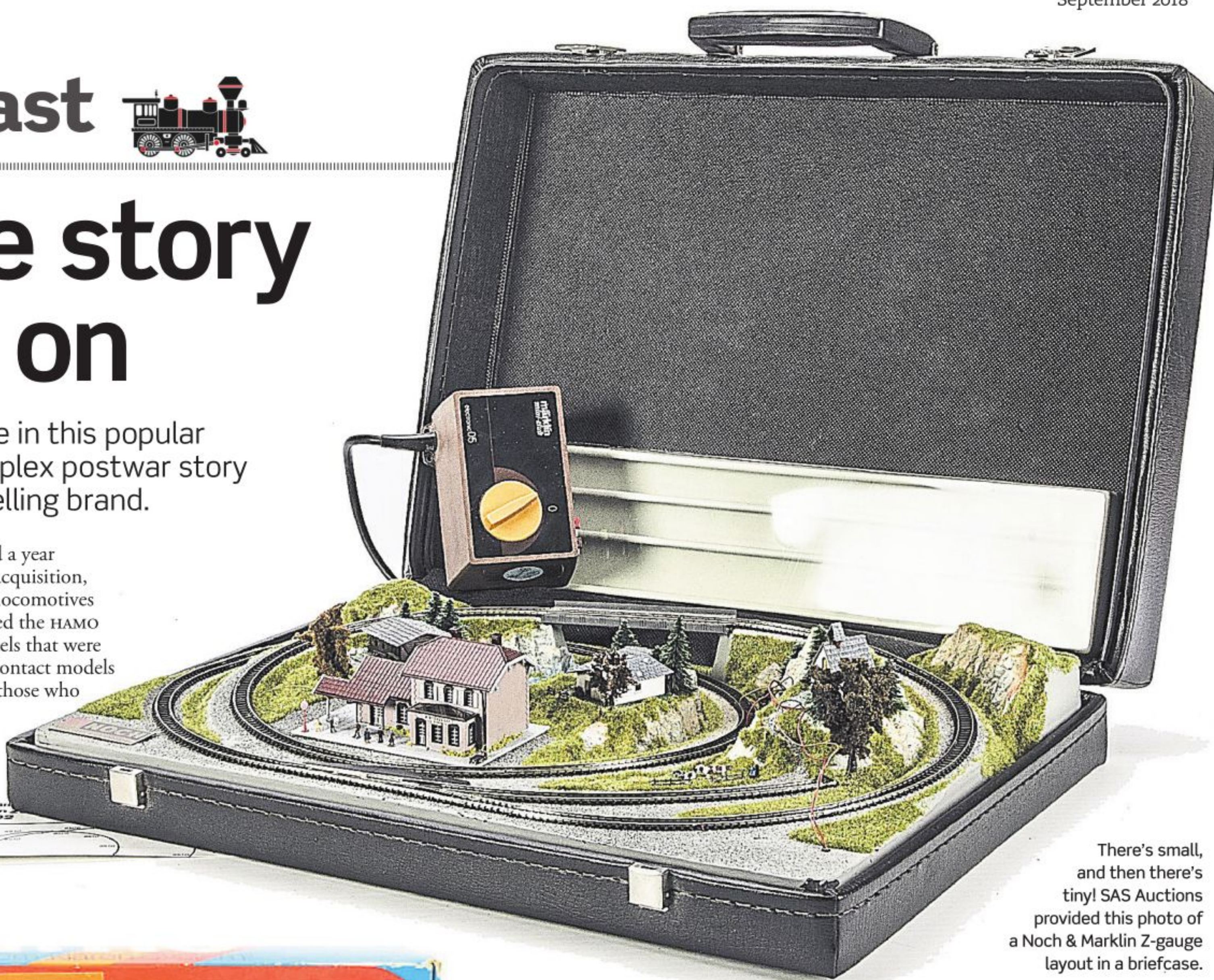
In the second part of the concluding feature in this popular series, **Tony Stratford** focuses on the complex postwar story of the world's oldest surviving railway modelling brand.

MARKLIN'S PRODUCTION OF O-gauge models ended in the 1950s, when the 1954 catalogue was the last to feature this scale. This enabled the company to concentrate on HO by introducing better production techniques and innovative features. The 1950s also saw the end of the steam-powered stationary engines that had been part of the range since the takeover of Lutz.

In 1963, Marklin purchased HAMO (Alfred Hannemann Modellbau), a Nuremberg model manufacturer that had been formed in 1952. This company produced mainly HO-scale trams, model cars and, by 1959, its first locomotive,

a V80 class diesel, followed a year later by a V160. After the acquisition, Marklin incorporated the locomotives into its own range, and used the HAMO brand for two-rail DC models that were identical to their AC stud-contact models but were now available to those who did not use that system. Marklin used the HAMO name until 1997, when the Trix company was bought.

*Stations
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No. 5100*



There's small, and then there's tiny! SAS Auctions provided this photo of a Noch & Marklin Z-gauge layout in a briefcase.



Never seen a 2-6-8-0 before? This Marklin-HAMO two-rail HO-gauge model of a mighty DR Class 53 Borsig locomotive, complete with 10-wheel tender, came up at a recent Vectis auction.

In 1967 Marklin, like so many other model railway manufacturers, diversified into slot car racing with Marklin Sprint, which remained in production until 1982.

A British 'Warship'

Marklin introduced another British outline model in 1967 in the form of a British Railways Western Region (later

designated Class 42) locomotive. This appeared in both AC (stud-contact/three-rail) and in DC two-rail form as a HAMO brand model. Ironically both carried No. D830 and the *Majestic* name.

Like others before them and since, and despite extensive full-page advertising at the time, the model failed to enthuse British modellers to buy it as the model was not only in HO scale but was also a poor representation of the prototype, and not as good as the 3.8mm Trix alternative.

Bigger and smaller

The return of Gauge 1 models into the Marklin range in 1969 resulted in a new series of highly detailed models, mainly of German prototypes.



A Gresley it isn't! Before 'toy trains' matured into 'railway modelling', you could get away with anything – even a lick of apple green paint and 'LNER' on the tender sides of this obviously German-outline Marklin HO model. The charming photo comes by courtesy of Vectis Auctions.



This Marklin HO-scale LNER Pullman car is also reproduced by courtesy of Vectis Auctions.

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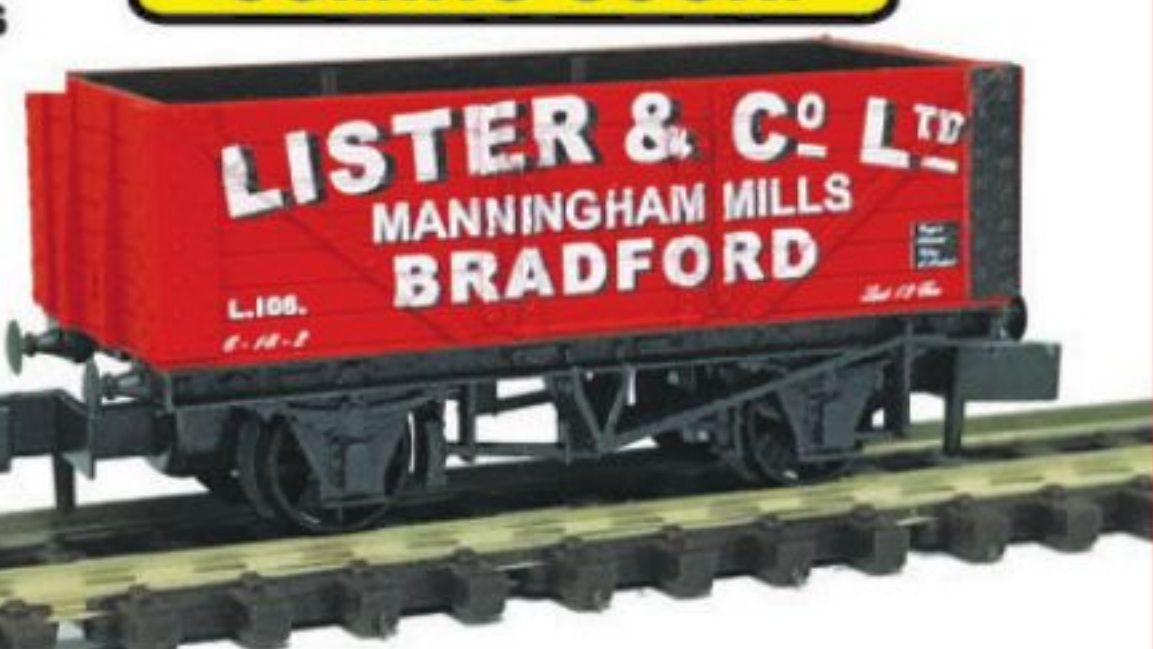
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Three years later, Marklin added a new scale which it has virtually dominated since, for 1972 saw the first Z-gauge trains running on 6.5mm track introduced at that year's Nuremberg Toy Fair. Z gauge has a scale of 1:220 and was marketed under the Marklin Mini-Club brand. It was not long before the new scale found itself in the Guinness Book of World Records not only for its small size but also for breaking the world record in uninterrupted operation when a 'Mini-Club' train managed to run 720 kilometres in 1219 hours.

Expanding the market

In the late 1970s Marklin established subsidiary companies in Switzerland, Belgium, France and the United States in an effort to expand its share of the market.

While we tend to think of digital operation as a fairly recent innovation, the firm was selling the Marklin digital system from 1984. This could operate up to 80 locomotives as well as up to 256 points and signals. A locomotive with a built-in video camera was launched in 1987, but despite such

innovation, sales began to slump and the company entered a period of economic uncertainty.

By then, the company was concentrating purely on adult collectors and modellers, and was not attracting the next generation of customers, something the company would concentrate on with the launch of Marklin 'My World' some 30 years later.

Unification

After the Second World War, Germany was split into two, the west initially being under American and British control and the east under Russian control. These eventually became the two separate countries of West and East Germany. The former capital of Berlin was divided by the Berlin Wall, even though the city stood firmly in the new East Germany.

By 1990 the Berlin Wall had come down and the country once again became one, although reaching this position involved a great deal of political discussion and effort, but this gave Marklin access to a whole new market

overnight. A toy factory was acquired in the former East Germany at Sonneberg, and became the facility for rolling stock production. A factory at Győr in Hungary was also later opened to produce track and other accessories.

During this time the company launched a joint marketing initiative with specialist toy and model retailers. It also launched the Marklin Students' Club for children, and the Marklin Insider Club for adult customers who received a club magazine and were able to buy exclusive models.

The opening of the Marklin Museum in Goppingen, on a different site, also promoted the brand, introducing special museum models that could be purchased only by visitors.

In 1993, the first of the iconic German ICE (Inter City Express) high-speed train models was introduced, and these proved particularly popular with the younger generation.

In 1994 the company established a management holding company that purchased the bankrupt Trix company in 1997, adding the extensive Minitrix N gauge to the portfolio and allowing the HO two-rail Trix range to replace the HAMO brand (Trix being a much stronger brand around the world). Trix and Marklin had worked together on a number of special projects since 1978, with Marklin producing the AC version and Trix the two-rail one, so the takeover made perfect sense.

Despite widespread advertising, Marklin's 1967 model of a BR (WR) 'Warship' diesel-hydraulic was a fairly poor reproduction and consequently not a sales success.



The old Marklin museum was targeted by burglars in 2005 – but everything was eventually returned safely.



The Marklin headquarters at Goppingen.

Following targeted advertising campaigns, the company once again experienced rapid growth before sales started on a downward trend once more.

Trouble ahead

In 2000, the company recorded its first loss for many years. The company's production facilities were by now old-fashioned, and delays in the delivery of components resulted in orders not being met.

Some drastic measures were called for, with more than 400 items deleted from the catalogue, Trix production moving to a new site and the workforce being reduced by 50%. These coincided with a general decline in sales to toy shops, which concentrated on the emerging electronic toy and video games, along with the start of a global recession.

There were some successes, however. In 2003 Marklin launched the Harry Potter 'Hogwarts Express' train set in collaboration with Hornby, which supplied the body mouldings for the locomotive to which Marklin added the AC chassis and two coaches. All had conventional Marklin couplings, and

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Blast from the Past



the locomotive was a GWR 4-6-0 in that distinctive red livery. It was the best-seller for Christmas 2003, the time of year when Marklin traditionally recorded its highest sales, producing at that time some 60% of its annual turnover.

In 2004, Marklin had 1460 employees and sales of £164.4 million, but despite these impressive statistics, it was again losing business due to an ageing demographic and a reduction in the number of dealerships. Other manufacturers such as Fleischmann, Liliput, Roco and others had been offering AC alternatives since the 1960s, and with the switch by Liliput to Chinese production, they could offer a lower-priced product. Membership of the Marklin Collectors' Clubs stood at some 120,000 members, the products having global appeal to AC enthusiasts in countries such as Belgium, France, Sweden and the US. There are also dedicated Marklin enthusiasts and collectors in the UK, and Marklin is one of the few companies to produce Russian-outline models.

In 2005, the Marklin Museum in Goppingen was targeted by burglars, with exhibits valued at more than €1m being taken. Fortunately, the models were recovered two months later, no doubt their rarity value making their sale almost impossible, particularly as most collectors knew where any items offered would have originated.



The LGB range of G-scale trains running on 45mm track continues to this day under Marklin. This is a typical locomotive and train.

The financial crunch came in 2006, when the three owning families of Marklin, Friz and Saft sold the company to British investment company Kingsbridge Capital for some \$38m. Newspaper analysis at the time of the takeover estimated that Marklin was some \$70m in debt.

The new owners set out to make the company profitable again. In 2007 the company purchased the LGB (Lehmann Gross Bahn/Lehmann Big Trains) range from the bankrupt company Ernst Paul Lehmann

Patentwerk, which had been making toys in Brandenburg since 1881. After the Second World War, Brandenburg found itself in East Germany, and the company, along with other toy manufacturers, was nationalised. The then owner fled to Nuremberg, where the company was reformed.

In 1968, the LGB range of trains (known in Europe as G scale and Large scale in the US), running on 45mm track, was launched and continues today under Marklin ownership.

The same year Marklin purchased another G-scale German manufacturer, Huebner, which had been party to commercial arrangements with both LGB and Marklin (through its Gauge 1 range) for some years.

More trouble ahead

Despite the takeover, Marklin's new owners were unable to obtain a comprehensive credit package to allow them to turn the company around, and the factory at Sonneberg, in the former East Germany, was closed in 2007 with 400 staff losing their jobs.

Marklin filed for insolvency at the Goppingen Municipal Court on February 4, 2009, but within a year the company had returned to profitability when its financial figures were released on February 5, 2010.

In 2013 Marklin was sold to the Simba Dickie Group, the fourth largest toy manufacturers in Germany. Simba Toys had been established in 1982 in Furth, near Nuremberg, by Fritz Sieber and his son Michael. In 1993 the company acquired Dickie Toys (started by Wolfgang Sauerborn in 1971) following his death.

The company established a Hong Kong base in 1994, and over the years has acquired a number of leading brands. Those that railway modellers might recognise are die-cast vehicle manufacturers Schuco, Majorette and Solido.

The company has more than 3200 employees and subsidiary groups in more than 30 countries.

Attracting the next generation

Under Simba Dickie, the company has continued to develop the Marklin range. The introduction of the Marklin 'My

World' range was a master stroke. Aimed at children aged between three and seven, the battery-powered trains will run on conventional HO or OO track, perhaps on Dad or Grandad's layouts, but also on the plastic track that comes with each set. These are not scale models but generic trains in the style of an ICE and a Eurostar along with locomotives, wagons and coaches.

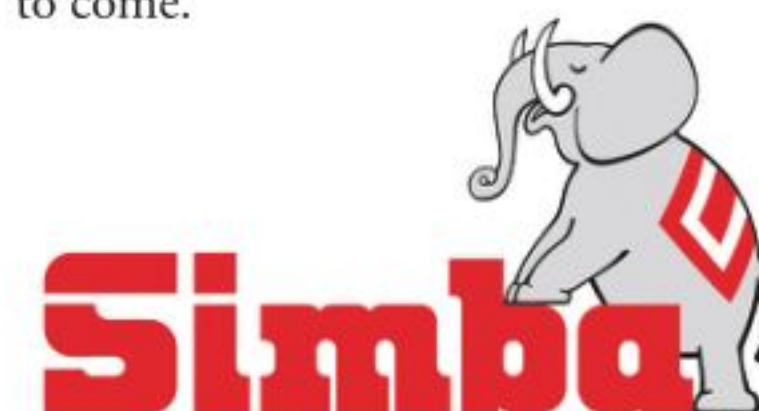
It is likely that these young Marklin users will stay loyal to the brand when they reach the next stage of their model railway journey.

Today

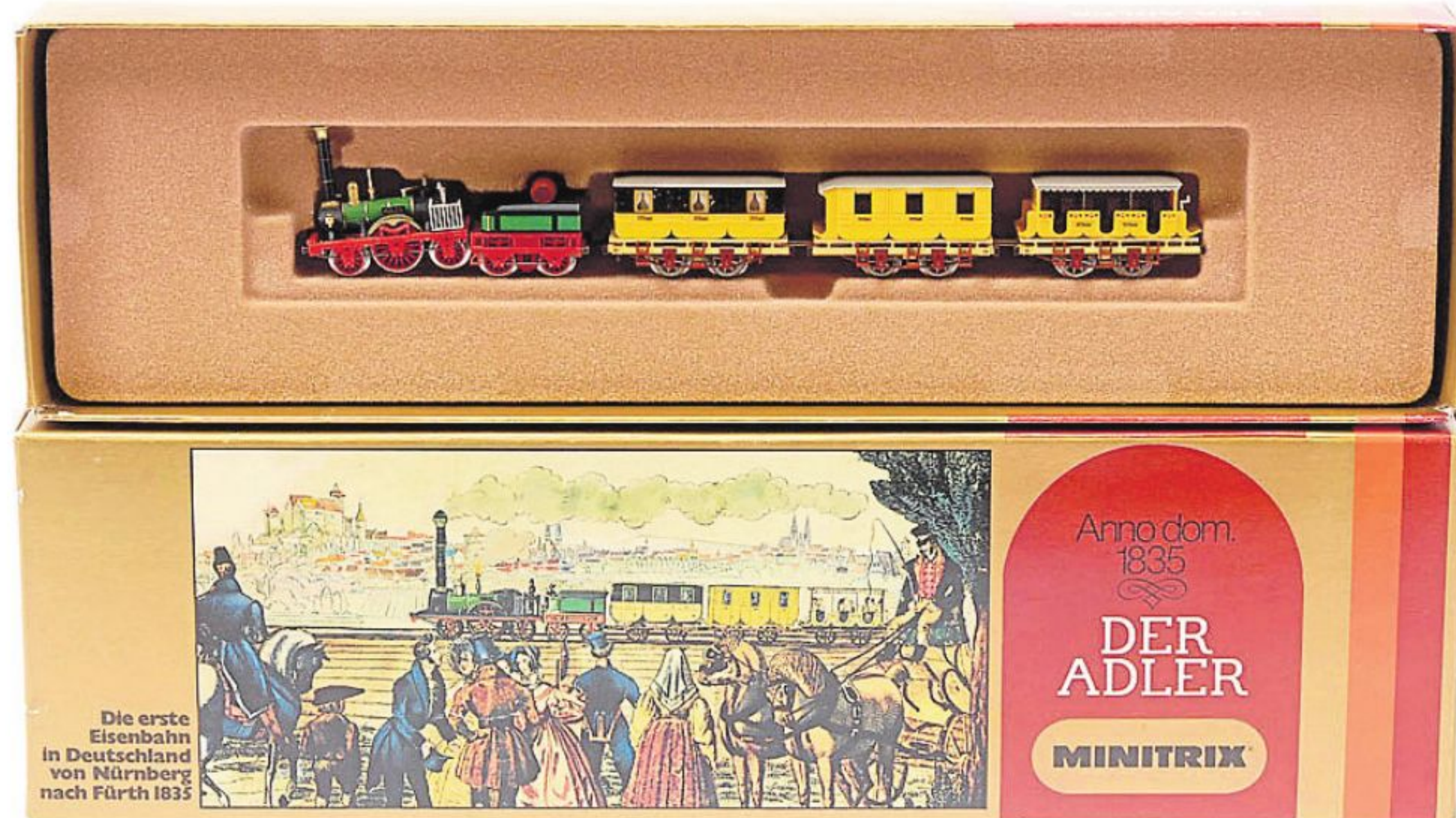
Marklin remains active across all the major scales in model railways with the exception of O gauge. They produce models in Z, N, HO, 1 and G scales. AC power using the stud contact system remains popular in Europe but for those who prefer two-rail operation, the Trix brand provides that option.

The company has had several British importers over the years, including A M Richards, Hales and HobbyCo, and is currently imported and distributed by Gaugemaster of Ford, Sussex.

Under the current owners, the Marklin brand, after several difficult periods, looks secure for many years to come.



Under the Simba Dickie trade mark, the Marklin range has continued to develop.



This boxed N-gauge Minitrix train set, Der Adler (The Eagle) was sold at a Vectis auction.



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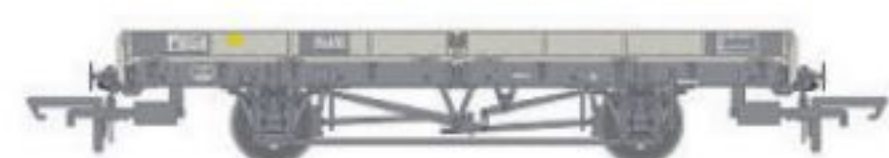
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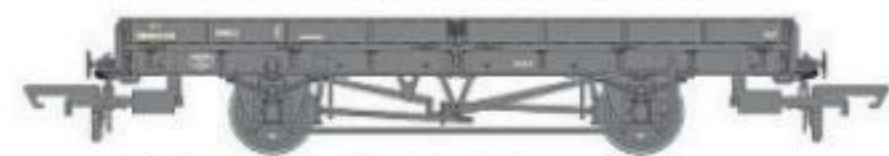
38-827Z Double Bolster Twin Pack, Freight Grey
Pristine £49.95 | **Weathered £59.95**



38-829Z Double Bolster Wagon LNER Grey
Pristine £24.95 | **Weathered £29.95**



38-850Z Plate Wagon ZDO Freight Grey
Pristine £24.95 | **Weathered £29.95**



38-852Z Engineers 'Winkle' Wagon Engineers Black
Pristine £24.95 | **Weathered £29.95**



38-854Z Plate Wagon Twin pack Freight Grey
Pristine £49.95 | **Weathered £59.95**



38-828Z Double Bolster Wagon LMS Bauxite livery
Pristine £24.95 | **Weathered £29.95**



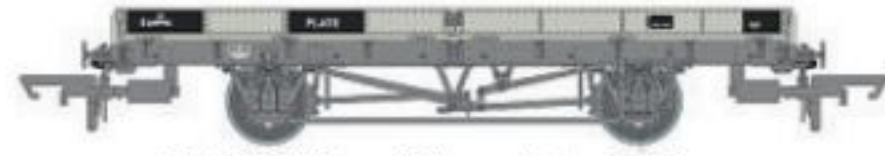
38-830Z Double Bolster Wagon Green/Freight Grey
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38-851Z Reach Plate Wagon
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38-853Z Barrier Wagon Olive Green livery
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38-855Z Plate Wagon Freight Grey
Pristine £24.95 | **Weathered £29.95**



38-856Z Plate Wagon, Lackenby Works, Freight Grey
Pristine £24.95 | **Weathered £29.95**



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38-854Z: B931006 / M496135
B930404 / M496135

38-830Z: DM76229 / DE286416

38-827Z: E310384 / B920124

38-855Z: E240050

38-853Z: B932010 / B931747

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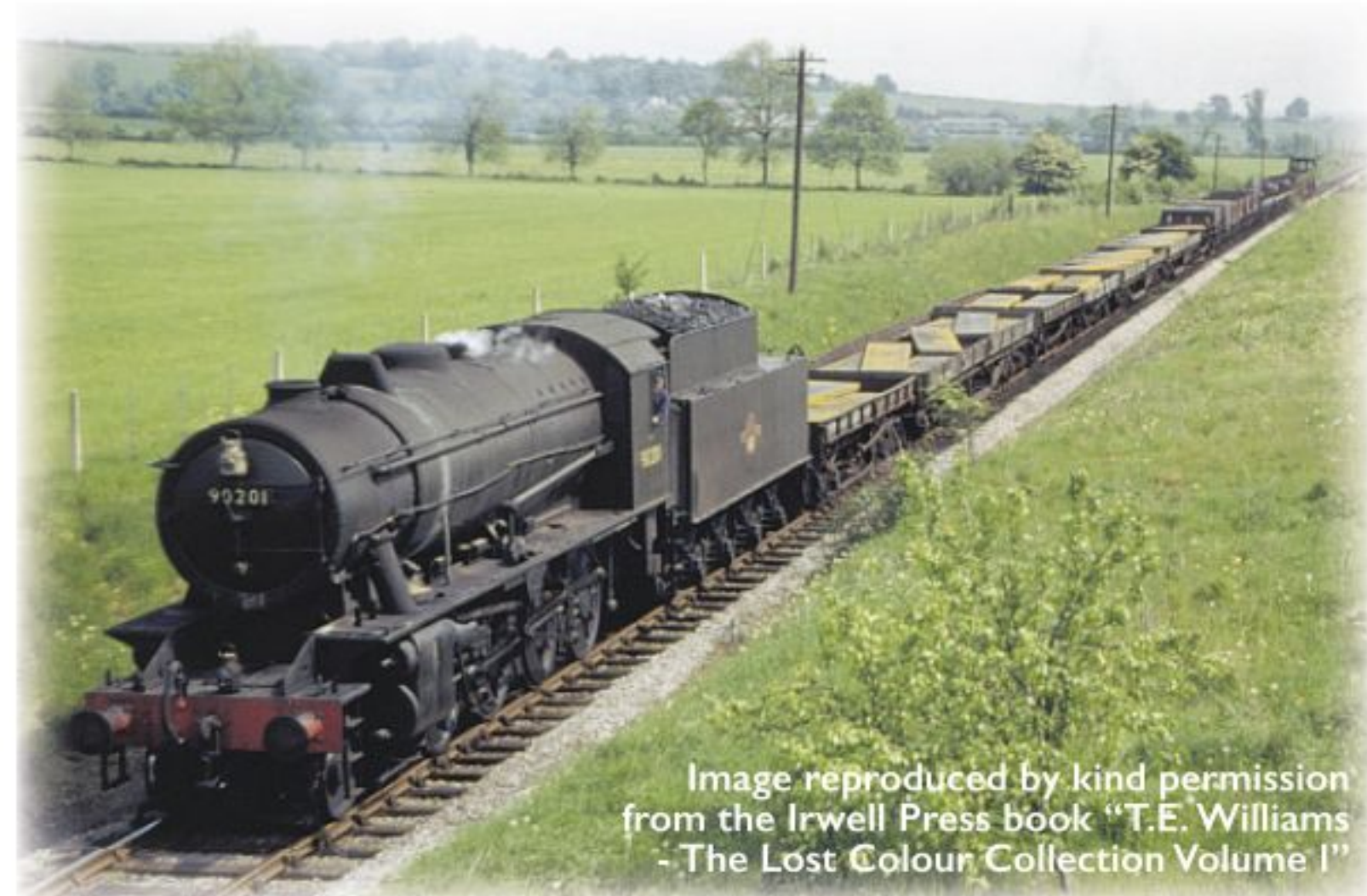


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Bea Broadwood's imagination at its best can be seen in this whimsical row of medieval buildings – which also demonstrates her extraordinary finishing skills.

From dolls' houses to model railway building kits...

Pete Kelly visits Bumble Bee Cottages in Metheringham, Lincolnshire, to learn how making dolls' houses at a kitchen table grew into a multi-gauge building kit firm encompassing the world of model railways.

FLOWER POT COTTAGE, Blackberry Farm, Rosebud Cottage, Little Acorns School, Teacup Cottages, The Blacksmith's Arms, Parsnip Cottage, Larchbury Lodge, Washtub Cottage...

What attractive names for the delightful range of N, 00 and O-scale model building kits produced by Petite Properties of Metheringham, Lincolnshire, transporting us back to a world of rose-covered cottages and garden paths bordered by hollyhock, lavender and sweet William; a world in which time passes slowly, when the most intrusive sounds on a warm summer's day might be the droning of insects as they go about their vital work or the clattering of the postman's bicycle over the cobbles as he delivers the mail – and always finds time for a chat by the garden gate; a world in which old men dream of days gone by over a pipe and a pint of mild at the Blacksmith's Arms...

Let's stop there, for I can feel myself becoming quite carried away!

The family business of Petite Properties Ltd was founded by Bea Broadwood back in 2003, when she started making dolls' house buildings at her kitchen table. Working initially in 1:24 scale, she extended her journey into the miniature world by making 'one-off' bespoke houses, cottages and shops to sell online.

Over the next 15 years, what started as merely a creative distraction quickly flourished and grew into a full-time family business, with husband Tony joining her at Bumble Bee Cottages in the village where they live, and their youngest daughter Mo following in 2013.

Diversification into model railway kits started in 2014 when, following an overwhelming level of interest in its pre-existing range of 1:48 kits by railway enthusiasts, Petite Properties launched its own range of building designs adapted to suit popular railway scenes, and the buildings now cover N, 00 and O scales.

You can feel the weight of these notably sturdy buildings even in N gauge, many of which are available for less than £10, and Petite Properties' list of stand-alone 00-scale buildings includes Halfpenny Cottages, Gardener's Cottage, Larchbury Station, Cemetery Lodge, No 10 Station Road, No 12 Station Road...well, you get the picture!



The Petite Properties team – from left: Bea Broadwood, husband Tony and their youngest daughter Mo.



Village schools were a far cry from today's very large institutions, with pupils of all ages being educated in the same classroom. This built-up model of Little Acorns School, complete with roof-mounted bell, awaits whatever final exterior finish the modeller chooses.

The easy-to-assemble components are laser-cut from MDF hardboard and card, with small items such as chimneys, windows and doors included.

Bea was successfully building up the business when it suddenly stepped up a gear after Tony was made redundant seven years ago.

"There and then we decided to try and make a real go of it by investing in a laser cutter and giving it a year," said Tony, "and since then we've never looked back."

"Each building starts with a sketch from Bea's fertile imagination, and then the design

goes on to a CAD system before transferring it to laser-cutter software that changes it slightly by telling how to cut and in what order."

When constructing and finishing their kits for display at the many dolls' house and railway modelling exhibitions that they attend each year, the family uses Ever Build PVA Bond for everything, from the joining together of major components to fixing in place the more delicate items.

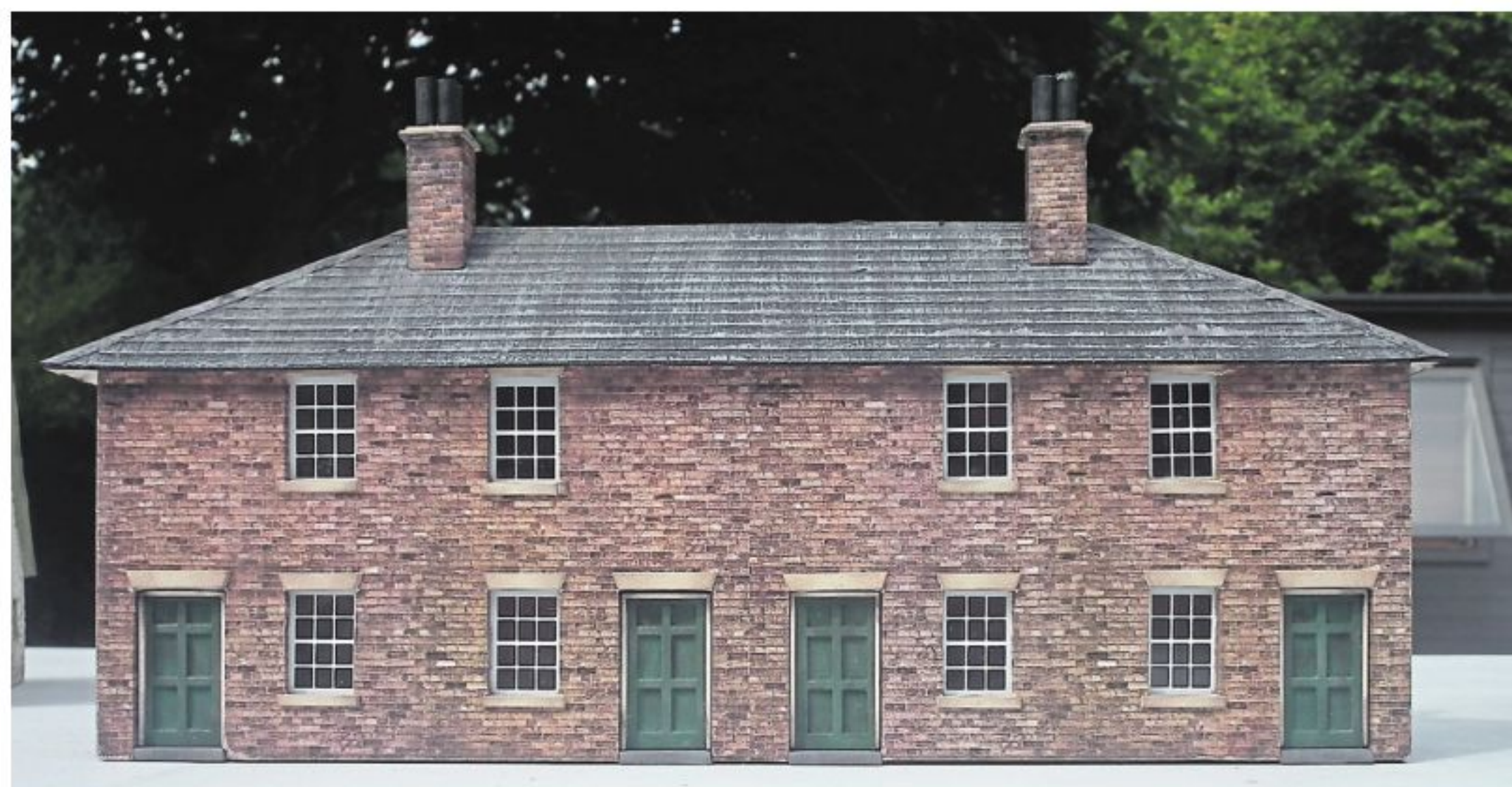


This Petite Properties building is available in three of the most popular model railway scales.



Washtub Cottage has been given a lovely grey stone finish with far more depth than card or paper coverings in this rendition.





Petite Properties' own brick paper has been applied to this row of four houses.

The beauty of Petite Properties' miniature buildings to modellers who want to make their own individual input is that the final exterior finishing detail is left entirely to the modeller, so that each and every building becomes unique. As shown in some of the accompanying pictures, the buildings can be finished off by simply applying Petite Properties' own paper brickwork sheets to the exterior or using air-dry clay, Polyfilla or even N-gauge ballast to achieve different finishes.

Bea's imagination can perhaps be seen at its best in the whimsical, old-fashioned row of buildings at the top of the previous page. If it's low-relief detail you're after, *The Railway Magazine Guide to Modelling* is now building an attractive row of Georgian/Victorian buildings, seen at the bottom of this page, with their ever-changing roof lines, and the central three-storey building, now available in N, OO and O scales, can trace its roots right back to those early dolls' house days.

Bea, Tony and Mo transport their exhibition stand to shows right across the UK, and 2018 has already taken them to the Stafford Railway Circle Model Railway Exhibition at the Stafford County Showground, the Festival of British Railway Modelling at Doncaster Exhibition Centre, Thame Dolls' House Fair and Model Rail Scotland in Glasgow in February alone; the East Anglian Model Railway Exhibition at Huntingdon and the Spring Miniatura (dolls' houses) at the NEC Birmingham in March; the Summer Kensington Dollhouse Festival and Railex Model Railway Exhibition in May; and the York Dolls' House Show and Great Central Railway Model Event at Quorn & Woodhouse in June.

Over the years, Petite Properties has cleverly developed different collections to satisfy every taste or genre within the miniature world, so from

mystical, fancy dwellings to authentic British street scenes, this family firm has something for everyone and kits to suit every pocket.

The winter show season kicks off in September, with November being a particularly busy month.

All of the coming show dates can be found on the extensive www.petite-properties.com website, and the firm can also be contacted at info@petitepropertiesltd.com or by calling 01526 328738 during office hours of 9am-5pm Mondays to Fridays.

The postal address is Petite Properties Ltd, Bumble Bee Cottages, 52-54 Drury Street, Metheringham, Lincolnshire LN4 3EZ. The office is closed at weekends and during public holidays.



This narrow tall building, No 10 Station Road, could be finished with air-dry clay or Polyfilla and etched to suit, simply painted and weathered, covered with brick paper or rendered with fine ballast.

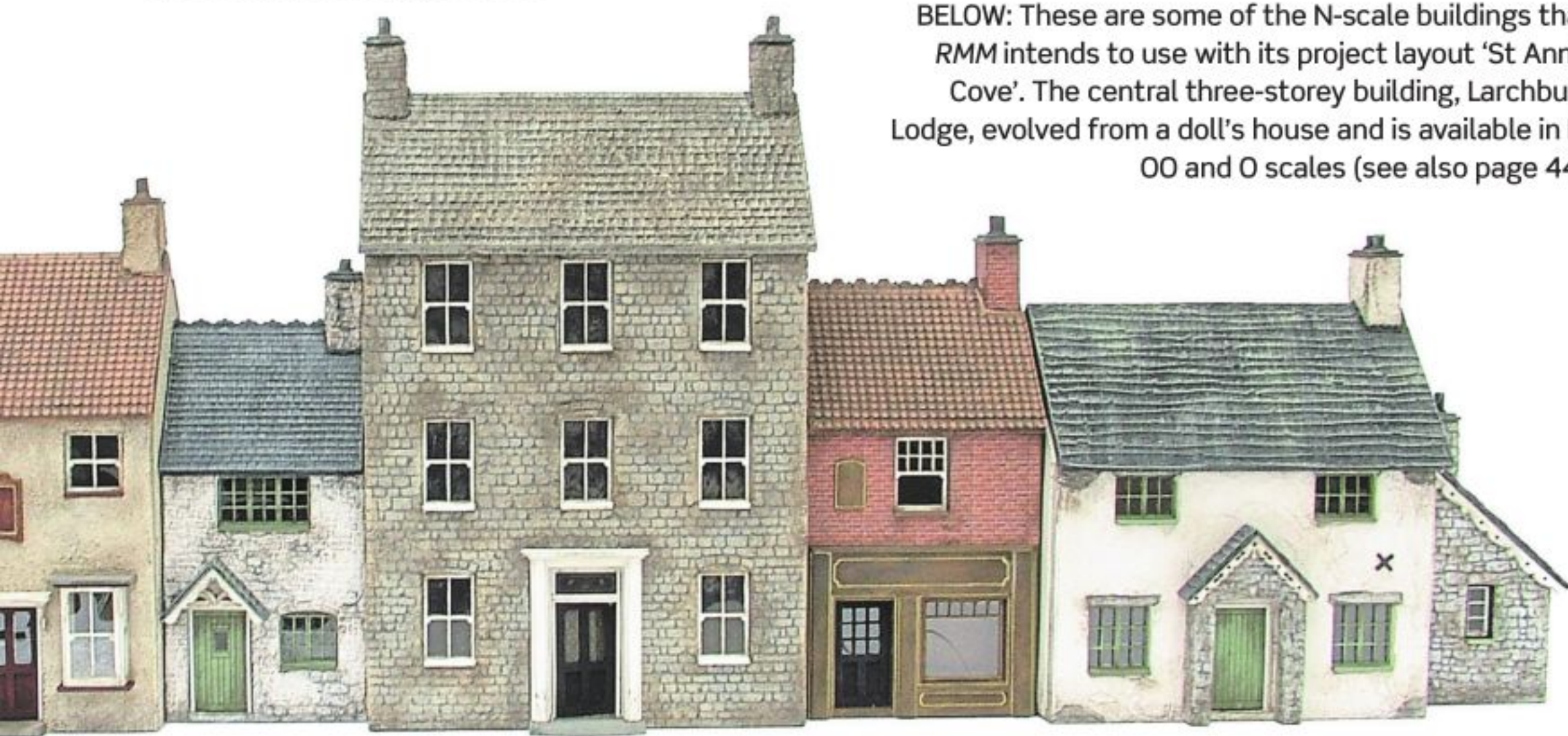


Believe it or not, fine N-gauge ballast was used to create the exterior detail of this finished model of Teacup Cottage, which in OO scale costs only around £12.

RIGHT: With its ornate exterior detailing, The Blacksmith's Arms is part of Petite Properties' ever-expanding OO-gauge range for railway modellers. How you could let your imagination rip with this one!



BELOW: These are some of the N-scale buildings that RMM intends to use with its project layout 'St Ann's Cove'. The central three-storey building, Larchbury Lodge, evolved from a doll's house and is available in N, OO and O scales (see also page 44).



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Squires will be exhibiting at the following shows in 2018

Diary updated as bookings are confirmed

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.com/AberdeenModelRailwayclub*

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

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

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

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

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

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

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

Nov 16-18 - WAKEFIELD 57th Model Railway Exhibition, 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!! :-)

Been to Warley before? Didn't like it?? Found it too crowded??? Maybe you said "never again"??? Well.... The show is now planned to have much wider aisles, larger gaps between layouts, much more seating in the refreshment areas and now with the 'Kids for a Quid' Promotion - now is the time to think about revisiting Warley and see just how the show has evolved!!! Plus for this event Squires assembles the largest exhibition display stand of Modelling Tools, Materials and Accessories of any show in the country!!!! (Probably!!!!!!) :-)

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 9/10 - KEIGHLEY MODEL RAILWAY CLUB 44th EXHIBITION, University Academy Keighley, Green Head Road, Utley, Keighley, BD20 6EB. Sat/Sun 10-4.30. Plenty of FREE Parking.

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 Knavesmire Stand, Racecourse Road, York. YO23 1EX. Saturday & Sunday 10-5, Monday 10-4.30.

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

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

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

April 27 LEIGH O SCALE NORTHWEST Leigh Sports Village, Sale Way, Leigh, Lancs WN7 4JY10 - 4.00.

April 27/28 - SUTTON COLDFIELD MODEL RAILWAY EXHIBITION, Bishop Walsh School, Wylde Green Road, Sutton Coldfield B76 1QT. **Plenty of FREE Parking.** Sat 10-5, Sun 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*

June 8/9 - GLASGOW 'O' GAUGE MODEL RAILWAY EXHIBITION, Pollokshaws Burgh Hall, Pollokshaws Road, Glasgow G43 1NE Sat 10-4, Sun 11-4. *Free Parking, Close to Railway Stations*

June 8/9 - KETTERING East Anglian Model Railway Exhibition, The Arena, Kettering Conference Centre, Thurston Drive Kettering, NN15 6PB. Saturday 10 - 5 Sunday 10 - 4. ***Plenty of FREE parking***

Note - change of venue - larger, more modern, very easy access from A14 Junction 8

Aug 3/4 - SOUTHWOLD WAVENEY VALLEY MODEL RAILWAY EXHIBITION, Saint Felix School Southwold, IP18 6SD. Sat 10 - 5pm Sun 10-4.30pm. **Plenty of FREE Parking.**

Aug 10/11 - SKIPTON MODEL RAILWAY EXHIBITION, Skipton Academy (Formerly Aireville School) Gargrave Road Skipton, BD23 1UQ, Sat 10 - 5, Sun 10 - 4. <http://www.skiptonrailsoc.org.uk/>

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New Printed Mail Order Catalogue to be published soon - reserve your copy now.

Exhibition invitations always welcomed

Letters

Memories to treasure – and Michael's still modelling at 89

I visit my 'local' model shop at infrequent intervals – it's in Wigton and I live near Kendal – but when I picked up last month's copy of *The Railway Magazine Guide to Modelling* I was most interested to read your excellent Editorial, partly because the name 'Padgate' rang a bell in my mind.

I was born on March 20, 1929 in the small industrial town of Irlam, not that far from Warrington, and it was relatively well provided for with a disproportionate amount of industry for its size – A cws (Co-operative Wholesale Society) soap works, a cws margarine works, the Lancashire Steel plant and a large tannery, in close proximity to the Manchester Ship Canal. There were also two railway stations in active use.

My parental home from 1933 onwards was in the Manchester suburb of Sale, and that too was very close to real transport activity – bright red Manchester Corporation and the quaintly named and diminutive Northwest Railcar Company buses passed our door, and the Manchester South Junction and Altrincham electric railway and the Bridgewater Canal were just under half a mile away. The Chester Road could be relied upon to provide Sentinel steam waggons that usually left a trail of smouldering ash on the road as they purred past our house.

Quite how my father managed it I don't know, but he seemed to have an encyclopaedic knowledge of railway timetables, and had no difficulty in taking us to Cleveleys and other parts of the country by rail for holidays. He had neither a telephone nor a car, so was limited by his bicycle to accessing information, but we always got to our destinations without difficulty.

Visiting my grandparents in Irlam was a travel adventure, starting on a Manchester 47 bus to the West Timperley Cheshire Lines Committee station, where we caught the train to Cadishead. To my mother's horror, the train often turned out to be a CLC Sentinel steam railcar, but equally it could be CLC coaches hauled by an LNER locomotive.

The rest of the journey to Grandpa's house was on board an immaculate green Salford Corporation bus, which compared to the Manchester buses was pure luxury.

My uncle lived with my grandparents, and took me to view the fireless locomotive that hauled goods wagons around the soap works, where he worked. In later years it was interesting to see this locomotive in a public park providing an exciting feature for children to climb over.

My early life provided an interest that has never left me, and logically it passed beyond the Hornby O-gauge tinplate railway that I put together on the carpet in our lounge. The 0-4-0 clockwork locomotives and four-wheeled rolling stock were good enough for me, and I saw nothing wrong at that time in running a passenger train consisting of a four-wheel

Pullman car and a four-wheel American caboose – they looked great to me and provided interest for many years.

My father completed my introduction to transport by taking me to a big event celebrating the opening of Manchester Airport just before the outbreak of the Second World War. I recall vividly watching the demonstration flight of an RAF Westland Lysander whose pilot, flying too slowly, stalled and crashed, reducing the virtually new aircraft to wreckage. Fortunately he survived and continued through the war as an active pilot.

Modelling passed through several stages in my life, and although I was actively interested in ship, aircraft and vehicle modelling, eventually my interest switched to railway modelling.

Working on Saturdays in the London office of the company I'd joined in 1949 brought me into contact with a colleague who was a keen railway modeller. Working on Saturdays was different to the Monday to Friday routine as we could dress informally, and the demands of our work diminished to virtually just our presence in the office.

My colleague would bring in drawings and materials, and frequently a coach or wagon would miraculously appear. I remember him building a Southern Railway CCT van to a very high standard, and after he started me off I never really stopped, though I have to admit that my 89-year-old eyes and hands have lost so much of their capability that almost any task has become difficult.

I refuse to admit total defeat, though, and a year or so back started work on a loft model railway based upon Barnstaple, which of course had both standard and narrow-gauge lines. It's become a challenge getting up the loft ladder, but we keep in touch!

Recently I bought a Bachmann Baldwin 2-6-0T as I don't know how long it will be before a proper Lynton & Barnstaple Railway model locomotive comes along. The price horrified my wife and me, but I assured her that I could easily get another one so that she could wear them as earrings!

The July heatwave not only buckled parts of the UK railways, but also part of my attic line, so I'm looking at ways and means of constructing expansion rails or improving air circulation before doing any more work on the rest of the layout.

The line and I haven't quite reached the end of the road!
Michael Wolfenden,
Kendal.

What happy memories, Michael, and long may your railway modelling continue! – Ed

Railway modelling hints and tips

In response to your request about what *RMM* readers might want to read about, may I suggest modelling tips?

- 1: If your re-tooled Chinese-made Hornby Class 56 circa 2005 develops noisy erratic screeching, it's worth carefully putting a small drop of oil on the drive for the roof fans. After about a month, a retailer finally noticed that sometimes the fans were sticking, and oiling this drive (not mentioned in the instructions) quickly solved the problem.
- 2: Videos on YouTube can be very instructive in maintaining some locos. I watched a fascinating one on a 1960s/70s bogie motor, and as a result discovered that the poor running of my treasured Dock Authority diesel, bought new in 1972, was due to dry oil on the axles, resulting in poor electrical return to the track.
- 3: Hopefully everyone knows about poor performance often being due to dirty track or fluff, but one friend of mine found that one of his older locos had managed to pick up a loose track pin!
- 4: Hornby tender drive locos of the last years of UK production can sometimes suffer from the central plastic gear on the motor becoming loose. This results in the motor spinning away but with no movement of the model along the track. Some careful use of Superglue to re-fix the gear can work wonders, and although an alternative metal wheel is available, I have found these hard to fit.
- 5: Screeching from a UK-made Hornby tender drive motor might be due to the need to put a tiny amount of oil on the motor drive bearing. This is mentioned in the instructions, but the transformation on one model I had was amazing!
- 6: Bachmann Servicing told me that too much oil is normally much more of a problem than too little.
- 7: The journals in which driving wheels run on a chassis can become contaminated on some early Bachmann locos, and careful cleaning of these can change an

erratically running loco back to its former smoothness because the electrical pick-up is improved.

- 8: After noticing an apparent defect on the tender lining of a Bachmann D11/2, I feared it was a missing section of lining that would have been a nightmare to correct. In fact it was just a rogue blob of something from the factory, and it came off with careful persuasion using a wooden cocktail stick. Don't use anything metal, because it would scratch.
- 9: When a Bachmann 'City' class would not run consistently, it turned out simply that one of the tender pick-ups was not making the correct contact with the wheel axle.
- 10: A similar problem occurred with a brand new Hornby when the pick-ups on the bogie were not making proper contact. Beware! Modern contacts are very thin and fussy, but Hornby were helpful and enabled me to solve the problem myself.
- 11: Sometimes poor running can be traced to a wheel in a loco bogie having been dislodged.

Despite these successes, I never managed to solve the inconsistent running of a second-hand, Chinese-made Hornby Fowler. The problem appeared to be the pick-ups, but just when I thought I'd solved it a pick-up wrapped itself around the wheel. Spares have not been available for a while, and the pick-up refused to co-operate.

A major British modelling concern apparently uses lighter fluid to help keep the track and wheels clean on its layouts, but when a friend of mine tried the same thing and didn't leave enough time for its evaporation, the subsequent small inferno after a spark could have been serious, so use very carefully!

Jeffrey Smith,
Email.

Practical tips are always useful, Jeffrey, so thank you for the idea. If any fellow readers have anything to offer on these lines, we could start a file and use one each month. – Ed

Yes, there's a Poole in Somerset too!

I was prompted to offer this addendum to your encouraging piece on my layout, 'Hartley Poole', in August's *RMM*.

As you correctly stated, my Poole is in Somerset. It lies off the A38 between Wellington and Taunton on the Bristol to Exeter main line, but at exhibitions numerous people come up to say: "Surely Poole is in Dorset?", or "Isn't Wellington in Shropshire?" and I give a quick geography-cum-history lesson.

Hopefully this note will forestall people from writing to you with a misplaced erratum.

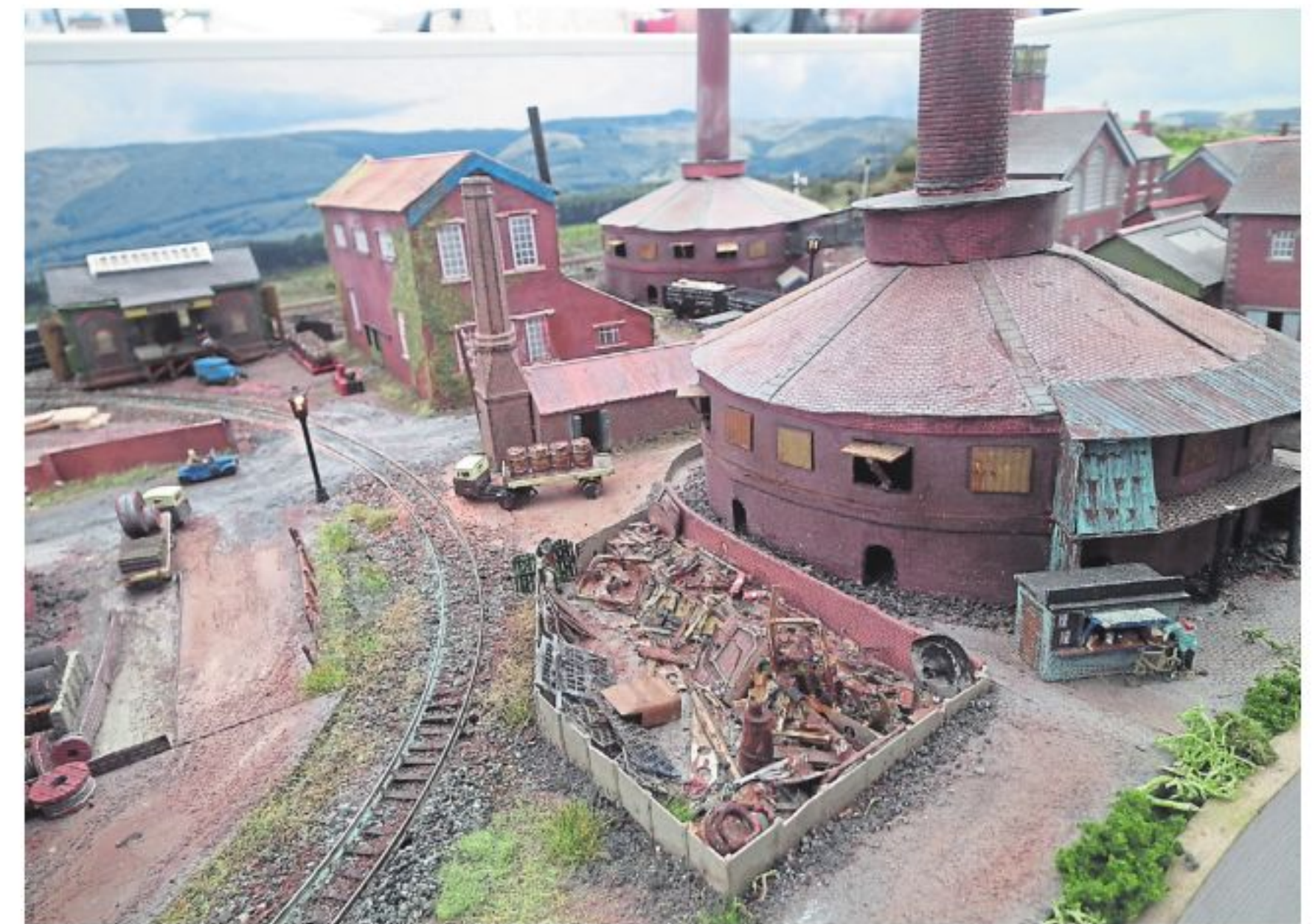
When I was born in my grandfather's signalman's cottage, all of Poole, including the cottage into which my

grandparents later retired, lay within West Buckland parish, as my birth certificate will testify.

However when the William Thomas Brickworks was demolished by Blaster Bates, and as smaller businesses moved in to occupy the space, the parish boundary was moved to include more business ratepayers into Nynhead parish, so anyone born in Windwhistle Cottage today would have Nynhead parish on their birth certificate.

Richard Hart,
Hartley Poole.

Windwhistle Cottage -- what a lovely name! – Ed



The kilns of the William Thomas Brickworks, as depicted in the writer's excellent layout 'Hartley Poole' at the Great Central Railway's summer Model Event, were eventually demolished by Blaster Bates.

'Merchant Navy' models then and now

My father and I acquired a number of Graham Farish items when they were being sold off in the late 1950s, including two 'Kings', two 'Merchant Navy' Pacifics, a 'Black Five', a Prairie tank and several Pullman cars (the distortion-prone type).

I attach a photograph of my two 'Merchant Navy' locomotives (one in original condition and one repainted) together with the new Hornby version.

Later on, I acquired several of the

Pullman cars in the more stable plastic which, for their day, were superb models, being of scale length and with match-boarded sides, albeit lacking roof details and gangway connections.

My model railway interests started with Hornby O-gauge, but then progressed to Triang/Rovex, and the collection was then augmented with Graham Farish items.

Phil Evans,
Email



Two of the original Graham Farish 'Merchant Navy' Pacific models, one in original condition and one repainted, are seen with the new Hornby version for comparison.

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Marklin masterpiece on the Isle of Wight

Di Holbrook tells about the continental model railway on the Isle of Wight whose Marklin trains cover the scale distance from Portsmouth to Edinburgh on every day of operation.



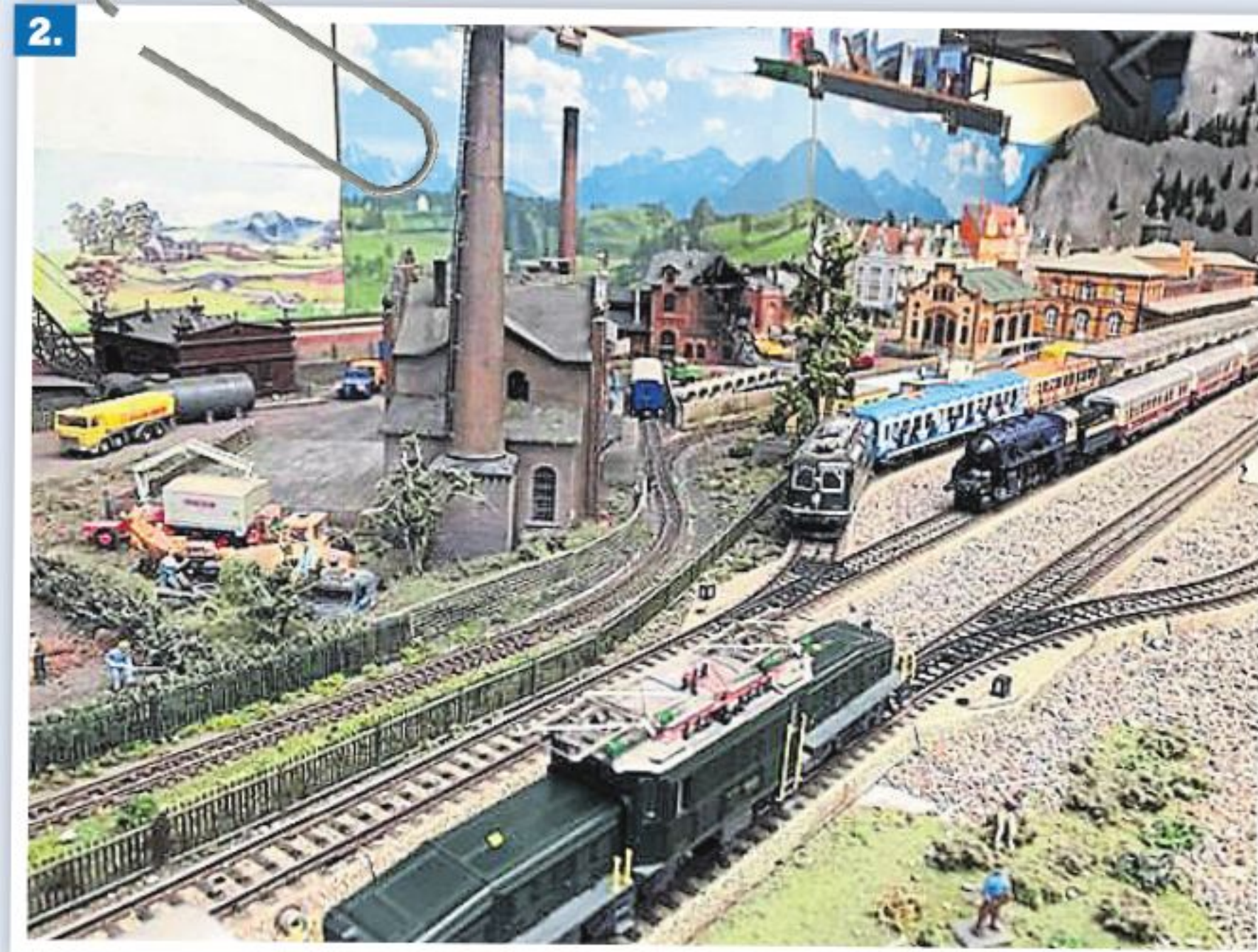
3. An SBB Ce6/8 'Crocodile' and its train sweep past an old-time industrial site.

4. The Franco-Crosti BR42.90 also modelled by Marklin takes a right-hand curve with a long freight train.



1. Near a tunnel mouth on the Isle of Wight layout, the grey-painted Franco-Crosti model meets a passenger train whose black-painted locomotive of unknown description is now 18 years old and still in regular use.

2. Note the narrow-gauge line to the industrial site on the left as the Ce6/8 meets the Swiss Railways SBB Class RE4/4 and Rheingold DRG.



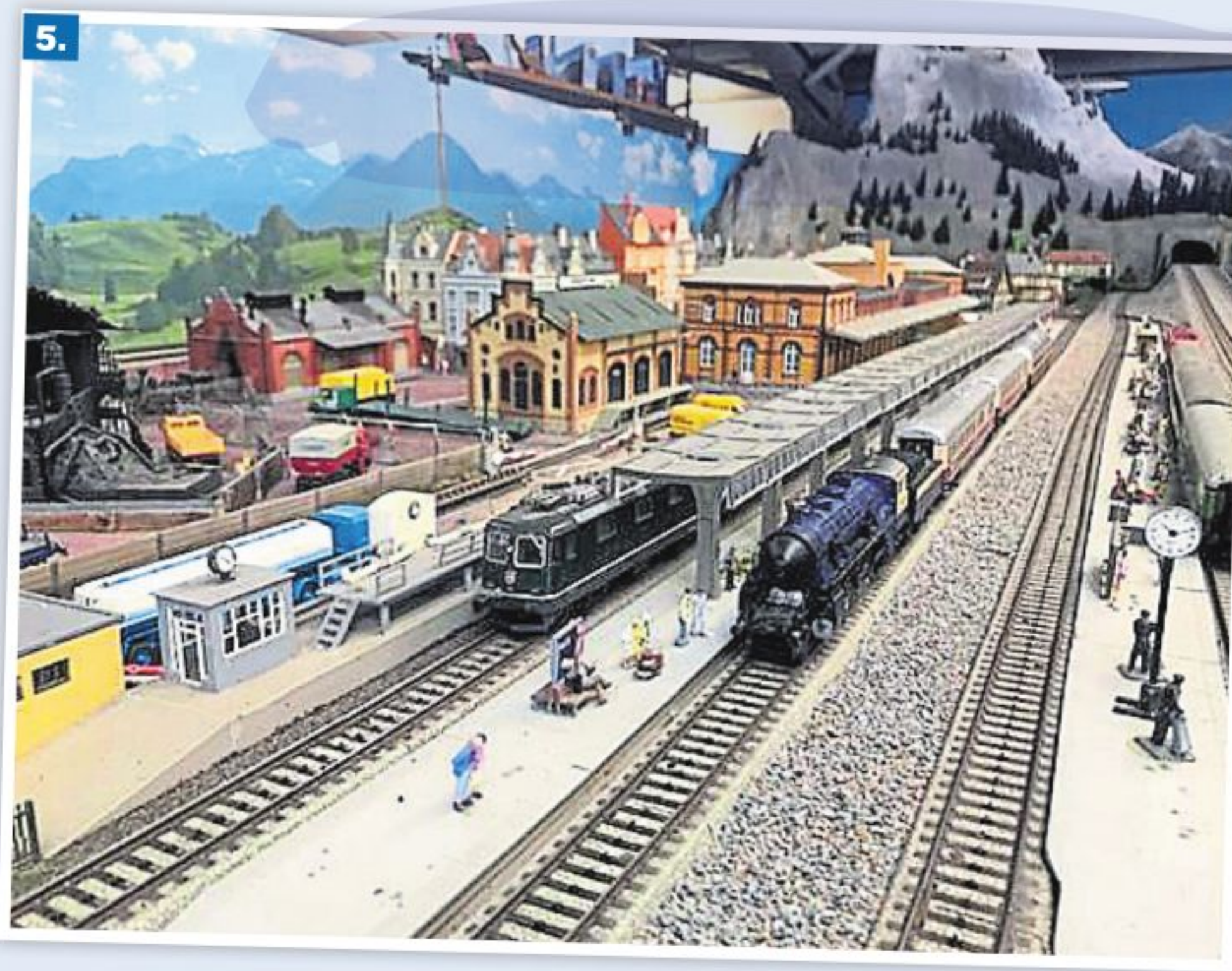
astronomical figure, so we decided to use the materials we had to hand, and Marklin came up trumps.

Our trains are now running daily, covering the same scale distance as from Portsmouth to Edinburgh – and on such small wheels too!

The Marklin trains have proved to be reliable and very popular with our visiting tourists, and many from the continent are surprised to recognise the trains they know

so well. It only goes to show that a Marklin is indeed for life.

We try to weave various stories around the layout, and this has proved popular with a very full diorama. There's no end as to where it can go, and we feel that some new eyes would bring it still further to the public notice. Children and youngsters are still interested in model railways, and there is a future for the hobby out there with the help of the Marklin system.



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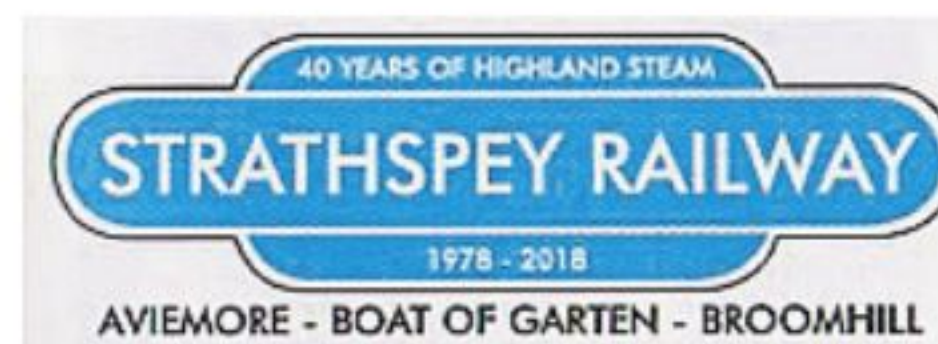
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Nostalgia galore at Strathspey's big 40th Anniversary Steam Gala



Ian Lamb reports from the well-presented gala marking '40 Years of Highland Steam' at Boat of Garten station in July, where model railways also played their part.

FINE SUMMER WEATHER HELPED make the 40th Anniversary Steam Gala of the Strathspey Railway over the weekend of July 21-22 a great occasion, but so did the tremendous work put in by the staff and volunteers of this preserved railway, and one can only admire in particular the tremendous 'last-minute' effort by Boat of Garten station master Robert Walters and his team of volunteers for the exquisite paint job on the exterior of the main building.

Once an exchange point for the Great North of Scotland Railway to Aberdeen and the Highland Railway to Inverness, the island platform boasted a model railway pool of displays in the former waiting room, and adjacent gazebos displaying community stands.

The only proprietary model available in the late 1970s was the Hornby one, which took pride of place on my 'Leven' layout before Bachmann's more realistic Ivatt 2-6-0 came along, and the renumbered 46464 has now been exhibited all over the country.

In the island platform waiting room were four displays, with the 'Chawton'

layout recently featured in *RMM* providing continuous operation for scores of youngsters of all ages keen to know more about running model trains, and there was also a model kit demonstration.

Sharing the other part of the island platform waiting room, David Childs provided some rare historical film through the medium of DVD along with a selection of items from the internationally renowned Kennedy Collection.

Over a period of 30 years, Inverness craftsman James Kennedy created a unique collection of exact scale models of Highland railway rolling stock from the late Victorian and Edwardian eras, and these working Gauge 1 (10mm/ft) models were displayed in an extensive garden layout outside his home.

Although he died in 1984, his memory lives on, and wherever The DAVA Project Group goes, enquirers ask if the Kennedy Collection is still available for public viewing. The ongoing interest in this display during the two days at Boat of Garten demonstrated clearly that appreciation of his amazing models has not diminished in any way.



No – it's not an illusion – just the regular Ivatt 2-6-0 favourite No 46512 performing a different role for the gala weekend. Not only were the numbers changed, but also the 62B Dundee Tay Bridge shed code, and for this occasion the nameplates in memory of the late Eric Cooper, which were removed during the locomotive's recent repair, were not refitted, adding yet more nostalgia for the memory of 46464 in the early days of the Strathspey Railway.

Whether static or regularly pulling trains up and down the Strathspey line, there was no doubt that the main attraction of this steam gala was the appearance of Caledonian 0-6-0 '828' resplendent in its blue livery, something it never carried in its BR revenue-earning days.

Occupying the former goods yard was a plethora of steam traction engines and allied vehicles, and some of them eventually drove away in convoy through the village.

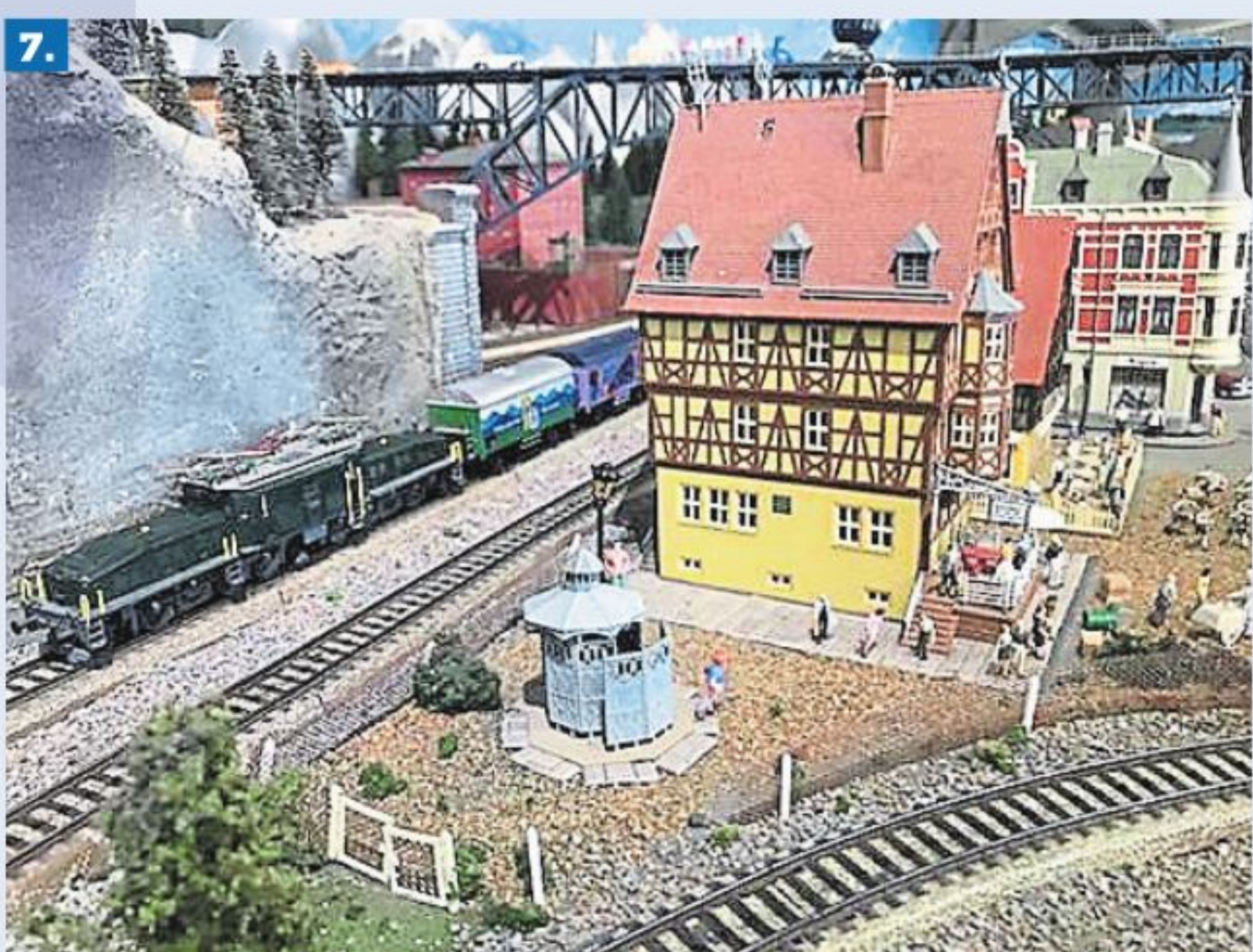
When heritage railways are focused in the centre of a town or village, vehicle access can be frustrating and difficult, but the Strathspey Railway negotiated a large space about two miles away where vehicles could be parked, and free connecting travel between car park and station was provided by a superbly maintained former McBrayne's coach.

Ken McKee summarised it perfectly when he said: "I had a great time, and think that the many visitors were equally happy. I just hope it was a success for the Strathspey from the financial point of view. It was certainly a big success from the visitors' point of view, as everyone I saw seemed to be really pleased with the whole show. The frequency of the train service was excellent."

Although this year's gala event might be a hard act to follow, every effort will be made to make next year's steam fair even better. It's still hard to recruit sufficient volunteers for the future, but it's essential that this happens in order to realise the ambition of once more steaming into Grantown-on-Spey – and to that end, behind driver Grant Ritchie, an opportunity was given to board the DMU for a run literally to the end of the line, where the nostalgia from times long gone was simply overwhelming.



All spruced up and newly painted, the station buildings at Boat of Garten station looked at their very best for visitors to the Strathspey Railway's 40th Anniversary Steam Gala over the weekend of July 21-22.



5. A Marklin Rheingold DR G Class 18.4 and Swiss Railway SBB Class RE4/4 come together in this neat but busy continental station scene at the Fort Victoria Model Railway on the Isle of Wight.

6. A model of a rail-mounted red crane built by Krupp in the 1970s and known as Goliath is engaged in track work with its specialised train.

7. The Marklin 'Crocodile' electric locomotive model passes a typically ornate German building with a mixed freight train.

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Tech talk



While perfect for compact layouts and those starting out in railway modelling, small tank locomotives – even those produced today – must be worked on with care when installing a decoder to avoid damaging delicate detail, but fortunately interface sockets make life a great deal easier.

It can become a bit cramped in there!

Nigel Burkin concludes last month's DCC Guide by looking at the specific challenges the modeller faces when fitting decoders to small tank locomotives.

CONSTRAINTS ON SPACE IN THE average home can make the building of compact, or 'micro', layouts popular with many modellers. Such layouts are easy to store and quick to set up, yet with minimal impact on domestic space.

Small tank locomotives are a popular choice of motive power for such layouts, and DCC allows for a great deal

of operating flexibility, with simple wiring, even when the layout has a small amount of track.

Interest in small locomotive classes has been growing – particularly those such as the Hatton's Model Railways Andrew Barclay 0-4-0 saddle-tank or Hornby Peckett that suit freelance industrial railways – and narrow-gauge modelling with 9mm track (009 gauge) is also

on the up and set to enter mainstream modelling with the ready-to-run releases from Bachmann, kicked off with the beautiful Baldwin Class 10-12-D locomotive. Their small size makes them ideal for tight track formations and sharper-than-usual track curves.

All of these models are of contemporary standard, with DCC interface sockets, even though they feature fully-detailed cabs, sufficient weight for good haulage capacity and current collection, and small but powerful motors.

Designers are challenged more by an 0-4-0ST than something like a Class 47.

It should be noted that many small locomotive models are equipped with coreless motors to reduce size without loss of torque, so check the model's instructions regarding such motors and the type of controller required to get the best from them. Users of analogue control systems should use a controller that allows feedback to be disabled,

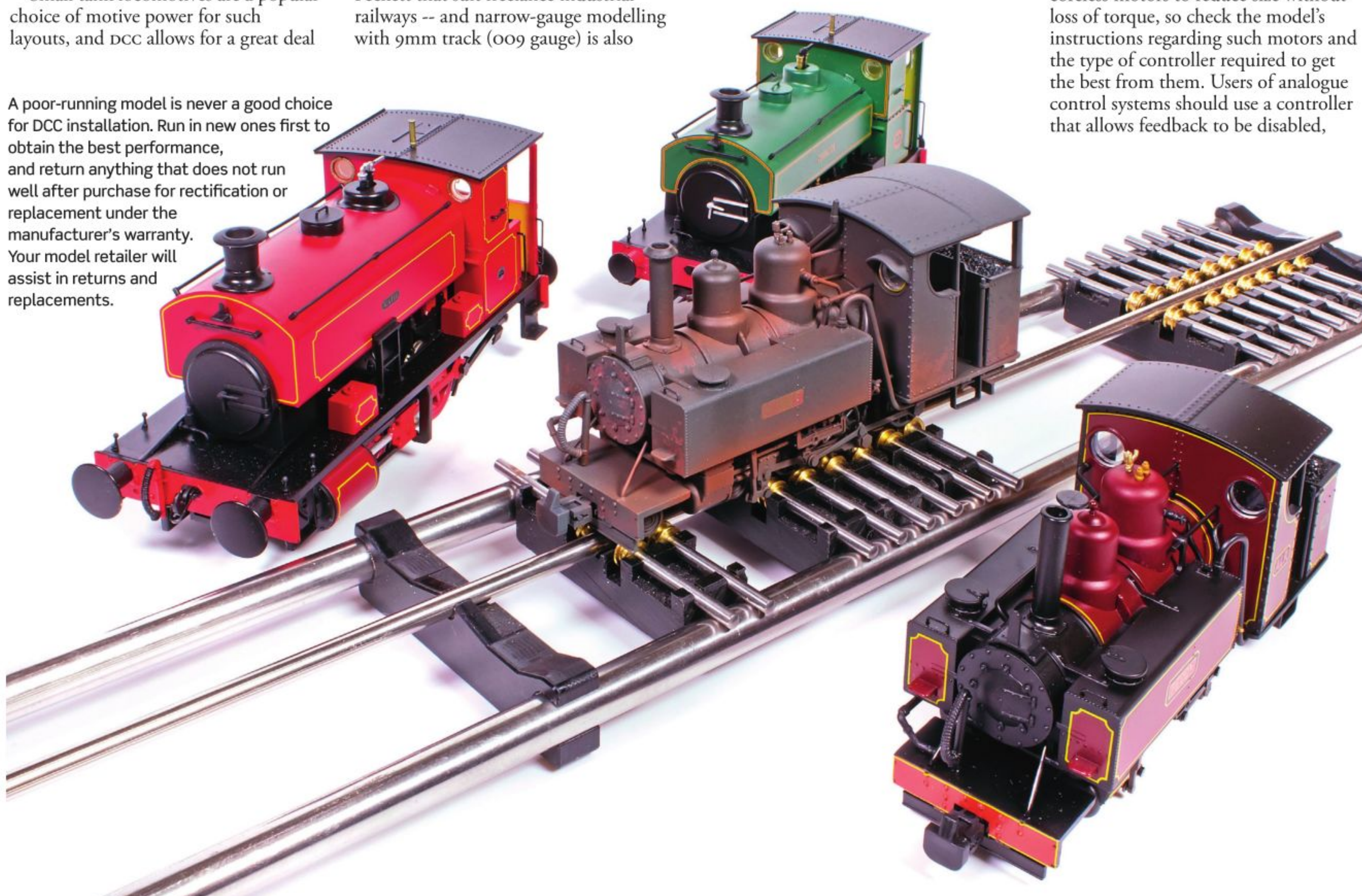
while DCC users should change the settings for feedback in the decoder cvs.

Before looking at some individual models, a recap of the essential points for successful decoder installation using plug-and-play interface sockets will help those readers coming into this series on DCC for beginners:-

- Before equipping a brand new model with a decoder, run it in according to the manufacturer instructions to ensure that the model runs well.
- A decoder will not improve a poor model, or one with a fault such as a hesitant motion. Make repairs or return the model to the retailer if it is still in its warranty period before fitting a decoder -- and always keep receipts!
- Read the instructions for guidance on the correct decoder type and the maximum size the model will accept. For example, the Bachmann Baldwin Class 10-12-D will not accept a NEXT 18 bigger than 10mm x 20mm.
- Use insulation tape such as Kapton to insulate decoders from metal components.
- Do not wrap a decoder in tape. Apply the tape to the metal surface instead.
- Metal surfaces may occur where you least expect them, such as die-cast body sub-assemblies, so check carefully.
- Any and all decoder installations must be first tested on a suitable service track before the body is refitted.
- Never force a model's body back into place. If the decoder is too large, you will only damage both it and delicate body fittings.
- Do not rush. A decoder installation should take around 25 minutes per locomotive for a model fitted with an interface socket.

The following projects offer a good cross-section of small locomotive models produced to contemporary standards. While the decoder sockets do much to make life easier for both the experienced modeller and newcomer, it pays to have good tools and a consistent methodology for installation.

A poor-running model is never a good choice for DCC installation. Run in new ones first to obtain the best performance, and return anything that does not run well after purchase for rectification or replacement under the manufacturer's warranty. Your model retailer will assist in returns and replacements.



Hatton's SE&CR P-Class

A hugely popular model produced by Hatton's Model Railways is the small o-6-o P-Class locomotive that's beautifully detailed and finished, complete with a fully-detailed cab back head, despite being a mere 96mm long over the buffers.

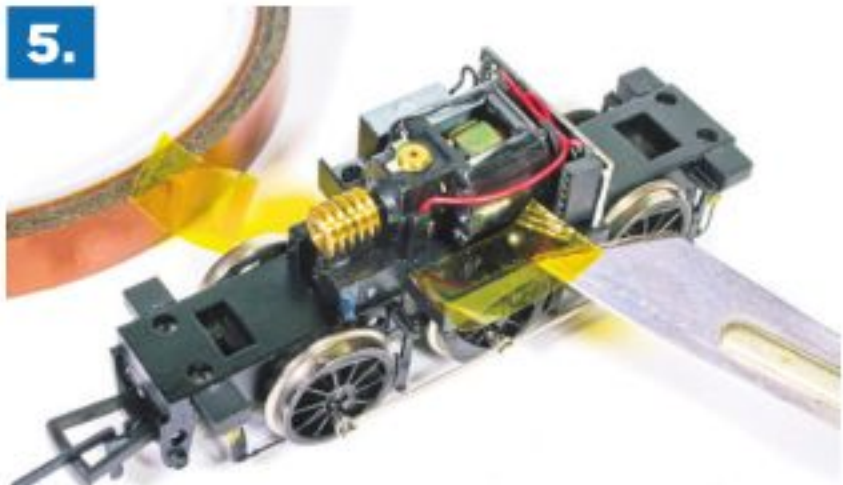
One of the locomotive's side water tanks provides some space for a decoder while a piece of ballast weight is installed on the opposite side. The model tips the scales at a respectable 120g despite the open cab area and inclusion of a six-pin decoder socket, a type normally reserved for N-gauge models. Fortunately, the low current consumption of modern motors makes the use of micro decoders intended for N-gauge models possible, taking advantage of the space saving offered by a six-pin interface.



4. The analogue plug simply pulls out of the socket, and should then be popped in the model's box or other safe place.



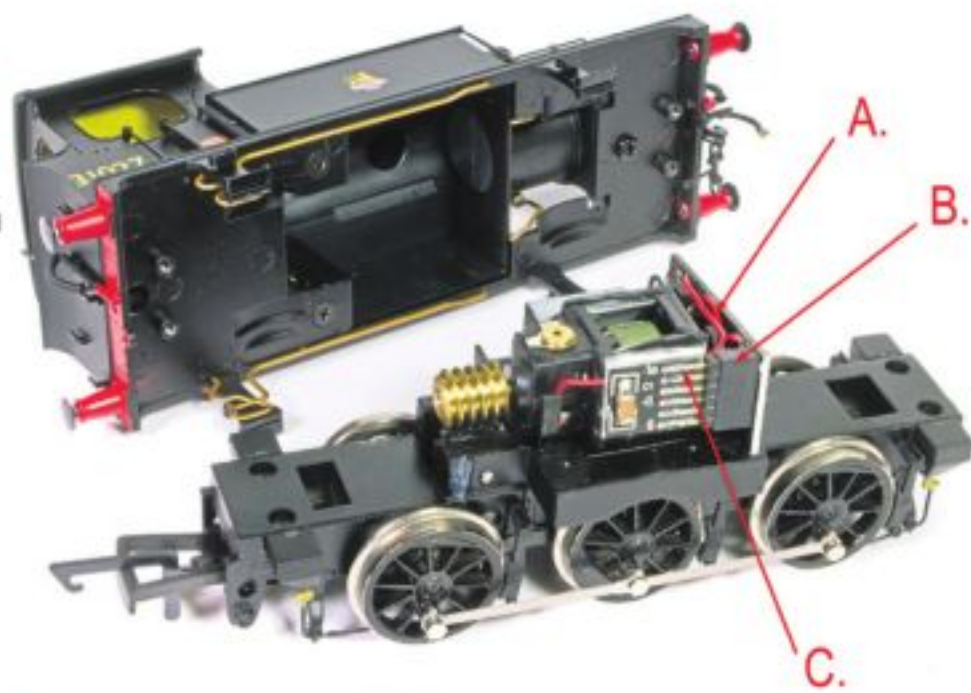
1. Nothing is as attractive as small tank locomotives in the eyes of some modellers, and the Hatton's P-Class is no exception. A six-pin interface socket is tucked away inside the body despite a fully-modelled cab space.



5. To be on the safe side, some exposed die-cast metal of the chassis is covered with thin insulating Kapton tape to prevent accidental contact with the decoder.



2. Four cross-head screws secure the body to the chassis. Drop them in a small tray or box to keep them safe.



3. The circuit board (A) is aligned across the model with a decoder socket (B) located in one of the side tanks. Note the analogue plug with pin No.1 uppermost (C). Check that your chosen decoder will fit this space – and don't try and force it if the decoder is too big!



8. Carefully check that there's enough room for the decoder as the body is refitted, and that wires are not pinched between the body and chassis. Testing the installation before fitting the body will save you having to remove it again should something not be right.

Bachmann Baldwin Class 10-12-D

Although the new Bachmann Baldwin locomotive is modelled to 4mm scale, being a 009 gauge locomotive it is small even compared to the Hatton's Andrew Barclay 0-4-0ST saddle-tank!

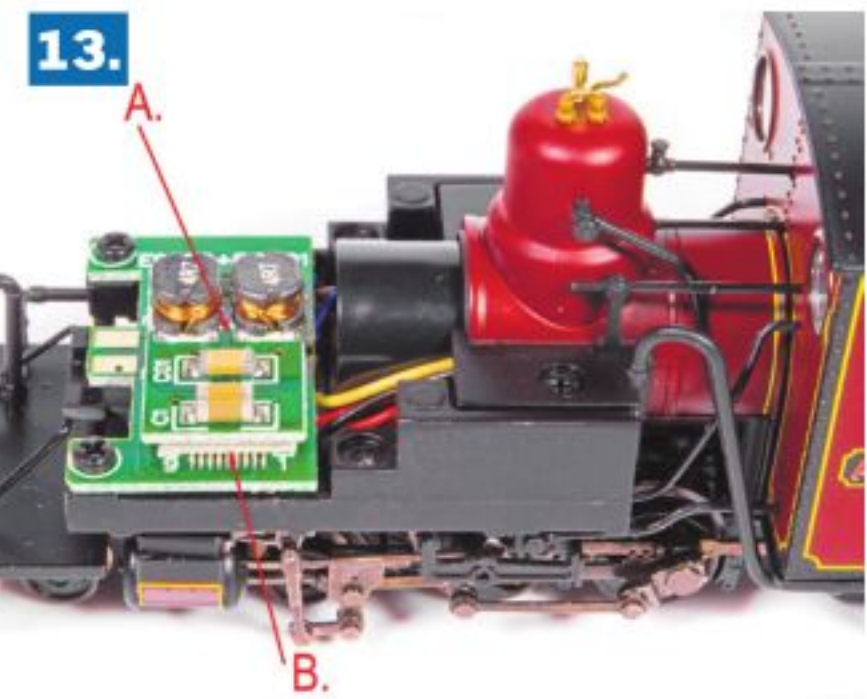
A new design of decoder socket introduced in recent years has miniaturised connectors and takes advantage of the ever-shrinking size of electronics components.

The NEM-662 NEXT18 interface has 18 poles, allowing a large number of decoder functions to be accommodated in very small models, including digital sound and with minimal wiring. A NEXT18 decoder socket is located in the front of the model across the smoke box area and into the water tanks. This has allowed the modelling of the cab in its entirety, with room for ballast weight and a powerful motor.

13. A dummy plug is fitted to allow operation on traditional analogue control (A). The connecting socket (B) is just visible.



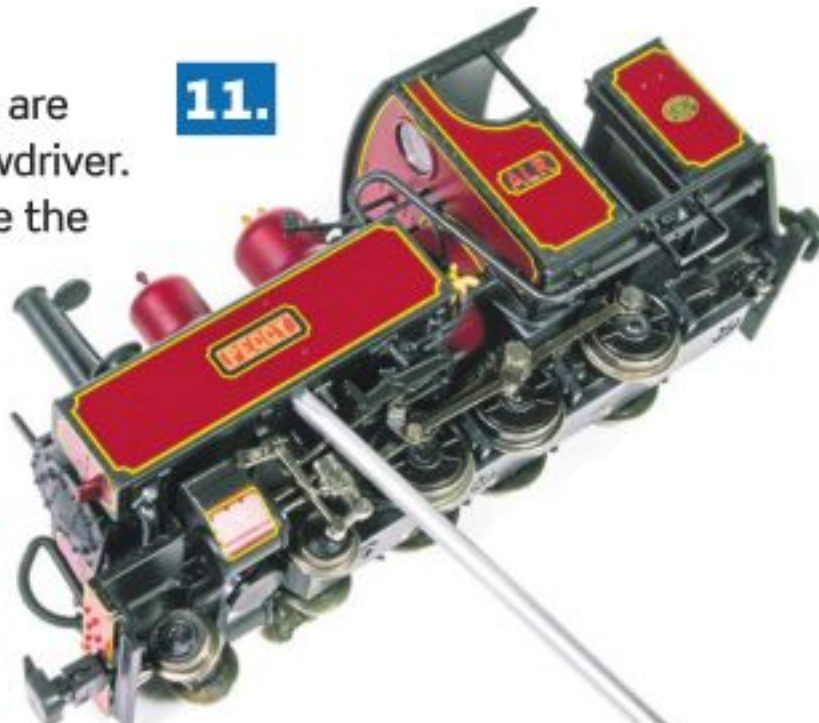
9. Several pipes linking the cab to the water tank moulding have to be released before dismantling the body.



10. Pipework located on both sides of the model simply unclips with the assistance of a pair of tweezers.



14. The analogue or dummy plug simply unclips from the socket.



15. Fitting the decoder is simply a case of aligning it in the same orientation as the analogue plug and press-fitting it into place. Any attempt to fit it in the opposite orientation means it will stick out from the model!



12. The side tank and smoke box moulding simply lifts off to reveal the circuit board.



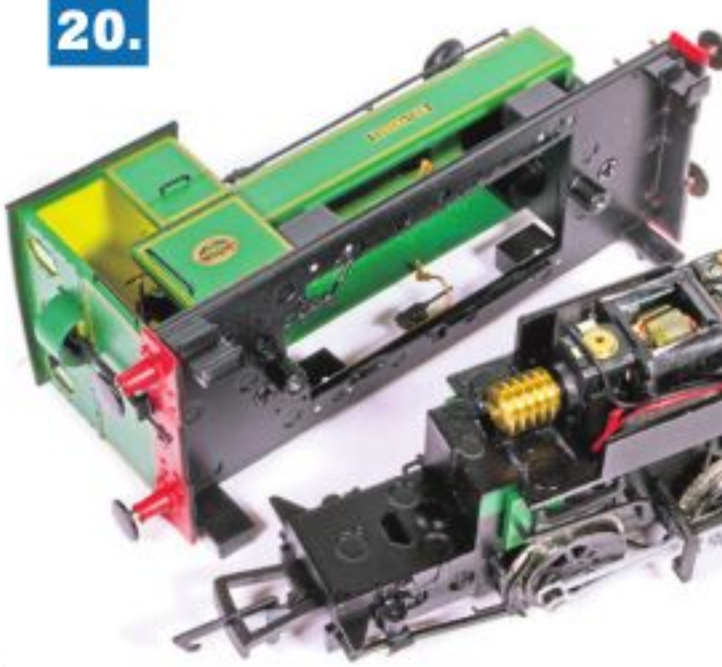
16. The decoder is fitted as simple as a conversion as one could hope for. Simply refit the body after testing the model on the service track to determine all is well with the installation.

Hatton's Andrew Barclay 0-4-0ST.

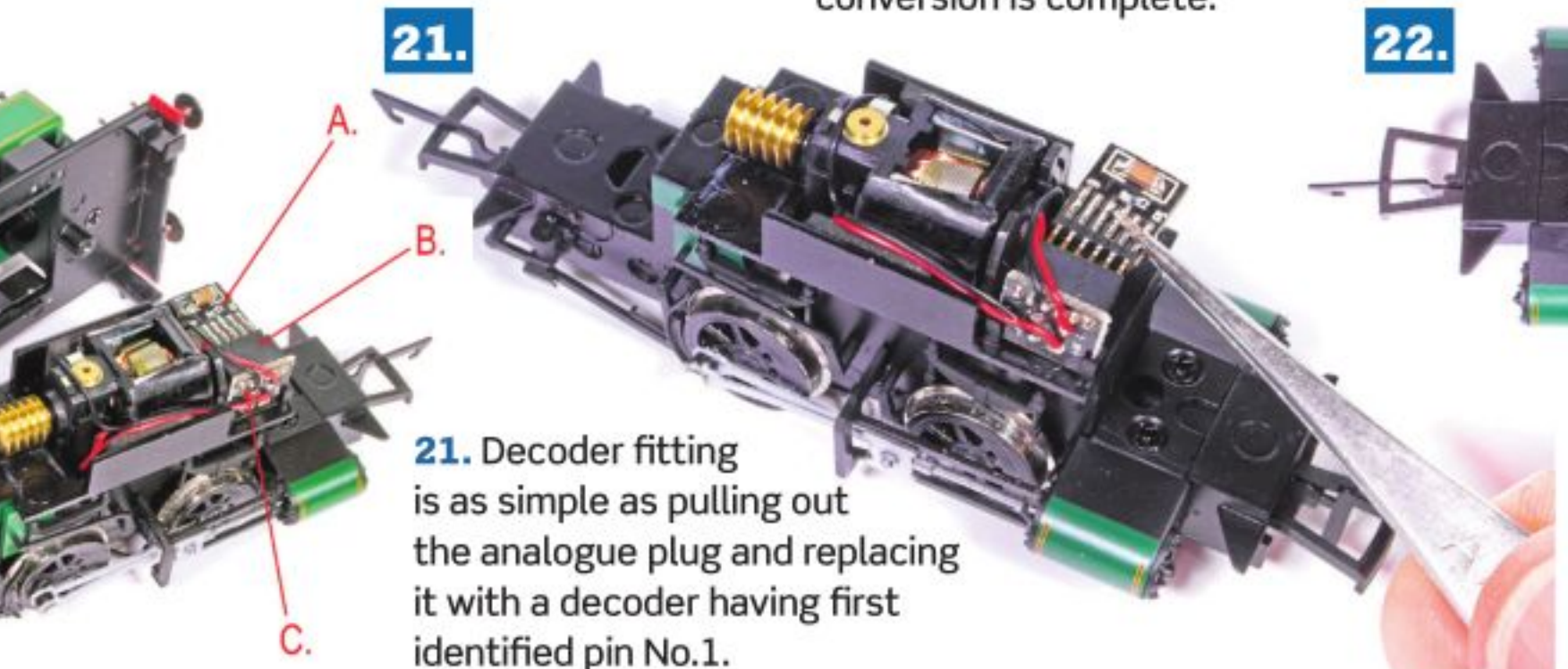
The pattern is now becoming familiar: remove the body, locate the decoder socket and replace with a decoder after working out the correct orientation using pin No.1. This lovely Andrew Barclay locomotive model has a couple of little snags to catch the unwary.

There are two pipe fittings, one on each side of the boiler, that must be unplugged before the body can be removed. Pipe runs under the running plate might also prevent the chassis from dropping out unless they are moved aside, and failure to check these items will result in damage to the small parts.

20. A decoder socket (B), analogue plug (A) and tiny circuit board (C) are found at the front of the chassis. The decoder will have to fit neatly in this small space so it does not catch the body when refitted.



17. Two screws securing the body to the underframe are easily removed with a crosshead screwdriver, and one with a magnetic tip will be helpful for returning the screws when the conversion is complete.



21. Decoder fitting is as simple as pulling out the analogue plug and replacing it with a decoder having first identified pin No.1.



18. Two pipes, one on each side, have to be unplugged from the boiler casing otherwise the chassis will not slide out of the body without breaking those parts. Be careful they do not snag on anything during body removal.



22. The completed conversion is shown with a Digitrax DZ126 decoder -- the perfect size for this model -- fitted. There are no metal parts for the decoder to touch, so no insulation tape was used to complete the installation.



19. Ease the chassis out of the body after checking that pipework under the running plate doesn't snag.



23. After testing the model, the body is put back using tweezers to ensure that the chassis pipework does not snag on the chassis, then the screws are refitted and the pipes plugged back into the side of the boiler.

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Station Road Steam

It's just like a Crewe Works in miniature!

Pete Kelly visits a hive of miniature steam locomotive activity near Lincoln where even new constructions are going on.

FOLLOWING THE PASSAGE OF A main line steam special, I remember overhearing one young enthusiast born into the modern traction era say to another: "Did you see that kettle go through?"

The remark, while totally understandable (after all I was young once!) seemed totally dismissive of the motive power that had served the world's railways through good times and bad for well over 120 years.

Yes, steam was dirty, labour-intensive and costly to operate, but let's not delude ourselves that it was crude, because when you really start to examine the engineering details that went into a main line steam locomotive, a surprisingly sophisticated picture emerges – and that's why I like to get up really close to those beautiful live steam locomotives that represent a considerable step up from our own railway modelling activities and appear at model engineering exhibitions throughout the country.

Starting at Gauge O, they go up to 3½, 5, 7¼in and increasingly larger gauges culminating in proper narrow-gauge railways – and when you realise that a 7¼in 'Duchess' Pacific locomotive and its tender can weigh up to a third of a ton, you realise that these are no mere playthings.

Station Road Steam Limited of Metherringham, near Lincoln, is just like a miniature version of Crewe

Works, with locomotives being built from scratch, serviced, boiler-tested, steamed and dispatched all over the world, and I couldn't resist calling in for a chat with its owner, Mike Palmer, before he kindly showed me around the works.

"I've played with steam engines all my life, and this is like a retirement hobby gone wrong," said Mike, who explained how he'd run an engineering business at Thatcham, near Newbury, before selling it at 40 and retiring to Lincolnshire (where he'd grown up in Stamford) and taking two years out to learn to fly among other things.

It was but a short step to find suitable premises in Metherringham in which to set up Station Road Steam and return to the hobby he loved, and today the place is a hive of activity. He now employs nine people, and at the time of my visit there were no fewer than 100 locomotives (including some miniature traction engines) on the premises.

Station Road Steam constructs 2ft-gauge Bagnall lookalikes from scratch, and there's a paint shop two villages away and a local man making an expert job of the signwriting.

Six CNC machines are now in use, the newest being just a few weeks old, and everywhere you look are cylinder blocks, Bagnall chimneys, reversers, wheels and so on awaiting assembly.

Some of the smaller locomotives receiving attention on the benches included a well-weathered 9F 2-10-0, a 5in-gauge Bt 4-6-0, a 3½in-gauge Great Northern Atlantic, a 2½in-gauge WD Austerity 2-10-0, a 5in-gauge 'King' 4-6-0 and a 7¼in-gauge 'Duchess'.

Fifty years after that final '15 Guinea Special' that was supposed to have marked the end of steam on BR, full-sized steam locomotives are still pounding the tracks at up to 90mph and miniature steam is as popular as ever – and with the help of establishments such as Station Road Steam, long may it continue!



1. A magnificently engineered model of BR Standard 9F 2-10-0 No 92219 is secured for work to proceed at Station Road Steam.

2. Note the 'bar code' on this lovely little tank engine.

3. Amid all the paraphernalia of a busy workshop, you can just imagine the ground shaking as the full-sized Stanier Pacific No. 46222 Queen Mary thunders by!

4. This magnificent 5in-gauge GWR 'King' 4-6-0 sporting a 'Bristolian' headboard was one of the highlights of the visit to Station Road Steam.



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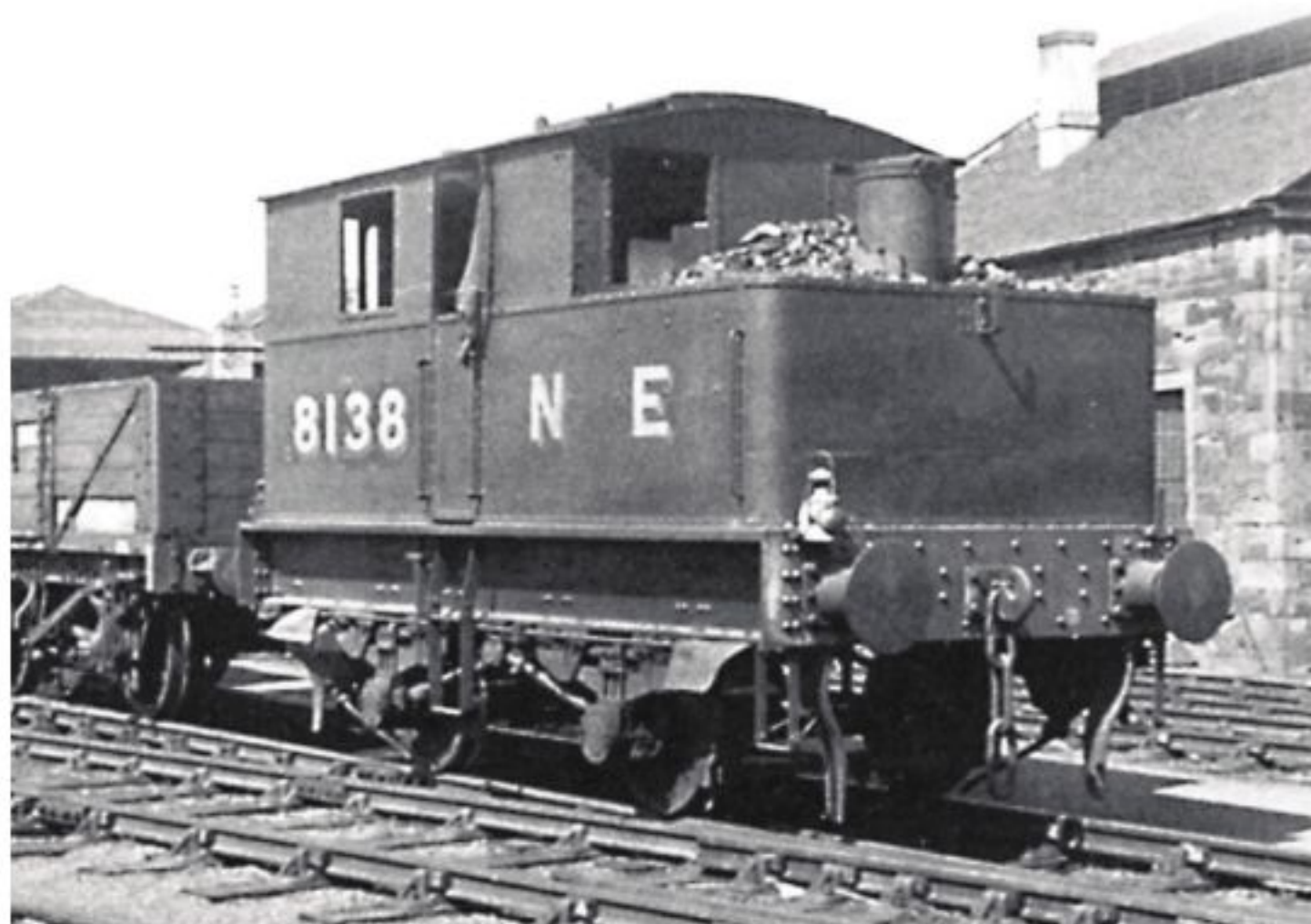
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Then and now

A funny-looking engine!

Ian Lamb recalls his first encounter with a Sentinel Y1 single-speed geared locomotive (and much later in life a lovely model version) and tells where the survivors can be seen and even ridden behind today.



Introduced in 1925 and weighing less than 21 tons, Sentinel Y1 0-4-0T No. 8138 still carried its abbreviated wartime 'NE' initials when it was pictured shunting in Kelso goods yard several years after the formation of British Railways. There were several differences between individual locomotives in both the single-speed Y1 and two-speed Y3 classes.

E V FRY/RAIL ARCHIVE STEPHENSON.

FIVE HUNDRED YEARS AGO murder, rape and pillage were commonplace in the 'Debatable Land' of the Borders between Scotland and England that was so lawless that neither country could govern it.

At Kershopefoot, its epicentre, Truce Days sought to bring justice and peace, but here around 50 years ago an execution was carried out quietly and without ceremony of the Minister of Transport's order to close the Waverley Route between Edinburgh and Carlisle. After stalwart and determined efforts campaigning for the route's reinstatement, it has been reopened from the Scottish capital as far as Tweedbank. Dare we dream for future progress? Hawick beckons!

Military conflict never seems far away, and once more – around 80 years ago – this country stood alone against the might of the advancing German troops and their intention to annexe Great Britain.

Initially, for some, this necessitated evacuation from the cities, and in my own case – not born yet – my mother, elder sister and brother found themselves on a farm in the village of Stichill, near Kelso. I do not know how long they stayed there, but the experience must have been positive because they went on holiday there on at least two occasions not long after the war's end. Being a railwayman, my father was on a reserved occupation as a wagon repairer at St Margaret's depot.

It was on one of these holidays that I recall seeing this 'funny-looking engine'. We had travelled as normal by train from the Waverley to St Boswells before boarding the usual one-coach local service to Kelso.

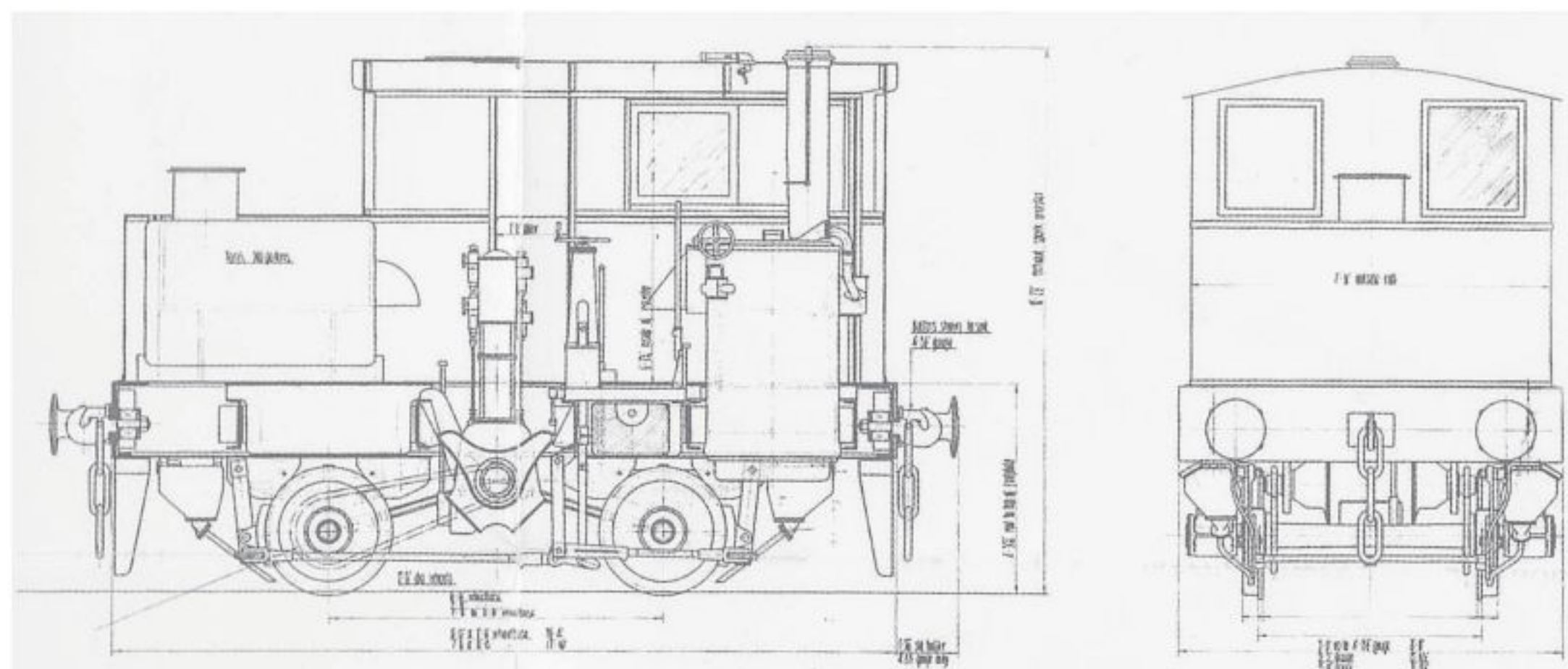
As I looked excitedly around Kelso station, I noticed this Y1 engine. Whether it carried the NE number 8138 or BR 68138 I cannot be certain, but I well remember looking long and hard at this strange apparition, vowing there and then that one day I would try to model it.



A dream came true for Ian Lamb when *Model Rail* commissioned from Dapol an exclusive model of the very Sentinel he remembered.

Like so many of my best intentions, I never got round to making that model, so when *Model Rail* magazine especially commissioned 'my very engine' I just couldn't resist the temptation to buy it.

Unkindly described in some quarters as 'a chicken hut' or a 'match box' on wheels, the Y1 is an early example of Sentinel's application of its steam-wagon technology of a vertical boiler and high-revving geared power unit to rail use for light shunting locomotives.



A basic technical drawing of a Sentinel shunting locomotive.



Simmering in Leven goods yard after some shunting, *Model Rail* magazine's specially commissioned Y1 Sentinel vertical-boiler 0-4-0T No. 68138 looks well at home on the writer's 'Leven' layout, performing the duties it was designed for.

The Y1s were single-speed machines generally used for yard shunting, while the Y3s had two-speed gearboxes enabling them to run at up to 30mph when required. Chain-drive to the 2ft 6in wheels avoided the hammer-blow effect of conventional locomotives.

Since the late 1990s *Model Rail* has been at the forefront in commissioning relatively rare ready-to-run models, and the Dapol-produced Sentinel has sufficient weight for its size and its performance was cannily amazing, helped no doubt by its all-wheel pick-up and drive.

In his book *Memories of Lost Border Railways* (ISBN 9780951-785867), Bruce McCartney drew my attention to the fact that, in the years before a locomotive had been allocated to Kelso, shunting was carried out using horses, nicknamed 'hairy pilots'. He also pointed out that in 1946, Kelso goods yard also had another Sentinel Y1 engine, LNER No. 9529.

In 1954, No. 68138 was transferred to Ayr, where it replaced a similar machine, and for a while a Sentinel steam railcar operated on the line in LNER days.

Apart from the main Edinburgh-Carlisle line, the railway from St Boswells to Tweedmouth via Kelso linked the Waverley Route to the East Coast Main Line. It was a crucial diversionary path in August 1948

when floods washed away bridges and embankments between Berwick and Edinburgh.

Principal expresses like the 'Flying Scotsman' and 'Queen of Scots' Pullman were diverted through Kelso for three months until the main line was open again. The line might have gone now, but British Rail must have wished it was still there in 1979 when the Penmanshiel Tunnel collapsed, causing grave disruption to trains between Edinburgh and south of the Border.

Just as on many other long-closed branches, what was once the Kelso station complex is now the site of a large supermarket and industrial estate.

These Sentinels were used throughout Britain from the Channel Islands to Scotland, and this geographical spread of allocation made the model an attractive commercial proposition. They worked lightly laid sidings with tight curves that ordinary small shunting engines could not contemplate. Lower running costs than

those of conventional steam shunting locomotives allowed the allocated sites to be served more economically.

The Y1/2 Sentinel 0-4-0 vertical-boilered tank engines were introduced between the mid-1920s and 1933, with 15 being ordered by the LNER for shunting and light freight work. Most were withdrawn during the 1940s, but seven survived nationalisation in departmental use. The Great Western Railway also purchased one Sentinel, and others could be seen in Ireland and much further afield in Egypt, India and Australia.

It's still possible not only to see such engines, but also to travel behind them, for three survive to this day. Former BR Y3 No. 54 is at the Middleton Railway in Leeds while No. 6515 *Isebrook* (the former GWR No. 12) is based at the Buckingham Railway Centre at Quainton Road. The remains of the former Royal Engineers locomotive *Molly* are still on Alderney.

The 68138 model is based on a 3D laser scan of *Isebrook*.



On September 3, 1955, former North British Railway C16 4-4-2 tank engine No. 67489 waits in the bay platform at St Boswells with the 4.05pm train to Kelso and Berwick. W A C SMITH.



No. 6515 *Isebrook* is seen in steam at the Buckingham Railway Centre at Quainton Road.



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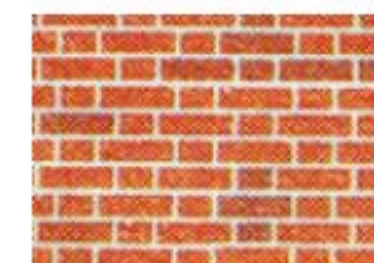
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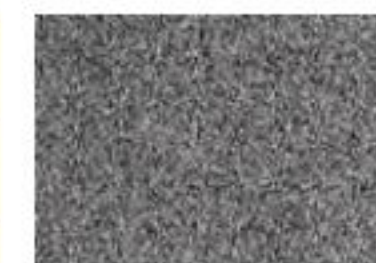
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Compiled by Jon Longman

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Open most weekends and Bank Holidays Penden Museum of Miniature Landscape and Transport Long Wittenham, Abingdon, OX14 4QD. Models to show life and railways of the 1930s. www.pendenmuseum.com for more details.

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AMERSHAM & CHORLEYWOOD MODEL RAILWAY SOCIETY. Clubroom located in Chorleywood with layouts in O, OO and OO N scales. Meetings on Mondays 2pm-4pm and Wednesdays 7.30pm-10pm. Contact Roger on 01494 726449 for further details.

Cardiff Model Engineering Society. King George V Drive East, Heath, Cardiff, CF14 4AW. Non-members welcome but please arrange your 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. Contact Rob 029 2025 5000 10am to 5pm or secretary@cardiffmes.com and www.cardiffmes.com

EXHIBITIONS

AUGUST 25-26 Ulster Model Railway Club Exhibition. Methodist College, 1 Malone Road, Belfast BT9 6BY. Saturday 10am-5pm; Sunday 1pm-5pm. Adults £4, concession £3, child £2, family £10.

Inverness & District Model Railway Club Annual Exhibition. Jurys Inn Hotel, Millburn Road, Inverness, IV2 3TR. Saturday 10am-5pm; Sunday 10am-4pm.

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

AUGUST 25-27 Gainsborough Model Railway Society. Florence Terrace, Gainsborough, Lincs DN21 1BE. Saturday and Sunday 1.30-5.30pm, Monday 10.30am-5.30pm. Adult £4, concession £3, child £3, family £10. www.gainsboroughmodelrailway.co.uk

AUGUST 27 Sedgemoor Rail 2018 August Bank Holiday Show. Coldharbour Mill.

AUGUST 31 - SEPTEMBER 2 Bedford Model Engineering Society Gala. Summerfields Miniature Railways, Haynes, Bedford. Full details and booking by email to gala@bedfordmes.co.uk and on the BMES website and Facebook.

SEPTEMBER 1 Tadworth Autumn 2018 Model Railway Exhibition (organised by North Downs Model Railway Circle). Shepherd Church Hall, Station Approach Road, Tadworth, Surrey KT20 5AE. Opening times: 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 077-5845-8827 Website: www.ndmrc.info

Burgess Hill Model Railway Club Exhibition. Burgess Hill Girls' School Keymer Road, Burgess Hill, West Sussex RH15 0EG (close to station). www.burgesshillmrc.org.uk 10am-5pm. Adults £5, child £3, family (2+2) £13.

SRP Toyfair. St Barnabas Church, Sea Road/Cantelupe Road, Bexhill on Sea, East Sussex TN40 1JG. Opening times: 10am to 2pm. Prices: Adults £2, children free. www.srptoyfairs1.co.uk

Rails In Wales Rhyl Town Hall, Wellington Road, Rhyl. Opening times: 10am to 4pm. Price: £2, U-12s free.

Morley Model Railway show (Sponsored by

Millennium Models) St Mary's Church Hall, Commercial Street, Morley LS27 8HY. Opening times: 10am to 4pm. Price: adults £3, concessions £2, accompanied children free. Tel: Millennium Models 01132 189286.

SEPTEMBER 1-2 Aln Valley Railway Model Railway Exhibition. Lionheart Station, Lionheart Enterprise Park, Alnwick, Northumberland NE66 2EZ. www.alnvalleyrailway.co.uk 10.30am-4.30pm. Adults £4, concessions £2, family £10.

Andover MRC Modeler 2018. John Hanson School, Floral Way, Andover SP10 3PB. www.andovermodelrailwayclub.co.uk Saturday 10am-5pm, Sunday 10am-4pm. Adult £5, child £1.

Heart of the Midlands Model Railway Exhibition Loughborough Grammar School, Leicester Road, Loughborough, Leicestershire, LE11 2DU. Opening Times: Saturday 10am to 5pm, Sun 10am to 4pm. Price: adults £8, children £4, family £20.

SEPTEMBER 2 SRP Toyfair. Charmandean Centre, Forest Road, Worthing, BN14 9HS. Opening times: 10am to 2pm. Prices: Adults £2, children free. Website: www.srptoyfairs1.co.uk

SEPTEMBER 8 Romiley Methodist Modellers 28th Model Railway Exhibition. Romiley Methodist Church, Stockport Road, Romiley, Stockport, Cheshire, SK6 3AH. Opening times: 10.30am - 4.30pm

Prices: Admission by donation, All proceeds to Action for Children.

SEPTEMBER 8-9 Roade Local History Society, as part of the National Heritage Open Days Festival 2018, Village Hall, Bailey Brooks Road, NN7 2LS. Opening times: Saturday 12-6pm, Sunday 10am-3pm. Prices: Exhibition admission FREE.

International N Gauge Show. The Warwickshire Exhibition Centre, The Fosse, Fosse Way, Leamington Spa, Warwickshire CV31 1XN. www.ngaugheshow.co.uk Saturday 10am-5pm; Sunday 10am-4pm. Online booking: adult £10, concession £9, child (5-14) £4.50. On the door - adult £10.50, senior £9.50, child £5. Advance discounted tickets available via www.ngaugheshow.co.uk

Coventry Model Railway Club Open Day. Unit 3, Coventry Canal Basin Warehouse, Leicester Row, Coventry CV1 4LH. Saturday 10am-5pm, Sunday 10am-4pm. Part of Canal Basin Heritage Open Day, with a range of events and no admission charge.

Faversham Model Railway Club Exhibition. The Abbey School, London Road (A2), Faversham, Kent ME13 8RZ. Opening times: Saturday 10am to 4.30pm Sunday 10am to 4pm. Prices: Adults £5, children over 5, £3 under 5s free. www.favershammrc.org.uk

SEPTEMBER 9 SRP Toyfair. The Kings Hall, The Beacon Hill, Herne Bay, Kent, CT6 6BA. Opening times: 10am to

2pm Prices: Adults £2, children free. Website: www.srptoyfairs1.co.uk

SEPTEMBER 13 Theydon Bois Toy & Train Fair. Village Hall, Coppice Row (B172), Theydon Bois, Epping, Essex CM16 7ER. Opening times: 7pm to 9pm. Price: Admission £1. Tel: Joe Lock 07866 641215.

SEPTEMBER 15 Lichfield Model Railway Show (organised by the Trent Valley Model Railway Society). The Life Church, Netherstowe, Lichfield WS13 6TS. Opening times: 10am to 4.30pm. Price: adults £4, children £3, family (2+2) £11. Tel: 0121 329 2487 Website: www.tvrms

Loddon Vale Model Railway Club Exhibition. St Peter's Church Hall, Church Road, Earley, Reading RG6 1EY. 10am-4.30pm. Adult £4, child £2, family (2+2) £9. www.lvrmc.co.uk

Culm Valley Model Railway Club Exhibition. Willand Village Hall, Cullompton, Devon EX15 2PL (between M5 J27 & 28). www.cvmrc.co.uk. 10am-4.30pm. Adult £4, child £1.50.

Mid Essex Model Railway Club 41st Annual Model Railway Exhibition Shenfield High School, Oliver Road, Shenfield, Essex CM15 8PX. Opening times: 10am to 5pm. Price: adults £6, children £4. Tel: 01277 216098 Email: exhibition@midsexmrc.org or secretary@midsexmrc.co.uk

SEPTEMBER 15-16 Blackpool and North Fylde Model Railway

Club's 37th Annual Model Railway Exhibition. Cardinal Allen High School, Melbourne Avenue, Fleetwood, Lancashire FY7 8AY. www.blackpool-andnorthfylde.mrc.co.uk/ Saturday 10am-5pm; Sunday 10am-4pm. Adult £6, concession £5, child £2.50, family (2+2) £14, under 5s free.

The Model Show. Poynton Leisure Centre, Yew Tree Lane, Poynton, Cheshire SK12 1PU. Saturday 10am-5pm; Sunday 10am-4.30pm. Adult: £7.50. www.themodelshow.co.uk/

Dartford Model Railway Exhibition The Leigh Academy, Green Street Green Road (B260) Dartford DA1 1QE. Saturday 10am-5pm; Sunday 10am-4pm. Adult £6, child free, www.ukmodelshops.co.uk/erithmrs/index.html

45th annual Redditch Model Railway Exhibition Trinity High School, Grove Street, Redditch Town Centre B98 8HB. Opening times: Saturday 10am to 5pm, Sunday 10am to 4.30pm. Price: adults £5.50, children £2, senior citizens £5 and families (2+2) £14. www.redditch-mrc.com or email enquiry@redditch-mrc.com

SEPTEMBER 16 SRP Toyfair. The Grange, Bepton Road, Midhurst, West Sussex, GU29 9HG. 10am to 2pm. www.srptoyfairs1.co.uk

SEPTEMBER 22-23 Leigh Model Railway Society Exhibition. St Joseph's Hall, Chaple Street, Leigh WN7 2DA. www.leighmodelrailwaysociety.wordpress.com/ www.facebook.com/LeighMRS 10am-5pm both days. Adult £5, under 15 free (accompanied by an adult).

Halifax Model Railway Club Exhibition. Northbridge Leisure Centre, Northbridge, Halifax HX3 6TE. Saturday 10am-5pm, Sunday 10am-4.30pm. Adult £6.50, accompanied children free, unaccompanied children £3. Website: www.halifaxmrc.co.uk

SEPTEMBER 23 SRP Toyfair. Sir Walter Raleigh Drive, Rayleigh, Essex SS6 9BZ. Opening times: 10am to 2pm. www.srptoyfairs1.co.uk

SEPTEMBER 25 SRP Toyfair. Angel Centre, Angel Lane, Tonbridge, Kent TN9 1SF. 10am to 2pm. www.srptoyfairs1.co.uk

SEPTEMBER 26 Hertford Toy & Train Fair. Richard Hale School, Hale Road, Hertford SG13 8EN. 7pm-9pm. Adult £1.

SEPTEMBER 29 Sompting and District Model Railway Club Open Day. Sompting Village Hall, West Street, Sompting, West Sussex BN15 0BE. www.somptingdistrictmrc.co.uk 10am-4pm. Adult £1.

SEPTEMBER 29-30 Boston Model Railway Society Model Railway Exhibition. Stickney Village Hall PE22 8BG (seven miles north of Boston on A16). Saturday 10am-5pm, Sunday 10am-4pm. Adult £3, concession £2, child £1, family £7.

OCTOBER 3 South Croydon Toy & Train Fair. St John's Community Hall, Upper Selsdon Road, Selsdon, South Croydon CR2 8DD. 6pm-8pm. Adult £1.

OCTOBER 6 Horsham Model Railway Club 10th anniversary model railway exhibition. Drill Hall, Denne Road, Horsham. 10am-5pm. Adult £5, child 10-16 £2, family (2+2) £12.

OCTOBER 6-7 Shildon Model Railway Club Autumn Exhibition. Locomotion, The National Railway Museum, Shildon, Co Durham DL4 2RE. 10am-5pm both days. Visit www.shildonmrc.com/

Wigan Model Railway Exhibition 2017 (organised by the Wigan Finescale Railway Modellers). Robin Park Sports & Tennis Centre, Loire Drive, Wigan WN5 0UH. www.wiganfrm.co.uk Saturday 10am-5.30pm; Sunday 10am-4.30pm. Adult £10, accompanied under 16s free. Free vintage bus service from Wigan NW Station to the exhibition hall, leaves 9.35am from station.

OCTOBER 7 Gainsborough Model Railway Society. Florence Terrace, Gainsborough, Lincs DN21 1BE. www.gainsboroughmodelrailway.co.uk 1.30-5.30pm. Adult £4, concession and child £3, family £10.

OCTOBER 13-14 Corby and District Model Railway Society. SS Peter & Andrew Church Hall, Beanfield Avenue, Corby, Northants NN18 0EH. www.cdmrs.co.uk Saturday 10am-5pm, Sunday 11am-4pm. Adult £4, seniors £3, child £2, family (2+2) £10.

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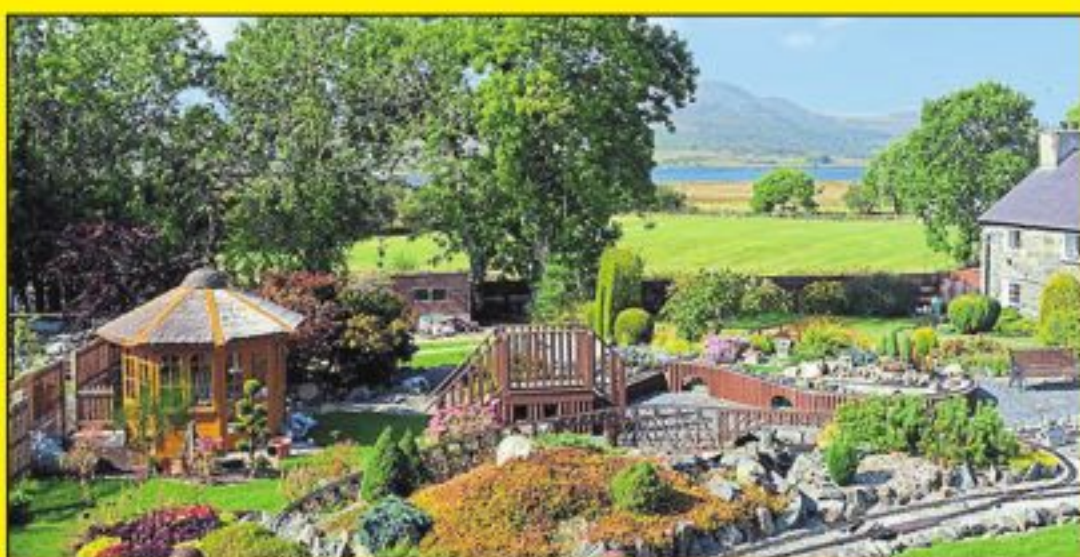
Modelling

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.

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Head of Steam - Darlington Railway Museum
North Road Station, Darlington, County Durham DL3 6ST
Tel: 01325405060 Email: headofsteam@darlington.gov.uk

Walton-on-Thames Model Railway Exhibition

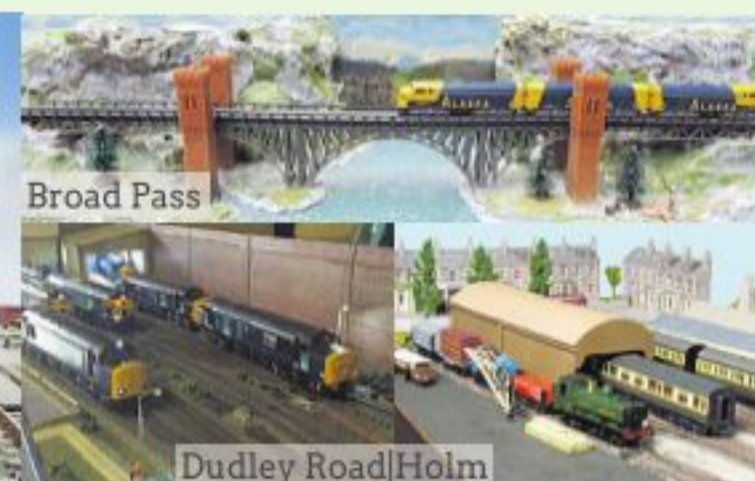
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The Railway Enthusiasts' Club, PO Box 73, Farnborough, Hampshire GU14 8JG
For further information please telephone 01252 542 574
Website: www.recexhibition.org.uk
(Details correct at time of publication)



Places to visit

Trams are coming back – in more ways than one!



Reproducing old-time tramways, with their intricate webs of overhead wiring, is a very interesting area of 'rail' modelling, and the trams can complement the trains to perfection on large town or city model railway layouts.

Whether you're considering adding trams to your model railway layout or simply fancy a trip back in time on that other type of railed transport, a visit to the Tramway Village at Crich, Derbyshire, will make a great day out, reports **Craig Amess**.

A GROWING AREA OF INTEREST IN railway modelling is the inclusion of trams, which can bring a new dimension to period and modern townscapes alike.

Electric tramways, which evolved from horse trams and some developments with steam, became prevalent during the early 20th century when systems became widespread throughout the country, bringing a rapid improvement in public transport.

As towns and cities expanded beyond

their original boundaries, some tramway systems developed into trolleybus routes, and others were replaced by buses even before the Second World War, but as cars became affordable to more and more people, the 1950s and 60s saw the closure of most tramways. The notable exception was Blackpool, the birthplace of the electric tramcar in this country, which, although now modernised, still runs heritage trams at certain periods and draws thousands of tourists a year to the seaside town.



In the zero-emissions world to come, trams on light transit systems will have an increasing part to play. This stylish model of a Tatra twin-bogie single-decker was pictured at the Crich Tramway Museum.

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As with many things, though, trams have come full circle to re-emerge as light rail systems providing mass environmentally friendly transport in crowded cities such as Nottingham, Sheffield and Manchester.

However those early tramcars were never forgotten, and in August 1948 a group of enthusiasts on a farewell tour of Southampton Tramways purchased one of the open-top trams they had once ridden, Southampton No. 45, for just £10 (the 2016 equivalent being £320) – and so started the tramcar preservation movement.

This significant purchase became the catalyst for the foundation, in 1955, of the Tramway Museum Society (TMS), whose purpose was to save and preserve an important part of our transport history and ensure that future generations would be able to see and experience these historic vehicles. After the formation of this society, more tramcars and associated artefacts were saved as, one by one, the remaining tramways finished operating.

It wasn't until 1959, however, that the society found a home, when its members were told of a derelict limestone quarry site at Crich, in Derbyshire.

George Stephenson himself had a close connection with Crich as his mineral railway ran in that area, linking the quarry with Ambergate, about two-and-a-half miles away. The Talylln Railway Preservation Society recovered tracks from the area for use in Wales on its own preservation project.

After a tour of the quarry and surrounding area, members of the

Tramway Museum Society entered into an agreement to lease part of the site and buildings, and these were eventually purchased. Almost 60 years later, thanks to the hard work of TMS members, the site has grown majestically from a derelict quarry to a leading heritage tourist attraction, with a working heritage tramway, depots, conservation workshop, exhibition areas, archive and visitor facilities. More than 60 (mainly British) trams built between 1900 and 1950 now call Crich their home – including, of course, Southampton No. 45.

As limestone quarries are not natural tramcar environments, in 1967 the society agreed to create a period village to show what life was like when trams were commonplace, and the superb Crich Tramway Village now contains a pub (which came from Stoke-on-Trent and was rebuilt brick by brick), tearooms, a sweet shop, ice-cream parlour and the Eagle Press – a small museum dedicated to letter press printing with many items including an 1859 Columbian printing press. Street furniture such as an old police call box also add to the atmosphere.

The museum itself houses many historic exhibitions, including a Stephenson Discovery and Learning Centre showing the development of transport, and an exhibition called Arms to Armistice that reflects women's fight for equality, especially after their wartime work in factories, in towns and cities and on the land when men went off to war with the promise of survivors getting their old jobs back when they returned.



The recent Crich event was about model railway layouts as well, and 'Heanor Gate Station' represents the station (opened in 1891 and closed to passengers in 1939 because of competition from local bus services) and surrounding area. The line finally closed to goods traffic in 1963.



One of the models on show at the Model Tram and Railway Exhibition at the Crich Tramway Village over the weekend of August 18-19 was this one of Nottingham City Transport's Parliament Street Garage on which all the buildings and 50% of the vehicles are scratch-built.



A model of a large London Transport double-deck tram with its route indicator showing 'Watford 52' rounds a very sharp curve in the Elstree layout that was featured at the Tramway Village on August 18-19.



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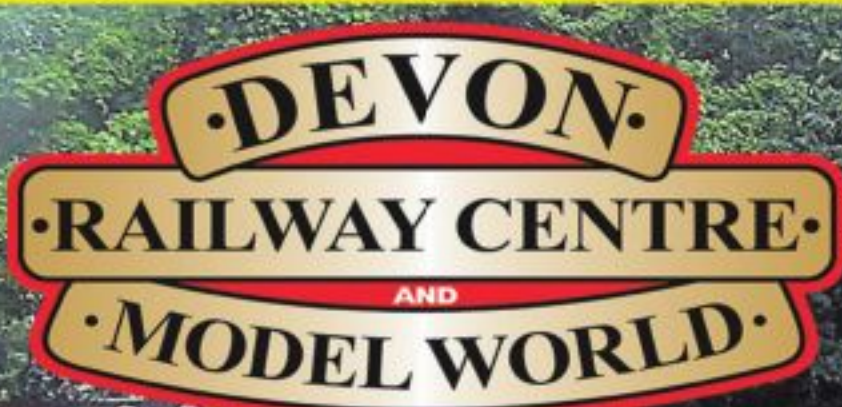
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The Great Exhibition Hall shows the evolution of the tramcar through a century of development, from the horse trams in the 1860s. On various days model tramcars are operated in the hall, many of them 'plugging the gaps' to show what certain full-sized types that no longer exist looked like. Even the windows of the Great Exhibition Hall are completely authentic, having been rescued from Doncaster tram depot.

The society's efforts were recognised formally in 1995 when the museum was designated by the Secretary of State for National Heritage as being among the top 26 because of the outstanding nature of its collections.

The museum couldn't operate without income earned from visitors, voluntary contributions by Tramway Museum Society members and grants from various groups, including the Heritage Lottery Fund and the DEFRA Aggregates Levy Sustainability Fund.

Although admission to the museum is not by voluntary donation as at the National Railway Museum, tickets do include unlimited entry within 12 months, excluding some special events (check website for details).

Children aged under four are admitted free and, as the trams were not designed with pushchairs or buggies in mind, a sheltered buggy park is provided at the Town End Terminus.

Admission prices include unlimited electric tram travel rides along the mile-long track, entry to all the exhibitions, three acres of woodland park, indoor and outdoor children's play areas, a sculpture trail and the



Attractions at the Crich Tramway Village are growing all the time, and the picturesque Barnett's traditional sweet shop certainly gets plenty of visitors.

enchanted woodland walk. Guided tours are available at various times throughout the day at no extra charge.

If you're looking for a great day out with family members old or young, the National Tramway Museum offers a perfect day out with lots of fun activities and learning opportunities.

Throughout the year it hosts special events, including classic transport gatherings, family days and starlight events, and just before we closed for press (report next month) eight model tram and railway layouts added to the

attractions 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) was fitted with a miniature video camera for live views of its journeys.

This was followed by the museum's first week-long LEGO®-themed 'Build in Bricks' fun event from August 26-31.

For details of all forthcoming attractions visit the museum's website, www.tramway.co.uk.



With all the doors of Crich's tram depot open, a green Liverpool tram with its distinctive large route number indicator can be seen just left of centre.



A promenade 'toast rack' tram stands next to an early double-decker as it prepares for its next outing during the recent very hot weather.

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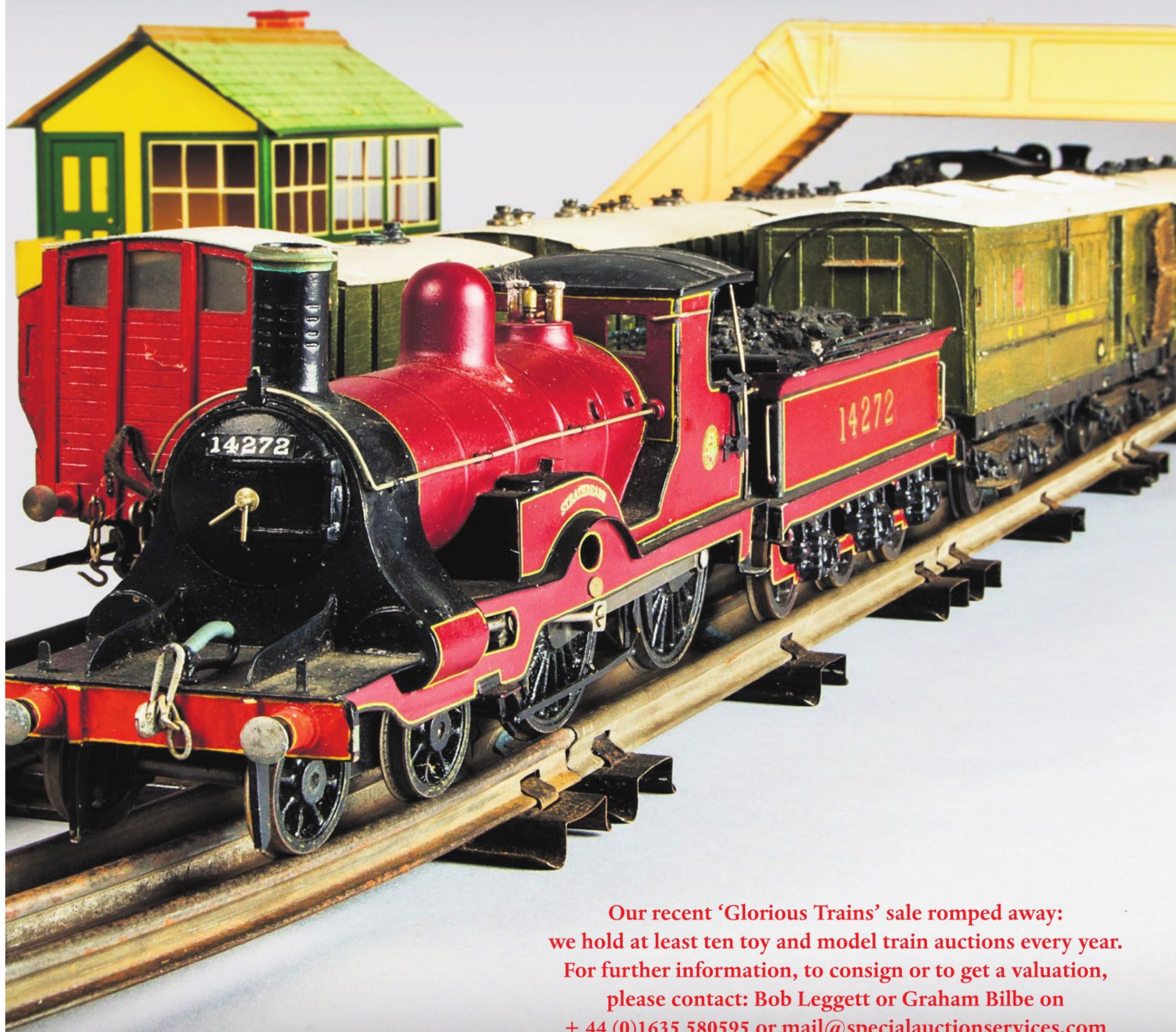
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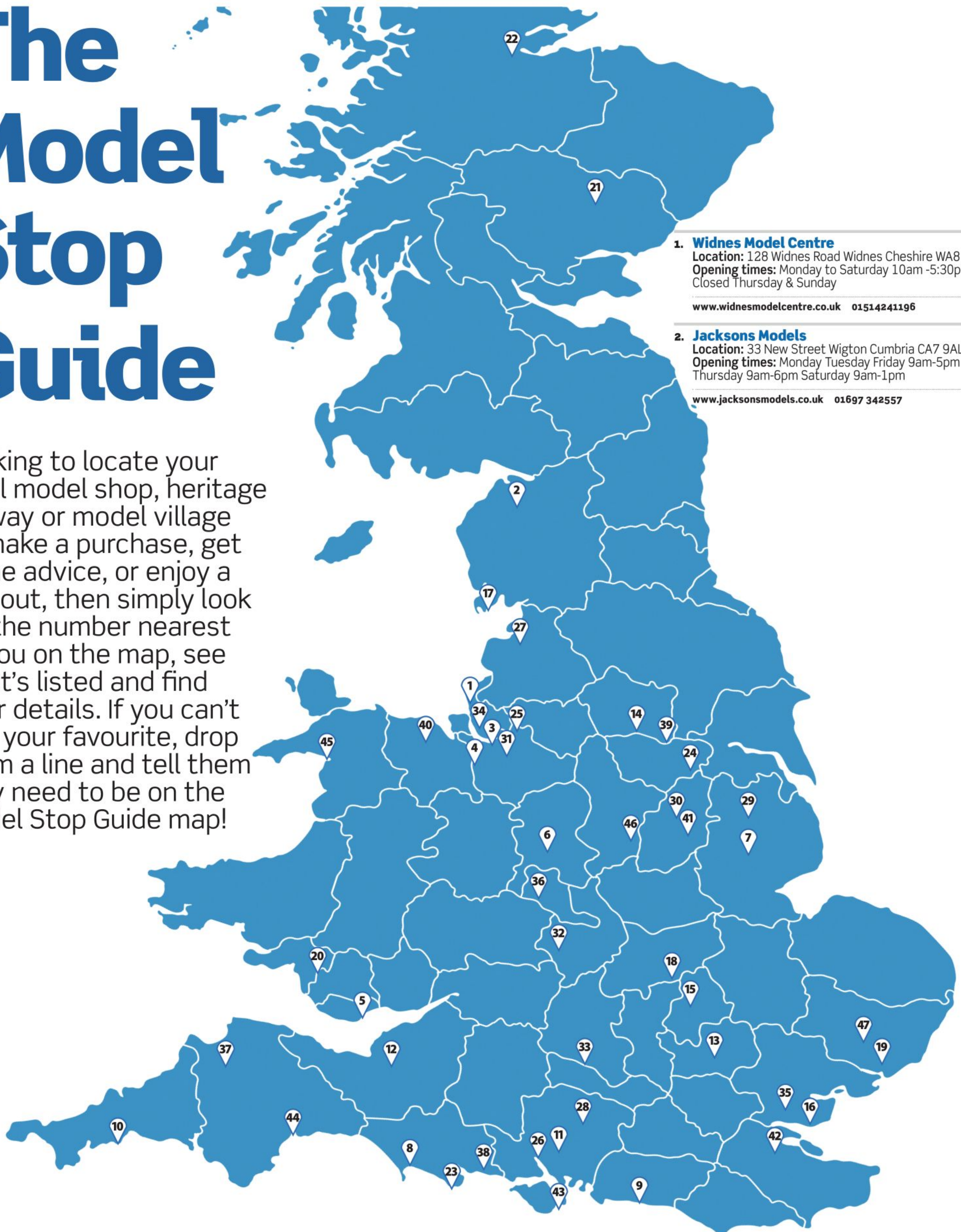


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The Model Stop Guide

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
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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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 Tel: 01766 513402 ~ Info@whr.co.uk ~ www.whr.co.uk



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 Saturday 10am-5pm
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.

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8.

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Location: Unit 4 Court Farm Business Park Buckland Newton Nr Dorchester DT2 7BT
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World of Model Railways
Location: Meadow Street Mevagissey Cornwall PL26 6UL
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www.model-railway.co.uk 01726 842457
11.

A C Models
Location: 7/9 High Street Eastleigh Hants SO50 5LB
Opening times: Mon-Sat 9am-5pm Closed Wed & Sun

www.acmodelseastleigh.co.uk 02380 610100
12.

Frome Model Centre
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Opening times: Tuesday to Saturday 10am-5pm

www.fromemodelcentre.com 01373465295
13.

KS Models
Location: 19 Middle Row Old Town Stevenage Herts SG1 3AW
Opening times: Thursday to Saturday 9:30am-5pm
Closed Sunday to Wednesday

www.ks-models.co.uk 01438746616
14.

FMR
Location: Discovery House 8A Sapper Jordan Rossi Park Baildon BD17 7AX
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(closed Wednesday)

www.modelrailshop.co.uk 01274 747447
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Agr Model Railway Store Ltd
Location: 9 High St Mews Leighton Buzzard Beds LU7 1EA
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www.agrmodelrailwaystore.co.uk 01525 854788
16.

Flair Rail
Location: Unit 7 Springfield Nursery Estate Burnham On Crouch Essex CM0 8TA
Opening times: Mon to Fri 9am-4pm Saturday 9am-3pm

www.flair-rail.co.uk 01621 786198
17.

Crafty Hobbies
Location: 54 Cavendish St Barrow In Furness Cumbria LA14 1PZ
Opening times: Monday to Friday 9:30am-5pm
Closed Thursday and Sunday

www.crafty-hobbies.co.uk 01229 820759
18.

Wellingborough Trains & Models
Location: 26 Market Street Wellingborough Northamptonshire NN8 1AT
Opening times: Tuesday to Saturday 9:30am- 4pm

www.wellingboroughtrains.co.uk 01933 274069

19.

Orwell Model Railways
Location: Ipswich Model Railway Centre 48/52 Tomline Road Ipswich IP3 8DB
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www.orwellmodelrailways.co.uk 01473 724578
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KDC Hobbies
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The Sport and Model Shop
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www.sportsandmodelshop.co.uk 01349 862346
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Swanage Model Railway Centre
Location: 44 High Street Swanage Dorset BH19 2NX
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www.just-collectables.co.uk 07956973072
24.

Panda Models
Location: 24a Hallgate Doncaster South Yorkshire DN1 3NG
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Sawyer Models
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Ron Lines
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Opening times: Monday to Friday 10am-5pm
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www.ronlines.com 02380 772681
27.

Carnforth Models
Location: Unit 5 Carnforth Station Carnforth Lancashire LA5 9TR
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www.carnforthmodels.co.uk 01524 730101
28.

Alton Model Centre
Location: 7A Normandy Street Alton Hampshire GU34 1DD
Opening times: Tuesday to Saturday 9am-5pm
See website for Sunday opening hours

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29.

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Location: 8 Market Place Caistor Market Rasen LN7 6TW
Opening times: Monday-Friday 10am-3pm
Friday late night 5pm-7pm
Saturday 10am-5pm
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01472 859990
30.

Edwinstowe Trains & Things @ Benhams
Location: 45 High Street Edwinstowe Notts NG21 9QR
Opening times: Monday 10:30am-3pm
Tuesday-Saturday 10:30am to 5pm

www.benhamsonline.com 01623 822302
31.

Culcheth Model Railways
Location: CPS Shopping Centre Common Lane Culcheth Warrington WA3 4EH
Opening times: Monday-Saturday 9:30am-5pm

www.holdercollectables.co.uk 01925 899959
32.

Our Place
Location: 3 Swan Street Alcester Warwickshire B49 5DP
Opening times: Tues-Thurs 10am-6pm
Fri 10am-4pm
Saturday 10am-6pm

www.model-mart.co.uk 01789 766755

33.

SCC 4 DCC
Location: Sunningwell Command Control Ltd PO Box 381 Abingdon Sorting Office OX13 6YB
Opening times: 9am-5pm Monday to Saturday

www.scc4dcc.co.uk 01865 730455
34.

Grimy Times
Location: 187 Orford Lane Warrington Cheshire WA2 7BA
Opening times: 10am-5pm (closed Sunday and Monday)

www.grimytimes.co.uk 01925 632209
35.

SAT Model Rail
Location: Unit G5 The Old Granary Hawk Hill Battlesbridge Wickford Essex SS11 7RE
Opening times: Monday to Sunday 10am to 5pm
Tuesday 10am to 1:30pm Fri 1:30pm to 5pm

www.satmodelrail.co.uk 01268 562588
36.

A. Oakes World of Model Trains
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www.aoakes.co.uk 01215221684
37.

Shady Lane
Location: 11 Grenville St Bideford North Devon EX39 2EA
Opening times: Monday to Saturday 9:30am-6pm

www.shadylanemodels.co.uk 01237 238872
38.

Bournemouth Model Railway Centre
Location: 329-331 Holdenhurst Rd Bournemouth Dorset BH8 8BT
Opening times: 9:30am-5pm. Closed Wednesday & Sunday

www.traintronics.co.uk 01202 309872
39.

Going Loco
Location: 38 Potovens Lane Lofthouse Gate Wakefield West Yorkshire WF3 3JF
Opening times: Monday to Friday 10am-5pm
Thursday 2pm-7pm Saturday 10am-4pm

www.goinglocomodels.com 01924 824748
40.

Rhuddlan Models
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www.rhuddlanmodels.co.uk 01745 590048
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The Goods Yard
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www.thegoodsyard.co.uk 07930 557601
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www.collettsmodelshop.co.uk 01395 224608
45.

Welsh Highland Heritage Railway
Location: Porthmadog Gwynedd LL49 9DY
Opening times: Please see website to check train & shop opening times

www.whr.co.uk/timetable 01766 513402
46.

Famous Trains Shop
Location: Famous Trains Model Railway Markeaton Park Derby DE22 3BE Park entrance off Derby Ring Road
Opening times: Every Sat Sun and Monday 11am-4pm

www.famoustrains.org.uk 0781 256 4708
47.

Model Junction
Location: 10 Whiting Street Bury St Edmunds Suffolk IP33 1NX
Opening times: Mon-Sat 9am-5pm Closed Sunday

www.model-junction.com 01284 753456

N-gauge rolling stock round-up

Nigel Burkin brings an overview of recent N-gauge releases under the Graham Farish label.

A NUMBER OF WAGONS AND COACHES has been issued by Bachmann under its Graham Farish label during the last six months, including a Mark 1 RMB, bogie hopper wagons for carrying aggregates, 14t tank wagons for the steam era and a variety of open wagons for modern engineers' trains. They are decorated in a variety of accurately researched liveries appropriate to the model, and some feature factory-applied weathering too.

NEM coupling pockets are standard throughout, and low-profile metal wheels are fitted, making all of the review samples free-rolling over Peco Streamline code 55 N-gauge track. Some of the models feature small add-on parts including coupling hooks and brake pipes.

More details may be found on the revamped Bachmann website at www.bachmann.co.uk.

BAA steel carrier wagon

The popular BAA steel-carrying wagon has been reissued in two liveries, including the original BR bauxite scheme and Railfreight red and black, both of which will be popular with modellers of the 1970s and 1980s. Both models come equipped with coil cradles with three coils and stanchions too. They are loose-fitted to the wagon deck, making them easy to remove if a plain deck for carrying bloom or bar is required.

The BAA was the smaller of two types of modern air-braked steel carriers introduced by BR between 1972 and 1976, numbered 900000-900305. The wagons were painted in bauxite brown with black underframes before being progressively repainted in Railfreight red in the early 1980s, as represented by the review model.



The BAA 100t steel carrier wagon was introduced in the 1970s and is offered as two models with cradles and loads in BR bauxite (not shown) and BR Railfreight red.



An air-braked OCA general merchandise wagon is included in recent releases both as an OCA in original BR Railfreight condition (not shown) and one in distressed condition with rust patching and faded colours as a ZDA 'Bass' engineers' wagon.

BAA 100t air-braked steel carrier with cradles and coil load.

377-900B: Railfreight red.
377-903: BR Bauxite.

Price of each model: £31.95.

SPA plate wagons

Constructed in two lots in the late 1970s and early 1980s, a total of 1100 SPA plate wagons numbered 460002-461101 were built to modern standards with air brakes, 20ft 9in-long wheelbase underframe, heavy-duty axle guards and low sides consisting of three drop-side doors with removable stanchions. They were built originally to carry steel plate, but after some time were adapted to carry different semi-finished steel products, primarily coil and wire for which simple cradles were installed.

The wagons were painted in BR Railfreight red from their introduction, as represented by one of two reissued models by Graham Farish, which is also supplied with coil cradles and wire coils.

A total of 330 SPA wagons were allocated to the civil engineer to carry materials to and from work sites, being recoded as ZAA and bearing the 'fishkind' name 'Pike'. The second SPA model released by Graham Farish, as represented by the featured model, is finished in Network Rail yellow with black underframe and interior. It is not fitted with coils or cradles, and is coded SPA, despite its use as an engineers' wagon. Both models are now available in model shops and are a welcome addition to the range for those who collect everyday air-braked wagons.



N-gauge modellers will be delighted with the variety recently released under the Graham Farish label, including steam era tank wagons, steel-carrying wagons and modern aggregate hopper wagons.

SPA 46t air-braked plate wagon.
377-725A: Railfreight red with wire coils and cradles.
377-731: Network Rail engineers' wagon.

Prices:
377-725A: £24.95.
377-731: £21.95.

OCA general merchandise wagon

Similar in design to the SPA plate wagon is the steel-sided OCA general merchandise wagon introduced in 1981 and 1982. A total of 400 wagons numbered 112000-112399 were built at Shildon works on long-wheelbase underframes with air brakes and three steel drop-side doors per side. A number were transferred to engineering duties for servicing work sites with loads as diverse as sleepers, cable ducting and recovered materials including scrap rail. One of the two reissued models is realistically finished in faded BR Railfreight red with patched paintwork and coded ZDA 'Bass' for engineers' use. The model also features a fine application of rust patches and patching of the Railfreight logo.

The second model is offered in lightly weathered BR Railfreight red as a revenue wagon coded OCA. The red livery is the original colour scheme applied to the wagons on their introduction in the early 1980s, and will please modellers who wish to run trains of standardised wagons.

OCA general merchandise wagon.
377-551B OCA wagon in weathered Railfreight red.

377-553 ZDA engineers' wagon is faded and rusted BR Railfreight red livery.

Prices:
377-551B: £20.95.
377-553: £20.95.

14t tank wagon 'Ronuk'

The 2018 Graham Farish catalogue includes three models of a once-common privately owned 14t tank wagon finished in a variety of liveries



Ronuk No. 34 is one of three private-owner 14t tank wagons offered in the 2018 catalogue.



Complementing the OCA is an SPA plate wagon that's issued in two forms - original BR Railfreight red with coils and cradles together with a Network Rail yellow version as used in infrastructure duties.

including that of the featured 'Ronuk' with its attractive blue ends and large white lettering. The models are appropriate to both the Big Four and BR steam era depending on the livery, and could be found in any mixed or block freight trains. The model is neatly finished with separate tank mountings and individual underframe components. Printing of the details on this pristine finished model is sharp, the small details being perfectly legible. Two other wagons featured in the 2018 catalogue include one branded Shell/BR and one with Mex Lamp Oils markings.

14t private-owner tank wagon.
373-656: Shell/BP.
373-657: Ronuk No. 34.
373-680: Mex Lamp Oils.
Price of each model: £21.95

BR Mark 1 'Miniature Buffet' car

A few years ago, the Graham Farish Mark 1 coach range was revamped with a range of new toolings for a variety of common coaches including the RMB 'Miniature Buffet' car. It has the same

features as the rest of the Mark 1 coach range, including a finely detailed body shell moulded from opaque plastic with window openings that are fitted with flush glazing units. The underframe is a separately tooled item with individual components.

This design replaced the old Graham Farish design of common clear bodyshells overprinted with livery colours which allowed the window openings to be incorporated as part of the printing process, but resulted in a very flat-looking model.

The Inter City executive liveried Mark 1 RMB is equipped with Commonwealth bogies and has numerous small details applied as separate fittings, including water tank filler pipes, end gangways and buffers. The coach is numbered 1860, which became the property of West Coast Railways after it was withdrawn from BR service.

BR Mark 1 RMB 'Miniature Buffet' car
374-111: BR Executive livery.
Price: £34.95



Coaching stock collectors will be pleased with the reissue of the BR Mark 1 RMB (Miniature Buffet) which is offered in several liveries including BR Inter City executive livery equipped with Commonwealth bogies.



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Bachmann OO Locomotives

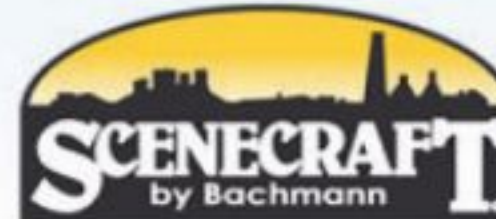
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37-072



32-250A



SS30



SS23



SS59

PECO OO Scenic Series

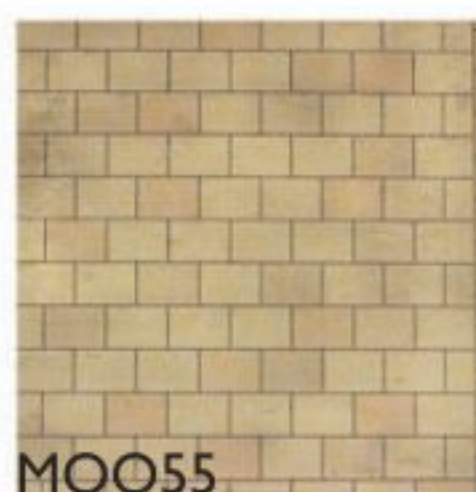
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MOO57

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Worsley Works LBSC director's saloon, part two

Matt Wickham continues building a Worsley Works brass kit for a 4mm London Brighton & South Coast Railway director's saloon, this time moving on to the construction of the body shell.

THE COACH BODY IN THIS KIT consists of only four parts, with two formers for the bowed ends also acting as mounting points for the body to the chassis.

First I removed the sides from the brass frets, but to form the tumblehomes I had to build a former. With a budget of £10, I went down to my DIY store and bought an off-cut of some curved skirting boards, with the top facing edge nicely curved. I also bought some M6 hex bolts, washers and wing nuts that will be used later on.

After finding a piece of hardwood in the garage to use as a clamp to hold the coach side against the curved skirting board, I drilled 6mm holes in the hardwood and elongated those in the pine to allow some movement up and down in case some sides were higher.



Once the two coach sides had received their tumblehomes, the two ends of the coach were formed. The ends have a brass former to hold the bow end shape, and this also has a hole in the base for attaching the body to the chassis. An M2 brass nut was soldered to the base plate, and then the ends were soldered to the sides.



With just two sides and two ends, the kit is extremely flexible, so had to be stiffened up a little. At this stage, of course, the roof still had to go on, but the sides and ends had to be strong in the middle so that the structure would not flex during the roof attachment.

With drawings and some excellent photos from Mike Anton, I had to scratch-build the partitions, corridor and some of the interior to stiffen up the model. Partitions were marked out on a piece of 0.3mm sheet brass, cut out with tin snips and cut to shape with some doorways, just in case I might decide later on to fit some sort of interior, depending on which windows are opaque or clear.

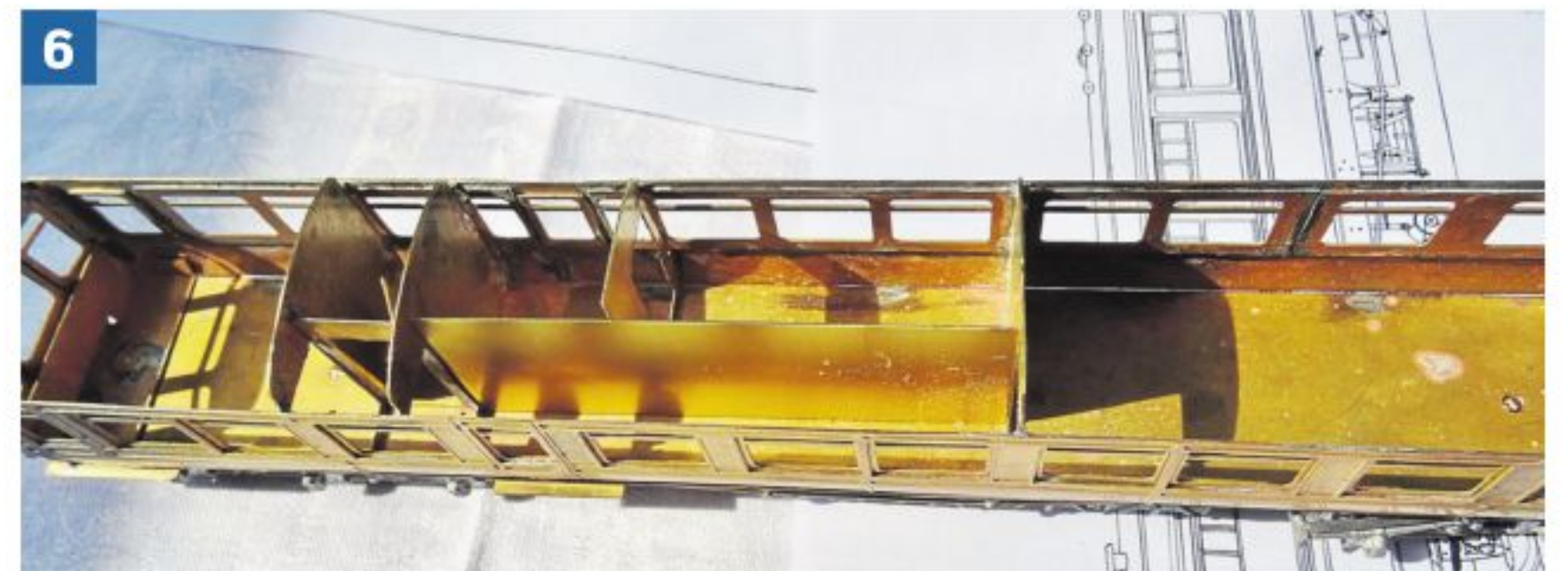


With the body now much stiffer, I turned my attention to the roof. I'd originally purchased an elliptical roof profile from Wizard, as recommended by Worsley Works and as described in an LBSC rolling stock book that I'd borrowed from a friend. When the roof arrived, it wasn't quite what I'd expected as it seemed overly curved.

As I have models of quite a few pre-grouping coaches, I checked the ends of the roof against a number of them and the profile as well, and it turned out that I needed a shallow elliptical profile that also appeared on London & South Western and South Eastern & Chatham coaches.

Thanks to Southern expert Graham Muzpratt, I was put in touch with the Southern Railway Group which holds a number of detail parts for pre-grouping and Southern coaches. The group holds what is left of the Phoenix coach kits (formerly PC models) which used extruded aluminium roof profiles, including the shallow ones. I ordered two of these, just in case I made an error with the first, and also ordered a vacuum-formed roof from Roxey Mouldings to give an extra option.

When the aluminium roofs arrived, I went with one of those as it was light,



strong and gave the coach what it needed most of all – rigidity. Checking the fit, I could see that there were some small areas with little gaps, but knew that these could be fixed with small patch repairs and then filled to make flush.

The roof was longer than required, which is good, but it had to be cut down a little. I could use the ends of the body to mark out the shape of the bow on the underside of the roof, and this was cut to shape with a junior hacksaw in a vice and refined with a file.



1. & 2. The tumblehome jig was made from pine skirting board offcuts and hardwood, utilising M6 nuts and bolts.

3. One of the bowed ends with its former soldered into place.

4. The end is soldered to its sides and test-fitted to the chassis.

5. Partitions made from brass sheet and cut out with tin snips.

6. The partitions are all in place with just a few final bits of soldering to be done.

7. The end is marked out on the aluminium roof ready for cutting and shaping.

8. The roof is dry-fitted to the body to check the fit.

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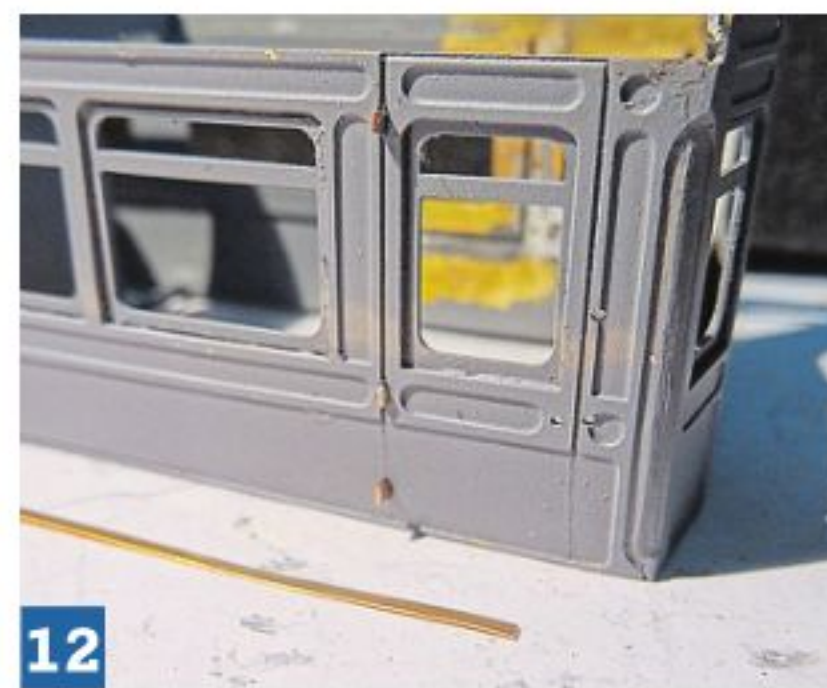
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I had to repair some of the corners of the body because I'd noticed when cutting the ends and sides from the etch that the mouldings on the corners didn't match up as one side was higher than the other. I filled this with solder and filed it flush with the brass, and with a small pointed Dremel I reshaped the filled-in areas to match the end. All four corners were thus sorted quite quickly, and no one will notice with primer and paint over the top.

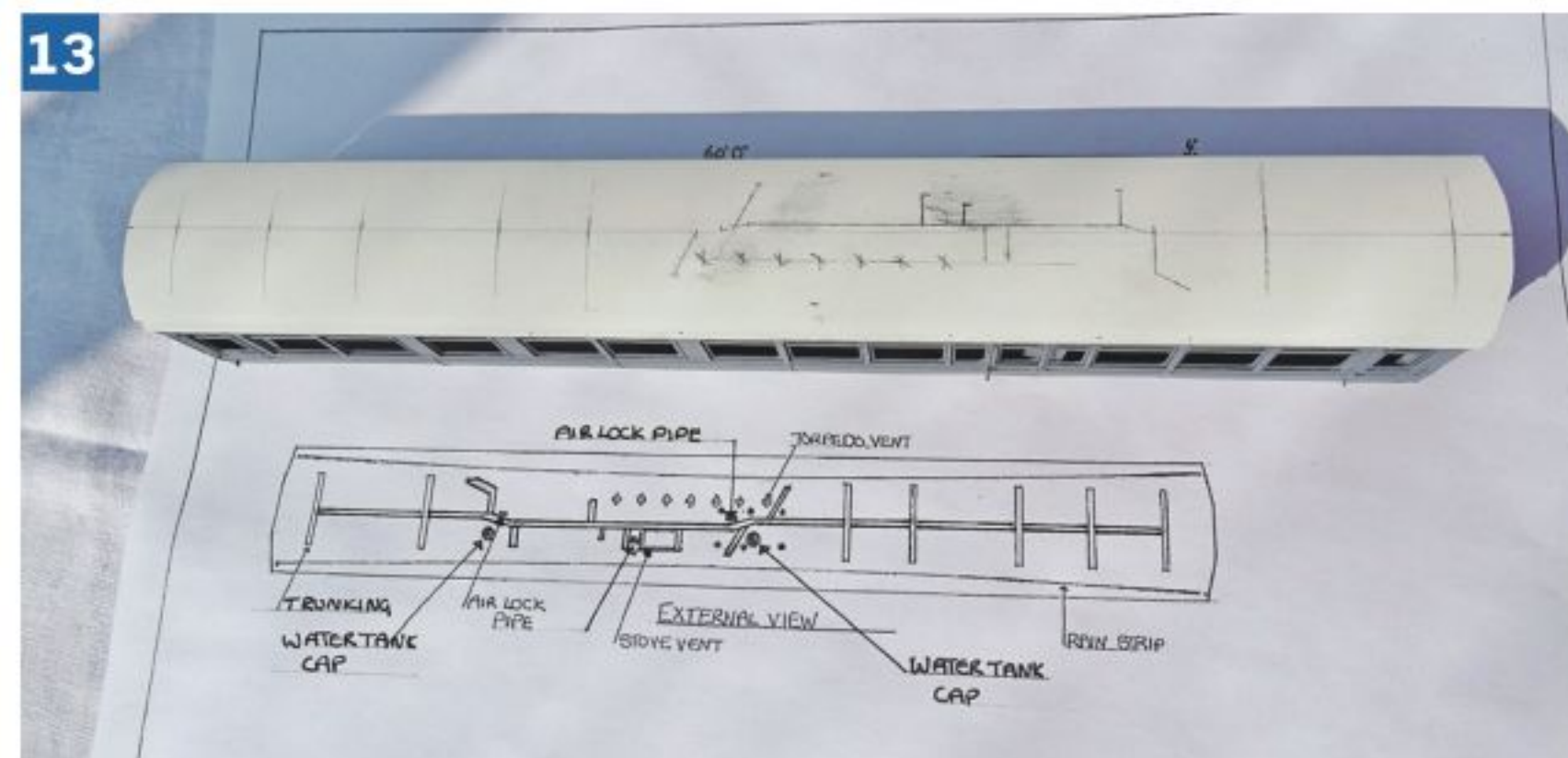


While access remained good, I still had some small details to apply to the body before adding the roof. The coach sides lacked door hinges, and I bought various detailing etches, but sadly none that I really liked, so I had to make my own. I bought some phosphor bronze strip of the right size and bent it into a 'U' shape with a small space between so that the strip would hold its position when placed into the hole and then soldered.



The next stage was to make some of the exterior parts. There are holes in the body sides for hand rail grab handles that were made from brass, so I replicated these with 0.5mm thick brass rod. I made a small jig to repeat the shape and processed them over and over again, ending up with 10 and a few spare as well for future LBSC coach projects.

These will be soldered in place after priming and painting has taken place. The roof required a lot of detail work as it had quite a few raised conduits or cable runs. Having measured the thickness and width using the scaled-down drawings in CAQD, I found the closest plastic strip from Evergreen Scale Models – strip styrene 0.5 x 1.5mm (item 123). The strip was cut into 20mm lengths to go across the roof, marking the centre as a centre line has been drawn on the roof.



The other roof furniture – vents, rain strips and so on – were added, with metal parts glued into place with Araldite. Once dry and cleaned, the roof was primed with Halford's white primer. Small details can then be made ready for final fitting once the final paint and livery has been decided.

The hands rails on the doors are of polished brass on the full-sized coach, so it made sense to make these out of

0.5mm brass rod. I also ordered turned brass handles for the doors, and as the coach is quite special, I decided to add a few extra pieces to make it stand out.

The body was now mostly complete and ready for primer, but with brass or metal kits, you need a primer that will attach itself to the surface so will probably need an etched primer. It's important to thoroughly clean and degrease the surfaces for the best possible paint finish.

Using etched primer, with some plastic-based primer between each coat, check for any marks or uneven areas to fill, sand back and then prime again.

After all this, and the chassis sprayed with a matt black rattle can from Halford's, the remaining question is which livery finally to go for.



9. The corner moulding not lining up.
10. Filled and reshaped with a Dremel.
11. Complete and with primer.
12. Phosphor-bronze strip was used for the door hinges, and brass rod for hand rail grab handles.
13. The positions of cable runs and roof vents marked in pencil from drawings.
14. Cable runs were made from 0.5mm x 1.5mm plastic strip.
15. With the coach chassis painted matt black, and the body primed ready for its final livery (whichever that proves to be) we'll bring the final article when everything has been completed.

Suppliers: Worsley Works (www.worsleyworks.co.uk), Upstairs Downstairs (www.trainshop.co.uk), Markits (www.markits.com), Wizard Models (www.wizardmodels.ltd), 247 Developments (www.247developments.co.uk), Eileen's Emporium (www.eileensemposium.com), Halford's (www.halfords.com) and Phoenix (www.phoenix-paints.co.uk).

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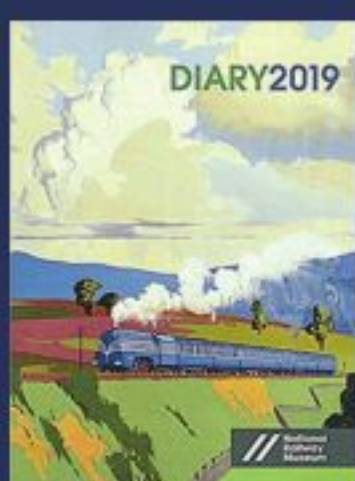
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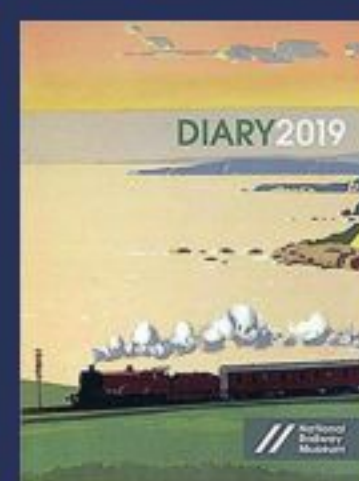
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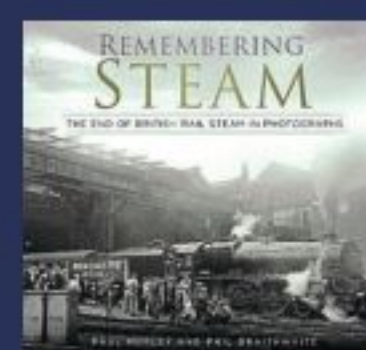
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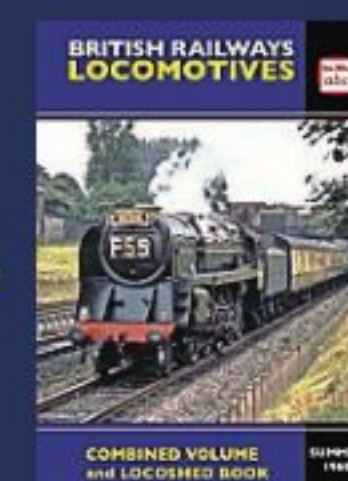
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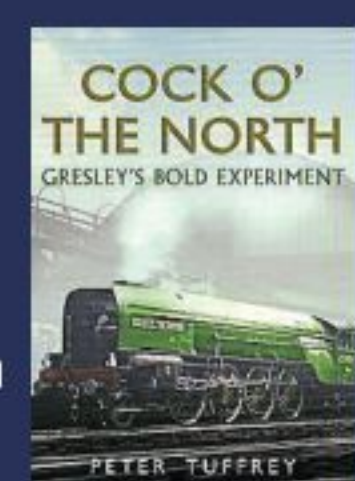
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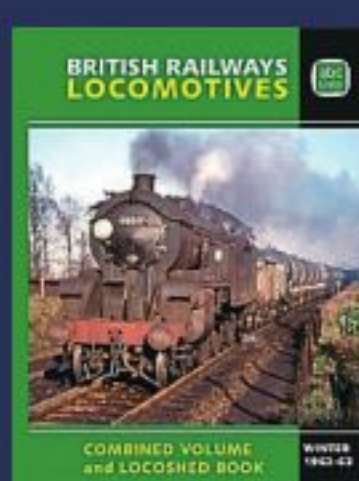
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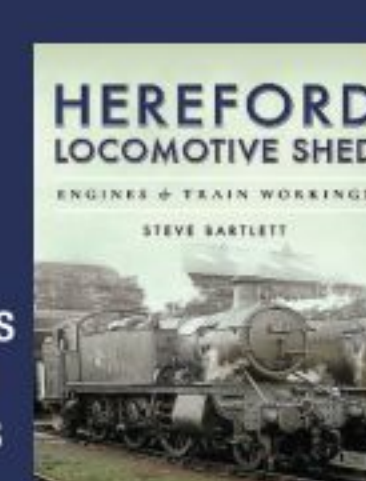
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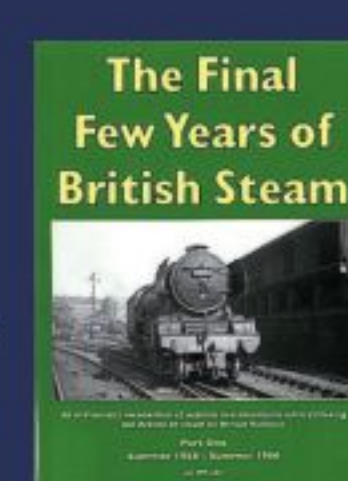
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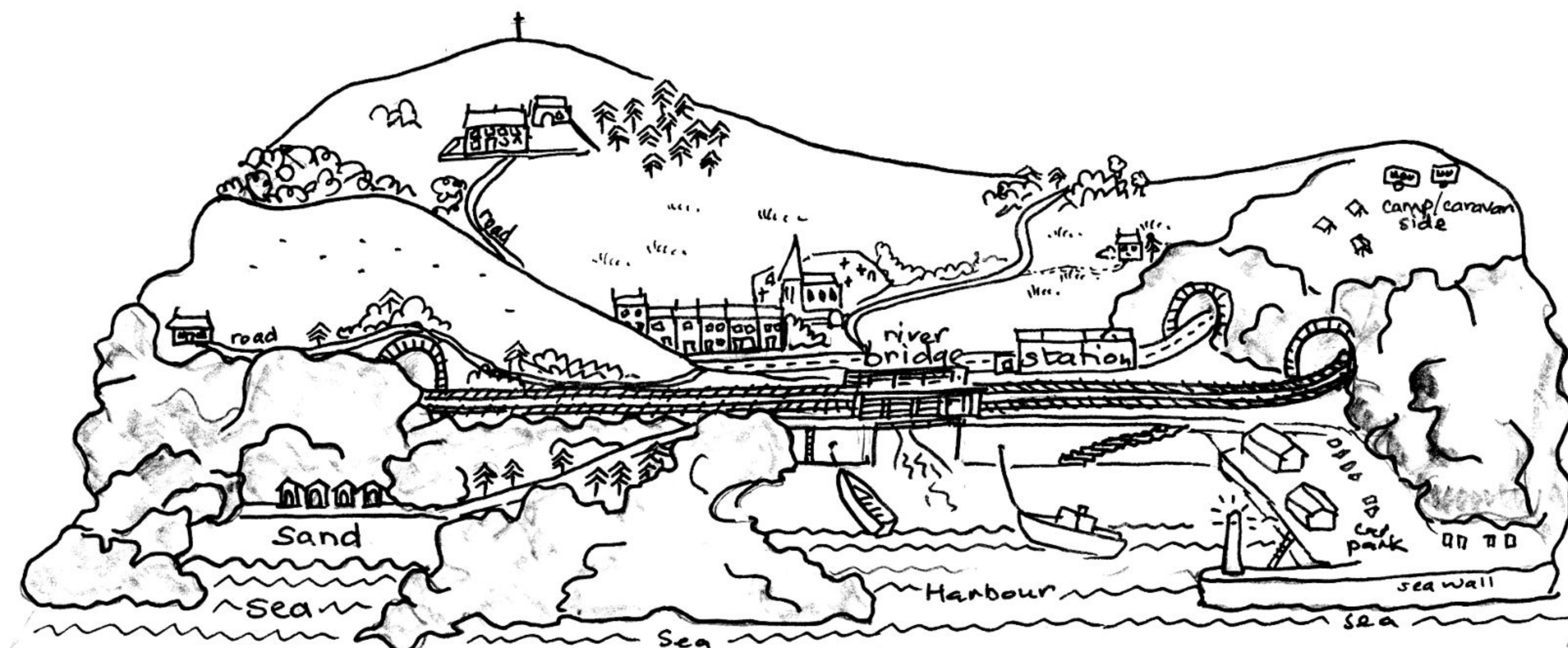
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If RMM's finished N-gauge layout turns out looking remotely like Ann's vision, it will be a cracker!

The mind's eye – where it all begins

Pete Kelly brings the latest on RMM's project scenic N-gauge layout, 'St Ann's Cove'.

ANY MODEL RAILWAY LAYOUT begins with a picture in the mind's eye that quickly becomes a sketch before the magic disappears – and a dear friend, talented craftswoman and scenic modeller, who just happens to be called Ann, drew the accompanying picture of what we'd like RMM's project N-gauge layout 'St Ann's Cove' to look like.

It was intended originally to be a straight 8ft x 4ft layout, and the baseboard was made up accordingly – then we realised that the harbour, cove and beach would require a small extension baseboard set at a lower level to allow the line, which emerges from one tunnel, runs along a straight section and then plunges into another tunnel (the only part of the working layout that viewers will actually see) to run behind a defensive sea wall above the beach.

As can be seen from the picture, a small river will flow down the hill, widening as it passes beneath road and railway bridges to join the waters of the harbour.

The lower baseboard on which the beach and harbour will be modelled was completed on Monday, August 13, and the double Kato track will run behind the back board where the controls and fiddle yard will be out of sight.

The various elements of harbour walls, sea and sand, rocky outcrops and rock pools will be modelled one by one, with the small seaside village itself nestling at the foot of the surrounding hills.

Ann has already modelled some of the various buildings, including a small station and signalbox, an expertly-weathered stone-built Metcalfe farm and the first of what will eventually become a terrace of low-relief houses and shops from Petite Properties (see also pages 20-21).

We recently constructed two kit-built examples of Petite Properties' sturdy Marshalwick House (N scale at £4.50 and OO scale at £8.99), and the accompanying step-by-step photos show how easy they are to construct. The smaller will be the first to be placed on the layout once the final finish (user's choice) has been applied.

As 'St Ann's Cove' will be a Southern-inspired layout, appropriate locomotives and rolling stock have to be considered, and a few weeks ago I managed to track down the first, a lovely pre-owned Graham Farish rebuilt 'West Country' Pacific No 34089 602 Squadron which can be seen among the accompanying illustrations.

Now that the whole baseboard is complete, next month we'll start considering the scenery itself.



The first locomotive to be sourced for the BR Southern region-inspired 'St Ann's Cove' is this pre-owned Graham Farish 'Battle of Britain' Pacific No 34089 602 Squadron, which we bought on eBay for the reserve asking price.



The OO and N-gauge versions of 'Marshalwick House' are seen with just their floors, front and side walls assembled.



With the lower front section added, the 'St Ann's Cove' baseboard was completed in two hours flat on the morning of Monday August 13.

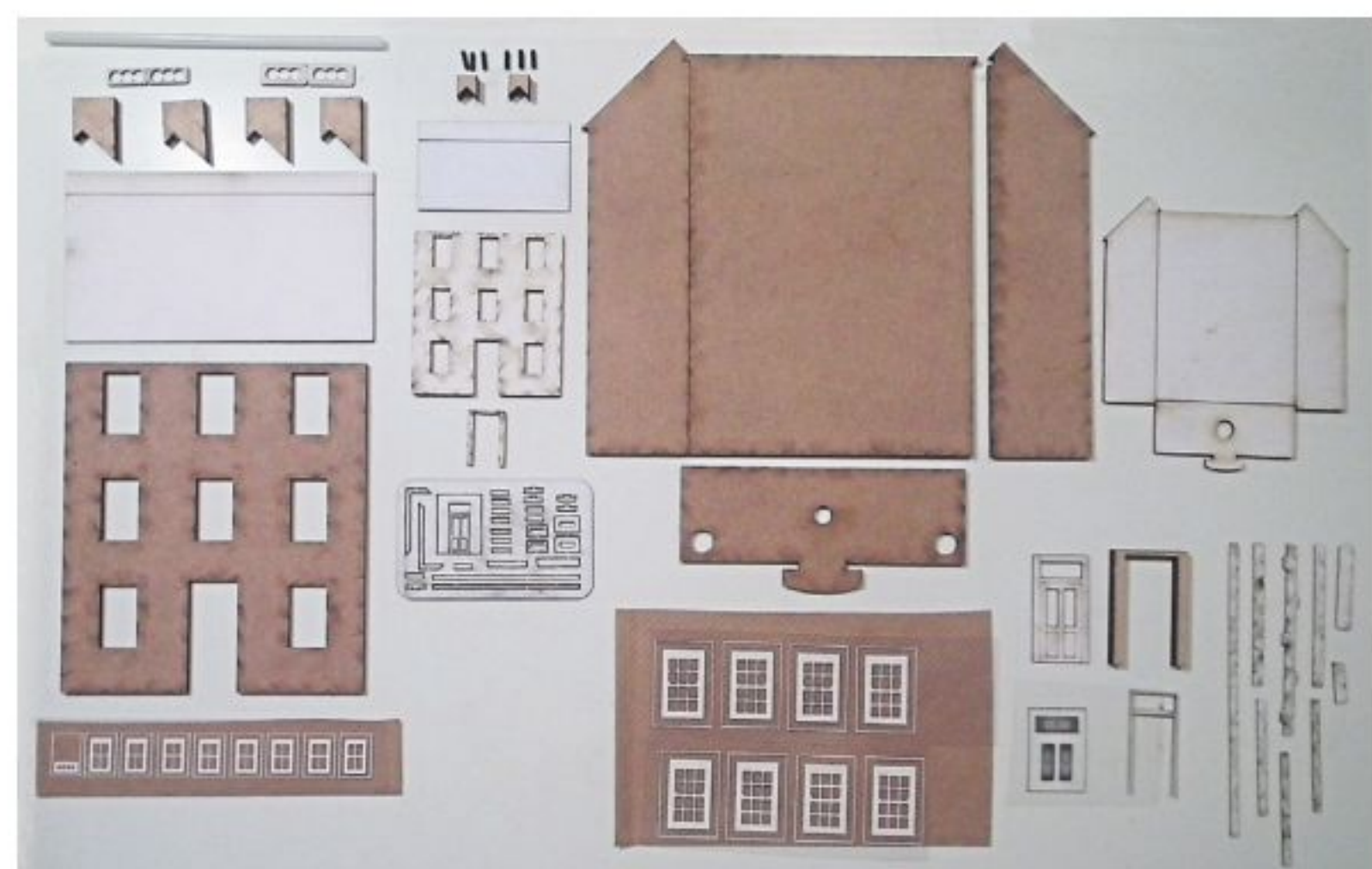
LEFT: With the windows, door and embellishments added, 'Marshalwick House' starts to look a very desirable residence in whichever scale you prefer.



After the roofs and chimneys have been fixed, all that remains is the final finishing of the modeller's choice...



...and here's one that Petite Properties finished earlier!



House', which can trace its roots back to a dolls' house design. Made from thick laser-cut components, the kits are straight-forward to assemble in just over two hours of easy modelling, and here the components of both are shown together for comparison.



Petite Properties' model building kits come in O, OO and N scales, and we decided to put together the OO (£8.99) and N (£4.50) versions of 'Marshalwick House'.

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The peace of a country churchyard

Pete Kelly applies the finishing touches to St Ann's Churchyard on his N-gauge 'Meadowsweet' layout.



Woodland Scenics N-gauge gravestones complete St Ann's Churchyard.

THE CHURCHYARD SURROUNDING the Metcalfe kit-built St Ann's Church on my rural N-gauge 'Meadowsweet' layout is the main focus of this month's 'Finishing Touches'.

With the Metcalfe grey stone church kit came an intricate lich-gate, or roofed gateway to the churchyard beneath which the coffin ('lich' meaning 'corpse') traditionally awaited the arrival of the clergyman.

On each side of the gate protrudes a small length of church wall, so the first job was to create a wall of the same thickness to completely surround the churchyard.

This was simply a matter of cutting out strips of plain grey card to exactly the same height of the lich-gate side walls, working out how many strips

had to be glued together to make the required thickness, including of course the card-printed grey stone outer strips, and finishing off by adding the wall capping – once again just plain grey card strips painted appropriately to match those on each side of the lich-gate.

It was only during a recent visit to Caistor Loco in Lincolnshire (my 'local' model shop that's a mere 30 miles away!) that I realised gravestones were available in N scale.

On a hooked revolving display I noticed a new range of ready-painted OO and N human figures, animals, rowing boats and so on from Woodland Scenics (distributed in the UK by Bachmann) and one of the small bubble-wrapped items (Tombstones N Scale A2164)



The bare baseboard where the church stood is coated in wood glue ready for the application of grass scatter material.



The first grass scatter is sprinkled on to the glue, and one of the church walls is placed in position.



The church ground is 'grassed over' with a good covering of scatter material. Allow the glue to dry just a little before gently patting smooth with the palm of your hand.

containing 11 pieces was just what I'd been looking for.

After brushing away all dust and debris from the glued-down scatter-material grass, I positioned each intricate gravestone with a small blob of card glue, making sure that, as in real life, few of them actually stood squarely upright.

All that now remained was to construct a short pathway from the lich-gate to the church entrance, which I finished by glueing down fine N-gauge ballast, and finally 'planting' a few more trees in the church grounds.

These have been left in their stands until their exact positions have been decided, and then the stands will be removed and holes drilled into the baseboard to take the bottom of the trees themselves.

The final touch will be not be a sombre funeral party, but a newly married couple emerging happily into their bright new world, appropriate figures being readily available from Noch and others.

On the railway side, I've been adding Great Western-style lower-quadrant signals to 'Meadowsweet', including

starter signals at the end of the station platforms, and a bracket signal at the junction where the single-track branch to the Meadowsweet Dairy that dominates the small market town diverges from the single-track, auto-train-worked connecting line between my 'Meadowsweet' and 'St Werburgh's' layouts.

N-gauge signals are very fiddly to construct, with components so small that fine tweezers are needed, and the tiniest drop of glue applied when joining parts together.

Even painting the semaphore arms requires a steady hand, keen eye and very fine sable paintbrush.

The bracket signal kit I have used came from Ratio and cost just £4.60, and as my hands and eyes are not quite what they once were, I'm grateful to my old friend Pete Fowler of Caistor Loco for kindly taking the task out of my hands after I'd bought the kit.

Next month we'll be finishing off the farmyard standing next to St Ann's Church and working out some imaginative ways to fill a few more corners on 'Meadowsweet'.



The remaining church walls are placed into position with appropriately shaped ends, but not yet glued and adjusted.

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