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FEBRUARY 2019



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Inside



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P30



STANIER DUO REVIEWED **P18**



P22

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Modelling

Staff

Editor Pete Kelly

RMModellingeditor@mortons.co.uk

Contributors Nigel Burkin, Ian Lamb, Jon Longman

Production editors Pauline Hawkins, Sarah Spencer

Designer Holly Furness

Picture desk Paul Fincham, Jonathan Schofield

Group advertising manager Sue Keily

Publisher Tim Hartley

Publishing director Dan Savage

Commercial director Nigel Hole

Subscription manager Paul Deacon

Circulation manager Steve O'Hara

Marketing manager Charlotte Park

To advertise, contact:

Lynsey Young 01507 529454

lyoung@mortons.co.uk

Fiona Leak 01507 529573

fleak@mortons.co.uk

Where to find us

Editorial, advertising and administration

Mortons Media Group Ltd, Media Centre,
Morton Way, Horncastle, Lincs LN9 6JR

Tel 01507 529529

Do you want to stock RMM?

Then please contact:

Derek Wright 01507 529 428

dwright@mortons.co.uk

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March 2019 issue of RMM is out on

Friday, February 22, 2019.

Pete Kelly
Editor

From the editor

AT THE HEIGHT OF THE 'RAIL BLUE' years, while editing Steam Railway magazine, a suggestion to my then employer, East Midland Allied Press, that we might launch a similar magazine aimed at modern traction fans and entitled Rail Enthusiast was accepted, and I suddenly found myself editing two bi-monthly publications instead of a single steam bi-monthly.

In no time at all each of the two publications had gone monthly, and after several career twists and turns, including the editorship of IPC's Railway Magazine (thankfully the word 'The' of this historic publication, founded in 1897 and now in the hands of our own publisher, the Mortons Media Group, was later reinstated at the insistence of my colleague and successor Nick Pigott).

In 1994 I returned briefly to EMAP for a second spell of editing Rail Enthusiast, only to find that the word 'Enthusiast' had been dropped – perhaps in the belief that, from the point of view of the then forthcoming privatisation, the business side of modern railways would become the most important factor.

By then the absolute monotony of rail blue locomotives with bright yellow warning panels, and rail blue and grey carriages, had slowly started to change. Large logos, reverse liveries and extended yellow fronts has already been tried, followed by a new InterCity livery, so I decided to run a feature entitled 'Paint Your Wagon', inviting readers to get out their coloured pens and watercolours and send us their ideas for brightening up Britain's locomotives and rolling stock.

When the entries started coming in, there were purples, pinks, oranges, lime greens and anything else you might imagine. They seemed quite outlandish, but proved to be the precursors of the harlequin colours we enjoy (or perhaps not?) today.

I couldn't resist 'painting my own wagon' by having an OO-scale model of a Western Region InterCity 125 power car airbrushed professionally in the classical combination of a brown bottom half and cream top half, separated by a gold lining stripe, and coming together at the front of the power car in a 'Coronation Scot'-style 'V' with that wonderful Art Deco Great Western roundel in the middle.

It looked beautiful, but – horror of horrors! – I'd forgotten all about the mandatory bright yellow ends that graced (or indeed otherwise!) the fronts of all our locomotives and trains, so it was a non-runner from the start. But look at the trains that are running out of Paddington today. That old romance has returned with a larger stylised version of that GWR roundel and much more muted colours for the latest Hitachi trains and those wonderful HSTs that have performed so valiantly for 40 years.

Railway liveries have fascinated us for generations, and the latest models on offer are exploiting the countless variations to the full – whether pre- or post-grouping, the British Railways era or privatisation – and we would love to hear more readers' views on the subject for our letters pages.

Talking about the latest models on offer, it's been a really busy couple of months, first with a re-energised Hornby introducing lots of exciting new developments for 2019 and then Bachmann Europe announcing this year's Branchline and Graham Farish catalogues shortly before RMM went to press.

Now back at its original Westwood headquarters in Margate, Hornby even had the full-sized A4 Pacific No. 4464 *Bittern* and 'Black Five' 4-6-0 No. 45379 on display in its heritage stock storage facility called the '1:1 Collection Museum'

to emphasise two new models – now there's confidence for you! With new tooling for GWR 'Large Prairie' tank and LMS 'Princess Royal' models; a particular interest in small, colourful industrial locomotives that will suit a wide variety of compact and perhaps not quite so compact layouts; and the reissue of several diesel locomotives, including a colourful batch of Class 66s, the popular Class 31s in three liveries, two class 60s and a fleet of HST power cars to match, there seems to be no holding them back. See our full report on pages 6-8.

At Bachmann's catalogue launch in London, several new tooling projects and a host of new models utilising existing tooling were unveiled – including a sound-fitted upgrade for A1 Pacific and 100mph TV star No. 60163 *Tornado* in late-crest BR lined green.

A sound-fitted version of 'Patriot' 4-6-0 No. 5551 *The Unknown Warrior* in LMS crimson will be available alongside the normal model, and the same options will be available for BR lined green 'Jubilee' 4-6-0 No. 45654 *Hood* with a riveted tender and late crest.

Sound-fitted diesels include disc-headcode Class 20/0 No. D8035, split-headcode Class 37/0 No. 37012 *Loch Rannoch* and centre-headcode Class 45/0 No. D53 *Royal Tank Regiment* – and in the expanding OO9-scale range comes a newly tooled Baguley-Drewry 70hp diesel locomotive of the type built in the early 1980s for the Royal Navy Armaments Depot and several new wagons. See our report on page 12, which will be followed up next month.



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N Scale - Q1 2019!

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On 27th February 2018, GBRf proudly unveiled their latest class 66 newly renamed 'British Rail 1948-1997' (formerly DB Cargo 66 250). The loco marks the 70th anniversary of British Railways.

As well as the spectacular repaint into BR Large Logo Blue, the locomotive also underwent a number of modifications to bring it up to GBRf 66/7 standards and reliability. This locomotive is something of a celebrity with railway enthusiasts and will be popular with collectors and modellers alike. Our thanks go to GB Railfreight and Dapol for bringing this product to market.

Details:

DCC Type: 6 Pin Ready

Livery: GBRf

'British Rail 1948-1997'

(BR) Large Logo Blue

Class: 66

Era:

10 (2006 Onwards)

Wheel Configuration:

Co-Co

Finish: Pristine

Features:

Detailed body with etched grills and separately fitted hand rails.

Darkened wheels and pin point bearings.

5 Pole motor for smoother operation.

All wheel drive.

All wheel pick up.

Directional lighting.

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Dapol GBRf Class 66783
'The Flying Dustman' Biffa Livery

N Scale - Due Q1 2019 RRP: £119.95 - PRE ORDER NOW

On 28th March 2018, GB Railfreight 66783 (ex-DB Cargo UK 66058) was named 'The Flying Dustman' at York station. This locomotive was painted in Biffa corporate colours to mark the partnership between GB Railfreight and Biffa, the well known waste management company.

The name was chosen following a competition amongst the staff at Biffa who thought it an appropriate tribute to the somewhat better known train 'The Flying Scotsman'. Being a named example in an eye catching livery, this locomotive will be very popular amongst railway enthusiasts and modellers alike and we're grateful to both GB Railfreight and Dapol for bringing this product to market.

PLEASE NOTE - The picture we have used was taken prior to the naming of the locomotive. Our model will be of the named locomotive.

Details:

DCC Type: 6 Pin Ready

Livery: GBRf

'The Flying Dustman'

Biffa Red/Orange

Class: 66

Era:

10 (2006 Onwards)

Wheel Configuration:

Co-Co

Finish: Pristine

Features:

Detailed body with etched grills and separately fitted hand rails.

Darkened wheels and pin point bearings.

5 Pole motor for smoother operation.

All wheel drive.

All wheel pick up.

Directional lighting.

NEM couplings.

Includes both standard and knuckle couplings.

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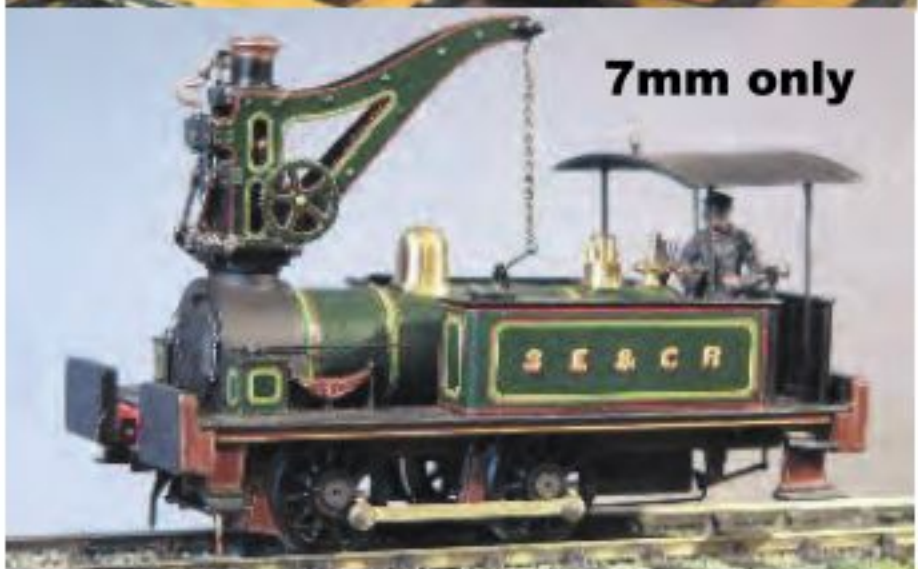
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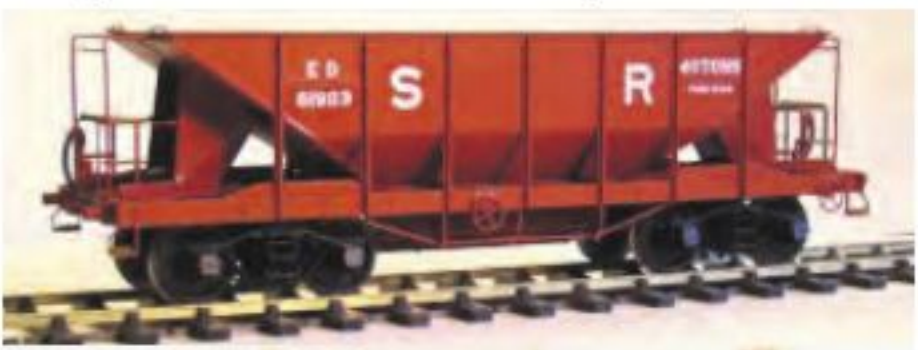
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Bachmann Narrow Gauge expands 009-scale range

At the launch of its 2019 Bachmann Branchline and Graham Farish catalogues in London on January 14 (see page 12) Bachmann Europe Plc announced a growing input into its 009-scale range with new tooling for a Baguley-Drewry 70hp diesel locomotive and four different van and wagon types.

The diminutive Baguley-Drewry diesel locomotives were built in the early 1980s to augment the existing fleet of elderly locomotives on the network of narrow-gauge lines operated by the Royal Navy's Armaments Depot, working trains carrying explosives and other sundries between the standard-

gauge exchange sheds and the various hidden storage locations.

As the Ministry of Defence began consolidating operations, various depots were closed and the redundant locomotives and rolling stock were either moved to other locations or sold off.

This staggered programme of disposals brought the opportunity for quite a few of these locomotives to enter preservation, and many now operate far outside their original remit and carry several new liveries and names.

The Bachmann Narrow Gauge model will feature a six-pin DCC decoder socket and NEM coupling pockets.

The new vans and wagons comprise an RNAD enclosed-end brake van in RNAD grey (393-100) and an open-end brake van in Statfold Barn Railway brown (393-101); an RNAD van in RNAD grey (393-125) and in Statfold Barn Railway white 'MICA B' (393-127); RNAD rebuilt open wagons in Statfold Barn Railway grey and Welsh Highland Railway red (393-150 and 393-151 respectively); an RNAD flat wagon with planked ends (RNAD Dean Hill with a sleeper load) and an RNAD wagon in Statfold Barn Railway grey as a 'Serpent B' (393-175 and 393-176 respectively).



Bachmann Narrow Gauge is tooling up to model this Baguley-Drewry 70hp diesel in 009 scale.



A model of a rebuilt open wagon like this one seen at the Statfold Barn Railway will complement the existing 009 range of bogie wagons and vans.

Hatton's launches scenic products range

Hatton's of Widnes has sourced a range of scenic products to sell under the 'Hatton's Constructor' label. They include a track grime

weathering solution, oil-spill weathering kit, wagon-load starter kits, tubs of loose loads and ballast and other items.

All are now in stock and also available from Hatton's retail partners, and the range will be expanded with further products as they are sourced.



Some of the weathering and scenic items that are available in the new Hatton's Constructor range.

Bradford MRC planning 40th anniversary show

Bradford Model Railway Club will be celebrating its 40th anniversary with a special show at the Sedbergh Centre in Huddersfield Road, Odsal, Bradford, West Yorkshire BD6 1DJ over the weekend of May 4-5.

At least 10 layouts in O, OO and N scales will be on

display, along with trade, club and support stands, and refreshments will also be available.

Chris Towers of the exhibition team can be contacted for more details on 07941 553307 or by emailing show.bradfordmrc@gmail.com.

'Ambleton Vale' layout at Great Eastern Models

The highly-acclaimed and award-winning 'Ambleton Vale' layout will be on display at the family-run Great Eastern Models shop in 199 Plumstead Road, Norwich NR1 4AB on Thursday, April 11.

The 16ft long highly-detailed N-scale layout was created by Ray Taylor and Anna Bass, and if anyone else with N-scale layouts would like to display on the same day, call 01603 431457.

Limited-edition seven-plank wagon from Hobby Goblin

Hobby Goblin of Burslem, Stoke-on-Trent, has commissioned a limited-edition N-gauge seven-plank wagon from Dapol in the grey livery of Stirrup & Pye Ltd.

Only 150 are being produced, and they are due by early to mid-March. Each can be ordered at £10.90 from Hobby Goblin, 54 Hamil Road, Burslem, Stoke on Trent, Staffordshire ST6 1AU (01782 818433, www.thehobbygoblin.co.uk).

Right: One of the limited-edition seven-plankers that will soon be available in the livery of Stirrup & Pye Ltd.



Toy and train fair updates

Toy and train fair organiser Joe Lock has updated his list of events for 2019.

At Theydon Bois Village Hall, Coppice Row (B12), Theydon Bois, near Epping, Essex CM16 7ER the events will take place from 7 until 9pm on February 7, April 4, June 13, July 18, September 12, October 31 and December 12.

At Richard Hale School, Hale Road, Hertford, Herts SG13 8EN, the dates are March 6 and July 3 (with further dates to follow) from 7 until 9pm. On Sundays from 10am until 2.30pm, the dates at Green Park, Stablebridge Road, Aston Clinton, Buckinghamshire HP22 5NE, are March 24, July 21 and November 24.

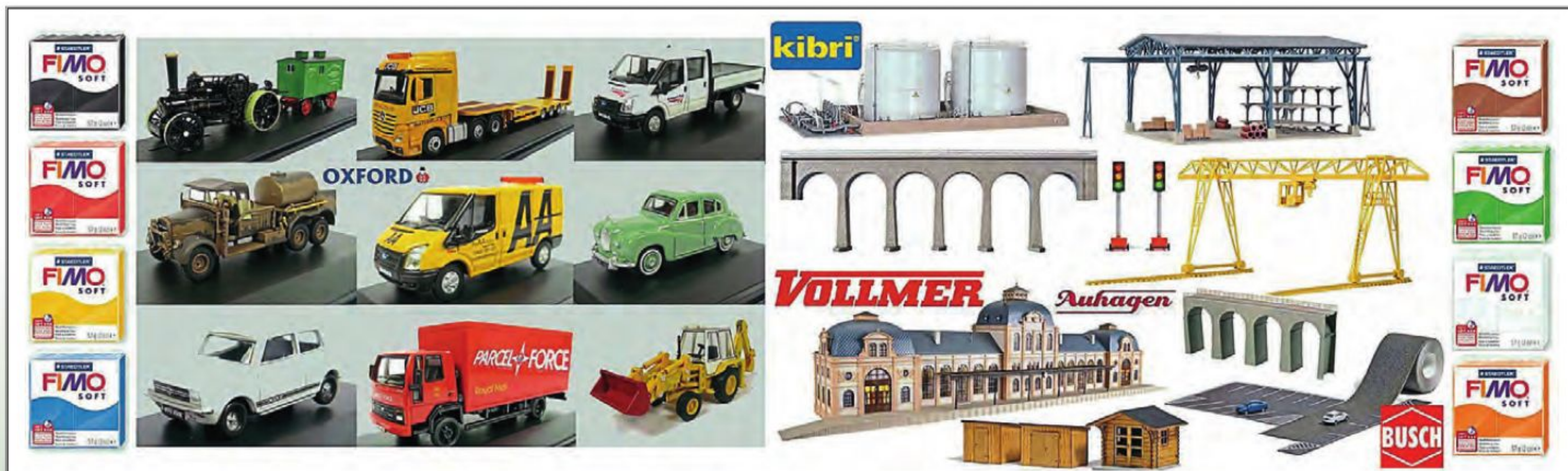
Admission to the Bluebell Railway Collectors' Fairs at Horsted Keynes station, Station Approach, Horsted Keynes, East Sussex RH17 7BB, on Sundays May 11 and July 27, will be by platform ticket or free with a train travel ticket or Bluebell Railway membership card. They will take place from 10am until 4pm.

Contact Joe Lock on 07866 641215 for more information about all the above.

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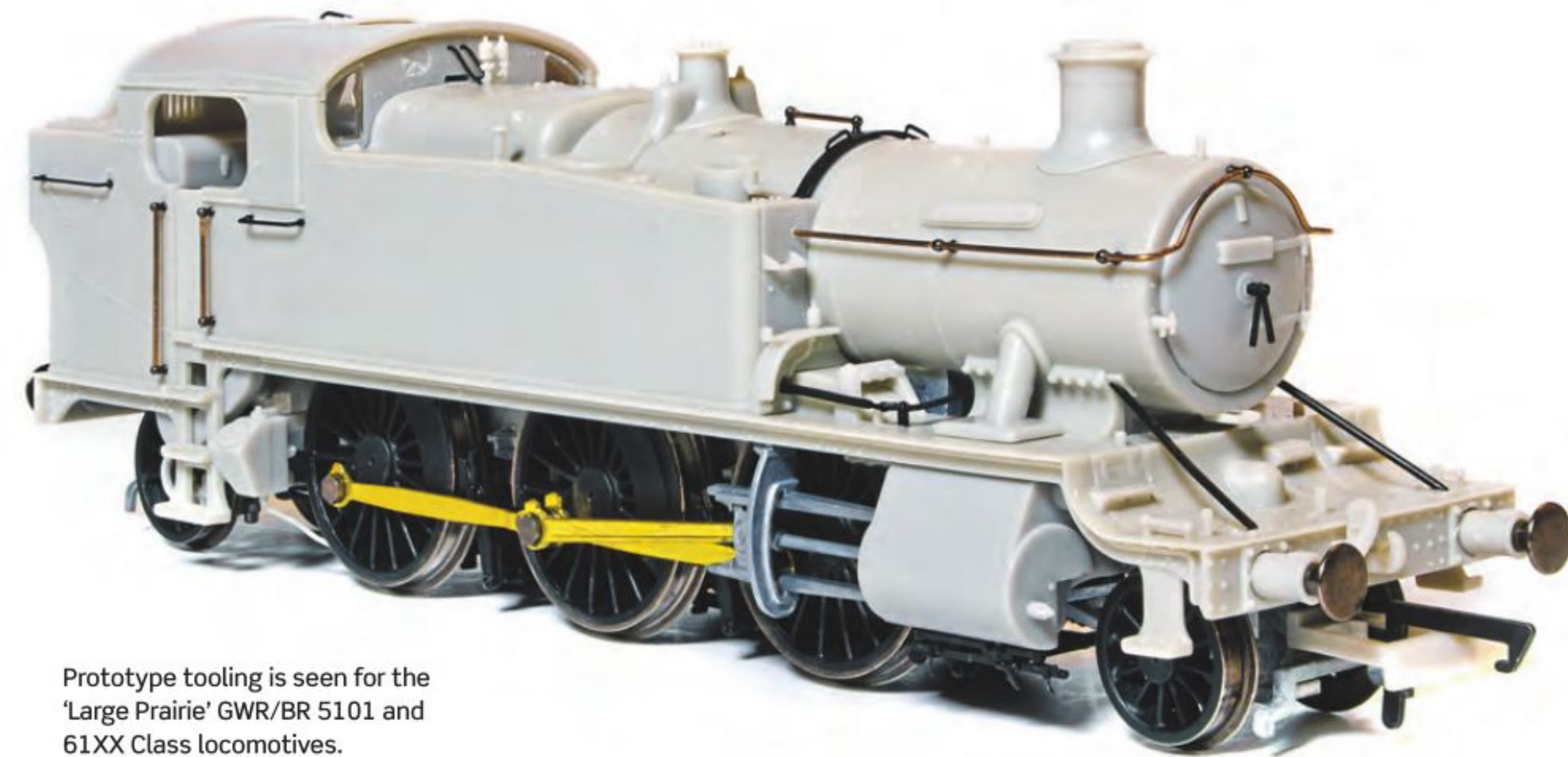
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News

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This is the prototype tooling for the forthcoming LMS 'Princess Royal' Pacific locomotive.



Prototype tooling is seen for the 'Large Prairie' GWR/BR 5101 and 61XX Class locomotives.



Three versions of the 'Large Prairie' will be released in the summer.

Pecketts, Rustons and 'Princess Royals' from Hornby this year

The resetting to core values at Hornby following the return of Simon Kohler is underlined by a 2019 range loaded with exciting new models, writes **Nigel Burkin**.

THERE IS NEW ENERGY AND DRIVE at Hornby since the return of Simon Kohler to the company. It has recognised that previous mistakes were made, resulting in a loss of confidence in the business through discounting which undermined the hobby shop retailer, and the loss of industry expertise.

An important move was relocating Hornby's headquarters back to the original Westwood site in Margate, and this tangible sign of a return to the core values that served Hornby well in the past is reflected in the 2019 range, which has a number of surprises.

In addition to new models comes the return of important products to the range, including Skale Scenics, Skale Auto and Skale Dale accessories in addition to new toolings.

Hornby sees its range as a 'system' which serves modellers of all abilities and all budgets, from starter train sets to the 'Railroad' range and its super-detailed range of models, so consequently control systems, scenic

materials and accessories all play a part in addition to locos and stock in the 2019 catalogue.

The fact that train sets are an important entry point to the hobby for all ages has been at the centre of Hornby's strategy for many years, and 2019 is no different. A number of new train sets with recognised themes appear in the range, such as a junior battery-operated starter set featuring Paddington Bear (R1247) that's intended to kindle interest in model trains from a young age. Analogue train sets aim to do the same thing with freight and passenger sets, the latter emphasising speed, with a GWR HST set and a Eurostar set.

Licensing has made it possible to offer a train set and accessories for Harry Potter, and the 'Hogwarts Express' includes coaches and buildings. Headlining the new 2019 range are several brand new steam locomotive models, including the GWR/BR 5101 and 61XX Class 'Large Prairie' with completely new tooling,



Three models of the Stanier 'Princess Royal' are planned for release in November 2019.

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due in mid-2019 as GWR No. 4154 (R3719); GWR No. 6110 (R3721) and BR No. 6145 (R3723).

The second new steam locomotive to be announced is the LMS 'Princess Royal' Pacific. With an anticipated arrival date of November 2019, three models are proposed, including LMS No. 6201 *Princess Elizabeth* (R3709); BR No. 46206 *Princess Marie Louise* (R3711) and BR No. 46207 *Princess Arthur of Connaught* (R3713).

Small locomotives also feature as new toolings, including another Peckett, this time the B2 Class 0-6-0ST version which will be available in the liveries of Sherwood Colliery (R3693), Associated Portland Cement's Westminster (R3694) and an NCB blue locomotive (R3695).

Three further Peckett W4 0-4-0ST locomotives are planned for release, alongside new tooling for the tiny Ruston and Hornsby 48DS shunters that will include two Scottish distillery locomotives – No. 458957 *John Dewar and Sons* (R3705) and No. 265618 *Longmorn Distillery* (R3707) – together with Ruston and Hornsby No. 269595 (R3704) and Army No. 802 (R3706).

All four models will be supplied with a detachable match wagon fitted with pick-ups to assist with current collection if required.

To reflect the use of the Westwood site as a heritage stock storage facility called 'The 1:1 Collection Museum', Hornby announced two models under its new 'The 1:1 Collection' label including LNER A4 No. 4464 *Bittern* with twin tenders (R3771) and BR 'Black Five' No. 45379 (R3805). Another special edition is LNER A3 No. 4472 *Flying Scotsman* in the condition in which it toured the US in 1969 and 1970.



Another brand new tooling is that for the Ruston and Hornsby 48DS, with four models scheduled for release in May and June 2019.

Many popular steam and diesel locomotive models have been reissued, including A4 Pacifics, 'Merchant Navies' and 'Lord Nelsons', LNER/BR Class Ots and the recently released J36 including one in ROD livery. Diesel locomotives include a large number of Class 66s and the welcome return of the Class 31 in three liveries, together with two Class 60s and a fleet of Class 43 HST power cars to match new tooling for the Mk3 trailers.

There are many new rolling stock developments as well, starting with new toolings to introduce the BR Mk2f coaches that will be available in BR, ScotRail and Network Rail liveries. Also newly tooled are GWR Collett 57ft suburban coaches (to be released in GWR and BR liveries) together with a range of new Bulleid 59ft coaches including a Corridor Composite and Corridor Brake Third.

Reissued coaches include the Mk1 GUV in BR maroon, GWR clerestory coaches, a Maunsell kitchen/dining car and Stanier 57ft non-corridor stock, to mention a few.

In the wagon department comes new tooling for the Warner 20t/24t brake van that will be available in LSWR, BR and SR liveries, together with a new LMS 20t brake van as Diagram D1919



Prototypes for brand new toolings for the Warner 20t/24t goods brake van and the LMS 20t brake van are seen here.



New toolings for the Peckett B2 Class 0-6-0ST tank locomotives will see three models released in the spring.



Themed train sets feature strongly in the range, including a 'Hogwarts Express' pack that's supported with additional accessories and rolling stock (R1234).

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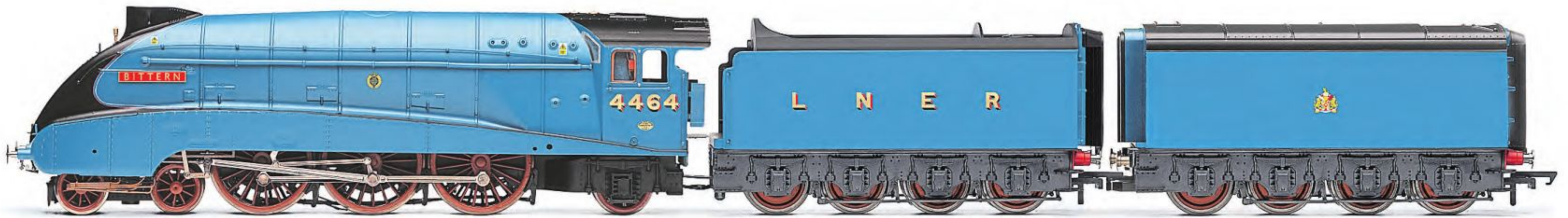
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'The 1:1 Collection' LNER A4 *Bittern* model is due for release in April 2019 (R3771).

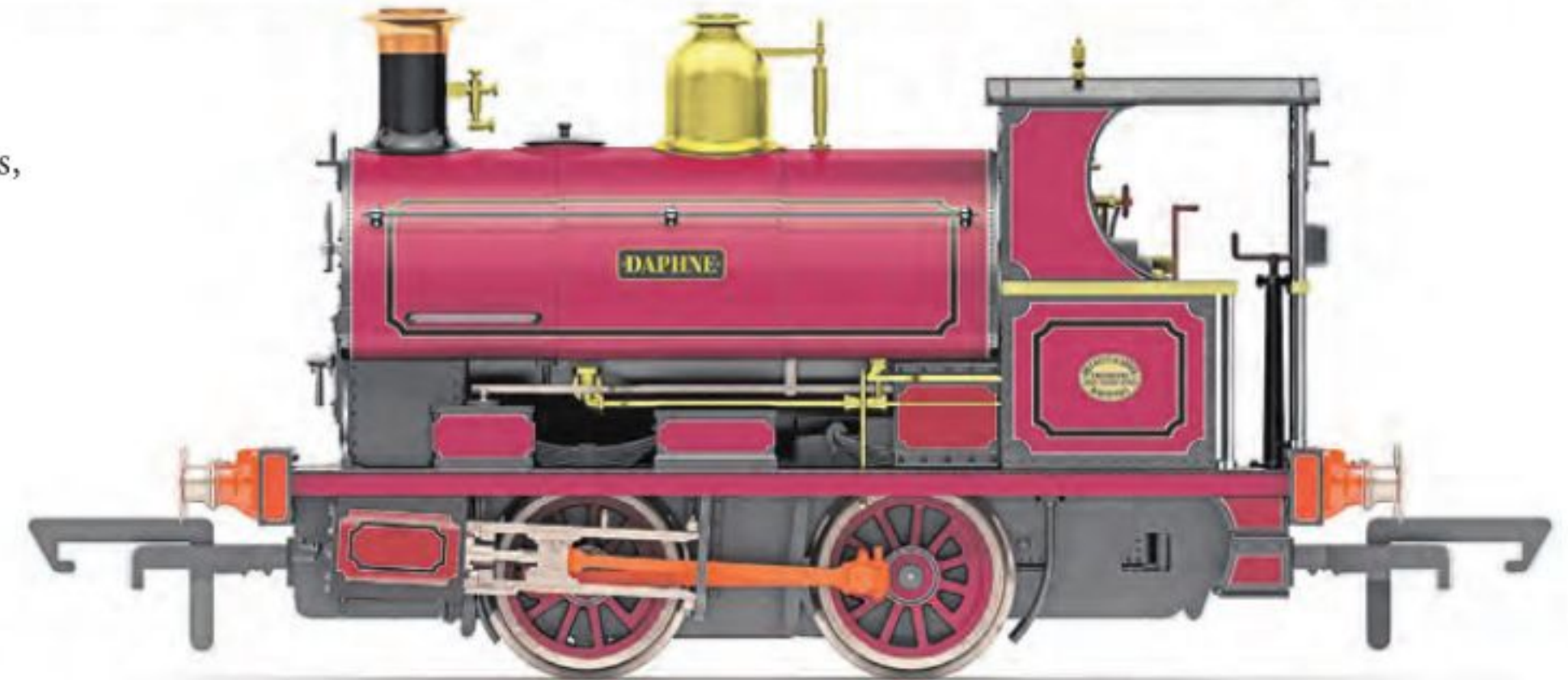
in LMS livery and Diagram D2068 in BR bauxite colours. Reissued wagons include various private-owner four, five and six-plank wagons, the BR 20t brake van, BR 12t fish van and more LNER 'Toad B' and 'Toad E' brake vans.

In all, the range has hundreds of new items, with coaches being issued

in sufficient numbers of uniquely numbered vehicles to allow authentic HST, mini-HST and locomotive-hauled trains to be assembled by those modellers with main line-themed layouts.

From train sets to super-detailed models, the range certainly has

something to suit all pockets and tastes, and perhaps the biggest surprise of all was the tiny Ruston and Hornsby 48Ds shunter which, together with the Peckett locomotives, will provide inspiration for those who prefer small compact layouts, possibly with a freelanced theme.



Industrial locomotive enthusiasts will welcome the issue of more Peckett W4 0-4-0ST locomotives including the Tytherington Stone Co *Daphne* (R3702).



Collett 57ft bow-ended suburban coaches will be available in both the BR maroon livery illustrated and GWR chocolate and cream.



The 57ft Colletts include this bow-ended, nine-compartment composite coach.

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What's *in the* shops

Hornby's 'Duchess' collection expands



Two models of the defrocked 'Princess Coronation' (Duchess) Class locomotives were released by Hornby in late 2018, much to the delight of LMS and BR London Midland Region modellers.

The LMS 'Duchess' Pacifics were Stanier's masterpiece – and remain among Hornby's most popular models. The latest releases in 'defrocked' condition are reviewed by **Nigel Burkin**.

A TOTAL OF 38 'PRINCESS Coronation' (aka 'Duchess') Pacifics were constructed over an 11-year period between 1937 and 1948 at Crewe Works for use on heavy express passenger duties, with locomotives being completed both with streamlining and in conventional form. They were subject to numerous livery variations, and the long period of construction saw some detail differences and the use of several different tender types.

Those locomotives built between 1944 and 1948 were built without streamlining panels, and the casings were removed from earlier locomotives at about the same time – a process that the fitters called 'defrocking'. This decision was based on evidence demonstrating that the cost of maintaining streamlined locomotives was greater than the savings in coal consumption despite the positive impressions that streamlining made on the travelling public.

MODEL FEATURES:

- 'Defrocked' condition locomotive with taper in the top of the smokebox.
- Removable coal load in tender.
- Detailed coal chute with coal pusher.
- Sprung metal buffers.
- Five-pole motor fitted to the locomotive.
- Numerous stand-alone fittings including safety valves, whistle and hand rails.
- Smooth running motion.
- Brake shoes on both locomotive and tender are lined up with the wheel tyres.
- Current collection in both locomotive and tender.
- Flanged trailing bogie wheel supplied in the box.
- NEM coupling pocket fitted to the tender.
- Wire hand rails.
- Detailed and painted cab backhead.
- Eight-pin DCC socket.

MODEL DETAILS:

Stanier 4-6-2 Princess Coronation Class ('Duchess') locomotive.

Manufacturer:
Hornby Hobbies Ltd.
www.hornby.com

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

Price:
£204.95.

Some evidence of that streamlining remained on 'defrocked' locomotives, including the distinctive taper to the top of the smokebox, shaped to clear the curved front casings, which is kept on the two new models from Hornby.

The 'Duchesses' were taken out of service with almost indecent haste between 1962 and 1964, most of them being withdrawn *en bloc* in October 1964 as the rapid modernisation of the West Coast Main Line progressed. Dieselisation of long-distance passenger trains and early electrification to Crewe saw them made redundant in a matter of a few months.

In 1964, the purchase of two locomotives by Butlins for display at the Ayr and Minehead holiday camps was instrumental in their long-term survival, in addition to No. 46235 *City of Birmingham*, which was prepared for preservation by BR immediately after withdrawal.

No. 6229 *Duchess of Hamilton* was fitted with streamlining following overhaul in 2009, and this locomotive

is now based at York, while No. 6233 *Duchess of Sutherland* is owned by the Princess Royal Class Locomotive Trust and based on the Midland Railway Butterley, where it is maintained in operational condition.

No. 6235 *City of Birmingham* is located at the 'Think Tank' Birmingham Science Museum as a static display.

The Hornby model

The first phase of the Hornby OO-gauge model arrived in the shops in late October 2017 as a brand new tooling for non-streamlined 'Duchess' locomotives with a new mechanism and chassis. The streamlined and 'defrocked' versions were added to the Hornby catalogue in 2018, both becoming available towards the end of last year except in the case of a Rails of Sheffield limited edition model of No. 6229 *Duchess of Hamilton*.

Two models are currently on general release, including the attractively finished blue BR No. 46225 *Duchess of Gloucester* (R3682) and LMS lined black No. 6241 *City of Edinburgh* (R3681).

Body

Toolings of new locomotive models like the Hornby 'Duchesses' are sophisticated assemblies with separate mouldings for the main components, such as the boiler and running plate, together with smaller parts being used to assemble the cab sides, roof and cab backhead.

As demonstrated by the range of new models of the 'Duchess' released so far, locomotive and era-specific detail such as the tapered smokebox top can be introduced into the range, allowing accurate models to be created of locomotives at any point in their operating lives.

The models have some commendably fine tooling, with no sign of tooling marks, mould lines or sprues showing in any of the assemblies. The cab walls and roof are beautifully thin, as are the smoke deflectors, and all of the separate components are fitted together neatly with no glue marks or other faults.

The attractive early BR lined blue livery is applied to BR No. 46225 *Duchess of Gloucester*.



LMS No. 6241 *City of Edinburgh* comes resplendent in pristine lined black livery.



Smoke deflectors are fitted to both models and are of commendably thin section for plastic mouldings. Note the taper in the top of the smokebox.

Tender

Tooling and assembly of the tender has been as carefully executed as the body of the locomotive. It is fully loaded, almost overloaded, with coal, which might not suit everyone, although the load is removable, despite the tight fit of the moulding to the coal chute allowing the coal pusher detail to be seen. Most of the plastic sections are commendably thin, except when the tender is viewed from the rear, where the side plates seem just a little chunky to the eye.

Finely spoked wheels are fitted with inside bearings – there are no axle pin points working in the tender chassis, resulting in a few millimetres of side play in all three wheel sets. The tender is coupled to the engine with a fixed metal draw bar with two retaining screws. It has two holes in one end to allow closer coupling of the tender to the engine. Small details just make the tender, with a water chute, ladder detail, individual brake shoes and sprung metal buffers completing the picture.

Chassis, wheels and mechanism

Hornby's new 'Duchess' comes with a newly designed chassis that's as well equipped with details as the body and tender. Fine-looking driving wheels and valve gear add to the realistic appearance of the model, and upon testing, both models ran smoothly with no clicking of the motion or apparent eccentricity of the driving wheels.

To assist with operation on second radius curves, the trailing bogie is fitted with a flangeless wheel set and the front bogie pivoted in the middle point between the axles with provision to move sideways, and lightly sprung for good tracking.

A flanged rear bogie wheel set is provided for use on broader layout curves and for those models destined to live in a display case (they are, of course, designed to be run).

Electronics

Current collection is through all of the tender wheels and the driving wheels of the engine itself, providing electrical conductivity over 210mm of the locomotive length, so consequently stalling on complex track work is unlikely!

The tender is equipped with an eight-pin DCC interface socket, and that is easily reached by releasing two retaining screws at the front of the tender body and pivoting it off the chassis. Connecting wires with a sub-miniature plug and socket connect the tender to the engine to complete the electric circuits.

Finishing

Application of the base livery colours is smooth and without blemish, and no sign of dust or other flaws could be found in the paint on either model. The paint used on BR No. 46225 *Duchess of Gloucester* (R3682) is an excellent shade and it's applied consistently over the locomotive and tender.

LMS lined black No. 6241 *City of Edinburgh* (R3681) is also well finished, with a slight sheen to the black paint, except the smokebox.

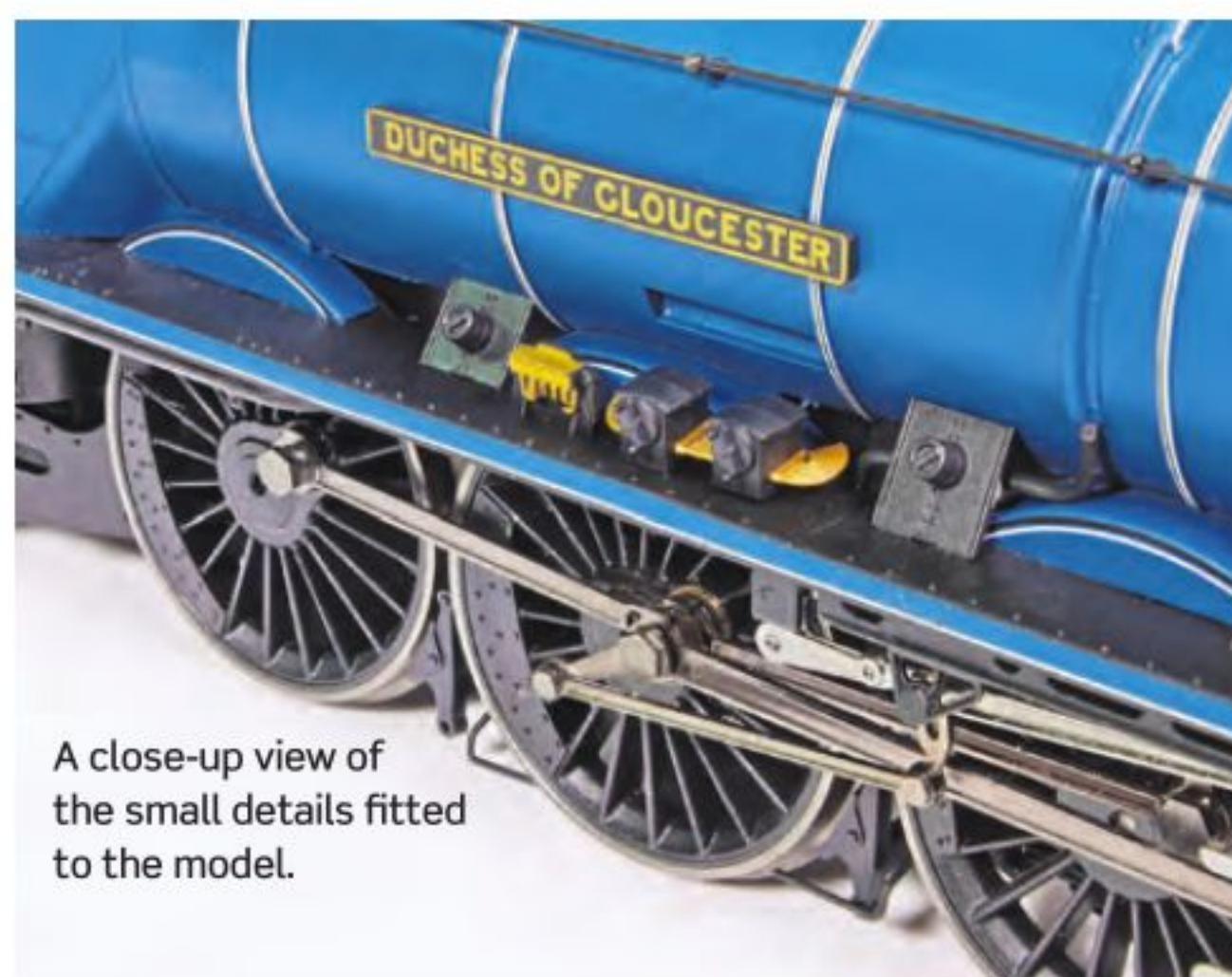
It is embellished with fine, neat lining, lettering and numbering and nameplates applied to both models are well printed.

The finish to both models is pristine or ex-works, which means the chassis is also finished in black, including the driving and bogie wheels. Small details are picked out in different colours where appropriate, including the detailed cab backhead and external pipework.

Overall, the models are very fine examples of contemporary model production from Hornby, being adorned with fine details, accurately proportioned and neatly finished.



The tender is fitted out with fine details including a ladder, removable coal load and a detailed coal chute. An eight-pin DCC socket is fitted at the rear of the tender space.



A close-up view of the small details fitted to the model.



Cab detailing includes pipe work and some separate fittings all picked out in appropriate metallic colours. A fall plate is also fitted to the foot plate.



Flush glazing is fitted to the cab side and front windows.



The chassis is detailed with sanding gear, brake blocks fitted in line with the wheels and driving wheels with fine spokes.



Side view of LMS No. 6241 *City of Edinburgh*.

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News

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Bachmann Europe unveils new Branchline & Graham Farish model railway catalogues

LAST YEAR PROVED A CHALLENGING one for Bachmann Europe Plc, with a changing retail climate, increased competition over several sectors and the closure of one of the production facilities operated by its parent company, Kader.

Despite this, however, the 2019 Bachmann Branchline and Graham Farish catalogues that were unveiled in London in January, alongside the announcement of several new tooling projects, contain a host of tasty new models utilising existing tooling – and there's nothing wrong with that.

A batch of new high-resolution photos issued by the firm includes the beautifully sculpted Lancashire & Yorkshire 2-4-2 passenger tank that comes as 10730 in LMS crimson lake (31-168A) or as No. 1042 in L&Y lined black (31-171).

The useful LMS 4P Compound 4-4-0, with its superbly modelled cab interior, is shown in BR lined black with an early emblem as No. 41123 (31-932), and in lined black with a late crest as No. 41143 (31-933A). Dressed spectacularly in LMS crimson lake, the Patriot Project's No. 5551 *The Unknown Warrior* is listed with or without sound (31-215 and 31-215 respectively).

Moving on to other regions, the LNER tradition is represented by B1 4-6-0 as No. 1264 in LNER lined green (revised) and the nicely weathered No. 61076 in BR lined black with a late crest (31-717 and 31-716A respectively).

The sleek A1 Pacific No. 60163 *Tornado*, in BR lined green with a late crest, is also listed with sound (32-550DSF) or without (31-550D), and being a new build just like the 'Patriot' will justify a place even on modern-image layouts.

Great Western pannier tanks are universally popular, and the 57xx will be available in BR black with a late crest as No. 5775 (32-216A) or as No. L94 in London Transport lined maroon (32-217A).

Liveries don't come more breathtakingly complex than the original lined green of the South Eastern & Chatham Railway's C class 0-6-0 No. 583 (31-460A), and the art of weathering is seen at its best on BR Standard 3MT 2-6-2 tank No. 72018 in lined black (31-982). This model is also available in pristine BR lined green as No. 82041 (31-976B).

There are enough diesel locomotives and multiple units in the Branchline range to suit every taste, including sound-fitted 'Deltics' Nos. D9010 *The King's Own Scottish Borderer* (32-529CSF) in BR two-tone green with small yellow panels and No. 55003 *Meld* in BR blue (32-532ASF). The same models are available without sound as 32-529C and 32-532A respectively.

Nostalgia for the old green diesels continues with sound-fitted disc-headcode Class 40 No. D213 *Andania* (32-487SF) and centre-headcode Class 45/0 No. D53 *Royal Tank Regiment* (32-682SF), but BR blue options are also available.

The large-logo era with a Scottish flavour is represented by sound-fitted split-headcode Class 37/0 No. 37012 *Loch Rannoch* (32-790ADS) and sound-fitted Class 47/7 No. 47711 *Greyfriars Bobby* (31-665SF), the non-sound options being 32-790A and 31-665 respectively.

Diesel multiple unit models embrace two-car Classes 101, 105, 108, 150/1 and 158, three-car Class 159 and Class 205 DEMUS, and electric multiple units include Class 416 2-EPB, Class 411 4-CEP and Class 419 MLV.

We'll cover some of the 00-gauge wagons and coaches next month.

Bachmann Europe is also upgrading three N-gauge Graham Farish locomotive models – a BR Standard Class 5 4-6-0 and Class 14 and 60 diesels – to include provision for the fitting of sound, with sound-fitted versions of each included in the 2019 range. Sound-fitted versions of Class 101 and Class 150 DMUS will also be available for the first time.

New tooling is being developed for the N-scale WD 40t 'Parrot' wagon and HKA bogie hopper wagon and as in the 00 Branchline range, there are many new releases of existing tooling for steam, diesel and electric locomotive models, and once again we'll be returning to these next month.



Bachmann Branchline's well-modelled Lancashire & Yorkshire Railway 2-4-2 passenger tank looks spectacular in LMS crimson lake.



The complex original livery of South Eastern & Chatham Railway C Class 0-6-0 No. 583 has been superbly recreated.



The character of Edward Thompson's B1 4-6-0 mixed traffic locomotives, especially the chimney, is captured well in Bachmann Branchline's lightly weathered version. It is also available in pristine LNER lined green (revised).



The massive presence of Class 45/0 1 Co-Co 1 diesel-electric No. D52 *Royal Tank Regiment* has been captured in this sound-fitted Bachmann Branchline model.



The sleek Peppercorn A1 Pacific No. 60163 *Tornado* will be available with sound – but best not try to replicate a scale 100mph, eh!



The model of LMS Compound 4-4-0 No. 41143 boasts some wonderful cab details.



Former Scottish Region director of public affairs Bert Gemmell was instrumental in both the Class 47 push and pull services between Glasgow and Edinburgh and the introduction of Class 37s to the Highlands – and No. 37 012 was named *Loch Rannoch* after a competition was organised in a modern traction railway magazine. The Bachmann Branchline version seen here is fitted with sound.

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Skytrex – the Next Generation!

Pete Kelly visits the reborn Loughborough firm of Skytrex (2013) Ltd, which produces ever-expanding ranges of O and OO-scale model railway buildings and accessories in both resin and white metal.

SKYTREX (2013) LTD WAS CREATED from assets purchased from the administrators when the original firm of Skytrex Ltd went into administration in the summer of 2013. Many of the wargames ranges and some items from the railway ranges were sold off during this period until finally a group, including former employees, was able to make an offer to the administrators for the remaining ranges and, crucially, the manufacturing equipment and the bulk of the railway ranges. This offer was accepted and Skytrex (2013) Ltd was formed in October of that year.

Skytrex (2013) Ltd now operates out of a modern workshop unit, on an industrial estate in Loughborough, Leicestershire.

During a visit to its far bigger than I'd ever imagined premises on Tuesday, January 8, I met David Bailey, who runs the daily operations in the factory. David showed me around the first floor mezzanine office, packing and storage level, before giving me a thoroughly enjoyable guided tour of the factory floor downstairs.

The current workforce is all former employees of the old company, all re-employed to make best use of their years of experience of the products and manufacturing techniques involved. Alongside the model railway ranges, Skytrex also still produces many wargames and collectors' items, as well as offering a contract mould-making and casting service for both resin and white metal.

Within the model railway field, Skytrex is probably best known for its O-gauge range of buildings and accessories. This grew from an original ready-to-run rolling stock range which was then supplemented with wagon loads and accessories, and this was swiftly followed by lineside buildings, then the purchase and addition of the NMB range of buildings. These non-rolling stock products are now the largest part of the available O-gauge model range.

On the white metal accessory side the range is quite extensive, with the latest catalogue listing scores of items including crates and boxes, milk churns, coils of wire, sacks, packing cases, empty cable drums, fish boxes, railway sleepers, pigeon baskets and assorted suitcases. Many more,

including oil drums, coal sacks, mail sacks, bottle banks, industrial wheelie bins, being made from resin, and again, all can be found in the separate O-Gauge Skytrex catalogue.

Among the buildings, both large and small, are a number of low-relief facades and retaining walls. Often made as a one-piece resin casting, and designed as modular components, these can be used individually or in multiples to produce a 3D backdrop along the rear of a layout.

There are also many kits of specifically railway infrastructure items, including yard cranes, water cranes, bridges, tunnel mouths, level crossings, signalboxes and so on.

Some of the most eye-catching pieces are items such as a tall, beautifully tapering, brick factory chimney and a bottle kiln. I was particularly impressed by these and discovered that the original masters, from which the moulds are made, were crafted by David Wright of Dovedale Models. The basic forms were turned in wood before he painstakingly hand-carved all the brickwork! I also saw a yet-to-be-manufactured, intricate OO-scale stone buttress column, which he had also made from Das modelling clay on a cardboard former. This will then go into a silicone mould to be cast in resin.

Another item well worth mentioning is a beautiful O-scale narrowboat which could easily be modified to represent several different types of industrial canal craft.

The O-gauge rolling stock has not disappeared altogether. A few select items are still available ready-to-run, most notably the China Clay Hood. A further selection is available as kits, with Skytrex supplying only the parts they can manufacture, such as the resin and white metal components, leaving customers to source their own wheels, buffers, couplings and (where appropriate) mechanism. Among the most recently available in this way have been the PCA cement wagon and the Y6 tram engine.

Having developed a range in O gauge, Skytrex received many requests to reproduce similar products in other scales. The market was tested by making the North-Light low-relief facades in OO. This was hugely successful, and a growing range of OO buildings and accessories is steadily



1. Every item in this picture – the impressive bridge, canalboat, wagons and their various loads, industrial building, barrels, sacks, trolley and crane, crates and other quayside items – is available from Skytrex.

2. With a bit of imagination, old-style building sections like these – one with a central door is also available – could serve as anything from a quayside warehouse, mill, prison or even a Methodist church!

3. After being cast in a centrifugal moulding machine, the rubber mould is separated to reveal the newly cast white metal barrels and crates around the outer edge. These will be carefully removed before the large amount of waste metal is simply placed straight back into the pot to melt and be used again!

4. A newly-made resin component is removed from its flexible mould.

5. O-scale bridges and Sentinel shunter bodies are all part of the Skytrex output.

6. Long rows of rubber centrifugal moulds are stored in neat lines.

developing as and when time can be found to make new masters.

Although Skytrex has used CAD design and 3D printed masters to make a few products, nearly all the existing models are moulded from handmade originals so there's no shortcut of re-scaling the virtual master and printing a new model in a different scale. 3D scanning of the

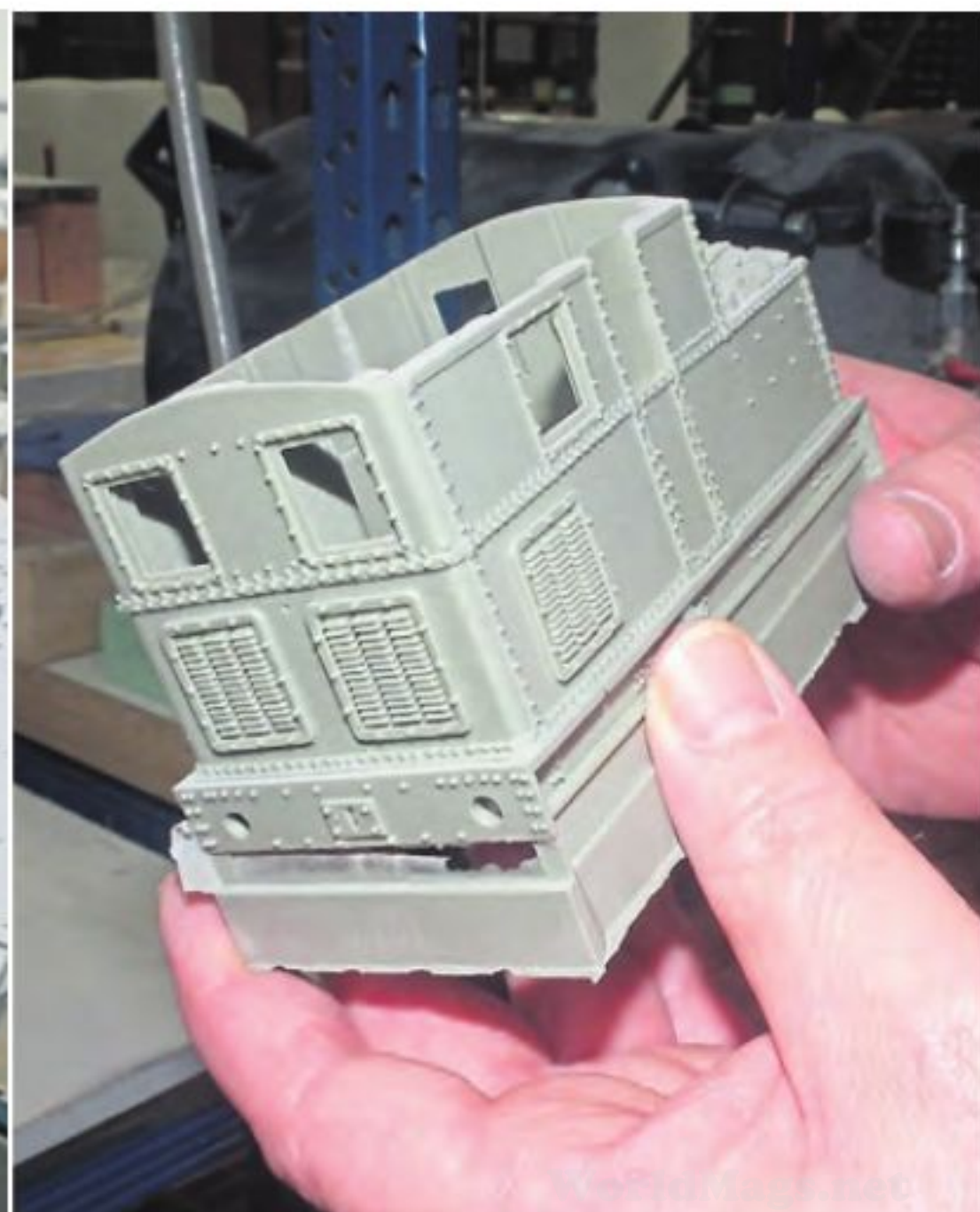
existing models is one option that's being explored.

As part of my factory tour, I was shown several new models about to enter production. Some masters require the making of multiple small parts – for instance, some of the components for a new OO water crane were made from plastic, and others from modified existing white metal parts.

The post was a turned piece of resin and the crane arm was skilfully shaped from wire, with plastic fittings.

David took great pains to explain the whole mould making process for both resin and white metal products, and I wish there was space to go into the intricate detail, but on this occasion the illustrations will have to suffice.

I found the white metal casting



particularly interesting. As many modellers know, white metal is a blanket term for a low-temperature casting alloy, usually a blend of lead and tin, often with other additives in small quantities.

Skytrex routinely casts with three different alloys, each with a different lead/tin content and picked for their individual attributes – a high lead alloy for bulky items or a high tin alloy for fine, intricate detail. The casting temperature is also varied to suit the mould and the parts being cast.

Once the rubber disc moulds have been placed into the electrically powered, air-clamped centrifugal casting machine, the liquid white metal alloy is poured into the centre and runs along hand-cut, star-shaped channels to the outer areas of the mould where the cavities for the castings are to be found.

When the operation is complete, the rubber disc moulds are separated, the modelled items carefully broken off and the remaining white metal is placed back into the pot for further use. On this occasion the items were barrels and crates.

A final look around the factory revealed long racks crammed with centrifugal moulds and innumerable stock boxes of white metal accessories and resin building sections, and the spray area with its ready-painted buildings and other items for customer orders and display.

While naturally we have concentrated on the railway modelling aspects of Skytrex (2013) Ltd, it's important to realise that it makes up just one part of an impressive output that's efficiently produced by a relatively small workforce.

The reborn Skytrex name would seem to be set to flourish for a long time to come.

Skytrex (2013) Ltd, Unit 1, Charnwood Business Park, North Road, Loughborough, Leicestershire LE11 1LE | www.ogauge.co.uk, www.skytrexmodelrailways.com or phone 01509 213789).



7. Skytrex O-scale canal boats are always in demand, and can be painted and modified to represent several different types.

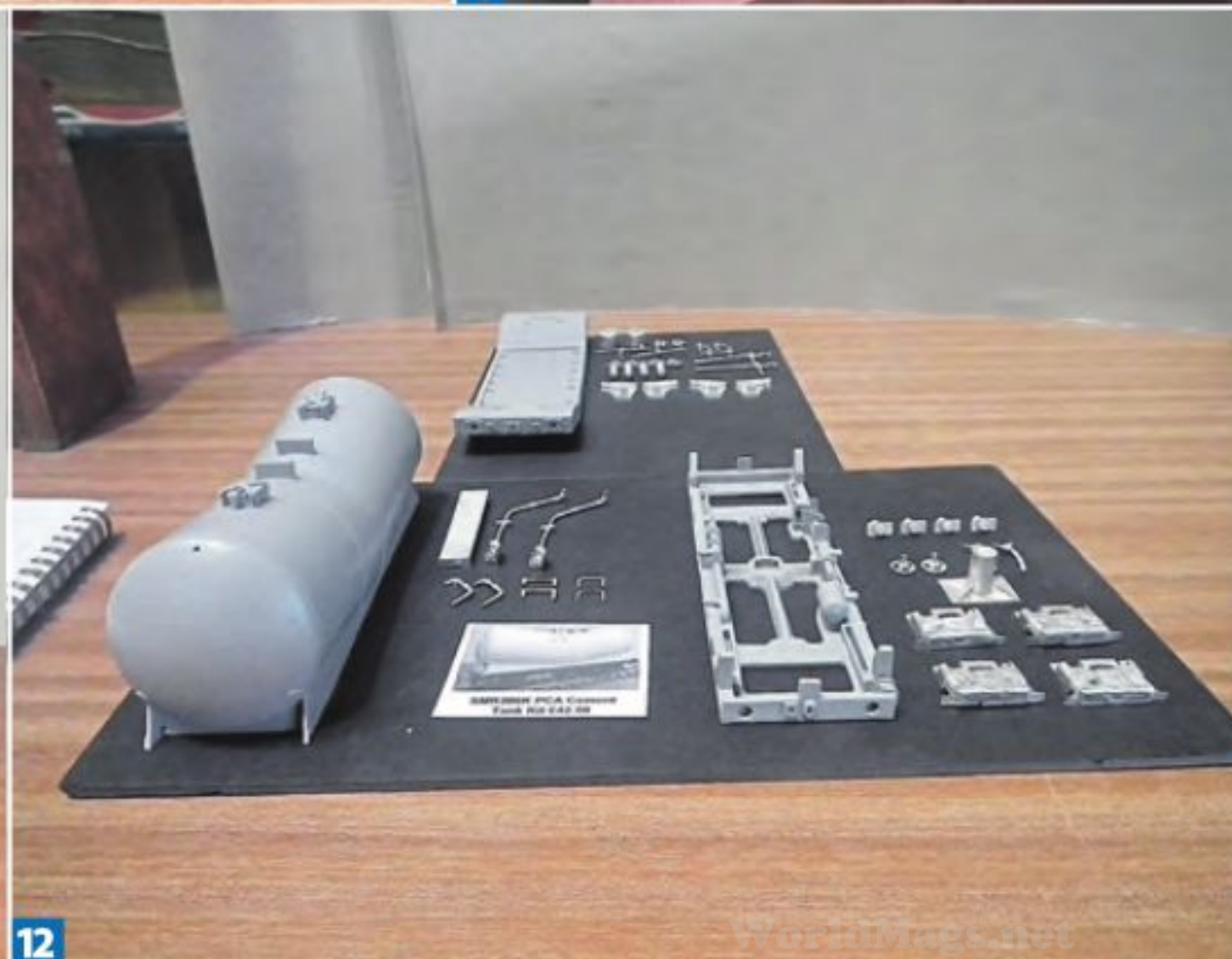
8. David picks out an item from a storeroom packed with model railway products awaiting orders from customers.

9. When assembled and painted, this goods shed looks just the part.

10. This OO-scale stone buttress column was hand-made by David Wright of Dovedale Models.

11. Industrial modellers will love this O-scale kiln, seen in both painted and unpainted forms.

12. O-scale wagon kits include those for the PCA cement tank (£42.50).



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What's *in the* shops

Hornby's latest streamlined 'Princess Coronation' is here

Hot on the heels of Hornby's 'defrocked' LMS 'Duchess' Pacifics come the streamlined versions – which are better detailed than ever before, writes **Nigel Burkin**.

OF THE 38 STANIER 'PRINCESS Coronation' (or 'Duchess') Pacifics, 24 were built with streamlined casings to improve performance and enhance the locomotives' outward appearance for operating prestige express trains.

The first five, constructed in 1937, were finished in an attractive livery of Caledonian blue with silver horizontal stripes, and it is in this early form that the review model of the Hornby streamliner is finished, with single chimney and Type A welded tender fitted with extended side sheets to enhance the appearance.

These locomotives were intended to haul the 'Coronation Scot' service and the first of the class was named *Coronation*.

Streamlined examples of the class were numbered 6220-29 and 6235-48. There was a gap in the construction of streamlined locomotives in 1938 with the building of Nos. 6230-6234 without casings. As noted above, the first five locomotives were finished in blue, but LMS crimson lake with gilt lining was applied to Nos. 6225-29. By 1940, a third batch of 10 locomotives had been introduced, and those completed in 1943 were numbered 6245-48.

There were always doubts about the effectiveness of streamlining, both as a means of improving performance and fuel saving. It was concluded that it was less than effective at speeds under 80-90mph, and as one can imagine, the depot fitters found the casings awkward when it came to routine maintenance tasks.

Streamlining was removed in its entirety from all 24 locomotives from 1946, the last one, No. 6243

City of Lancaster, being 'defrocked' in 1948 while in BR ownership, offering an interesting transition locomotive to model!

As reported in the review of the Hornby semi-streamlined 'Duchess' locomotive model, traces of streamlining existed in the form of smaller forward cab windows and a taper in the top of the smokebox. Upon 'defrocking', smoke deflectors were fitted to the locomotives, and eventually the tapered smokebox fronts were replaced by normal round ones as they passed through Crewe Works. One locomotive, No. 6229 *Duchess of Hamilton*, has been preserved in streamlined form, the replica casings being added at Tyseley in 2009 after restoration and overhaul.

Streamlining features included the use of special 'winged' lamps fitted to the buffer casings of the locomotive, a small step at the front of the locomotive, a single dart or handle for the front covers which allowed access to the smokebox door and the extended side plates were applied to the tender. All of these features are represented on the Hornby model, which in due course will also be available in LMS crimson lake livery as LMS No. 6229 *Duchess of Hamilton* (R3677) and LMS No. 6244 *King George VI* (R3639).

The Hornby model

Hornby's streamlined 'Duchess' incorporates the same drive system and electronics as the semi-streamlined models with the same fine motion and smooth operation which has been apparent in all of the Hornby 'Princess

Coronation' Class locomotive models tested in the studio. The review model is no exception and represents LMS No. 6221 *Queen Elizabeth* (R3623) finished in lined Caledonian blue livery. No. 6221 was one of the first five locomotives to be constructed in 1937 for the Coronation Scot service on the West Coast Main Line, finished in the silver and blue scheme.

Body casing

The streamlined 'Duchess' locomotive is the last variation of the class to be offered by Hornby as part of its new tooling, and a lovely job has been made of the first model to be released in this form. The body is a near one-piece tooling, and the nature of streamlining means there are few stand-alone parts attached to the body covering the boiler, firebox and smokebox other than hand rails, hand rail knobs, a single dart on the front of the locomotive and lamp brackets.

On the top of the body is located a single chimney opening which opens into the cavity of the body, an area which some modellers may wish to improve by fitting a short piece of tube inside the body to avoid seeing through to the track. Towards the cab are separate whistle, safety valve and cab ventilator details, all neatly fitted. The majority of separate fittings are found in the cab, including the fallplate, backhead dials and controls together with flush glazing. Two small grab rails appeared to be missing from the front of the body casing, judging by the pair of empty mounting holes and reference photographs.

Lining to the front and sides of the model is beautifully done with a slightly shiny finish.



Finishing is excellent, with accurate colours and sharp silver lining consistently applied to both engine and tender.

MODEL FEATURES:

- Streamlined body shell with single chimney.
- Removable coal load in tender.
- Detailed coal chute with coal pusher.
- Sprung metal buffers.
- Alternative front bogie with correct diameter wheels supplied.
- Five-pole motor fitted to the locomotive.
- Numerous stand-alone fittings including safety valves, whistle and hand rails.
- Neatly painted wheels and wheel hubs.
- Brake shoes on both locomotive and tender are lined up with the wheel tyres.
- Current collection in both locomotive and tender.
- Flanged trailing bogie wheel supplied in the box.
- NEM coupling pocket fitted to the tender.
- 'Winged' lamps supplied as an add-on detail.
- Detailed and painted cab backhead.
- Eight-pin DCC socket.

MODEL DETAILS:

Streamlined Stanier 'Princess Coronation' ('Duchess') Pacific locomotive.

Manufacturer:

Hornby Hobbies Ltd.
www.hornby.com

Era: 1937-1948.

Scale:

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

Price:

£189.99.



A model of a Type A tender with extended side sheets is matched with the engine itself.



The first of Hornby's new tooling for the streamlined 'Duchess' has appeared as LMS No. 6221 *Queen Elizabeth* as introduced to traffic in 1937.



Neatly painted and finished driving wheels are an eye-catching feature of the model.



The cab roof includes whistle, cab roof ventilators and fine rivet detail.



Compare and contrast: a defrocked semi-streamlined 'Duchess' locomotive alongside the streamliner.

Tender

In common with the other 'Duchess' models in the range, the coal load fitted to the tender may be removed by inserting a fingernail between the rear panel and the moulding itself. This reveals the coal chute detail in what is a good representation of the welded Type A tender specially designed for the class.

The same wheel sets with inside bearings are fitted, which do have a little side play. Each wheel has current collection pick-ups and an electrical connection to the engine itself. The decoder interface socket is also to be found in the tender body, which is simple to remove. Detailing is good, including metal hand rails, brake blocks and rigging, end ladder detail and cab end fittings.

Livery

The Caledonian blue livery is striking and really sets off these models to perfection. The level of finishing is excellent, with the correct shade of blue to the body casing. Silver lining is neatly applied with sharp edges and a good level of density, particularly over raised detail. It is not bridged over panel lines and

other recessed details. Overall, the model has a satin finish with a light sheen to the blue paint. The silver lining is shiny while black underframe components also have a dull satin finish. Small details are picked out in the appropriate colours, such as the red tender bufferbeam and metallic colours to the cab pipework and controls.

Alternative parts

The model is designed to run through Hornby second-radius curves as supplied in the box, which means a front bogie with undersize wheels is fitted to clear the body casing. The rear bogie wheel has no flange for the same reason. An alternative front bogie, compete with the correct-sized wheels (and painted) is supplied for those with broader curves on their layouts or for fitting to display models. A flanged rear bogie wheel is also supplied.

Overall, Hornby has done a lovely job of its new streamlined 'Duchess' and it shows all the signs of being very popular, prompting Hornby to include a second Caledonian blue version as LMS No. 6224 *Princess Alexandra* (R3715) in its 2019 range.



In this head-on detail shot of two versions of the class, note the taper to the top of the smokebox of the semi-streamlined version on the left - necessary to clear the casing when fitted with streamlining (right).

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Squires will be exhibiting at the following shows in 2019

Diary updated as bookings are confirmed

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 2/3 - ALTON - FEBEX 2019 Alton Model Railway Group Exhibition Eggars School, Anstey Road, Alton, Hants, GU34 4EQ. Sat 10.30-5. Sun 10.30-4.00.

Feb 16 - TONBRIDGE MODEL RAILWAY EXHIBITION, Angel Centre, Tonbridge, Kent, TN9 1SF 10-5
www.tonbridgemrc.com. Less than 5 mins walk from Tonbridge Railway Station.

Feb 17 - SHUTTLEWORTH MODEL RAILWAY EXHIBITION, The Shuttleworth Collection, Old Warden Aerodrome, Nr. Biggleswade, Bedfordshire, SG18 9EP. Sun 10 - 4. www.shuttleworth.org ***Entry Price includes admission to the Aircraft & Vehicle Collection AND Children U16 go FREE***

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

Coming to Glasgow? Why not try Saturday?? Or Sunday???

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****Much Larger Squires Stand - 1000's more items on Display for 2019****

Mar 2 - KETTERING GAUGE 'O' GUILD SPRING SHOW AND EXHIBITION, Kettering Leisure Village, Thurston Drive, Kettering, NN15 6PB. Sat 10-4. *Plenty of FREE parking*

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 - BASINGSTOKE BASINGSTOKE & NORTH HANTS MODEL RAILWAY EXHIBITION, Aldworth Science College, Basingstoke, RG22 6HQ. Sat 10-5 Sun 10-4.

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 2019 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 - NORWICH M/RAILWAY EXH, Hellsdon High School, Middletons Lane, Norwich, NR6 5SB. Sat 10-4.30

April 13/14 - BANGOR NORTH DOWN MODEL RAILWAY EXHIBITION, Bangor Grammar School, Gransha Rd, Bangor, Co. Down, BT19 7QU. Sat 10-5, Sun 1-5. www.ndmrs.co.uk

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 13/14 - HORSHAM CRAWLEY MRS MODEL RAILWAY EXHIBITION, Tanbridge House School, Farthings Hill, Guildford Rd, Horsham, RH12 1SR. Sat 10-5, Sun 10-4.30. *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.

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**** 100's more items on Display for 2019****

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

April 27/28 - HELSTON HELSTON & FALMOUTH MRC MODEL RAILWAY EXHIBITION, Helston Community College, Church Hill, Helston TR13 8NR. Sat 10-5, Sun 10-4.

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*

May 18/19 - MIDDLESBOROUGH MODEL RAIL EXHIBITION, Settlement Community Centre, Union Street, Middlesbrough, TS1 5NQ. Sat/Sun 10 - 5.

June 1 - DONCASTER GAUGE 'O' GUILD SUMMER SHOW, The Dome Leisure Centre, Doncaster Lakeside, Bawtry Rd, Doncaster, South Yorkshire, DN4 7PD. Sat 10-4.00.

June 1/2 - DONCASTER NORTHERN MODEL BOAT SHOW, Doncaster Deaf Trust, Leger Way, Doncaster, DN2 6AY. Sat/Sun 10-4. *Opposite Doncaster Racecourse, plenty of FREE Parking*

June 1/2 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!*

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, Northants. NN15 6PB. Sat 10-5, Sun 10-4. **Note New Venue** Easy Access from A14.

June 29/30 - PERTH MODEL RAILWAY EXHIBITION, Dewars Centre, Glover Street, Perth, PH2 0TH. Sat 10-5.30, Sun 10-5. www.perthmrc.com

July 27/28 NORTH SHIELDS - RAILEX NORTH EAST MODEL RAILWAY EXHIBITION, John Spence Community School, Preston Road, North Shields NE29 9PU. Sat/Sun 10-5

Aug 10 - MILTON KEYNES SILVERFOX DCC MODEL RAILWAY EXHIBITION, Oakgrove Secondary School, Brickhill Street, Oakgrove, Milton Keynes, MK10 9JQ. Sat 10-4.

AUG 10 - BEXHILL MODEL RAILWAY EXHIBITION, St. Richard's Catholic College, Ashdown Road, Bexhill-on-Sea, TN40 1SE. 10-5.

Aug 10/11 - SKIPTON MODEL RAILWAY EXHIBITION, Skipton Academy (Aireville School), Gargrave Road, Skipton, BD23 1UQ. Sat 10-5, Sun 10-4. **Under 16's FREE**

Aug 24 - BOURNVILLE MODEL RAILWAY EXHIBITION, The Hollymoor Centre, 8 Manor Park Grove, Northfield, Birmingham, B31 5ER. Sat 10-4.

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Exhibition invitations always welcomed

A complete 'Devon Belle' model at last!

Hornby's reissued 'Devon Belle' observation car allows **Ian Lamb** to recreate the entire short-lived luxury train in all its glory – and what a spectacle it makes!

IN MY OPINION, THE R2568 AND R4251 'Devon Belle' train/coach packs of 10 years ago made up the finest set of models that Hornby had ever produced.

The quality of the Pullman coaches, whose minuscule working lights are so attractive in night scenes, is simply amazing – and a decade later, even allowing for the magnificent improvements the manufacturer has made to its products since, I wouldn't change my mind.

Missing from that wonderful set in 2008, though, was the special observation car (R4860) that was featured by Nigel Burkin in last month's *RMM*.

I couldn't wait to get my hands on this wonderful coach and see it at the tail of my complete six-car 'Devon Belle' rake, and the whole train now makes a magnificent spectacle.

Living so far north meant that I never actually saw the real 'Devon Belle' during my few teenage 'spotting' visits to London, but in BR days these observation cars were decanted to the Highlands and operated regularly

during the summer timetable on the scenic line between Inverness and Kyle of Lochalsh.

Apart from normal working practice when coaches and wagons found themselves all over the rail network after nationalisation, there cannot have been many vehicles designed for a specific purpose – in this case tourism – to be deliberately allocated from one end of Britain to the other!

The coach was built originally in 1917 as an ambulance vehicle for the London & North Western Railway, but a new body was constructed in 1921 to create a Pullman car. After the Second World War the coach was rebuilt again, this time with an observation end for the Southern Railway's short-lived 'Devon Belle' all-Pullman train that ran between London's Waterloo station and the West Country.

After that service was discontinued, the observation car was transferred to Scotland to give passengers a superb view of the spectacular scenery.

Two coaches existed for the original service, and the Dartmouth Steam Railway rescued this particular vehicle after its withdrawal from normal service

as M 280 M, one of the Inverness/Kyle coaches. The other coach has now been returned from America for use on the Swanage Railway.

Hornby has produced the model in its revenue-earning livery that's slightly different from that on the preserved vehicle at Paignton. Such an open coach model simply cried out for passengers, so I deliberately purchased three sets of sitting characters to bring the train to life.

While the 'Devon Belle' packs might now be available only at shows or swap meets, there are plenty of sources for people!

As yet I have not completed locating all the intended passengers – or Pullman staff – but as far as the latter are concerned, as a prototype example I managed to obtain a picture, which my late brother-in-law then touched up to show a typical steward's uniform in colour.

Once you secure this marvellous model, follow it up with a run on the 'real' thing in Devon. Contact: Dartmouth Steam Railway, Queen's Park Station, Torbay Road, Paignton, Devon TQ4 6AF (01803 555872).



This stylised poster image of the 'Devon Belle' observation car gave an impression of great speed. It took just over five-and-a-half hours for the Pullman train to reach Plymouth Friary from Waterloo, calling at Sidmouth Junction, Exeter Central and Ilfraccombe.



1. In model form, an open, well-lit observation car such as this just cries out to have a large quota of passengers.

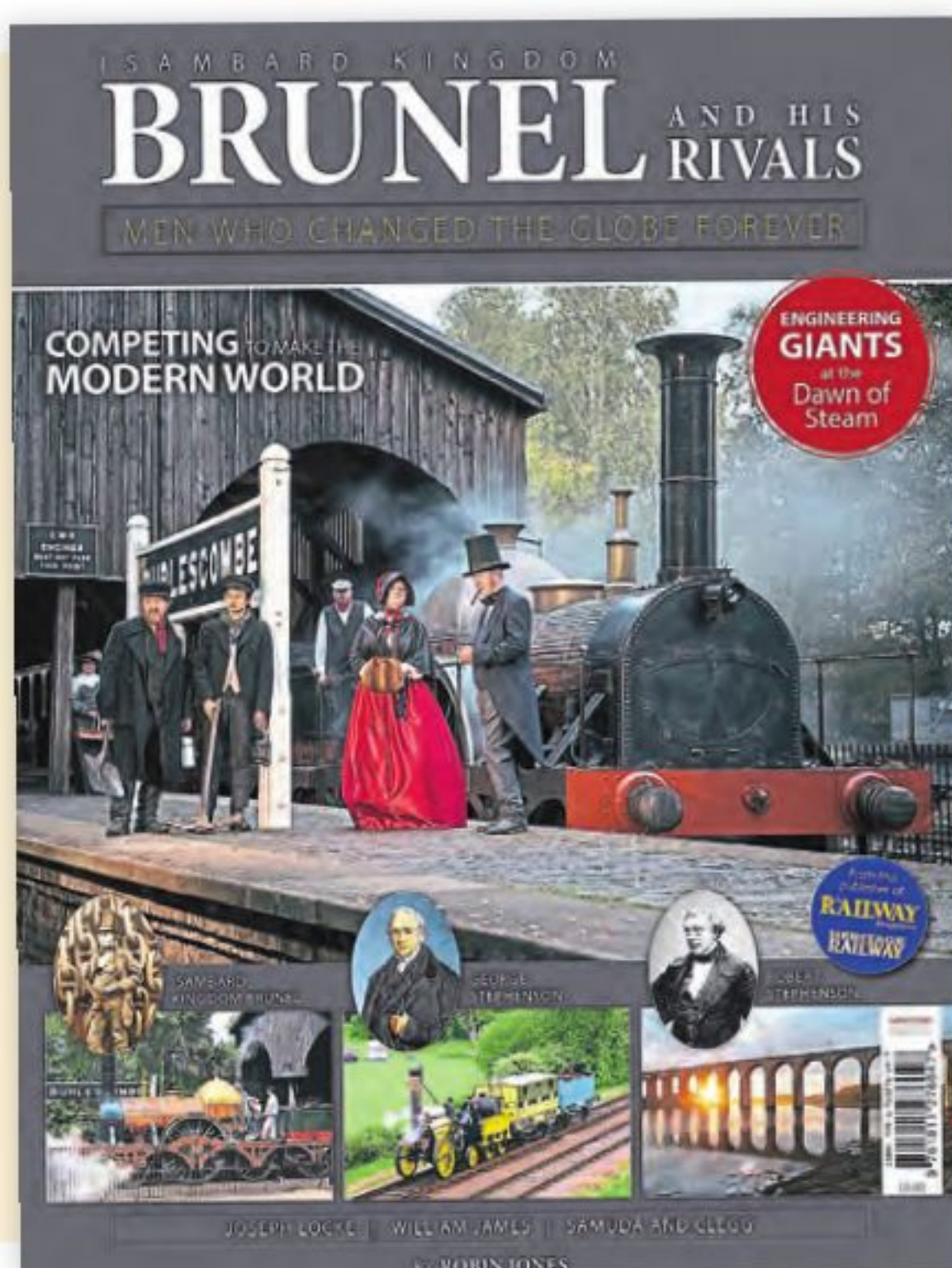
2. After populating his observation car with passengers, Ian Lamb turned to his scrapbook for this image, touched up by his late brother-in-law to show what the stewards' uniform looked like.

3. The old 'Devon Belle' observation car basks in the sunshine at Kingswear, on the Dartmouth Steam Railway.

4. Hornby's R4377 'Devon Belle' observation car captures all the romance and magnificence of this wonderful vehicle.



R 4377 PULLMAN DEVON BELLE OBSERVATION CAR



Isambard Kingdom Brunel and his Rivals

Among the most illustrious engineers of the 19th century was Isambard Kingdom Brunel, whose flamboyant bridge, tunnel, railway and ocean liner designs made him 'the most popular Briton of all time' in a national TV poll.

He was locked in competition with other giants of the early railway age, notably George Stephenson, his son Robert and George's estranged protégé Joseph Locke, who built the first of Britain's great inter-city and trunk railways, the Liverpool & Manchester.

Although Brunel was determined to show that he could do better, in the end he lost out

to Stephenson technology, which had grabbed a greater share of the market.

Costing £6.99, a new 132-page bookazine entitled *Isambard Kingdom Brunel and his Rivals*, by Robin Jones, has just been published by Morton's Media Group Ltd, which also publishes *RMM* (ISBN 978-1-911276-64-7).

One of the nine chapters is devoted to William James, 'the railway pioneer ahead of his time', whose fame and fortune went to others.

With 277 illustrations on glossy paper, it's a great read that will leave you full of admiration for the enterprising engineering geniuses of all those years ago. **PK**



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Bleak winters on the Highland Line

Have you ever wondered what it must have been like to experience from a locomotive footplate the fearsome challenges posed by the snowy winters of the Scottish Highlands? **Ian Lamb** shares with us the memories of the legendary Jimmy Gray, who passed away recently at the grand old age of 94.

A BACKGROUND OF WONDERFUL snow on distant landscapes might be very attractive, but it can be extremely dangerous too, especially to railways. 'Leaves on the line' are an inconvenience, but frozen, hard-packed snow can easily derail a train. Though many people assume that such extreme weather is the prerogative of the Scottish Highlands, the threat has always been present elsewhere on the railway system. Indeed, I've tried to depict such by showing a model of the superbly detailed Oxford Rail's 'oo' Dean Goods, complete with short snow plough, on my 'Chawton' layout that's currently doing the rounds at exhibitions.

Planning for extreme conditions has always been important, and the various railway companies of the past, along with today's Network Rail, were and are continually devising ways to overcome any problems associated with snow, especially for those who had to work in such an environment.

On this occasion I am proud to record the memory of Jimmy Gray, a 94-year-old railwayman who spent all his life in Aviemore and sadly passed away last year. By accident, I came across a DVD that he'd made some years back in response to an enquiry of mine about snow on the line over Drumochter Summit (known as 'The Hill' to Highland railwaymen) and his experiences with snow ploughs.

"It was every young fireman's dream to experience the plough," he recalled. "You

weren't properly initiated until you'd had a shot at the plough – the BIG plough! I can assure you once was enough. The drama died a death very quickly.

"My first experience of severe snow was not on the plough, but on the 1.25am passenger from Perth one very stormy night. I was firing to Charlie Ferguson on our week of the Boat train, a well-running goods train carrying the traffic from the Speyside line south containing whisky, timber, etc.

"We set sail – as we usually say – about 10.30pm or thereabouts. We picked up the tablet at Aviemore South signalbox. The signalman said: 'The Blair ploughs are out', so we could expect trouble on The Hill. However, we had no problems until we crossed Drumochter, while it was stormy all the way of course. It was not until we were brought to a stand at Dalnaspidal station that we realised how deep the snow was – level platform to platform.

"We sat there quite a while, but eventually we got the green 'un'. Charlie tried to start up, but it was no use. We reversed, tried again and kept trying, which brought to mind the stories we'd heard about engines being lifted – wheels lifted clear of the rails by the hard-packed snow. However, after reversing a good bit back we eventually got under way, and no bother down the hill to Blair, where we changed over with the Perth men.

"Our engine was attached to the 1.25 passenger from Perth. The freight

Taken in defiance of Storm Deirdre, this December 17, 2018 photo looks past the dreaded Bachton, where snow accumulates from two valleys – Drumochter to the left and Loch Erich to the right. The 10.45 Inverness-Edinburgh train (above the Wade bridge) rushes up 'The Hill' towards the distant mist and clouds surrounding Drumochter Summit. Photo: Ian Lamb.

train that we usually worked had been cancelled due to the snow on The Hill. We set off with our two 'Black Fives' and had no bother over the top and down heading for Dalwhinnie, and then we started to hit bad weather. You could feel the engine starting to roll. Charlie had the throttle wide open and, of course, we were nearing the dreaded Bachton. This was my first real experience of such snow.

"Within seconds the cab was full of snow; the usual noisy clamour of the engine was suddenly silent. Although the throttle was wide open there was no sound, only choking, blinding hell! I couldn't see Charlie, even with the firebox door wide open.

"In seconds we were soaking wet from snow and steam. It lasted only a few minutes, but the ordeal seemed to go on and on. Then we were through it, clear of the Bachton and on to the high embankment approaching Dalwhinnie.



Oxford Rail's superb Dean Goods 0-6-0 locomotive rests on the head shunt at Chawton station on Ian Lamb's 'Chawton' layout, ready for any bad weather that might befall the south-west of England.



The arrival of the 'Snow Train' coincided with warmer winters and little snowfall during the short eight years of Network SouthEast's existence. It was launched to the trade press in April 1989 at its home depot of Stewarts Lane. Dennis Lovett (ex-Bachmann) was part of the NSE public affairs team that hosted the event on the day, and the train is now owned by Network Rail and based in Scotland. Photo: Dennis Lovett.



Two 'Hikers' (or 'Black Fives') are ready for action behind a snow plough on Allan Thom's incredible model of Grantown-on-Spey West station, preparing to assault the dreaded climb up to the perennial snowdrifts at Dava Summit.



A Flangeway 'Big Plough' rests in the goods yard of Allan Thom's 'Grantown-on-Spey West'.

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Ken McKee's Highland Railway 4-4-0 *Ben-y-Gloe* rests at Dava station with an Inverness train via Forres. Photo: Eric Dale.

"How Charlie saw the signals that night I don't know. Anyway, we were through Dalwhinnie, then away down the line to Aviemore where we were relieved by a set of men who took the train on to Inverness. No doubt Slochd would be as bad too. I was glad to get home that morning and get out of my wet clothes. I can tell you later on just how filthy we were, and how filthy one gets in the snow. It may be white, but when mixed with coal dust and steam it gets really filthy.

"That was the same night that a goods train (or rather a sheep special) from Lairg went south early that morning just after we went through and got stuck. With over 1000 sheep on board, they got stuck for several days. Once sheep were lost, trampled down by other sheep, lots of animals escaped through the bars at the top of the trucks because the snow kept building up. Some of them were never found or rounded up again.

"The very mention of snow ploughs brings back vivid memories of an event that befell me two weeks after I started working on the railway. I was just 17 and had a few turns. I had come from a railway family and thought I knew it all. I was on with old John MacDonald – 'Red Jock'.

"There was a 'Castle' (note: Highland Railway 4-6-0) standing outside No. 4 road, and John wanted her inside the shed, but found that she was very low in steam – about 40lb – and wouldn't move on her own. He turned to me and said: 'Jimmy, if I could give you a dunt with that 'Hiker' (Black Five) over there, we could put the 'Castle' inside the shed. Dae ye think ye could manage to stop her wi' the hand brake or the tender brake?"

"Oh, no problem," says I, full of confidence. Ah'm up on the 'Castle', and old John came in behind me wi' the 'Hiker' – the Class 5 – and gives me a gentle nudge. Me being keen, did I no open the throttle slightly, and shut it again, but that was enough for it to take off inside the shed. I dived for the tender brake, taking screw, screw, screw,

but the engine kept moving forward and then – horror of horrors – it hit the snow plough on No. 4 road, set there ready for the 'Barney' to couple on. There was this crunching of wood, and splintering, and the plough disappeared through the wooden partitioning into the store, so that was a real catastrophe.

"However, you can imagine my feelings. I thought my railway career had come to a certain end. The next day I was taken into the gaffer's office – Willie Sharp – who was a very good railwayman, and I was on the carpet and he gave me a stern lecture about ever handling engines. I was no long in the job to behave in such a manner, and old John was accepting full responsibility. So there it was, I was a very quiet boy for several weeks. However, a short time later Willie Sharp was on the coal bank; he liked shunting the engines about the yard and was coming in with this 'Bennie' – Ben Wyvis – into No. 2 road in the shed, but a wee bit faster than he should have. However, with the greasy rail did she no go right in, through the partition and into the store again!

"Ma conscience was a wee bit relieved. Ah remember a wee bit later when I

passed Willie he just gave me a big grin, and that was that. We became very good friends after that incident, Willie an' I, we would work hand in hand. He would do things for me an' ah wid dae things for him. If he were ever stuck for a man, he knew that I would do a double turn – that wis two shifts in one. That was during the war of course, when he was always short of staff, and that's how things worked out.

"That was the night when I really learned what 40lb of steam could do. To get back to the snow, my first experience of the plough was on one stormy night, after the war I would imagine, I just can't tell. I was called out through the night for the plough. Great excitement! My driver was Alex Ferguson, brother of Charlie. Our engine was a 'Barney' 17699.

"The tender had a wooden extension built over it, covered with a large wagon sheet, all tied down as much as possible. The open cab sides had wooden panels in the side windows fitted. One was supposed to have small slits. Inside was like an inferno, with the heat one could hardly breathe.

"Coming up behind was a 'Black Five' crewed by Jock Robertson ('The



The DAVA Project's Highland Railway 4-6-0 No. 14683 *Cawdor Castle* stands on Forres West shed ready for her next duty on the 'Dava' layout. Photo: John Shankland.

Mole') and Jock Mackenzie, nicknamed 'The Dancer'. Off we went anyway into the stormy dark morning – it must have been about 4am – heading south.

"No problem right up to Newtonmore, then things started getting exciting as regards the amount of snow. One moment we were running free then suddenly we were more up against the fierce wind, and struck heavy snow. We knew we were in for it as we got near to the infamous Hamilton cutting, half way between Inish shieling and Dalwhinnie. Then we were into it, throttle wide open, snow swirling everywhere. Even under the canopy, snow seemed to get in everywhere. The cab was like a steaming cauldron. Behind us the roaring 'Black Five' was making sure we'd get through.

"Then it was over, and we were running clear again. But as we ran through Dalwhinnie we knew we had more to come before it was the Bachtan, the worst part before 'The Hill'. If there was snow about, the Bachtan had it over the Erich, and into the thick of it. I had prepared for this, the 'box was well filled, and we were at full pressure.

"Once in the snow it was impossible to fire the engine, or do anything -- just

hold on and hope for the best. One can't describe the feeling, choking with snow and unable to see anything. The 'Black Five' seemed to come in on us. These men were old hands, and soon we were through it, and ganging clear again, and once over the top things were fine all the way down to Blair.

"We uncoupled the engines, and I remember how miserable we were. We went home absolutely filthy and damp through, leading engine in front of the London train. By the time we reached the Bachtan the snow was creeping in again. I remember now I was amazed to see what we had come through. To see what the plough had done three hours earlier. There was a solid wall of snow up to the cab roof behind both sides of the track. This stretched for about half a mile.

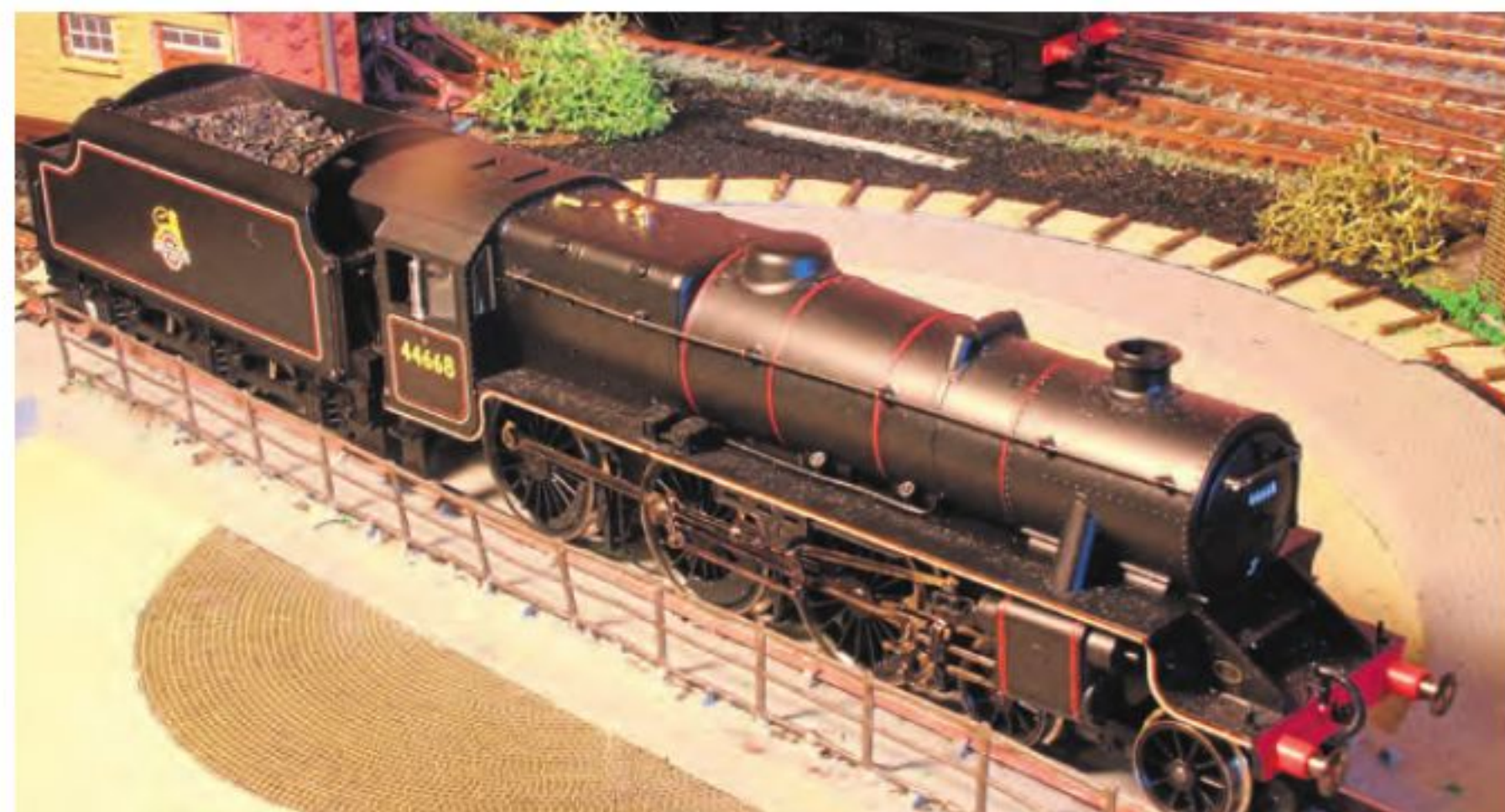
"The run to Aviemore was settled and all was calm there, and we were all dry home. A good feeling.

"We'd done our job, beat the snow and initiated. I could proudly say I'd been on the plough.

"Enough of that. I'd been on the plough since, both on steam and later the diesels. Strange enough we never seemed to get the bad winters any more."



Based on a winter plinth constructed by David Childs, the DAVA Project's Highland Railway 'Barney' 0-6-0 No. 17695 is seen with the medium plough loaned from Ian Lamb's 'Dean Goods' loco.



The Stanier 'Black Five' 4-6-0s were very much the mainstay steam locomotives on the Highland lines. No. 44668 (whose number is to be changed to 44698 to reflect its record run between Grantown-on-Spey West and Dava Summit) rests on the turntable at Dava West MPD on the DAVA Project layout. Photo: Eric Dale.

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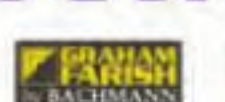
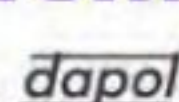


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What's *in the* shops

Another 'Toad' from Hornby

Hot on the heels of Hornby's excellent OO-scale 'Toad E' brake van comes a former LNER 20t 'Toad B' – and it's another cracker, writes **Nigel Burkin**

HORNBY'S NEW OO-GAUGE NE 'Toad B' brake van made its arrival in the studio shortly after the BR version of the NE 'Toad E' was reviewed in the December issue. It is finished in LNER bauxite brown as No. 140422 (R6833), completing the story in providing a model of one of the 710 early LNER 20t brake vans built between 1924 and 1929.

Like its sister model, the LNER 'Toad B' is a beautifully detailed little model with delicate tooling, particularly around the side duckets with their neat horizontal planking. It shares many of its features with the 'Toad E', including the steel underframe, fine running boards and body fittings because Hornby made toolings capable of being adapted for period-specific models, thus widening its scope.

Many 'Toad B' brake vans, along with their updated 'Toad E' sisters, survived into BR ownership. Use as departmental vehicles brought them to the edge of transition and diesel-era modelling (but not in the

depicted LNER bauxite livery), making the design appealing to a wide range of modellers.

Body and interior

The model specifications are the same as the previously reviewed 'Toad E', with clear mouldings used to make up the glazed units. Hornby has tooled a different body shell to accommodate the planked lookout duckets and a different style of lamp brackets. Glazing in the duckets and cabin partitions has been masked before painting to achieve a finely glazed appearance with no trace of a moulded edge. The main body structure includes the roof, sides and end panels, and is of moulded plastic with fine planked detail.

Externally, the side handrails are different from those fitted to the 'Toad E' in being shaped to clear the wooden ducket moulding. On the roof are sharp mouldings of torpedo ventilators applied as separate details, and the verandah end bracing is modelled as wooden uprights rather than the metal fittings of the 'Toad E'.

Underframe

The body is secured to a common underframe by two screws which fit the clear side ducket moulding also forming part of the interior bench seating. As pointed out in the review of the Hornby 'Toad E', detailing opportunities are numerous, including internal lighting (oil lamp), tools, tail lamps, clothing and even a figure representing a guard.

The benches, being of clear plastic, would benefit from painting, and the planked verandah floor will also come to life with worn wood colours such as those found in the Lifecolour 'Weathered Wood' acrylic paint pack.

The same beautifully detailed steel underframe, with its fine spring and axle guard detail, is used with its neat representation of the running boards fitted as separate mouldings. Buffer heads are metal and fitted to a different style of buffer shank. Brakes are well modelled as before, with brake blocks in line with the wheels and the linkage to the brake stand all being modelled.

NEM coupling pockets with tension lock couplings are fitted, and in common with the 'Toad E' were found to be a little loose – easily corrected by slipping a sliver of 10-thou styrene between the underside of the coupling and the bottom of the box to raise it to the correct height.

Overall

Hornby's 20t LNER 'Toad B' is a fine piece of modelling, particularly for the price, and with much character as well. Its wealth of fine detail is ripe for customisation, with weathering, to bring out the planking detail. The detailed interior is ready for enhancement too, so an enjoyable few hours at the workbench could be spent with the model by adding your own touches to an already well-appointed and finished model.

Above: Hornby's second LNER 20t brake van has arrived in the shops in the form of the earlier 'Toad B' with planked side duckets. It sits alongside the previously reviewed 'Toad E' for comparison. Both are exceptionally well modelled for the price.

MODEL DETAILS:

North Eastern 'Toad B' brake van.

Manufacturer:

Hornby Hobbies Ltd.

Scale:

1:76 scale, OO gauge.

Era:

Built 1924-1929.

Web:

www.hornby.com

Suggested retail price:
£21.99

MODEL FEATURES:

- Crisp but subtle tooling of the body.
- Glazing represented with clear mouldings masked for painted panels.
- Detailed interior including stove and brake stand.
- Metal three-hole disc wheels.
- NEM coupling pockets.
- Metal buffer heads fitted to the correct shanks.
- Separate plastic body side and end hand rails.
- Brake shoes fitted in line with the wheels.



The same beautifully detailed underframe, with its fine spring and axle guard detail, is used on both models of the LNER 20t brake van.



Detail differences between the two models include the buffer shanks, end bracing, side duckets, main body shell and side hand rails.

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 Class 37/4 37421 Colas
 Class 66 66728 Institution of Railway Operators GBRF Weathered
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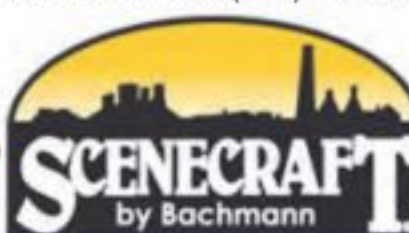
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Peter Green's painting of Winwick Quay in 1957 depicts the Up 'Caledonian' and Stanier 8F No. 48531 shunting in the adjacent sorting yard. The aircraft is heading for the long-gone United States Air Force base at Burtonwood.

From a Railway Carriage, by Robert Louis Stevenson

*Faster than fairies,
faster than witches,
Bridges and houses,
hedges and ditches;*

*And charging along like
troops in a battle,
All through the meadows
the horses and cattle:*

*All of the sights of the
hill and the plain
Fly as thick as driving rain;*

*And ever again, in the
wink of an eye,
Painted stations
whistle by.*

*Here is a child who
clammers and scrambles,
All by himself and
gathering brambles;*

*Here is a tramp who
stands and gazes;
And there is the green
for stringing the daisies!*

*Here is a cart run away
in the road
Lumping along with
man and load;*

*And here is a mill and
there is a river:
Each a glimpse and
gone for ever!*

Each a glimpse and gone for ever!

MANY YEARS BEFORE W H AUDEN'S 'Night Mail', the rhythm of Robert Louis Stevenson's celebrated 1885 children's poem 'From a Railway Carriage' evoked the thrilling movement of a train.

For me, though, it's the final line that says it all. Since the demise of steam, so many fondly remembered locations along Britain's railway system have been either totally consumed by development or have disappeared completely, and as in the case of Pete Fowler's 'Buntingford' layout that we featured last month, the only way to model such long-lost spots accurately is to find historic photographs or paintings showing them exactly as they once were.

One of my childhood spotting haunts was a lattice footbridge spanning the West Coast Main Line by the perpetually busy goods sorting yard at Winwick Quay, just a few miles north of Warrington.

Just north of this location was Winwick Junction, where the main line to Scotland curved right and the one to Earlestown station, its triangular layout linking with the original Liverpool and Manchester line, went straight on past the main gates of Vulcan Foundry from which so many fine locomotives – steam, diesel, electric and even gas-turbine – once emerged.

As a 17 or 18-year-old back in the early 1960s, I used to cycle past those main

gates on my way to work at the Newton & Golborne News and back every day, taking care to angle my wheels at exact right-angles to the diagonal track crossing the road for direct delivery of Vulcan locos to the railway system.

Alas, the Vulcan Foundry was demolished years ago, to be replaced by yet another housing and shopping development – and you'd be hard put to find Winwick Quay through the endless industrial units, hotel and retail developments that now surround it. The old lattice bridge from which we once excitedly shouted "Cop!" was pulled down and replaced by taller and much less characterful structure as the electrification of the West Coast Main

Line marched relentlessly northwards.

Back in 1994, to mark my 50th birthday, a painting of Winwick Quay in the 1950s was secretly commissioned from railway artist Peter Green, who based it on a photograph, and it was presented to me at a surprise party. If I were ever to model that hallowed childhood spot, I'd find it very useful indeed.

It depicts the quay around 1957, with the 'Duchess'-hailed eight-coach Up 'Caledonian' passing the signalbox and Stanier 8F 2-8-0 No. 48531 belching smoke in the sorting yards. Also prominent is an aircraft coming in to land at the huge United States Air Force base at Burtonwood.

The man walking his dog across the bridge is the lock-keeper from the adjacent and now long-closed Sankey-St Helens Canal, and the two boys are reputed to be myself and my younger brother.

When the 'Caledonian' made its inaugural journeys in 1957, Dad accompanied my brother and me to Winwick Quay to watch the Down train speed past at around 7.05pm, and the significance of No. 48531 is that I was once invited on to its footplate for a nice warm brew (it was pouring down!) and remained on board for the rest of the shunting and, finally, the short trip to Dallam Shed with the brake van in tow.

Happy days! **PK**

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Layouts



What are my model locos and rolling stock really worth?

There are many ways of disposing of model railway collections, and each has its benefits. We look at today's booming pre-used market.

RAILWAY MODELLING IS A RESTLESS hobby: no sooner is a layout complete than a new idea crops up and we find ourselves already thinking about something else – and if that entails a drastic change of period or gauge, the question of selling our old stock arises.

Pre-used locomotives and rolling stock are big business these days, and it's up to the individual to work out the best method of selling on – and what about those who are left with a deceased partner's treasured collection that's been built up over many years?

You could advertise in the model railway press, take out a stand at a swap meet, sell to your model railway club colleagues, put everything on eBay or invite one of the large model retailers to evaluate what you have, pay an agreed price straight away and take it all off your hands in one go.

But how many of us realise what pre-used model railway equipment in good working condition is truly worth these days? Spurred on by the rising costs of brand new models, with some super-detailed DCC and sound-ready OO-gauge models already knocking on the door of £200, the second-hand market is on a notable upward spiral.

As an illustration of this, writes *Pete Kelly*, five years ago I bought a lovely pre-used Hornby model of 'Princess Royal' Pacific No. 46208 *Princess Helena Victoria* in early BR blue livery for £40. It still runs as well as the day it was made, and might well figure on another OO-gauge layout in the future.

By contrast, while looking for second-hand Graham Farish N-gauge Bulleid light Pacifics to run on our project 'St Ann's Cove' layout last year, the eBay seller would not budge below the full £80 asking price for his uncle's old model of rebuilt 'Battle of Britain' Pacific No. 34089 *602 Squadron*, and at a pre-used stall at a model railway exhibition last autumn, exactly the same price was asked for an air-smoothed version.

After dismantling and boxing up my OO-scale northern industrial town 'Slagdyke' layout around four years ago and switching to the N-scale 'St Werburgh's' layout instead, I pondered several times about taking out a stand at a Lincoln swapmeet – but the thought of loading everything up, transporting it there, putting it on display and then standing around all day trying to sell it (with no guarantees of success) put me off.

So there it all stayed, carefully stored away in large clear plastic boxes with secure black lids, and in a way I'm glad, because when my next OO-gauge project gets under way, I'll have a ready-made store of track, locomotives, rolling stock



The pre-used OO-gauge 'Princess Royal' Pacific No. 46208 *Princess Helena Victoria* on the left cost £40 five years ago, while the diminutive N-gauge Graham Farish Bulleid light Pacific No. 34089 *602 Squadron* cost a whole lot more.

and buildings to get things started with.

The many excellent ready-to-run O-gauge models now coming on to the market from the likes of Dapol and Heljan have persuaded quite a few modellers to step up to the larger gauge – and if they become members of the Gauge O Guild, their unwanted models can be sold at the major shows that the Guild Events Committee organises each year.

At each of these shows, the guild provides a stand from which members' models and other O-gauge items and modelling equipment can be sold at a price determined by the seller. Although any show visitor can buy, only Gauge O Guild members can bring.

By the time most readers receive their copies of this *RMM*, the Bristol Show on Sunday, January 27 will already have taken place. The next one, however, will be at Kettering Leisure Village, Thurston Drive, Kettering NN15 6PB on Sunday, March 2, from 10am until 4pm, followed by the Guild Summer Show at the Dome Leisure Centre, Doncaster Lakeside, Bawtry Road, Doncaster on Saturday, June 1 with the same opening hours.

Finally comes the Guild Exhibition at the International Centre, St Quentin Gate, Telford, Shropshire TF3 4JH, which will take place over the weekend of Saturday, August 31 and Sunday, September 1 (10am–5pm Saturday; 10am–4pm Sunday).

The Gauge O Guild says: "It is often quite surprising how much value can build up when collecting models, and O-gauge railway models are no exception."

All too often, though, the value is not appreciated by those who have the task of realising the assets of a deceased member's estate, and to this end the

guild, which boasts a membership figure of more than 5500, has a long-established executor and trustee service whose task is to help executors obtain a fair price for models that they wish to sell.

The guild continues: "We have a small team who attempt to place a realistic value on each model, and who will then dispose of them at the various major shows they attend throughout the year. The charge is 12.5% of the realised price of the item (to cover essential travel and setting-up costs) inclusive of VAT."

The service is limited to the estates of members and, in appropriate cases, to those whose health precludes further interest in the hobby.

It was at last October's Caistorail exhibition at Caistor, North Lincolnshire, that I met one member of that team, John White, who was manning a stall selling such pre-used locomotives and rolling stock. Every item was very sensibly priced by today's standards, and tagged with the initials of the bereaved on whose behalf they were being sold.

Lists of the models for sale appear in Guild News, and to learn more about the guild, a follow-up visit to John's home was arranged and several enjoyable hours were spent learning about his part in the executor and trustee scheme before admiring his own superb OO and O-gauge layouts.

"When a member dies, his widow sends us details of his models and we go along to take them away and sell on her behalf," said John. "We take OO as well as O, and there's a garage full of 4mm models from about seven estates so far."

The executor and trustee department decides reasonable prices for the models, and John's involvement with the scheme, along with that of another member, involves quite a lot of work. Major events like Bristol entail loading up a big van, making the long journey from Lincolnshire and spending a tiring two days unloading, setting up and manning the stall before dismantling and loading up again for the five-hour drive back home.

Some amazing prices are being paid for pre-used O-gauge locos, with high four-figure sums often realised for larger examples – but whether you choose this noble scale, the diminutive 'Z' or 'N' or anything in between, when it comes to disposing of your unused or unwanted model railway stock, especially in light of the ever-rising cost of railway modelling (but there again, has it ever been any different?), the motto must always be:



There's a mouth-watering array of East Coast Main Line motive power, both steam and diesel, in this Doncaster shed shot. Birmingham RC&W Co Bo-Bo diesel-electric No. D5312 can be seen at the bottom left in the company of two 'Deltics', and identifiable steam locomotives are V2 2-6-2 No. 60828, Peppercorn A1 Pacific No. 60121 *Silurian* (with another V2 in front), A1 Pacific No. 60139 *Sea Eagle* and B1 4-6-0 No. 61270 sharing a road with a Stanier 8F 2-8-0. Another Type 2 diesel-electric can be seen in the far background.

The delicate dance of an A4 Pacific

Pete Kelly is caught up in nostalgia as he spends an hour surrounded by John White's remarkable OO-scale Leeds and Doncaster layout.

JOHAN WHITE HAS BUILT SEVERAL well-known O-scale layouts, including one that can now be seen at the Oakham Treasures Museum in Bristol called 'Oakham Halt', which the public can operate, and which he visits every six months or so to give it a thorough examination and clean-up.

Others, which have been covered in the glossy modelling magazines, are 'Trentham Junction', featuring North-Eastern steam, and 'Barrow Hill', a BR blue-era layout.

John is a self-confessed LNER fan, and his latest masterpiece, this time in OO, is a veritable extravaganza featuring the two large stations of Doncaster and Leeds Central along with countless steam and diesel-electric locomotives and their trains from the changeover years.

As I watched and listened – yes, listened, for several of the locomotives are fitted with sound that's so realistic I could tell exactly what was coming even

with my back turned – it was just like reliving an unforgettable day spent on York station as a 16-year-old back in 1960, after a rail journey across the Pennines from Earlestown in Lancashire, to witness the sleek and gorgeous racehorses of the East Coast Main Line for the first and only time in my life.

Coupled smokebox to smokebox, sound-chipped O4 2-8-0s, Nos. 63635 and 63601, chugged around the extensive continuous layout with a coal train of 30 wagons as weathered A3 Pacific No. 60070 *Gladiator* went through Doncaster with an express train, followed by A4 No. 60024 *Kingfisher* heading south.

The haunting sound of a chime whistle announced the departure of another 'Streak', followed by a brief bout of wheelslip before it gathered up its skirts, leaving the rapidly accelerating flutter of the renowned 'Gresley beat' in its wake.



Looking down on the exact spot where John White and his pals used to wield their ABC train-spotting books on Doncaster station many years ago.



Just look at that crooked nameplate as 'St Ann's Cove' Battle of Britain No. 34089 *602 Squadron* poses for the camera.

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The motion of a Gresley Pacific at speed is like a delicate dance – watch the sequences featuring No. 60017 *Silver Fox* in the 1953 British Transport film *Elizabethan Express* and you'll never forget it.

If the scene had been the real thing, and I'd had an Ian Allan ABC in my hand, I could have 'copped' A4 No. 60001 *Sir Ronald Matthews*, B1 4-6-0 No. 61325, double-chimneyed V2 2-6-2 No. 60862 and even the sadly altered (but no less interesting)

A10 Pacific that Edward Thompson rebuilt in 1945 as A1/1 No. 60113 *Great Northern* – and I hadn't started on the nearby shed that was crammed with lines of steam locomotives and green-era diesel-electrics to boot.

It takes lots of hard work and technology to reproduce such romantic memories, though. Those O4 2-8-os, for instance, were automatically triggering the colour light signals as they chugged around, and John's layout is so large that he has an

enclosed tv system in his model room to help him keep track of where everything is – and he still works on this lovely layout almost every day – “especially,” he said with a wry smile, “when *Emmerdale* comes on the tv downstairs!”

On such occasions, his mind often floats back to the days when he would get up at the crack of dawn to join other spotters on Doncaster station, marmalade sandwiches and flask of tea at the ready, and remain there all day.

He even showed me the spot on the platform where they all stood, and the footbridge to the works that he walked across as a teenager.

His dad, grandad and uncle all worked on the railway, his dad being an electrician at 'The Plant' during the 'Deltic' era, so no wonder John remains so fond of these legendary English Electric locomotives whose two 18-cylinder Napier engines revving like the clappers produced a melodious sound like no other before or since.

Above and around John's lovely OO-scale layout runs his continuous O-scale tracks, and after 'firing up' his superbly weathered, sound-fitted No. D9002 *King's Own Yorkshire Light Infantry*, he passed over the hand-held controls to Lynsey Young, from our advertising department, who quickly got the hang of it and then had a lovely play. All that was missing from this sea of nostalgia was the cloud of exhaust smoke as the opposed-piston cylinders cleared!

Thank you for such a memorable visit, John!



A contrast in Pacifics as A4 No. 60018 *Sparrow Hawk*, which was fitted with a Kylchap blast pipe and double chimney, stands around the turntable with 'Britannia' Pacific No. 70045 *Lord Rowallan*, one of the last to be named.



The other busy station modelled on John's sprawling OO-scale layout is Leeds Central, where the Thompson duo of a named B1 4-6-0 and L1 2-6-4T No. 67722 share company.



The imposing front end lines of double-chimney V2 2-6-2 No. 60862 are captured in this shot, with English Electric Type 1 Bo-Bo diesel-electric No. D8002 standing at the adjacent buffer stop.

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'O', what an amazing sight!

To see 30 full-length model trains running together at full line speed is remarkable by any standard – but when you consider that Roy James's immense O-scale urban layout 'Dream City' covers 2000 square feet, features 3000ft of track (equating to 25 scale miles), has interconnecting lines on five levels and no fewer than 17 stations, the result is truly breathtaking. This is his story.

IF YOU WANT TO WATCH SOMETHING truly incredible, make yourself comfortable with a nice cup of tea or coffee, open the video link at the end of this feature, and then just sit back and enjoy Roy James's action-packed video of his vast, sprawling London-based O-scale layout.

Samuel Johnson once famously said: "When a man is tired of London, he is tired of life" – and how true those words are of this highly imaginative, restless and truly magical creation, which exudes fun, enjoyment and an unstoppable love of life from every nook and cranny.

With the trains made up from a pool of no fewer than 200 locomotives, and enough rolling stock to put 30 full-length trains together, there's a carefree 'anything goes' element to it all when it comes to eras and train consists – but boy, do they go, with some close-ups of trains rattling by at scale speeds of 60 or 70mph almost seeming to blow you off your feet!

Fully realising that this 'mix and match' element might not appeal to every modeller, the video begins with the warning: "To my critics, perfectionists and jealous guys, turn off now!"

Twenty years in the making so far, 'Dream City' remains an ongoing project with every station named after Roy's grandchildren, including Richard Street, Victoria Street, Vale Junction, Rebecca Vale, Ryan Grove, Hannah



A metropolitan line electric locomotive and its train rumble across a bridge overlooking one of the engine sheds and looking down on streets absolutely jam-packed with London traffic. The buildings are a really eclectic mix – and note the fully operating fairground at the top right.

Park and Clairetown Victoria.

The trains speed by on several levels, passing over and under each other in non-stop action. One minute it's the 'Coronation Scot', another the 'Golden Arrow'. A long freight train rumbles by as *Sarah Siddons*-type electric locomotives come into overground stations of the Metropolitan Railway with their white destination boards clearly visible, and sometimes even station announcements can be heard.

'Duchesses' of every hue, streamlined and non-streamlined alike, streak along with rakes of carriages of all kinds – including LNER teak, Pullman and even Wagons-Lits, and the numerous sheds are cram-packed with locomotives: A3, A4, 'Merchant Navy', 'West Country', 'Princess Royal' and 'Britannia' Pacifics sidle up to 'Castle' and 'Royal Scot' 4-6-0s, V2 2-6-2s and anything else you might imagine.

'Deltic' and Class 20 diesel-electrics

and 'Hymek' diesel-hydraulics also come into the picture, with LMS 2-6-4 tanks, LNER N2 0-6-2 condensing tanks, GWR 0-6-0 pannier tanks and many more smaller locomotives joining in the fun.

Bordered by an eclectic mix of buildings that all light up, including some clearly continental ones and porcelain collectors' items, the bustling streets are crammed with London Transport buses, cars and commercial

vehicles of every kind, and the stations are enhanced by countless realistic O-scale characters.

Haunting fair organ music draws the viewer to the brilliantly lit working 'Dreamland Amusement Park', complete with dodgems, chair-o-planes, swing boat, Cyclone, Octopus and many other rides as a balloon passes overhead.

Some of the railway footage is filmed from one of the trains itself – and it's fascinating to watch a speeding air-smoothed Bulleid Pacific with the 'Golden Arrow' on a parallel line catching up, and overtaking, the Pullman carriages swaying realistically as they pass by.

The layout is far too vast to be contained indoors, and a considerable section ventures outdoors garden-railway style – at a level a full six feet lower than the highest part of the covered part of the complex.

But now let Roy tell the story in his own style: "My O-gauge model railway is based loosely on London's railways, and the various lines are representative of those running in and around London. I say this because, if the stock run was strictly in accordance with the prototype, there would be too much similarity with the number of trains running, so licence is used, especially with the rolling stock, to display various liveries over a 50-year period from around nationalisation to privatisation.



Three gleaming 'Britannia' Pacifics stand at Rebecca Vale station without regard to original allocations – Nos. 70000 *Britannia*, 70026 *Polar Star* and 70054 *Dornoch Firth* with the correct larger-capacity tender.



The street scenes are varied and the buildings are from all over the place. A group of Chinese-made characters gather outside the Wesley Pub, famous for its fish and chips.

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A model of one of the three-cylinder Stanier 2-6-4 tank locomotives stands at Lauren Hill station with a 'Southend' destination board atop the buffer beam. To emphasise the busy non-stop nature of the layout, crossing the viaduct are trains hauled by a 'Britannia' Pacific and a 'Castle' 4-6-0.



Wires, knobs, switches, diagrams and TV link apparatus are crammed inside the central control room from which the entire layout is operated.



'Duchess' Pacific No. 46245 City of London (of course!) bursts from under one of the many bridges on Roy James's vast layout.

"The 17 stations are named after my grandchildren, and the railway runs through six interconnected sheds to the outside section.

"The whole system is operated from a central control room with the aid of closed-circuit television, and 120 amps between 12 and 25 volts are needed to power the track. Stabilised power units are used.

"The buildings are illuminated and have their own individual transformers, as are the individual fairground rides.

"As a matter of interest, until now it has required 70 five-foot fluorescent light fittings to illuminate the sheds, but bearing in mind my carbon footprint, and more importantly the cost, LEDs are on the horizon.

"The railway is operated on the block control system with colour-light signalling, and is automatic. Many points are operated by the trains themselves to allow route settings, and this is achieved by placing magnets in different positions underneath the rolling stock.

"As with full-sized railways, operating difficulties such as point and signal failures do arise from time to time.

"This railway started life in the early 1990s and has grown over the period since. One of the first challenges I faced was keeping the track clean and continuity of power through the rails. With such a track length that was not easily accessible, a method of automatic track cleaning was required as some of the tunnels are more than 70ft long.

"The electronic application for track cleaning was unsuitable because of the electronic automatic operating system, so I modified a number of guards' vans into track-cleaning cars with basically a Gerryflex block, suitably trimmed, beneath each one, suitably weighted to clean the track and not wear it out. This method of cleaning has worked successfully for more than 25 years.

"The railway has interconnecting lines on five levels, and all track joints are bonded for continuity. This is a must for slow running, but a real chore to do.

"The railway is built in a walk-round format, and viewing on the north side is from the outside through hatches in the side walls. It's a 300ft walk around this railway, and access points for maintenance are provided at strategic points by means of hinged hatches – a



Trains occupy all four running lines on the long curving viaduct as a maroon 'Duchess' sweeps around with a train of bow-ended stock. Such mixing and matching is always the owner's prerogative, whether others approve or not.

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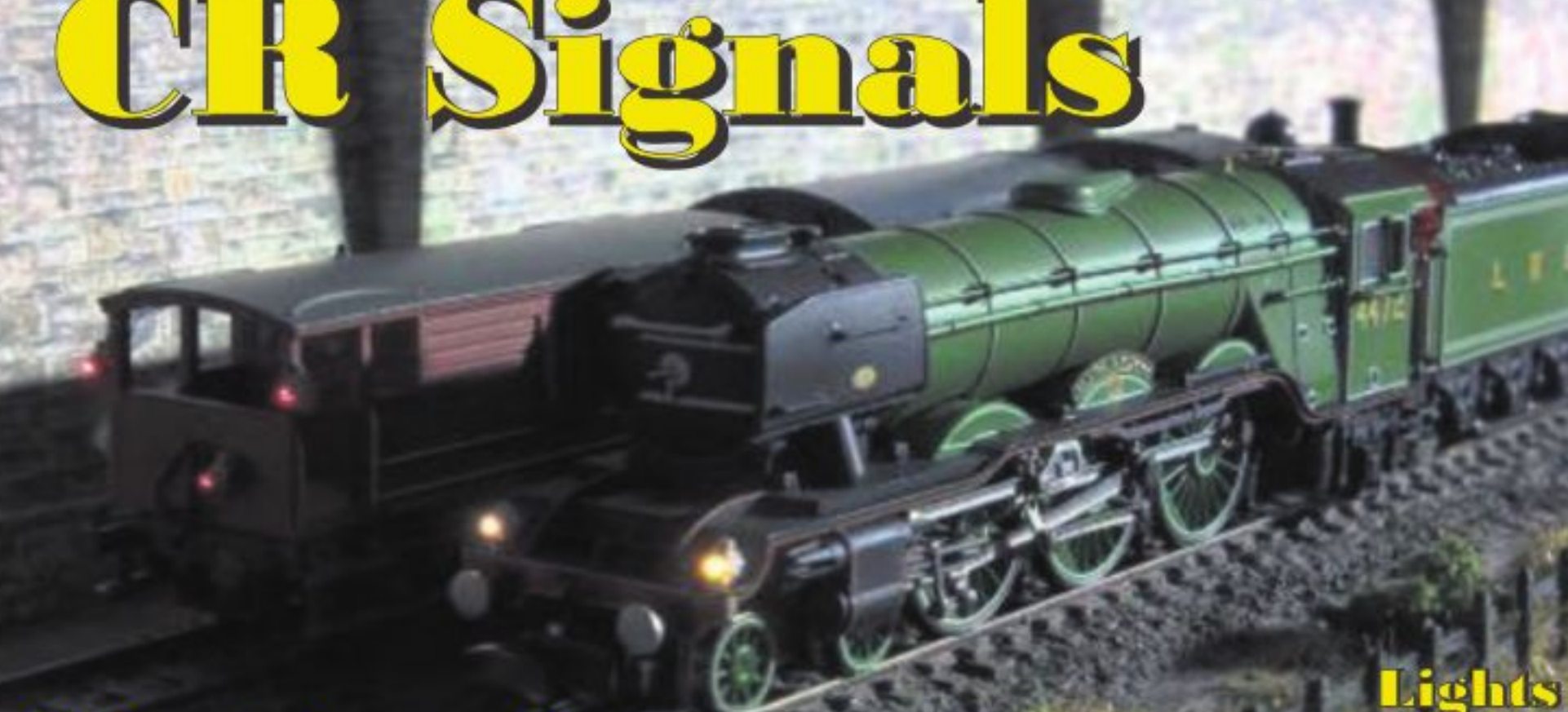
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possible concern for future years as the ageing process takes the body forward, although at 75 years young, all is well at present!

"The steam-outline locomotives are manufactured by Ace Trains of London, with some by Bassett-Lowke. The diesel-outline locos are from Heljan of Denmark, and the road vehicles mainly from Corgi, Carama and Solido.

"Where possible, I have always held the view that if it looks good, one can overlook minor scale anomalies. One aspect of the railway is that it is fully built-up rather than just scenic hills, and it is fully populated with thousands of people imported from China!

"To see 30 full-length trains running together at the same time is not only unusual, but also a sight to savour.

"However this is a private railway and not open to the general public, so it gives me pleasure to be able to share it with you."

If you would like to see the railway in action, please go to YouTube, type Dream City Railway into the search box and click on 'The visit 2016', <https://youtu.be/4kYdfgKjYD8>



Miniature shed-bashers on Roy's layout must always have a whale of a time! At just one of the depots can be seen (from left) A3 Pacific No. 60103 *Flying Scotsman*, A4 Pacific No. 60007 *Sir Nigel Gresley*, rebuilt 'Patriot' 4-6-0 No. 45534 *E Tootal Broadhurst*, rebuilt 'Royal Scot' 4-6-0 No. 46100 *Royal Scot* herself and two 'Princess Coronation' Pacifics - No. 46244 *King George V* and an unidentified maroon and gold streamliner.



Maunsell's wonderful three-cylinder 'Schools' 4-4-0s punched well above their weight, and with a 5P power classification could handle surprisingly heavy loads. No. 30901 *Winchester* is among the 200 or so locomotives on the 'Dream City' layout.



Unsurprisingly, the massive layout also ventures outdoors to give a garden railway feel. What a place for a barbecue on a warm summer's evening!



London Transport electric No. 13 *Dick Whittington* stands by the buffer stop at Richard Street station as the train is taken out by a similar locomotive.



In this picture, Clairetown Cross station is host to an interesting mixture of former Great Western engines and Bulleid air-smoothed Pacifics! Identifiable from left are the double-chimneyed 'Castle' 4-6-0 No. 7013 *Bristol Castle*, 'Battle of Britain' Pacific No. 34051 *Winston Churchill* on 'Atlantic Coast Express' duty, 'Castle' No. 5023 *Brecon Castle*, an air-smoothed Pacific in Southern Railway livery with 'Golden Arrow' embellishments and the original continental-style numbering and 'Battle of Britain' No. 34066 *Spitfire*.



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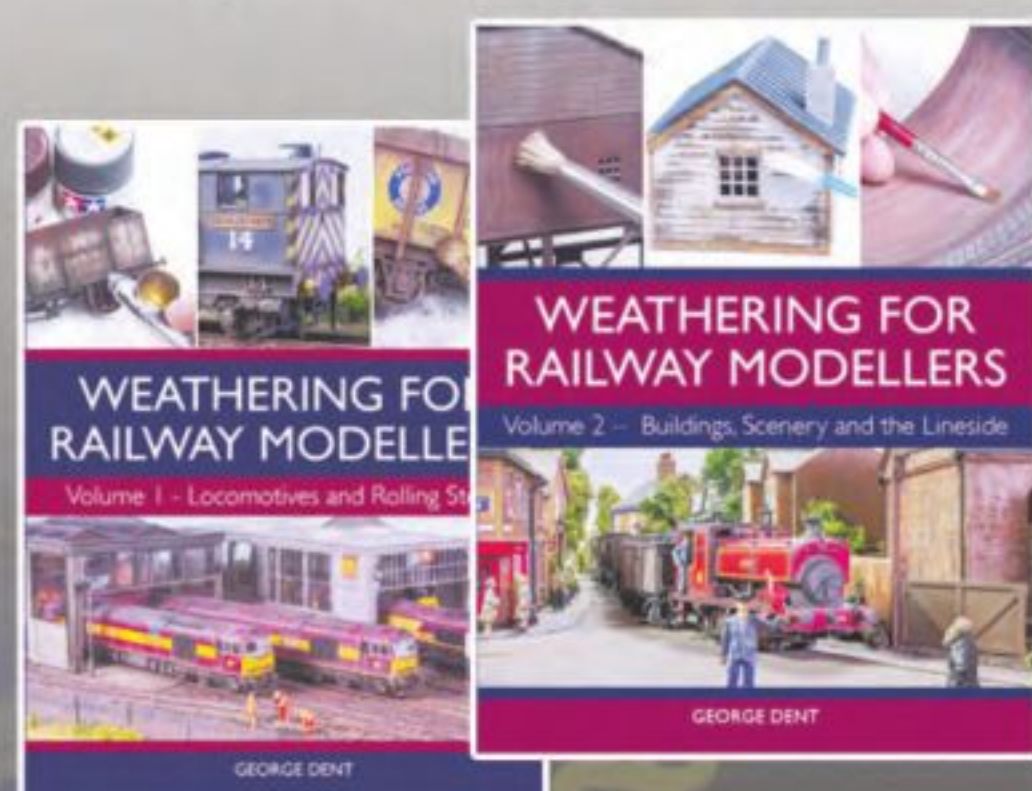


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What's *in the* shops

'Hoovers', 'Grids' and 'Skips'

It's been a great month for diesel model fans, with some great reissues by Hornby, writes **Nigel Burkin**

TWO OO-GAUGE MODELS OF English Electric Type 5 Class 50 Co-Co locomotives ('Hoovers'), in liveries spanning the early 1980s through to their withdrawal from traffic in the early 1990s, are now available from Hornby.

The first is of Network SouthEast No. 50033 *Glorious* (R3658), representing the class when operating Thames services between Paddington and Oxford alongside the use of Class 50s on the Waterloo-Exeter route in the early 1990s.

Revised Network Southeast livery is applied, and is considered by some to be the best scheme carried

by this sometimes unreliable but hard-used class of locomotives. It is priced at £169.95.

Revised BR blue livery, which is also known as 'Large Logo' blue, is applied to the second Class 50 model to be released as No. 50040 *Leviathan* (R3653) representing the class as operated on West Country Intercity services in the 1980s.

As it happens, the locomotive survived until around 1991 in the applied livery but with some additional embellishments, making the model a useful one for those who like to customise their models. No. 50040 *Leviathan* is now in the shops alongside No. 50033 *Glorious*, priced at £179.99.

DCR 'Grid'

The first of two diesel locomotives with liveries that will please modellers of the up-to-date scene is a Class 56 ('Grid') finished in DCR (Devon and Cornwall Railways) green as No. 56303 (R3660).

Being one of the former Fastline fleet, the locomotive has been documented as wearing DCR livery in 2018, and this is useful because the full-sized locomotive turned up on almost any duty due to being hired in for stock movements, engaged on short-term freight flows, used on

engineers' spoil trains and for the movement of heritage stock.

Features include six-axle drive, a powerful frame-mounted motor with twin flywheels, DCC interface socket and fully working running lights. The suggested retail price is £169.99.

DCR No. 56303 is one of the former Fastline Class 56s which enjoyed regular use on a variety of traffics including spoil trains and stock movements until this year. The Hornby model is well detailed and powerful enough to handle heavy trains.

Colas Rail Class 67 No. 67027 *Charlotte* is a recent release of the popular Hornby Class 67. It could be easily reworked as sister locomotive No. 67023 *Stella*.

Colas Rail 'Skip'

Another up-to-date livery scheme is Colas Rail yellow and orange which has been applied to Hornby's detailed OO-gauge model of the Class 67 ('Skip') representing one of the two former EWS Class 67s sold to Colas Rail by DB in January 2017.

The two locomotives involved are No. 67023 *Stella* and No. 67027 *Charlotte*, which is the one modelled by Hornby (R3659) and priced at £159.99. The full-size locomotives are employed on Network Rail monitoring trains, usually in top-and-tail formation.

The model is a well-liked one in the Hornby range and has the distinctive grilles of the class modelled in etched metal, both on the roof and the sides of the locomotive. It has all-wheel drive and fully working running lights. Etched nameplates are supplied in the box to fit over the printed ones. Hornby also offers its Class 67 model in EWS livery as No. 67025 *Western Star* (R3481).



No. 50033 *Glorious* (R3658), finished in Network SouthEast livery, features six-axle drive, LED illuminated running lights and an eight-pin DCC interface socket.



The second release is that of No. 50040 *Leviathan* (R3653), decorated as an early to mid-1980s condition locomotive in 'Large Logo' livery. Etched grilles and a large number of small components are used to detail Hornby's Class 50 models.

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Epping Ongar

The line that refused to die

Craig Amess tells the story of the never-say-die Epping to Ongar line that's been transformed into a thriving heritage railway whose scenic locations, locomotives, rolling stock and buildings present some intriguing modelling opportunities for steam and diesel enthusiasts alike.

THE STORY OF THE EPPING ONGAR Railway in south-west Essex started in the 1860s, but after being closed in 1994, the line was opened and closed once again before its final resurrection into the successful heritage line it has now become.

Today's rolling stock includes diesel and steam locomotives, and visitors can appreciate the wildlife of Epping Forest and the wonderful countryside around as they travel along the line. The heritage experience can begin before they even reach the railway, because it also operates a small fleet of heritage buses that run right to the entrance of Epping's Underground station.

Early days

In 1865 the Great Eastern Railway extended the Stratford to Loughton line to Ongar along a single track, but although in the 1890s the line was doubled between Loughton and Epping, the Epping to Ongar section remained single-track with a passing loop at North Weald. Around 50 trains a day operated between London and Loughton, 14 of them going on to Ongar but the rest terminating at Loughton or Epping.

After the establishment of the London Passenger Transport Board (later London Transport) in 1933, a joint works programme was implemented that planned to see lines electrified and the companies working together to reduce costs, but although the government was involved, it didn't support electrification at that point.

Under this scheme, the Fairlop loop of the Central Line was built, but because of the outbreak of war in 1939, the extensions were postponed and passenger trains were reduced to seven a day. In 1946, work to extend

the Central Line continued, and Loughton was reached by 1948, which of course also happened to be the year of the nationalisation of our railways.

The line then came under the ownership of the London Transport Executive, which inherited the trains, track and everything else that had been served by LT. Questions arose about the services between Loughton and Ongar that were still operated by steam locomotives.

Epping witnessed the strange sight of EMUs and steam locomotives standing side-by-side until 1957, when attempts were made to improve the service further as the line to Ongar was costly to operate and passenger numbers had dwindled. Electrification was considered to be the answer, but the line usually operated an eight-car service to North Weald, with four cars carrying on to Ongar, and for various reasons, including platform sizes and the voltage drop along the end-fed line, it would no longer be able to support eight cars.

Decline of the line

In the 1960s it became clear that passenger numbers were not going to increase, due in part to the restriction of development in what is designated Metropolitan Green Belt land. Even after cuts in services, by 1971 only 650 passengers a day were carried at the peak.

The passing loop and signal box at North Weald were decommissioned in 1976, and the westbound track was lifted. The station had been the last section of the London Underground to be signalled by mechanical semaphore signals.

London Underground attempted to close the entire line in 1980, but



Encapsulating the family appeal of the Epping Ongar Railway, a youngster looks down from the North Weald station footbridge at the simmering Metropolitan 0-4-4T No 1.



Metropolitan 0-4-4T No 1, a TV star in recent months, pauses at North Weald station as one of the heritage buses waits outside.

a reduced service was implemented and the Blake Hall station was closed at Hallowe'en in 1981. The shuttle drivers would stop at the platform by passenger request, but LT then made it impossible by removing the platform.

When services were finally withdrawn from the line on September 30 1994, just 80 passengers a day were being carried. The last train, a three-car unit of 1960 stock, has been preserved by Cravens Heritage Trains.

1994 - 2007

In 1994 the Epping to Ongar section of the line was purchased by Pilot Developments (later Epping Ongar Railway Ltd) after making a controversial late bid. Although the Ongar Railway Preservation Society had entered a bid before the deadline, the later bid was accepted in the hope that by 1999 trains would again be running on the section.

This didn't happen, but in early 2000 came the formation of the Epping Ongar Railway Volunteer Service, whose membership – a small group of enthusiasts – would volunteer their time to repair and

preserve the line after years of wear, tear, damage and neglect.

With the EORVS working alongside the owners, the line was successfully restored, and just over 10 years after the last train had run on October 10 2004, an hourly service between Ongar and North Weald was established, with the first EORVS train leaving Ongar at 11am.

Apart from a short three-month break in 2006, the society operated five train services every Sunday until December 2007, when a change of ownership decided to close services again so that improvements could be made to the infrastructure to secure a long-term future for the line.

Improvements at Ongar included the renewal and re-alignment of trackwork right through the station, setting the platform at the correct height and re-laying the original trackwork with access to the yard, run-round and locomotive shed.



Locomotives like this beautifully-restored split-headcode English Electric Type 3 Co-Co diesel-electric No D6729 (class 37 No 37029) were once a familiar sight on former Great Eastern metals. It is seen powering through pleasant Essex countryside on the Epping Ongar Railway's Marconi gradient. PHOTO: OWEN HAYWARD.



The Epping Ongar Railway runs a wonderful small fleet of former London Transport and Green Line buses to make visitors' nostalgic experiences complete.

The main station building was restored to its original condition, with newer partition walls being removed, and re-painting in the original Great Eastern colours. The station parcels office has become The Buffet Stop cafe, and the gents' waiting room a gift shop. A signal box (formerly at Spellbrook) was taken to the railway at the end of platform 2 in the style of the original, but incorporating the signal frame that was saved when the original box had been demolished.

Improvements at North Weald brought the lowering of the track to accommodate UK standard stock and repainting of the station in LNER/BR (E) colours (1940s-1960s). A lot of the track was renewed as well, and the station rooms were restored to their original condition and completely rewired.

The rail service had been extended to Coopersale before the closure, and further extended into Epping Forest to within a few hundred metres of the London Underground station. Passengers cannot alight here, but the Epping-Ongar Railway intends to build a platform in the future.

Resumption of services

Even though services have been withdrawn a couple of times, the line has been open since 1865, so unlike a Beeching axe scenario of a formal closure procedure leading to the right to run a railway revoked and then



GWR 5100 class Large Prairie tank No 4141 brings another whiff of nostalgia with a mixed-livery rake of carriages.

reinstated under a later new order, this didn't happen with Epping.

In March 2012 the Epping Ongar Railway announced that services would resume on May 25 to coincide with the 150th anniversary of the establishment of the Great Eastern Railway in 1862.

With growing visitor numbers over the past six-and-a-half years, the railway has managed to fund enthusiast

galas and has won many awards and recognition for the hard work that has brought such success.

Normal operations take place at weekends, on bank holidays and during some school holidays, but during the 2012 Olympics at nearby Stratford, that July and August it ran daily.

Steam and diesel-hauled trains operate between Ongar and North

Weald with a diesel shuttle from North Weald to Coopersale, and heritage buses connecting to surrounding towns and the Central Line at Epping.

A miniature railway Group whose members own and operate several 7¼ in-gauge locomotives supports the Epping Ongar Railway by running at certain events throughout the year. A separate fare applies for the rides as the EOR day rover tickets do not cover them.

A record year

Passenger numbers on the railway reached a record 41,804 last year, with more than 14,000 enjoying rides on the Santa Specials – another record. Another successful event was a visit by Peppa Pig and George that attracted more than 1100.

The 2019 season kicks off during the February half term with the return of the 'kids for a quid' offer, and Easter will be celebrated from April 19-22 with an Easter Egg hunt. This year also marks 25 years since the withdrawal of passenger services on the line in 1994 – and don't forget the very popular fish and chips trains!

Did you know?

All distances on the Underground are still measured from Ongar. In 1972 the station's location in relation to all the other lines meant it was suitable for selection as a 'datum', a reference point for all these measurements. The station is the 'Greenwich Meridian of the Underground', with a London Underground distance marker mounted by the buffer stops showing the starting distance of 0.0km, and other similar signs appearing along the track.

EPHING-ONGAR LINE:

Opened: 1865
Closed: 1994
Reopened: 2012
Original gauge: 4ft 8½ in (1,435mm) Standard Gauge
Preserved gauge: 4ft 8½ in (1,435mm) Standard Gauge
Length of Line: 6 ½ miles single track bar a passing loop at North Weald
Stations: 2
Steam locomotives: 7
Diesel Locomotives: 9
DMUs: 4
Headquarters: Epping Ongar Railway, Ongar Station, High Street, Ongar, Essex, CM5 9BN
Tel: 01277 365200
Website: www.eorailway.co.uk

TIMELINE:

1856: Eastern Counties Railway open the Stratford to Loughton line
1865: Line to Ongar opened
1933: London Passenger Transport Board established
1935: New works programme implemented
1946: Central Line extended to Leytonstone
1947: Central Line extended to Woodford
1948: Central Line reaches Loughton
1948: London Transport Executive takes control following nationalisation
1949: Central Line reaches Epping
1976: North Weald signal box and passing loop decommissioned
1981: Blake Hall Station closed
1994: Services withdrawn
1994: Pilot Developments purchase Epping to Ongar section of the line
2000: Epping Ongar Railway Volunteer Society formed
2004: Line reopens Ongar to North Weald
2007: Services suspended during improvement works
2012: Line reopens following years of maintenance and improvements
2018: Record year for passengers visiting the railway



Flower baskets adorn the platform at Ongar station, whose main station building has been restored in original Great Eastern Railway colours, and whose parcels office is now the Buffet Stop Cafe.

EPHING ONGAR RAILWAY

The Epping Ongar Railway is an award-winning heritage railway in Essex and on the edge of London.

In addition to running steam and diesel trains along our 6 miles of former London Underground track we operate a fleet of traditional London buses to connect directly with Epping Underground and Shenfield Stations.



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Dates for your diary

RM MODELLING LISTINGS February 2019

Compiled by Jon Longman

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

MUSEUMS

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

World of Model Railways

Meadow Street,
Mevagissey, St Austell,
Cornwall. www.model-
railway.co.uk. Open
Saturday-Sunday,
12pm-4pm. Adult
£4.50, concessions
£4, child (5-17) £3.50,
family £14.
Disabled access.

Famous Trains

Model Railway
Markeaton Park, Derby.
Nearest postcode DE22
3BG. Open Saturday-
Monday, 11am-4pm.
Model shop inside,
expert modelling
advice from members.
www.famoustrains.org.uk/

Pendon Museum of Miniature Landscape and Transport

Long
Wittenham, Abingdon, OX14
4QD. Open most weekends
and bank holidays. Models
show life and railways of
the 1930s. Guides, audio
guides and tea shop. www.
pendonmuseum.com.

CLUBS

**Amersham &
Chorleywood Model
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New members welcome.
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OO N scales. Meetings
on Mondays, 2pm-4pm
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10pm. Contact Roger
on 01494 726449 for
more details.

Cardiff Model

Engineering Society
King George V Drive East,
Cardiff CF14 4AW. New
members welcome.
3 1/2, 5 and 7 1/4 in-gauge
outside track, 32 and
45mm garden railway
and 15 in, 1/3-scale
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welcome at meeting
times, but arrange visits in
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7-9pm; workshop Tuesday,
7-9pm; garden railway night
Wednesday, 7-9pm; general
meetings Thursday, 7-9pm;
club open for general
maintenance work Tuesday,
Saturday and Sunday
mornings. Rob Matthews
(0292025 5000, secretary@
cardiffmes.com or www.
cardiffmes.com)

EXHIBITIONS 2019

JANUARY 29
SRP Toyfair. Angel
Centre, Angel Lane,
Tonbridge, Kent, TN9 1SF
Opening Times: 10am to
2pm Prices: Adults £2,
Child: Free
www.srptoyfairs1.co.uk

FEBRUARY 2

**Sodbury Vale Model
Railway Club,** St Marys
Church & Church Hall,
Church, Yate, glos,
BS37 5BG
Opening Times:
10am-4.30pm
Price: Adults £5.00
& accompanied
children FREE www.
sodburyvalemrc.co.uk

SRP Toyfair.

The
Hawth Theatre, Hawth
Avenue, Crawley, West
Sussex, RH10 6YZ
Opening Times:
10am to 2pm Prices:
Adults £2, Child: Free
www.srptoyfairs1.co.uk

FEBRUARY 2 - 3

**Alton Model railway
group,** FEBEX 2019,
Eggars School, Alton,
Hants, GU34 4EQ
Opening times: Saturday
10.30am- 5pm Sunday
10.30am-4.00pm
www.altonmrg.co.uk/febex

Stafford Model Railway

Exhibition, Stafford
County Showground,
East of Stafford Town
centre ST18 0BD
Opening Times: Saturday
10am to 5pm Sunday 10am
to 4.30pm Prices: Adults
£10.00 Children under 16
FREE
www.staffordrailwaycircle.
org.uk/exhibition

Kilmarnock & District

Model Railway Club,
Model Railway Exhibition,
the Linthouse Building,
Scottish Maritime
Museum, Harbour Road,
Irvine, KA12 8QE
Opening Times: Adults
£5.00 Concessions £4.00
under 16 FREE
Contact: billf.inverstourie@
btinternet.com
www.kilmarnockmrc.com

FEBRUARY 7

Toy & Train Fair, Theydon
Bois Village Hall, Coppice
Row, Theydon Bois, Epping,
Essex CM16 7ER
Opening Times: 7pm-9pm
Prices: Adults £1

FEBRUARY 9

**Blackpool & North
Fylde Model Railway
Club open day,** Cleveleys
Community Centre &
Church, Kensington
Road, Cleveleys,
Lancashire, FY5 1ER
Opening Times: 10am-
4pm Prices: Adults
£3, Concession £2.50,
Family (2+2) £8.50
www.blackpooland
northfyledemrc.co.uk

Heywood Model Railway

Group, unit 3, Park Works,
River Street, Heywood,
Oldham, OL10 4AB
Opening times: 10am-4pm
Prices: admission by
donation www.hmrg.co.uk

FEBRUARY 10

SRP Toyfair. Langham
Community Centre,
School Road, Colchester,
CO4 5PA Opening Times:
10am to 2pm Prices:
Adults £2, Child: Free
www.srptoyfairs1.co.uk

French Railways Society

Model Rail Show, Lenham
Community Centre,
Groom Way, Lenham,
Kent, ME17 2QT
Opening times: 10am-5pm
Prices: Adults £4.50,
Child £1.50 www.french
railwayssociety.org

FEBRUARY 15 - 16

**The Salvation Army,
Model Rail 2019,**
Community and Worship
Centre, Wawn Street,
South Shields, NE33 4EB
Opening Times: Friday
1pm-8pm, Saturday
10am-5pm
Price: Adults £4.00,
Children £2.00, Family
£10.00 (2 Adults +2
Children)

FEBRUARY 16

**Model Railway
Exhibition,** Altrincham
Methodist Church,
Barrington Road,
WA14 1HF
Opening Times: Saturday
11am-4pm Price:
Suggested Donation £3
All donations are in aid of
the church roof. Special
Guest John Rodway
the Author of 'Tales
from Knottewithought
Junction' as seen in RMM
Contact: amc.office@
btconnect.com
01619280022

Tonbridge Model

Railway Exhibition, 38th
Annual Model Exhibition,
the Angel Centre,
Tonbridge, TN9 1SF
Opening times: 10am-5pm
Price: Adults £6.00,
Children (10-16) £1.00,
Children under 10 FREE
www.tonbridgemrc.com.
Contact: Roy Prentice
01892527199

FEBRUARY 17

SRP Toy fair Crofton
Halls, Station Road,
Orpington, Kent, BR6 8PR
Opening Times:
10am to 2pm
Prices: Adults £2,
Child: Free
www.srptoyfairs1.co.uk

Hubberts bridge Model

**railway and general
model exhibition,**
Hubberts bridge
community centre,
Boston, lincs, PE20 3SG
Opening times: 10am-4pm
Prices: Adults £3, Child
under 16 Free

FEBRUARY 19

**Blackpool & North
Fylde Model Railway
Club,** Open day,
Cleveleys Community
Centre & Church,
Kensington road,
Cleveleys, Lancashire,
FY15 1ER
Opening times: 10am-4pm
Prices: Adults £3.50,
seniors (60+) & juniors
(5-15) £2.50,
Family (2+2) £9.50
www.blackpooland
northfyledemrc.co.uk/

FEBRUARY 20

SRP Toy fair Crofton
Halls, Station Road,
Orpington, Kent, BR6 8PR
Opening Times:
10am to 2pm
Prices: Adults £2,
Child: Free
www.srptoyfairs1.co.uk

FEBRUARY 23

**Risex 2019, Risborough
& District Model Railway
Club,** Community Centre,
Wades Park, Stratton
Road, Princes Risborough
, Bucks, HP27 9AX
Opening Times: 10am-5pm
Price: Adults £4, Child £2
www.rdmrc.org.uk
Contact: Adrian Harford
01296415107

Tadworth Spring 2019,

**North Downs Model
Railway Circle,** The
Good Shepherd Church
Hall, Station Approach
Road, Tadworth, Surrey
KT20 5AH
Opening Times:
10am - 5pm
Price: Adults £6, Under
16's £3, and Concession
(Senior/Disabled) £5. All
profits to Good Shepherd
Church. www.ndmrc.info/
Home/Tadworth.htm

Exmoor Train and Toy

Fair, by the Exmoor Coast
Railway Modellers
Richard Huish College,
South Road, Taunton,
Somerset, TA1 3DZ
Opening times: 10am-3pm
Price: £2.00

Sussex Vintage MRC,

**Spring Toy & Model
Train Show,** Knoyle and
Crowhurst Halls, Knoyle
Road, Preston park,
Brighton, BN1 6RB
Opening Times: 10am-
4.30pm Price: Adults £4,
Accompanied children
Free

FEBRUARY 23 - 24

**York Against Cancer
Model Railway Show,** the
EBOR Group of railway
modellers, Heworth
Memorial Church Hall,
Melrosegate, YO13 0RP
Opening Times:
Saturday 10am-5pm
Sunday 10am-4.30pm

Price: Adults £3.00
Children £1.00
under 5's FREE
www.eborgroup.
wordpress.com/

New Mills & District

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Annual Exhibition**
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Centre, Long Lane,
Chapel en le frith, Derby,
SK23 0TQ Opening Times:
both days 10am-5pm
Prices: Adults £6,
Concessions £5, Family
tickets (2+2) £15
Contact: exhibition@
nmdrm.co.uk
www.nmdrm.co.uk

Lincoln & district Model

rail exhibition, Lincoln
& District Model Railway
Club, Newark Show
Ground, Lady Eastwood
pavilion NG24 2NY
Opening Times: sat 10am-
5pm sun 10am-16.30am
Prices: Adults £7, Child £3,
Family (2 +2/3) £17
www.ladmrc.wixsite.com/
ladmrc

FEBRUARY 24

SRP Toyfair. Angel
Centre, Angel Lane,
Tonbridge, Kent, TN9 1SF
Opening Times:
10am to 2pm
Prices: Adults £2,
Child: Free
www.srptoyfairs1.co.uk

MARCH 2

**West Sussex group of N
gauge Society Open day,**
Sompting Village hall,
West Street, Sompting,
west Sussex, BN15 OBE
Opening Times: 10am-4pm
Prices: Adults £1.00
Children £0.50
www.wsnsg.co.uk

MARCH 2 - 3

**Leamington & Warwick
Model Railway Society
Exhibition,** Warwickshire
College, Warwick New
Road, Royal Leamington
Spa, CV32 5JE
Opening Times: Saturday
10am- 5pm Sunday
10am-4pm
Price: Adults £8, Child £2,
Family (2+2) £18
www.lwmrs.co.uk
Contact: Mike Collins,
exhibition@lwmrs.co.uk

March and District

**Model Railway
Exhibition,** Westwood
Community Junior
School, Maple Grove,
March, Cambridgeshire,
PE15 8JT
Opening Times:
10am-4.30pm
Prices: Adults £4 Child £2
Family ticket available
Contact: humbersteve@
btinternet.com

Preston Model Railway

**Exhibition, Preston &
District Model Railway
Society,** Sports Hall,
preston College, Fulwood
Campus, St Vincent's
road, Fulwood, Preston,
PR2 8UR Opening Times:
Saturday 10am-5pm
Sunday 10am-4pm
Prices: Adult £7, Child
£4, Family (2+2) £18,
wheelchair users £4,
free child ticket available
from website www.
prestonanddis
trictmrs.org.uk

MARCH 9

SRP Toy fair, North
Romford Community
Centre, 32 Clockhouse
Lane, Collier Row,
Romford, RM5 3QL
Opening times: 10am-2pm
Prices: Adults £2,
Child: Free
www.srptoyfairs1.co.uk

6th Chris Kedgley

Memorial Skills Day,
EM Gauge/Scalefour
society, Low Port Centre,
1 Blackness Road,
Linlithgow, West Lothian,
EH49 7HZ Opening Times:
10am-4pm Prices: Free,
but donations encouraged
www.emgs.org
www.scalefour.org

Modrail 2019, organised

**by Swindon Model
Railway Club,** STEAM
Museum of the Great
Western, Fire Fly Avenue,
Swindon SN2 2EY
Opening Times: 10am-
4.30pm Prices: Adults £5,
Children under 16 FREE,
www.swindonmodelra
ilwayclub.com

MARCH 10

SRP Toy fair
Charmandean Centre,
Forest Road, Worthing,
BN14 9HS
Opening Times:
10am to 2pm
Prices: Adults£2,
Child: Free
www.srptoyfairs1.co.uk

Wealden Railway

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Show,** Coombe court,
the Steyning Centre,
Fletchers, Steyning,
BN44 3XZ Opening Times:
10am-4pm Prices: Adults
£3.50, Accompanied
Children Free
Contact: wealdenrailway.
awk@gmail.com

MARCH 16

SRP Toy fair St Barnabas
Church, Sea Road/
Cantelupe, Bexhill-on-Sea
TN40 1JG Opening Times:
10am to 2pm Prices:
Adults £2, Child: Free
www.srptoyfairs1.co.uk

MARCH 17

**Model Railway
Exhibition,** Acton
Village Hall, High Street,
Acton, Nr Sudbury,
Suffolk, CO10 0AT
Opening Times: 10am-4pm
Prices: Adults/
Concessions £3, Child £1
Contact: Alan
07961258299

MARCH 23 - 24

**9th Hobbies and Model
Exhibition,** Michael
Herbert Hall, South
Street, Wilton, near
Salisbury SP2 0JS
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Stars Appeal for Salisbury
District Hospital
Please contact for more
details: p.parrish324@
btinternet.com

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Lydeard Station, West
Somerset Railway,
Bishops Lydeard,
Somerset, TA4 3RU
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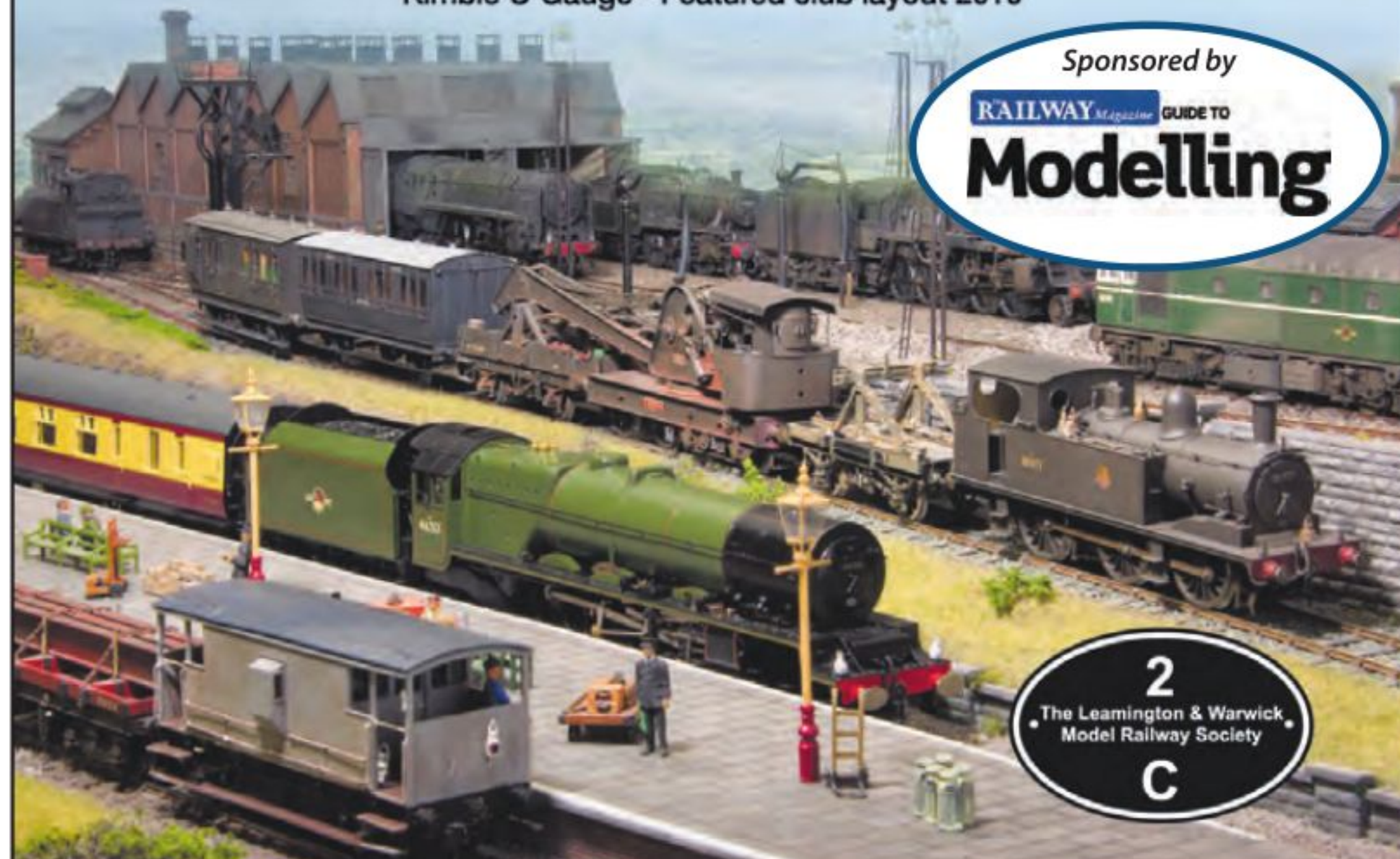
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John M Rodway's Tales From Knottewithought Junction

The Beast of Knottewith Sidings

THE SUN ROSE SUDDENLY OVER the Valley of the River Knotte. In this part of the county there were never any gloriously unfolding dawns or magic transitions through twilight to calm dusks. It was either bright day or dark night, and had been like this for as long as anyone could remember.

There were three rings on the Stationmaster's phone on the omnibus circuit. It was George at Lower Knotte Sidings.

"It's 'appened again," George told his superior. "Wagons have been shunted around without changing the points. It'll take us hours to put them back on the rails. What we're going to do?"

"Do the derailed wagons foul the through lines?"

"Narh," George replied. "They're only off in t'sidings. T'rap point did its stuff okay."

"I'll send young Jimmy along to help you," replied the Stationmaster. "He's willing and strong, even if it's not what he's employed to do. Must keep the trains running as best we can with the staff we've got."

George rang off. Albert Newton turned the handle on his old-fashioned phone four times. Arthur Platt answered it from the signalbox.

"There's more derailed wagons at Lower Knottewith," Albert told him. "Tell young Jimmy to get on his bike, pedal like the clappers and report to George. He's to help him with re-railing."

"Do you know what's causing the wagons to move?" Arthur asked.

"They've got brakes, but they can't be pinned down," the Stationmaster told the Signalman. "Regulations state that such wagons must be held with

scotches against the wheel treads, or sprags between the spokes. George assures me he's been doing that, but still the wagons move."

Albert had written to the District Superintendent many times about non-functional wagons' brakes, even pointing out that brake levers, their guides, V-hangers, push rods, brake blocks and safety loops were often made as one piece. Nobody from District had even replied, let alone done anything about it.

In due course the Lower Knottewith wagons were set back on the rails, and fortunately neither they nor the rails had suffered damage. Before catching the branch train back to the junction, young Jimmy called in on his Aunt Mary. She showed him where parts of the walls of her cottage had disappeared. It was as if they had been chiselled out. She also told her nephew that she thought she'd seen a large creature scuttling out of the open back of her home.

A few days later a large piece of wood appeared in the roadway between the siding roads at Lower Knottewith. It supported some pieces of metal and a lump of what smelled like cheese, but it was far too big to actually be that. While it was dark there was a resounding thump, and when Aunt Mary looked out of her bedroom window the following morning, there was a large creature on the strange contraption, trapped by a bar across its neck. It



"It'll take us hours to put them back on the rails..."

was furry, with small black eyes and a long tail – quite frightening. Beast and contraption disappeared into the sky soon afterwards.

After that, there were no more nocturnal wagon movements nor derailments at Lower Knottewith Sidings, for which both George and Stationmaster Newton were most relieved, and Aunt Mary's cottage received some repairs to its walls, although there were some funny smells for several days afterwards.

Mortons Media Group Ltd wishes to point out that no animal was harmed during the making of this feature – and for the 'droppings', it's amazing what a few grains of rice and a bit of black emulsion paint can do!



A few days later, a large piece of wood appeared...



There was a resounding thump in the dark...



Aunt Mary showed him where parts of the walls of her cottage had disappeared...



She thought she'd seen a large creature scuttling away...

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Admission Prices at the door: Adult: £13 Child: £6 Family: (2 + 2 x 1 day) £29.

Fri 23th: 10.30am - 6.00pm **Sat 24th:** 10.00am - 6.00pm **Sun 25th:** 10.30am - 5.00pm.

Tickets may be bought at the show or in advance by visiting our website www.modelrail-scotland.co.uk. To purchase advance tickets by post, please forward a cheque or postal order made payable to 'AMRSS' together with a self addressed stamped envelope, to arrive no later than 15th February 2019. AMRSS, PO Box 9117, Shotts, ML7 9AF.

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Euxton Junction. Photo courtesy Tony Wright

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Ex2019@prestonanddistrictmrs.org.uk

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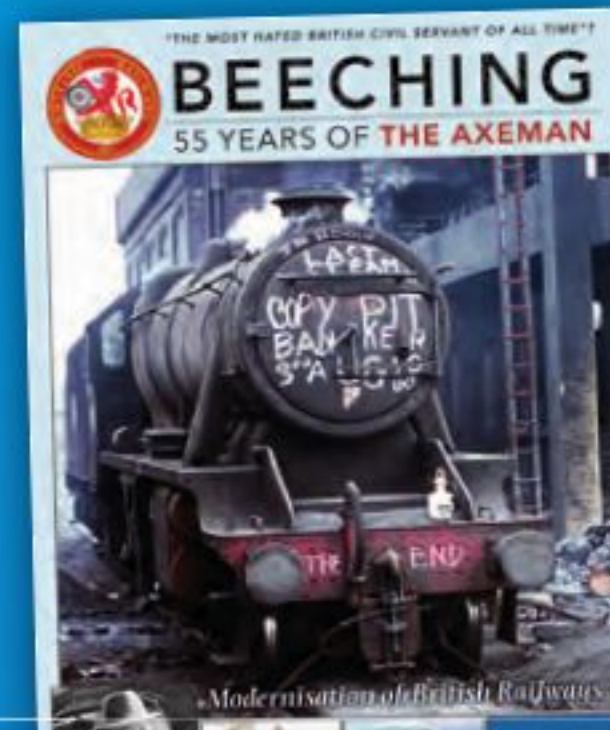
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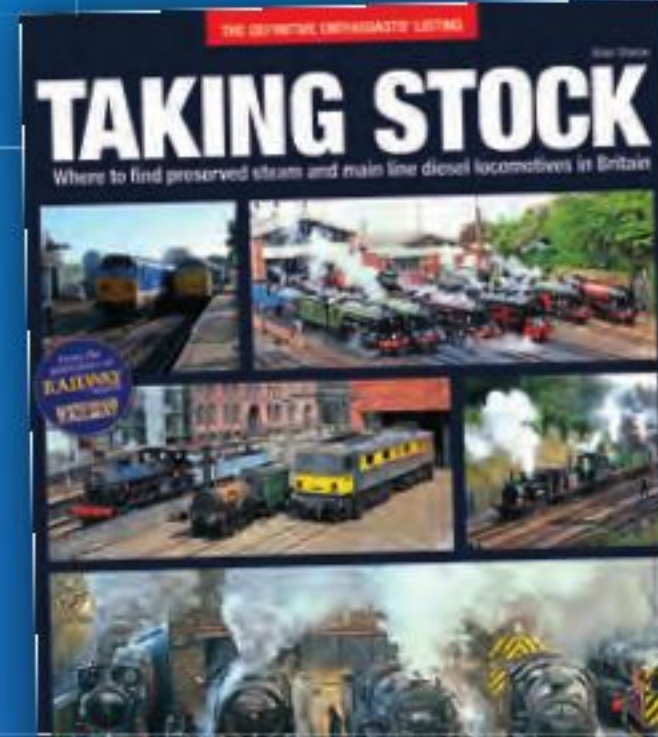
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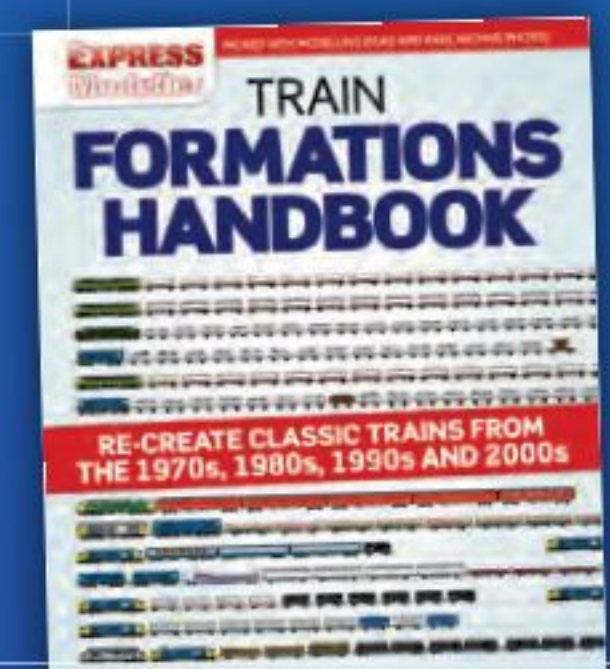
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St. Ann's Cove



A bit more mess, a few more buildings

Progress continues on RMM's N-scale St Ann's Cove project by hacking out the central landscape section from polystyrene batons and then putting together a few more buildings, including a scratch-built 'Harbour Lights' fish restaurant.

NOW THAT THE STABLE-BLOCK model room where our 'St Ann's Cove' layout is situated has decent lighting and heating, progress has resumed with the initial shaping of the second landscape section, which will be revealed in its fully landscaped glory next month.

Work on the layout was impossible while the electricians were getting on with the job, so we took advantage of the spare time by constructing a few more model buildings. As you can see from the photos, the N-scale kits from Metcalfe and Petite Properties complement each other extremely well, and we should have a really nice little seaside village by the time we've finished.

The new landscaped scenic section will incorporate a small campsite, a narrow road leading down from the hills and a stream emptying into the inner harbour as a waterfall. A road bridge will also cross the far end of the inner harbour.

The sturdy Petite Properties buildings are a joy to put together and, being unpainted, allow the modeller to apply any kind of finish he or she chooses –

but bear in mind that in N scale, the camera will expose every blemish, so a very light touch, a steady hand and lots of patience is advised.

Many modellers will have a box or cupboard full of leftovers from previous building kits. These are always worth keeping for future customisation, and allowed me to modify a couple of Metcalfe's delightful low-relief timber-framed shop fronts (PN 190) by making them into a greengrocer's and a butcher's by simply taking unused window displays from old shop front kits. Even the original shop signs could be used when sensibly cut to size.

One Saturday morning when I had nothing much to do (or, to put it more accurately, had lots to do but didn't feel like doing it!), I took some leftovers from an old N-scale Metcalfe corner pub and scratch-built a 'Harbour Lights' fish restaurant. Pink paper curtains gave the old pub windows a bit of class; a porch was added; a chimney was made from the stem of a Remembrance Day poppy and the old 'Fish & Chips' sign and menu boards came in handy, too.



A row of low-relief houses will stand at the foot of the central scenic section that's been roughly hacked from polystyrene batons, and a stream will flow from the hills to the inner harbour as a waterfall. We should have everything finished scenically by next month.

If you want to see real craftsmanship, though, just look at the lovely freehand 'Party Palace' shop sign that Ann applied to one of the small Petite Properties buildings – and the window displays that go with it.

One building that needs no modifications whatsoever, though, is the exquisite Metcalfe station master's house (PN 935) that's part of the Bell Busk,

Skipton, firm's Settle & Carlisle range. With die and laser-cut components, this beautifully detailed card construction kit will feature in next month's RMM.



Some of the growing collection of seaside village buildings are arranged to see what they look like together. On the left are two Petite Properties kits dressed by Ann – note the freehand 'Party Palace' shop sign – and on the right are some of Metcalfe's low-relief timber-framed shop fronts (PN 190), the first slightly modified as 'Ye Olde Chippy'.



Fish and chips again – but this time to brighten up the harbour side itself. Parts of an old corner pub kit, pulled out straight and braced at the back with the pub windows added, make up most of the frontage, and the 'fish and chips' sign and price board were unused parts that came from another old kit. To emphasise just how small N gauge is, the 'chimney' is part of a remembrance poppy stem.



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