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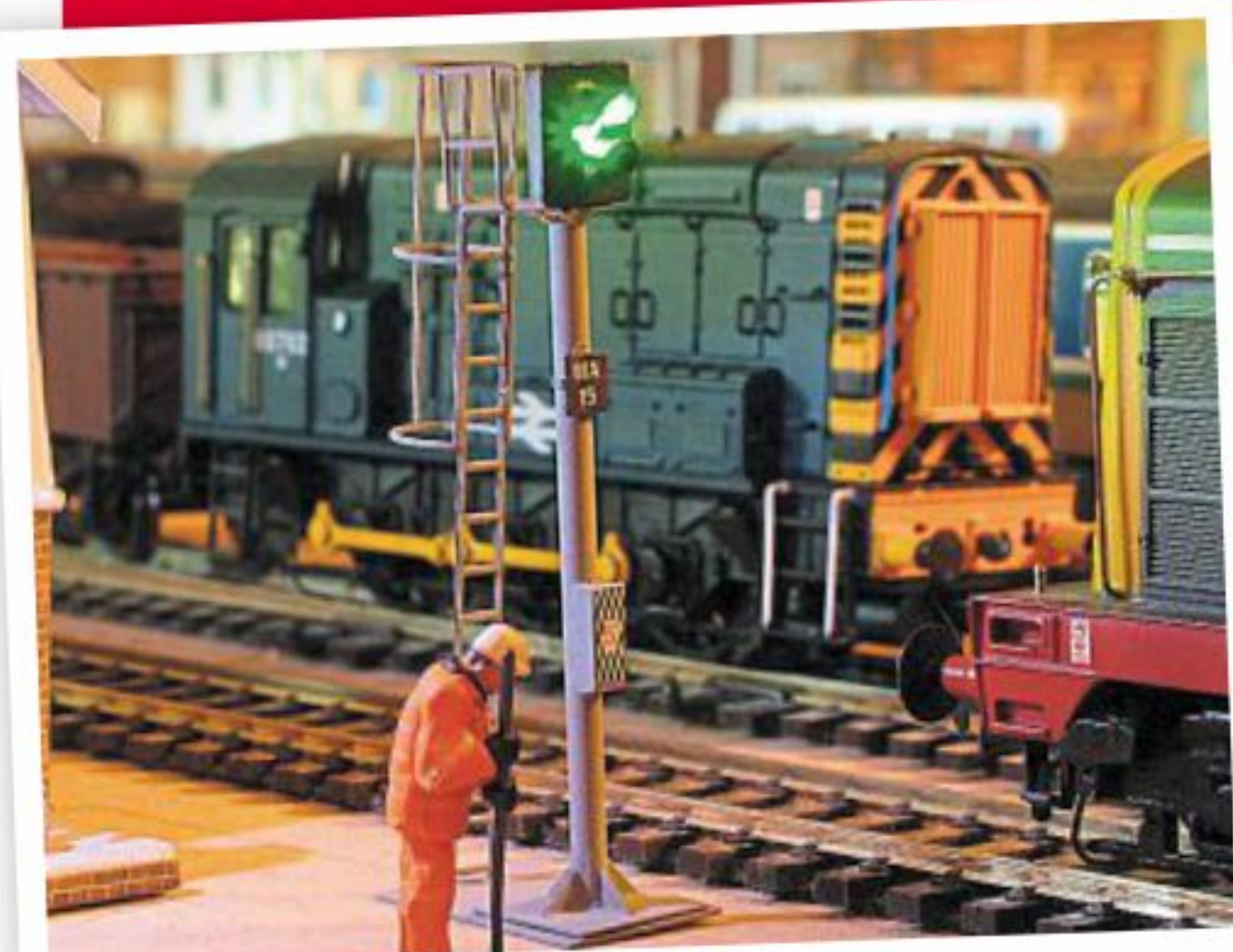
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May 2019 issue of RMM is out on

Friday, April 26, 2019.



Pete Kelly
Editor

From the editor

Unless you've been living on Planet Zog for the past few weeks, many of you will be aware of yet more air time given over to railway modelling on TV in James May's captivating two-part BBC4 series, *Big Trouble in Model Britain*.

The hallowed name of Hornby formed a big part of the presenter's childhood, and the fact that he remains a model train enthusiast to this day made him the ideal choice for introducing the programmes – but this time, in contrast to the usual gently-nostalgic musings about the hobby we all love, they were about the serious matter of stark survival for the iconic brand in an increasingly crowded market.

Central to the theme was the return to Hornby of Simon Kohler as second-in-command after being 'let go' by the firm four years ago. He'd been recruited from a rival company by CEO Lyndon Davies after an "astronomical" loss of £30 million had been built up by the model-making firm over the past five years, and now it's up to Simon to turn things around once and for all.

At one of the most critical moments in Hornby's 118-year history, the TV cameras were given exclusive access to the Margate factory that served the firm for 50 years, employing more than 2000 people at its peak – and what a picture was painted as Simon Kohler was followed around and key employees were interviewed.

Sheer passion for the Hornby name came out time and time again, and

among the older employees Peter, who's worked for the firm for 52 years and is now head of archive at the Hornby Museum, had seen it all before. In fact he was so outspoken that small images of Hornby models kept appearing in front of his mouth in answer to his last words: "I hope all this is going to be edited!"

What a character!

As I write (at four o'clock in the morning!) several of my old Hornby models are lined up on my desk, including two of my apple green LNER favourites – BR7/6 4-6-0 No 2862 (BR No 61662) *Manchester United* and D49/1 4-4-0 No 2753 (BR No 62728) *Cheshire* – and on their underside are the immortal words 'Hornby, made in Great Britain'.

My reason for mentioning them is that I wonder if these sturdy and beautifully free-running models will ever be made again, for one of the most poignant moments of that first programme came when Simon was shown around the strangely empty old tooling room, and seemed absolutely devastated when he realised just how many of the precious moulds had been scrapped in recent years.

They'd cost tens of thousands of pounds each to make, and were irreplaceable, but those that hadn't gone over to China as part of the factory move, and which might have formed the basis for re-runs of some vintage models, had now gone forever!

On a more pleasant note, and perhaps one of the more imaginative ways of securing Hornby's future, the

audio research division at Sandwich was working on a brilliant idea for a 'canopy of background sounds' that seemed to be emanating from a model vent van.

The sounds included footsteps on platforms, the clackety-clack of wheels over rail joints, birds singing, dogs barking, cockerels crowing – in fact the sound library could contain anything you could possibly imagine, bringing layouts to life as never before.

I couldn't help thinking what a difference the cries of seagulls and the crashing of waves on the rocks could make to our N-scale 'St Ann's Cove' layout.

Other interesting moments in that first programme revealed what an ordinary modeller – brought up with Hornby but now faced with a bigger choice than ever before – thought about the company's fortunes; what goes on between the big firms at big model exhibitions; and the problems that were encountered (and are now solved) when a sound-fitted version of Hornby's excellent new 'Lord Nelson' model was first tried out.

What a wonderful behind-the-scenes insight into the world of model railway manufacturing *Big Trouble in Model Britain* has brought – and the second programme (which we were unable to watch before this issue of RMM went to press) promised even more fireworks!



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'British Rail 1948-1997'



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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Includes both standard and knuckle couplings.

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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.

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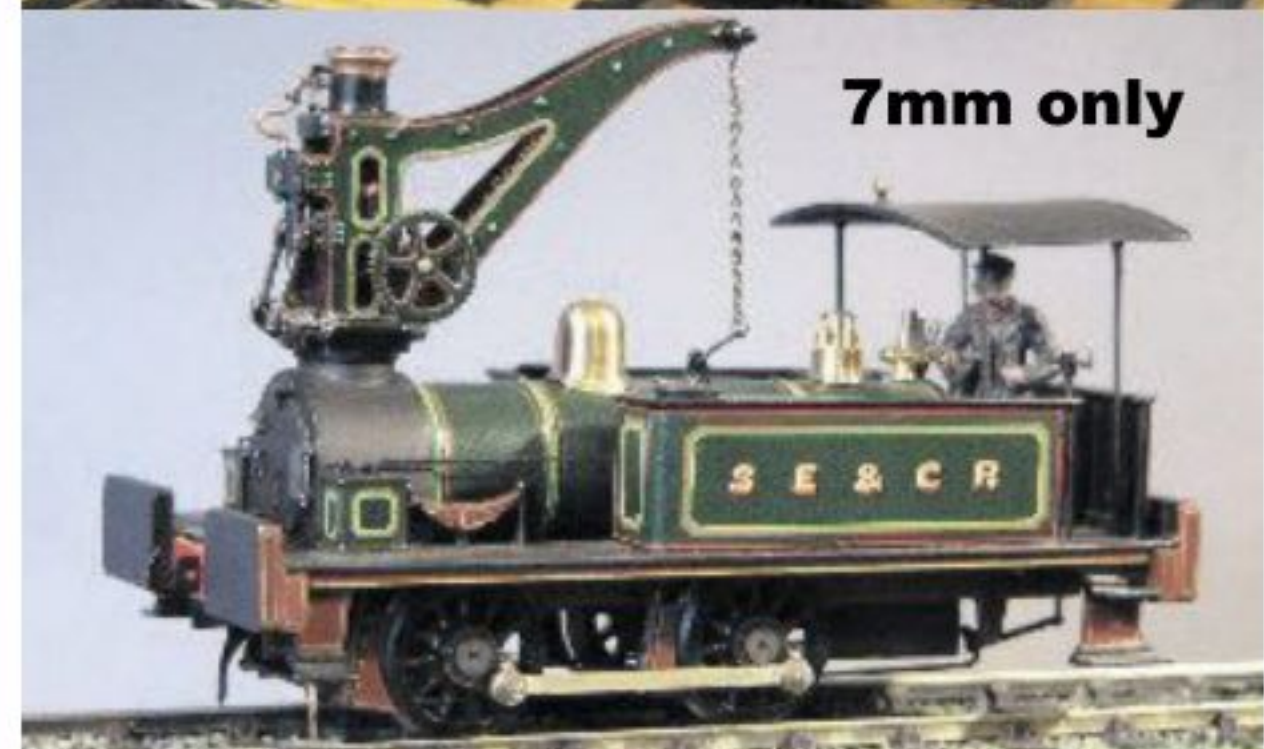
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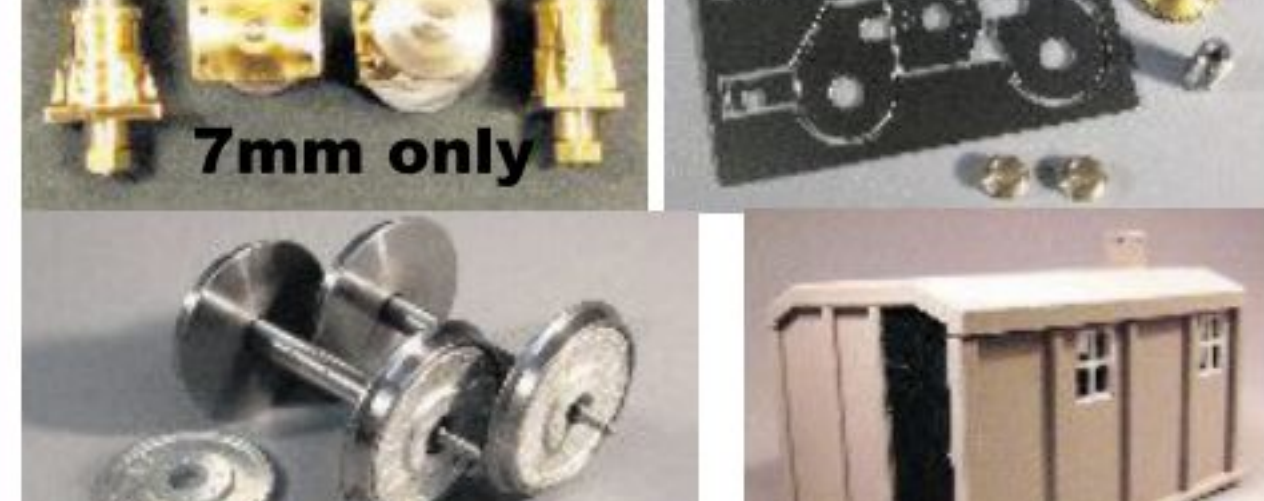
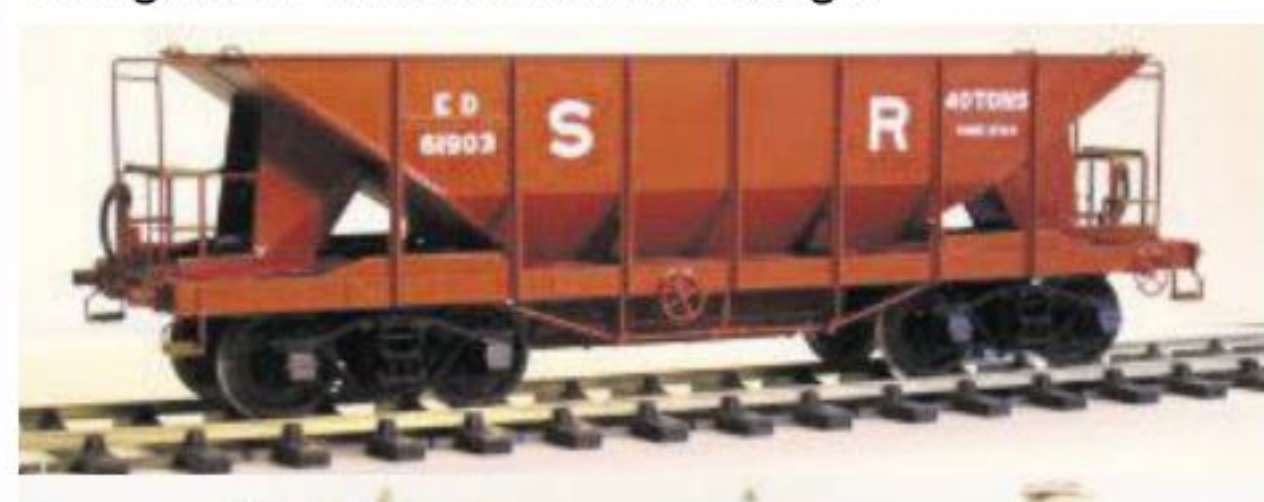
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New high-tech product range from Train-Tech

A new UK-designed and built range of products aiming at bringing yet more realism to layouts has just been announced by Train-Tech.

A 'Smart Screen' system enables miniature working animated screens to be triggered by a range of inputs including switches, DCC commands and even track sensors, that can be used to show different screens as trains pass over them, or different messages for different platforms.

'Smart Screens' can also be fitted inside modern-image trains and multiple units to show destinations and stopping points, and

can even change destinations automatically. They can also be used on roads, buses and at sports stadia. The small module has everything built inside so that the buyer need only connect two wires to DC or DCC power to make things come alive.

They cost £50 each or £90 for a twin pack, with station platform housing sets for £10.

SRI 'Sound Track' is an easy-to-use, low-cost portable sound recorder enabling enthusiasts to record railway sounds, take them home and then play them back automatically on their layouts.

It has four separate sound tracks, each of which can be replayed either by a controller command, touch of a button, or triggered by a track sensor when a train reaches a particular place.

This means that the whistle sound of a favourite locomotive model can be played on the approach to a 'Whistle' board, or a station announcement played automatically as the train comes into a station.

'Sound Track' can be portable, running off an internal 9V battery to make recordings easy anywhere, before being connected to DC or DCC supplies back at the layout, and the 'Sound Track' recorder and player costs £69.

A new ST10 'Track Sensor Plus' is an enhanced version of the pre-existing track sensor which, as well as controlling other layout link accessories such as level crossings, signals, sounds and screens automatically, can also operate LEDs and connect to the modeller's own computer systems.



Recording your own railway sound tracks before returning home to your layout to hear them played over again has never been easier than with Train-Tech's versatile SRI 'Sound Track' portable recorder.



Train-Tech's 'Smart Screen' can be used as an active station indicator like the one shown here announcing the approach of a Norwich train.

It has four separate control outputs which indicate train position and occupancy without the need for any additional electronics, and is ideal for making a mimic control board.

Complete with panel, LED and instructions, it costs £25.



This is the ST10 Train-Tech 'Track Sensor Plus' that's now available for £25.

Collectors' club 08 in Longmoor guise

An N-scale Class 08 diesel shunter in the guise of No 878 *Basra* in Longmoor Military Railway livery is the latest limited-edition model to be produced exclusively for Bachmann Collectors' Club members. Just 504 have been produced, and they will cost £109.95, each one coming with a certificate of authenticity.



In its bright LMR livery, this N-gauge Class 08 shunter is a Bachmann Collectors' Club exclusive.

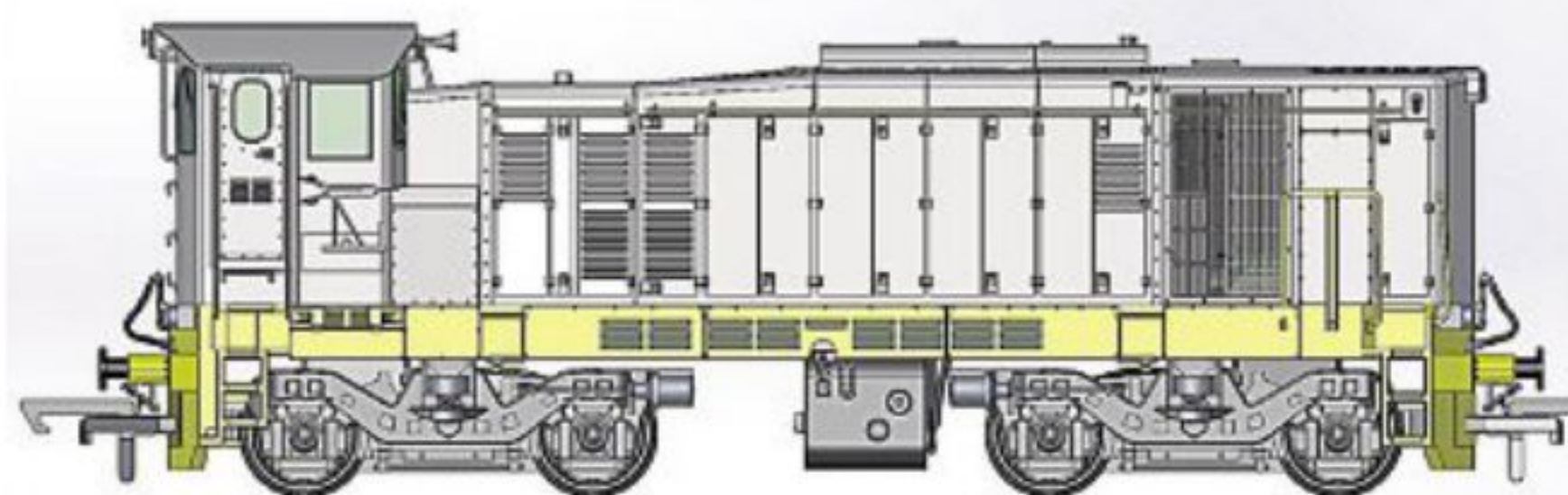
Murphy Models plans GM Class 121 diesel

Padraig Murphy at Murphy's Models (murphymodels@eircom.net) has sent some initial CAD images of a planned GM Class 121 locomotive which, he says, is quite complex, with lots

packed in beneath the bonnet, which will feature see-through side grilles.

Background information can

be found on www.eiretrains.com and no fewer than 12 models in five colour schemes will become available.



Just look at the amount of fiddly detail that's planned in this Class 121 CAD image.

Exhibition milestone for HRCA

The Hornby Railway Collectors' Association's 50th Anniversary Hornby Train Show will take place at Stoneleigh Park, Warwickshire CV8 2LZ, between 10am and 5pm on Saturday, April 27, with the Sunday reserved for HRCA members and guests only.

The HRCA is a club of some 2300 members who collect, run and restore all of the Meccano Hornby O gauge trains from 1920 until 1964 and Hornby Dublo

trains from 1938 until 1964.

Vice-President Michael Foster, whose fifth book in his painstakingly-researched *British Toy Trains* series, this time dealing with Mettoy Ltd, is reviewed on page 46, says that such was the volume of Hornby trains produced by the Meccano factory in Liverpool that engines, wagons, coaches and accessories can still be purchased for just a few pounds.

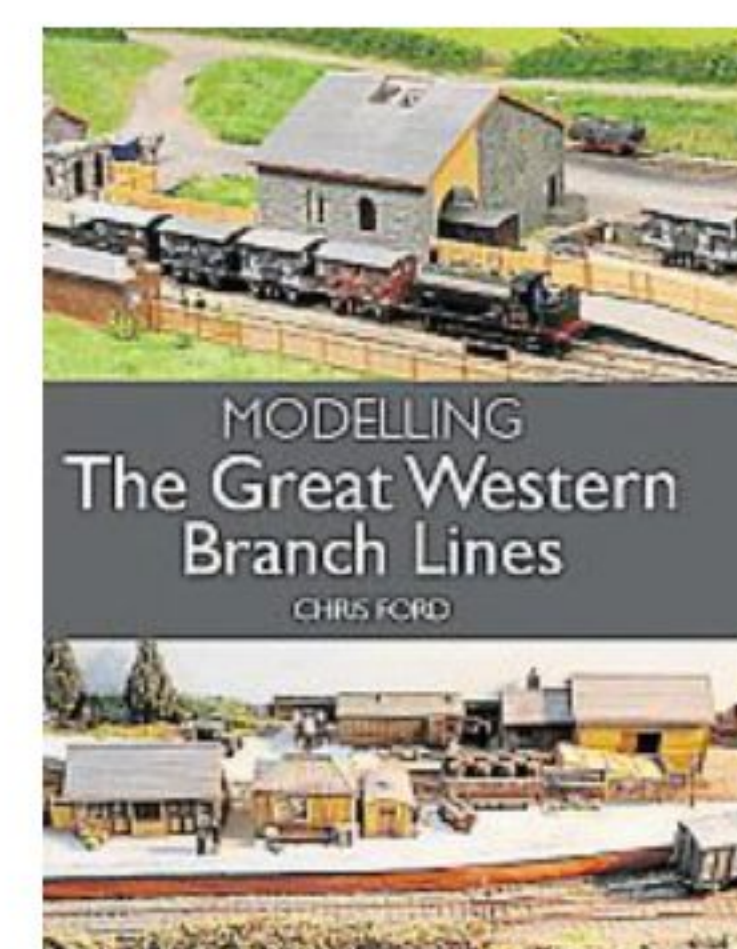
Bringing Great Western branch line layouts to life

The branch lines of the old Great Western Railway constitute one of the most frequently-imagined ideas for model railway layouts.

The sheer uniformity of the GWR (which, right down to the unchanged cast cabside number plates of its locomotives, continued into nationalisation as if nothing had changed) and the attractiveness of the countryside through which the branch lines ran, remain the main factors behind this popularity, and this is underlined in a well-illustrated and informative new book by Chris Ford,

published by The Crowood Press and entitled *Modelling The Great Western Branch Lines*.

It provides all the advice anyone wishing to model this fascinating region and era could need. Chris considers the historical background of the Western Region of BR, reviews available ready-to-run and kit-built steam and diesel motive power, explains Western Region signalling practice, discusses the rolling stock typically used on the WR and provides some practical suggestions for branch and main line layouts.

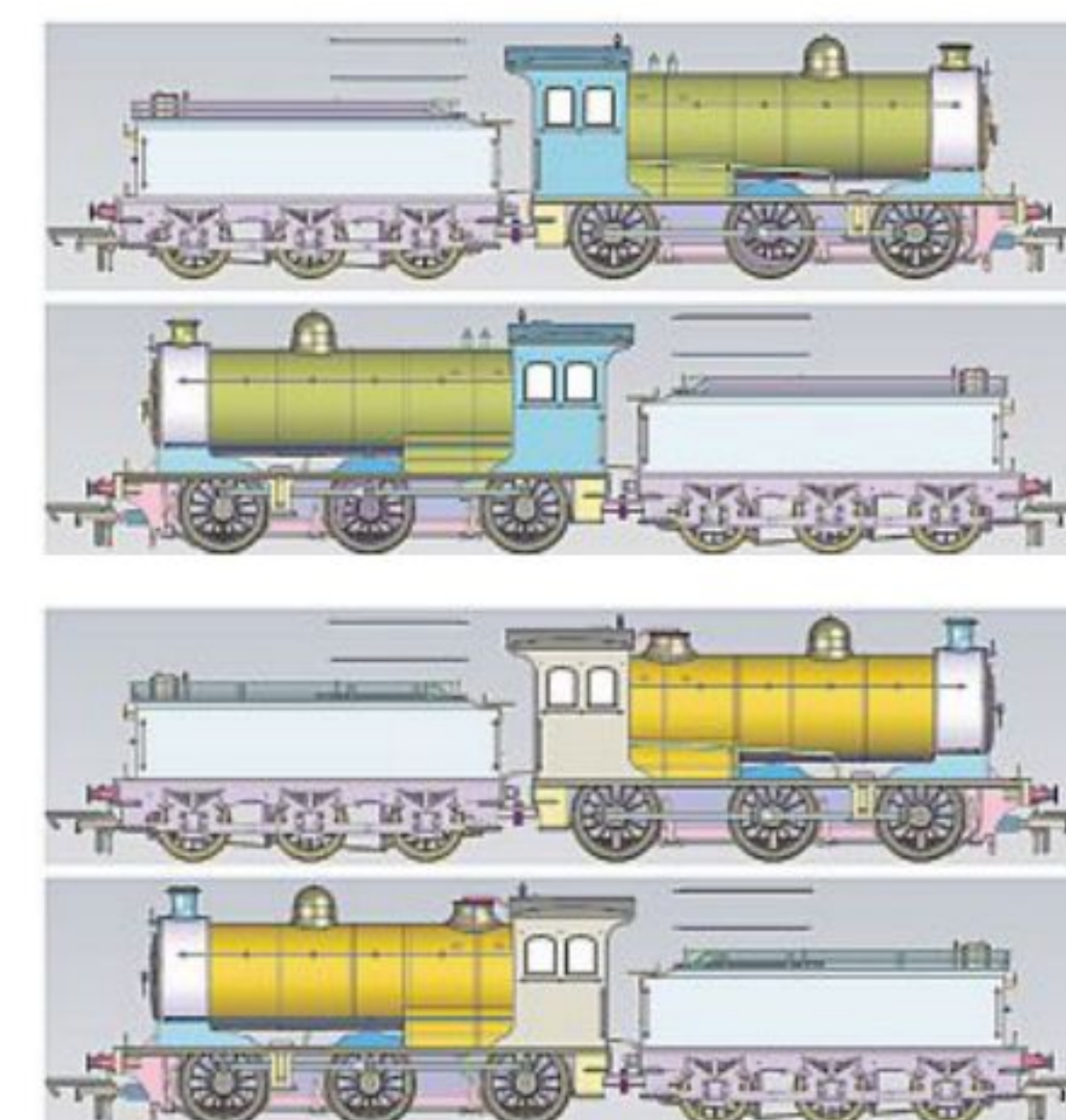


Modelling The Great Western Branch Lines, by Chris Ford. Published by The Crowood Press. 192-page 246x189mm paperback with 203 colour and 49 black and white photos. ISBN 9781 78500 5275, RRP £19.99.

Oxford Rail releases CADs of multi-variant J27 locos

Oxford Rail has sent us these early CAD images of its forthcoming model of Worsdell's big-boilered North Eastern Railway P3 0-6-0 freight locomotives that became known as J27s under the LNER.

This long-lived class, introduced in 1906 as a development of the J26 of 1904, will come in no fewer than eight variations – with Diagram 57 and Diagram 57a boilers, with Ramsbottom safety valves, Ross pop safety valves, short and tall chimneys, different smokebox doors, different coal rails and two types of wheels (original locos were built without balance weights on the centre wheels and later the balance weights were added).



Spot the differences in these two CAD variations on Oxford Rail's J27 theme.

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Tooling has been engineered to allow a variety of locomotive and era-specific details to be included with each version of the model.

REPUTED TO BE A DIFFICULT CLASS of locomotive to fire, the Southern Railway's Maunsell-designed 'Lord Nelson' (LN) 4-6-0s were constructed to haul the heavier cross-Channel passenger trains between London Victoria, Dover and Folkestone envisaged by the SR's operating department.

Sixteen locomotives, numbered 850-865 (each initially with an 'E' prefix) were built at Eastleigh works between 1926 and 1929, with particular care being taken to keep their weight to a minimum to reduce the impact on trackwork, a particularly important consideration at Channel port terminals.

They were a departure from the more conventional two-cylinder locomotives operating on the Southern Railway at the time in having four cylinders divided between the front and middle coupled axles to improve weight distribution to meet the demands of the Southern Railway's lighter axle loadings. Another documented feature was the 135-degree crank angle instead of the more conventional 90-degree

angle which, when combined with the cylinder arrangement, further reduced the locomotive's impact on the track and gave eight exhaust beats to each revolution of the driving wheels.

One feature that is well represented on the model is the long Belpaire firebox that made the 'Lord Nelsons' challenging to fire well, and required experienced footplate crews to get the best out of them. They were capable of hauling heavy expresses over the Kent Coast main line at a good average start-stop speed and with sufficient acceleration to avoid impacting on the busy suburban lines around London.

The class soon expanded its operational sphere to other parts of the Southern Railway, working over the South West main line on Southampton boat trains.

Several attempts were made to improve the locomotives' performance by both Richard Maunsell and Oliver Bulleid, the most successful of which was the fitting of smoke deflectors, large-diameter chimneys and improved blast pipes.

The first locomotive to be released to traffic was No. 850 *Lord Nelson* which gave the class its name. The remaining 15 locomotives were also named after famous naval officers, and upon Nationalisation, the class was renumbered 30850 to 30865.

Following withdrawal of the class by British Railways in the early 1960s one, No. 850 *Lord Nelson*, was saved for the National Collection. After appearing at numerous heritage railway galas and being certified to run on the main line in the past, it is currently located at the Mid-Hants Railway.

Appropriately, the locomotive made an appearance at the Eastleigh Works centenary open weekend in 2009, where it was displayed in SR malachite livery with smoke deflectors and 'sunshine' yellow lettering.

Hornby released its brand new model in late 2018 in the form of No. 851 *Sir Francis Drake* in lined olive green livery with an eight-wheel tender and without smoke deflectors, placing it in the early 1930s time period. In common with models designed by Hornby in the last

10 years, it has an extraordinary level of detailing through the creative use of small individually tooled detailing parts. The model will be released with locomotive and time-specific details with no fewer than four BR versions in the catalogue including Nos. 30850 (R3603TTS), 30852 *Sir Walter Raleigh* (R3732), 30859 *Lord Hood* (R3733) and 30863 *Lord Rodney* (R3635).

Engine

A remarkable amount of detail has been applied to the engine's boiler, firebox and running plate assembly, both moulded as part of the main components and as separate fittings. Moulded details such as boiler bands, rivets and the cab backhead are all subtly tooled. The design allows for various differences and modifications made to the class during their operational lives, including the use of separate mouldings for key components such as the chimney, dome and pipework. Although this model is not equipped with smoke deflectors, it would be possible for Hornby to add them to later versions.

FEATURES OF THE MODEL:

- Finely tooled body shell assembly enhanced with individually applied fittings.
- Sprung buffers with metal heads.
- Drive fitted to the engine.
- Eight-pin DCC interface located in the tender.
- Tender equipped for digital sound installation.
- Current collection from all eight tender wheels.
- NEM coupling pockets.
- Correct space between frame and boiler.
- Brake linkages and front footsteps provided as detailing parts.
- Separate whistle and safety valve detail.
- Small mouldings used to detail the cab backhead.
- Brake details fitted in line with the driving wheels.
- Length: 282mm over the buffers with tender draw bar in maximum extension.
- Weight, including tender: 310g.

This side view of the locomotive shows off its pristine lined olive green livery.



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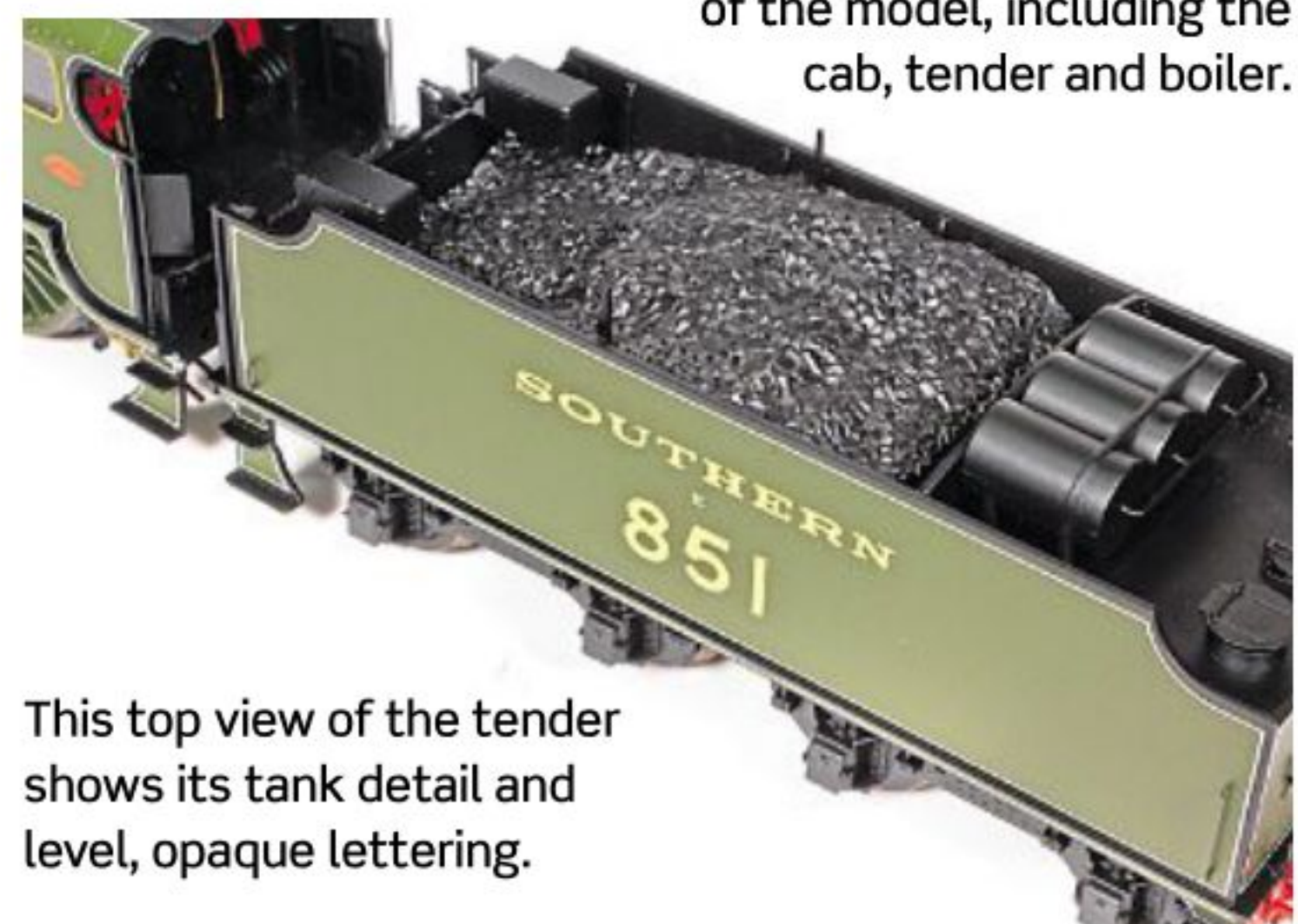


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Lining and printed details are neatly applied to all parts of the model, including the cab, tender and boiler.



This top view of the tender shows its tank detail and level, opaque lettering.

The cab structure is made up of plastic mouldings, which are thin in section as seen in the cab roof and sides. The cab backhead is not only a lovely tooling in its own right, but is also decorated with driving controls such as the regulator, brake, firebox door and lever, dials, water gauges and valves – a remarkable bit of modelling which thankfully is easy to enjoy thanks to the low tender.

Tender

The smooth-sided eight-wheel 5000-gallon bogie tender is well modelled and compares well with photographs of the prototype. It too has thin plastic sections making up the sides, giving it a fine appearance, and is

equipped with a wealth of small details and toolings for important components such as the three tanks mounted over the water tank, which itself has neatly modelled hatch details. A defining detail of this low, long type of tender is that it is equipped with two bogies, adding to the fine proportions of the locomotive. Noteworthy are the correctly shaped footsteps which do curve inwards on the full-sized tenders.

Wheels and couplings

The main driving wheels are constructed from a combination of plastic spoked inners and neatly manufactured tyres, resulting in a fine appearance with correctly shaped spokes and balance weights. The inners are painted the same

olive green as the locomotive body with a good colour match. The front bogie wheels are also fine in appearance for an OO-gauge model, and all of the wheels conform to the RP25 standard, being able to run well through proprietary track systems such as Hornby's Set Track (second radius curves and larger) together with Peco 'Streamline' track.

NEM coupling pockets are fitted to the front bogie of the engine and rear bogie of the tender – no close coupling cam is included. Normal slimline tension lock couplings are supplied with the model.

Electronics

An eight-pin DCC interface socket is fitted to the tender, together with provision for the fitting of digital

sound. Current collection is made through all eight wheels of the tender together with the driving wheels of the locomotive. It has a good length of current collection capability which should prevent gapping over complex junctions when insulated frog turnouts are used. There is an electrical connection between the locomotive and tender which is fitted with a sub-miniature plug and socket which allows the tender and engine to be separated.

Livery and finish

A fine representation of Maunsell olive green livery has been applied to the tender and engine, including the driving wheels and wheel splashes. Lining is black and white, fine in appearance and neatly applied. Lettering on the tender is also correctly shaded and neatly printed in place. It is level and the printing is opaque with no sign of the underlying green showing through. Small printed details include the nameplates located over the centre driving wheel splashes; numbers applied to the cab sides and a red buffer beam with the locomotive number clearly and sharply applied. Overall, the model is attractively finished in pristine condition, representing the class in early Southern Railway condition after the 'E' prefix had been dropped. It runs beautifully, and with its neatly applied detail and satin finish, it will be a credit to any Southern Railway layout (in other words, I like it a lot).

No. 850 Lord Nelson was finished in Southern Railway malachite green livery and equipped with smoke deflectors and large chimney when photographed in May 2009.



MODEL DETAILS: Southern Railway 4-6-0 'Lord Nelson' Class locomotive.

Manufacturer:
Hornby Hobbies Ltd.

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

Era:
Built between 1926-1929.
Withdrawn 1962.

Web:
www.hornby.com

Suggested retail price:
£169.99.



The proportions of the model compare well with photographs of the prototype.



A smooth-sided 5000 gallon, eight-wheel bogie tender is matched with the engine.

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What's *in the* shops

Dapol's N-gauge 'Pacer' emerges at last

One of the more unusual models to appear in the shops recently has been the Dapol N-gauge Class 142 'Pacer', which is offered in a variety of body shell combinations. **Nigel Burkin** brings this review.

MODELLERS HAD TO WAIT SEVEN years for Dapol to complete and release its N-gauge model of the now increasingly iconic Class 142 'Pacer'. They were introduced in 1985 as a replacement for conventional first-generation DMUs. Many travellers feel that the 96 two-car railbuses are now long past their use-by date, and their continued use on services for which they are clearly not suitable has done little to endear them to the travelling public. The writing is now on the wall for the Class 142 (along with the Class 143 and 144 railbuses) with withdrawal at the end of 2019 likely as new and rebuilt trains come on stream cascading stock to lines currently worked by 'Pacers'.

Constructed using Leyland bus bodies on a rigid underframe fabricated at Derby, the Class 142 was a cheap and cheerful train built at a time when railway finances were far from healthy. They were allocated to lightly-used lines in England and Wales, including West Country branch lines on which they performed particularly badly. Underpowered, and with a tendency for rough riding on jointed track (which incidentally was common on the lines for which they were built), the Class 142 gained the nickname 'Nodding Donkey' thanks to their up and down motion on poor track.

Operators have done much to improve both the interior fittings and seating in recent years, but little can overcome the shortcomings of the long fixed-wheelbase chassis. Better information systems have been fitted, and some units have received large electronic destination displays fitted to the panel above the cab windows. Better engines were fitted early on to improve performance, and that, together with their low operating cost, has seen the Class 142s survive to see more than 30 years of front line service, in many instances migrating to short urban services. It is likely that one will be preserved once withdrawals begin.

Dapol started work on its Class 142 model several years ago, but the project was shelved for a while as part of its reduction in N-gauge developments. It

has since re-emerged, to be released in the form of five different models which have details specific to particular units at certain times of their lives. The review model is of a long-lasting Regional Railways version numbered 142081 with revised passenger doors and the three large roof ribs applied to later builds.

The striking yellow and white Tyne and Wear livery also features as No 142021 is offered with original doors and the early roof format. Privatisation liveries are not forgotten either, including Northern Spirit No 142025, Northern Rail No 142065 and No 142085 representing Arriva Trains Wales.

Body shells

Several body shell formats are available, allowing Dapol to issue models from any time in the 30-year history of the class. Composed of injection-moulded plastic, they are tooled with the fixing details that hold the bus body panel modules together alongside seam lines and cab details. Both the original folding doors and later twin-fold doors which replaced the unreliable originals are modelled in the first five models, the review sample having the newer twin-fold doors represented in the body shell. Roof ribs are also modelled according to the unit, with low-numbered Class 142s having the multiple fine roof ribs together with the larger triple ribs on the later units.

The body shell and windows seem to have been adjusted to accommodate the drive system (which has been made as low-floor as possible) in an effort to keep its top surface below the bottom edge of the passenger windows. It leaves as many of the passenger windows as possible except where the circuit board and decoder socket are located, there being no convenient luggage or guard's area to hide such things in a 'Pacer'.

Moulded hand rails have reduced the size of the windows in the passenger doors, too. The windows are fitted with flush glazing, and some work could be done with passenger figures to reduce the impact of the drive, and some wiring on the interior of the model.

Chassis

Both the powered and unpowered car chassis are rigid in the same manner as the full-sized units, which is commendable. The temptation to try and add some sort of pivoted axle at one end has been resisted. Despite the long rigid underframe, tests on my Dudley Heath layout, which has a couple of sections of sharply-curved track, indicated that the model will traverse nine-inch radius curves with ease. The chassis frame is well modelled, with the ends of the frame tapering towards the cab correctly, and with well cut-in detail for the axle guards, spring detail and some of the underframe components. There is little detail on the underside of the model behind the solebars.

Drive and electronics

One car is powered with four driven wheels which are linked to the five-pole motor through spur gears. It runs smoothly, albeit with a touch more noise to begin with than one expects from N-scale models these days. Power is collected from all eight wheels of the two cars, and the use of electrical connectors in the inner couplings allows the track power to be shared across both cars. This results in current collection over a good length of the model which will go a long way to prevent electrical bridging on complex track work.

Current is collected through split axles with stub-ended contacts built into the inside of the axle guards and solebars, where they

are well concealed from sight. It is a very reliable form of current collection which has been successfully used in many Dapol N-gauge models. Inside the model are located two NEXT18 decoder sockets, one in each car to operate the running lights which are illuminated with LEDs and have a pleasing level of brightness. Internally, a light bar socket is also provided.

Small fittings

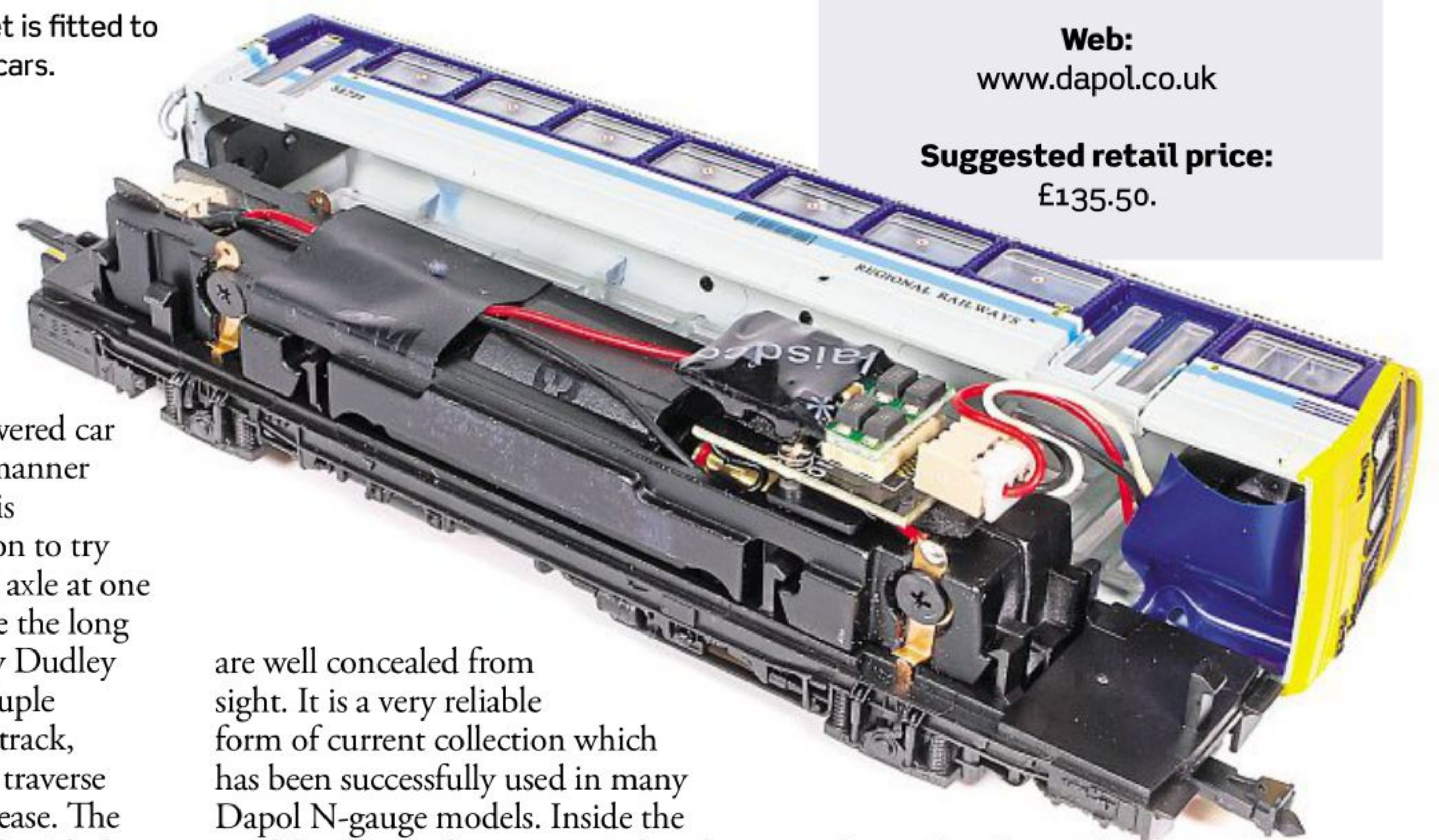
There are some small detailing parts applied to the model, including the exhaust pipe and a novel gangway located on the vehicle ends. The gangway is extendable, allowing the impression of close coupling even though no close-coupling cams are fitted. On the front of both cars are Dapol Scharfenburg couplings, with provision to swap them for one of the other couplings supplied in the box including Dapol's buckeye coupling system.

Overall

While there are some compromises in the design of the body shell, the model has all the appearance of a Class 142 and has a



One car is fitted with a five-pole motor with twin flywheels and two powered axles. A NEXT18 DCC socket is fitted to both cars.



Above: The drive mechanism has been made as low as possible to avoid interfering with the view through the passenger compartment windows – not an easy task with this type of train. The internal wiring could be better concealed, and some modellers may choose to replace it with finer wire.



Inner ends are equipped with a coupling with electrical contacts for track power to be distributed across both cars together with extendable gangways.



The circuit board and decoder socket, with its blanking plug, can be seen in part of the passenger compartment. Otherwise, the model looks reasonably clear of clutter from this angle.

MODEL DETAILS:

BR/Leyland Class 142 'Pacer'

Manufacturer:
Dapol Ltd.

Scale:
2mm (1:148) scale, 'N' gauge.

Era:
1985 to present.

Web:
www.dapol.co.uk

Suggested retail price:
£135.50.

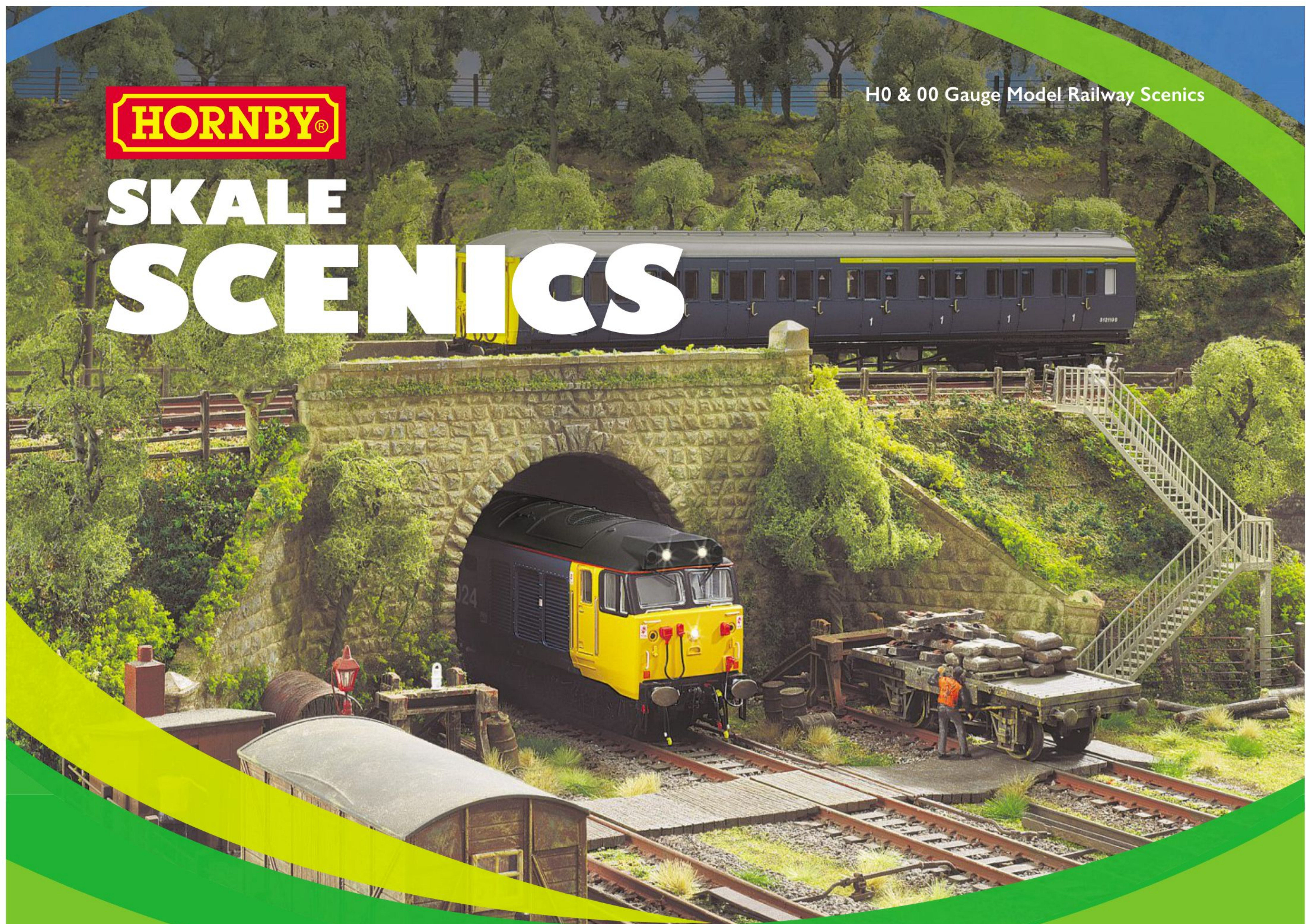
MODEL FEATURES:

- Body shells tooled to incorporate detail differences between Class 142s.
- Through wiring in both cars for track power.
- Stub ended split axles for current collection.
- Current collection in both cars.
- Fixed rigid wheelbase chassis.
- Five-pole motor with flywheels.
- NEXT18 DCC interface fitted to both cars.
- Working running lights and light bar socket fitted.
- NEM coupling pockets.
- Choice of outer end couplings.
- Extendable inner gangways for a close coupled appearance.
- Car length: 110mm over the couplings.
- Weight of powered car: 70g.



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What's *in the* shops

Farish six-car set in 'Western Pullman' guise

Graham Farish has reissued its popular 'Midland Pullman' set in the reverse livery of its final service on the Western Region. **Nigel Burkin** examines it in detail.



BR 'Corporate' livery of rail blue and grey is applied to reissued six-car Pullman unit by Graham Farish.

THE POPULAR N-GAUGE SIX-CAR 'Midland Pullman' set by Graham Farish has reappeared in the BR 'Corporate' livery of rail blue and grey in what was to be its last form before withdrawal in 1973.

Two six-car sets were built for the daily Manchester-St Pancras service, but these were subsequently transferred to the Western Region to strengthen its fleet of eight-car sets around 1967, when completion of West Coast Main Line electrification to Manchester saw the introduction of a faster electric Pullman service.

Each 'Midland Pullman' set was formed of two half sets in effect, consisting of a Driving Motor Brake First, Motor Trailer First Kitchen and Trailer First coupled back to back. The model represents the first of the two six-car sets numbered W60090, W60730, W60740, W60741, W60731 and W60091. The coach letters A to F also correspond with the number formation.

All the Pullman sets were overhauled between 1967 and 1970, being repainted in BR 'Corporate' livery, and equipment for multiple working was fitted to the former Midland units, allowing 12-car trains to be operated. Originally they were fitted out with first-class accommodation, which was partially declassified to second class by the Western Region.

The modelled unit was overhauled and repainted around 1970 according to records, making the model suitable for the last three years of their operation if one wishes to be strictly correct.

Although the Pullman sets were relatively short-lived and were technically diesel electric multiple units, they paved the way for the HST concept of power cars and trailers, although unlike the HSTs, Pullman sets had traction motors in the first trailer adjacent to the power cars and accommodation in the power cars themselves.

By the time they were withdrawn, they were becoming dated compared to the then recently introduced Mk.2f stock, and HSTs were on the verge of introduction on the Western Region.

The model

One-piece injection moulded body shells are used for the power car and trailer models, fitted out with flush glazing and separate wire hand rails. The power car has some additional detailing, including a separate etched metal fan grille fitted above the engine compartment and finely moulded side grilles for the radiator. Its proportions look fine when compared to photographs and drawings, including the uniquely profiled cab front which some might feel is spoiled by the later addition of the multiple working jumper cables.

Trailers are fitted with a small number of plastic parts, including the ventilator covers on the kitchen car roof. The shape of the body shells matches the full-sized vehicles well, including the tapered ends where the passenger doors are located (they opened inwards on the full-sized trains). Interior fittings are clearly seen through the flush glazed windows. Pullman trains offer a wealth of opportunities for detailing, and there

is no reason why the tables could not be laid with a representation of meal settings.

Underframes are represented by moulded units that are attached to the floor of each vehicle. Some details are applied as separate fittings, and others are part of the underframe unit. Bogies have a high level of relief on the outer faces and both the powered and trailer bogies are correctly represented.

It's worth noting that the bogie of the Motor Trailer First Kitchen vehicles immediately adjacent to the power car was fitted with traction motors, and is the same as those fitted to the power cars. A trailer bogie is fitted at the opposite end of the vehicle.

Drive mechanism

Both power cars are fitted with a single drive bogie powered by a coreless motor mounted on the chassis. A metal frame supports the motor and its flywheel, and is concealed in the engine room part of the power car. A drive shaft connects the bogie to the motor, resulting in a powerful model. Each trailer coach is equipped with metal wheels and these were free-rolling, presenting little difficulty for the power cars. During testing, both power cars were reasonably evenly matched, making performance of the train smooth without snatching at the couplings. When converted to DCC, the trim of the decoders could be adjusted to refine operations further.

Electronics

Although none of the trailers is fitted with interior lighting or any current

collection, the power cars are equipped with running lights which operate according to the direction of travel. A six-pin DCC socket is provided in each, allowing the lighting to be independently controlled. Current collection is by wiper pick-up on the powered bogie and split axles and end of axle bearing contacts on the trailer bogie.

Couplings

Conventional couplings are fitted to all of the vehicles, including the front of the power cars (allowing two to be run in multiple if desired). Coupling cams fitted with NEM coupling pockets for close coupling are fitted to the inner ends of the power cars and all of the trailers. While conventional N-gauge couplings are fitted to the model as supplied, bar couplings are also included in the box. To assist with assembling the model in the correct order, each car is lettered on the underside from A to F, conveniently matching the official coach reservation identification letters. Adjacent couplings are long/short to further help with forming each trailer into the train in the correct orientation.

Livery and finishing

For such a prestigious train, the reversed BR 'Corporate' blue and grey livery was quite a plain and much criticised choice. It has been neatly applied to the Graham Farish model with just a trace of raggedness in one or two places. It does not cover well over the inner multiple-working equipment or the side grilles of the power cars, but the latter can be disguised easily by applying a very thin

wash of weathering colour to highlight the grilles themselves. The underframe units are finished in a brown colour, which is correct for the trains when clean. The overall livery finish is pristine with neatly applied 'Pullman' legends, coach reservation labels and numbering.

It makes an impressive train when fully assembled on a layout, and will appeal to modellers of the Western Region in the early 1970s and those who like collecting models of such prestigious trains



Roof details on the power cars include an etched metal cooling fan grille and fan detail.

Six-car Western Region Pullman set

Manufacturer:
Bachmann Graham Farish.

Scale:
2mm (1:148) scale, N gauge.

Era:
1960 to 1973.

Web:
www.bachmann.co.uk

Suggested retail price:
£379.95.

MODEL DETAILS:

- Injection-moulded body shells with flush glazing.
- Directional running lights.
- Both power cars fitted with drive bogie and motor.
- Six-pin DCC interface sockets located in both power cars.
- NEM coupling pockets and bar couplings.
- Close coupling cams.
- Separate wire hand rails.
- Accurately detailed underframe.
- Detailed interiors with seats and tables.
- Etched fan grille on power cars.
- Multiple working jumpers fitted to the cab front.



The Trailer First coaches are labelled C and D.



Each power car is fitted with a single drive bogie with a coreless motor. Instructions caution the modeller about the type of controller to use with the model, and not to operate it on a DCC layout without decoders. The power cars are labelled as coach A and coach F.

What's *in the* shops

Worth their salt – Dapol fleet wagons

Dapol has released two brilliant models of private-owner salt wagons on its new O-gauge gft RCH underframe.

SALT FROM THE CHESHIRE AND Staffordshire area was an important source of traffic for the railways in the first half of the 20th century, when numerous small operations and family-owned concerns such as Stubbs and Company operated small fleets of their own wagons. As time went on, in what was described as the chemical revolution, many companies merged or were acquired by larger holdings to become the really big chemical companies of the latter half of the century.

The underframe is secured to the body with screws and is composed of a die-cast inner frame fitted out with detailed plastic mouldings for axle guards, brake equipment and the solebars.

The liveries of Stubbs & Company, along with Chance and Hunt, are those featured on the two nine-plank gable-roofed salt vans recently released in O gauge by Dapol, but it's the bright red of the former that was featured on the review model, which utilises Dapol's new gft RCH underframe with oil axle boxes, split-spoke wheels and external bracing on the solebars.

Body moulding

The body is a finely moulded plastic structure incorporating the headstocks and fitted with a separately moulded roof. The plank detail is very well represented, and will look even better with some light pin wash weathering to bring out the relief. Wagon strapping is correctly modelled with an impression of the securing nuts and washers – take a look with a magnifying glass and the hexagonal nut detail is clearly seen. The same detail has been applied to the end bracing and doors too, together with hinge and catch detail.

Underframe

A die-cast inner frame for the underframe provides a lot of weight to the model and when used under open wagons will allow the interior and underframe to be fully detailed. Plastic components are fitted to the inner frame, including the solebars which are neatly moulded with external bracing and hexagonal nut detail. Other detailing includes the brake shoe linkages, with brake shoes fitted in line with the wheels. Axle guard and axle box cover detail is also crisply tooled and neatly assembled to the underframe. An equalising beam compensation unit is fitted to one side of the chassis, which rocks when the model runs over uneven track, providing good track holding. The wheel sets have pin-point axle ends and show a small amount of sideways play in the axle boxes.

Detailing

A lot of added detail to the Dapol salt wagons includes wire hand rails, bracing applied to the wagon ends, lightly sprung buffers, sprung three-link couplings and the external brake levers together with their V-hangers. Safety loops are applied around the brake linkages. While the model has a high level of fine detail, this is very neatly and securely applied to the model, which is robust and solid.

Other features include metal split-spoke wheels and sprung buffers.



Overall, it's a beautifully appointed model which rolls freely on its metal wheels and sits square on the track thanks to the beam compensation built into the underframe. The same underframe will be used to produce a variety of open wagons in five- and seven-plank forms with various door combinations.

At £49.95 for the salt wagon and £44.41 for the open wagons, prices compare well with other ready-to-run O-gauge models and many OO-gauge ones too!

MODEL DETAILS:

- Accurately modelled wagon body.
- Sprung metal buffers.
- Sprung three-link couplings.
- Hexagonal nut detail visible.
- Split-spoke wheels with steel tyres.
- Die-cast underframe for weight.
- Equalising beam compensation.
- Neatly applied livery.
- Separately applied brake linkage and levers.
- Length: 127mm over buffers.
- Weight including tender: 140g.

Nine-plank salt wagon on gft wheelbase underframe.

Manufacturer:
Dapol Ltd.

Scale:
7mm (1:43) scale, O gauge.

Web:
www.dapol.co.uk

Suggested retail price:
£49.95.



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The Railway Magazine Guide to Modelling, Mortons Media Group, Media Centre, Morton Way, Horncastle, Lincs LN9 6JR.

Large model railway shows are so worthwhile – despite the crowds

Clive Taylor's comments in his letter headed 'Crowded model railway exhibitions are not for me' (*RMM* March) express sentiments with which I cannot agree, and giving big exhibitions a miss will preclude him from seeing some amazing layouts in future years.

Overcrowding is caused by the popularity of an exhibition in relation to its size rather than its size alone. Also the width of the aisles between layouts can vary markedly, but this is often limited by practical considerations, including a venue's format and dimensions.

I attend somewhere between a dozen and 20 shows each year (including Warley and York), and even some small and medium-sized ones can be overcrowded at times.

Another issue is the number of people collecting around the viewing face of a particular layout, and a small but very popular exhibit can sometimes be difficult to see – especially for those who are disabled or not very tall.

Of course one could liken Mr Taylor's feelings regarding the number of people at an exhibition with those who complain about driving in traffic jams, even though the complainants contribute to both.

Although I cannot agree with Mr Taylor, I do respect his feelings, albeit with some sadness for him. I cannot help feeling that he will be missing out, but at least he is doing his bit to reduce exhibition overcrowding and congestion.

Robin Sharman,
Nottinghamshire

I'm afraid I disagree with Clive Taylor's letter (*RMM* March) regarding crowded exhibitions.

I go to Warley every year, plus most of the exclusive O-gauge shows around the country and others also, and it's a pleasure to see how well-attended they are.

Too often in recent years we have read about the fears of declining interest in our hobby, so it's great to see so many visitors and, particularly at the multi-gauge shows, parents with young children, for that's the future!

I always find that, with a bit of patience, one can certainly view all the exhibits.

I also feel that the choice of large venues is good. We modellers are always looking for locomotives and stock, parts, scenic items, paint, books and so on, and the large halls always attract large numbers of traders to satisfy our needs.

I do go to smaller exhibitions occasionally, but find them a little disappointing because of the small number of layouts and traders, preventing me from finding items I might have needed.

Long may the big shows and their popularity continue!

John Roebuck,
South Manchester

Modelling from the female perspective

As one of the minority lady railway modellers in our hobby, I found your March editorial most enlightening, particularly your first two paragraphs in which you described the broad spectrum of interest among us.

Within our own club – West Sussex N Gauge RMC – we have exactly the spread of modellers you described. While I like railways, I have very little technical knowledge, and terms like prairie, Spam Can, DMU etc. just flow over my head. I, together with several others in our club, specialise in scenery and historic realism. We also have those who just like running long trains on the basic modular layout which is set up every club night, or on the scenic modular layouts we take to exhibitions.

Others specialise in electronic gadgetry, remote control by PC or mobile phone, loco repairs, decoder fitting, DC and DECC systems, electronically operated multiple points or just using a rod or changing a point by simply pushing it across, and all other aspects too numerous to mention.

I stand to be corrected, but I don't think that anyone in the club has every skill, but between us there is always someone who can help. In a male-oriented club, I probably need their help more than anyone.



Visitors to the International N Gauge Show in Stuttgart in November 2017 liked Gilly North's 'Staffordshire Potteries' layout so much that they voted it best in show.

My advice to all who enjoy any aspect of railway modelling is to join a club that makes you welcome. We are predominantly, but not exclusively, modular, and there are many opportunities for us to display layouts at exhibitions and chat to the visitors, which is constructive and rewarding. Some of our members often tease me that chatting is what I do best!

Exhibitions we have attended have been throughout a large part of England, and as far away as Stuttgart in Germany. I am so glad that I took up this hobby in maturity, and I'll be forever grateful for the help and comradeship I have experienced from all our club members and exhibition visitors.

Gilly North,
Email

Thoughts on liveries and the second-hand market

You asked in last month's Editorial, and in an inside feature, for readers' views on liveries and the selling of unwanted items.

Regarding liveries, I do not agree with the description of BR blue/grey as 'monotonous'.

The all-blue diesels were soon to fade in colour, but a rake of those carriages always looked very smart, as did those of the 'big four' – GW chocolate and cream, SR malachite green, LNER teak brown and LMS crimson – and BR's 'blood and custard' was preferable to today's awful garish graffiti-like liveries on most DMU, EMU, HST, Class 90, Cross Country, Virgin,

Thameslink, Northern and East Midland trains.

The new GWR dark green and the new LNER red and silver liveries are an improvement on many earlier franchised liveries.

As far as the selling of second-hand unwanted railway items is concerned, I have been 'shop manager' for the last eight years of the EGRM Club in York, and at our annual exhibition in February we have our own stall selling a large variety of items from members and those offered to us by the general public.

As the price of new models continues to escalate, whether in 009, N, EM, P4, 4mm 00 or

O, and more and more folk just cannot afford to buy new, the used market is booming for certain products only.

We have found almost no demand for second-hand track, controllers, transformers, tools, books, magazines, card buildings, pictures, DVDs, vinyl records, colour light or semaphore signals, but a huge demand for wagons, locomotives, lineside accessories, animals, platform 'furniture' and passengers, especially in 4mm 00 scale.

Wagons are by far the best sellers, preferably not with three-link couplings and in very good condition,

and locomotives sell better if they are not weathered.

On average, our shop will sell £2000 worth of used railway equipment over the two-day show. The demand for N gauge is increasing, and O gauge is gradually becoming more popular.

Most of our sales are not to children.

Our model railway club has been in existence since 1968, and I have been a member since February 2000. At present we have 32 members aged between 11 and 79 and we are thriving, having just moved to new premises on the outskirts of York.

David Quarrie,
Email

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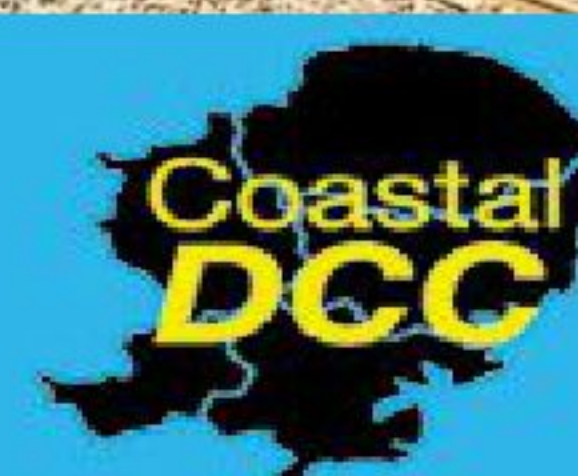
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Tech talk

This range of models from different manufacturers and in different scales each has its own preferred method for wheel cleaning, particularly the Heljan rail bus and N-gauge models.

The vital importance of wheel-cleaning

RMM brings some handy tips and techniques for cleaning the wheels of locomotives and rolling stock in order to get the best performance from your models. Part 2 will appear next month.

ONE FEATURE OF MODELLING THAT we take for granted is the use of the two running rails to conduct power to our model locomotives. This connection is technically wireless, with power being conducted through the wheel-to-rail interface. Unlike slot cars, it allows scale modelling without any compromise in the appearance of the track, but on the flip side, the same contact between rail and wheels, together with a similar contact between the wheels and electrical circuits within the model, is a potential weakness.

For fine control and good running characteristics, both of these points of contact have to be very good, yet they are prone to a number of difficulties, the primary one being the build-up of dirt.



Wheel cleaning is an art like any other, with a large number of techniques and products to help modellers get the best from their models. At the very least, cleaning fluids, cleaning devices and suitable cradles are required.



Foam cradles hold models firmly, but also take care of delicate details, particularly on steam-outline locomotives.

This article focuses on maintaining the contact between rail and wheel for the best electrical conductivity, and that means keeping wheels as clean as the track, a subject that was also covered in the last issue of *RMM* because the two are linked.

Wheel-cleaning can be as much of a chore as cleaning track, but with models being equipped with a good amount of weight, together with the increasing use of pick-ups on all available wheels, continuity of power from rail to the model is not as great a problem as in the past, even with smaller scales such as 009 and N gauge, where models rarely tip the scales at more than 100g. Nonetheless, the need to clean wheels soon crops up when locomotive performance loses its edge.

Wheels become dirty for several reasons, the primary one being running models on dirty track. Keep the track clean, as described in the last issue of *RMM*, and the build-up of the grot and grime that collects on the rail head is reduced. It's the same dirt, collected as wheels rotate until electrical contact is lost.

The same thing also happens to the wheels of rolling stock, eventually causing them to lose their smooth tyre surface, resulting in increased noise and rougher riding – something that's particularly noticeable in smaller scales.

The second, and less common reason for poor contact between wheel and rail, is tarnish, which occurs when models are used infrequently. Undoubtedly a few minutes of track and wheel cleaning, combined with regular use of the layout, avoids a lot of problems.

Simple cleaning methods

There are numerous ways of cleaning wheels, and everyone has a favourite technique. Some are dead simple whereas others use quite sophisticated systems. Abrasive cleaning is popular with many modellers, and newcomers to the hobby usually try abrasive methods first simply because they are the simplest ones to use, and there's little wrong in using a gentle abrasive action to put a shine on the

wheels once again.

Choosing the right tools is important when doing this work, because excessively abrasive materials will do more harm than good. Running a fibre scratch pencil along the wheel tread and flange will gently clean the build-up of tarnish and grime away, burnishing the surface to a shine and with minimal wear. It's also a good method to use to remove blackening from the wheels of new models before putting them into traffic.

Avoid tools that use wire, even soft brass wire, because it damages the tyre surface. The wire brush tool provided in many mini-drill kits should be avoided, and those cleaning tools that are designed for model railways consisting of a wire brush which doubles as a contact to supply electrical power should be used only on coarse-scale wheels or those with a particularly heavy build-up of dirt – and gently too!

Models with finer RP25/110 or RP25/88 wheels sets are easily damaged. While it will not be immediately apparent, the relatively soft metals used in ready-to-run locomotive wheels are easily scratched. Scratches cause accelerated dirt accumulation which is all the more difficult to remove, making the problem potentially worse in the long term.

Using chemicals

The same chemicals that clean rails can also clean wheels. A number of gentle solvents have been developed for just this sort of job, and they are very effective on track including Carr's cleaner; the fluid in Deluxe Materials' 'Track Magic' and Slater's track-cleaning fluid. By placing a model in a cradle or stand such as those sold under the Proles label, the wheels can be rotated at half speed and wheels gently cleaned with cleaning fluids applied to a cloth – avoid cotton buds because the fibres could become tangled in gears or the axles.

It is important to check that chemicals do not damage paint finishes. You don't want to wear paint from steam locomotive wheels or damage the paint on the bogie sideframes of diesel and electric locomotive models. Whilst

isopropyl alcohol (IPA) is an excellent solvent to use for a variety of model cleaning jobs, including rails and wheels, it will remove factory-applied paint finishes and acrylic hobby paint, so use it with care.

A simple way to use a solvent cleaner, particularly in 009 and N gauges, is to moisten a piece of good-quality kitchen towel with IPA or cleaning fluid. Place it over a piece of track and hook up the power leads. With one bogie or tender of the model with pick-ups on the track and the driving wheels or opposite bogie positioned on the towel, hold the model on the track and run it gently at around 30% of its usual speed to rotate the wheels on the towel for about 15 seconds. The dirt that appears on the towel can be unbelievable, even when the wheels look clean to the eye!

Wheel cleaning devices

In common with track cleaning and many other areas of the hobby, a range of products for wheel cleaning are widely available. A common type is the wire brush cleaner, which should be used with a degree of caution to avoid excessively scratching the surface of the wheel tyre. They take advantage of being able to conduct track power through the cleaner to keep the wheels rotating. Several versions are available, including the Kadec 'Speedi' wheel cleaner and the Gagemaster wheel-cleaning brush which is similar to the Marklin/Trix device for N gauge. They do have the advantage of being dry cleaning systems not requiring solvents, and are particularly effective on heavy dirt build-up.

A gentle wheel cleaner which uses track power to rotate locomotive wheels is the Woodland Scenics 'Roto' wheel cleaner. It has a length of track built into it with fabric cleaning strips on each side. The locomotive wheels rotate while making contact with the fabric strips to remove grime build-up. It may be used for cleaning rolling stock wheels too, by simply running the coach or wagon up and down the cleaner.

Rolling road cleaning attachments are growing in popularity and can be used to

clean wheels while a model is running in or being examined. The KPF Zeller 00/HO rolling road has separate cleaning attachments that are positioned under each driving wheel in turn, effectively cleaning the wheels as they rotate. The Proles rolling road also has wheel cleaning devices that work in the same manner. They can be used with a cleaning solvent or dry to save mess – but no matter which type of device you choose to use, never run the model at full speed.



Avoid using abrasive cleaning methods if you can. Not only are rotary wire brushes too aggressive, but also a single slip could do a lot of damage to an expensive model.



Soft buffing pads in a mini drill is an effective way of cleaning rolling stock wheels where there is no drive to rotate the wheels. Run the drill slowly and hold the wheels to achieve the right amount of friction to clean dirt away.

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Lights signal a new dimension to rail modelling

Pete Kelly heads off to Rotherham to visit the busy but welcoming premises of CR Signals.

AS WITH MANY SUCCESSFUL FIRMS producing the fast-developing miniaturised gadgetry that many of today's railway modellers crave, CR Signals of Rotherham, South Yorkshire, started off as a hobby well over a decade ago when keen railway modeller Paul Foulds began scratch-building working N-scale colour light signals for himself as a spare-time activity.

It didn't take long for fellow enthusiasts admiring his craftsmanship to suggest that he start making a few more and selling them on eBay. He took their advice, and more and more intricate items, including platform, yard and street lighting, followed.

It was all leading inexorably towards setting up in business on his own, and as things began to expand, he took on Martin Thomas, who's now been with him for nine years, concentrating mainly on the near-microscopic business of constructing all kinds of two, three and four-aspect colour-light signals, including platform signals and yard ground signals.

Other lighting applications, including cab and carriage lighting, followed, and as the reputation of CR's quality and craftsmanship grew, so did the workload. Martin now works alongside Paul's son Chris, whose main activity is fitting DCC and sound while Martin concentrates on the lighting side of things.

'Must-have'

Paul designs all the mouldings for his lighting products himself and has them produced by a company in Hertfordshire, primarily for the N-scale colour light signals which are such a 'must have' for modern-image modellers – and when, after a couple of years, he started receiving requests for similar OO-scale items, he started designing the necessary etched brass components before going to a Birmingham firm to produce them, along with the etches for the exquisite yard and town lights.

The firm's new website crsignals.com includes a short video showing just how bright the cluster of lights atop an OO-scale CR yard tower can be, lighting up a

large area of the yard below. Colour light signals are also demonstrated to striking effect.

With modellers demanding more and more realism, not only in the construction of the locomotive and rolling stock models themselves, but also in their functions and the environment in which they work, CR Signals has continued to move with the times, adding the fitting of sound to steam, diesel and electric locomotive models, along with cab lighting in the case of diesels and realistic firebox flickers in the case of steam.

The combination of firebox flicker and footplate shovelling sounds, not to mention all the other sounds a steam locomotive makes either at rest or standing still, really does fulfil CR's boast of 'bringing your layout to life', and the same applies to diesel models too.

Convincing

During my visit to CR Signals' workshop in February, a Roco ZZ1 system activated by a smartphone woke up a complex sound-fitted N-gauge model of Class 56 No. 56 006, the illuminated function buttons bringing all the clickings and other sounds you might expect from one of these locomotives at rest, followed by a convincing exhaust sound as it set off around CR's testing and demonstration layout.

Also on the layout was a red and blue-liveried research and development departmental train of converted Mk 1 carriages with the rearmost, RDB 975136, beautifully lit up inside.

Among CR's latest products are its own 3D-printed working oil lamps for steam-outline models and flashing rear lights for modern freight trains. Perhaps we should just pause for a moment to allow that to sink in – scale-sized flashing lights for modern N-gauge freight vehicles! Can you imagine how small the soldering iron has to be for a start?

The work involves fitting the microLED into the back of the light casing and threading a length of fibre through to the front, and after that the installation and testing still has to be done.



"Some people believe that fitting all this stuff takes just 20 minutes," said Chris. "Some jobs can be done in half an hour, but lighting up a whole train and then filling it with passengers and adding footplate crew can take up to three days."

Thinking that there would be lots of room inside a Dapol N-gauge china clay wagon for a decoder, Paul opened one up, only to find that the inside of the tank was full of nylon resin. He tried drilling it out, but the operation took three hours, so simply wasn't practical.

The answer lay in using a milling machine to cut a slot into the base of the wagon which allowed the appropriate part of the light decoder to fit inside – and Paul has started writing a full description of how the entire job was carried out.

Perhaps unsurprisingly, with a price of around £185 for the fitting of a decoder, speaker, sound file, installation and configuration for diesel and steam alike, CR is well loaded up with work – and then there are all the optional extras such as appropriate cab and train figures, cab lights for diesels, front and rear oil lamps and firebox glows for steam locos and so on.

The latest acquisition, which eventually will be used for demonstrating CR's ever-expanding range of products, is an N-scale industrial layout, about 6ft x 3ft, that was built by Richard Boothby and is exhibited all around the country.



1. The wide range of colour-light signals made by CR Signals of Rotherham in both N and OO scales are true works of art, and their sharp bright beams give a new dimension to modern-outline model railway layouts.

2. Note the CR Signals front lights and firebox glow as A2 Pacific No. 60532 *Blue Peter* trundles along the line.

3. A well-lit departmental carriage is tested in the CR Lighting workshops.

4. How many CR Lighting applications can you see in this picture?

5. The function buttons bring to life a wealth of realism as Class 56 No. 56 006, in its striking orange, black and light grey Load Haul livery, is demonstrated on CR Signals' test track, model of a wealth of railway modelling entertainment.

6. All lit up and with everywhere to go, this Network Rail locomotive (97302) looks all the better for its realistic front and cab lighting provided by CR Signals.

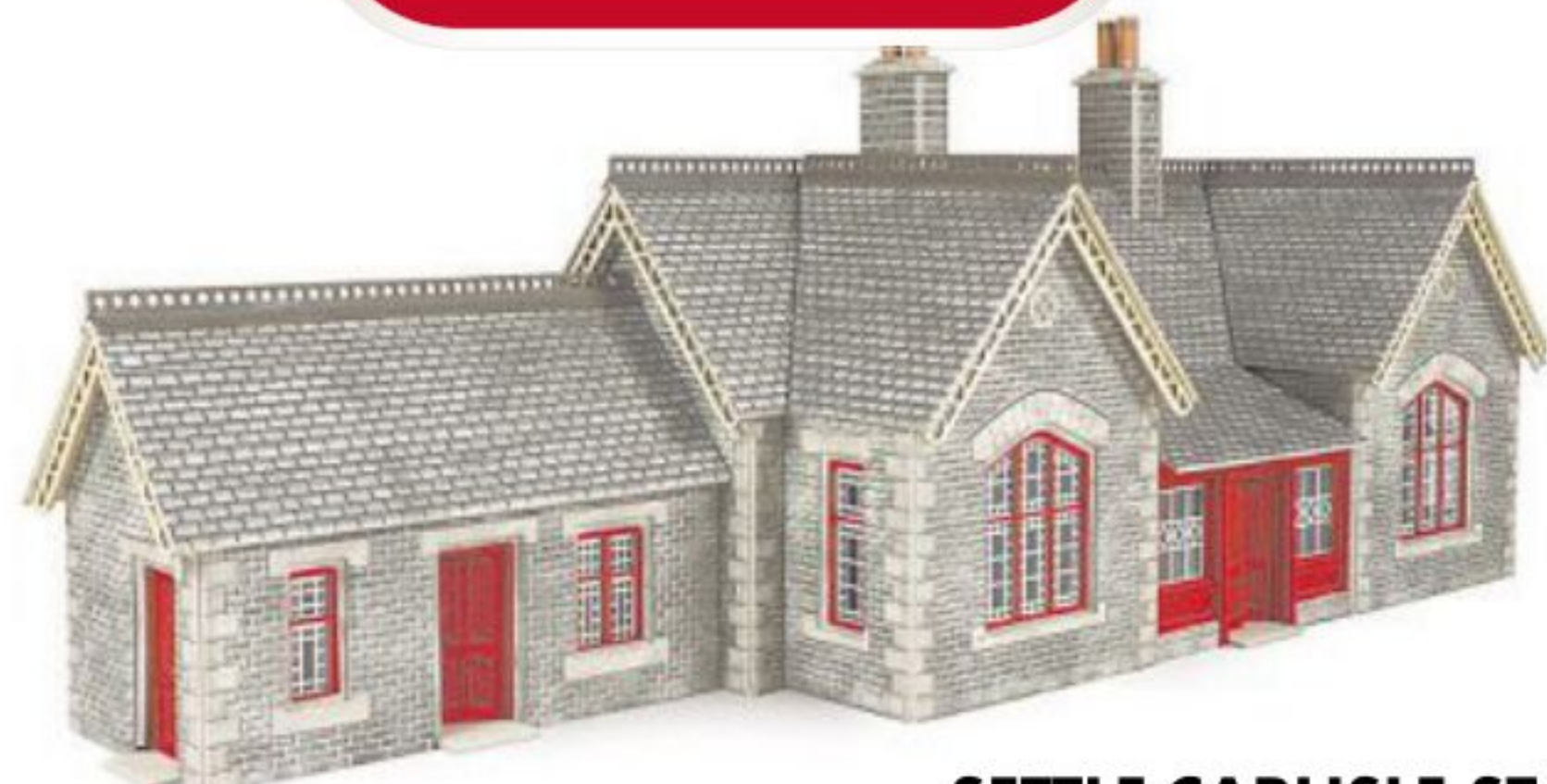


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'Loco spotting' at Forres West MPD

It takes only a strong sense of railway history and a little imagination to bring any layout to life, writes **Ian Lamb** as he gets inside the well-travelled 'Dava' that started life as a millennium project.

SURELY THE PURPOSE OF modelling railways is to bring to life the experiences of our past in a three-dimensional, moving situation – and in an attempt to show what railway life was like more than two generations ago, especially for youngsters with a genuine interest in trains, a specific programme was prepared for such visitors when they came to see the 'Dava' project.

As a millennium project in 2000, Grantown Museum set up an exhibition that could enlighten young people about what local railway life was like. Initially, two basic track lengths were prepared, one displaying a typical Highland passenger train and the other featuring freight, though both were representative of the line's last 10 years of existence.

Surprisingly, the youngsters didn't even realise that Grantown-on-Spey, the capital of Strathspey, once had two stations, never mind the fact that, respectively, they came under the domains of the Great North of Scotland Railway in the east and the Highland Railway in the west. Both stations reflected their allegiances to company dictum at Aberdeen and Inverness.

A static display was not ideal for engendering immediate enthusiasm – young people want action – so craft workshops were set up during school holidays, and within that time the 'Dava' project formally established itself as an extension to the millennium display, giving continuous running along with the opportunity for members to run their own stock.

Most personal models had no reference to local railway rolling stock, but at least gave a reasonable starting point for encouraging accurate and serious modelling. Conversely, seeing one young person's Class 50 diesel-electric emerge on to the scene without any 'time' effect on the surrounding scenery showed what the line might have been like had it not been closed.

The double track section became Dava station with all its scenic possibilities, and with model locomotives and rolling stock accumulating rapidly, a 'fiddle yard' was constructed within the loop, opposite the station. Youthful enthusiasm soon turned this storage facility into one with more meaning containing a goods yard, carriage shed and locomotive depot complete with turntable.

Within five years quite an attractive layout had been created, and in 2005 (and again in 2010, to mark the centenary of The Model Railway Club) the project was invited to exhibit at the London Festival of Railway Modelling at Alexandra Palace.

While one could only admire the enthusiasm and commitment of the operating team, something was still missing from the atmosphere of the 1960s – and to that end two young train spotters were added to the scene at 'Forres West Motive Power Depot'.

If Doctor Who can be resurrected over the years, then so can an imaginary loco yard typical of any available in Britain at the time – so now just relax, let your mind wander and zoom back through the mists of time to the 1960s on a bright, sunny day over the Moray town of Forres.

The 'up main' starting signal at Loco Depot Junction is 'pulled off' as the engines in steam are prepared for their various duties. Soon 'Black Five' 4-6-0 No 44668 coasts by on minimal steam at the head of the 7.35am local service from Nairn to Aviemore. With a loud clang, the up main signal arm returns to danger with its customary 'bounce', heralding another day in the life of this northern Scottish outpost on the Moray Firth.

Now coaled, and to a certain extent ready for the road, a far-from-home stranger, Glasgow Polmadie's Standard 2-6-4 tank locomotive No 80002, with a little steam in the cylinders, gently moves forward from the coal-loading staith to have its tanks filled as fireman Sandy Bruce pulls the water crane into position.

Meanwhile Standard Class 5 4-6-0 No 73158 is building up steam nicely on the



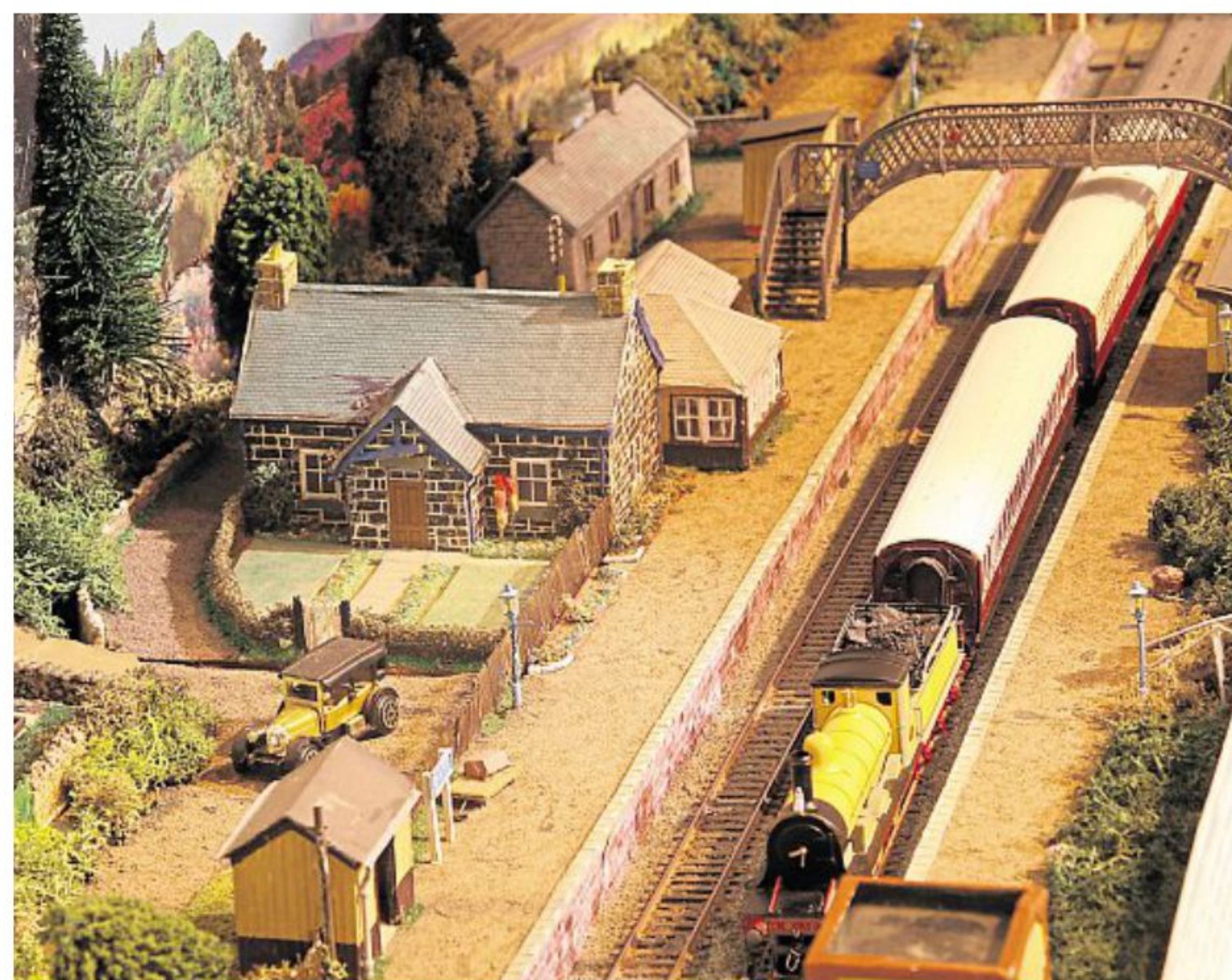
A model of Stanier 'Black Five' 4-6-0 No 44668 sits on the turntable at the 'Forres West Motive Power Depot' that evolved from simple storage sidings on the renowned 'Dava' layout.

turntable as driver Charlie Davidson, having topped up his oil can from the relevant oil drums, leaves the oil store to head back to his charge. As he walks off the platform, the safety valves on 73158 lift with a mighty roar, not just waking up everyone around, but also a flock of birds that was pecking away nicely on farmer Jamieson's newly-ploughed and seeded field. The birds scatter in all directions, mostly to the nearby shrubs and bushes, apart from a single blackbird that perches defiantly on top of the scarecrow.

Peace soon returns to the scene as Charlie Davidson and his fireman make final checks to their engine before getting the signal to move off the depot.

Having checked his daily roster, shedmaster Tom McPherson (known as 'Big Tam') has a quick word with driver Davidson as he approaches his engine. While Charlie climbs up on to the footplate of No 73158, 'Big Tam' momentarily enters his pigeon-hole of an office before proceeding to the ground frame and pulling the appropriate lever connected to the point rodding, which in turn enables the shedmaster to ensure the departing locomotive will not be derailed while on its way to the main line.

Across the main line (shades of St Margaret's), D6607 *Ben Cruachan* throbs away as it warms up for its eventual trip to Elgin with a train of vans.



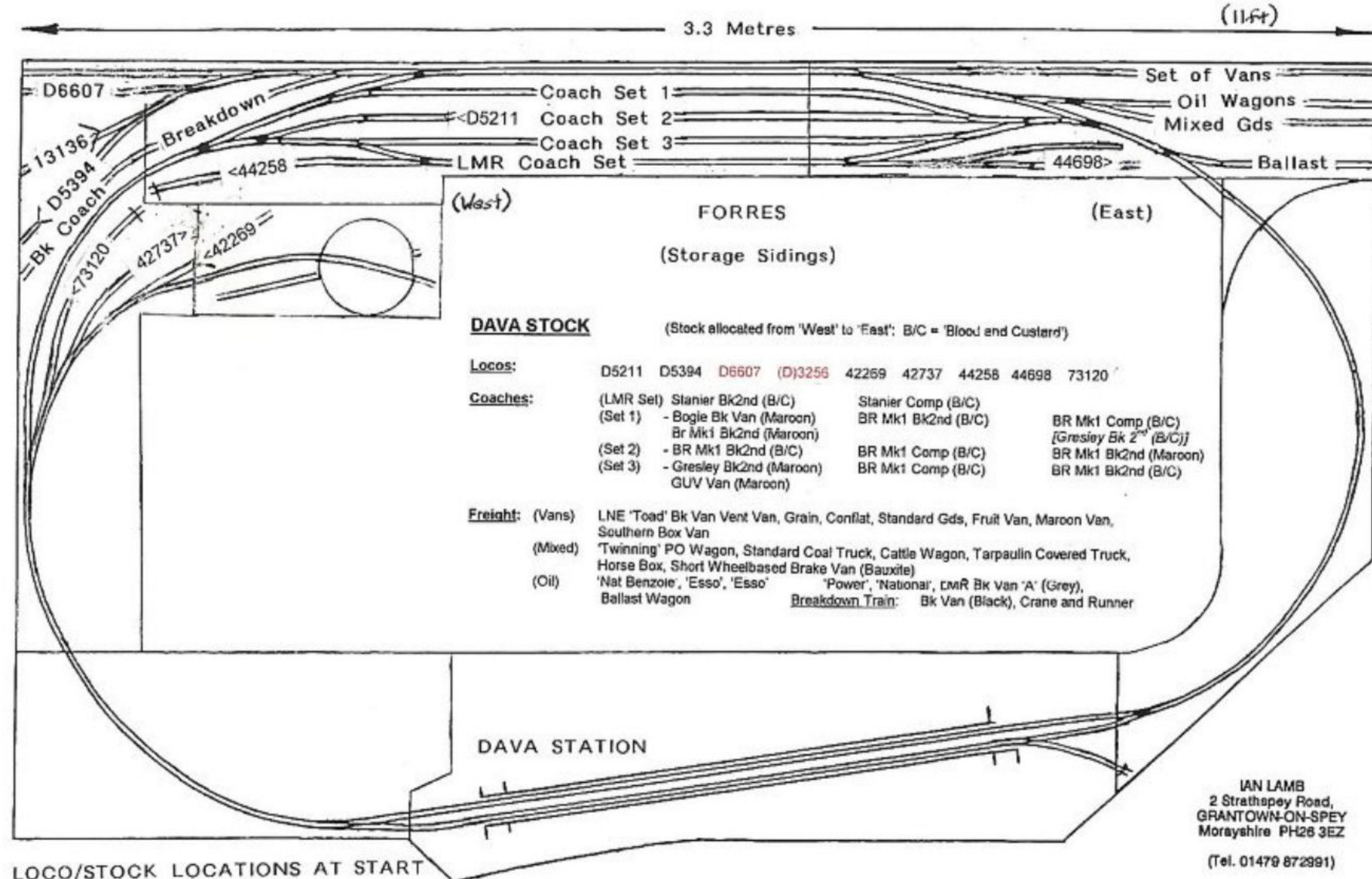
The 'Dava' layout was set up to bring well-modelled but long-vanished scenes like this back to life as a Highland Railway train comes into the station.



In this view, taken at the Aberdeen Model Railway Show in 2015, a short goods train approaches Dava station from the opposite direction on the well-travelled layout.



Apart from 'Crab' 2-6-0 No 42765, each locomotive in this eclectic mixture of steam and diesel power is mentioned in Ian Lamb's story about an imaginary day in the life of the modelled 'Forres West MPD'.



The double-track part of the millennium model railway project became Dava station itself, with all the scenic possibilities it offered.



Highland Railway atmosphere adds to the appeal of this well-modelled scene based on LMS days at Forres West MPD.

With an unceremonious screech on the brakes, English Electric diesel shunter No. 13136 halts beneath the impressive gantry beside Forres West signal box. Having finished its duties in the nearby marshalling yard, the locomotive is making its way to the diesel stabling point.

There, the men will sign off and no doubt make their way across the tracks for well-earned refreshment in the bar of the Railway Arms adjoining the entrance to the steam depot.

No. 13136 is soon in its final position in front of 'dead' Type Two diesel locomotive No. D5394 and the little shunter's engine is switched off.

Back at the signal box, duty signalman Henry McIntosh is down at the level crossing with the single-line tablet and pouch ready for the slowly approaching Sulzer diesel No. D5124 at the head of the 9.15am Aviemore to Inverness train. It has barely cleared the crossing when the telephone rings impatiently in the box.

The way in which Harry, as he's known to his friends, rushes up the wooden steps at a pace more familiar to an Olympic sprinter than an ageing railwayman does him proud, but it's only 'Big Tam' asking for permission to release No. 73158 from the depot. Taking just enough time to follow the required signal check procedures and set the main line points at Loco Depot Junction, Harry pulls off the small, armed home signal at the depot throat to indicate clear road ahead.

A loud rush of steam from the cylinder cocks engulfs the front end of the 'Standard Five' as, ever so slowly, the massive engine grips the rails and takes command as the exhaust beat responds positively to the skill of the long-experienced railwayman who 'broke his teeth' on the Highland Railway as well as the former LMS before the present BR days.

As the engine gathers speed driver Davidson takes time to give a sharp toot on the whistle in response to Jamie Urquhart, a young train spotter sitting precariously on the fence and waving frantically as the steam leviathan goes about its duty. Meanwhile Jamie's friend, Steve Hegarty, studiously records the locomotive's number for posterity.

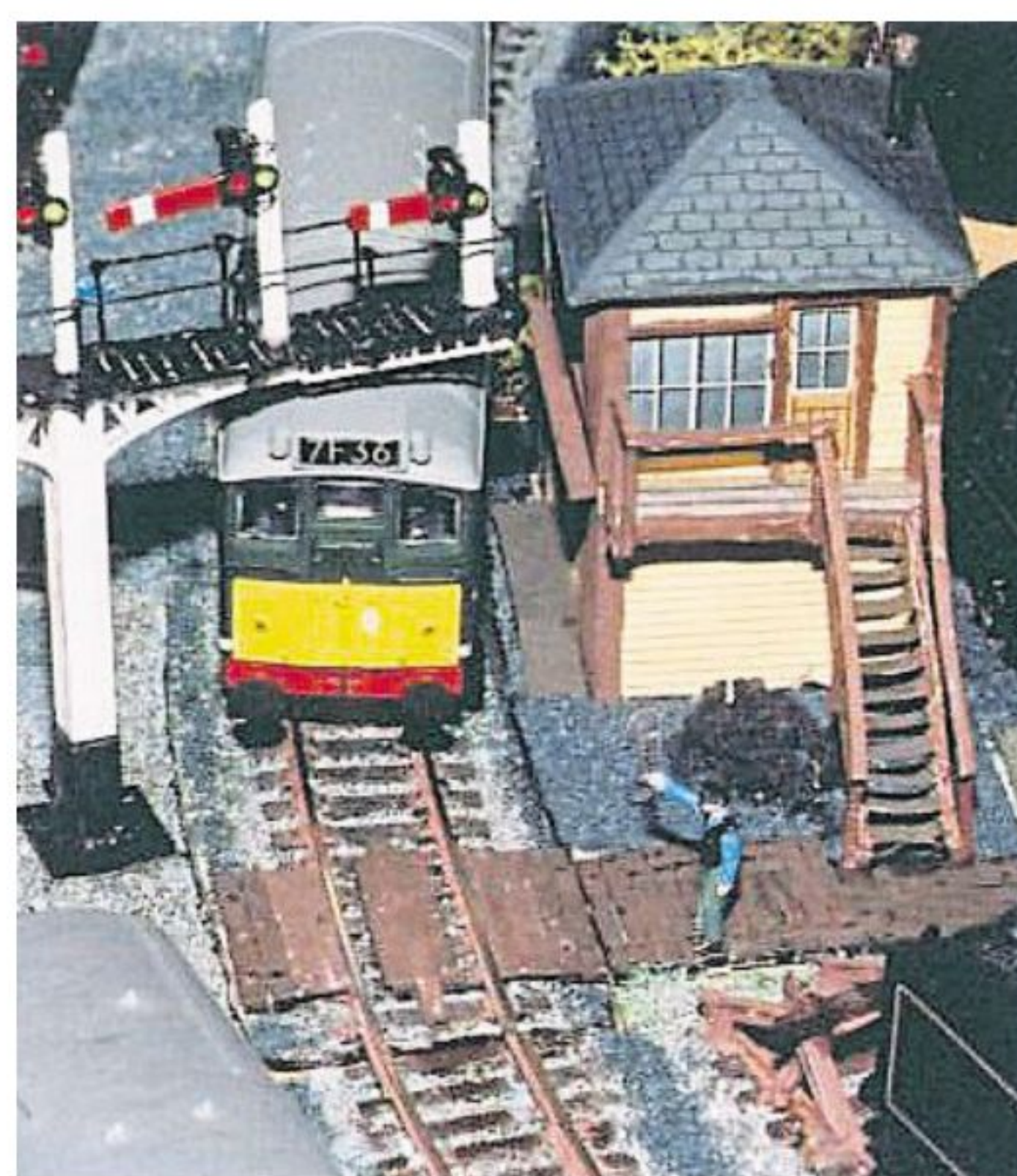
Once No. 73158 is well clear of the points and beyond the Loco Depot Junction signals, Henry

McIntosh resets the main line points and pulls off the up main home arm to enable the 'Standard Five' to reverse towards its waiting coaches in the carriage shed.

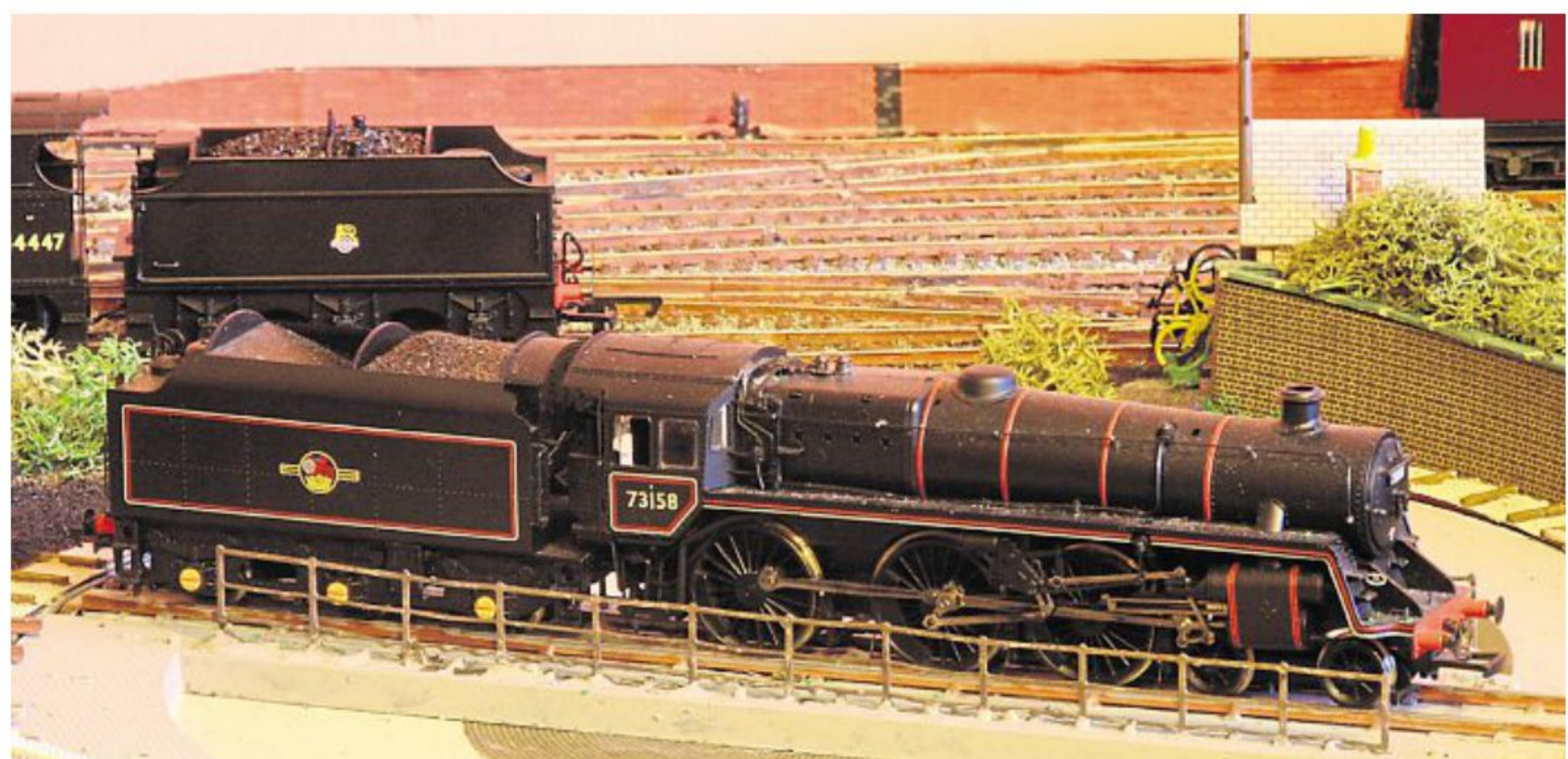
With the sparkling performance of a finely tuned and well-maintained locomotive, the Riddles engine accelerates almost too eagerly towards the distant carriage sidings. Simultaneously, the middle-road home arm on the gantry is also pulled off, enabling the machine to proceed without hindrance to the waiting Mk I coaches.

Hardly taking time for a breather, signalman McIntosh has just finished that duty when 'five bells' from Forres East asks if the line is clear for an Inverness-bound train of oil tank wagons. Acknowledging positively, and following with the required clearance, 'Harry Mac' sets the relevant points, pulls off the required signals and awaits the oncoming train.

Taking advantage of this break in proceedings to grab a well-earned, though well-stewed cup of tea, he sits down on his stool and gives a sigh – and it isn't even lunch time yet!



Tight clearances are apparent by the signal box at Steam Shed Junction.



Imagine this model of Standard Class 5 4-6-0 No. 73158 building up steam on the turntable as it prepares for another day's hard work.

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Diary updated as bookings are confirmed

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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. *PLENTEY OF FREE PARKING*

April 20/21/22 – YORK MODEL RAILWAY SHOW,

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Saturday & Sunday 10 - 5, Monday 10 - 4.30.

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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.

Friday 1pm-7pm, Saturday 10-6.30pm, Sunday 10-5pm.

Coming to Bristol? Why not try Saturday? or Sunday?

The show is less busy - see much more of the layouts AND a lot easier to get to our stand!

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 11 – PORTSMOUTH Victory Model Railway Exhibition, Admiral Lord Nelson School, Dundas Lane, Portsmouth, Hants PO3 5XT. 10-5 *Plenty of Free Parking*

May 18 – LITTLEHAMPTON S.W.I.N.G Small and Wonderful Industrial and Narrow Gauge Model Railway Exhibition, The Littlehampton Academy, Fitzalan Rd, Littlehampton. BN17 6FE. Sat 10 - 4.30. **ALSO HOSTING THE 7mm Narrow Gauge Association AGM**

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*

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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 6/7 – BARRY & PENARTH MODEL RAILWAY EXHIBITION, St Cyrus School, Sully Road, Penarth, CF6 4XP. Sat 10-5/Sun 10-4 **FREE PARKING ON SITE**

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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 – BEXHILL MODEL RAILWAY EXHIBITION, St. Richard's Catholic College, Ashdown Road, Bexhill-on-Sea, TN40 1SE. 10-5. **FREE Parking on site**

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

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

Aug 31/Sep 1 – TELFORD GUILDEX 2019, GAUGE O GUILD EXHIBITION, Telford International Centre, St Quentin Gate, Telford, Shropshire, TF3 4JH. Sat 10 - 5, Sun 10 - 4. www.gaugeoguild.com

Sep 7/8 – SWINDON THE SWINDON RAILWAY FESTIVAL, STEAM Museum of the GWR, Firefly Avenue, Swindon SN2 2EY. Sat/Sun 10 - 5.

Sep 21/22 – AYR MODEL RAILWAY EXHIBITION, Citadel Leisure Centre, South Harbour Street, Ayr, KA7 1JB. Sat 10 - 5, Sun 10 - 4.

Sep 28 – BURY ST EDMUNDS 70TH ANNIVERSARY MODEL RAILWAY EXHIBITION, Thurston Sixth, Beyton Campus, Drinkstone Road, Beyton, Bury St Edmunds, Suffolk, IP30 9AQ. Sat 10 - 5. **Plenty of FREE Parking on site** ***Refreshments available all day***

Sep 28/29 – HALIFAX M/RAILWAY EXHIBITION, North Bridge L/Centre, Halifax, HX3 6TE. Sat 10-5 Sun 10-4.

Sep 28/29 – WORTHING MODEL RAILWAY EXHIBITION, Durrington High School, The Boulevard, Worthing, West Sussex, BN13 1LA. Sat 10 - 4.30 Sun 10 - 4. Durrington station is only about 10 - 15 minutes walk away **Ample FREE Parking on Site**

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

Oct 5/6 – FAREHAM MODEL RAILWAY EXHIBITION, Fareham Leisure Centre, Park Lane, Fareham, PO16 7JU. Sat 10 - 5 Sun 10 - 4.30 **Under 16's FREE**

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What's *in the* shops

Streamlined 'Duchess' duo from Hornby

Hornby releases two more LMS 'Duchesses', this time with LMS crimson lake and gilt streamlining and in single and double-chimney forms.

THE RELEASE OF TWO MORE streamlined 'Princess Coronation' or 'Duchess' 4-6-2 express passenger locomotives by Hornby means that the LMS modeller is now well catered for with the iconic express passenger locomotives of the 1937 to 1948 period, when 24 of the total of 38 of the big Pacifics were built with streamlined casings.

Streamlining was regarded as particularly important for the locomotives' outward impression of speed and modernity to the public when operating prestige express trains. It was also an attempt to reduce coal consumption, but that was not a complete success. In the end, the locomotives were 'defrocked' as it became increasingly apparent that savings in fuel consumption were outweighed by the increased weight of the locomotives' casings over that of conventional versions, together with higher maintenance costs.

An attractive livery of Caledonian blue with silver horizontal stripes was applied to the first 1937-built locomotives, and a model in this form as No. 6221 *Queen Elizabeth*, with a single chimney and Type A welded tender fitted with extended side sheets, was reviewed in a recent issue of *RMM*.

The second pair of models represents the streamlined Stanier Pacifics that were painted in the LMS crimson lake livery with gilt lining, Nos. 6225-29 and 6235-48. The full-sized No. 6229 *Duchess of Hamilton* is currently preserved in streamlined form with replica casings that were added at Tyseley after overhaul in 2009.

LMS crimson lake models

Streamlined locomotives were equipped with single or double chimneys as represented by the two new models, No. 6244 *King George VI* being the double chimney-fitted version.

Both capture the character of the full-sized locomotives well with what is essentially a single-piece tooling for the cased smokebox, boiler and firebox. There are few stand-alone parts attached to the body other than hand rails, hand rail knobs, a single dart on the front of the locomotive and lamp brackets. Separately manufactured whistle and safety valve detail, all neatly fitted, are located towards the cab, which is equipped with fallplate, backhead dials and controls together with flush glazing.

The streamlining features include the use of special 'winged' lamps which are supplied in the detailing pack ready for the modeller to add to the buffer casings of the locomotive, together with a small step at the front of the locomotive.

In terms of performance, both models tested well on Peco Streamline track, demonstrating enough haulage power to handle more than 10 coaches, as many as could be fitted to the available layout. Wheels are well modelled and fully concentric, resulting in a wobble-free run, and the valve gear showed no sign of binding or clicking. The front bogie is fitted with undersize wheels to help with clearances when the model is run on a layout with tight curves. For those fortunate enough to enjoy broad curves on their layouts or who wish to display the model, a set of bogie wheels of the correct size is supplied in the box alongside a number of detailing parts.

Current collection remains the same as the previous release, with collection from both tender and driving wheels. An electrical connection is

A fully detailed cab interior, fall plate and correctly painted cab doors are welcome features on the model.

made between engine and tender with plug and socket arrangement to ease maintenance. The decoder interface socket is also to be found in the tender body, which is simple to remove.

The tender is the same welded Type A tender fitted to the model of No. 6221 *Queen Elizabeth*, with the extended side plates intended to further create the impression of speed-related streamlining between the tender and first coach. Detail includes the coal pusher equipment, which is concealed under the tight-fitting but removable coal load.

Overall, both models are beautifully finished in a rich shade of LMS crimson lake with printed gilt lining which is both dense enough and complete enough to cover what little raised detail the models have and to avoid bridging panel lines and other recessed detailing. Wheels are black with lining and have painted boss covers on the driving wheels, which make them stand out against the black chassis. The colour finish is consistent over the whole model, including tender body, tender chassis, cab ventilators and doors together with added small details.

MODEL DETAILS:

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

Manufacturer:
Hornby Hobbies Ltd.
www.hornby.com

Era: 1937-1948.

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

Price:
£189.99.



Two new streamlined 'Duchess' models have arrived from Hornby, providing LMS modellers with crimson lake versions of the locomotive.



No. 6244 *King George VI* shows just how well this new version of the streamlined 'Duchess' captures the look and feel of the full-sized locomotives.



No. 6229 *Duchess of Hamilton* has a single chimney. Both models are covered in separately applied small details including wire hand rails, whistle, safety valves and valve gear.



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Where railway modelling dreams begin

In church halls, schools and colleges all over the country, model railway groups have welcomed members of the public to admire, learn about and be inspired by members' layouts since time immemorial. *RMM* visited two recent exhibitions, at Altrincham and Leamington Spa, and was delighted by what was in store at both. **Pete Kelly** reports

THE VERY FIRST MODEL RAILWAY exhibition I ever attended, at the age of about 10 in 1954, was in a hall in Warrington (then Lancashire), and having never owned anything more exciting than a basic Hornby clockwork train set, I was bowled over by what I found.

In the heyday of the locospotter, and with Bank Quay station on the West Coast Main Line just a short walk away, most of the young visitors were well-versed in the real thing, but any chance of coming even close to replicating the layouts we saw were slim to say the least, because for many parents, including my own, times were hard.

While railway modelling might have had its ups and downs over the many decades since then (highlighted recently in James May's *Big Trouble in Model Britain* series on BBC4 TV, which began with Hornby director Simon Kohler assessing the fortunes of his beloved company) it has always been there, expensive as always, yet modellers have never had it so good as today.

In contrast to the huge exhibitions that take place at venues such as the National Exhibition Centre and Alexandra Palace, attracting by their very nature equally

huge crowds (see Letters, page 12) the February 16 exhibition that took place in the church hall at Altrincham Methodist Church was much more intimate in nature, with plenty of time to discuss the exhibits with their creators.

David Payne from Glossop was showing his 56 x 42in TT gauge/3mm scale layout 'Still Playing Trains in TT Gauge', featuring basically a motive power depot – and visitors young and old couldn't wait to get their hands on the interactive controls.



Complete with railway props and an armchair, John Rodway had a story-telling corner at Altrincham.

Inspired by his fellow modellers in the Romiley Methodist Railway Group, the MPD turntable operates electronically from a control panel to select each desired track. All the circuitry is home-designed and built on a very low budget, and the well looked-after Tri-ang TT locomotives, all now 60 years old, are supplemented by a white metal-kit Collett 0-6-0 and an etched brass-kit Class 122 'bubble car' unit.

With its 3mm scale, and running on 12mm track, 'TT-3' created a sensation when launched by Tri-ang in 1957, and has had its devotees, including David, ever since. Tri-ang's first 'TT' locomotive was an LMS 'Jinty' 0-6-0T, and the second locomotive promised was a 'Castle' 0-6-0.

The first 'TT' rolling stock included a composite and brake second suburban coach set, a long-wheelbase BR goods brake, a BR-pattern 16-ton mineral open wagon, box vans, a selection of oil-tank wagons and a United Dairies milk tank, all with die-cast chassis.

Another well-modelled, and well-travelled, layout at Altrincham was Richard Williams' 'Rothbury', based on the terminus and close surroundings of the 13-mile single-track branch line in Northumberland (which closed to passengers in 1952 and then completely in 1963).

There were stations at Brinkburn, Ewesley and Scotsgap, with a private platform at Rothley for the use of the Trevelyan Estates, but even by 1946 there were only two passenger trains a day, increasing to four on Saturdays.

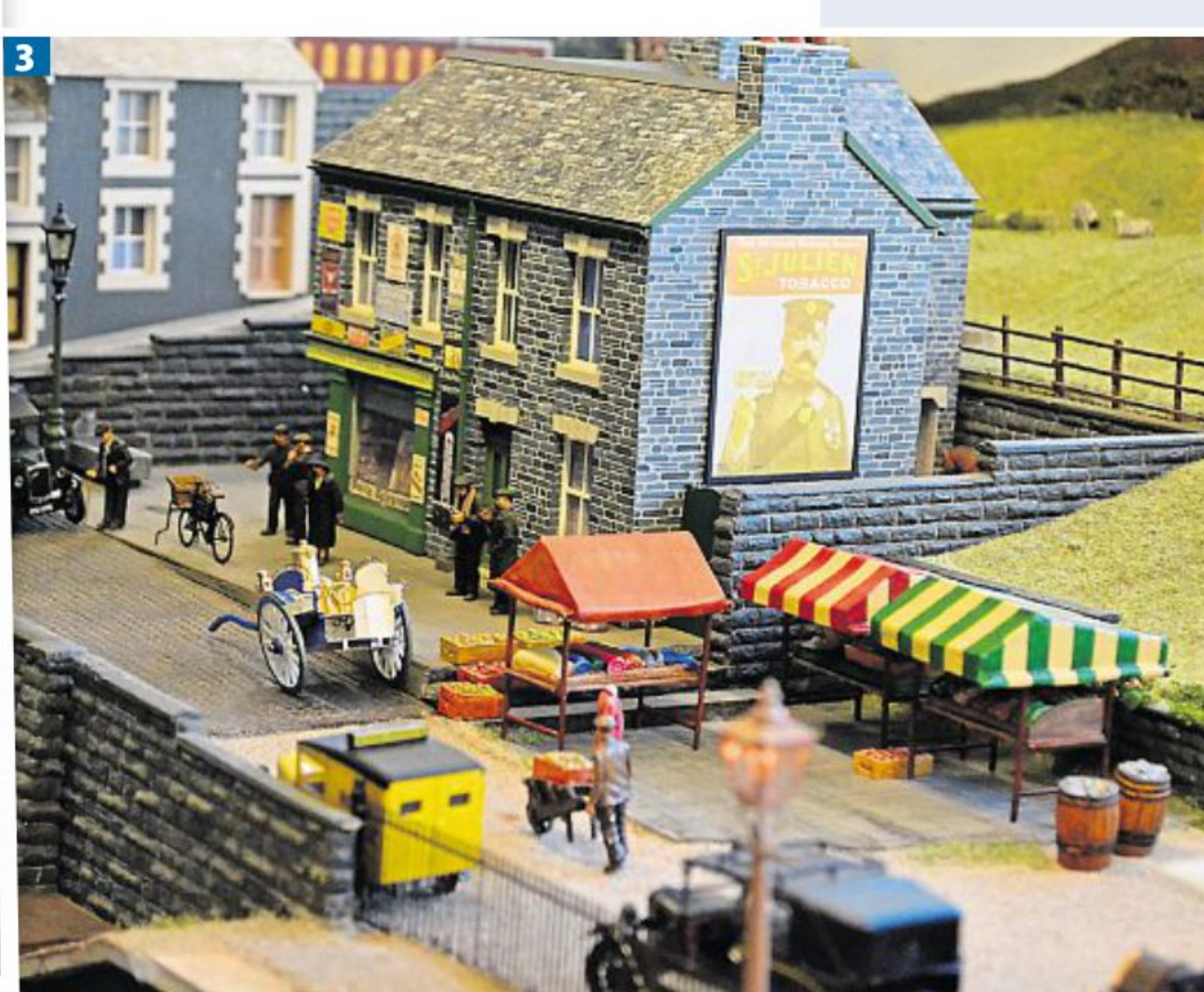


1. Trevor Nunn's 1:64 S-scale end-to-end 'Trowland' layout was a compact delight at Leamington over the weekend of March 2-3.

2. A lot of historical research, including building from original plans, went into Richard Williams' 'Rothbury' layout at the Altrincham exhibition.

3. Roger Keeley's O-scale 'Aber Emlyn' at Leamington Spa featured this colourful period street scene as well as some fine GWR models.

4. Visitors start to arrive at the Leamington Spa venue as the photographer looks down on Bob Wykes' OO-scale 'Bishop's Quay' layout that was situated in the Atrium of the college.



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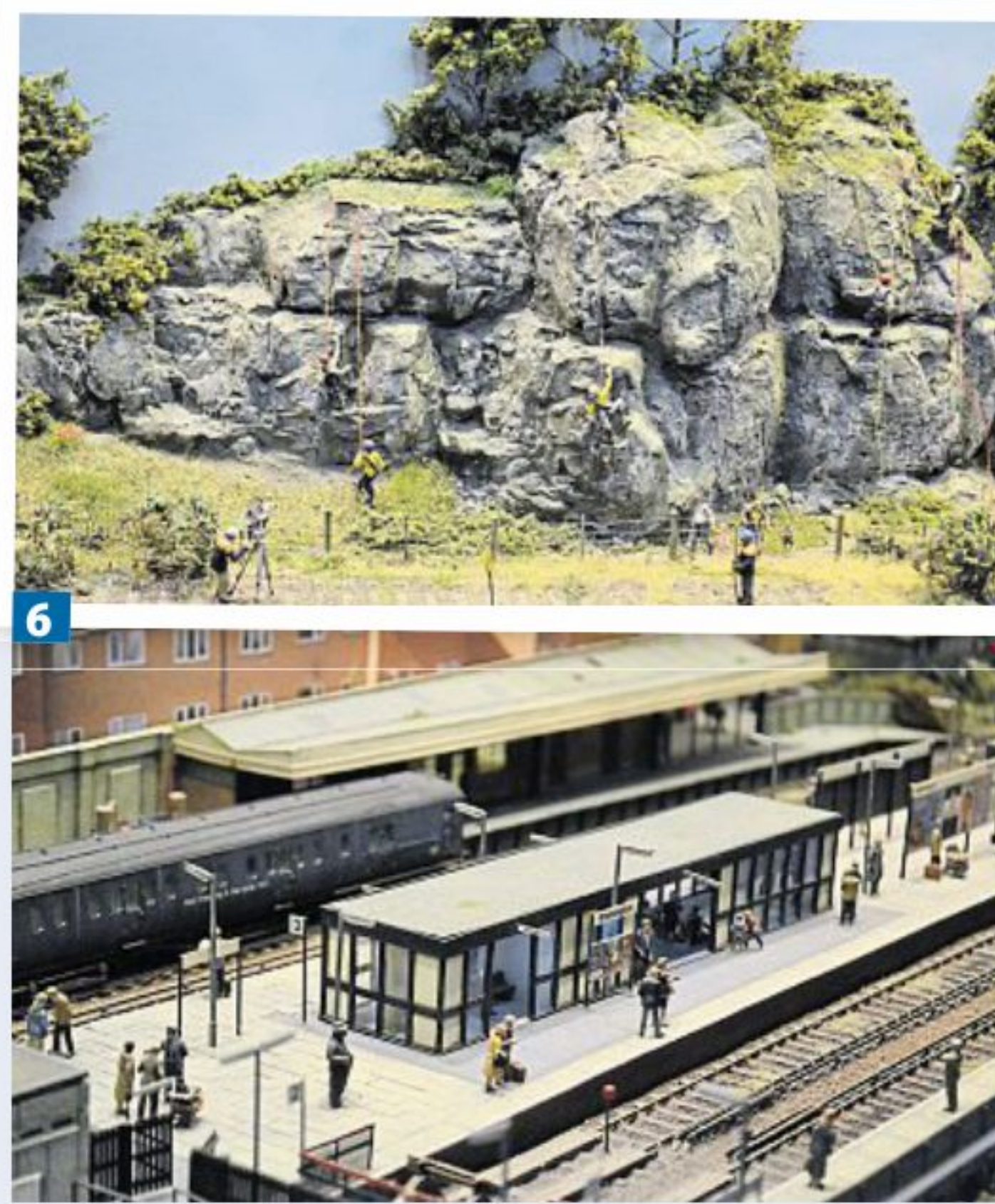
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5. These two lovely saddle-tanks, which will be familiar to anyone who loves the Welsh narrow-gauge railways, were found on an SM32-scale layout called 'Ffuglen' at Altrincham, featuring battery-powered locomotives on O-gauge track. In the native tongue, ffuglen roughly translated means 'fiction'!



6. Lee Polson's 4mm P4-scale 'Shelvington and Rydes Hill' layout scored both scenically and operationally at the Leamington exhibition, with rock-climbers, a busy station and much more adding to the interest.

Many of the details of this lush scenic O-gauge layout were scratch-built from original plans, and close attention to detail is apparent throughout.

In a small story-telling corner of the main exhibition hall, John Rodway regaled parents and their children with 'Tales from Knottewthought Junction' with 10 short story-telling sessions, and by the end of the day another £1000 had been raised for the roof fund.

On a much larger scale entirely was the Leamington & Warwick Model Railway Society's 44th Annual Exhibition in Royal Leamington Spa College over the weekend of March 2-3, which *RMM's* Lynsey Young attended.

No fewer than 26 high-quality layouts representing all scales and eras, 26 trade stands and 18 society stands were spread out among the college's atrium, library,

sports hall, balcony and upper balcony, and the long and careful planning that went into this magnificent show was worthy of a much greater attendance than the one that materialised.

Among the many gems was 'The Great White River Navigation', a last-minute entry by Norman Raven of Yorkshire's Raven Miniatures, depicting the small backwoods town of Pikesville, in the Pacific North-West area of the US, just after the Second World War.

The layout is set scenically in early spring, with the recent snowfalls just beginning to melt, and the mainstay of the On30-O-scale (1:48) stock, running on HO track to give a 30in narrow-gauge line, are geared steam locomotives such as Shay, Climax and Heisler, interspersed with convention steam and diesel motive power.

Operation is by DCC controlling the trains and turnouts by iPad and iPhone connected wirelessly through an Edimax router to the main controller, an ESU ecoS unit. All locos are sound-fitted, and the layout, making only its second show appearance, also boasts some ambient sound such as birdsong all around – an absolute delight!

Lots of imagination was apparent on Lee Polson's 4mm P4-gauge 'Shelvington and Rydes Hill' layout which even boasted rock-climbers in close proximity to the line! Featuring old-fashioned Southern Region electric units, it is both operationally and scenically superb, with endearing farm, river and lineside scenes, along with a busy station adding to its attraction.

Another fine layout among many was Roger Keeley's O-scale 'Aber Emlyn', boasting some superb GWR locomotives including a virtually open-cabbed 27xx 0-6-0 pannier tank of the type introduced in 1896 and a 2251 Collett 0-6-0 of the type introduced in 1930. An endearing 0-4-0 saddle-tank at a ballast sidings also attracted much attention, and a colourful street scene was the icing on the cake.

Bob Wykes' Oo-scale layout, 'Bishop's Quay', was another scenic and smartly operational delight, as was Trevor Nunn's historic 1:64 S-scale 'Trowland'. Other layouts that caught Lynsey's eye were Peter Beckley's O-scale 'Harlyn Pier' and two great N-scale creations, Steve Wright's 'James Street' and Chris Challis's 'South Walton', the latter based on the New South Wales Government Railways in the 1980s.



David Payne's interactive 'Still Playing Trains in TT Gauge' layout was a highlight of the model railway exhibition at Altrincham Methodist Church on Saturday, February 16.

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Club Spot

Leicester Model Railway Group celebrates 70th anniversary year

THE LEICESTER MODEL RAILWAY Group was formed at a meeting in The Martyr's Church Hall in the city's Westcotes Drive on February 15, 1949, and at the first committee meeting on April 30 the subscription was set at 10 shillings for adult and five shillings for junior members. It was to remain unchanged until 1965!

The first clubroom was in the loft at the rear of Mr R Pepper's shop in Church Gate (Apex Craft), and it was there, on April 17, 1952, that the first 'Track Night', featuring both 00 and O gauge, took place.

Six different clubrooms were used over the following 60 years – in Knighton Fields Road (1952-65), Western Road Adult School (1965-68), Halford Street (1968-70), Church of Christ, Melbourne Road (1970-80), St Andrew's Church, King Richard's Road (1980-98) and the present premises at Cossington that were opened on June 16, 1999.

The clubroom is open to members on Wednesdays, except on a few occasions including Christmas and at exhibition times.

From 1949 until 1959 the group organised monthly members' meetings at The Martyr's Church Hall, and from 1959 until 1973 in The Long Vestry at Charles Street Baptist Church. The subjects ranged from real and model railways to film shows, and there was also an annual members' auction, but sadly they were discontinued in 1973 through lack of support.

The group is possibly the only model railway club to have organised week-long exhibitions. These took place during the last week of August, towards the end of the school summer holidays, and attracted between 4000 and 7500 visitors. Opening times were 2 until 9pm Mondays to Saturdays. From 1950 until 1975, 16 such exhibitions took place at the Boot & Shoe Trades Hall in James Street. The 1977 event was

held at St John's Church, Clarendon Park, and the last two, in 1979 and 1981, utilised St Andrew's Church Hall.

After 1981, the event was reduced to a mid-September two-day show. Rooms at both of Leicester's universities were hired from 1983 until 85, and Lancaster Boys' School was used from 1986 until 1990. Six exhibitions were then held at Rowley Fields School (at the rear of the Post House Hotel), including one to celebrate 50 years of the Leicester MRG with layouts chosen to represent half a century of modelling.

The 2000 exhibition was a 'Friendly Show' at Sibley Village Institute in June, and Sibley also hosted exhibitions in 2001-2.

There were no further exhibitions until 2007, when they returned under the 'Coss Rail' name and were held at Humphrey Perkins School, Barrow-upon-Soar. 'Coss Rail' was chosen because the name of the club was changed to 'Cossington Railway Society' between 2005-11 to reflect the location of the present clubroom.

On April 18, 2012 an open meeting was held to celebrate the 60th anniversary of the opening of the first clubroom, and at the May exhibition that year, one of the founding members was welcomed as an exhibitor.

The last 'Coss Rail' exhibition took place in 2015 because Cossington village has been organising a biennial Open Gardens Weekend in May, and in 2014 the group was invited to open its clubroom as an additional attraction, which has proved very popular.

On August 17-18 this year, the Leicester Model Railway Group will be holding a 70th anniversary exhibition of members' and friends' layouts at St Margaret's Church, St Margaret's Street, Leicester LE1 3EB.

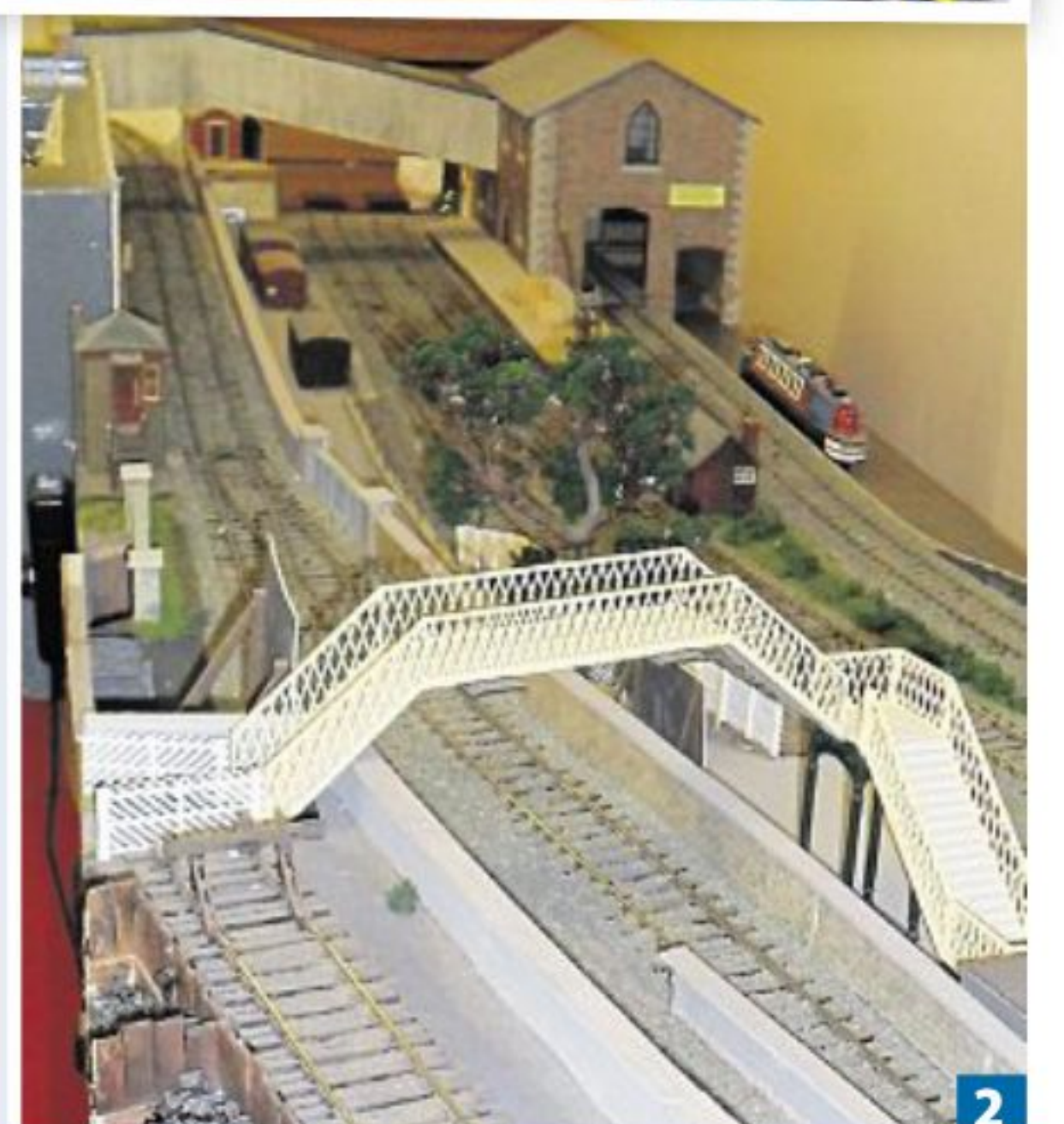
We are grateful to Mr Brian Gillespie for this report.



1. This was the scene at the Leicester Model Railway Group's May 2012 exhibition, which celebrated 60 years since the group moved into its first clubroom, the loft of Mr R Pepper's shop in Church Gate, Leicester, on April 17, 1952.

2. Who wouldn't want to spend a little time looking after layouts like this?

3. On Wednesdays members of the LMRG spend a few pleasant hours working on the LMRG layouts in the Cossington clubroom.



Visitors study the lovely 'Derby Road' BR diesel-era layout at the 2012 LMRG exhibition – with the familiar Book Law stand in the background.



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E&OE

O-Gauge Corner *by Barry Allen*

The J69 that had a great fall!

FORMER WEST LANCASHIRE O-GAUGE Group member the late Tommy Hamer told me that, when he was testing his O-gauge J69 0-6-0 on the kitchen table (not wise) it suddenly shot off and landed on the tiled floor. To put it mildly he was rather upset, as it would take considerable time and effort to fix.

I thought no more about the incident until he died and his collection of engines came up for sale.

Thinking that the J69 had been repaired, I made what I thought was a reasonable offer for the engine. My bid proved acceptable, I was duly presented with the little locomotive and immediately was aghast, realising that Tommy had never got round to repairing the badly damaged model!

In total, 18 jobs were required to put it right, ranging from simple tasks like replacing vent pipes, lamp brackets and screw-link couplings to undertaking some really major repairs. It took quite a while to straighten the footplates and fit a new roof and buffers, and after it was all done I breathed more than a sigh of relief.

Phew! I'd never expected that I would finish up repairing Tommy's locomotive, and perhaps the moral of this story is always to check, and never assume anything, before you buy. Still, I now

own a very distinctive and heavy model locomotive as all Tommy's engines were packed with lead. This improves traction, but it uses a lot of current and tends to be rather slow.

A former British Railways signalman, Tommy hailed from Bolton, Lancashire and knew the late Fred Dibnah, of factory chimney demolition and steam roller fame, well, frequently helping him in tasks like demolition work or cutting up old telegraph poles. He said Fred could hold a conversation with a prince or a pauper.

After undertaking passenger duties on the Great Eastern Railway, a number of Holden J69s migrated to the North West to work on the Cheshire Lines system. For readers not familiar with the Cheshire Lines Committee, it was unusual in that it never owned its own locomotives – just rolling stock.

Although the bulk of traffic was handled by Great Central locomotives, the J69s were useful shunters, and a small number of these versatile engines was allocated to Trafford Park (9E) and Brunswick (8E) sheds.

Former 8E driver A C Jones once told me that one of the shed's allocation of J69s had condensing pipes, the only one there to incorporate this feature. During



Happy memories were rekindled for Barry when he built these lovely Classic Commercials kits of an old Fordson lorry and Morris-Commercial van.

the war, one of the J69s was allocated to Widnes Tanhouse Lane shed, and the late Billy Marriott told me the following tale.

As a young fireman, he was asked to travel to Tanhouse Lane to cover for an absent fireman, and when he got there, the aged driver, who Billy said was wearing "an old-fashioned rubber collar", asked if the shunter could do the firing. Apparently he was completely competent and loved performing the task.

The driver then suggested that Billy put his feet up and sit in the signalbox for the entire shift – and he instantly agreed after clapping eyes on the young signalwoman!

Classic commercial kits to savour

O-gauge modelling often involves putting together locomotive and rolling stock models from complex etched brass kits, along with kits of road models in the same scale. I always considered Classic Commercials to be one of the best in regard to the latter, finding their resin and white metal component kits to be highly detailed, realistic and easy to assemble.

Their 2007-8 catalogue stated: "Designed for self-assembly, our kits build into high-quality, high-fidelity models exclusively in 1:43 scale – the most common collectors' scale as well as an exact match for British O-gauge 7mm model railways."

While products ranged from garages and garage accessories, figures and number plates, Classic Commercials' main forte lay in producing superb models of commercial vehicles. While I particularly liked the Scammell, my favourite was the wartime Bedford ow

lorry, with its wide, sloping bonnet top and bar across the grille, and to my deep regret, I never purchased that particular kit.

When I was a lad, my father was manager of Tain Laundry in Ross-shire, in the Scottish Highlands. The delivery vehicles were an old Fordson lorry and a Morris Commercial van, both of which were produced in kit form by Classic Commercials. Naturally I couldn't resist the temptation to build the pair, and the photo shows them in all their glory at 'Dumbell Wharf' on the West Lincs O-Gauge Group's layout in Liverpool.

The hardest part was the painting and lettering, but I think you'll all agree that the end result was well worthwhile.

As a youngster, I made frequent trips in the old Fordson, with its distinctive whine as it lurched along the Scottish roads and tracks. It had a thirsty petrol engine, though, and was replaced by a diesel-engined Ford Thames Trader, which always proved difficult to start after a hard frost.

To my knowledge, the old Morris van soldiered on, no doubt proving its worth on the small tracks and lanes leading to remote areas.

As the next logical step, I always expected that eventually Classic Commercials would produce a bus, but alas this never happened.

Happy modelling!



The wartime Bedford OW lorries were distinguished by their wide sloping bonnets and radiator grille bars. Barry loved them, but sadly never bought the excellent Classic Commercials kit. This tractor unit version, with its 'Queen Mary' trailer, is a familiar sight to visitors to the East Kirkby Aviation Centre in Lincolnshire.



Restored to grimy glory after its catastrophic fall from kitchen table top to tiled floor, this is the well-weathered O-gauge model of condensing J69 0-6-0T No. 7160 in LNER days.

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UNION Modellbahn

Tcefs 845

In order to use freight wagons in traffic to Great Britain wagons were needed that corresponded to the smaller British loading gauge, and in addition where capable of working with the UK braking system. The DB therefore acquired the new Gbtmks 66 (later Tcefs 845) in 1964. The wagons were built by company Gebr. Credé in Kassel. The wagons were usable for through ferry traffic and therefore avoided extensive re-loading at the ferry ports. The wagons had a length of 12,5m with a loading width of only 2,3m. Back in 1964 the wagons were already lettered corresponding to the rules of the upcoming Epoch IV. The wagons proved to be successful in service and were used up into Epoch V. Because of the international service the wagons showed a prominent, multilingual lettering. Two wagons are on exhibit today in the Bochum Dahlhausen railway museum.

The Modellbahn Union N gauge models of the Tcefs 845 wagons in scale 1:160 feature numerous details and printing, the side doors can be opened. Different lettering and colours based on time of usage are also being realised. All models feature close coupling mechanism and NEM coupler pockets as well as low profile wheels. Standard N couplers in two different lengths are included. The length over buffer is 7,8cm per wagon.



Modellbahn Union N gauge: Tcefs 845 + Rbmms 55 ferry wagons

Foto Fritz Willke, Slg. Stefan Carstens

Rbmms 55

In 1954 DB ordered 25 ferryboat spine wagons of type Rbmms 55 at company Fuchs from Heidelberg. Being made to UIC-specifications they were delivered in 1956. The sidewalls had spines made of pressed tin, the front walls featured spines made of steel. The sidewalls could be folded down. 30 more wagons were added in 1962 when DB ordered replacement for Rbh21 wagons at LHB, an additional order for another 100 wagons followed 1963-1965, totalling the available quantity to 155 wagons. During re-numbering the wagons became type Lfs-t 569 in 1968, and then Lfms-t 569 in the early 1980s. All wagons survived until 1984. Starting from the mid 1980s the wagons were primarily used for sleeper transport in maintenance trains. The last Lfms-t 569 went out of service in 1995.

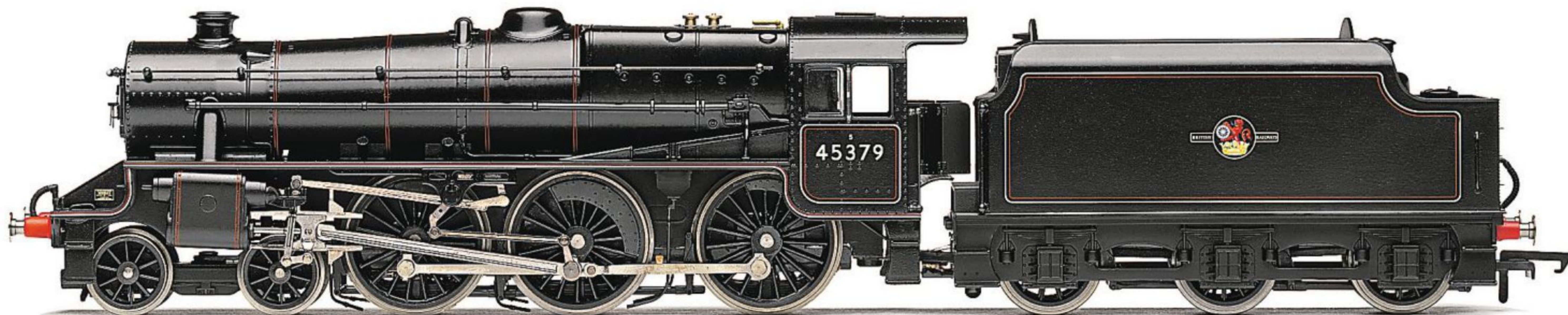
The Modellbahn Union N gauge models of the Rbmms 55 wagons in scale 1:160 feature numerous details and printing. Spines with and without DB logo are included, in addition empty spine holders can be put in place. Different lettering and colours based on time of usage are also being realised. All models feature close coupling mechanism and NEM coupler pockets as well as low profile wheels. Standard N couplers in two different lengths are included. The length over buffer is 7,8cm per wagon.



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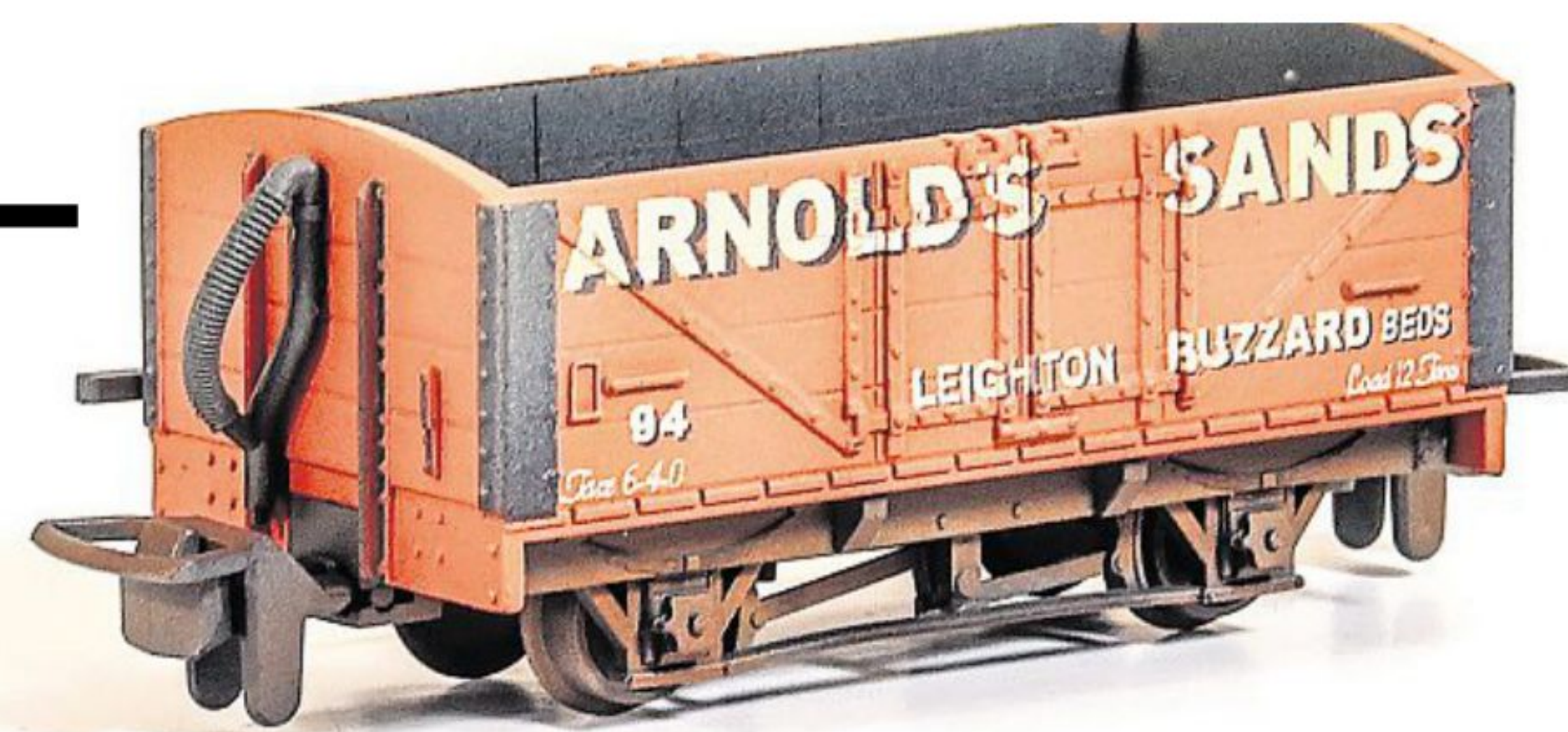
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Looking absolutely gorgeous in pristine lined black livery is this 'Black Five' 4-6-0 No. 45379 (R3805) from Hornby's new 'One to One' collection.

Limited-edition releases – there's no limit in sight!

The plethora of limited-edition locomotives and rolling stock that's now available from a growing variety of outlets both large and small is an unstoppable aspect of railway modelling today. 'Delectably Different' will become a regular *RMM* feature, so whether you're a manufacturer, wholesaler or small model shop, don't forget to send us the information and photos about what's coming next straight away.



This 009-scale limited-edition wagon in the livery of Arnolds Sands of Leighton Buzzard was commissioned from Peco Ltd by the AGR Model Railway Store of High Street Mews, High Street, Leighton Buzzard LU7 1EA.

HARDLY A MONTH GOES BY without *The Railway Magazine Guide to Modelling* receiving exciting news about yet another commission for a limited-edition locomotive or rolling stock item.

No sooner are they announced than the pre-orders start flooding in, and sometimes a particularly desirable strictly limited item can be virtually sold out before the model even reaches the shops.

Sometimes you have to be a member of a club such as the N Gauge Society in order to buy exclusive models, and only days before we went to press with this issue, news came in from the Bachmann Collectors' Club of a members-only N-scale Class 08 diesel shunter in the guise of No. 878 *Basra* in the dazzling blue and red livery of the Longmoor Military Railway.

At a price to members of £109.95, the model has been produced in a strictly limited run of just 504, and naturally each one will come with its own certificate of authenticity.

The Bachmann Collectors' Club produces a large range of limited-edition models for its members, and the latest release, based on the popular Graham Farish Class 08 model, features a highly detailed body with numerous separately fitted parts. The chassis incorporates NEM coupling pockets, and an accessory pack is included with additional buffer beam detailing parts.

Basra joins a growing number of LMR-themed models from Graham Farish, with the 2015 Longmoor Military Railway Train Pack now highly sought-after, and the WD 2-8-0 No. 79250 *Major-General McMullen* (372-429) due for release later this year.

Large retailers including Hatton's of Liverpool, Rails of Sheffield and TMC of North Yorkshire are always announcing exciting new exclusives – and if you're a collector of the brightly liveried old private-owner wagons and vans, the world is your oyster! Many retailers, including Harburn Hobbies of Edinburgh, Hobby Goblin of Burslem, Frizinghall Models and Railways of Baildon, the AGR Model Railway Store of Leighton Buzzard and Crafty Hobbies of Barrow-in-Furness (to name just five) stock a mouth-watering variety.

A wide range of limited-edition plate and bolster wagons, along with the simulated loads to go with them (steel plate, steel slab, 'dog bone' pig iron, trestle, steel pipe, steel billet and steel girder) was announced by TMC last autumn. Specially commissioned from Bachmann, they comprise pristine or weathered double bolsters, plate wagons or barrier wagons in a variety of liveries from £24.95 pristine to £29.95 weathered, with twin-pack double bolster or plate wagons for £59.95.

If you like the delightful London, Brighton & South Coast Railway Stroudley 'Terrier' 0-6-0 tank engines, Rails of Sheffield, the Railway Museum at York and Dapol have teamed up to produce a newly tooled 00-scale model in original and all subsequent liveries, and following an agreement with the Caledonian Railway 828 Trust, an 00-scale Bachmann Branchline Model of the CR's McIntosh Class 812 0-6-0 will appear as No. 828 in glorious lined Caley blue, as No. 17566 in LMS black and as No. 57565 in weathered BR black with the early emblem and BR black with the later crest.

Newly tooled 'Terriers' are also becoming available from Hornby in five different livery variations, including that of No. 5 *Rolvenden* in the lovely Kent & East Sussex Railway's blue livery.

Hattons of Liverpool are always springing surprises, but perhaps the most eagerly awaited exclusive is the N-scale model of an LMS 2-6-0+0-6-2 Beyer Garratt that was announced towards the end of last year. It will come in eight different guises and is guaranteed to be a hot seller, just like the original 00-scale version was.

Hornby has a number of limited-edition models in its 2019 range, but to reflect the use of its Westwood site as a heritage stock storage facility called 'The 1:1 Collection Museum', two very special models under its new '1:1 Collection' label in the 2019 range are particularly worthy of note – A4 Pacific No. 4464 *Bittern* in LNER garter blue livery with twin tenders (R3771) and a lovely 'Black Five' 4-6-0, No. 45379 in BR lined black (R3805).

Hornby is making huge efforts to ring the changes, and *RMM* will be looking at its beautifully presented 'Signature' collections of special train packs next month.

Among the model locomotives available exclusively from the Kernow Model Rail Centre in Camborne, Cornwall, are special variants of Bachmann Class 66, 47 and 37 diesels, each in limited editions of 500.

In GBR livery featuring the 10th anniversary of MSC Graphics, and in a limited edition of 512, is the Class 66 *Sorrento* (32-727W) at £169.95. The model is also available with DCC (£189.95) and DCC sound-fitted (£279.95).

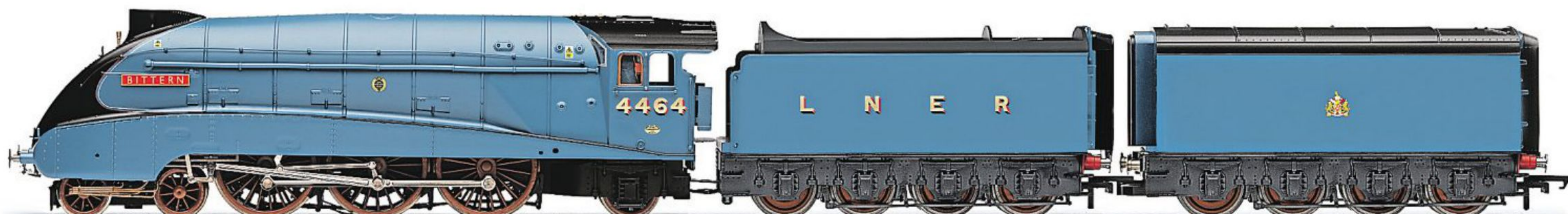
Another, in a limited edition of 500, is Class 47 No. D1670 *Mammoth* in BR two-tone green livery (£149.99, DCC-fitted £169.99 and DCC sound-fitted £249.99).



The up-and-coming Invicta Models of Sidcup, Kent, offers an exclusive Bachmann set of three Fison's water tank wagons in mid-1980s green for £43.99, and a set of two converted ex-LMS 'porthole' carriages in the same livery, due out soon, which can be pre-ordered for £109.99. Among other Invicta exclusives is a BR Mk 1 CCT four-wheel van in BR maroon of BR blue at £29.99.



This N-gauge seven-plank wagon in the livery of Stirrup & Pye Ltd of Stoke-on-Trent, in a limited edition of just 150, has been commissioned by Hobby Goblin, and can be ordered for just £10.90 from Hobby Goblin, 54 Hamil Road, Burslem, Stoke-on-Trent ST6 1AU.



Who with a shred of the 'Gresley beat' in his blood could resist this magnificent Hornby 'One to One' model of A4 Pacific No. 4464 *Bittern*, in garter blue with twin tenders?



This well-finished Darstaed O-scale model of a BR 37ft second-class carriage is one of a number of suburban coaches available from Ellis Clark Exclusive Models for just £169 apiece.

Expected in the second quarter of this year, The Class 37 diesel, in weathered bright yellow Network Rail livery, will come as No. 97 304 *John Tiley* (32-777W) in a limited edition of 500 with etched nameplates and a numbered certificate of authenticity.

Moving up the scale to O gauge, some brilliant Darstaed suburban coaches, with a price tag of just £169 each, are available from Ellis Clark Exclusive Models, and if you're looking for a whole train, a BR 57ft Mk 1 suburban set A, based on a prototypical combination comprising two Brake Seconds (BS), a Second (S) and

a Composite with Lavatory (CL) is also available to order for £665. It seems that O scale is becoming more affordable with each passing day.

Kent's newest model railway specialist, Invicta Models of Sidcup, has a great line-up of exclusives, including a Bachmann set of three Fison's weedkilling water tank wagons in mid-1980s green and consisting of tanks 56963, 56964 and 56965 at £43.99. In matching livery, two of the ex-LMS 'porthole' carriages by Bachmann will also become available in a weedkilling coach pack (39-000Q) and they are available to pre-order at £109.99.

Invicta also offers a 35-ton VBA box van in pristine BR Research Division RTC blue and red (£14.95), BR Mk 1 CCT four-wheel vans in a choice of BR maroon or BR blue (£29.99) or in weathered BR blue express parcels livery at £31.99.

And finally for this month, three attractive BP-type C TTA tank wagons have been made by Peco exclusively for Hereford Model Centre (<http://herefordmodels.com/>). Retailing at £13.45 each, NR-P993A (wagon No. BP067266) is in grey, NR-P994B (wagon No. BP067162) is in bright green and yellow and NR-P995A (wagon No. BP065762) is in black.



Three versions of the BP Type C TTA tank wagons have been made by Peco Ltd in N gauge for Hereford Model Centre. They come in grey, green and black, and cost £13.45 each.



FRM (Frizinghall Models & Railways) of Baildon, West Yorkshire, regularly offers desirable limited-edition models – remember the green and cream camping coaches? – and this weathered seven-plank coal wagon in the bright livery of Lister & Co Ltd of Manningham Mills, Bradford, is just one of them.



Even the carefully applied weathering takes little away from the dazzling yellow paint scheme of this upcoming Bachmann-built exclusive for the Kernow Model Rail Centre in Cornwall. It will come later this year in a limited edition of 500.



This BR Mk 1 CCT four-wheel van is available from Invicta Models of Sidcup, Kent for £29.99.



Buying Pre-owned Collections & Un-wanted Models



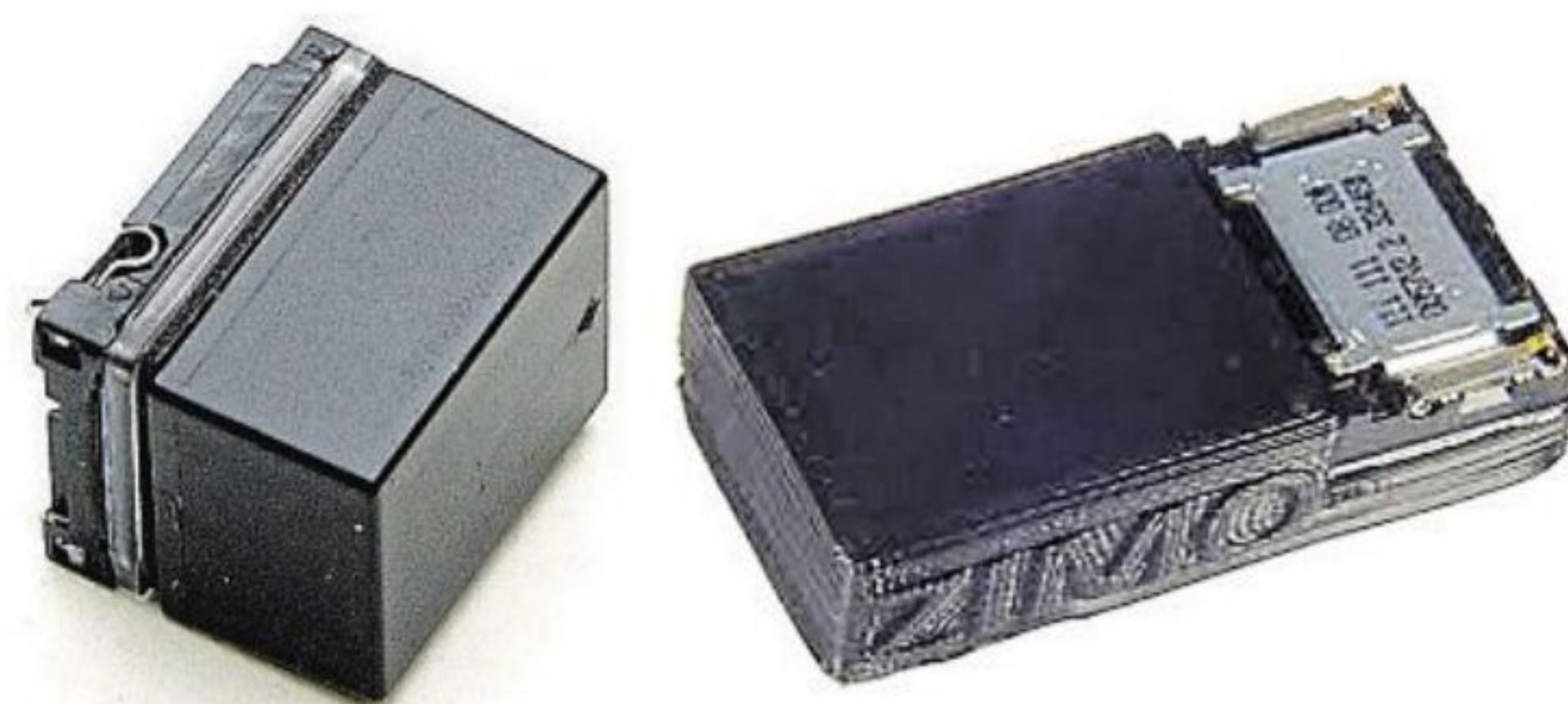
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The busy life of the volunteer guard

Ian Lamb concludes his feature about train guards on preserved railways, and how their many activities can be replicated in miniature.

BECOMING A VOLUNTEER GUARD ON a preserved railway entails the same amount of dedication and hard work as that of any paid member of that now-threatened species on our national network.

One of his or her duties is recording the number of each vehicle in a train's consist, along with its weight, and passing it on to the driver. This practice is also important should it become necessary to report a fault with any of the vehicles in the defect book.

If any of the coaches fails, the guard alone has to decide whether to have it removed from the train and shunted into a siding. It usually takes something quite major for this to be the case. As a fault can suddenly arise during the train's journey, though, the guard has to understand the working of signals and points at every station.

Because any vehicle removed from the train has to be secured with wheel chocks, knowledge of gradient profiles is also vital, otherwise the vehicle(s) could simply roll away when vacuum leaches from the vacuum cylinders.

Even when the guard is satisfied that the train itself is fit for duty, there are more jobs to do first. When signing on for duty, he/she will also retrieve a set of detonators which, on the train, are kept locked away in a safe. These are for use in any number of emergency situations.

To become fully aware of any temporary speed restrictions or any other instructions that might have

appeared since the last turn of duty, the guard also has to check all special notices at the signing-on point.

Back in the guard's van or compartment, other checks include ensuring the first-aid kit is intact, and that chocks, fire-fighting equipment, ladders, buckets and other items are all in their proper place and in good condition.

By now the passengers are starting to board, but the guard still has to check the oil level in the tail lamp reservoir, top it up if necessary and trim the wick if required, then fit the lamp to its bracket at the back of the rearmost coach. The inclusion of this lamp ensures to signallers along the line that the train is complete and has not split. If no tail lamp is showing, the train will be stopped at the next signal.

As the clock ticks towards departure time, the guard readies the green flag and whistle. These are carried in the guard's bag, which also includes equipment ranging from carriage keys to high-visibility vests, a torch, goggles, screwdrivers and so forth.

Once the signal has moved from clear, and the driver has received the token for the section of line ahead from the signalman, the driver will wish to create vacuum to lift off the brakes. The guard will release the handbrake to allow vacuum to be created along the train, and will check his/her vacuum gauge by lightly applying the setter lever.



In the pouring rain at Bronwydd Arms, on the friendly Gwili Railway in south-west Wales, signalman Robert Keir hands the single-line staff to driver Robert Voye so that, with the guard's consent, the well-restored DMU can proceed on its journey. Note also the two-coach cafe and information point in the background.

Only when this process is complete can the guard can finally think about giving the 'right away', but first he/she needs to make sure that no late passengers are about to leap aboard, that all carriage doors are shut and that everyone on the platform is standing well clear of the train. The help of any available platform staff qualified to dispatch trains is enlisted, and they normally stand at each end of the train and give 'all clear' signals to the guard. At smaller stations, travelling train inspectors also help with this process.

The guard's whistle can now be blown and the green flag waved as a clear signal to the driver. It is the waving of this flag, or the showing of a green light, that indicates that the train can now start moving.

Most journeys are relatively trouble-free, but the guard has to watch every signal, every road and foot crossing and be prepared to take action if necessary. On the approach to stations, the guard might need to 'wind in' the train, i.e. give hand signals telling the driver to keep moving until the train is within the passing loop. This also has to be done at halts, to ensure the guard's van is alongside the platform, otherwise the guard and any passengers wishing to retrieve a pushchair or bicycle from the van will have problems.

Lights have to be switched on before the train passes through a tunnel and, of course, switched off afterwards.

The journey along the line rarely affords the guard any time to sit down and relax, because even when not observing signals or dealing with passengers, there is still the guard's journal to complete, for this is the steam-age equivalent of the 'black box' and records all station passing times and notes all delays and their causes.

If long delays occur, the guard must contact the duty officer and discuss what action, if any, needs to be taken. Perhaps another train has failed, or if the train on which the guard is travelling has broken down, a plan of action needs to be agreed and communicated to the driver. If the locomotive cannot continue, a rescue engine might be sent out, so the guard will have to take steps to protect the train by placing detonators on the track behind.

Such a burden of responsibility might prove too much for some – they are all volunteers after all – but to others, being passed out as a qualified guard brings the satisfaction and



Young Brook alights at Aviemore from the returning train, having enjoyed a wonderful ride to and from Broomhill on the Strathspey Railway on May 12, 2018. Mum Marie and dad Chris Callacher of Hamilton look on as volunteer guard Andrew Allardyce from Elgin supervises the safety of the family group.

pleasure of being in charge of one's own full-sized steam train.

As with any safety-critical role, there's a lot to learn, and all guards, whether volunteers or not, are re-tested on a regular basis as well as having to undergo regular medical examinations – but the satisfaction of a job well done, and the enjoyment passengers receive from a day out on your railway, make it all worthwhile. Little do they know what the guard has to do to ensure their safety and comfort – and nor should they – but they are the paying customers who keep the financial wheels of our heritage railways turning.

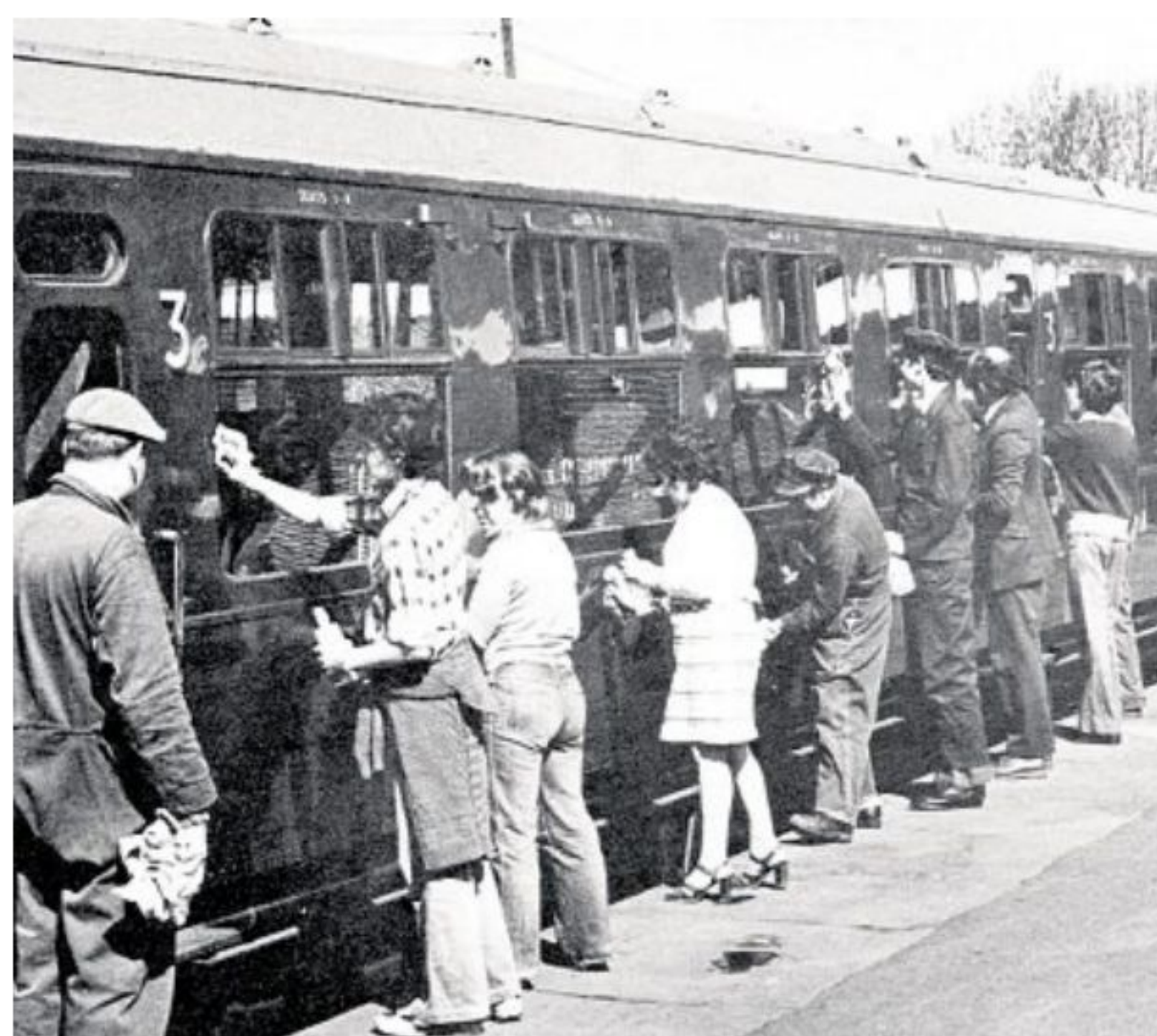
Undoubtedly it's the driver, despite all the dirty, hard work the job entails, who has the glamorous job, posing for photographs with the adoring public at the end of the line. Then there are the signallers, for the most part snug and dry inside their signalboxes but having to bear the onerous responsibility of keeping the trains moving safely. But do spare a thought for the guard, even if passengers think it's quite a cushy job, just waving a green flag and blowing a whistle!

Without its guard, a train simply cannot go anywhere.

If the preserved railways are to go on providing such wonderful living history and nostalgia to the public, they can only do so if the volunteers necessary to run them come forward. The great and vital contributions made by existing volunteers need to be shored up and perpetuated by a steady stream of new blood that is prepared to share in the venture with them – so if you are not already doing so, surely you could spend an hour or so once a month just to help out, even if it's just cleaning windows!



All heritage railways need to recruit volunteers simply to replace those leaving, whose many years of service are duly acknowledged. On this occasion, guard Joe Skinner is presented with a silver quail by Emily Garrow at Boat of Garten. Photo courtesy Strathspey Railway.



Even if it just means cleaning carriage windows from time to time, there's always something for volunteers to do on any preserved railway.

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The yard itself is a model of careful research and application. In Howard's mind's eye, the yard foreman has popped out of his hut for a few minutes to give the departing postman his pink chit and have a quick chat about the chances of Lincoln City's football team that season. Note also the gates, the brick building with its 'dog-kennel' roof and the gas lamp beside it.



It's only a little wooden yard hut that once stood in the parcels yard at Lincoln Central station – but a glance through the windows reveals all the attention to detail that Howard has applied inside it, from proper floors and inner walls to typical pictures and notices on the walls, and on the counter a telephone, newspaper, record book and pen, coffee cup and even an ashtray with cigarette butts!

A yard hut for Lincoln Central

Howard Leader tells how extensive research and some useful old photographs enabled him to reproduce, in model form, some of the long-vanished buildings that once stood in the old parcels yard to the west of Lincoln Central station.

FOR SOME TIME NOW I'VE BEEN WORKING ON structures for a large 4mm-scale Lincoln Central layout being built at the city's Digitrains premises, so when I was asked recently if I could reproduce, in model form, some of the buildings that once stood in the former parcels yard, I already had a set of old architects' drawings and a growing library of photographs from the period, so I began some research.

The parcels yard looks very different today, being taken up largely by a steel and glass bicycle shop. The railings and gates are still there, fencing the same plot that existed in the 1960s, and incidentally I gather that, before the site was a parcels yard, it was a fish dock! Close inspection of the plans revealed the footprint of two small buildings, but there was no clue as to what they were. When I started to scrutinise my picture file, it proved to be an exacting task as there were very few pictures taken of the station area looking west, but I did find three images showing slithers of the yard. The first gave some close-up detail of a sign board affixed to the railings, which I have replicated in the model, and the other two – although pictures of vehicles – each show a portion of a hut and a brick building with a 'dog-kennel' vent on the roof. They also showed a very nice gas lamp in the yard.

Further research turned up a similar, but this time complete, hut further down the station throat, so in the absence of anything more definite I decided that the yard hut would probably have been much the same design. Fortunately the photo showing the yard hut was in colour, which gave me some very useful information

for the decoration of the building. Consultation with various local railway experts brought us to the conclusion that the other building was probably a staff lavatory block.

I had a footprint for the yard which, using some cobbled stone sheets, was set on to a platform-height framework, and it was now time to set about the buildings. The lavatory was a fairly straightforward brick building with frosted windows and a light inside, but the hut was much more of a challenge, not least because there is so much glass in it that even without lights inside people would be able to see in. I decided, therefore, that I would do a complete interior and light it.

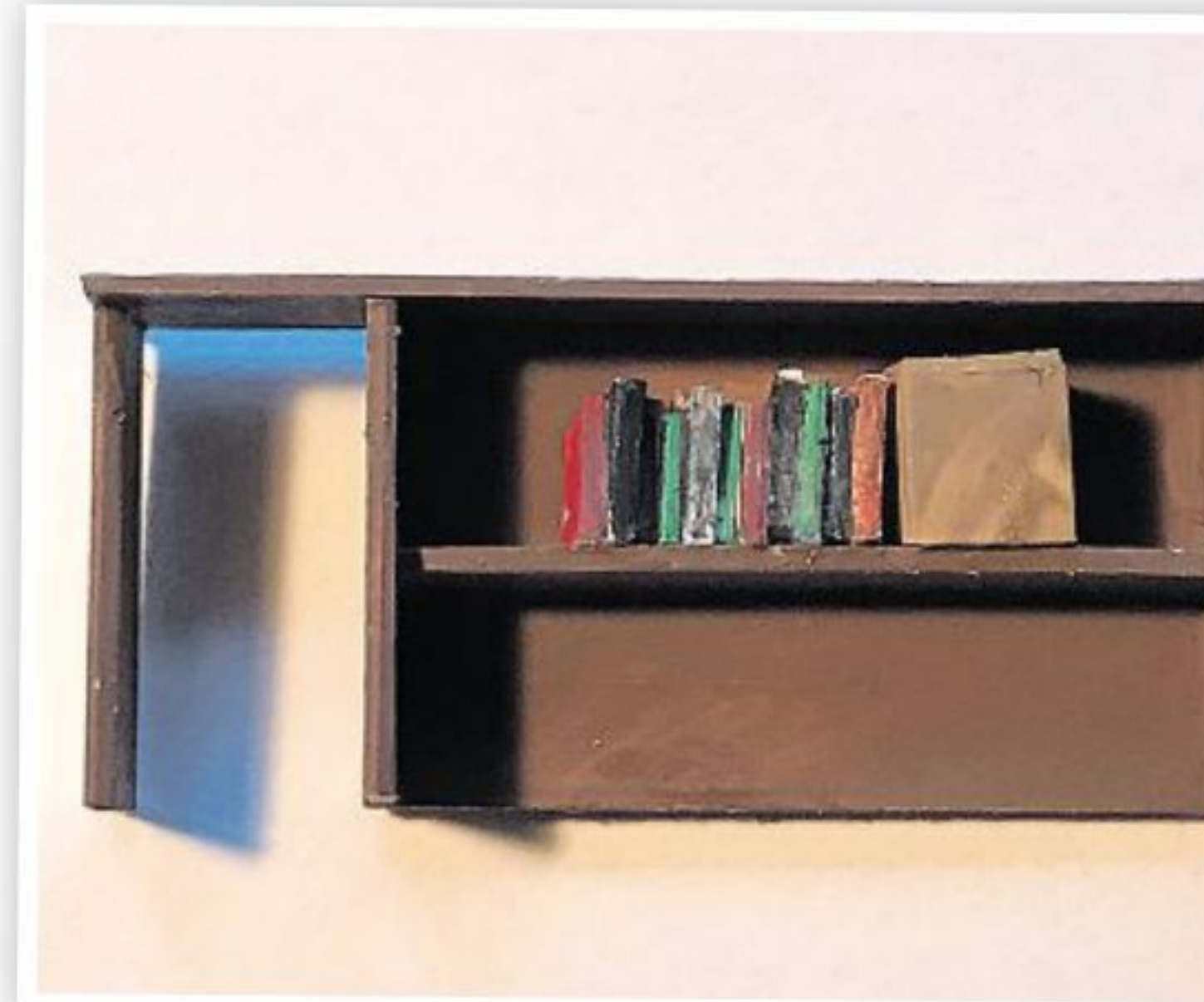
I made scale drawings, cut the shapes of the walls, door and roof sections and cut out the window apertures. The next phase required some thought: if people are going to look inside then the Perspex glass edges would all have to be properly concealed within frames which would form part of the tongue and groove lining. I also had to include a conduit for the lighting wires. That done, I scribed floorboards, glazed the door and put the walls and floor together.

Then I worked on the interior fittings – a counter (with books underneath), filing cabinet, high stool and stove – all made from scrap and offcuts. I made a telephone for the counter, a record book open with a pen beside an empty cup of coffee and popped a cigarette butt into the ashtray. I put a notice board on the wall and reproduced the August 1965 page from a girlie-calendar to hang in the corner (yes, such things were commonplace in a largely male workplace in those days!).

In my back-story I decided that the foreman of the yard had popped out to give the departing post office driver his pink chit and have a quick chat about Lincoln Imps' chances this season.

Having located the buildings and wired in the lamp, I doctored a few figures from my figures box, knocked-back and weathered the Royal Mail vehicles (I decided that the foreman is the sort of chap who would always keep his Singer motor car spotless!) and attended to the final detailing around the site. I was very relieved to find that the piece fitted when offered on to the layout!

■ The layout will be appearing as a work-in-progress exhibit at the Bingham Model Railway Club's exhibition at Cotgrave Welfare, Woodview, Cotgrave, Nottinghamshire, NG12 3PJ on April 6-7.



Yet more detail has been applied beneath the counter with a shelf, books and cardboard box safely tucked away.



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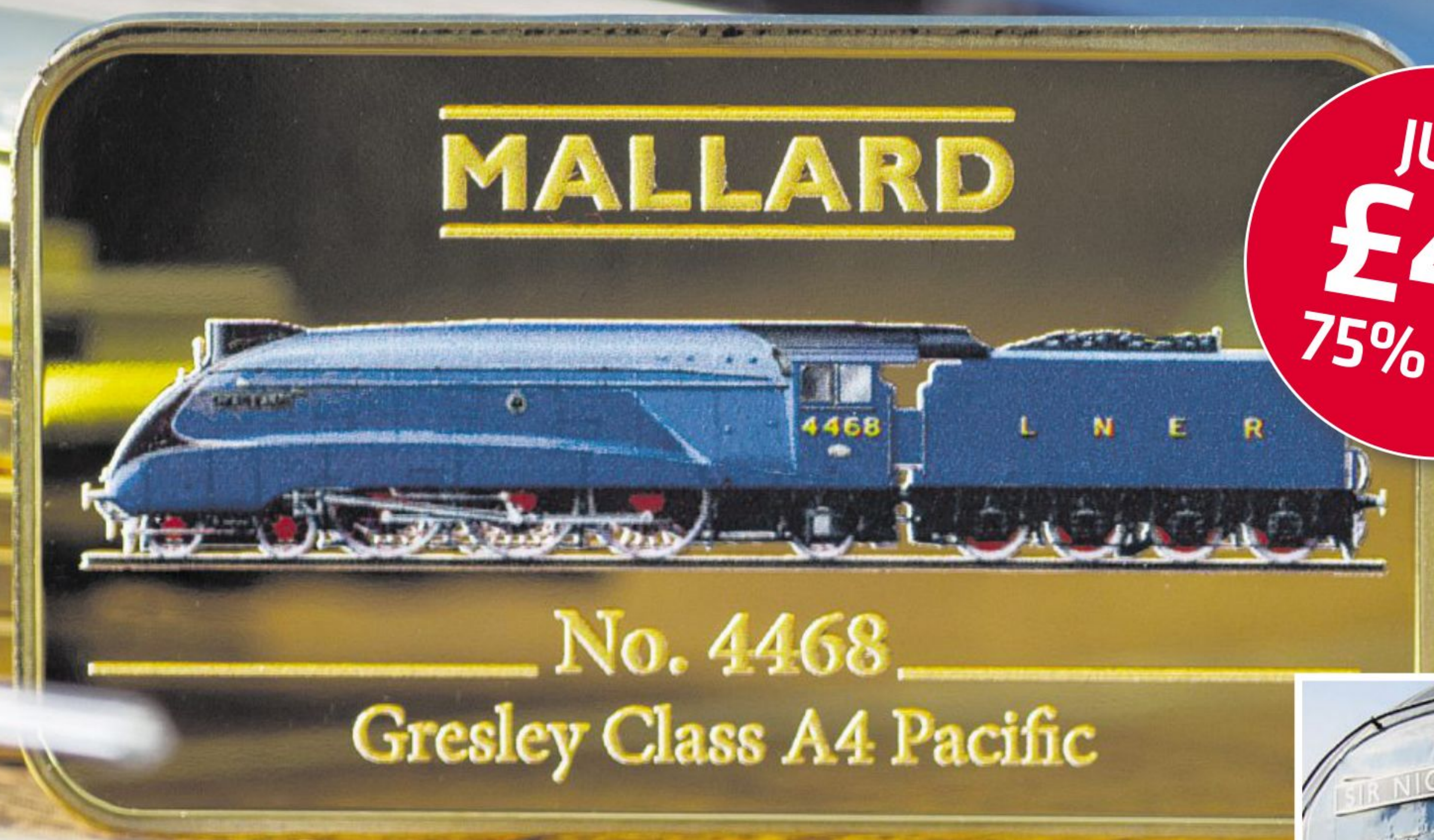
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John M Rodway's Tales From Knottewithought Junction



Realising that the gate to its pen was not secured shut, the bull pushed it with its nose and walked out into the goods yard.



Feeling hungry after standing in the pen for months, it tasted the scatter materials, but they were a bit dry and tasteless.

The Taurus affair

IN MODEL RAILWAY LAND THERE WAS A bull in the stock pens at Wempole. The animal had seen cattle wagons come in empty and leave equally empty. Prize cattle wagons had also come and gone, but there was never one for him – perhaps just as well, because none of them had ever been mucked out or sluiced down.

Early one morning, realising at last that the gate to its pen didn't have any form of bolt, catch or even a length of twine to hold it closed, it pushed against it with its nose and walked out into the goods yard.

Enjoying this sudden freedom, the animal went off to explore.

As it hadn't been fed for some months, the bull started to munch on the lichen and scenic scatter. Wandering further along the line, it tasted the hedges, but they were far too rubbery! The tussocks of static grass were much more to its liking – tall and green, if a bit dry.

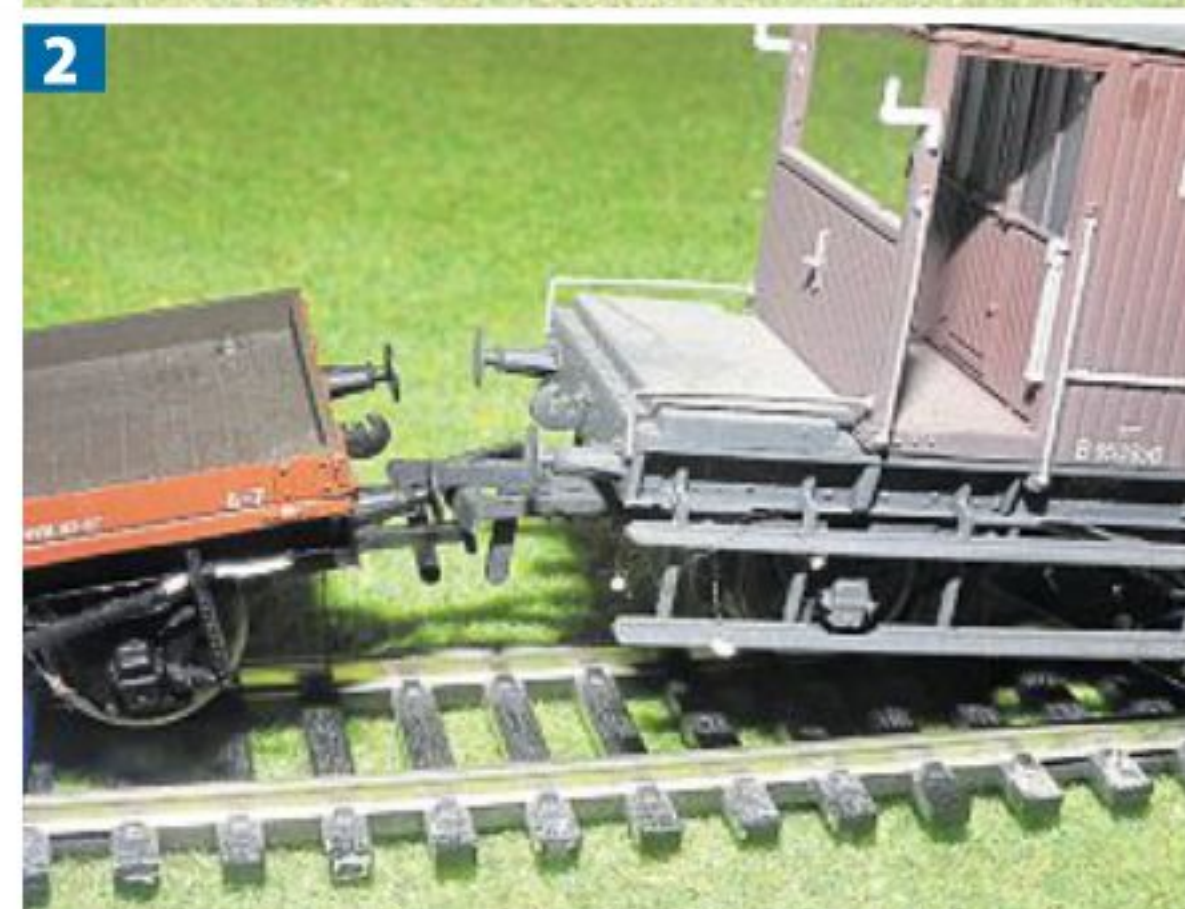
Later that day, the Driver of the afternoon goods was having problems with the couplings, so in an attempt to make them all connect he banged the

wagons into the Guard's van, and the van into the buffers – unfortunately just as the Guard, Mr Denton, was making himself another billy can of hot coffee. The boiling liquid splashed all over his trousers, and by the time the train was on its way the coffee had penetrated the serge and was scalding his legs.

As he was alone in the van, and reckoning that no one would see his pale legs behind the walls of the veranda, he placed his trousers over it to catch the passing breeze. By the time he was approaching the next stopping point they'd be nice and dry again.

Then the Driver, after spotting a bull on the track ahead of the train, started to blow the whistle. The animal thought it could outrun the locomotive, so it was iron horse versus plastic bull. The Guard moved round to the side of his veranda to see what was going on.

The engine soon caught up with, and overtook, the errant bull, which dropped to a canter – but when it saw the flapping cloth at the back of the



train, the animal decided to catch it with its horns. With one deft move, it impaled the damp trousers.

The Guard had only until Lower Knottewith Sidings to decide what to do!

As the goods train receded into the distance, the bull spotted some cows in a field next to the railway. The animal hadn't seen a cow since it had left the plastics factory, but knew instinctively that it should be with them. When they saw the bull, the cows gathered against the fence bordering the railway, but appeared more interested in the 'hat' the escapee was wearing, and the aroma of coffee emanating from it.

The bull jumped over the fence into their field, breaking the top rail, and fell headlong on to the grass. The cows



1. "She won't couple," said the Driver of the afternoon goods. "I'll give 'er a bit more 'andle!"

2. "Blast! @!" said the Guard, whose billy can of hot coffee spilled on to his trousers, scalding his legs.

3. "There's a bull on the line!" said the Driver, blowing the whistle of his Johnson 3F.

4. Unable to outrun the train, the bull dropped back, only to find a new temptation – the Guard's damp trousers, flapping in the wind – and with one deft move it impaled them.

5. After its escapade, it jumped into a field full of cows, and they all lived happily ever after!



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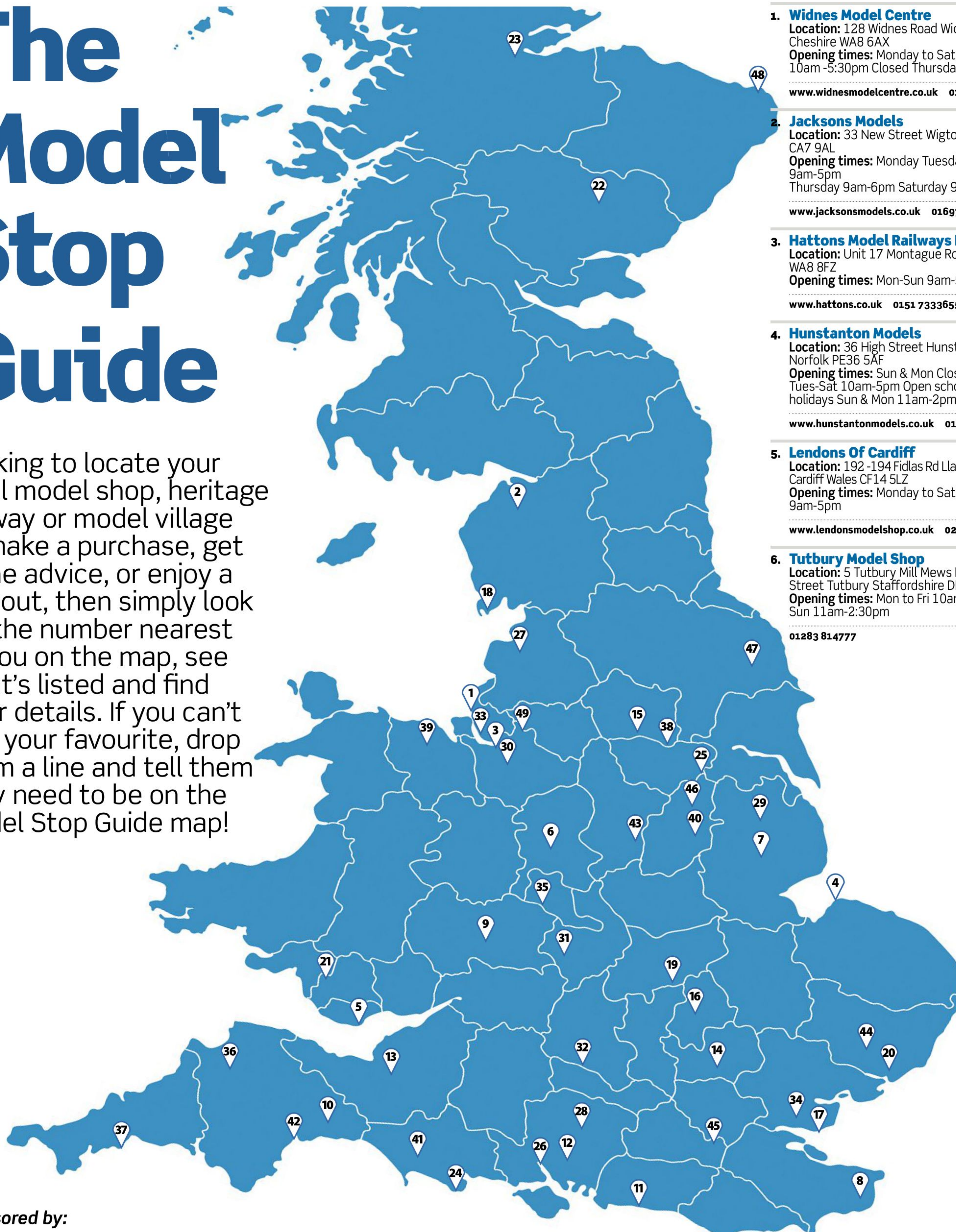
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Looking to locate your local model shop, heritage railway or model village to make a purchase, get some advice, or enjoy a day out, then simply look for the number nearest to you on the map, see what's listed and find their details. If you can't find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



- 1. Widnes Model Centre**
Location: 128 Widnes Road Widnes Cheshire WA8 6AX
Opening times: Monday to Saturday 10am-5:30pm Closed Thursday & Sunday
www.widnesmodelcentre.co.uk 01514241196
- 2. Jacksons Models**
Location: 33 New Street Wigton Cumbria CA7 9AL
Opening times: Monday Tuesday Friday 9am-5pm
 Thursday 9am-6pm Saturday 9am-1pm
www.jacksonsmodels.co.uk 01697 342557
- 3. Hattons Model Railways Ltd**
Location: Unit 17 Montague Road Widnes WA8 8FZ
Opening times: Mon-Sun 9am-5pm
www.hattons.co.uk 0151 7333655
- 4. Hunstanton Models**
Location: 36 High Street Hunstanton Norfolk PE36 5AF
Opening times: Sun & Mon Closed
 Tues-Sat 10am-5pm Open school and bank holidays Sun & Mon 11am-2pm
www.hunstantonmodels.co.uk 01485 533324
- 5. Lendons Of Cardiff**
Location: 192 -194 Fidas Rd Llanishen Cardiff Wales CF14 5LZ
Opening times: Monday to Saturday 9am-5pm
www.lendonsmodelshop.co.uk 02920752563
- 6. Tutbury Model Shop**
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- 7. Digitrains Ltd**
Location: 15 Clifton Street Lincoln Lincolnshire LN5 8LQ
Opening times: Mon to Fri 10am-5pm Sat 10am-4pm

www.digitrains.co.uk 01522 527731
- 8. Hornby Visitor Centre**
Location: Westwood Industrial Estate Margate Kent CT9 4JX
Opening times: Every day 10am-4pm

www.hornby.com 01843 233524
- 9. DCC Supplies Ltd**
Location: Unit 17a Top Barn Business Centre Holt Heath WR6 6NH
Opening times: Mon-Thurs 10am-5pm Fri 12pm-5pm Sat 10am-4pm

www.dccsupplies.com 01905 621999
- 10. Buffers Model Railways**
Location: Colston Cross Axminster Devon EX13 7NF
Opening times: Tues-Fri 10am-4pm Saturday 10am-1pm

www.buffersmodelrailways.com 01297 35557
- 11. Morris Models**
Location: 80 Manor Rd Nth Lancing West Sussex BH15 0HD
Opening times: Monday to Saturday 9:30am - 5pm

www.morris-models.co.uk 01903 754850
- 12. A C Models**
Location: 7/9 High Street Eastleigh Hants SO50 5LB
Opening times: Monday-Saturday 9am-5pm Closed Wednesday & Sunday

www.acmodelseastleigh.co.uk 02380 610100
- 13. Frome Model Centre**
Location: 1-2 Catherine Street Frome Somerset BA11 1DA
Opening times: Tuesday to Saturday 10am-5pm

www.fromemodelcentre.com 01373465295
- 14. KS Models**
Location: 19 Middle Row Old Town Stevenage Herts SG1 3AW
Opening times: Thursday to Saturday 10am-5pm Closed Sunday to Wednesday

www.ks-models.co.uk 01438746616
- 15. FMR**
Location: Discovery House 8A Sapper Jordan Rossi Park Baildon BD17 7AX
Opening times: Monday to Saturday 9:30am-5:30pm (closed Wednesday)

www.modelrailshop.co.uk 01274 747447
- 16. Agr Model Railway Store Ltd**
Location: 9 High St Mews Leighton Buzzard Beds LU7 1EA
Opening times: Monday-Friday 9am-5pm Saturday 9am-4pm

www.agrmodelrailwaystore.co.uk 01525 854788
- 17. Flair Rail**
Location: Unit 7 Springfield Nursery Estate Burnham On Crouch Essex CM0 8TA
Opening times: Mon to Fri 9am-4pm Saturday 9am-3pm

www.flair-rail.co.uk 01621 786198
- 18. Crafty Hobbies**
Location: 54 Cavendish St Barrow In Furness Cumbria LA14 1PZ
Opening times: Monday to Friday 9:30am-5pm Closed Thursday and Sunday

www.crafty-hobbies.co.uk 01229 820759
- 19. Wellingborough Trains & Models**
Location: 26 Market Street Wellingborough Northamptonshire NN8 1AT
Opening times: Tuesday to Saturday 9:30am- 4pm

www.wellingboroughtrains.co.uk 01933 274069
- 20. Orwell Model Railways**
Location: Ipswich Model Railway Centre 48/52 Tomline Road Ipswich IP3 8DB
Opening times: Monday-Friday 10am-4pm Wednesday 10am-6pm Saturday 10am-5pm

www.orwellmodelrailways.co.uk 01473 724578
- 21. KDC Hobbies**
Location: 50 Saron Road Capel Hendre Saron Ammanford Carmarthenshire SA18 3LG
Opening times: Mon-Sat 9am-5:30pm

www.kdchobbies.co.uk 01269 831332 / 07746691416

- 22. Mac's Model Railroading**
Location: 4-8 Reform Street Kirriemuir Angus Scotland DD84BS
Opening times: Monday to Saturday 10:30am - 4pm Closed Thursday

www.macsmodels.co.uk 01575 572397
- 23. The Sport and Model Shop**
Location: 66 High Street Dingwall Ross-shire Highlands Scotland IV15 9RY
Opening times: Monday to Saturday 9:15am - 5pm

www.sportsandmodelshop.co.uk 01349 862346
- 24. Swanage Model Railway Centre**
Location: Unit D2-D5 Dolphin Quay Poole BH15 1HU
Opening times: Mon-Sat 9am-5pm Sun 10.30am-4.30pm

www.just-collectables.co.uk 07956973072
- 25. Panda Models**
Location: 24a Hallgate Doncaster South Yorkshire DN1 3NG
Opening times: Mon-Sat 10am-5pm

www.pandamodels.co.uk 01302 739514
- 26. Ron Lines**
Location: 342 Shirley Road Shirley Southampton SO15 3HJ
Opening times: Monday to Friday 10am-5pm Saturday 9am-4pm

www.ronlines.com 02380 772681
- 27. Carnforth Models**
Location: Unit 5 Carnforth Station Carnforth Lancashire LA5 9TR
Opening times: Tuesday to Saturday 10am-4:30pm

www.carnforthmodels.co.uk 01524 730101
- 28. Alton Model Centre**
Location: 7A Normandy Street Alton Hampshire GU34 1DD
Opening times: Tuesday to Saturday 9am-5pm See website for Sunday opening hours

www.altonmodelcentre.co.uk 01420 542244
- 29. Caistor Loco**
Location: 8 Market Place Caistor Market Rasen LN7 6TW
Opening times: Monday-Friday 10am-3pm Friday late night 5pm-7pm Saturday 10am-5pm Closed Wednesday

01472 859990
- 30. Culcheth Model Railways**
Location: CPS Shopping Centre Common Lane Culcheth Warrington WA3 4EH
Opening times: Monday-Saturday 9:30am-5pm

www.holdercollectables.co.uk 01925 899959
- 31. Our Place**
Location: 3 Swan Street Alcester Warwickshire B49 5DP
Opening times: Tues-Thurs 10am-6pm Fri 10am-4pm Saturday 10am-6pm

www.model-mart.co.uk 01789 766755
- 32. SCC 4 DCC**
Location: Sunningwell Command Control Ltd PO Box 381 Abingdon Sorting Office OX13 6YB
Opening times: 9am-5pm Monday to Saturday

www.scc4dcc.co.uk 01865 730455
- 33. Grimy Times**
Location: 187 Orford Lane Warrington Cheshire WA2 7BA
Opening times: 10am-5pm (closed Sunday and Monday)

www.grimytimes.co.uk 01925 632209
- 34. SAT Model Rail**
Location: Unit G5 The Old Granary Hawk Hill Battlesbridge Wickford Essex SS11 7RE
Opening times: Monday Wednesday Thursday Saturday Sunday 10am-5pm Tuesday 10am-1.30pm Friday 1.30pm-5pm

www.satmodelrail.co.uk 01268 562588
- 35. A. Oakes World of Model Trains**
Location: 174-180 Vicarage Rd Olbury West Mids B68 8JB
Opening times: Monday-Saturday 9am-5:30pm Wednesday 9am-12:30pm

www.aoakes.co.uk 01215521684

- 36. Shady Lane**
Location: 11 Grenville St Bideford North Devon EX39 2EA
Opening times: Monday to Saturday 9:30am-5pm Tuesday 9.30am-6pm

www.shadylanemodels.co.uk 01237 238872
- 37. World of Model Railways**
Location: Meadow Street Mevagissey Cornwall PL26 6UL
Opening times: Saturday & Sunday 12pm-4pm

www.model-railway.co.uk 07724133312
- 38. Going Loco**
Location: 38 Potovens Lane Lofthouse Gate Wakefield West Yorkshire WF3 3JF
Opening times: Monday to Friday 10am-5pm Thursday 2pm-7pm Saturday 10am-4pm

www.goinglocomodels.com 01924 824748
- 39. Rhuddlan Models**
Location: High Street Rhuddlan Denbighshire LL18 2TU
Opening times: Tues to Fri 10am-5:30pm Sat 10am-4pm

www.rhuddlanmodels.co.uk 01745 590048
- 40. The Goods Yard**
Location: Station Lodge Lodge Lane Industrial Estate Tuxford Notts NG22 0NL
Opening times: Wednesday to Saturday 10am-4pm

www.thegoodsyard.co.uk 07930 557601
- 41. Aspire Gifts & Models**
Location: Unit 4 Court Farm Business Park Buckland Newton Nr Dorchester DT2 7BT
Opening times: Mon 2pm-5pm Tues-Thurs 10am-5pm. December only Fri-Sat 10am-5pm

www.aspiregiftsandmodels.co.uk 01300 345355
- 42. Colletts Models**
Location: 20 Albion St Exmouth Devon EX8 1JJ
Opening times: Tues to Sat 9.30am-5pm Sun & Mon closed

www.collettsmodelshop.co.uk 01395 224608
- 43. Famous Trains Shop**
Location: Famous Trains Model Railway Markeaton Park Derby DE22 3BE Park entrance off Derby Ring Road
Opening times: Every Sat Sun and Monday 11am-4pm

www.famoustrains.org.uk 0781 256 4708
- 44. Model Junction**
Location: 10 Whiting Street Bury St Edmonds Suffolk IP33 1NX
Opening times: Mon-Sat 9am-5pm Closed Sunday

www.model-junction.com 01284 753456
- 45. Janes Trains**
Location: 35 London Road Tooting London SW17 9JR
Opening times: Tuesday to Friday 12pm-6pm Saturday 11.30am-6pm Closed Sunday & Monday

www.janestrains.co.uk 02086 401569
- 46. Edwinstowe Trains & Things @ Benham**
Location: 45 High Street Edwinstowe NG21 9QR
Opening times: Mon-Sat 10.30am-5.30pm Closed Sunday

www.benhamsonline.com 01623 822302
- 47. The Model Centre**
Location: Beck Hole Whitby Nth Yorkshire YO22 5LF
Opening times: Monday to Friday 8am-5pm Saturday 8am-2pm

www.themodelcentre.com 01947 899125
- 48. The Crafty Modeller**
Location: 97-101 High Street Fraserburgh Aberdeenshire AB4 39EX
Opening times: Monday to Saturday 9am-5pm closed Sunday

en-gb.facebook.com/Thecraftymodeller/ 01346513618
- 49. Sawyer Models**
Location: 119 Bradshawgate Leigh Greater Manchester WN7 4ND
Opening times: Monday to Friday 10am-5.30pm Saturday 10am-5pm

www.sawyermodels.co.uk 01942 202334

The MSLR's extension has already been ballasted, and now awaits the tracklaying.



LNER Y7 0-4-0T No. 985, now resident at the 'Middy', was built from a North Eastern Railway design of 1888, but dates from 1923 so never carried its NER livery. The class was used mainly for dock shunting in the North East, but this locomotive once served as a Stratford Works pilot.



The Mid-Suffolk Light Railway's guest locomotive for this season is *Sirapite*, a 1906 Aveling & Porter 0-4-0WT that's really a traction engine on rails. It was the works shunter at Garrett's of Leiston for more than 30 years, and this will be its first working visit to another railway.

Keeping the 'Middy' memories alive

Craig Amess tells the story of the Mid-Suffolk Light Railway, which was finally closed in 1952 after years of struggle and debt. Happily, though, it has since re-emerged as an absorbing preservation venue.

THE MID-SUFFOLK LIGHT RAILWAY (MSLR) is the only standard-gauge heritage line in Suffolk.

Intended to open up the agricultural area of central Suffolk and link to the rest of the country, the original line was built too late for the great railway age, and although local enthusiasm was high, money was so scarce that the railway was effectively broke before it opened.

This is the story of 'the Middy'.

Agricultural central Suffolk was almost bypassed by railways during the great

railway age, and it wasn't until 1896, after Parliament passed the Light Railways Act allowing entrepreneurs to set up cheaper railways of lighter construction and with less rigid operational regulations, that such regions finally had the chance to join the railway network.

In October 1898 H L Godden, of civil engineers Jeyes and Godden, wrote to the councils of several mid-Suffolk towns telling them that a client would match any subscriptions towards a light railway to serve the

district. Almost £1000 was raised, with 296 people offering contributions of between a shilling and a pound.

The plan was ambitious in the extreme, with 50 miles of railway being proposed to cross central Suffolk from Haughley, on Great Eastern Railway metals. Connections with Needham Market and Westerfield were proposed, but these were opposed and the plan was reduced to 42 miles.

On April 5, 1900, the Mid-Suffolk Light Railway Order was made needing share capital of £225,000, and the directors wasted no time in awarding a contract to S Pearson & Sons on July 27, 1900. No instructions to proceed followed, however, the delay apparently being caused by lack of capital.

In November 1901 it was recommended that a route near the River Blyth at Halesworth be implemented. This required another survey, and an overdraft was agreed with the bank, but it wasn't until December that a prospectus was published for the share issue. Frustrated, Pearson & Sons resigned from the contract and were replaced by S Jackson of London.

May 3, 1902 saw the first sod cut in a field at Westerfield, and despite the MSLR's financial issues, a lavish luncheon for 600 guests was laid on in celebration. No more work was ever carried out at Westerfield. On July 22, 1902 a further overdraft was agreed with the bank, and several more extensions followed.

The August 1903 Annual General Meeting heard that the take-up of shares had been poor, and by the end of the year the company's financial position was unsustainable. The bank was unwilling to extend the overdraft, but in April 1904 £25,000 was advanced by the Treasury as a grant.

The line between Haughley and Laxfield was opened on September 20, 1904, the first train being hauled by the contractors' 0-6-0 tank locomotive *Lady Stevenson*, but the proposed Halesworth extension wasn't agreed until February 1905.

Early days

The MSLR's first locomotive, a Hudswell Clarke 0-6-0 numbered 1 and named *Haughley* (which had been available



1906 Cockerill 0-4-0WT tram locomotive No. 2525 was built in Belgium for shunting and light tramway work, but looks very much at home on the 'Middy', where it can raise steam much more quickly than conventional steam locomotives.



This classic Bagnall 0-4-0ST industrial shunting engine was built originally for the Central Electricity Generating Board in 1936, but has now been fitted with vacuum braking equipment and is a regular performer on passenger trains at the MSLR.

on opening day, but the manufacturer refused to release it until payment had been received) finally arrived in November 1904.

With goods trains up and running, the board planned to start four passenger trains per day each way, with six on Tuesdays for Ipswich market day, in 1905, but the line had to be inspected by an officer of the Board of Trade, and on July 2, 1905 Lieutenant Colonel P G Von Donop at first refused permission because there were so many deficiencies along the line.

By 1905 the company owned two locomotives, seven carriages, two brake vans, 18 goods wagons, two horse boxes and six cattle wagons, with everything paid for except the second locomotive. At the end of March 1905 its chairman, Francis Stevenson, resigned as he had become personally bankrupt. The company had to sell land to the GER to help cover its debts.

In 1906 the MSLR extended to Cratfield, towards Halesworth, but had abandoned construction to Westerfield. More bills went unpaid in 1906, and following a board meeting attended by Eagle Insurance Company representatives, a receiver was appointed from October of that year.

At a public hearing into the Halesworth route the following February, the MSLR proposed crossing the GER line to join the narrow-gauge Southwold Railway and using its Halesworth Terminus. It also proposed upgrading to standard gauge to Southwold, but an objection by the GER, which claimed that such an amalgamation would constitute unfair competition, was carried by commissioners so the MSLR could not proceed.

With passenger operations now the priority, more improvements were carried out on the line in anticipation of another

This is one of the lovely restored Great Eastern Railway coaches at the Mid-Suffolk Light Railway, No. 140.



visit by Von Donop on September 25, 1908. This time he approved the services subject to the resolution of a few minor issues, and the services began on September 29, 1908.

In the end the line went just 19 miles, from Haughley to Laxfield. Under The Railways Act of 1921, most British railways passed into the ownership of the 'Big Four'. The London & North Eastern Railway reluctantly absorbed the MSLR, which was still in receivership with high debts, and although the transfer didn't take place until July 1, 1924, it was back-dated to January 1, 1923.

By the 1930s, passenger numbers had dwindled to such an extent that a serious proposal was made to convert the line into a road, but this was found to be impractical.

During the Second World War two trains ran each way daily on the

Haughley-Laxfield branch, as it became known under the LNER, but it was never busier, serving two large USAF airfields at Horham and Worlingworth.

After nationalisation in 1948 the line became part of BR, but declining use and continuing debts led to the withdrawal of services from July 28, 1952. The line was taken up the following year, and the rolling stock was scrapped.

Rebirth

In 1990 a group aiming to recreate the atmosphere of the old line with a 'Middy Museum' on the site of the old Brockford Station cattle dock was formed. An original wall of the dock still stood in the corner of a field, but the original corrugated iron buildings had either been left to rust or sold as farm sheds. None of the old locomotives or rolling stock remained.

The ambitious plan eventually bore fruit, however, and after almost three decades of work, the railway is now busier than it ever was. The first trains in preservation ran in 2002, and typical scenes from the 'Middy's' past are recreated using restored coaches and wagons that would have run on the lines of MSLR's bigger neighbour, the Great Eastern.

Today, at Brockford station, the railway boasts a museum with a collection of standard gauge locomotives and rolling stock, and smaller artefacts, documents and models help to tell the story of the 'Middy'. The railway also has a cafe and pub, and carriage and wagon restoration work is carried out by volunteers in a modern industrial unit.

A lottery-funded restoration shed was opened in 2017, and the railway's key project is to restore Mid-Suffolk Light Railway's 1928 Hudswell Clarke 0-6-0T No. 1604 back to working order. It was one of the last working steam locomotives in East Anglia, having previously been

with the British Sugar Corporation in Bardney, Lincolnshire for more than 40 years from new.

Work is already under way to double the length of the line to give a 10-minute ride, following the existing track bed and terminating at Aspell Halt, modelled on the old station at Wilby. The track bed and ballasting has already been completed by TES 2000.

Current stock

Today's stock includes two diesel engines – a 1952 Ruston & Hornsby 165 0-4000DM diesel mechanical shunter and an R&H 48DS that was added to the fleet in 2017. An engine of the same type was used in the pulling-up of the line and was the only diesel ever to run on the MSLR. The 'Middy' also has a type 17 Wickham trolley that was used to transport platelayers and their tools.

As well as No. 1604 which is undergoing restoration, there are three more operational steam engines at the MSLR.

The former North Eastern Railway Y7 0-4-0T (LNER No. 985) arrived in 2016, and is the only former main line company locomotive to see regular service on the 'Middy' since 1952. After entering service too late to be given a number by the NER, it spent 16 years at Hull Docks before being transferred to the Sunderland Railway and earning a light railway pedigree before being transferred to Stratford Works after nationalisation. In 1952 it was sold to work at the National Coal Board's Bentinck Colliery before passing on to a private buyer in 1964.

A 1936 Bagnall 0-4-0ST, originally built for the Central Electricity Generating Board, has been at the 'Middy' since 2014, and will remain at the railway for the foreseeable future.

A Belgian-built, vertical-boilered Cockerill 0-4-0 VBWT tram locomotive



Under restoration in a lottery-funded shed is Hudswell Clarke 0-6-0T No. 1604, which already has a new chimney and smokebox.

is another special attraction at the MSLR, and can raise steam in less than an hour compared to three or four hours with conventional locomotives.

One of the three former Great Eastern carriages at the line, all restored by 'Middy' volunteers, No. 140 is the oldest surviving GER carriage in preservation. After being discovered in use as a garden shed, it was bought by members in 1995, and with minimal restoration work carried out until 2014, it was presented to MSLR. In 2016, after some £10,000 worth of work, the restored body was united with a fabricated chassis.

The last two wooden-bodied carriages, Nos. 12 and 13, also former Great Eastern, are very similar to the original MSLR coaches – indeed No. 12 is a sister of one of the line's originals.

Another historic 'Middy' vehicle, dating from 1869, is the oldest horse box in the country, GER No. 180, although it has been restored as a 'Middy' vehicle rather than in its original form and is now numbered MSLR No. 15.

MSLR FACTS:

Opened: 1908

Closed: 1952

Re-opened in preservation

Gauge: 4ft 8½in (1435mm)

Length of line: 500 metres, extending to 1km

Headquarters: Brockford Station, Wetheringsett, Ipswich, Suffolk IP14 5PW

Tel: 01986 798019

Stations: One

Operational steam locomotives: Three

Operational diesel locomotives: Three

Website: www.mslr.org.uk



One of the 'Middy's' Ruston diesels seen at rest.

MID-SUFFOLK LIGHT RAILWAY *Suffolk's only standard gauge heritage railway*

Open every Sunday and Bank Holiday from 26th May-26th August

The Middy Museum is unique amongst English Heritage Railways, showing how this Edwardian enterprise served its community 100 years ago. All vehicles and artefacts are of the period. Enjoy rides in genuine Victorian 4-wheel coaches pulled by one of our resident steam locomotives. On site facilities include Museum, cafe, Restoration Shed, souvenir shop and real ale bar.

ALSO DON'T MISS

Easter Steam Up 21st & 22nd April

First outing of our guest locomotive for 2019 'Sirapite' plus Easter Bunny Hunt for children

Middy in the War Years 5th & 6th May

Re-enactors, military and period vehicles, displays, music and two locos in steam

Hornby Collectors Day & Model Mania 25th & 26th August

Hornby of course, but models of all sorts. Trains and boats and planes.

Country Railway Gala 7th & 8th September

A celebration of the country railway plus steam road vehicles and farm machinery. 4 locos in steam.



For full details of events and prices and the many other special visits planned during the summer

visit www.MSLR.org.uk or tel: 01449 766899 BROCKFORD STATION, WETHERINGSETT, SUFFOLK IP14 5PW

Dates for your diary

RM MODELLING LISTINGS April 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

EXHIBITIONS 2019

MARCH 23-24
9th Hobbies and Model Exhibition, Michael Herbert Hall, South Street, Wilton, near Salisbury SP2 0JS. All profits going to the Stars Appeal for Salisbury District Hospital Please contact: p.parrish324@btinternet.com

The London Festival of Railway Modelling, Alexandra Palace, London N22 7AY. Opening times: Saturday 10am-5pm, Sunday 10am-4.30pm. Prices: see website for advanced ticket prices. On the door: adult £12, child (5-16 yrs) £6, family £36. www.world-of-railways.co.uk/shows

MARCH 24
SRP Toyfair, Crofton Halls, Station Road, Orpington, Kent, BR6 8PR. Opening times: 10am to 2pm. Prices: adults £2, children admitted free. www.srptoyfairs1.co.uk

MARCH 26
SRP Toyfair, Angel Centre, Angel Lane, Tonbridge, Kent, TN9 1SF. Opening times: 10am to 2pm. Prices: adults £2, children admitted free. www.srptoyfairs1.co.uk

MARCH 30
Sheffield Model Railway Exhibition, Birkdale School, Oakholme Road, Sheffield, S10 3DH. Opening times: Saturday 10am-5pm, Sunday 10am-4.30pm. Prices: adults £6, children £3. www.sheffieldmodelrailwayenthusiasts.com

Belper Model Railway Exhibition, Strutts Centre, Derby Road, Belper, Derbyshire, DE56 1UU. Opening times: 10am-4.30pm. Prices: adult £3, concession £2.50, child £1.50. www.bmrg.co.uk
N Gauge Model Railway Exhibition and Open Day, Berkshire Area N gauge group of the N Gauge Society, Sindlesham Baptist Church, Bearwood Road, Sindlesham, Wokingham, RG41 5BB. Opening times: 10am 4pm. Prices: adult £4,

accompanied children under 12 free. www.bagladdies.weebly.com

Horsham Model Railway Club open day, St Leonard's Church Hall, Cambridge Road, Horsham, West Sussex RH13 5ED. Opening times: 10am-4pm. Prices: adult £1.

MARCH 30-31
Taunton Model Rail Group Open weekend, Platform 1, Bishops Lydeard Station, West Somerset Railway, Bishop's Lydeard, Taunton TA4 3BX. Opening times: 10.30am - 4.30pm. Prices: see website www.bathgreenpark.co.uk

APRIL 6
Beckenham Vintage Model Railway Show, Beckenham MRC, St Johns Wickham MRC, St Johns Church, Eden Park Avenue, Eden Park, Kent, BR3 3JN. Opening times: 10am to 5pm. Prices: adults £6, accompanied children under 15 free. www.bwmrc.co.uk

Ipswich Railway Modellers' clubroom open day, 40a Norfolk Road, Ipswich, Suffolk, IP4 4HB. Opening times: 10am-1pm. Free entry. www.irma.org.uk

Cambridge Model Railway Exhibition, by 31A Model Railway Club, Sawston Village College, New Road, Sawston, Cambridge CB22 3BP. Opening times: 10am-4pm. Prices: adults £5, children £2, under 5s free. www.cambridge31a-mrc.org.uk

Beacon-Rail 2019, Tring & District MRC, Pitstone Memorial Hall, Vicarage Road, Pitstone, LU7 9E7. Opening times: 10.30am-4.30pm. Prices: adult £3, child £1.50, family (2+2) £7. www.tdmrc.co.uk
Leicester Museums Technology Association Model Railway Day, at Abbey Pumping Station Museum, Corporation Road, Leicester LE4 5PX. Opening times: 11am-4pm. Prices: free admission, small charge for rides on 2ft gauge railway.

APRIL 6-7
Cheltenham Model Railway Exhibition, beneficiary CLIC Sargent (charity supporting young people with cancer) St Margaret's Hall, Coniston Road, Hatherley, Cheltenham, GL51 3NU. Opening times: Saturday 10am-5pm, Sunday 10am-4.30pm. Prices: adults £5, children £2.50, family £10. Mike Walker 01242 517788. www.cheltmodrail.org

Nailsea & District Model Railway Exhibition, Nailsea School, Mizzymead Road, Nailsea, Bristol, BS48 2HJ. Opening times: Saturday 10.30am-5pm, Sunday 10am-4pm. Prices: adults £6, child (5-16) £2, family (2+2) £14. www.nailsea-district-mrc.co.uk

APRIL 13
Norwich Model Railway Club, Hellesdon High School, Middletons Lane, NR6 5SB. Opening times: Saturday 10am to 4.30pm. Prices: adult £5, accompanied children under 16 free.

SRP Toyfair, Faversham Community Centre, Bysing Wood Road, Faversham, Kent, ME13 7RA. Opening times: 10am to 2pm. Prices: adults £2, child free. www.srptoyfairs1.co.uk

APRIL 13-14
Maryport Model Club 12th Annual Show, Netherhall School, Netherhall, Maryport, Cumbria, CA15 6NT. Opening times: Saturday 10am-4.30pm, Sunday 10am-4pm. Prices: adult £5, child £2, family £12. Contact: T Austin (treasurer) 01900 813661.

North Down Model Railway Society Model Exhibition, Bangor Grammar School, Gransha Road, Bangor, BT19 7QU. Opening times: Saturday 10am-5pm, Sunday noon-5pm. Prices: adults and senior citizens £5, child £4, family (2+2) £15. www.ndmrs.co.uk

Crawley Model Railway Society 30th Annual Exhibition, Tanbridge House School, Guildford Road, Horsham, RH12 1SR.

Opening times: Saturday 10am-5pm, Sunday 10am-4pm. Prices: adults £6, children (over 5) £4, family (2+2) £17. www.crawleymrs.org.uk

Trainwest 2019 Springfield Community Campus, Beechfield Road, Corsham, Wilts, SN13 9DN. Opening Times: Saturday 10am-5.30pm, Sunday 10am-4.30pm. Prices: Adult £8, Child £5, Sunday after 1pm Adult £5, Child £2, one child free with each paying adult www.trainwest.org.uk

APRIL 14
SRP Toyfair, Swayne Park School, Sir Walter Raleigh Drive, Rayleigh, Essex, SS6 9BZ. Opening times: 10am to 2pm. Prices: adults £2, children free. www.srptoyfairs1.co.uk

APRIL 19
SRP Toyfair, The Grange, Bepton Road, Midhurst, West Sussex, GU29 9HG. Opening times: 10am to 2pm. Prices: adults £2, children free. www.srptoyfairs1.co.uk

APRIL 19-22
Famous Trains Model Railway, Markeaton Park, Derby (sat nav) DE22 3NG. Opening times: 11am-4pm. www.famous trains.org.uk

APRIL 20
Spey Model Rail Show, Spey Bay Village Hall, Moray, IV32 7PY. Opening times: 10am-5pm. Prices: Over 14s £3, under 14s free. Contact: 07487 899943.

APRIL 20-22
York Model Railway Show, Knavesmire Stand, York Racecourse, York, YO23 1EX. Opening times: Saturday and Sunday 10am-5pm, Monday 10am-4.30pm. Prices: see website for details. www.yorkshow.org

Gainsborough Model Railway Society, Florence Terrace, Gainsborough, Lincs DN21 1BE. Opening times: 1.30pm -5.30pm, opens 10.30am on Easter Monday. Prices: adults £4, child £2, family £10.

APRIL 21
Bracknell Railway Society open afternoon, Pinewood Leisure Centre, Old Wokingham Road,

Berks RG40 3AQ. Opening times: 1.30pm- 4.30pm. Prices: free. www.bracknellrailway society.co.uk

APRIL 27
Bawdeswell Model Railway Exhibition, Village Hall, Reepham Road, Bawdeswell, Norfolk, NR20 4RU. Opening times: 10am-4pm. Prices: adults £5, concessions £4, child £2, family £10.

Coventry and Warwickshire O Gauge Modellers Open Day, The Church of the Holy Cross, St Austel Road, Wyken, Coventry, CV2 5AE. Opening times: 10am-3pm. Prices: free entry.

Hornby Railway Collectors' Association 50th Anniversary Show, NAEC Warwick Suite, Stoneleigh Park, Warwickshire, CV8 2LZ. Opening times: 10am-5pm. Prices: adults £5, child free.

North West O Gauge Modellers, Model Railway & Trade Show, Leigh Sports Village, Sale Way, Leigh, Greater Manchester, WN7 4Y. Opening times: 10am-4pm. Prices: contact for details www.nwogm.org.uk

Luton Model Railway Club O Gauge Section Exhibition, Flitwick Village Hall, Dunstable

Road, Flitwick, MK45 1HP. Opening times: 10.30am-5pm. Prices: adults £5, child £2. www.lutonmodelrailway club.org.uk

Wyre Forest Model Railway Club Stourport Exhibition, Stourport Community Centre, Lower Lickhill Road, Stourport-on-Severn, Worcestershire. Opening times: 10am-4pm. Prices: adults £2.

Pontypridd Model Railway Club Exhibition, Crown Hill Community Centre, Llantwit Fardre, CF38 2NA. Opening times: 10am-4pm. Prices: adults £3, accompanied child free

APRIL 27-28
Ilford & West MRC West Essex Moderaill, St Edward's Senior School, London Road, Romford, Essex, RM7 9NX. Opening times: Saturday 10am to 5pm, Sunday 10am to 4pm. Prices: adult £6, concessions £5, child £3. Under 5s free, family (2+2) £15. www.iwemrc.org.uk

The Epsom Show North East Surrey of Technology (NESCOT), Reigate Road, Ewell, Surrey KT17 3DS. Opening times: Saturday 10am-5.40pm, Sunday 10am-5pm.

Prices: adults £7, children under 16 free. www.eemrc.org.uk

Sutton Coldfield Railway Society, Bishop Walsh School, Wylde Green Road, Sutton Coldfield, West Midlands, B76 1QT. Opening times: Saturday 10am-5pm, Sunday 10am-4pm. Prices: adults £5, concessions £4, accompanied children under 16 free. www.scrs.club

Neepsend Model Railway Society Exhibition, Park Centre, Samson Street, Sheffield, S2 5QT. Opening times: Saturday 10am-5pm, Sunday 10am-4.30pm. Prices: adult £5, child £2, family (2+2) £12. www.neepsendmrs.weebly.com

Helston & Falmouth Model Railway Club Show, Helston Community Centre, Church Hill, Helston, Cornwall. Opening times: Saturday 10am-5pm, Sunday 10am-4pm. Prices: adults £5, child £3, family £10.

Yeovil Railway Centre Model Railway Show, Yeovil Railway Centre, Yeovil Junction, Yeovil, Somerset, BA22 9UU. Opening times: both days 10am-4pm. Prices: adults £4.

APRIL 28
SRP Toyfair, Langham Community Centre, School Road, Colchester, CO4 5PA. Opening times: 10am to 2pm. Prices: adults £2, children free. www.srptoyfairs1.co.uk

Keighley Model Railway Club's Spring Open Day, The Clubrooms, Units T1/T3, 3rd Floor, Keighley Business Centre, Knowle Mill, South Street, Keighley, BD21 1SY. Opening times: 10am-4.30pm. Prices: adult £3.50, child £2.50.

The Model Railway Club open day, Keen House, 4 Calshot Street, London, N1 9DA. Opening times: 11am-4pm. Prices: see www.themodelrailwayclub.org

Stowmarket Railway Club Model Railway Exhibition, Mid Suffolk Leisure Centre, Gainsborough Road, Stowmarket, Suffolk IP14 1LH. Prices: adults £5, children £2.

MAY 3-5
51st Bristol Model Railway Exhibition 2019, Thornbury, Leisure Centre, Alveston Hill, Thornbury, Bristol, BS35 3JB. Opening times: Friday 1pm-7pm, Saturday 10am-6.30pm, Sunday 10am-5pm. Prices: adults £7.50, young adult £7, accompanied children under 12 free. www.bristolmodrail.co.uk



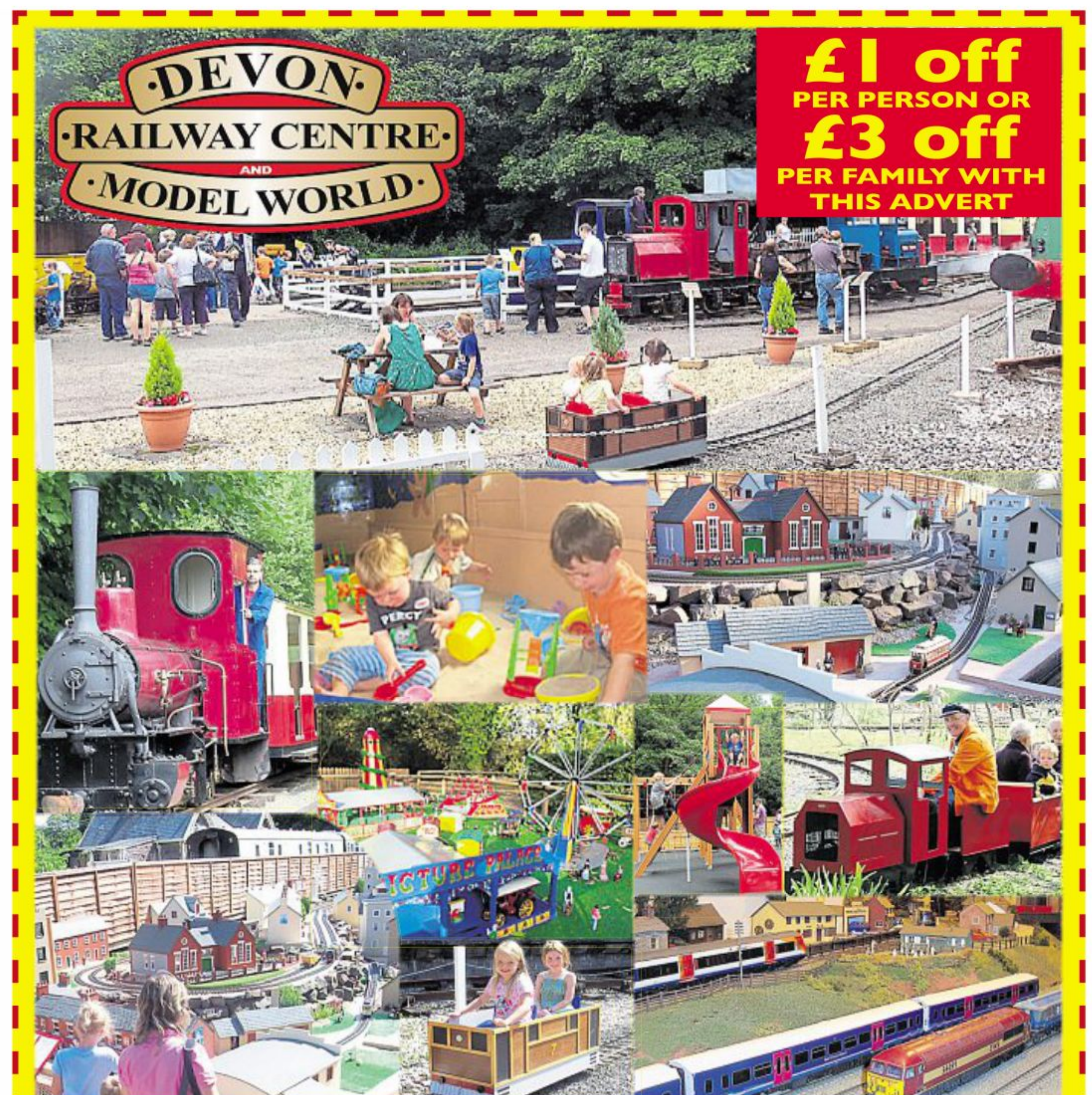
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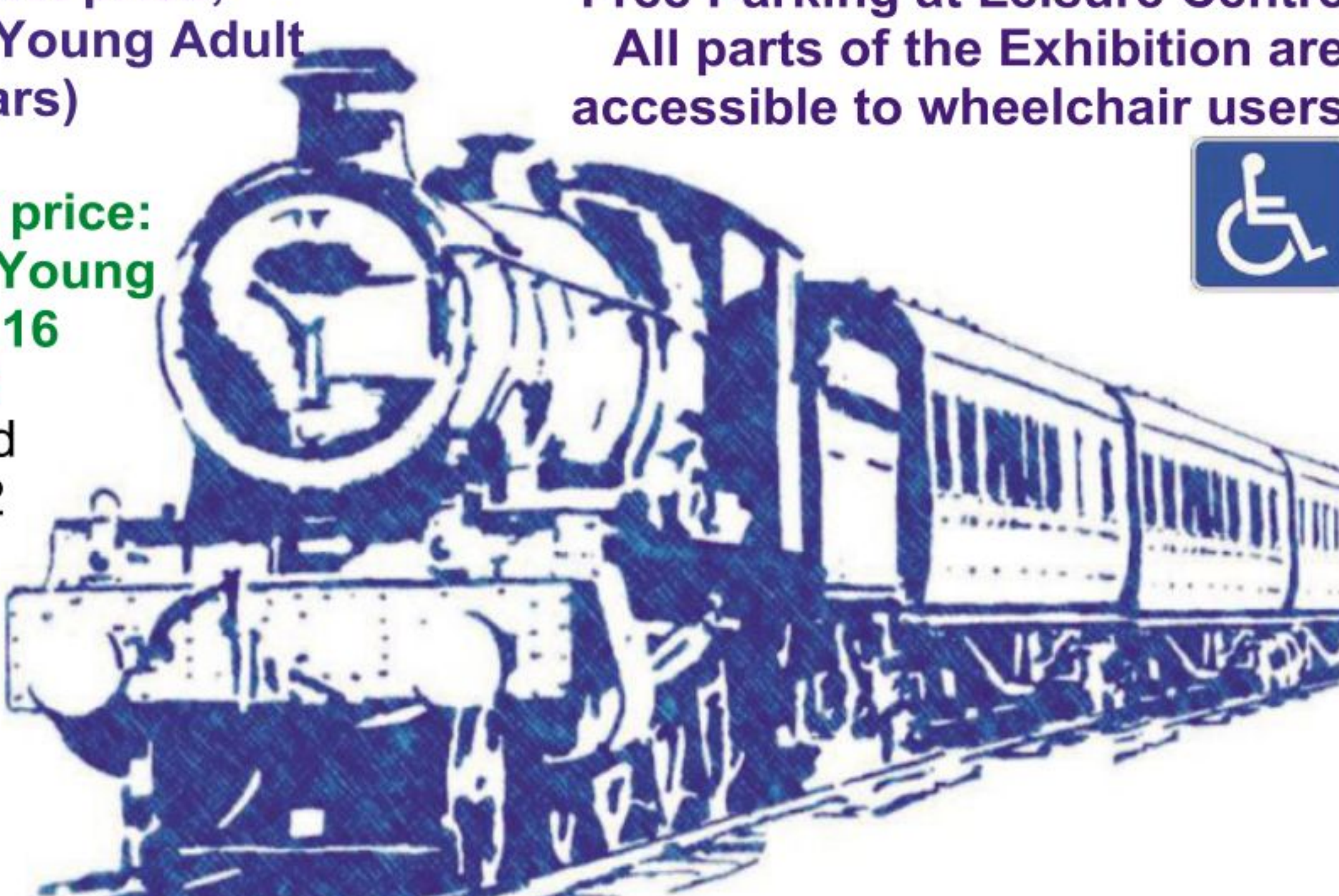
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What's *in the* shops

Accurascale goes large with O-gauge hoppers

Following up on its successful OO-gauge 'HOP24' high-capacity coal hopper wagons, Accurascale has now released a finely detailed O-gauge version.

INTRODUCED IN 1954, THE BR HOP24 bulk coal hopper wagon was constructed in large numbers and survived in traffic into the 1980s on a small number of flows until the use of unfitted wagons on the main line was brought to an end.

The lack of train brakes means that HOP24s would work with a brake van at the end of the train, and sometimes with one at both ends, providing a great application for the Dapol O-gauge BR 201 brake van model.

Accurascale carefully chose a design of the HOP24 covering Diagrams 1/148 and 1/154 which represents more than half of the 5263 wagons built in 12 batches between 1954 and 1965. When the TOPS system was introduced in the 1970s, the wagons were coded HVO and, being unfitted, carried freight grey livery with black underframes. Accurascale offers eight individually numbered models of the wagons representing the pre-TOPS and HVO coded wagons in the first release of the model.

Hopper moulding

Injection-moulded plastic has been used to create an accurately shaped hopper body with ends, sides and the chute dividing plates in the inside of the hopper. External bracing and

discharge doors are fitted as separately moulded components. On the ends are fine grab rails and end bracing fitted as small plastic mouldings. The hopper is well shaped and fits neatly into the underframe in the same manner as the full-sized wagons, being supported by the base of the hopper bracing.

Underframe

The main frame of the chassis, comprising solebars and headstocks, is composed of die-cast metal that provides much-needed mass to the model without having to conceal ballast weights in the hopper body or the open underframe.

Consequently, the underframe can be modelled as an open structure with the hopper body assembly fitted into it.

Small, highly detailed plastic components are attached to the underframe, including the brake equipment and discharge door mechanisms. Heavy-duty axle guards are modelled with the roller bearing axle boxes able to slide up and down the guides. Each axle box is sprung to provide compensation for operation over uneven track – the perfect opportunity to have a go at poorly

maintained yard and freight line track knowing the wagons should cope with any intentionally introduced undulations in it!

Individual fittings

A wealth of small fittings is used to finish what is a deceptively complex wagon, including a lovely representation of self-contained buffers which, like the 'Instantan' couplings, are sprung. Small details include the discharge levers, brake linkages, brake shoes, V-hangers and brake levers. Detailing of each item is crisp and well defined, particularly the suspension spring detail applied to the axle guards.

Livery and finishing

Each of the individually numbered models is finished with different markings and patches to give each one a degree of individuality, making it easier to start collecting a fleet of wagons with different characters. The livery finish is pristine, with the freight grey colour smoothly applied to the upper section of the hopper above solebar level. Below this, the underframe and hopper are painted black, with neatly printed works plate and door lever instructions. Weathering, dusting and rusting is left



Accurascale adds the HOP24 in O scale to its UK-outline range of beautifully detailed models. Eight individually numbered models are available.

to you! Given the level of detail and complexity of the design, the price is remarkably good for an O-gauge model. Accurascale offers the models

individually for £49.95 each and the option to buy all eight for a discount. The 'self-contained' buffers are available separately as a pack of four for £3.95.

MODEL FEATURES: BR HOP24 coal hopper wagon

Manufacturer:
Accurascale.

Scale:
7mm (1:43) scale, O gauge.

Web:
www.accurascale.co.uk

Suggested retail price:
£49.95.

MODEL DETAILS:

- Accurately modelled wagon body.
- Sprung underframe.
- Sprung buffers and 'Instantan' couplings.
- Injection-moulded plastic body.
- Metal three-hole disc wheels.
- Brass axle bushes fitted to the axle boxes.
- Die-cast solebars and headstocks assembly.
- Separately applied grab rails and other small fittings.
- Separately applied brake equipment and levers.

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St. Ann's Cove



Painting rocks – and bringing the back scene boards to life

THE LATEST STEPS IN OUR N-SCALE 'St Ann's Cove' project have included shaping the outer harbour walls, working out the gradual slope of the beach to the left of the harbour mouth, shaping and painting large permanent rocks for the cove and bringing in a good friend, Derek Warner, to start painting the back scene boards.

Before Derek could add this much-needed splash of colour to the developing layout, the back and side boards had to be unscrewed and painted in white emulsion to allow the acrylics

he uses to be seen at their brightest – and he wasted no time in making the bare boards come alive.

While he was doing this, I was painting a number of large rocks – not the most absorbing of pastimes admittedly, even when they're small, light and shaped from polystyrene and plaster cloth – but when they're finally 'dressed' with clinging barnacles, seaweed and green slimy areas to mark the rise and fall of the tide, and made to look as if they are embedded firmly in the sand and shingle, the scene

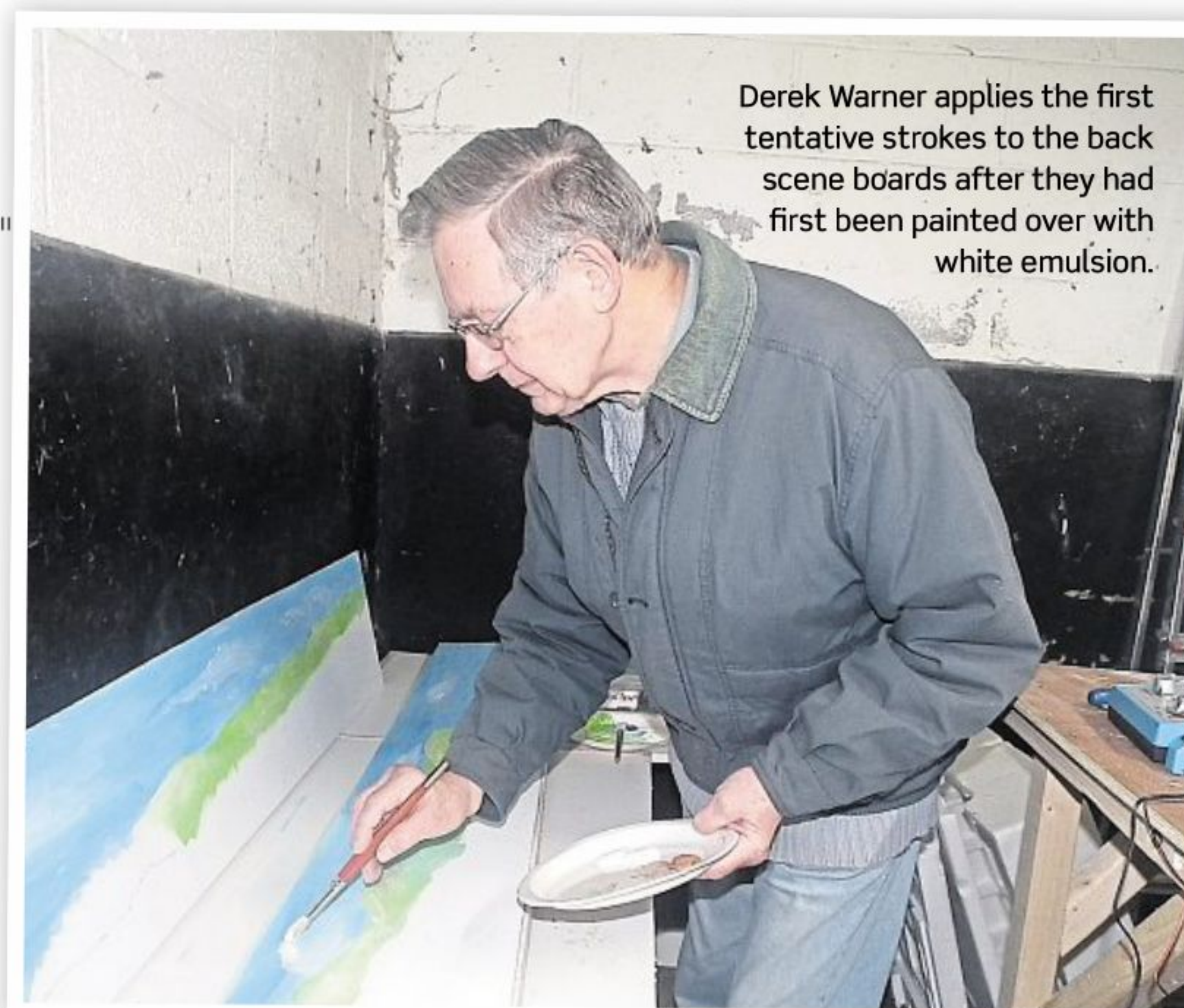
will begin to resemble an attractive little cove.

Once in their final positions, the large rocks will be surrounded by an intensive scattering of much smaller rocks, pebbles and shingle, with rock pools here and there to attract adventurous children with their fishing nets, buckets and spades.

The basic outer harbour walls, which will soon be properly finished with weathered stone blocks and stone steps giving access the boats, have now also been put into place, and the gradual slope of the cove's small beach area has been worked out.

A large harbourside area to the right of the layout, which will boast a small outdoor market, cafe, seafood stalls and of course an ice cream outlet, has been built up to the same level as the road, providing access from the hills behind. Looking as if it has come straight out of Derek's long back scene, the road will become a key element of the final large piece of scenery as it passes a busy camp site on the way down.

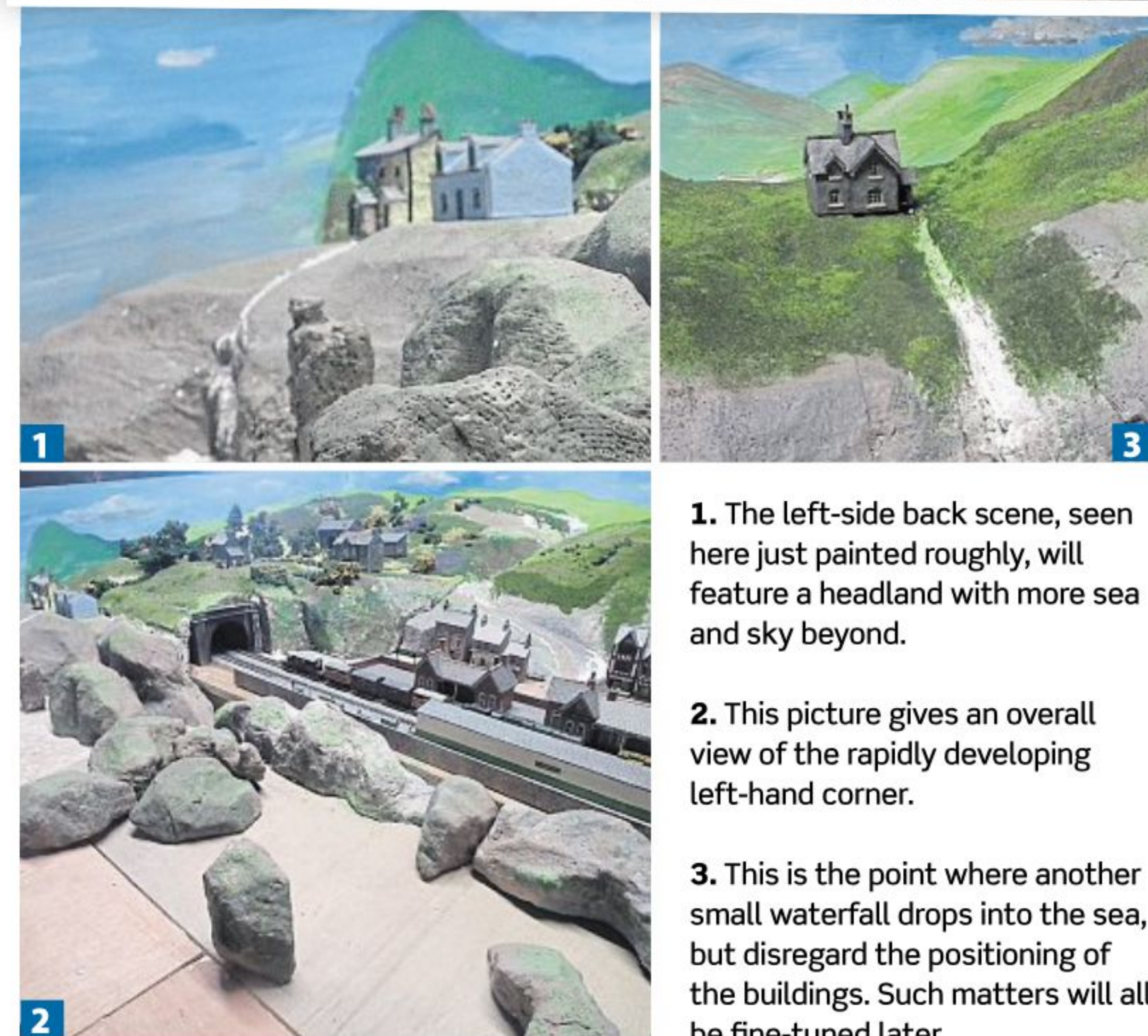
Having now received a box full of water feature products to try out, together with a selection of base colours, the next challenge will be to decide on the most suitable colours and underwater features to put in place before nervously adding the first of the clear water-effect top coatings for the harbour, cove, waterfalls and surrounding sea.



Derek Warner applies the first tentative strokes to the back scene boards after they had first been painted over with white emulsion.



With some very large rocks in place, this picture gives some idea of the gradual rise of the beach. The result will eventually be a small sandy cove with rock pools in place.



1. The left-side back scene, seen here just painted roughly, will feature a headland with more sea and sky beyond.

2. This picture gives an overall view of the rapidly developing left-hand corner.

3. This is the point where another small waterfall drops into the sea, but disregard the positioning of the buildings. Such matters will all be fine-tuned later.



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Book Reviews

Mettoy's tinplate masterpieces!

Michael D Foster's fifth and final landscape-format book in his British Toy Trains series, this time dealing with Mettoy Ltd, which existed from 1932 until 1983, continues the high standards that were set with his first four books.

Not a stone has been left unturned as keen collector Michael tells the entire story of Mettoy before moving on to a veritable full-colour encyclopaedia of just about every toy and train set (including the beautiful boxes they came in) that the iconic firm ever produced.

Michael has spent 30 years researching the smaller and more obscure British toy train manufacturers, and the first four volumes of his great work were published in March 2015, March 2016, March 2017 and August 2018.

While the basic but reliable clockwork four-wheel running gear remained virtually unchanged throughout the years, with some locomotives featuring safety electric mechanisms, the tinplate toy maker's art is apparent in every locomotive, carriage, goods van, station, bridge and tunnel, with fair representations of a handful of different locomotive classes including 'Schools', A4s and air-smoothed 'Merchant Navy' and 'Battle of Britain' classes.

These were followed by clockwork models with moulded locomotive bodies and tinplate tenders, known as 'combination models', that appeared at the start of the 1950s.

One thing that Mettoy could never be accused of was not being colourful enough. All the train sets illustrated among more than 400 photographs in total are a delight on the eye, with unblemished paintwork in every instance.

Book 5 is available by sending a cheque for £23.50 (£20 plus £3.50 UK p&p) to Michael Foster, Marldon Cottage, Manor Road, Ullesthorpe, nr Lutterworth, Leicestershire LE17 5BN - or email him at mdfoster@hotmail.co.uk.

British Toy Trains Book 5, Mettoy Ltd, by Michael D Foster. Wide landscape-format paperback with more than 400 illustrations, ISBN 9878-0-9932047-4-6, £20 plus £3.50 UK p&p.

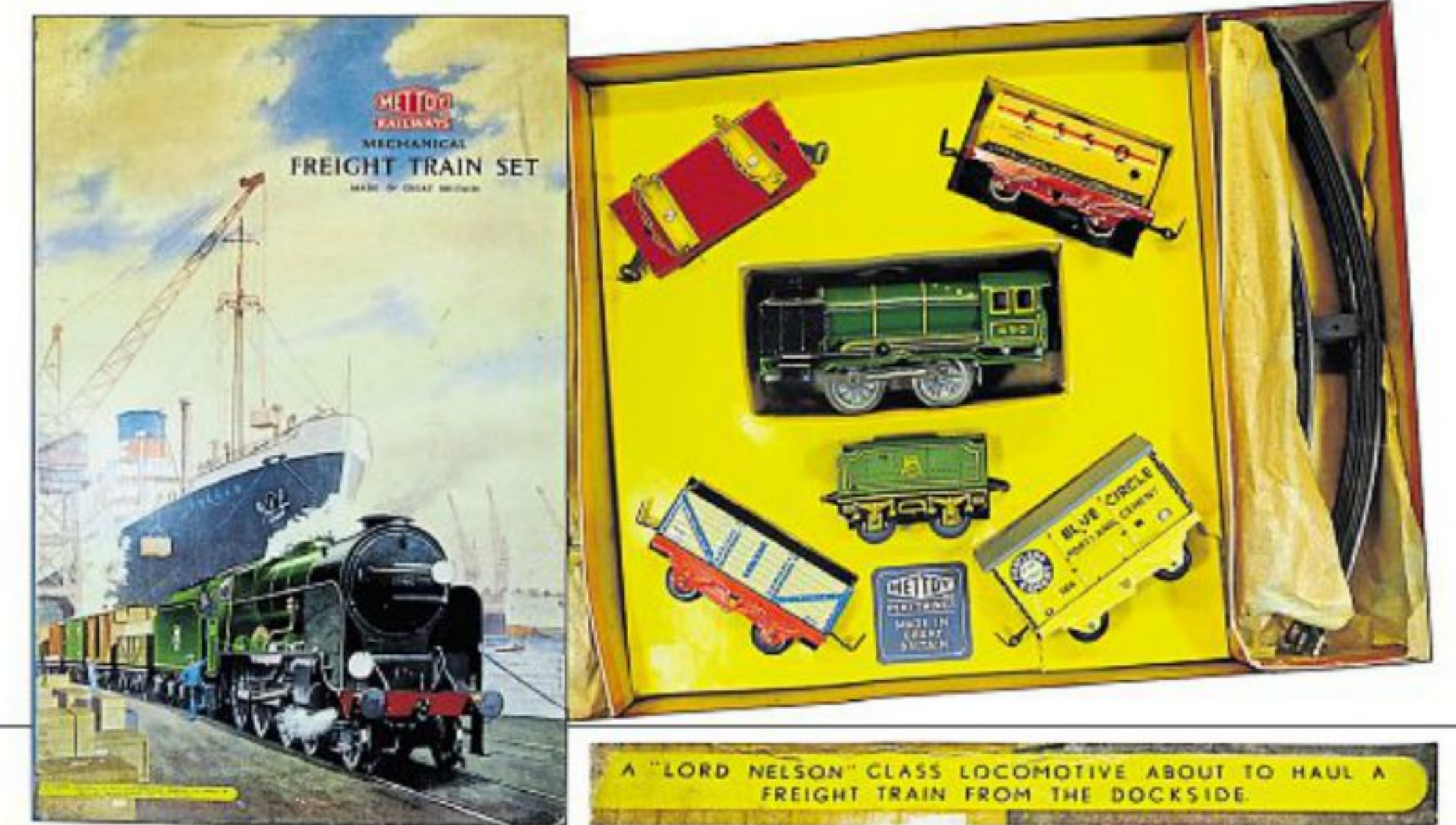
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Book 5 of 5 - Mettoy Ltd.



By Michael D. Foster



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