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Modelling

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Pete Kelly
Editor

From the editor

Nigel Burkin's excellent OO-gauge 'Britannia' model reviews in this issue reminded me that, when the final batch of these Class 7 Standard BR 4-6-2s – which along with their smaller 'Clan' sisters stood apart from all other British Pacifics in having just two very large cylinders rather than the normal three or four – were emerging from Crewe Works, I was just an 11-year-old, locospotting with friends on a lattice-girder footbridge spanning the West Coast Main Line at a place called Winwick Quay.

Of course the 'Britannias' became the most fabulous locomotives we could imagine. 'Duchesses?', 'Princess Royals?', 'Royal Scots?' In no time at all we'd seen the lot, so there was nothing new to underline in our grubby, tattered London Midland Region Ian Allan ABCs. With their small chimneys and big cylinders, the 'Brits' had a real bark to them, and if memory serves me correctly, chime whistles added to their appeal.

After breakfast on bright summer holiday mornings, we'd hot foot it to Winwick Quay in time to watch a Crewe to Carlisle train we called the 'ten o'clocker' heading northwards, because 10am was the time when it thundered past our hallowed spotting place. Invariably it had a 'Britannia' in charge, and we soon logged Nos 70050 *Firth of Clyde*, 70051 *Firth of Forth* and 70052 *Firth of Tay*, followed by Nos 70053 and 70054 *Moray Firth* and *Dornoch Firth*.

As time went by, the still-unnamed 'Britannias' that ran through our neck of the woods acquired their names, including Nos 70045 *Lord Rowallan*, 70046 *Anzac*, 70048 *The Territorial Army* 1908-1958 and 70049 *Solway Firth*, but never poor old No. 70047, which remained nameless to the bitter end – and it was bitter, considering that in 1967, when they were all withdrawn from service, some had been at work for a mere 13 years.

Because of the widespread allocations that were the very reason for their standardisation, 'Britannias' are of course an excellent choice for modellers.

Some footplate crews loved the full-sized locomotives while others loathed them. On the Western Region, where a sizeable batch was employed on Paddington to South Wales duties, many didn't consider them a match for the four-cylinder 'Castle' 4-6-os, and I know at least one footplateman who worked from King's Cross who thought their sledgehammer performance never had the finesse of the three-cylinder Pacifics.

On the East Anglian lines, however, they were universally adored for the part they played in speeding up services out of Liverpool Street to Norwich and Great Yarmouth, and on important boat trains such as the 'Hook Continental'.

The two preserved 'Britannias', No 70000 *Britannia* herself and No 70013 *Oliver Cromwell*, both have important historical tales to tell.

Britannia was built at Crewe Works on January 2 1951, and on the specific instructions of its designer Robert Riddles, its name was 'stolen' from 'Jubilee' 4-6-0 No. 45700 because the big two-cylinder Pacific was to be a major exhibit at that year's Festival of Britain. Just over a year later it had a very sombre duty to perform when, allocated to Stratford (30A) it was chosen for the funeral train that took the coffin of the Queen's father King George VI from King's Lynn to London following his death at Sandringham House in February 1952.

As for the 'Jubilee', it was appropriately renamed *Amethyst* after the gallant Royal Navy sloop that took part in the Amethyst Incident (otherwise known as the Yangtse Incident) during the Chinese Civil War. Indeed the sloop was taken out of mothballs to play itself in the 1957 British film *The Yangtse Incident*.

As is also well-recorded in this issue, No. 70013 *Oliver Cromwell's* moment of fame came when it was chosen to take part in the 'Fifteen-Guinea Special' that was meant to mark the end of British main line steam (we all know what happened to that!) on August 12 1968.

Enjoy the reviews!



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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:

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 Darkened wheels and pin point bearings.
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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.
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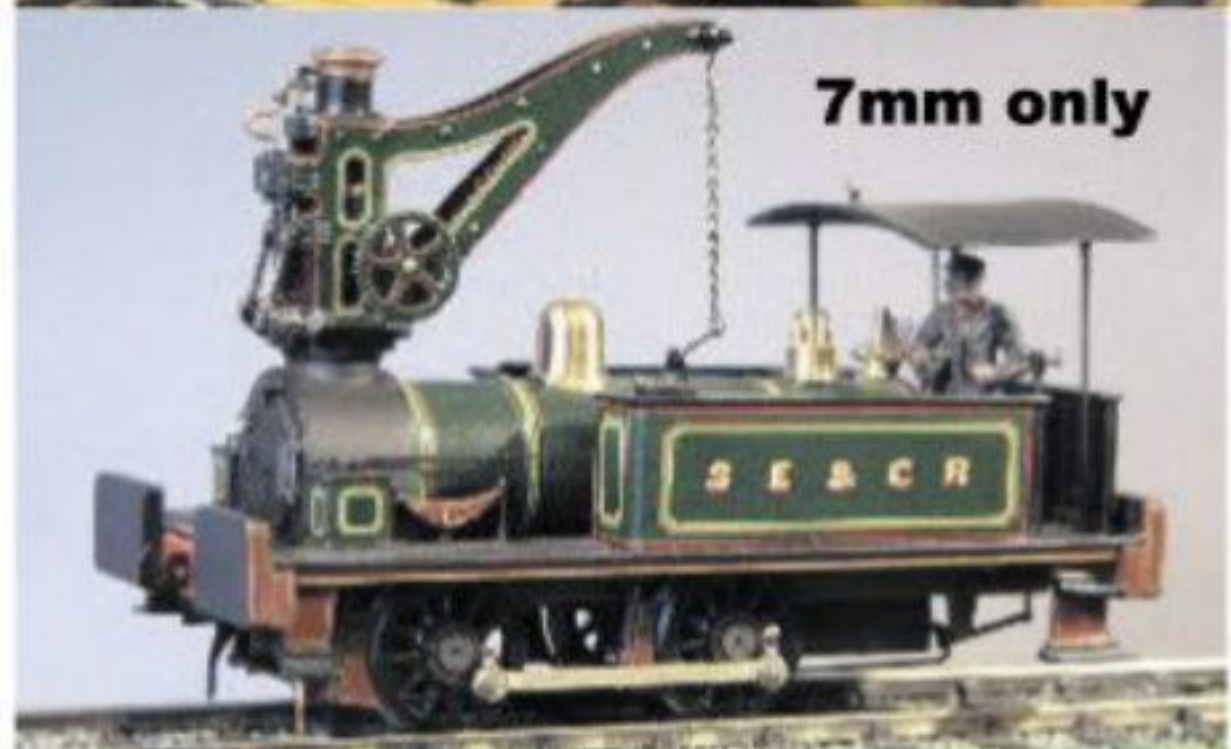
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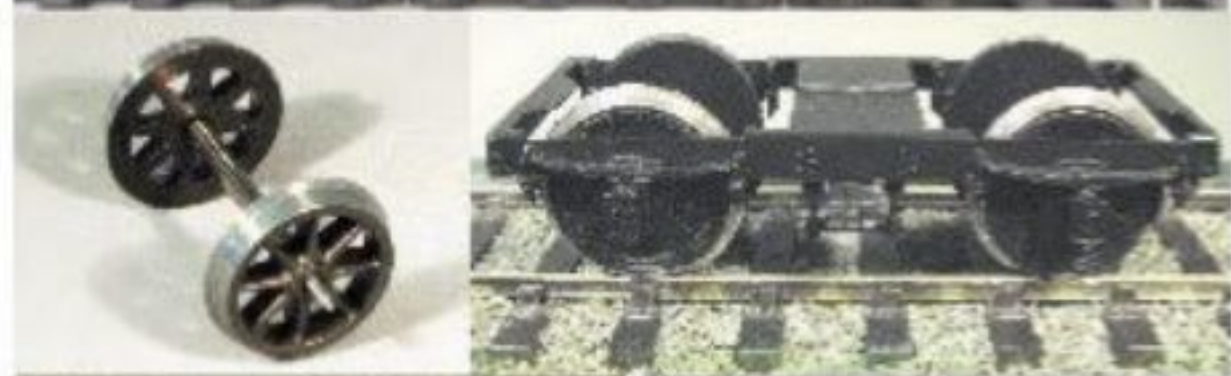
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Big new model railway show at the British Motor Museum

An ambitious new event entitled The Great British Model Railway Show is being planned to take place at the award-winning British Motor Museum at Gaydon, Warwickshire, over the weekend of September 9-10.

It will feature up to 30 layouts and 25 trade stands supported by up to a dozen modelling demonstrations in a 'Skills Zone', along with society and club stands.

The layouts will represent a wide range of gauges, from the excellent N-scale 'Ludlow' owned by Ian Coules from Liverpool, to John Wenlock's 16mm narrow-gauge live steam 'Pentre' that will be travelling from Wrexham.

Other stand-out exhibits will include the Barrowmore MRC's classic BR 1970s North Wales Coast 'P4' layout 'Mostyn' and the Shipley MRC's GWR 'EM' layout 'Hungerford'.

One of the biggest will be Allen Law's unusual Borth, Aberdovey and Ynys Miniature Railway, a 32mm 1/12th creation.

David and Chris Bower will be taking along their DCC-operated 'West Hill Wagon Works' which



has lots of working features, and younger visitors will get the chance to operate Tony Clifton's oo-scale 'Wheeler's Lane'.

Tom Brogden will make the journey from Morecambe with his 4mm layout 'The Museum', which features moving boats and trams as

well as railways in a variety of gauges around the museum precincts.

Show sponsors Hornby Hobbies will head an impressive list of specialist traders including Cheltenham Model Centre, Lord & Butler, Kyles Lights, Green Scenes, Grimy Times, Sankey Scenics,



Left: 'Burlish Road', an O-scale layout based loosely around the original SVR route to Stourport, will be presented by the Severn Valley Railway MPD O-Gauge Modellers. Photo: Tom Clarke.

Above: Innovative modern 4mm imagery with DCC will be the appeal of David and Chris Bower's 'West Hill Wagon Works'. Photo: Chris Bowers.

Eileen's Emporium and P&D Marsh.

Visitors to the show will also be able to enjoy the extensive displays of the British Motor Museum, and those without transport of their own will be able to use the free shuttle bus operating from Leamington Spa station on the Saturday.

Norwich window display highlights Brexit muddle

Great Eastern Model Railways have entered into the spirit of the stalled Brexit situation by highlighting the constant to-ing and fro-ing of the debate in a satirical window display at their shop in Plumstead Road, Norwich.

One window has always been set aside for an end-to-end working layout that can be changed to suit the seasons, but during the hot Easter weekend the rails expanded and caused the train to keep hitting the buffers. A flippant comment by a customer about 'hitting the buffers' likened the model to the turmoil of the Brexit situation, and so the new window display idea was hatched.

Wisely keeping out of divisive politics, GEMR has remained firmly neutral as the train shuttles backwards and forwards through a short tunnel with a foreground of the white cliffs of Dover, stopping momentarily at the 'OUT' platform before heading straight back to pause at the 'IN' platform, so where it will end is anyone's guess!



The little train in Great Eastern Model Railways' window display pauses at the 'OUT' platform before diving back into the tunnel to the 'IN' platform at the other side. The tide seems to be creeping perilously close to that ice cream van, though!

'Thomas & Friends' launch by Bachmann Europe next year

Bachmann Trains USA and Bachmann Europe plc have expanded their licensing agreement with Mattel to distribute OO/HO-scale 'Thomas & Friends' products in the UK and Ireland.

Bachmann Europe will be launching a range of OO-scale 'Thomas & Friends' models next year, and work is currently under way to ensure that the models selected for the initial launch conform to European standards for toy safety. The models will be packaged for the UK market and, once produced, will be available through Bachmann Europe stockists.

The initial range will include train sets, locomotives, rolling stock and accessories, and will be announced formally at next year's London and Nuremberg toy fairs.

Turn to our 'Thomas' feature on pages 20 and 21.

One UK model shop currently importing the American Bachmann 'Thomas' range, Sawyer Models of 119 Bradshawgate, Leigh, Greater Manchester WN7 4ND, has just received a delivery containing, for the first time, Gordon, Henry, Toby, Edward and Spencer.

Building a railway on video

A professionally filmed 60-minute video that's packed with graphics, illustrations, hints and tips for both the model railway newcomer and hobbyist, has just been released by Studio Scotland Ltd.

Filmed over 12 months, it guides the viewer through the step-by-step process of planning a layout through to completed construction, including a viaduct, backdrop and water feature.

Big-brand names used in the construction process include Bachmann, Hornby, Gaugemaster, Peco, Metcalfe Models, Javis, Woodland Scenics and Oxford. Director of photography Stewart Menelaws got to re-live a boyhood hobby when the production studio turned one of its offices into a railway room project. Originally planned for television, the production changed direction as Stewart saw the need for a concise product that would help modellers of all skills alike.

For more information, contact www.buildamodelrailway.com



The hour-long video shows the step-by-step building of a complete model railway layout.

Two-day scenery workshop

DCC Supplies of Worcester are organising a two-day scenery course by Tony Hill, author of *Simple Scenery* and *Creating Realistic Landscapes*, and John Lloyd of Greenscene, on July 15-16.

It's aimed at modellers of all abilities, so will interest beginners and veterans alike, and attendees will be led through all the stages of landscape modelling and super detailing.

All materials used will be supplied free of charge, and the creators of the modules will be able to take them home.

Places are limited for the £145 course, which includes refreshments and lunches on both days but not accommodation or evening meals, so it's advisable to book early with DCC Supplies on 01905 621999 or via info@dccsupplies.com

Twickenham MRC library exhibition

In a bid to take the railway modelling hobby to a new audience, Twickenham Model Railway Club is organising a free 'pop-up' exhibition in Twickenham Library on June 22.

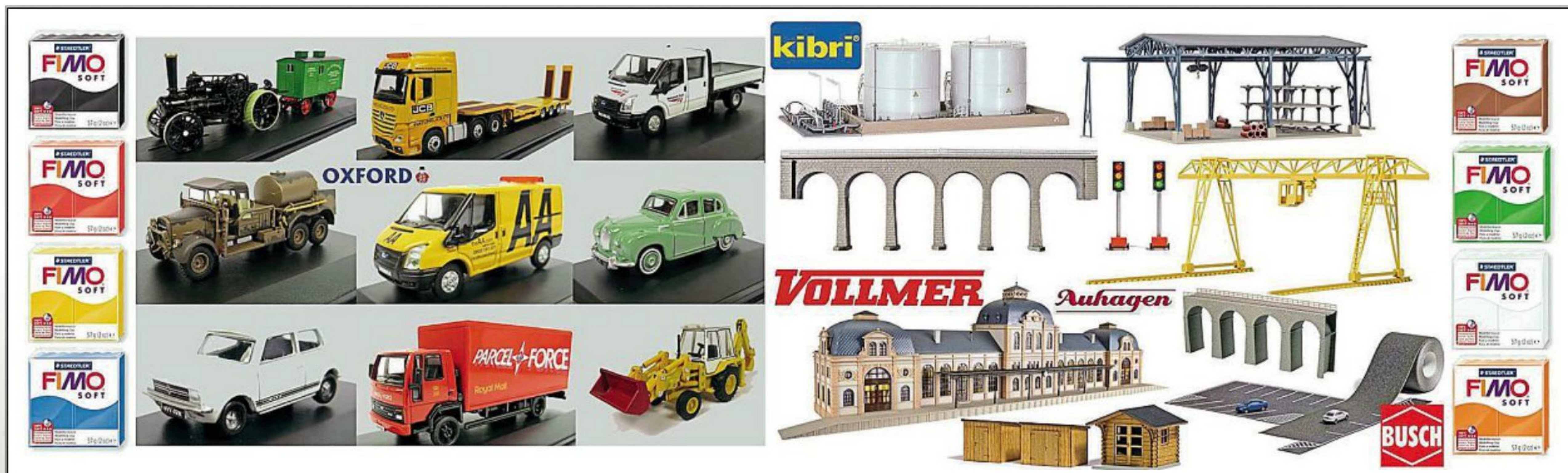
Paul Stapleton said the club was aiming at people who might like to get involved in modelling and who might be "hovering on the fringes".

On July 13 the club will be inviting visitors to its traditional clubroom open day.

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Exclusive '009' mail van from AGR



AGR Model Railway Store of 9 High Street Mews, High Street, Leighton Buzzard LU7 1EA, now has a delightful limited-edition 009-scale boxed mail van in stock. Costing £17.95 and limited to a run of 150, the Peco GR 222AGR 'Mail No 7' model is already selling fast.

Right: Exclusive to AGR, this is the lovely 009-scale Peco four-wheel mail van.



Above: In a superb narrow-gauge setting, two of the mail vans are seen right next to the 0-6-0 tank engine, No 5 J R M Chard.

'Buggleskelly' inspiration from Bagnall loco group

The Bagnall Locomotive Group markets a range of special-edition wagons produced by Dapol, most of which are based on Derbyshire prototypes. They are sold in aid of the restoration of Bagnall 'Austerity' No. 2746 *The Duke*, based at Wirksworth, on the Ecclestone Valley Railway, which the group hopes to steam this year.

Two of the most recent 00-scale releases reflect the wagons used by Sidney Farrow, coal merchant of Peak Forest, in a limited edition of 200, and a completely fictitious (but nevertheless very desirable) 'Buggleskelly Quarries Ltd' liveried vehicle inspired by the 1937 Will Hay film *Oh, Mr Porter!* but based on careful research. The film did feature a quarry – wagons were pushed over the edge of it – and the small lettering reads 'Not to be hump-shunted', and also 'Empty to Buggleskelly SRNI'.

The 'Sidney Farrow' wagons cost £14 each, and the Buggleskelly Quarries ones £15, with £3.50 postage for up to four wagons. Payment should be made by cheque to Bagnall Locomotive Group, 13 Trenchard Drive, Buxton SK17 9JY.



This Dapol-made Sidney Farrow coal wagon in a limited edition of 200 costs £14.

Inspired by the 1937 Will Hay film *Oh Mr Porter!*, the fictitious £15 'Buggleskelly Quarries' wagon will appeal to modellers with a sense of humour.



Kennedy Collection promoter Tom Coombs dies in mid-90s

Tom Coombs, who was one of a small group of enthusiasts who got together upon the death of James Kennedy of Inverness in 1984 to gather together enough money to buy some of the model locomotives and stock that now constitutes the Kennedy Collection, passed away in April, writes Ian Lamb.

Tom had moved to Lincoln from his long-time Highland home in Nairn in order to be with family members, and railways had always been a major part of his life.

The mantle of continuing to show these rarely-seen Gauge 1 models in public is now in the hands of a few enthusiasts headed by Ken McKee of Elgin, and the Kennedy Collection will next be in operation at the heritage Strathspey Railway Gala over the weekend of July 13-14 as part of a free model railway display in Boat of Garten station.

Open Doors at Wrenbury club

Wrenbury & District Model Railway Club will be holding its sixth free-admission Open Doors event at the Village Hall, Cholmondeley Road, Wrenbury CW5 8HG, on Friday and Saturday July 9-10.

Doors will be open from 7pm until 9.30pm on the Friday, and from 9.30am until 4pm on the Saturday.

The event will feature the club's new O-scale project 'Wrenmere', which will be on show for the first time since construction began in May last year.

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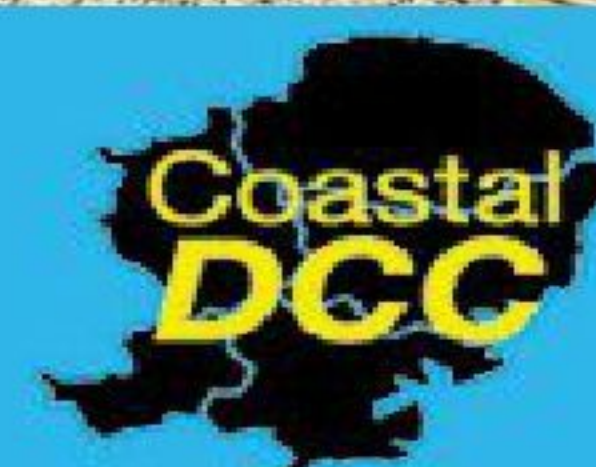
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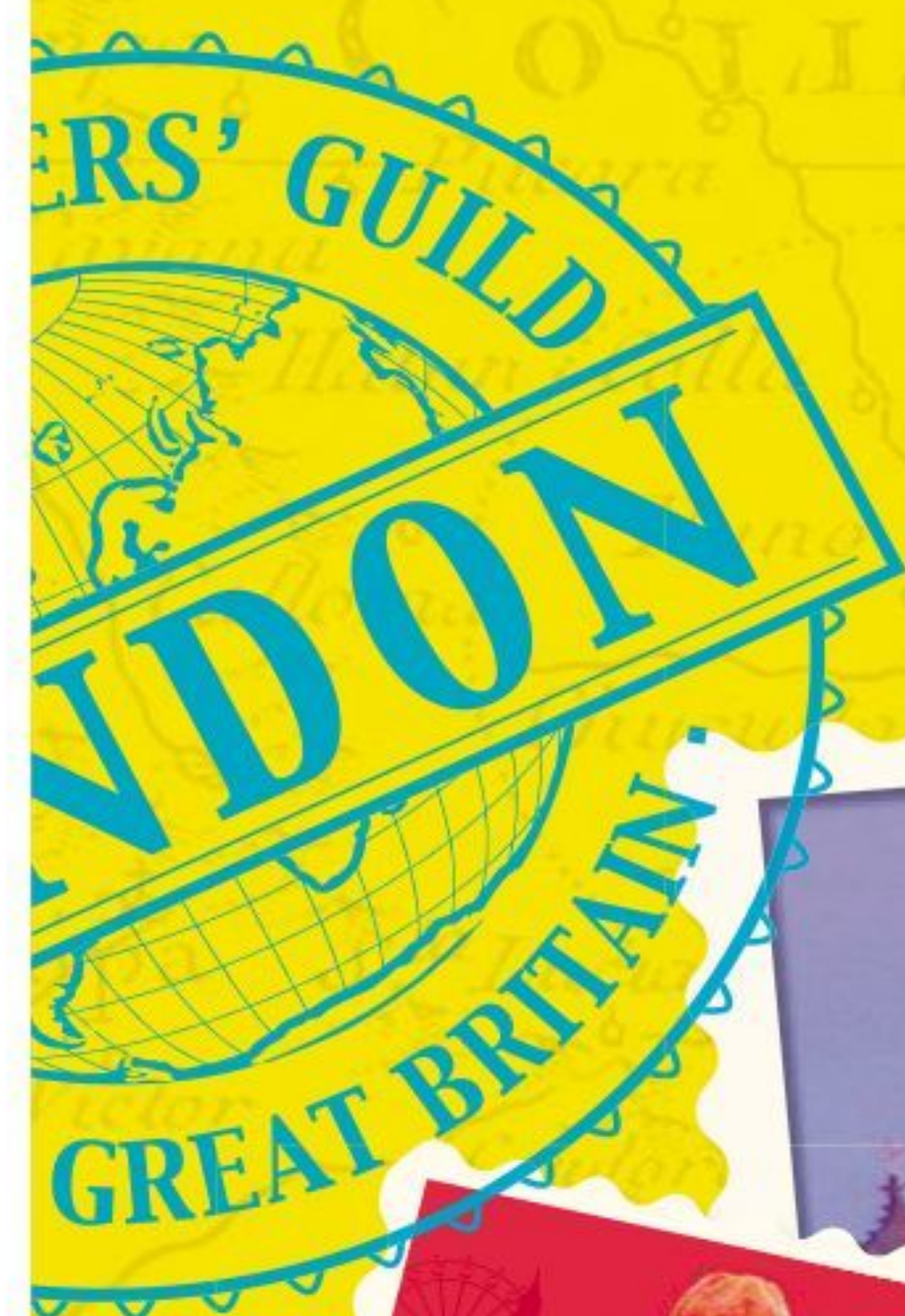
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What's *in the* shops

'Fifteen Guinea Special' train pack

Hornby has commemorated the last British Railways steam-hauled passenger train with a limited-edition train pack. **Nigel Burkin** sees what's inside.

A SPECIAL EXCURSION TRAIN WITH headcode 1T57 called the 'Fifteen Guinea Special' ran the day before a complete ban on steam traction was enforced by BR on August 12, 1968. Although there had been a number of steam-hauled farewell tours prior to the ban, and the last scheduled steam-hauled passenger train ran earlier that month, BR decided to run one last steam-hauled train before its ban came into effect.

A great deal of publicity surrounded the 'Fifteen Guinea Special', so named for the fare, which was considered by many to be excessively high for the time, and was the equivalent of more than a typical weekly wage. Four locomotives were carefully prepared for the run, and the publicity was well managed, including leaflets and posters.

The train began its journey by departing Liverpool Lime Street at 09.10 and running to Manchester Victoria via Rainhill with LMS 'Black Five' 4-6-0 No. 45110 in charge. BR Standard 'Britannia' Class 7 No. 70013 *Oliver Cromwell* was attached at Manchester Victoria, where the train reversed for the run to Blackburn via Bolton and on to Carlisle via the Settle & Carlisle line.

The return run was also via the Settle & Carlisle, with a reversal at Manchester Victoria for the final leg of the tour. Two 'Black Five' locomotives, Nos. 44781 and 44871, completed the return leg via Blackburn with No. 45110 being attached at Manchester Victoria for the run back to Liverpool Lime Street. Arrival was at 19.59, nine minutes adrift of the scheduled time.

It is noteworthy that no headboard was used on the locomotives, just the train reporting headcode of 1T57. It was chased by enthusiasts and photographers, and many report it being an emotional day as many had good reason to believe that steam would be banished from the main line in the long term at least – a concern which turned out to be unfounded after a few years as steam-hauled charters returned to the main line.

Ten Mk 1 coaches were prepared for 1T57, and records indicate that the train consisted of a mix of BR blue and grey

and BR maroon-liveried stock, including two Diagram 702 kitchen cars. The carriage numbers were BSO No. E9223, TSO No. M4995, RK No. M80037, TSO No. M4933, TSO No. M4943, TSO No. E4497, TSO No. M4937, RK No. M80028, TSO No. E4288 and BSO No. E9253.

Examination of photographs confirms that both BSOS, Nos. E9223 and E9253, were in BR maroon livery alongside TSO No. E4497. The remaining stock was painted in BR blue and grey, including the two catering vehicles which ran on B4 bogies. Two of the coaches used in 1T57, Nos. M4933 and M4937, are now located on the East Lancashire Railway.

The star-performing locomotive of the day was 'Britannia' Pacific No. 70013 *Oliver Cromwell*, which covered the leg between Manchester Victoria and Carlisle, and this is represented by the model locomotive in the Hornby train pack, which also includes three Mk 1 coaches.

No. 70013 is on record as being the last steam locomotive to be overhauled by BR, and is now part of the National Collection, being used on the main line from time to time following restoration to main line standards between 2004 and 2008 at the Great Central Railway.

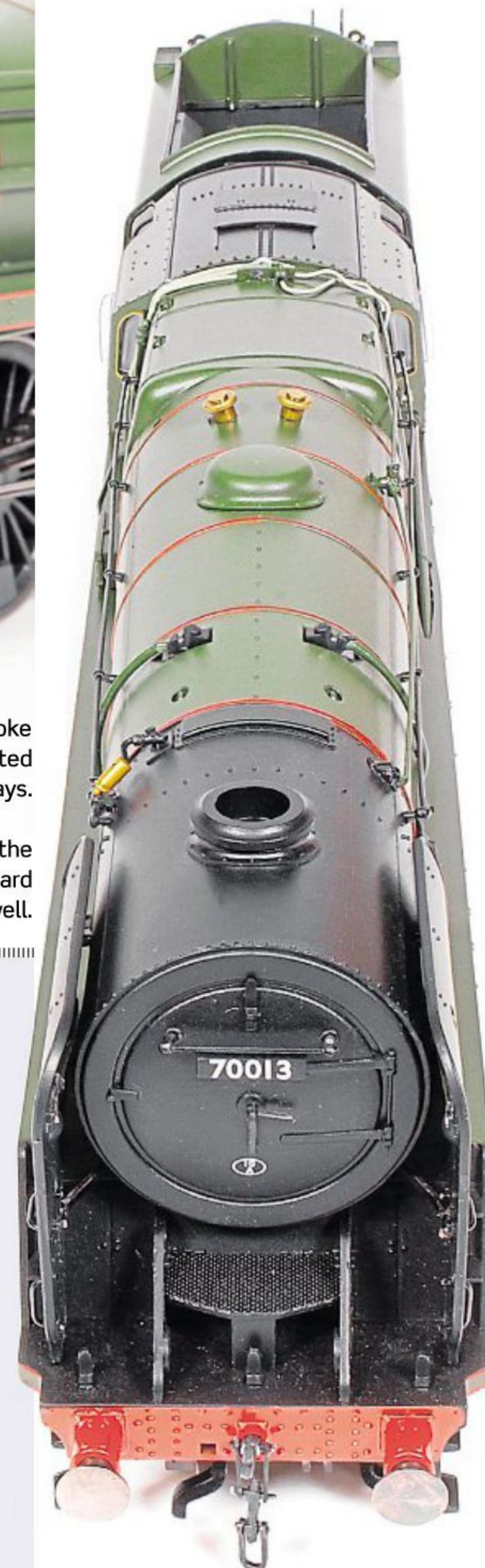
After a short career hauling express passenger trains on the Anglia main line following its introduction in 1951, *Oliver Cromwell* was reallocated to Carlisle Kingmoor, where it spent the rest of its operational life working secondary duties in the north-west of England. It was preserved immediately after its run on 1T57, working back to East Anglia for preservation at the Bressingham Gardens and Steam Museum.

BR 'Britannia' Pacific No. 70013 *Oliver Cromwell* is an appropriate model for the Hornby 'Fifteen Guinea Special' train pack.



Above: Thin plastic smoke deflectors are supported with individually fitted metal stays.

Right: Hornby has captured the no-nonsense character of the BR Standard Class 7 locomotives well.



FEATURES OF THE MODEL:

- Three Mk 1 coaches with correct liveries.
- Correct bogies applied to the three coaches.
- Motor fitted to the engine.
- Eight-pin DCC interface located in the tender.
- Current collection in the tender and locomotive.
- NEM coupling pockets.
- Metal wire hand rails and knobs.
- Detailed cab interior with flush glazing.
- Screw couplings and brake pipes supplied as add-on details.
- Separate whistle and safety valve detail.
- Brake details fitted in line with the driving wheels.

Today it is based on the Great Central Railway when not operating trains on the main line.

Mention should also be made of the other participants of the August 11, 1968 event. 'Black Five' No. 45110 is preserved on the Severn Valley Railway, while sister locomotive No. 44871 is located on the East Lancashire Railway. Only one locomotive from that emotional day failed to survive: No. 44781 was cut after a failed preservation attempt.

The train pack

A neat bundle of four well-researched models makes up Hornby's 'Fifteen Guinea Special' train pack (R3607) of which only 1000 have been made. The locomotive is the iconic BR Britannia Class 4-6-2 No. 70013 *Oliver Cromwell* finished in lined BR green with late crest as it ran on the day of the 1T57 special.

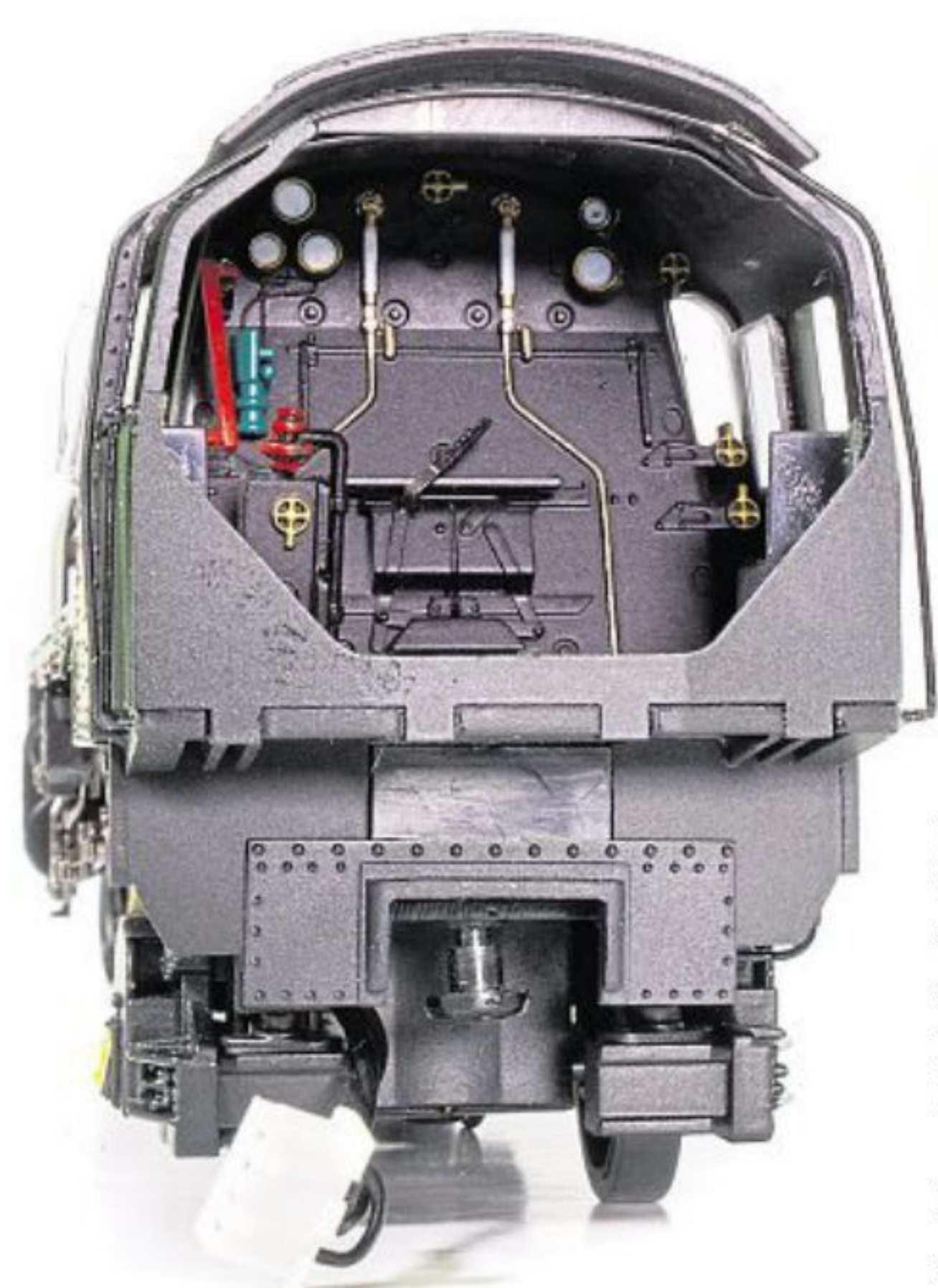
The model is an up-to-date Hornby product which is a close match to the condition of the full-sized No. 70013



This inside view of the cab and tender shows the level of detail applied to the model.



The full-sized No. 70013 *Oliver Cromwell*, which is part of the National Collection, is cleaned and serviced between main line runs as a preserved locomotive.



Left: Cab details including dials, gauges and driving controls are applied to a well-detailed backhead and picked out in red, brass and white.



Right: Mk 1 coaches in BR maroon and BR blue and grey livery are included in the train pack.

on the day of the excursion, including the livery that is neatly applied and representing the locomotive in clean condition. It has a good level of technical specification, with a five-pole motor located in the engine providing power to all six of the large driving wheels.

The Hornby 'Britannia' Class is a complex model with numerous sub-assemblies for the boiler, cab and smokebox being mounted on a correctly shaped running plate. Numerous small details are fitted to the body, including the usual wire hand rails and metal hand rail knobs. Smokebox deflectors are of thin section and supported by metal stays which are separately applied parts. Sprung buffers, separate whistle and safety valve details are also composed of metal and add a sharpness to the finish of the model. The driving wheels are of the correct pattern, and during testing were found to be fully concentric.

A well-designed set of valve gear and coupling rods worked smoothly without any signs of binding when the model was tested, and the model ran through Peco Streamline trackwork without

difficulty. The inner bogie wheel set is designed to work on second-radius curves, with a larger one supplied in the box for layouts with shallow curves or to fit for displaying the model.

The leading bogie rotates smoothly, guiding the locomotive into curves and turnouts well. It did not exhibit the waddle sometimes seen in some models during mid-speed testing.

An electrical connection using a miniature plug and socket links both tender and engine, allowing current collection from both the main driving wheels and tender wheels. A dcc interface socket is fitted to the tender, which is large enough for a good-sized decoder and digital sound as well. There's space enough for a large bass enhanced speaker, too, to bring out the character of this impressive locomotive!

Three Mk 1 coaches help the modeller to make a start on building up the 10-coach train, which can be done with Hornby stock except for the two catering cars. The supplied BSO is numbered E9223 which was, according to records, located at the rear

of the train after departing Manchester Victoria. The model has maroon ends, which cannot be verified from photographs, and BR B1 bogies fitted, as was the case with the full-sized coach.

The pair of TSOs in the pack are Nos. M4933 and M4995, which were the adjacent coaches to No. E9223 in the rake (kitchen car No. M80037 not being available in the Hornby range). They are finished in BR blue and grey livery with blue ends and fitted with Commonwealth bogies.

All three Mk 1 coach models are well detailed, with some of it integrally moulded as part of the main toolings such as the filler pipes and hand rails on the coach ends.

In common with virtually all oo-scale Mk 1 stock currently available, there are no window frames, which is something that needs to be addressed for later versions of locomotive-hauled Mk 1 stock. Flush glazing provides a good view of the interior, which is a well-detailed single-piece moulding with tables, seating and the end panelling. The BSO has the guard's compartment

and luggage area neatly represented. It is up to you to supply the passengers!

Metal wheels are fitted to all three coaches alongside NEM coupling pockets moulded as part of the bogie frames. No close coupling cams are included in the models, in keeping with the more budget end of the market for which the models are intended. Underframe detail is neatly applied, with vacuum brakes and a dynamo moulding. End gangways are also very fine toolings, as are the buffer shanks and headstocks.

The overall finish of all four models is smooth, with sharp printing of lining, numbers and small details. In keeping with the clean finish of the stock in preparation for the run, no weathering is applied to any of the models.

Colours are accurate except perhaps the shade of BR blue on the TSO coaches which is a tad on the dark side. Small details are picked out in appropriate metallic colours, including the coach commode and door handles alongside the cab fittings in the locomotive.

Completion of the train will require additional TSOs and another BSO

MODEL DETAILS: 'Fifteen Guinea Special' train pack.

Manufacturer:
Hornby Hobbies Limited.

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

Era:
August 11, 1968.

Web:
www.hornby.com

Suggested retail price:
£299.99.

coach. The two RK (kitchen) coaches of Diagram 702 will prove to be the most challenging, and a stand-in vehicle such as the Bachmann restaurant car would allow a 10-coach train to be completed until a correct kitchen car has been built by some means.



Detail applied around the cab, including separate pipe runs and flush glazing.



Lining and lettering is neatly applied to the coaching stock models.



This is one of the two Mk 1 TSOs supplied in the pack which are fitted with Commonwealth bogies.

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What's *in the* shops

French-built PCA cement tank wagon

The second OO-scale cement tank wagon in a month arrives from Accurascale, and with it a further step change in the level of detail being applied to ready-to-run models, writes **Nigel Burkin**.

DIESEL AND ELECTRIC MODELLERS will welcome the arrival of an OO-scale model of a typical 1980s air-braked wagon in the form of French-built PCAs commissioned by STS for the spot hire market. It is the second cement tank wagon to be released by Accurascale in a month, following hot on the heels of the 1960s Cemflo wagon.

The STS wagons were built in two batches with eight-shoe clasp brakes, making it different in design from a small batch built for Blue Circle in 1980 to Diagram PC017A that was equipped with disc brakes.

The first batch of STS-registered vehicles, numbered STS 10600-651, was constructed by CFMF in 1982/3 and allocated to Diagram PC017B. They were hired to Rugby Cement and Blue Circle alongside other users. The fleet was supplemented by what was essentially the same wagon in 1985 when 15 were built by Fauvet Girel and allocated to Diagram PC017C, numbered STS 74030-044.

They were hired to Rugby Cement, replacing the STS-registered PC017B wagons in use with the company at the time.

Latterly, the STS PCA wagons were subject to a period of storage in the mid-1990s until being hired to Castle Cement for bulk flows from its Ketton works in Rutland.

They all remain in traffic today, with some minor modifications, bearing Castle Cement branding even though the works is now operated by Hanson Cement. The wagons have also changed hands, belonging to rolling-stock hire company VTG, which acquired STS among other smaller rail logistics companies.

Accurascale offers the model in three different forms in packs of three individually numbered wagons, enabling modellers to build up authentic rakes. The original STS mid-grey scheme with STS markings, as the wagons were used in the spot hire market, is represented by four packs of three wagons of Diagram PC017B in the STS 106xx number series.

The second livery to be represented is of the 15 wagons of Diagram PC017C as hired to Rugby Cement and numbered in the STS 74xxx number sequence – in effect all of the STS wagons hired to Rugby Cement after 1985.

Finally, the post-2002 scene is covered by six packs of three wagons numbered with VTG prefixes including a mix of VTG 106xx and VTG 74xxx numbers.

Tank barrel

The wagon is complex, with a unique barrel design that is not circular in cross-section. The shape is well represented by the model, including the outward curved end panels and the end overhang with its dished profile. It tapers down into a discharge chute located below the solebar level. It is neatly fitted out with a set of etched metal walkways fitted to a frame, together with fine moulded plastic end ladders plugged into the walkways that are of the correct shape.

Underframe

The underframe is as complex in shape as the tank barrel, with an unusual solebar design fitted out with separate mouldings for Gloucester 'floating' suspension and a wealth of fine details for brake equipment and discharge pipework.

Most of the tiny details are to be found below the solebar level, and they are numerous, consisting of pipe runs for the brakes, discharge equipment alongside the brake shoes and their yokes and safety loops. Other small but important details include the air tanks, air brake distributor, associated pipe work and the brake actuation cylinders – all composed of moulded plastic or metal wire. The model is relatively small, with a great deal of detail below solebar level, making it a congested part of the wagon.

Accurascale has done well to fit everything in that congested area of the model, weaving fine pipework around the base of the tank barrel where it feeds into the discharge chute and including the brake equipment and other small fittings – all applied as neatly as one could wish.

Wheels and couplings

Fully concentric metal disc wheels are clipped into the Gloucester suspension units and have been tested to show that the models are free-rolling, sit square on the track and have sufficient weight for good performance. The models ran satisfactorily through a variety of track formations without derailments, and there is enough room between the suspension units to accommodate closer-to-scale wheels, with the brake shoes positioned to allow re-wheeling to 'EM' and 'P4' gauge without having to modify them.

NEM coupling pockets are fitted to the model, with the main mounting being screwed into place, allowing it to be easily removed should scale couplings



The French-built PCA, the second cement tank wagon to arrive from Accurascale in recent weeks, is dressed in three different liveries covering their use from introduction in 1982/3 to the present day.



The character of the 1980s air-braked wagons is clearly seen in the models, including neatly modelled air-brake equipment, Gloucester suspension and Oleo buffers. More 1970s and 1980s wagon models of this quality are needed, and for a variety of different commodities too.

be required. There is a small gap in the leading brake rigging to accommodate the coupling box, something that will have to be filled if scale couplings are fitted.

The model is supplied with standard tension lock couplings that clip straight into the coupling boxes, and given that many of these wagons operated in block rakes, a suitable bar coupling could be employed unless the layout curves are particularly sharp.

Fine detail and finish

A near perfect little replica of the PCA is the result of all the fine detailing and carefully researched liveries, including company brandings and wagon data legends. Colours applied to the models are correct, with the slight difference in the shade of white applied to the Castle Cement and Rugby Cement wagons being faithfully replicated. Markings are sharply printed, numbers correctly applied and the overall finish is slightly dull, ready for some cement dust encrustation on the top of the barrels and around the neatly represented filler hatches.

Most notable are the fine markings applied to the solebar of the Castle Cement wagons which are clear enough to read. Overall, the models represent excellent value for money, particularly considering the high level of detail applied to them and the neat presentation boxes working out at just over £23 each, which compares well with some older models available from other manufacturers, and particularly well with some recent wagon releases by other manufacturers.

The wagons are not available separately, but are sold in packs of three for £69.95. Don't hang about – they will be popular!

MODEL DETAILS:

PC017B/C PCA air-braked cement tank wagon.

Manufacturer: Accurascale.

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

Era: 1982/3 to present day.

Web: www.accurascale.co.uk

Suggested retail price:
£69.95 for each pack of
three wagons.



A number of complex curves in the body of the model are well replicated alongside the detailed roof walk and access ladders.

Model features:

- Excellent representation of a complex barrel profile.
- Selective use of etched metal parts for a fine appearance.
- Sprung metal-headed buffers.
- Chassis designed to accept closer-to-scale wheels.
- Smooth-rolling solid disc wheels.
- NEM coupling pockets.
- Brake equipment represented with numerous tiny parts.
- Liveries represent the wagon from introduction to present day.



The PCA has a complex barrel shape which is not circular in cross-section. Note the end panels a particularly easy shape to model, but Accurascale has achieved it well.



Accurascale has faithfully replicated the wagons it has modelled so far down to the smallest practical external detail, including a wealth of brake pipes, air cylinders, air tank and brake rigging, even when these are hidden under the wagon.



Note the pipe runs around the congested area of the discharge chute and around the brake equipment. It's not a particularly large wagon, so fitting this level of detail into such a confined area is particularly commendable.



The impressive model emphasises the step change in the level of detail now being applied to OO-scale models, particularly by new and emerging manufacturers.

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What's *in the* shops

New GWR Suburban Stock from Hornby

Brand new toolings for Collett 'bow-ended' 57ft suburban coaches bring more OO-scale variety for GWR modellers, reports **Nigel Burkin**.

A SIGNIFICANT GAP IN OO-GAUGE Great Western Railway coaching stock has now been plugged by the release of brand new models of the Collett 57ft bow-ended suburban coaches by Hornby – and the models show some good planning with the forthcoming 61xx Class 2-6-2 'Large Prairie' model a good match for them.

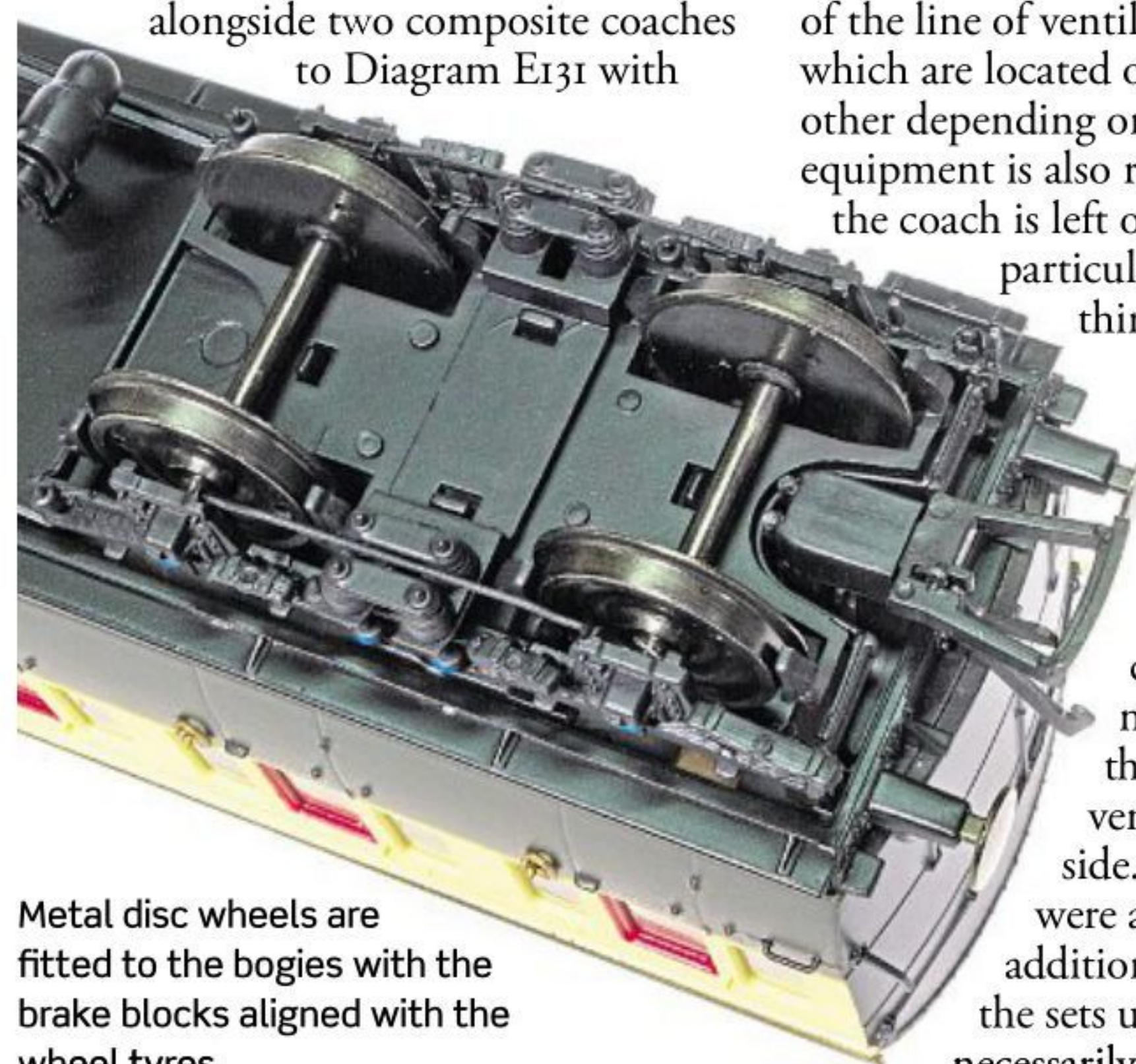
The completely new toolings cover the four coaches that are needed in order to put together correctly-'handed' GWR four-coach suburban sets.

Two brake third coaches with six compartments to Diagram D98, one left-hand and one right-hand, are available in different running numbers alongside two composite coaches to Diagram E131 with

nine compartments, also in left-hand and right-hand configurations. Two liveries are offered, including GWR chocolate and cream with shirt button motifs, and unlined BR crimson with mid-grey roofs, resulting in a total of 16 individually-numbered models, allowing two sets of four coaches in each livery to be collected.

Introduced from 1927, and diagrammed for short-distance suburban services, all of the coaches had enclosed compartments without corridors or lavatories, making the 'handed' classification a little vague. The most obvious spotting feature of this classification is the position of the line of ventilators on the roof which are located on one side or the other depending on the coach. Other equipment is also related to whether the coach is left or right-handed, particularly the brake third coaches.

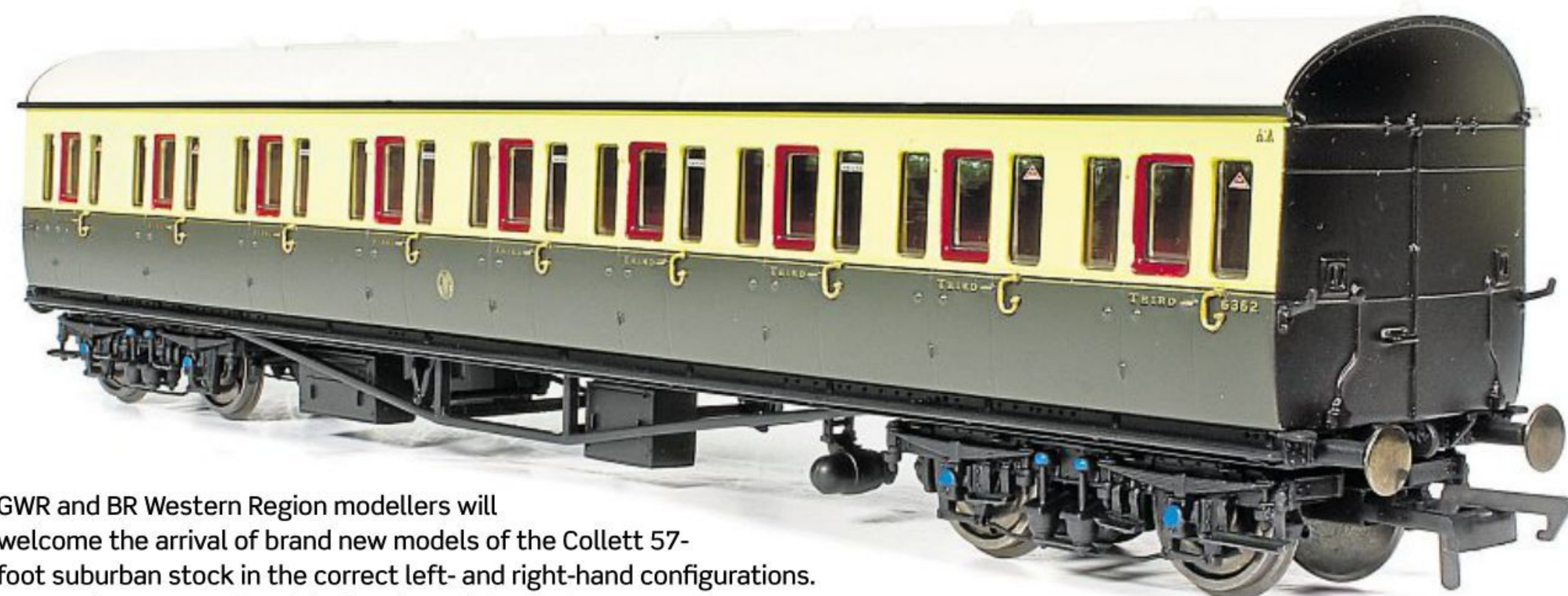
The full-sized coaches were marshalled in sets of four with the brake third coaches outermost and the composite coaches marshalled inside the set, with the roof ventilators all on one side. Latterly, these sets were augmented by an additional coach to bring the sets up to five coaches, not necessarily of the same design.



Metal disc wheels are fitted to the bogies with the brake blocks aligned with the wheel tyres.



Brake Third No 4971 is a left-hand coach, and is marked on the end as a Birmingham Division vehicle (R4876).



GWR and BR Western Region modellers will welcome the arrival of brand new models of the Collett 57-foot suburban stock in the correct left- and right-hand configurations. Composite No 6362 is a right-hand coach (R4875).

Allocations included the Birmingham area, and indeed the review models are labelled for the Birmingham Division, Chester and London. Common motive power includes the forthcoming 61xx Class 'Large Prairie' 2-6-2 tank locomotives, another brand new model that's due for release in the summer.

Coach body

The new tooling brings up-to-date detailing to the Collett coach models. Each body shell is a single-piece injection-moulded tooling comprising roof, ends and sides, resulting in a strong model. They were examined for any distortion such as bowing along the roof line or rain gutters, with nothing to report.

The shape of the roof looks good, with an excellent representation of the bowed coach ends.

There is increasing pragmatism regarding the application of some detail in new models from Hornby.

Rather than head down the 'fit small details for everything' route, modern tooling techniques allow some detail to be integrally moulded. Fine moulded detail includes the alarm gear jumpers on the coach ends, the door handles (together with hinge detail) and door bumps. The door lines are crisp, as are the recessed droplights in the passenger doors. Some details are better fitted as separate parts, though, and a close look at the model reveals fine moulded commode handles, including the fixing detail. Separate parts are also used to model the lamp irons on the end of the body shells, together with large torpedo ventilators which are neatly applied. The roof seams are included as well-defined mouldings while the roof grab rails are made of metal wire and painted.

Flush glazing is fitted throughout and, given the small size of the windows, has little trace of the moulded edges or prismatic effect. It is clear, and offers a good view of the interior detail, which is made up of compartments with seating and bulkheads installed as one moulding in brown plastic.

Underframe

There is not a great deal of detail on a basic compartment suburban coach from this era. Some of the brake linkages are not modelled, but the vacuum cylinders, rodding and vee-hangers are neatly applied alongside battery boxes and a dynamo. The main underframe pan includes the headstocks as a one-piece moulding, and includes the external truss rods and long footboards along the solebars. It is all neatly assembled and shows no sign of bowing. On the ends are sprung buffers with metal heads and coupling hooks.

FEATURES OF THE MODEL:

- Correct body styles for left and right-hand coaches.
- Neatly-modelled bogies with added small details.
- Interior detail.
- Flush glazing with smoking labels.
- Close coupling cams and NEM coupling pockets.
- Separate roof ventilators.
- Sprung metal buffers.
- Destination boards provided in the box.
- Moulded plastic commode handles.



The detailed outer end of the Brake Third coach includes wire hand rails.

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This is the model of Diagram D98 six compartment Brake Third coach No 4971.

Bogies and wheels

Lovely models of the 7ft-wheelbase bogies have been fitted to the model and are made up of a number of components, including tiny details such as the footsteps, spring planks, suspension springs themselves and brake shoes, which are moulded in alignment with the wheels. The level of detail in the bogie sideframes is excellent and very crisply tooled including the axle box covers, springs and hangers.

The metal wheels are of the correct diameter and pattern. They are fully concentric and run on pin-point axles in the bogies instead of inside bearings, which has been a past method of fitting wheels by Hornby. The result is free-rolling coaches which should present the new 'Large Prairie' locomotive models with little in the way of a challenge!

Couplings are of the standard tension-lock type fitted to NEM coupling pockets. Close coupling cams are fitted to the underframe pan of the model, with a slot in the leading spacer of the bogies to accommodate the mechanism. Hornby provides alternative continental-style couplings that could be used on the insides of a set, which would be helpful given that the sets were permanently coupled together.

Livery and finish

Despite having a number of small fittings, including those fitted to the

delicately-modelled bogies, the quality of assembly is good and durable, with nothing coming adrift when handling of the models for photography and testing. Close examination failed to detect any glue marks other than the tiniest one here and there.

Livery application is good and dense, without the paint finish drowning any of the finely moulded detail. The colours are consistent across all of the models, and the individually-fitted components too. Printed details such as 'First' markings are neatly done in gilt paint, and the red around the droplight frames also well applied in the main. Some small details are printed on the windows for smoking compartments and no-smoking compartments, the latter appearing to have the colours reversed. Small details are picked out, including brass colour to the moulded commode handles.

Overall, the models are neatly finished and presented, and with as many as 16 to choose from, modellers have an excellent chance of being able to assemble two four-coach sets for their suburban services, both in GWR and BR periods (depending on the style of GWR motif of course).

At £48.99 per coach, they are competitively priced for today's market and modellers will not have too long to wait for the 'Large Prairie' 2-6-2 tank locomotive!



The models are also available in unlined BR crimson livery, including six-compartment Brake Third W 5507 W, which is a left-hand coach.



A close-up of the GWR motif, the separately applied plastic commode handles, flush glazing and door details.



Composite W 6630 W is a nine-compartment coach of left-hand configuration to Diagram E131.



This view of the inner end of Brake Third No 4971 shows its characteristic bowed end.

MODEL DETAILS:

GWR Collett 57-foot suburban coaches

Manufacturer:
Hornby Hobbies Ltd.

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

Era:
1927 to late 1950s.

Web:
www.hornby.com

Suggested retail prices:
£48.99

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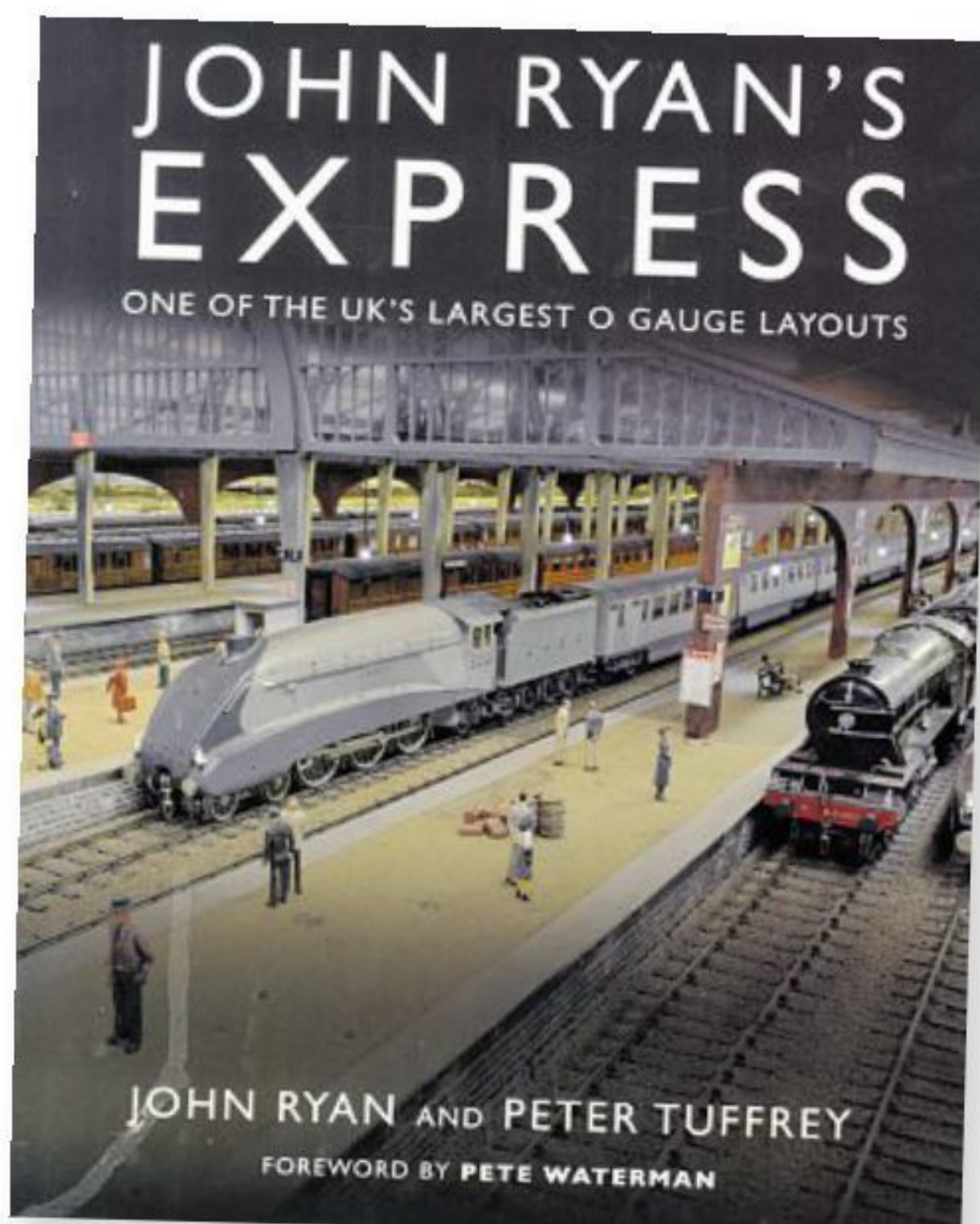
John Ryan's Express

Crack LNER trains of the 1930s, such as the 'Silver Jubilee' and 'Coronation', were the epitome of the crisp, clean Art Deco style that dominated the age, so no wonder a stylised A4 Pacific and its train was chosen as part of the title headings for the endlessly-repeated but always enjoyable TV series *Poirot*.

Born in Doncaster in 1950, John Ryan first became interested in model railway at the age of five, when his father often took him to see the elegant 'racehorses' of the East Coast Main Line streaking through the station. He went on to make his fortune in the cosmetic surgery business, becoming Chairman of Doncaster Rovers Football Club along the way, and is now the proud owner of one of the biggest and (definitely as far as the locomotives and rolling stock are concerned) most beautiful O-scale model railway layouts in the country at Over Peover in Cheshire.

Two eras are operated on the layout – the LNER in the 1930s and the continuing steam days of the East Coast Main Line under British Railways, and expert track-builder Norman Solomon has been helping John in his grand ambition for many years.

John has teamed up with author Peter Tuffrey and Great Northern Books Ltd to share his private and still-developing layout with us all, in a beautifully illustrated book, entitled



(what else?) *John Ryan's Express*, with a foreword by fellow O-scale enthusiast Pete Waterman.

If you love the LNER in either real life or model form, it will definitely be on your shopping list. **PK**

John Ryan's Express, by John Ryan and Peter Tuffrey. Published by Great Northern Books Ltd, PO Box 1380, Bradford BD5 5FB (tel/fax 01274 735056, email sales@greatnorthernbooks.co.uk). Large-format 176-page glossy hardback with, amazingly, almost 600 illustrations, virtually all in colour. ISBN 978-1-912101-49-8, £25.

Modelling: The Great Western Branch Lines

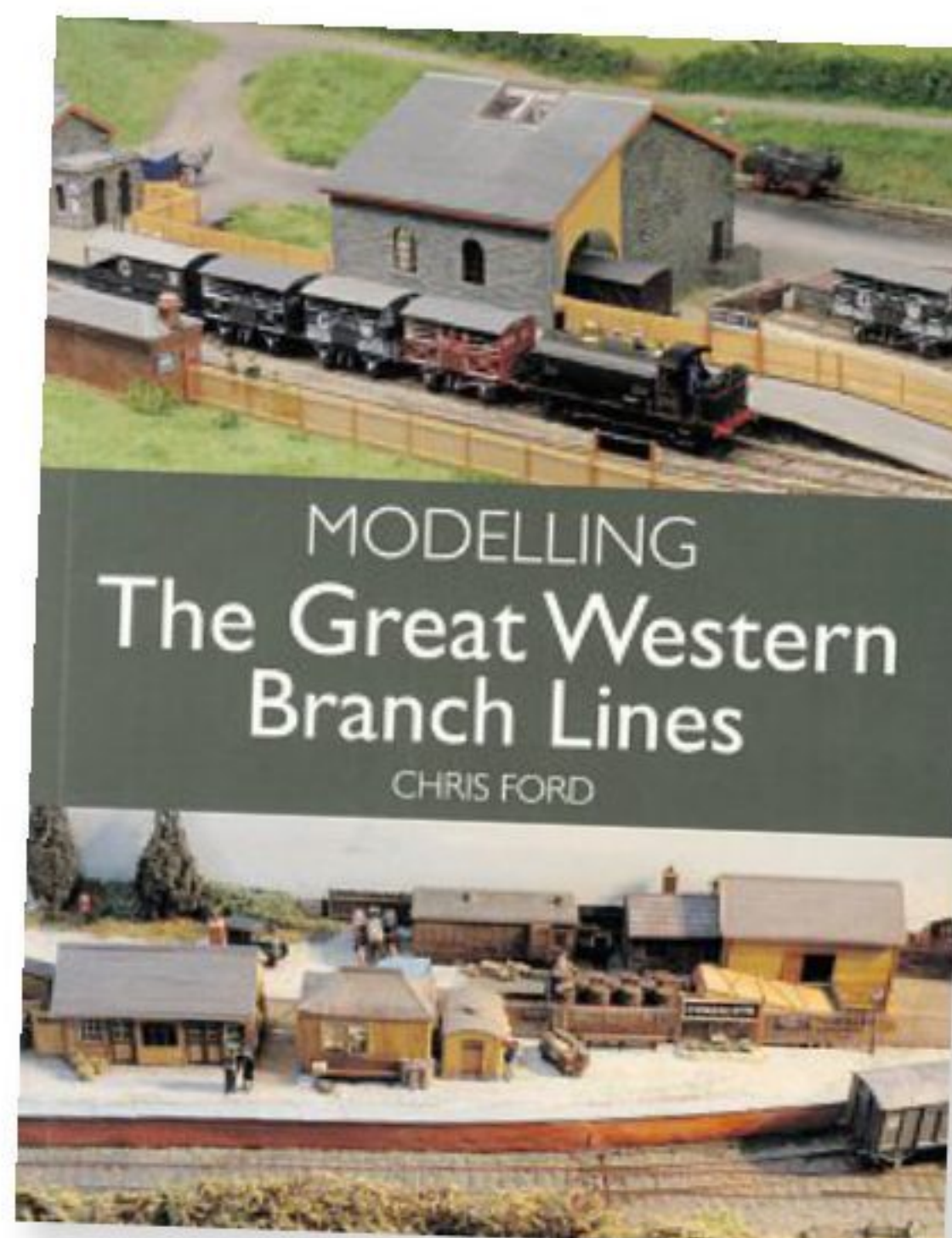
If the LNER has its unswerving railway modelling devotees, then so does the Great Western, and in his richly-illustrated paperback, *Modelling: The Great Western Branch Lines*, Chris Ford looks at perhaps the most evocative and romantic aspect of the GWR to railway modellers.

While it could be said that the idyllic countryside through which many of these branch lines ran, with their immaculate tank engines, chocolate and cream carriages and enchanting halts and goods yards just asking to be modelled, the vision has become so popular as to be almost a cliché.

How many modellers, after all, would choose to replicate the coal-mining region of south Wales, where the GWR was a grubby working railway just like any other?

Putting such opposing sentiments aside, however, Chris has put together a superbly well-researched book that looks at every aspect of the GWR branch lines, which lend themselves so appealingly to layouts large and small.

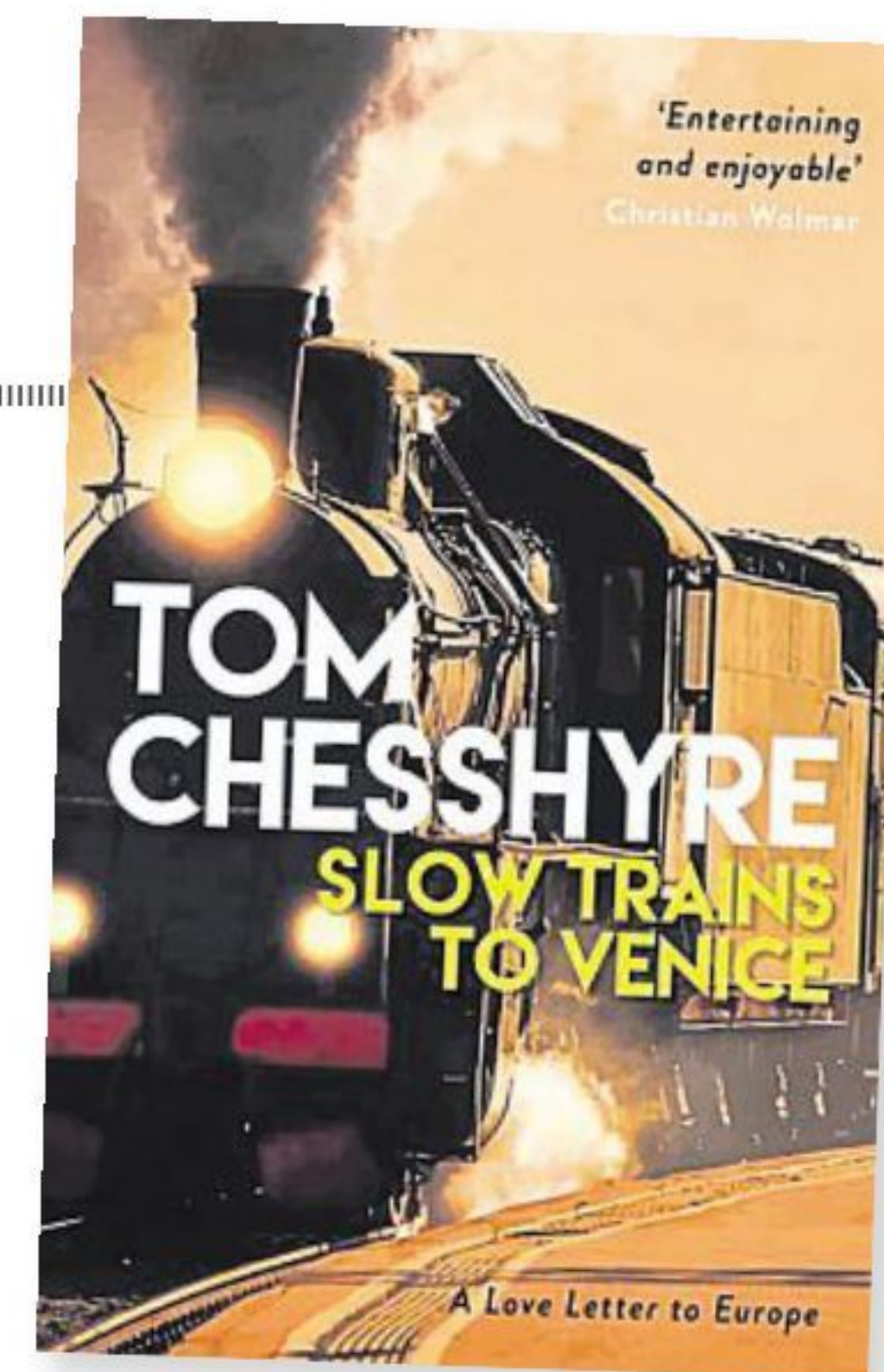
Into the 192 pages of this wonderful little book, he covers the Great Western branch as a modelling subject, choice of scale, planning the layout, historical research, selected history, the Churchward and Collett influence and the GWR under British Railways, before turning to chapters about goods traffic, coaching stock, absorbed rolling stock, branch line locomotives and buildings, signals, branch cattle traffic (and an



introduction to etched kits), small buildings and ancillary equipment and planning the layout.

This isn't just a book, but rather an encyclopaedia, for Chris has left absolutely no stone unturned in his endeavours to help GWR modellers get their layouts exactly right. Well done! **PK**

Modelling: The Great Western Branch Lines, by Chris Ford. Published by The Crowood Press Ltd, Ramsbury, Marlborough, Wiltshire SN8 2HR (www.crowood.com) 192-page paperback with glossy covers. 234 illustrations, almost all colour. ISBN 978-1-78599-565-7, £19.99.



Slow Trains to Venice

Tom Chesshyre has just written an engaging travel book entitled *Slow Trains to Venice* that describes a railway journey across Europe from France and through Belgium, the Netherlands, Germany and Poland, travelling as far east as Odessa by the Black Sea in Ukraine.

With no set plans, but simply a desire to let the trains take the lead, he goes onwards via Hungary, the Balkans and Austria enjoying many encounters and befriending fellow travellers as well as a conductor or two.

Written from the trackside, the book almost allows the reader to join Tom as he meanders through the old continent with a mixed bag of experiences along the way.

Slow Trains to Venice, by Tom Chesshyre. Published by Summersdale Publishers Ltd, 46 West Street, Chichester, West Sussex PO19 1RP (01243 771107, www.summersdale). Hardback, ISBN 978-1-78685-761-3, £16.99.

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Then and now

North British built locomotives for many British railway companies, including the Great Northern, for which this N2 0-6-2 condensing tank was rolled out in all its splendour in this image from the Mitchell Library.



'Rally Roon the Caley'!

With the planned closure of the Springburn Rail Depot in Glasgow looming large, **Ian Lamb** makes a strong case for retaining the site to tell future generations the story of Scotland's proud locomotive-building history.

RECENT MODEL RELEASES OF LONG-lived Scottish-built steam locomotives such as Hornby's oo-scale former North British Railway C Class 0-6-0 (LNER J36 No. 65311 *Haig*) and news of Rails of Sheffield's forthcoming oo-scale release of former Caledonian Railway 0-6-0 No. 828 in Caley blue underline the continuing interest in the many fine locomotives that were built north of the border.

When you consider the many other main line locomotives that were constructed in Scotland, ranging from B1 and 'Black Five' 4-6-0s to Great Northern N2 0-6-2 condensing tanks and 'Royal Scot' 4-6-0s, not to mention the thousands that were sent to many other parts of the world, the contribution was truly immense.

Mere mention of the word 'Springburn' can still send shivers down the spines of many as nostalgia for that great industrial part of Glasgow is brought to mind, and removing the last vestige of land where some of the greatest locomotives ever conceived were built for railways around the world should be unthinkable – yet the current remains of the former heavy industrial complex for locomotive production and servicing could soon close for ever.

If it goes ahead it will be a kick in the teeth for the rail industry in Scotland and would sweep away 160 years of rail engineering history.

RMT General Secretary Mick Cash said: "The planned closure of Springburn Rail Depot in Glasgow is an act of industrial vandalism. The multi skills that our members at Springburn possess are simply irreplaceable, and without action from politicians and governments in both Edinburgh and Westminster would be lost for ever."

"This is just another example of the fragmentation of the privatised rail industry where prime assets are passed from one speculative owner to

another and would mean that a proud railway nation like Scotland loses a key engineering resource at the stroke of a pen regardless of the consequences for jobs, training and the local economy."

Railway historian John Thomas reminds us that just to the north of where urban Glasgow ended at the beginning of the 19th century, it would have been possible to mark out a square mile of pastoral country, dotted with woodlands and containing scattered cottages, plus maybe the odd mansion house of a Glasgow merchant.

The North British Locomotive Company was created in 1903 by the merger of the three locomotive producers Sharp, Stewart & Co, Neilson, Reid & Co and Dubs & Co to create the largest railway manufacturing base in the world. Also crammed within its boundaries were the principal works of the Caledonian and North British Railway companies.

Around the workshops and engine sheds, a lively railway community had grown up in which every man, woman and child depended directly upon the steam locomotive, and to a certain extent diesel propulsion. Dominating the district was the spirited rivalry between the Caledonian and North British Railways, whose highly competitive establishments were separated by a mere half mile of road. Such was Springburn in its heyday.

In 1906 a total of 582 locomotives were produced by the North British Locomotive Company at its three works, and the 3000th engine emerged in 1909, followed by the 5000th in 1914. Contracts were signed not only for home-based motive power, but also with the railways of India, South Africa, Australia, France, Norway, Chile, Argentina, Japan, China and Egypt.

In addition, its 7000 employees diversified to produce locomotive designs for docks, steelworks, mines and other industrial sites.



The shape of this 1921 North British Locomotive Co works plate pre-dated the later diamond design.



Two steam locomotives with very different destinations are seen under construction in the erecting shop at the North British Locomotive Company's Queen's Park Works in 1952. A Class 29 2-8-2 destined for East African Railways & Harbours is hoisted on a crane, and behind it a B1 4-6-0 is being built for British Railways.



Hornby's oo-gauge model of former North British Railway J36 0-6-0 No. 65311 *Haig* makes a charming picture as it trundles across the Scoonie Burn on the writer's favourite 'Leven' layout.



Such were the skills of its workforce that during the First World War not only were 1400 locomotives constructed, but also the prototype of the Anglo-American Mk VII battlefield tank for the allied armies, which because of the Armistice did not go into production.

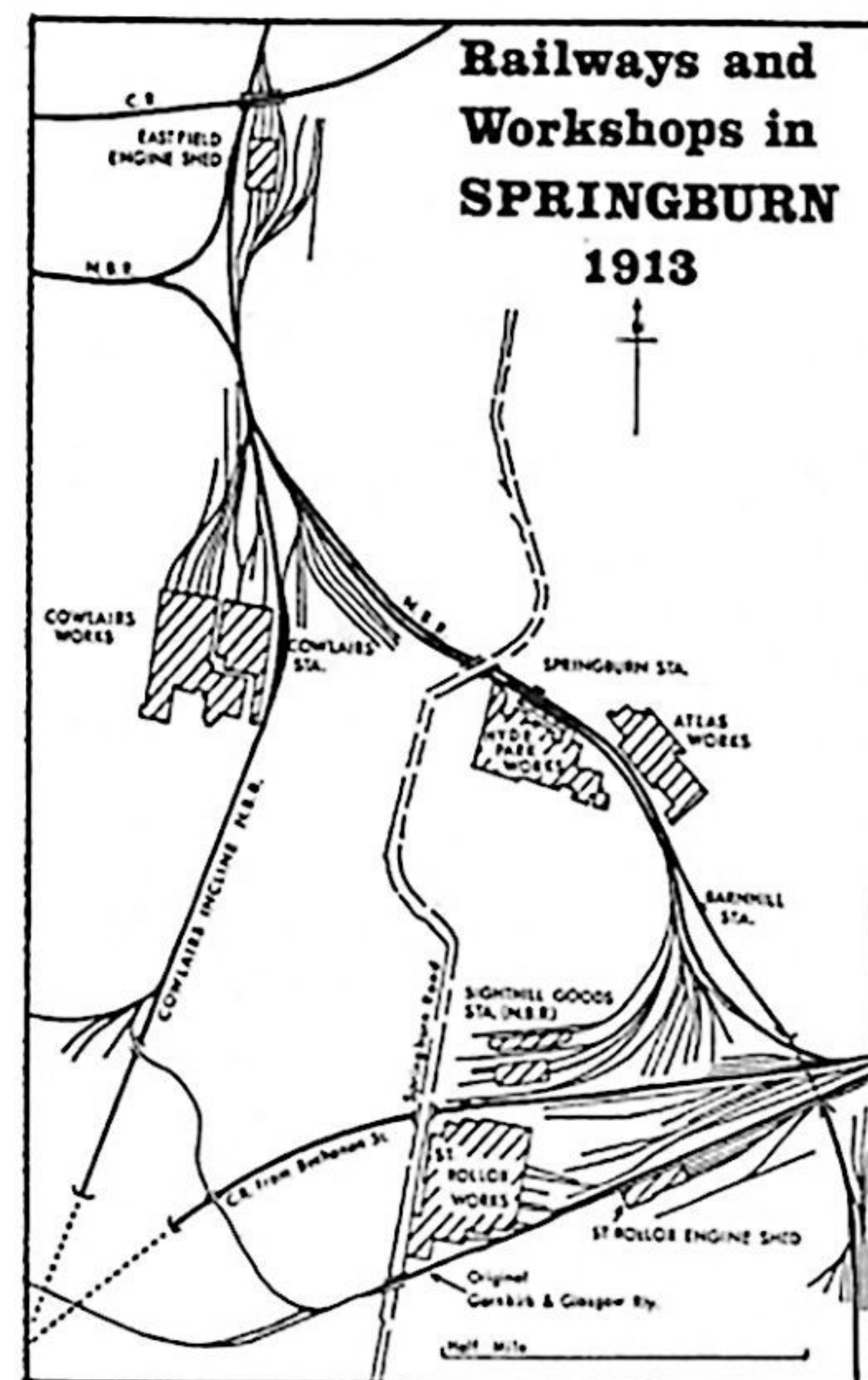
By the start of the Second World War 8850 locomotives had been completed, and by the time the company ceased trading in 1962, the North British Locomotive Company had built no fewer than 11,318 locomotives.

Such was the quality and reliability of Springburn products that some of the locomotives are still running on heritage lines, and neighbouring St Rollox (Caledonian) and Cowlairs (North British) works were no less successful where locomotive production was concerned.

Alas times have changed, and proposals are to hand for closure of the site, and with it much of Scotland's railway heritage. Surely we cannot let this happen! At best, the current purpose of maintaining and refurbishing rolling stock should be supported – hence the title 'Rally Roon the Caley' – or at worst, the site should be retained as a formal railway museum along the lines of the one-time Kelvin Hall before the archives there were moved to the present-day Riverside Museum, where much of Scotland's railway heritage is rather mixed up with other transport presentations.

As more and more of the current main line and heritage locomotives such as A4 Pacific No. 60009 *Union of South Africa* come to the end of their working lives, and as storage 'under cover' for engines still in operating mode is at a premium, such a fresh beginning for this historic site would surely draw railway enthusiasts to this historic home in the heart of Glasgow?

Built by North British in 1921 for the rapidly-expanding suburban services out of King's Cross on the Great Northern Railway, N2 No 1744 runs round its train at Sheringham, on the North Norfolk Railway, in October 2018. Hornby's OO-scale model of this class remains a popular choice for modellers.



The railways and workshops of the Springburn area of Glasgow in 1913.



Strathspey Railway staff take a breather on and around Caledonian 0-6-0 No. 828, whose cab-side number plate clearly displays its place of origin. Rails of Sheffield have commissioned OO-scale models of this locomotive.

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Diary updated as bookings are confirmed

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

June 1/2 - SHILDON MODEL RAILWAY EXHIBITION, Locomotion Museum, Shildon, **DL4 1PQ** Sat/Sun 10-5.

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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**

July 6/7 - GUILDFORD RAILWAY GALA WEEKEND, Guildford Model Engineering Society, Stoke Park, London Road, Guildford, Surrey, **GU1 1TU**. Sat 10-5/Sun 10-4 **FREE PARKING ON SITE**

July 14 - ROMSEY IPMS The Romsey Scale Model Show, Crossfield Hall, Broadwater Rd, Romsey, SO51 8GL. 10-4. www.romseymodellers.co.uk

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 0 GUILD EXHIBITION, Telford International Centre, St Quentin Gate, Telford, Shropshire, **TF3 4JH**. Sat 10-5, Sun 10-4. www.gauge0guild.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**

Oct 5/6 - FOLKESTONE M/RAILWAY EXHIBITION, Leas Cliff Hall, Folkestone, **CT20 2DZ** Sat/Sun 10-5.

Oct 12/13 - ALDERSHOT MODEL RAILWAY EXHIBITION, Farnham MRC, Alderwood Leisure Centre, Tongham Road, Aldershot, **GU12 4AS**. **FREE Show Guide and FREE Parking**

Oct 19/20 - UCKFIELD MODEL RAILWAY EXHIBITION, Uckfield Civic Centre, Civic Approach, Uckfield, East Sussex, **TN22 1AE**. Sat 10-5 Sun 10-5.

Oct 26/27 - LEEDS MODEL RAILWAY SOCIETY ANNUAL EXHIBITION, The Grammar School at Leeds, Alwoodley Gates, Harrogate Road, Leeds, **LS17 9NA**. Sat 10-5 Sun 10-4.30.

Oct 26/27 - ABERDEEN MODEL RAILWAY EXHIBITION, Hallmark Hotel, Farburn Terrace, Dyce, Aberdeen, **AB21 7DW**. Sat 10-5 Sun 10-4. *FREE Parking*

Oct 26/27 - HAZEL GROVE MODEL RAILWAY EXHIBITION, Hazel Grove Sports Centre (adjacent to Hazel Grove High School), Jackson's Lane, Hazel Grove, Stockport, **SK7 5JX**. Sat 10-5 Sun 10-4.

NOV 2 - HIGH WYCOMBE WYCRAIL 2019, Model Railway Exhibition, Cressex Community School, Cressex Road, High Wycombe, **HP12 4UD**. Sat 10-5. **Just off of the M40**

NOV 2/3 - SPALDING MODEL RAILWAY EXHIBITION, Springfield Events Centre, Camel Gate, Spalding, Lincolnshire, **PE12 6ET**. Sat 10-5 Sun 10-4.30. www.spaldingmrc.co.uk - Plenty of FREE Parking

NOV 9 - IPSWICH MODEL RAILWAY EXHIBITION, Rushmere Hall Primary School, Lanark Road, Ipswich, **IP4 3EJ**. Sat 10-5. www.irma.org.uk

NOV 9/10 - TELFORD IPMS SCALE MODEL WORLD, Telford International Centre, St Quentin Gate, Telford, Shropshire, **TF3 4JH**. Sat 10-6, Sun 10-4. **FREE Entry and admittance from 9am on both days to IPMS Members**

NOV 15-17 - WAKEFIELD RAILWAY MODELLERS SOCIETY, 58th Annual Model Railway Exhibition, Thornes Park Athletics Stadium, Horbury Road, Wakefield, **WF2 8TY**. Fri 5.30 - 9 Sat 10 - 5.30 Sun 10 - 4.30.

NOV 16 - PORTSMOUTH SOUTH HANTS MODEL RAILWAY EXHIBITION, Admiral Lord Nelson School, Dundas Lane, Portsmouth, Hants **PO3 5XT**. Saturday 10-5 ***Plenty of Free Parking***

NOV 16/17 - FALKIRK MODEL RAILWAY EXHIBITION, Forth Valley College, Grangemouth Road, Falkirk, **FK2 9AD**.

NOV 16/17 - WORKINGTON MODEL RAIL SHOW, Energus, Blackwood Rd, Lillyhall Estate, Workington, Cumbria, **CA14 4JW**. Sat 10-5, Sun 10-4.

NOV 23/24 - BIRMINGHAM WARLEY NATIONAL MODEL RAILWAY EXHIBITION, Hall 5, NEC Birmingham **B40 1NT**. Sat 9.15-6, Sun 9.15-5. www.warley-mrc.org.uk

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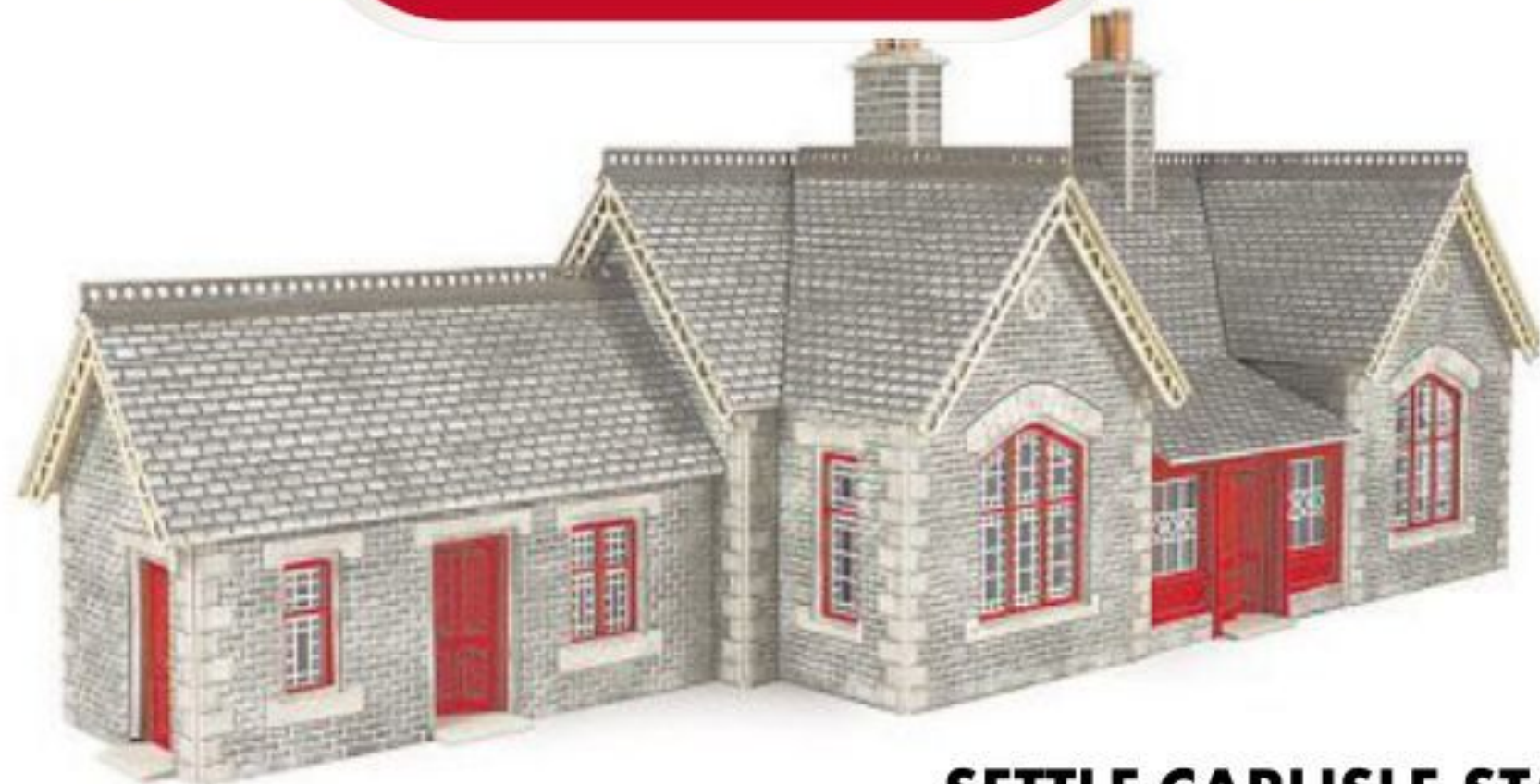
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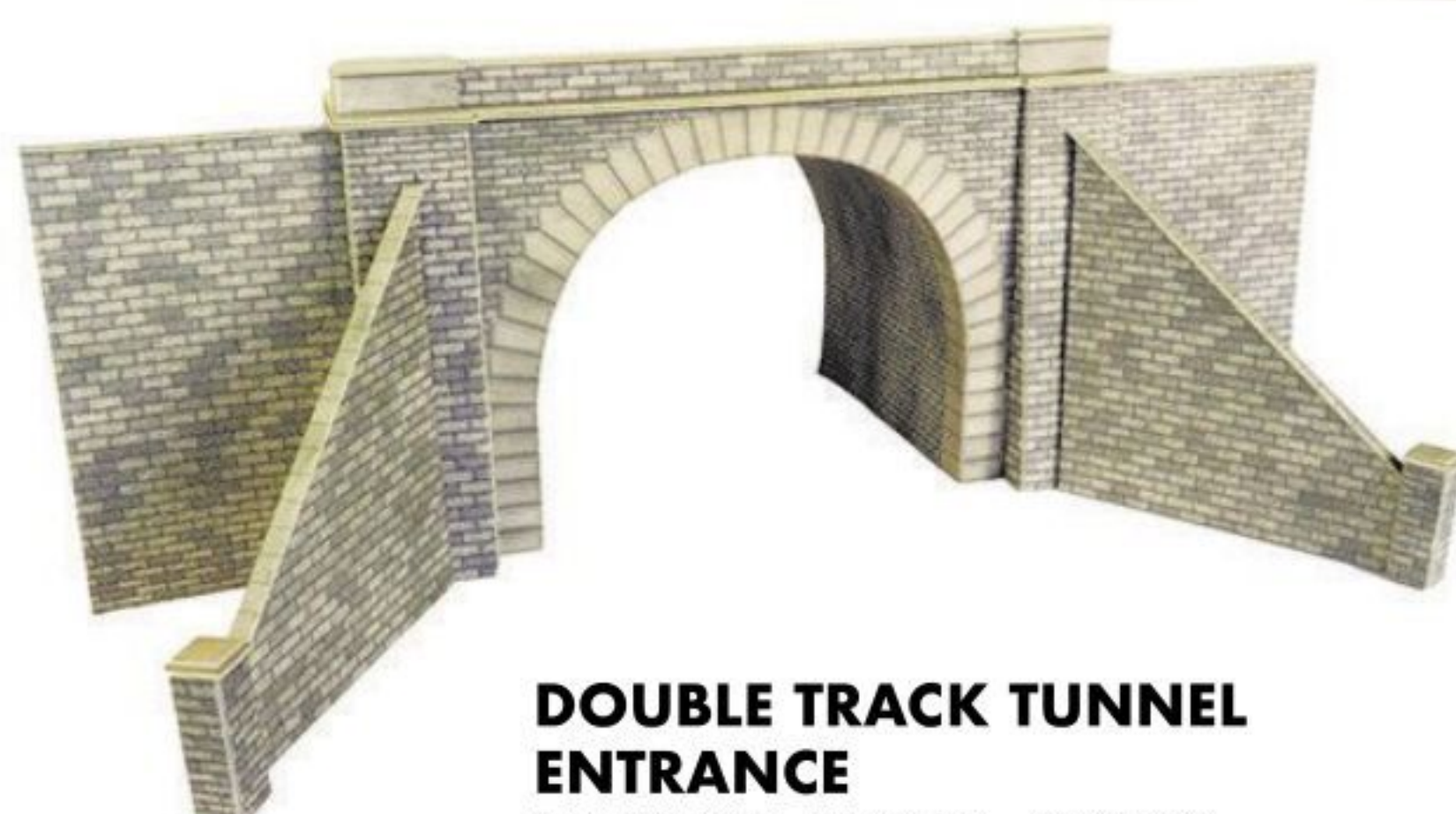
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What's *in the* shops

Timber, track-cleaning and coal wagons

RMM reviews some of the latest rolling stock models from Hornby.

Track cleaning

Reliable operation of a model railway depends heavily on track and wheel cleaning to maintain the all-important electrical contact between wheel and rail, particularly for small locomotives such as the Hornby 'Terriers', Pecketts and the forthcoming 48DS shunter which have few wheels for current collection.

As previously reported, the process of cleaning track is a chore, but an important one which can be alleviated by using a bespoke track-cleaning car such as the Track Maintenance Department coach (R296) offered by Hornby. It is based on an older model in the range – a four-wheel wooden-panelled coach suitably finished in yellow with black markings similar to those applied to many BR departmental coaches.

Fitted to the underside of the model is a nifty track-cleaning mechanism consisting of two track-cleaning pads, one for each running rail. The self-adhesive abrasive strips supplied with the model are fitted before use and are easily changed when they become clogged with dirt. Each cleaning pad rocks on its arm to accommodate changes in the level of each rail and is sprung to apply gentle pressure to the rails. Testing showed that the cleaning pad devices are very flexible, running smoothly over a variety of track formations, effectively cleaning the track at the first pass.



Hornby's R296 track-cleaning coach is a useful model which takes the tedium out of the all-important task of cleaning the gunge from the top of the running rails.

The instructions suggest propelling the coach in front of a locomotive with sufficient traction to overcome the resistance of the cleaning pads running along the top of the rail. It can be placed in trains running round the layout during operations, too, and hand-propelled into sidings and bays to clean track without the assistance of a locomotive.

Four-wheel vehicles such as the wooden-bodied coach are ideal for the job because longer wagons and bogie vehicles might overhang on second radius or sharper curves. This can result

in the cleaning pad leaving the rail, causing a derailment.

Replacement cleaning strips are available from Hornby stockists as a pack of six providing three replacements (M1319) for £2.99, although the option of providing bulk packs priced at a discount is something Hornby could consider. The coach itself costs £30.99 which, given the complex cleaning mechanism built into the underframe, is not unreasonable, although some modellers may have preferred a more authentic vehicle, such as a track-cleaning car.



The cleaning mechanism consists of two pads fitted to sprung arms which apply gentle pressure on the rails. The cleaning action is through self-adhesive pads fitted to the bottom of the arms.



A popular wagon model is the HEA domestic coal hopper, reissued as No. 361188 in Railfreight red and faded grey.

HEA coal hopper

Ordinary, everyday rolling stock is as important as the specials, and the Hornby HEA domestic coal hopper is a good example of model wagons that should be in the range all the time, with different running numbers being offered with every reissue.

The latest version of the HEA model (R6853) is finished in faded Railfreight grey and red with a yellow stripe around the top edge of the hopper, a feature that was rarely seen on HEA wagons except when finished in EWS livery (or a white stripe applied to Mainline Freight

blue wagons). It is easily painted out with a spot of Railfreight red paint if desired before the model is patched and weathered to a condition more typical of the HEAs after a period of time in service.

It is not equipped with NEM coupling pockets, and the metal wheels fitted to it are three-hole disc types which are not appropriate for a modern air-braked wagon with disc brakes. The markings applied to the model are accurate and neatly applied with Railfreight legend to the hopper sides and neat data panel with number 361188.

The model costs £24.99.

OTA timber wagon

Another popular model with diesel and electric modellers is the OTA timber wagon, this time released in EWS maroon with red tapered stanchions that will go well with some of the recently reissued EWS Class 66.

The original OTA wagons were rebuilds (the word 'rebuild' is loosely applied here) from various BR long-wheelbase air-braked wagons, including VDA vans and open wagons. The Hornby model, first released a few years ago, is based on conversions that used the wooden-bodied OBA general merchandise wagon in the 110xxx number series and the similar OCA steel-sided open wagon in the 112xxx series, with long wheelbase, disc brakes and modern suspension.

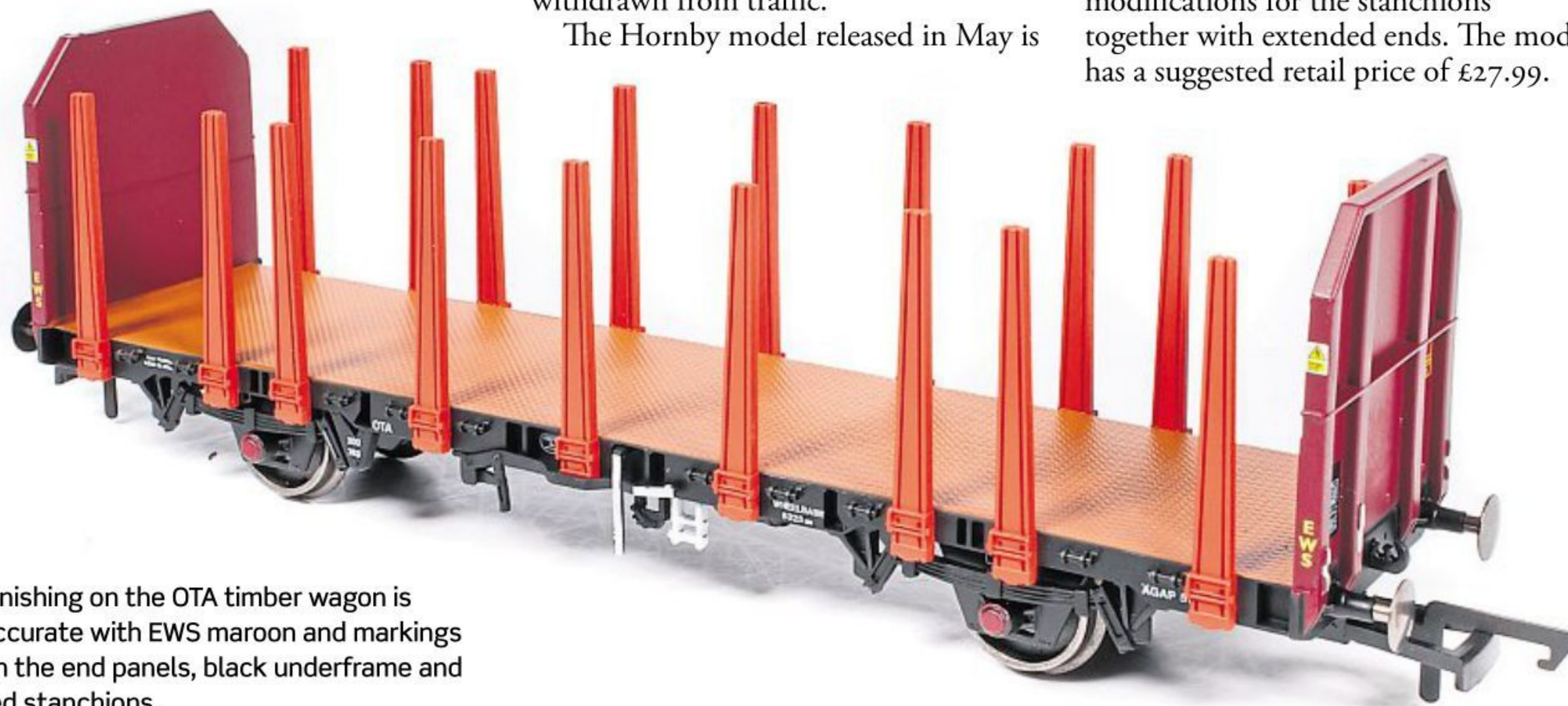
The wagons were rebuilt by removing the doors, extending the end panels and fitting side stanchions to secure a timber load. They were successful wagons until changes in traffic patterns saw them withdrawn from traffic.

The Hornby model released in May is

numbered 200763 which is not correct, being the number of a former VDA van to OTA conversion (OTA wagons having originated from a mix of donor wagons are something of a challenge to keep track of). It is otherwise well modelled with fine detail and markings in the correct places for an EWS-liveried model with post-2000 electrification warning notices. The deck has a representation of the steel deck and is finished in a rusty brown colour.

The underframe is fitted with articulated axle guard units to assist with operation on sharp curves. Metal disc wheels are fitted, using an inner bearing system instead of pinpoint axles. It rolls reasonably freely nonetheless, and is also equipped with NEM coupling pockets.

Small details include metal-headed buffers, individual brake details and air brake pipes for fitting to the headstocks. It is a good representation of the converted OBA type with modern tapered stanchions, solebar modifications for the stanchions together with extended ends. The model has a suggested retail price of £27.99.



Finishing on the OTA timber wagon is accurate with EWS maroon and markings on the end panels, black underframe and red stanchions.

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The old, old story of Thomas and Friends

As Bachmann Europe announces its plans to launch a range of OO-gauge 'Thomas and Friends' models next year, **Pete Kelly** looks back on the 'Thomas' story that goes right back to his own childhood.

LIKE COUNTLESS OTHERS BORN during the Second World War, my first experiences of life were in the austere years that followed that conflict, having to share with my parents and baby brother a single bedroom of our grandparents' two-up, two-down terraced house in Lancashire for several years. After his demob from the RAF in 1946, dad first had to work away from home on weekdays, and mum had to look after us and the house while my grandparents were also at work.

Sometimes, to get away from it all, she'd tuck my brother into his pram and take us for long walks – perhaps to see the ships from all over the world passing through Latchford Locks on the Manchester Ship Canals, or to see the rows of grimy locomotives at nearby Dallam Shed.

Mum had a lovely voice, and as we walked along she'd sometimes sing a tune that I'd almost forgotten about until, in light of news that Bachmann had been granted the franchise to produce 'Thomas the Tank Engine' model locomotives and rolling stock, I found myself researching the history of the Rev Wilbert Vere Awdry's much-loved children's stories just a couple of weeks ago.

The words she sang weren't quite the same as those I came across during this endeavour (and which, judging by the language used, had probably been written towards the end of the 19th century) but I remember both them and her young singing voice clearly:

**Down at the station,
Early in the morning,
See the little puffing
billies
All in a row...**

Beneath an omnipresent pall of smoke, the 'puffing billies' I glimpsed through the high fence looking down on the locomotive shed just before the time of nationalisation in 1948 were without exception black, grimy and to me incredibly exciting – and set me on a course of railway interest for the rest of my life.

The first of the Rev Awdry's 26 'Thomas the Tank Engine' books to be published appeared in the spring of 1945 and was entitled *The Three Railway Engines*. Those that followed were: *Thomas the Tank Engine* (1946), *James the Red Engine* (1948), *Tank Engine Thomas Again* (1949), *Troublesome Engines* (1950), *Henry the Green Engine* (1951), *Toby the Tram Engine* (1952), *Gordon the Big Engine* (1953), *Edward the Blue Engine* (1954), *Four Little Engines* (1955), *Percy the Small Engine* (1956), *The Eight Famous Engines* (1957), *Duck and the Diesel Engine* (1958), *The Little Old Engine* (July 1959), *The Twin Engines* (1960), *Branch Line Engines* (1961), *Gallant Old Engine* (1962), *Stepney the 'Bluebell' Engine* (1963), *Mountain Engines* (1964), *Very Old Engines* (1965), *Main Line Engines* (1966), *Small Railway Engines* (1967), *Enterprising Engines* (1966), *Oliver the Western Engine* (1969), *Duke the Lost Engine* (1970) and *Tramway Engines* (1972).

By far the most famous of all these engines was Thomas himself, a plucky little character whose smokebox door facial expressions, like those on all the other engines, reflected exactly what kind of mood he was in. These varied from anxiety and sublime happiness to puzzlement, exertion and disappointment.

By the time my brother and I started taking the bus into town on Saturday mornings to visit the local children's library and each exchange the three books we were allowed to take out

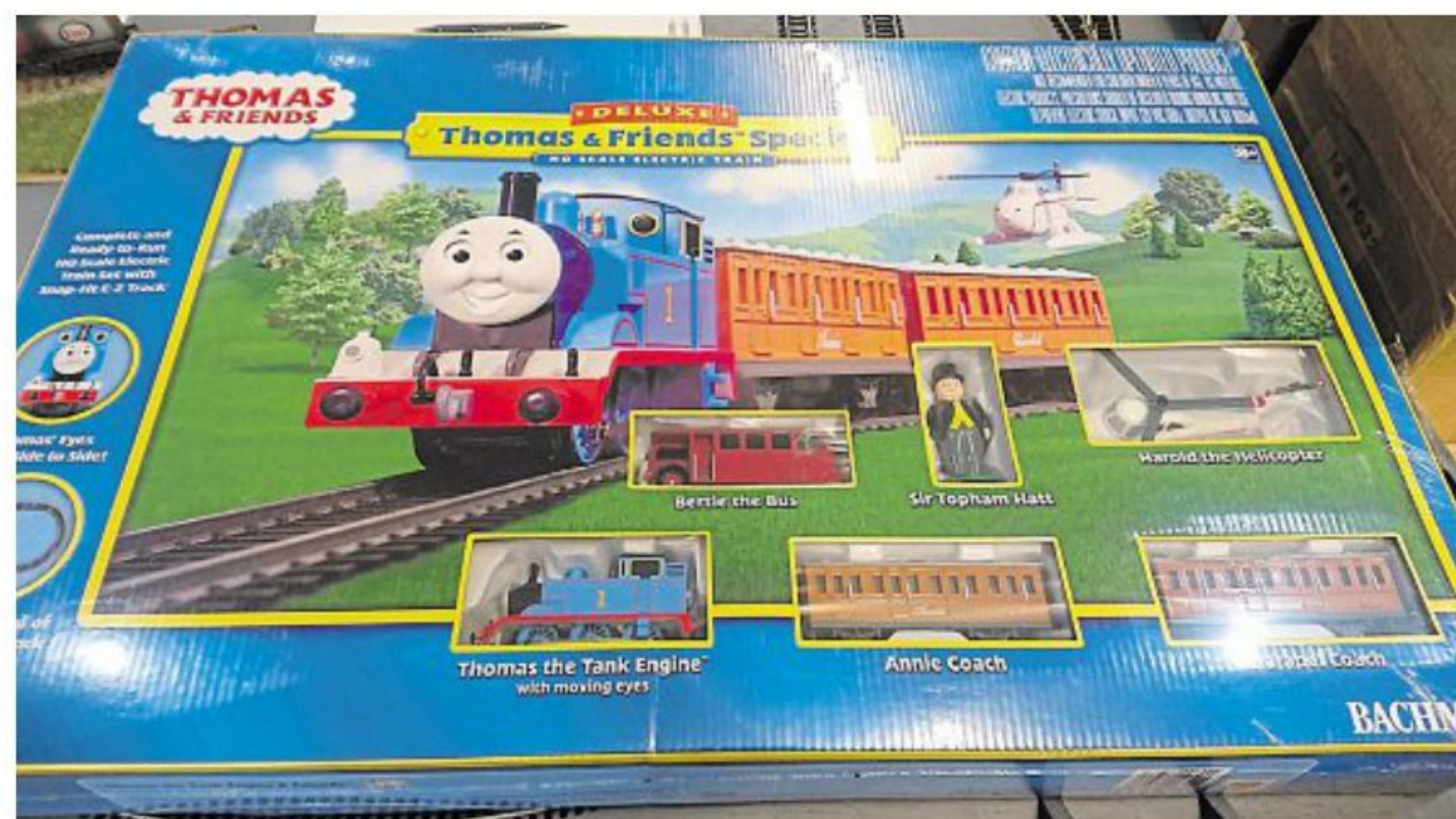


The HO Bachmann USA version of Thomas is much more compact than the former Hornby model.

for a week, nine of Wilbert's small, colourfully-illustrated landscape-format titles had already been written, and if we were lucky we might find one or two of them still on the shelves.

Judging by their well-thumbed condition and the number of dates stamped on the first blank page, they were obviously among the most frequently borrowed.

I often imagine the Rev Wilbert Awdry – and legendary railway photographer Bishop Eric Treacy come to that – bringing railways into their sermons as they preached about the challenges and difficulties of life, yet Wilbert's son Christopher always insisted that his father kept his clerical life entirely separate from that of writing his children's books.



This American HO-scale Bachmann train set comprises Thomas the Tank Engine (complete with moving eyes!), Bertie the Bus, Sir Topham Hat (aka Fat Controller) and Harold the Helicopter along with Annie and Clarabel coaches.



Percy is included in Bachmann USA's 'Thomas the Tank Engine' range.



Another stockist of American Bachmann 'Thomas and Friends' models is AGR Model Railways of Leighton Buzzard, where this picture was taken.



This HO-scale water tank wagon is included in the American versions of 'Thomas and Friends'.

Nevertheless, the 'Thomas the Tank Engine' books are laced with messages of morality, like proud Gordon the big engine breaking down while pulling an important express and having to be rescued by little green Percy, or Thomas wanting to go off shed for a trip along the line on a nice, sunny day and being rejected in favour of a shedmate.

Of course, having human faces, the engines talked to themselves. On a hard climb they'd cry despairingly: "I can't do it! I can't do it!" while the more determined among them would shout: "I will get up, I will get up," and on fast express trains the carriage wheels would repeat: "Look at me go, Look at me go..."

I never had the pleasure of meeting Wilbert, who 'retired' from writing the books in 1973 and passed away in March 1997 at the age of 85, but I do recall, while editing *Stream Railway* magazine in Peterborough, meeting his son Christopher, who had a keen interest in the Nene Valley Railway.

Chris, who went on to write a further

16 'Thomas' books from 1983 onwards, was born in 1940, and as a small child unknowingly played a big part in the genesis of his father's books, each of which, incidentally, contained not just one story but four, with an absolutely equal division of pages between the script and full-colour artwork.

When you think of the hundreds of millions of pounds that Thomas the Tank Engine franchises have brought in annually from around the world in books, videos, toys, images on clothing and so on in recent decades, the £37.125 that Wilbert was paid for the copyright of his first book, *The Three Railway Engines*, in 1945 might seem very small fry indeed – especially as the title ran to four reprints in the first year!

Christopher Awdry wrote: *Really Useful Engines* (1983), *James and the Diesel Engines* (1984), *Great Little Engines* (1985), *More About Thomas the Tank Engine* (1986), *Gordon the High-Speed Engine* (1987), *Toby, Trucks and Trouble* (1988), *Thomas and the Twins*



Open balconies at each end are a distinctive feature of this Bachmann USA coach.

(1989), *Jock the New Engine* (1990), *Thomas and the Great Railway Show* (1991), *Thomas Comes Home* (1993), *Wilbert the Forest Engine* (1994), *Thomas and the Fat Controller's Engine* (1995), *New Little Engine* (1996), *Thomas and Victoria* (2007) and *Thomas and his Friends* (2011).

The part that he played in his father's books goes back to the time when, as a two-year-old recovering from measles in 1942, his father would sit at his bedside telling him stories about trains and drawing pictures of them for him – and when he built his son a wooden tank engine and painted it blue, they decided to call it something beginning with a 'T'!

"My father was a clergyman and minister first and foremost," Christopher once said, "and writing the stories was very much a spare-time

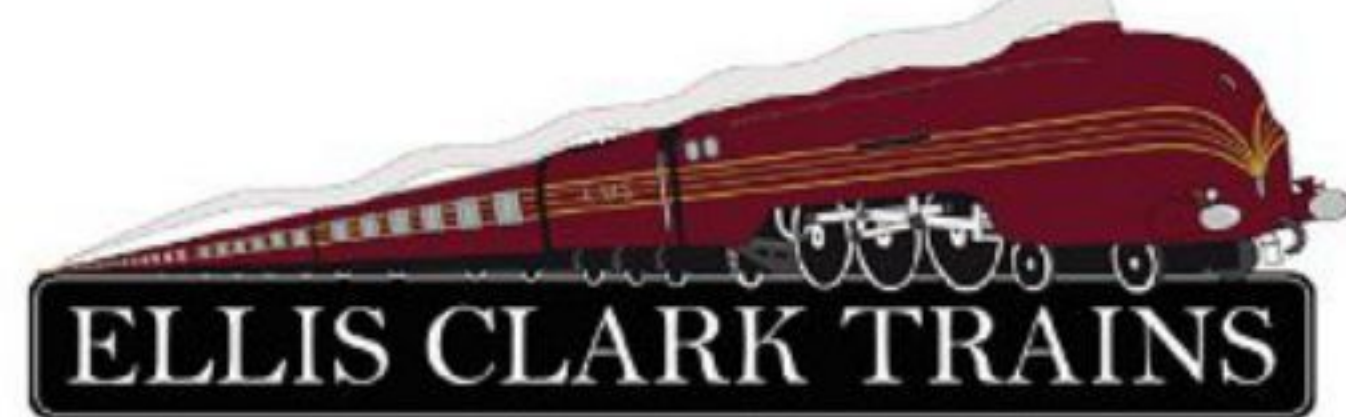
occupation. It became his main source of income, but it was never his main source of employment."

The next big step-up in the 'Thomas' legend came in 1984 when TV producer Britt Allcroft bought the rights to animate the stories in a big-hit children's TV series *Thomas the Tank Engine and Friends*, with the unmistakable voice-over of former Beatles drummer Ringo Starr. The video sales that followed were a huge success, making Thomas a household name not just in the UK but also in the USA, Japan and many other countries.

Last autumn Hornby took out a series of full-page advertisements in the model railway press announcing that it was finally giving up its long-standing production of its 00-gauge 'Thomas and Friends' models, including the R9283 Thomas the Tank Engine, R9284

Percy and the Mail Train and R9285 Thomas Passenger and Goods Train sets, along with individual models of Thomas the Tank Engine (R9287), Percy the Saddle Tank Engine (R9288), Edward the Blue Engine (R9289), Gordon the Big Engine (R9291), Henry the Green Engine (R9292) and Troublesome Trucks (R9294) along with James' Composite Coach (R9295), James' Brake Coach (R9296) and Gordon's Brake Coach (R9298).

In light of the long-expected announcement that Bachmann Europe plc will be launching a range of 00-scale models next year (see news pages), the accompanying images have kindly been supplied by Andy of Sawyer Models, 119 Bradshawgate, Leigh, Greater Manchester WN7 4ND, which already imports the American Bachmann 'Thomas' range.



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What's *in the* shops



No. 70013 *Oliver Cromwell* and No. 70043 *Anzac* are placed side-by-side to show the differences between the two models, achieved by tooling various small fittings specific to certain engines such as the tenders, smoke deflectors and cabs.

Anzac highlights 'Britannia' differences in 'OO'

A late-build BR 'Britannia' Pacific has been released by Hornby in the form of No. 70046 *Anzac* with locomotive-specific details, writes **Nigel Burkin**.

COMPARISON OF THE TWO HORNBY OO-gauge BR 'Britannia' class locomotive models featured in this issue of *RMM* shows some of the differences built into the model to better reflect those in the 55-strong Class that was built at Crewe in three batches between 1951 and 1954.

Each batch allowed improvements to be incorporated into the locomotives, and this brought detail differences within the class, including different tenders.

Implementation of the Modernisation Plan saw most 'Britannias' withdrawn in 1967, including some less than 13 years old, including the subject locomotive No. 70046 *Anzac* (Australian and New Zealand Army Corps) which had received its name only in 1959. 'Britannia' Pacifics were built as mixed traffic locomotives from 1951 onwards although – as the Eastern region could testify – their excellent power-to-weight ratio made them ideal for fast Anglia main line expresses and other passenger services in the area, where they transformed timings during the short time when the class was based at Norwich and Stratford.

Allocations were also made to the Southern, Western, Midland and Scottish regions, which resulted in the 55 locomotives being dispersed over a wide number of sheds, with names carefully applied to reflect meaning to the areas in which they were allocated.

As the BR Modernisation Plan progressed, with dieselisation taking hold further south, overhauls were curtailed and the class became concentrated at Carlisle and Polmadie sheds. Two locomotives are preserved, No. 70000 *Britannia* and No. 70013 *Oliver Cromwell*, the latter being famous for its involvement in the 'Fifteen Guinea Special' tour of August 1968.

The workmanlike appearance of the BR Standard locomotives, including the 'Brits', always appealed to many enthusiasts. Cosmetic design came second to easing the high maintenance burden of steam locomotives through the use of perhaps unsightly exposed pipe work and other fittings. Only two large outside cylinders were used on the class to further save on maintenance costs, adding to the locomotives' character.

There is no doubt that Hornby has captured the bulk and power of the full-sized locomotives well, with their high running plates clearing their large driving wheels and thus improving access for maintenance and oiling duties.

The model of *Anzac* includes the 4750-gallon BR1D tender (complete with steam coal-pusher) that was matched with the 1954-built locomotives. It also has different smoke deflectors compared to that of No. 70013, with long hand rails along the leading edge and top instead of hand and foot holds cut into

the deflectors, protected by a dome fitted to the inside face (a modification applied to the Western Region allocation to improve forward visibility).

A closer look at the model also shows a different cab arrangement with a different opening and cab doors.

Body shell

A great deal of carefully-tooled detail is apparent in the body shell, which incorporates the cab sides and roof. Boiler bands, washout plugs, rivet detail, seam lines and the long high running plate are all crisp and subtle.

The shape is well represented, too, including the slight taper to the boiler and the round-cornered firebox. The raked cab front panels with their distinctive forward-facing windows compares well with pictures of the full-sized locomotives.

The body is completed with a wealth of small fittings, including some very neatly-moulded details such as the external pipework and cab roof ventilator covers.

The smoke deflectors and their stays are separate fittings, alongside the wire hand rails and hand rail knobs. Looking



This is the imposing view from the front of No. 70046.



Cab detail shows the driver's position on the left side of the cab. All external pipes are fitted as separate components.

MODEL DETAILS:

BR Standard Class 7 'Britannia' 4-6-2 locomotive

Manufacturer:
Hornby Hobbies Ltd

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

Era:
1951 to 1968.
1954 to 1967 for the featured model

Web:
www.hornby.com

Suggested retail prices:
£179.99



Tenders varied between batches of locomotives, with No. 70043 being matched with a steam coal pusher-fitted BR1D type.



Modellers will welcome the two different specifications of Hornby's OO-scale 'Britannias'.

at the front of the model, the smokebox darts are separately applied alongside the lamp irons, footsteps and sprung buffers.

Chassis and wheels

A great deal of detail has been applied to the chassis of the model, including the springing behind the driving wheels whose 6ft 2in-diameter driving wheels were a compromise to meet the role of a mixed-traffic locomotive, allowing it to run with fast passenger trains yet also meet the demands of heavy mail and fast freight trains as well. 6ft 2in driving wheels were also fitted to BR Standard Class 5 4-6-0s, 'Clan' Pacifics and the unique BR Standard Class 8 locomotive No. 71000 *Duke of Gloucester*.

The wheels are nicely made with neat, well-defined spokes and correctly-shaped counterweights. Hornby's Walschaerts valve gear is composed of metal parts that are neatly assembled and do not protrude beyond the extreme width of the running plate. Tests showed that it worked smoothly and with the correct action – fascinating to watch at the slow speed the model is very capable of achieving after a brief period of running in.

Other details include the brake shoes and hangers, fitted in line with the wheels alongside the rodding supplied as a detailing part in the add-on pack. Sand pipes also point to the wheel treads too, with a small gap for a fine appearance, but large enough to avoid any fouling problems.

Bogie wheels are of the correct pattern, and the front bogie has a sideways slide as well as a pivoting action for traversing curves down to second radius. The rear bogie is fixed, with a single flangeless wheel set that slides from side to side, allowing the model to work through sharp curves (also fitted to the model of No. 70013 *Oliver Cromwell*). A flanged one is supplied with the model for those wanting a more authentic look.

Tender

No. 70046 has a different tender from 70013, and features the steam coal-pusher detail and a minimal coal load moulded integrally with the hopper detail, which might be appropriate for a locomotive at the end of its day's roster. It is understandable that the tender will be part-filled to allow the steam coal pusher detail to be enjoyed, leaving it to the modeller to add whatever coal is deemed appropriate for the layout.

Wheels on the tender are neatly-spoked with metal tyres. They do not run in the axle boxes with pinpoint axles, but the internal bearing which once found favour with Hornby. Current collection pick-ups are fitted to all six wheels and the power circuits completed through the use of jumper wires between the engine and tender.

Small details include a separate tender ladder, water scoop on the underside of the tender, cab doors and lamp irons. The rivet detail on the tender sides is particularly neatly-applied and the inside cab face is also fitted with some neat detailing.

Finishing

Assembly of *Anzac* is neat, with no signs of glue marks and with the paint finished consistently applied to all of the components, both large and small. The overall finish is pristine, with a slight shine to the BR green colour as if in ex-works condition, with boiler band lining neatly applied and small details, particularly those applied to the cab back head, painted in the appropriate colours.

FEATURES OF THE MODEL:

- Locomotive-specific details, including the tender.
- Sprung metal buffers.
- Motor fitted to the locomotive. DCC interface located in the tender with provision for sound.
- Current collection from driving and tender wheels.
- NEM coupling pockets.
- Coal-pusher detail in tender hopper. Separate wire hand rails, smoke deflectors and lamp irons.
- High running plate feature well represented.
- Separate whistle and safety-valve detail.
- Two tender draw bar positions.
- Detailed cab and back head. Flush glazing applied front and side cab windows.
- Brake details fitted in line with the driving and tender wheels.
- Length: 283mm over the buffers with tender draw bar in maximum extension.
- Weight including tender: 470g.

Printed details are sharp and with a dense, opaque colour that covers the dark green base livery well. Even though the Hornby 'Britannia' Class 4-6-2 model is approaching 10 years old, it remains an excellent part of Hornby's super detailed locomotive range.



Hornby's modelling of the Walschaerts valve gear is neatly done, and it works with a smooth action that's best enjoyed at slow speed. Note the slight rusting effect applied to the con rod and coupling rod.



Hornby has modelled the tender in a near-empty state so the steam coal-pusher detail can be appreciated.



Late-build details from 1954 are represented by Hornby's latest 'Britannia' Class locomotive release in the form of No. 70043 *Anzac*.



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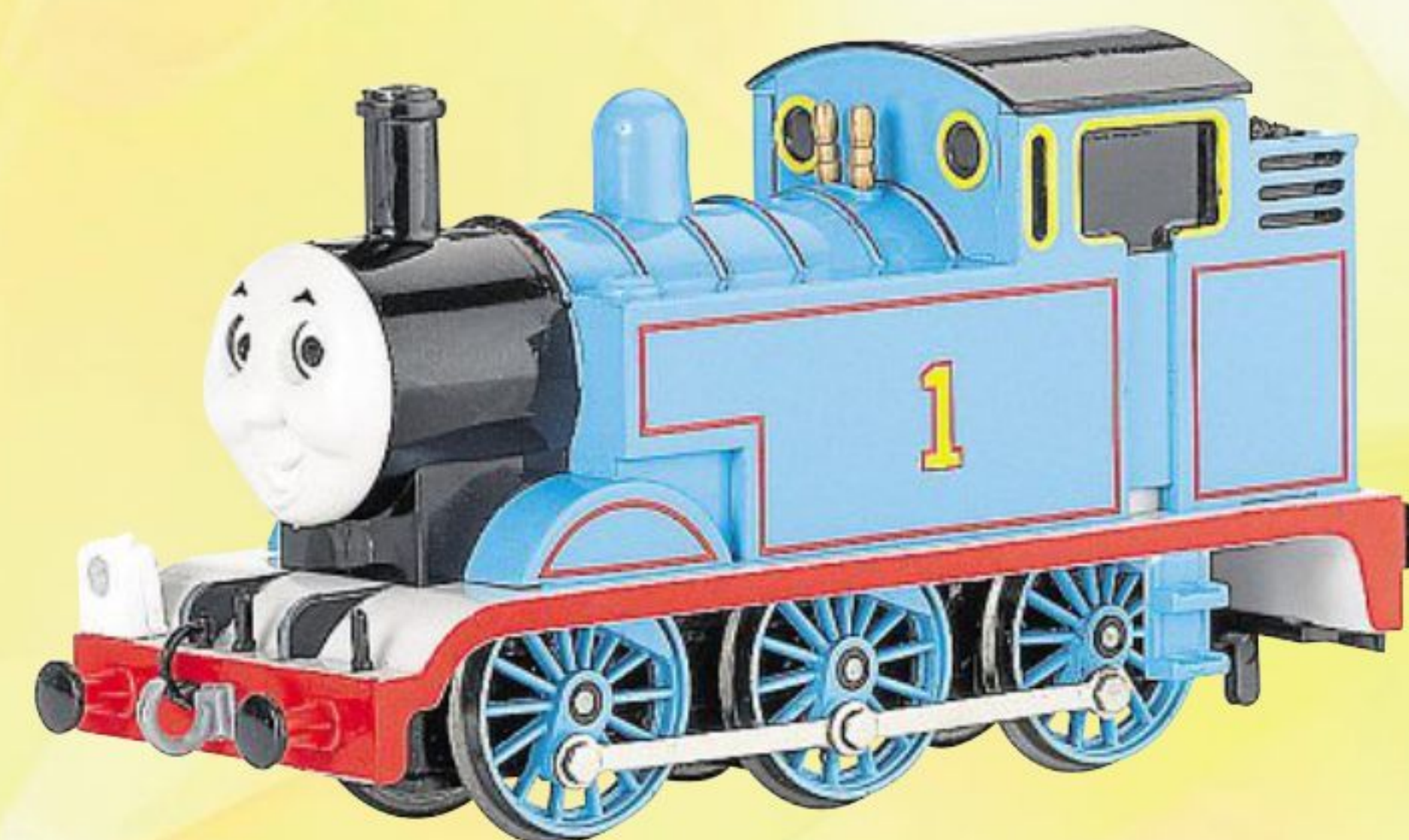
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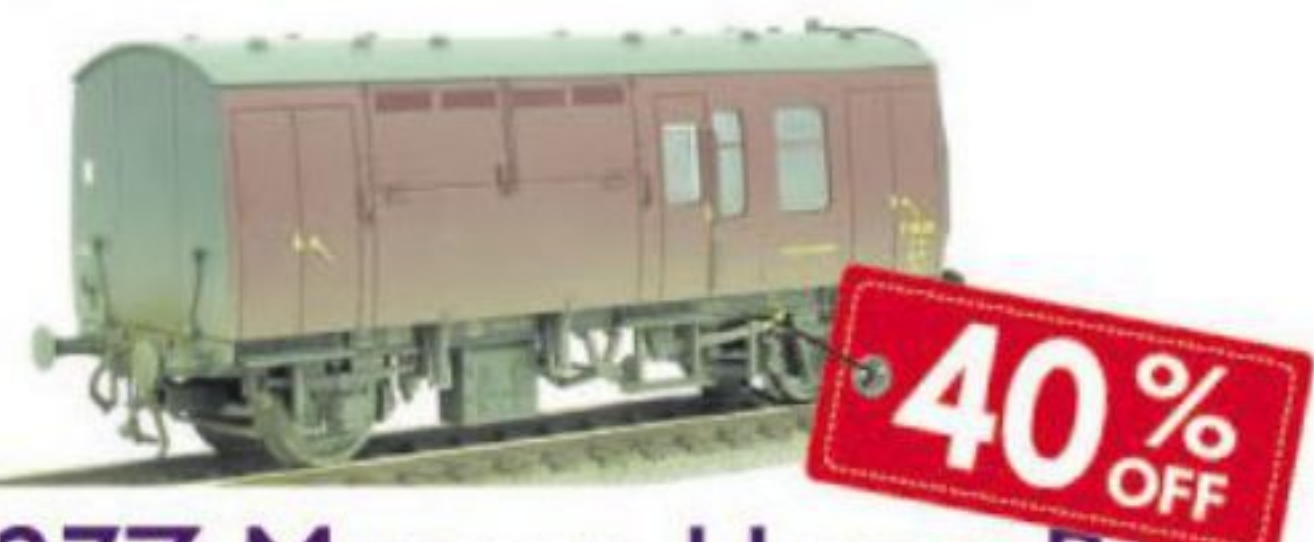
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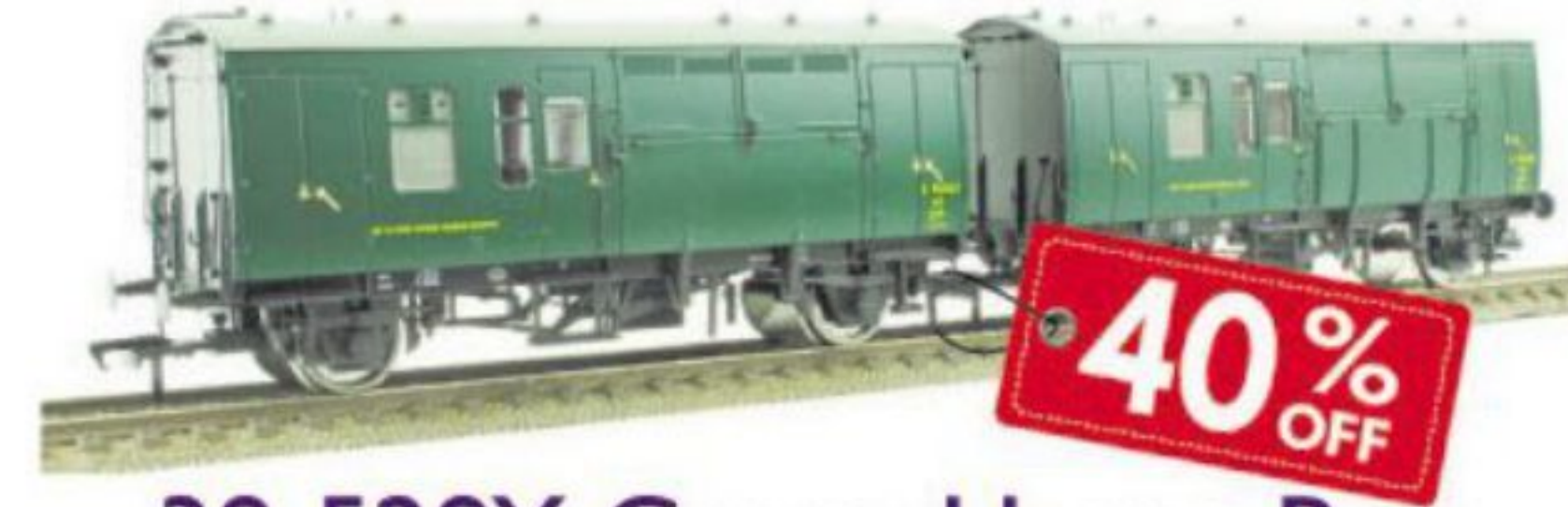
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O-Scale Corner *by Barry Allen*

Straight from the horse's mouth!

ONE ITEM I WANTED TO incorporate into my O-scale diorama (see Pete Kelly's feature in last October's *RMM*) was a horse-drawn brewery dray, and although I had the PLM Cast-a-Ways dray kit, I preferred the Duncan version, especially the lovely Shire horses that are very well detailed with separate collars and hames, so I decided to add one to the diorama utilising some of the PLM parts.

The Duncan kit consists of white metal castings apart from the hames (often made of iron or brass in real life) which need careful positioning. Two small hooks are incorporated into this item, enabling the modeller to attach the chains to the dray.

Although I appreciate that many fellow modellers use low-melt solder, I always use epoxy resin when assembling

white metal as the parts can then be adjusted before the final settling takes place. Assembly of the cart is quite straightforward if the instructions are followed, but the driver's seat requires careful construction.

The tricky bit comes when you add the horses, for fine chain and reins that are not included in the kit have to be added. The chain was duly sourced, and the reins, held by the driver (an S&D product) in his lofty perch, were made from brown thread. These have to be threaded through holes in each side of the hames, and the thread then has to be attached to the horses' bits.

This needs considerable patience and care, with minute amounts of super glue being applied with a cocktail stick as the thread is held in place – then it's a question of hoping the thread will stick

to the bits. I found this very difficult, and at times the air was blue!

The four chains (two horses) were attached to the dray using epoxy and super glue, and should be cut to equal lengths before being fitted. Once again this should be done with care and not rushed.

The beer barrels were supplied by PLM, as were the small ladder and short display board (with the title 'C&U Beers') positioned behind the driver. I used Slater's Alphabet for the letters, which had to be equally spaced, and the larger capitals were 5mm.

All the items were sprayed with car primer and carefully painted with the enamels that I prefer over acrylics. So there you have it – you just need a bit of bad language, patience and skill, so why not give it a go?



An addition to Barry's diorama is this 1930s motorcycle and rider – and it looks as if a few horses have passed that way already!



Attaching the collars, brass hames, chains and reins to the Duncan model required lots of patience and skill, but the finished model made it all worthwhile.



The writer's superb O-scale cobblestone street scene diorama now includes this lovely Shire horse-drawn dray.



Building the dray itself was quite straightforward, but the driver's seat required much time and patience. The beer barrels were from PLM.

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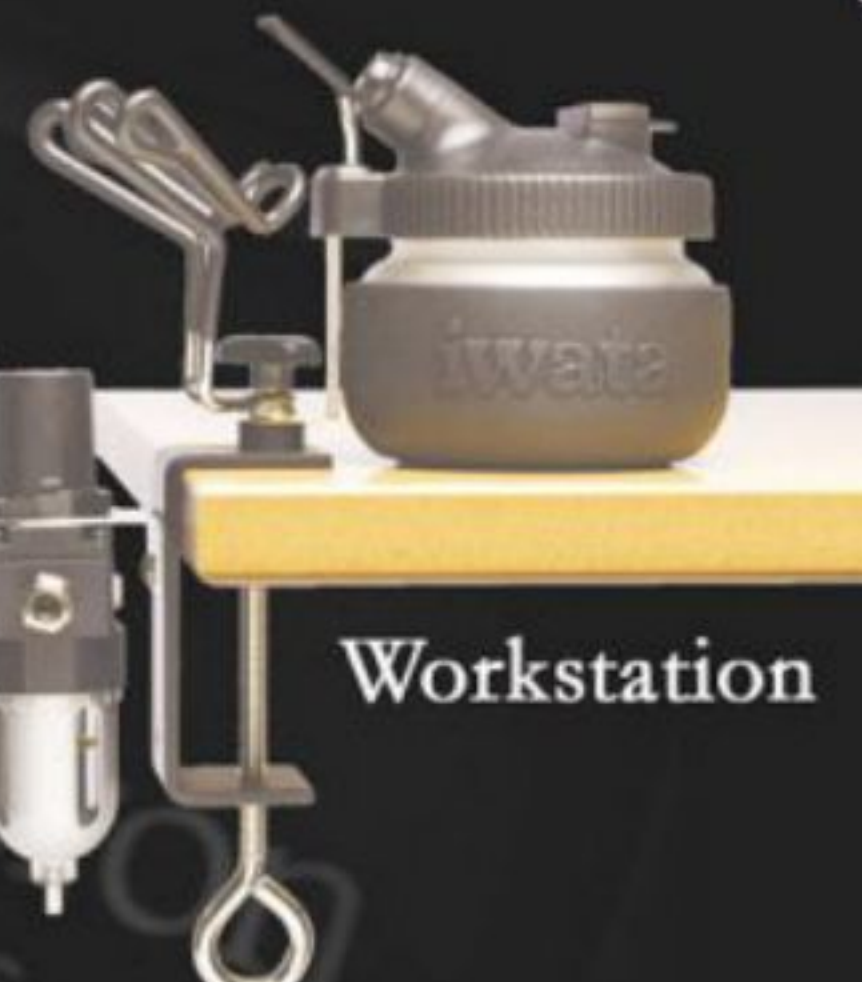
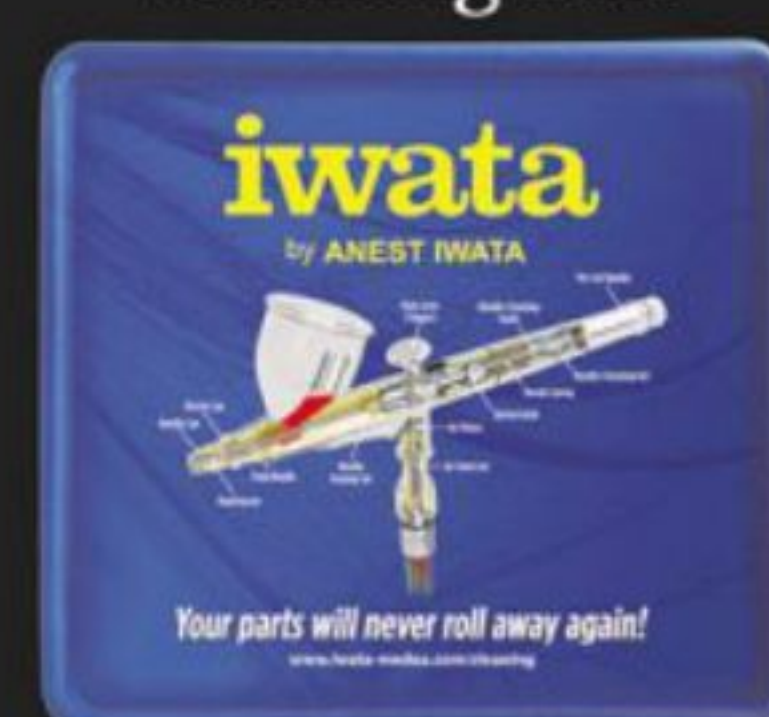
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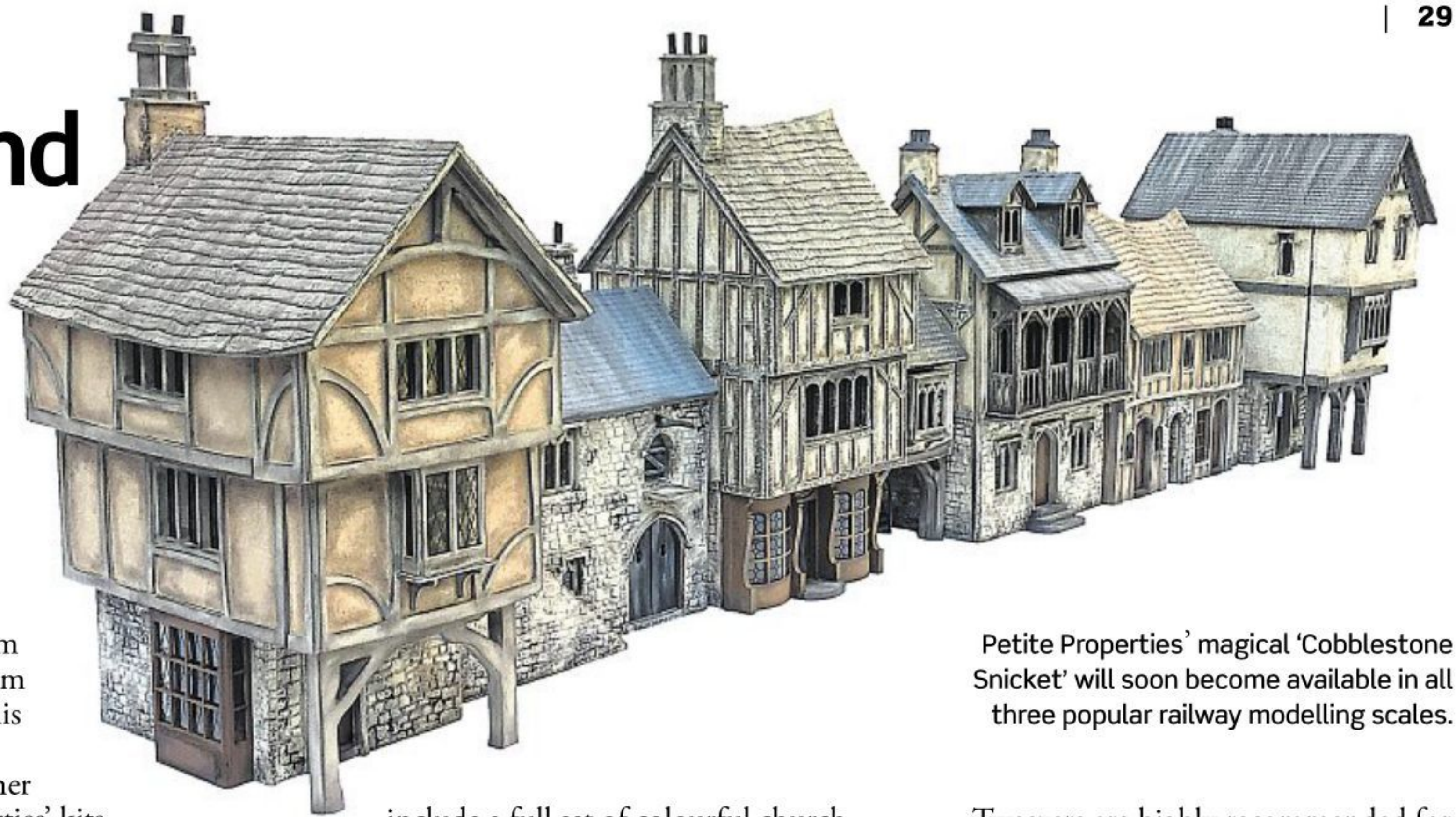


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A 'snicket' of information – and building 'St Thomas's' in a bank holiday weekend

Pete Kelly visits Petite Properties of Metherringham, Lincs, to learn about some forthcoming model building kits and collect an N-scale church for *RMM's* 'St Ann's Cove' project.



Petite Properties' magical 'Cobblestone Snicket' will soon become available in all three popular railway modelling scales.

DURING THE PAST SIX YEARS OR SO, I have put together at least five churches from Metcalfe Models & Toys Ltd of Bell Busk, Skipton – and very beautiful and well-detailed buildings they are, too – but while thinking about a church for our project N-scale 'St Ann's Cove' layout, I discovered that Petite Properties of Metherringham, Lincolnshire, also offers a laser-cut church kit in the tiny 1:148 scale at £9.95, so I decided to build one during the May Day bank holiday weekend.

Although 'St Thomas' Church' is the only free-standing (as opposed to

low-relief), N-scale building currently offered by Petite Properties, the business that began with dolls' houses is planning to produce in N scale several of its OO building range, including Little Acorn School, Parsnip Cottage, Bay Tree Manor, Purbeck Cottage and Daffodil Cottage, and some will become available in 'O' as well.

More great news is that the whimsical but highly-attractive medieval 'Cobblestone Snicket' collection of buildings will soon be made available in all three popular railway modelling scales. You could just imagine Harry Potter looking for the magic wand shop along the dimly-lit street, with its mysterious alleyways and flickering shadows, and

the word from Metherringham is: "Watch this space!"

Like all other 'Petite Properties' kits, 'St Thomas' Church' comes in simple packaging with all instructions included, but it's up to the builder to apply the outside finish of his or her choice. With time at a premium because of looming deadlines for this issue, I chose simple emulsion paint samplers this time, but no doubt Ann, the inspiration behind our layout's name, will think of something much more artistic!

Building the church carcass is simplicity itself. The first two sturdy walls have bottom tabs that locate snugly into slots in the base, so just make sure they fit before applying the adhesive sparingly, otherwise you'll get yourself and the church into a right mess.

As the building progresses, more outer walls, the back of the bell tower, porches and so on are added in an absolutely straightforward manner, and with all components being so sturdily made, no problems with bending will be encountered.

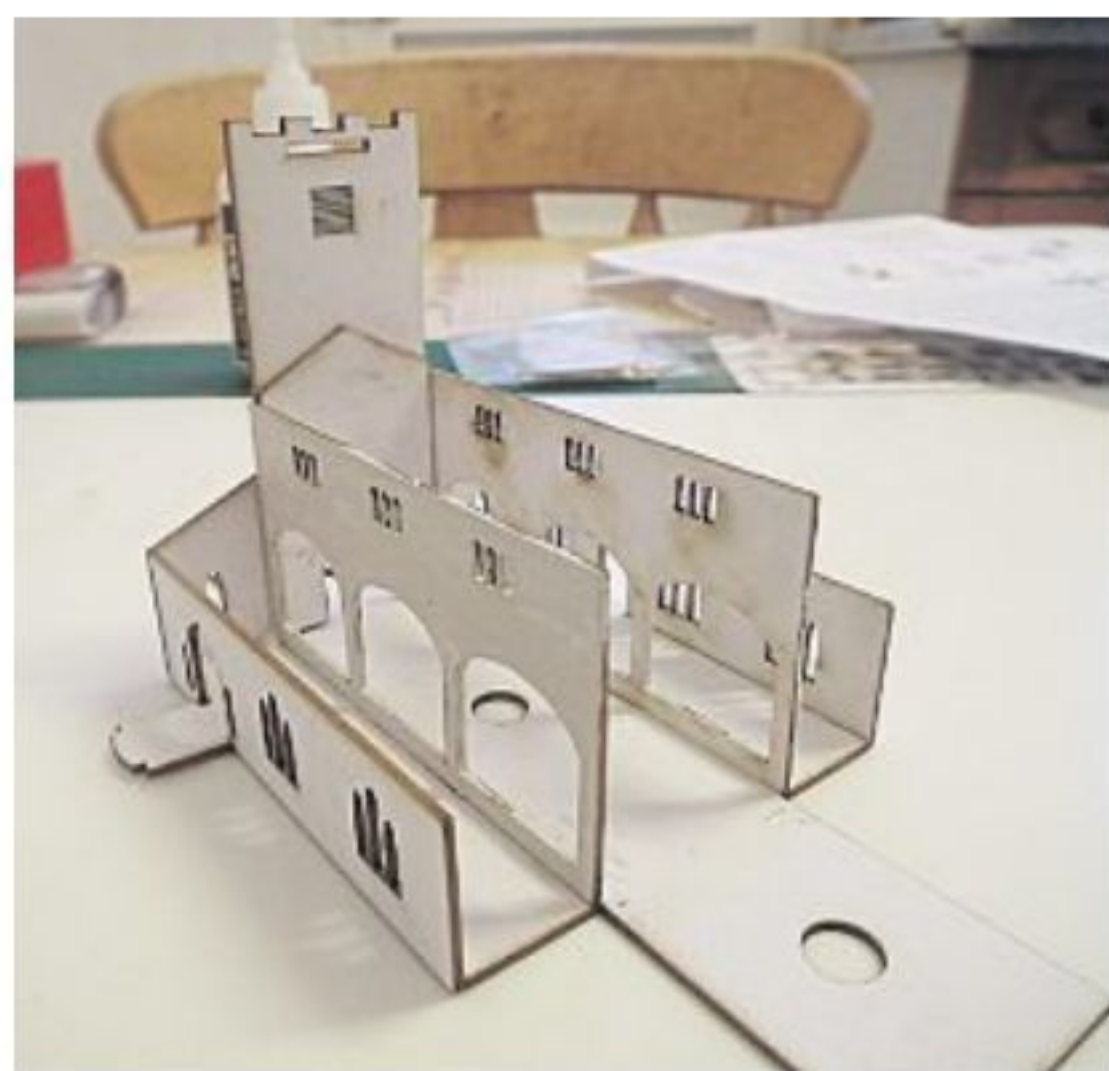
If you're going to paint the carcass, do it before you start adding the many skilfully-made embellishments which

include a full set of colourful church windows, ornate window surrounds, buttresses, church tower bands, clock face details and so on.

No matter how delicate they are, all these tiny components come off their card easily once the little 'buttons' holding them on have been cut with a sharp and clean (no glue on the tip!) craft knife blade. The laser-cut round clock surrounds are simply glued around the paper clock faces while the surrounds are still attached to the card, then it's simply a matter of cutting the 'buttons' and, with a pair of scissors, removing any excess paper.

Tweezers are highly recommended for attaching many of the embellishments, especially the church window glazing – and if you use Roket card glue, don't let the tip of the applicator tube become gummed up. Regular clean-outs under a running tap, and then 'blowing through', is the best answer.

Building 'St Thomas' Church' was an absorbing way of spending quite a miserable bank holiday weekend weather-wise, with something deeply rewarding to show for it at the end of it all. Petite Properties, www.petite-properties.com



Amid the typical kitchen table-top clutter, more of the precisely laser-cut parts are added, including the back wall of the clock and bell tower.



More of the church goes together, including the clock and bell tower – note the locating slots at the top to ensure a straight build.



Finished in simple emulsion for the time being, the completed church is seen from both sides.



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It's our club

Boston Model Railway Society

Pete Kelly meets members of the Boston Model Railway Society in Lincolnshire during a regular Thursday evening 'club night'.

ESTABLISHED IN 1978, THE BOSTON Model Railway Society has been meeting in an upstairs clubroom at the Kirton Youth Centre, near Boston, since the centre opened in 1998. *RMM* was invited along on the evening of May 9, when a warm welcome was received from secretary David Currie.

The small but dedicated membership brings many specific modelling skills, and many of them take their own locomotive and rolling stock models to run them around the large test track which caters for N, oo, O and three-rail and operates in a large continuous oval around the meeting room (latecomers have to crawl beneath the lifting section when trains are operating).

On the inside of the test track stands the club's own oo-scale exhibition layout, 'Tytton Hall Yard' which has been featured in the glossy railway modelling press and will be one of the layouts on display at the forthcoming Model Railway Event at the Great Central Railway from June 14-16.

Despite its size – virtually the whole length of the clubroom – the DCC-operated layout can be taken apart ready for transport in about an hour, and a central feature of the industrial theme is a large working coal loader.

This layout, which every member of the club has helped to build, will be on show at the society's own exhibition in Stickney Village Hall, Lincolnshire,

towards the end of September, and will also be at the Great Electric Train Show at Milton Keynes over the weekend of October 12-13. This event will take place at the Marshall Arena, MK1 1 ST, and will be attended by more than 30 layouts and 35 traders.

Older members of the Boston Model Railway Society have known each other for many years, and being such old friends, a pleasant 'family' atmosphere prevails, while comparatively younger members have brought a fresh vitality all of their own. I felt immediately at ease in their company, and anyone wishing to join the society would be equally warmly welcomed.

Secretary David Currie, one of the few founder members of the society still remaining, recalled how it all came about after an item appealing for the formation of a railway modelling club appeared in a local Boston newspaper 41 years ago. A small group of people answered the call, an inaugural meeting was held at the Red Cow pub in Wide Bargate, and the first regular meeting place became an upstairs room in a building behind that hostelry.

During the club's weekly meetings, members run their own trains on both the test track and exhibition layout, on which a nice model of air-smoothed 'Battle of Britain' Pacific No 34054 *Lord Beaverbrook*, circulating silently and smoothly with seven green carriages



Stephen Mullen applies a new exterior finish to a Petite Properties OO-scale 'St Thomas' Church' model (which coincidentally *RMM* has just built in N-scale for our own 'St Ann's Cove' layout).

and a luggage van at the rear, was soon joined by an ex-LNER V2 2-6-2, a Class 47 on a long oil train and an LMS 'Jinty' 0-6-0T on a colourful goods train. One could think of many less pleasant ways of spending an evening!

We've often remarked in *RMM* about the small number of female modellers in the hobby, because deft fingers make for excellent detail work, so it was doubly pleasant to chat to the Boston MRC's chair, Wendy Shooter, who's been interested in railways since she was a little girl. "We used to go to Devon and Cornwall on holidays, and I always looked forward to the train ride," she said. "I remember being fascinated by a model railway running through a model village that we visited (almost certainly Babbacombe) and imagined myself with a train set, but of course I never got one."

It was only much later in life, when she started attending toy and model railway swapmeets and visiting preserved railways such as the North Yorkshire Moors and Severn Valley, that she finally built her first modest



Members' model trains are operated on the Boston Model Railway Society's exhibition layout, 'Tytton Hall Yard', which will be on show at the Great Central Railway's Model Railway Event from June 14-16.



An issue with a smart Virgin train is resolved on the outer multi-gauge test circuit.

railway layout, and she was eventually persuaded to join the Boston MRC, where she has built a small scrapyard scene in a corner of the club's exhibition layout.

I enjoyed the company of the Boston Railway Society members so much that I'd like to introduce a regular 'It's our

club' feature to *RMM* by inviting club or society secretaries to send us their own reports (maximum 750 words with five or six illustrations) outlining club histories, activities, venues, meeting times and so on – and please accompany the images that you send with captions.



Boston MRS chair Wendy Shooter has modelled this scrapyard scene on the society's exhibition layout.



Society members and officials in this group shot are (from left) Keith Sherriff, Stephen Mullen, Stephen Epton, David Currie, Wendy Shooter and Chris Ellerby.



A Class 56 labours over the viaduct with a long cement train as it approaches a mountain of coal on the 'Tytton Hall Yard' layout.

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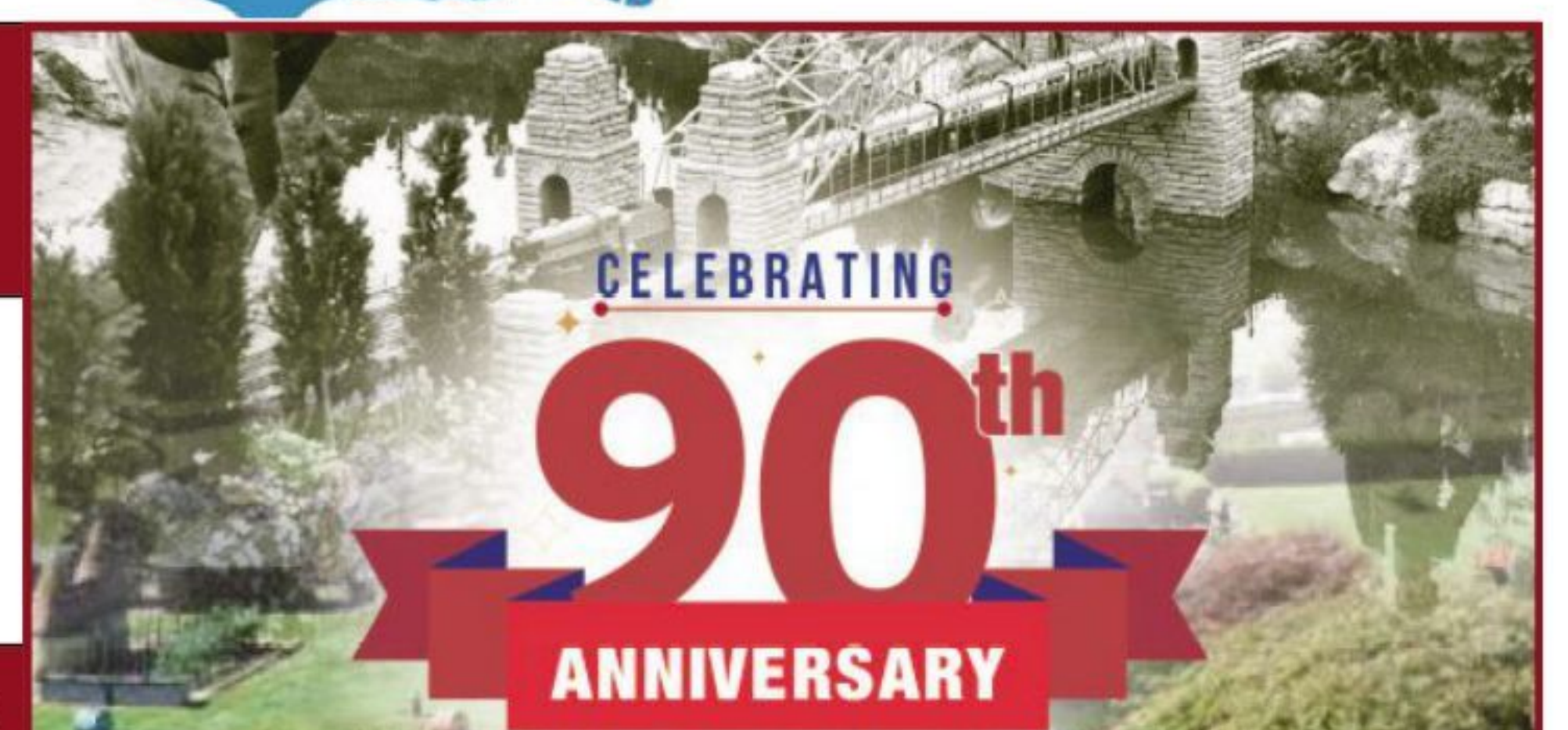


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43. Famous Trains Shop Location: Famous Trains Model Railway Markeaton Park Derby DE22 3BE Park entrance off Derby Ring Road Opening times: Every Sat Sun and Monday 11am-4pm
www.famoustrains.org.uk 0781 256 4708
44. Model Junction Location: 10 Whiting 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. Bekonscot Model Village Location: Warwick Road Beaconsfield Bucks HP9 2PL Opening times: 7 days a week 10am-5.30pm
www.bekonscot.co.uk 01494 672919
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

Dates for your diary

RM MODELLING LISTINGS JUNE 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

MAY 25 & 26

Rother Valley Railway, Model Railway Exhibition 2019, Robertsbridge Village Hall, Station Road, TN32 5DA. Opening times: 10am-4pm both days. Prices: adults £4, accompanied children free. Website: rvr.org.uk.

Hayle Model Railway Club & Duchy Railroaders Model Railway Exhibition, Hayle Day Care Centre, TR27 4DE. Opening times: Saturday 10am-5pm, Sunday 10am-4pm. Prices: adults £4, child £2, family tickets available. Website: www.haylemrc.org.uk/

MAY 25

Rainhill Model Railway Club and Stephenson Model Railway group 'Rocket 190' Exhibition, Rainhill Village Hall, Weaver Avenue, Rainhill, Merseyside L35 4LU. Opening times: 10am-4pm. Contact: Brian Davies brianandertondavies@gmail.com, Tom Lowton stephenonmrg.info@gmail.com. Website: www.rainhillmrc.org.uk www.stephenonmrg.org.uk

Bridlington Railway Modellers & Trains Enthusiast Society Model Exhibition Emmanuel Church, 70 Cardigan Road, Bridlington YO15 3JT. Opening times: 10am-4pm. Prices: adults £4, concessions £3.50, accompanied children free. Contact: David Harrison 07811 254080. Website: www.bridmodelrail.org.uk

MAY 26

SRP Toyfair, Chartham Village Hall, Station Road, Chartham, Kent CT4 7JA. Opening times: 10am - 2pm. Prices: adults £2,

child free. Website: www.srptoyfairs1.co.uk

MAY 28

SRP Toyfair, Angel Centre, Angel Lane, Tonbridge, Kent TN9 1SF. Opening Times: 10am-2pm. Prices: adults £2, child free. Website: www.srptoyfairs1.co.uk

JUNE 1

SRP Toyfair, St Barnabas Church, Sea Road/Cantelupe, Bexhill-on-Sea TN40 1JG. Opening times: 10am-2pm. Prices: adults £2, child free. Website: www.srptoyfairs1.co.uk

Gauge O Guild Model Railway Exhibition, the Dome Leisure Centre, Doncaster Lakeside, Bawtry Road, Doncaster DN4 7PD. Opening times: 10am-4pm. Prices: adults £10, members £5. Website: www.gaugeoguild.com

Sleaford & District Model Railway Club Exhibition, St George's Academy, Westgate, Sleaford NG34 7PP. Opening times: 10am-4pm. Prices: adults £4, children £3, family (2+2) £10. Contact: 01529 419901. Website: http://sites.google.com/site/sleafordmrc/

JUNE 1 & 2

Liverpool Model Railway Exhibition, Old Christ Church, Waterloo Road, Waterloo, Liverpool L22 1RE. Opening times: Saturday 10am-5pm, Sunday 10am-4pm. Prices: adults £5, OAP £4.50, children £2, family ticket (2+2) £12, under-5s free. Website: www.lmrs.org.uk

Shildon Model Railway Club Spring Exhibition, The Locomotion Museum,

Shildon DL4 2RE. Opening times: both days 10am -5pm. Contact: Liz Arrand 07720 975208, smrc_liz@yahoo.com

JUNE 2

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

Ellesmere Model Railway Club & Cambrian Heritage Railway Show, The Old Station Building, Oswald Road, Oswestry SY11 1RE. Opening times: 10am-4pm. Prices: adults £3, child 12-16 £1, accompanied child under 12 free.

JUNE 8

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

JUNE 8 & 9

East Anglian Model Railway Exhibition, the Arena, Kettering Conference Centre, Thurston Drive, Kettering NN15 6PB. Opening times: Saturday 10am-5pm, Sunday 10am-4pm. Prices: adult £8, child £4, family £20. Website: www.stneotsmrc.com

Mendip 2019, the annual exhibition from Shepton & District MRS. Douling Village Hall BA4 4PL. Opening times: Saturday 10.30am-4.30pm, Sunday 10am-4pm. Prices: adults £4.50, child 12-16 £2, under 12s accompanied by paying adult free. Website: SheptonMRS@Wordpress.com

JUNE 8

Felixstowe N Gauge Model Rail Show, The Methodist Church, Orwell Road, Felixstowe, Suffolk IP11 7AN. Opening times: 11am-4pm. Prices: adults £4, concessions £3, accompanied children free. Contact: Chris Shum 01394 277211. Website: www.felixstowengauge.org.uk

JUNE 14, 15 & 16

Great Central Railway Model Event, in association with Soar Valley MRC, Quorn & Woodhouse Station, Loughborough, Leicestershire LE12 8AG. Opening times and prices: wee website for details. Website: www.gccrailway.co.uk. This event is sponsored by RMM.

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

JUNE 15

German Railway Society's Globalrail 2019, Didcot Civic Centre, Britwell Road, Didcot, OX11 7JN. Opening times: 10.30am-4.30pm. Prices: adults £5, child £3, family £12. Website: www.grs-uk.org

Gainsborough Model Railway Society, Florence Terrace, Gainsborough, Lincolnshire DN21 1BE. Opening times: 1.30pm-6pm. Prices: adults £4, child £3, family £10. Website: www.gainsboroughmodelrailway.co.uk

National Festival of Toy Trains, Perins School, Pound Hill, Alresford SO24 9BS. Opening times: 10.30am-4.30am. Prices: adults £6, children £2, family (2+2) £14. Contact: bobleggett@btinternet.com 01962 733475. Website: www.alresford-toy-trains.org.uk

JUNE 15 & 16

Steam at Le Crottoy, Gare de Saint-Valery, BP 80031, 80230 St-Valery-Sur-Somme, France. Opening times: see website for details. Prices: adults 14,50€, youth 10,50€, child (under 4) 5,25€. Website: www.cfbs.eu

JUNE 16

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

Model Trams Operating, The National Tramway Museum, Crich Tramway Village, nr Matlock, Derbyshire DE4 5DP. Opening times: 10am-5pm. Prices: See website for details. Website: www.tramway.co.uk

JUNE 22

Ipswich Transport & Model Festival, 40a Norfolk Road, Ipswich, Suffolk IP4 4HB. Opening times: 10am-4pm. Prices: see website for more details. Website: www.irma.org.uk

JUNE 22 & 23

Totally Models, Blackpool Transport, Rigby Road, Blackpool FY1 5DD. Opening times: Saturday 10am-5pm, Sunday 10am-4pm. Prices: adult £6, child £4. Website: https://

www.facebook.com/groups/710598799101491/

JUNE 23

SRP Toyfair, Charmandean Centre, Forest Road, Worthing BN14 9HS. Opening times: 10am-2pm. Prices: adults £2, child free. Website: www.srptoyfairs1.co.uk

JUNE 29

SRP Toyfair, Ditton Community Centre, Kiln Barn Road, Ditton, Kent ME20 6AH. Opening times: 10am-2pm. Prices: adults £2, child free. Website: www.srptoyfairs1.co.uk

JUNE 30

SRP Toyfair, Crofton Halls, Station Road, Orpington, Kent, BR6 8PR. Opening times: 10am-2pm. Prices: adults £2, child free. Website: www.srptoyfairs1.co.uk

Garden Rail Grand opening day for our railway and mini model railway show, Northamptonshire Ironstone Railway Trust, Hunsbury Hill, Northampton, NN4 9UW. Opening times: 10am-4pm. Prices: entrance fee by donations. Contact: grailway@yahoo.co.uk

JULY 6 & 7

Llechfan Garden Railway weekend, Talylln Railway, Wharf Station, Tywyn, Gwynedd LL36 9Y. Price: free for garden railway. Contact: 01654 710472. Website: www.talylln.co.uk

North Wales Area N Gauge Society annual exhibition, Ysgol Prthy Felin, Llanrwst Road, Conwy LL32 8FZ. Opening times: Saturday 10am-5pm, Sunday 10am-4pm.

Prices: adults £5, child £1, family £10. Contact: 07703 393900 athoath@ntlworld.com

JULY 7

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

JULY 13

SRP Toyfair, Hawkinge Community Centre, Heron Forstal Avenue, Hawkinge, Kent CT18 7PF. Opening times: 10am-2pm. Prices: adults £2, child free. Website: www.srptoyfairs1.co.uk

Gauge 1 North, The Agricultural Centre, Agricultural Way, Bakewell, Derbyshire DE45 1AH. Opening times: 10am-4.30pm. Prices: £5. Website: www.gauge1north.org.uk

Twickenham & District MRC Open Day, Kerswell Hall, Wills Cres, Hounslow, TW3 2JF. Opening times: 10am-4pm. Prices: free (donations welcome). Website: www.tdmrc.org.uk

JULY 14

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

Model Trams Operating, The National Tramway Museum, Crich Tramway Village, nr Matlock, Derbyshire DE4 5DP. Opening times: 10am-5pm. Prices: see website for details. Website: www.tramway.co.uk

JULY 20 & 21

Cupar & District Model Railway Club - 27th Model Rail 2019, the Corn Exchange, St Catherines Street, Cupar, Fife KY15 4BT. Opening times: 10am-4.30pm. Prices: adults £4.50, child (5-16) £2.50, family (2+2) £12. Website: www.cuparmrc.co.uk

JULY 27

Barnstaple & District Model Railway Exhibition, Christ Church, Bear St, Barnstaple EX32 7BU. Opening times: 10am-4pm. Prices: £4. Contact: 01237 238872, shadylane@live.co.uk

JULY 27 & 28

LLanduno Colwyn Mode Railway Club, Craig y Don Community Centre, Queens Road, Craig y Don, Llandudno LL3 1TE. Opening times: Saturday 10am-5pm, Sunday 10am-4pm. Prices: adults £4, child £3. Website: www.colwynmodelrailwayclub.co.uk

JULY 28

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

JULY 30

SRP Toyfair, Angel Centre, Angel Lane, Tonbridge, Kent TN9 1SF. Opening Times: 10am-2pm. Prices: adults £2, child free. www.srptoyfairs1.co.uk

AUGUST 3

Exmoor Rail, the Minehead Eye, Mart Road, Minehead, Somerset TA24 5BJ. Opening times: 10am-4.30pm. Prices: adults £6, child £2, family (2+2) £13. Email: nelhams1@tiscali.co.uk

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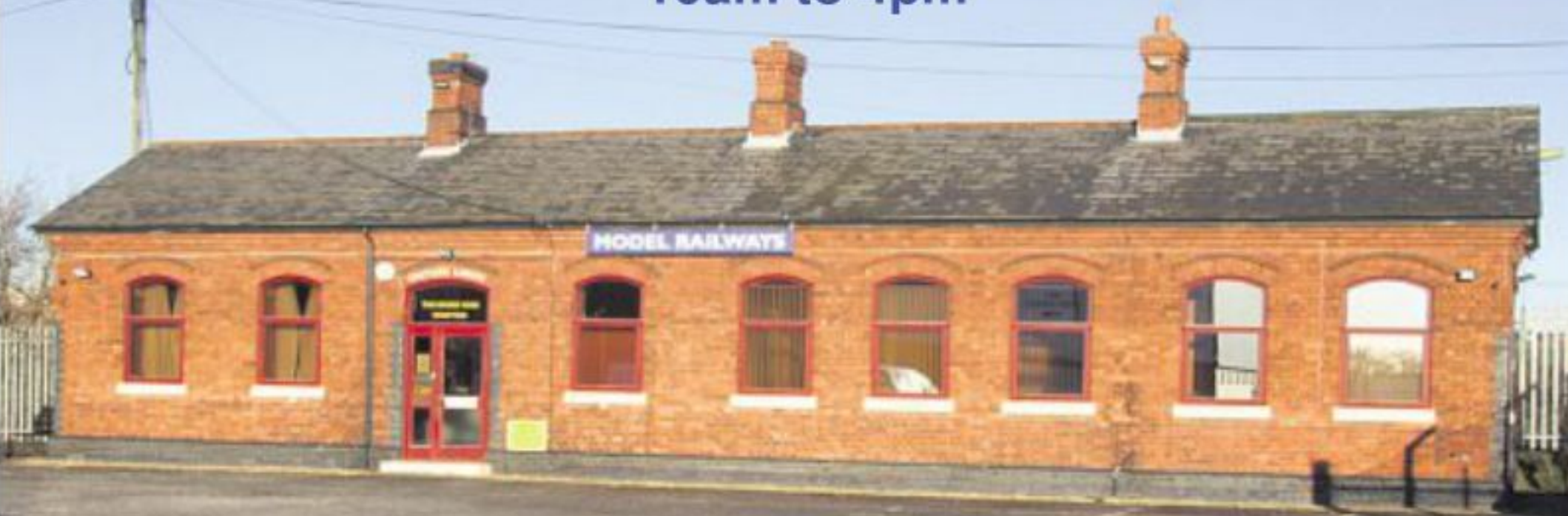
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For more information contact: Paula and Gerry on 07739 998012

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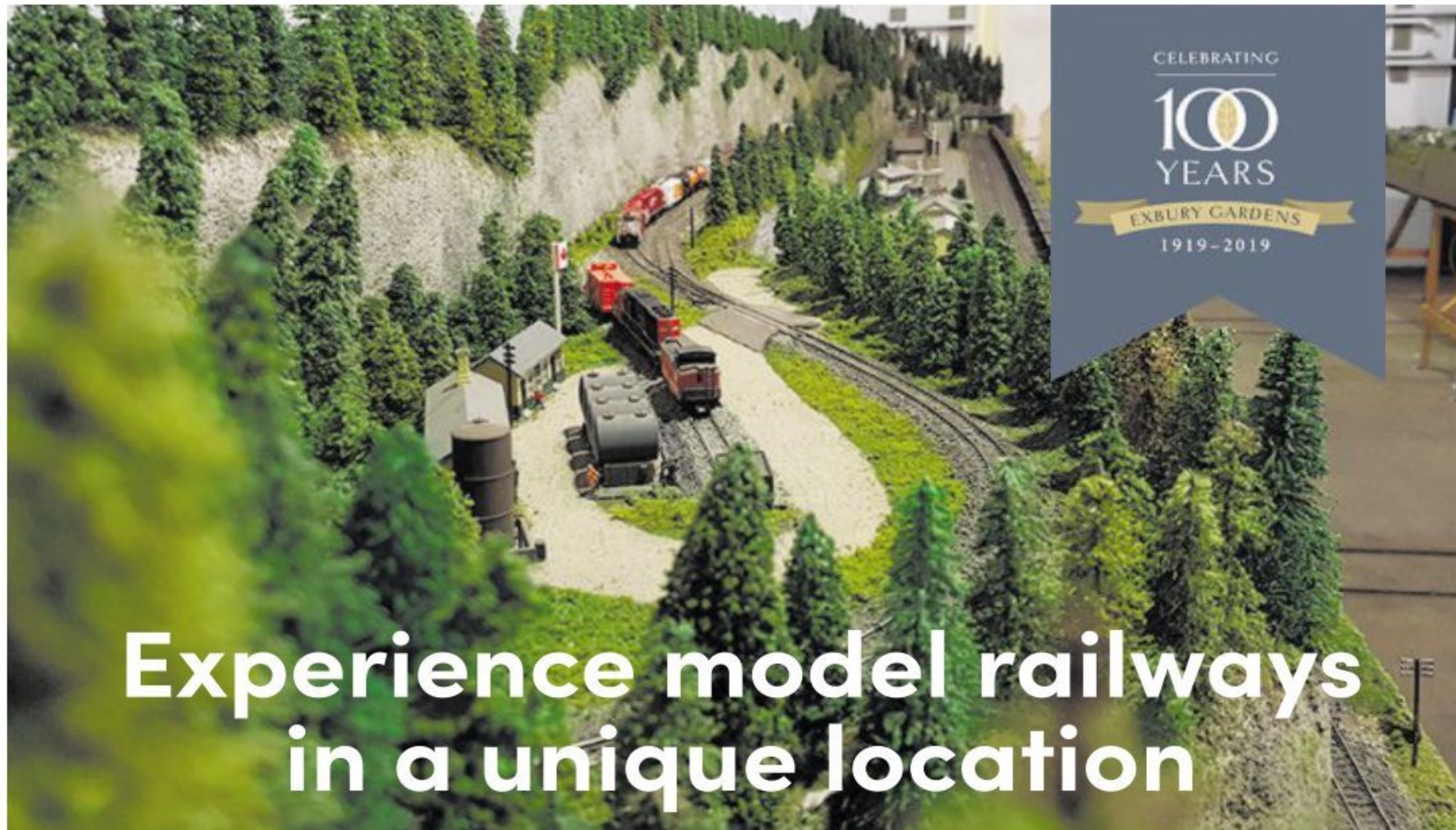
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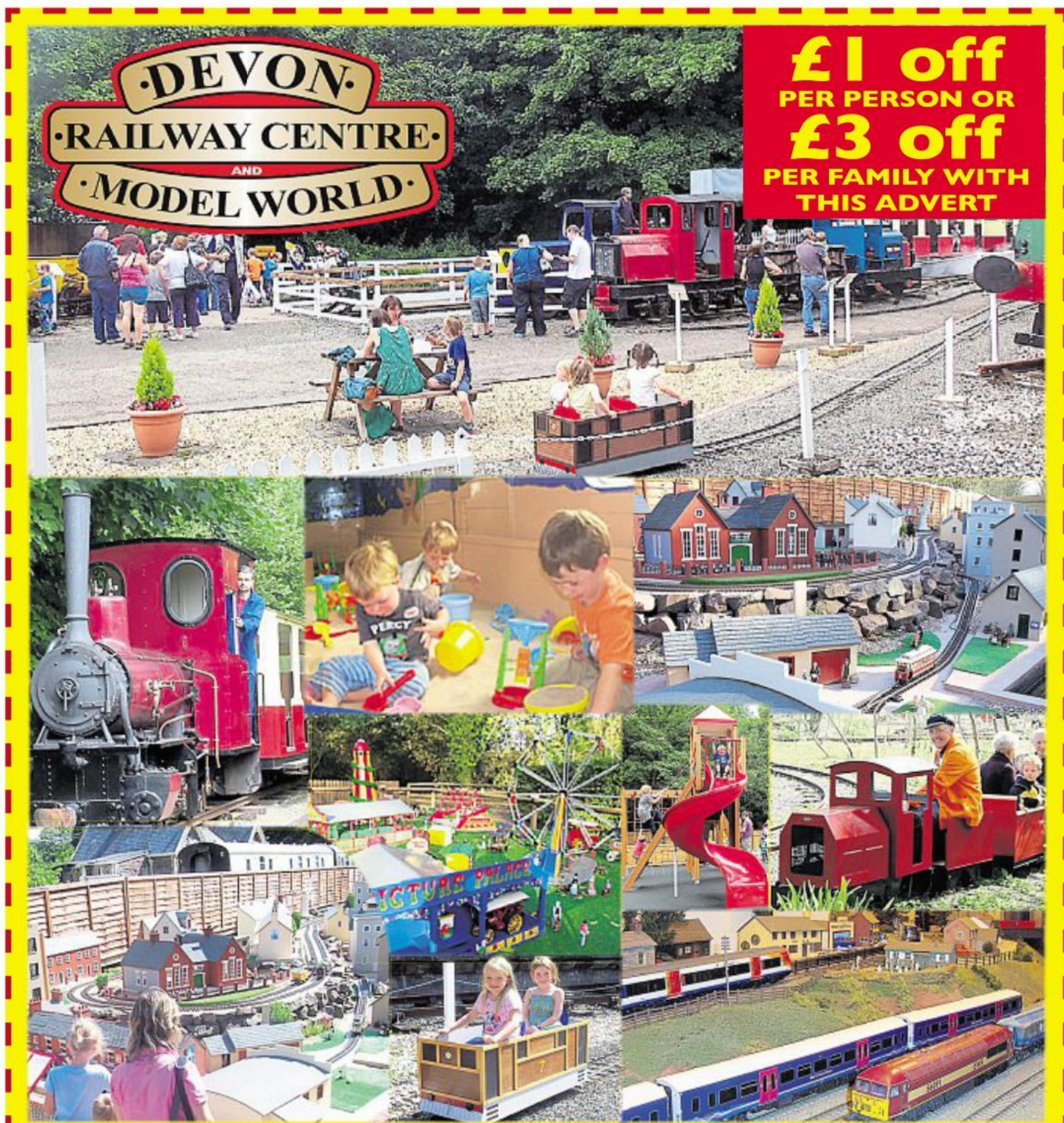
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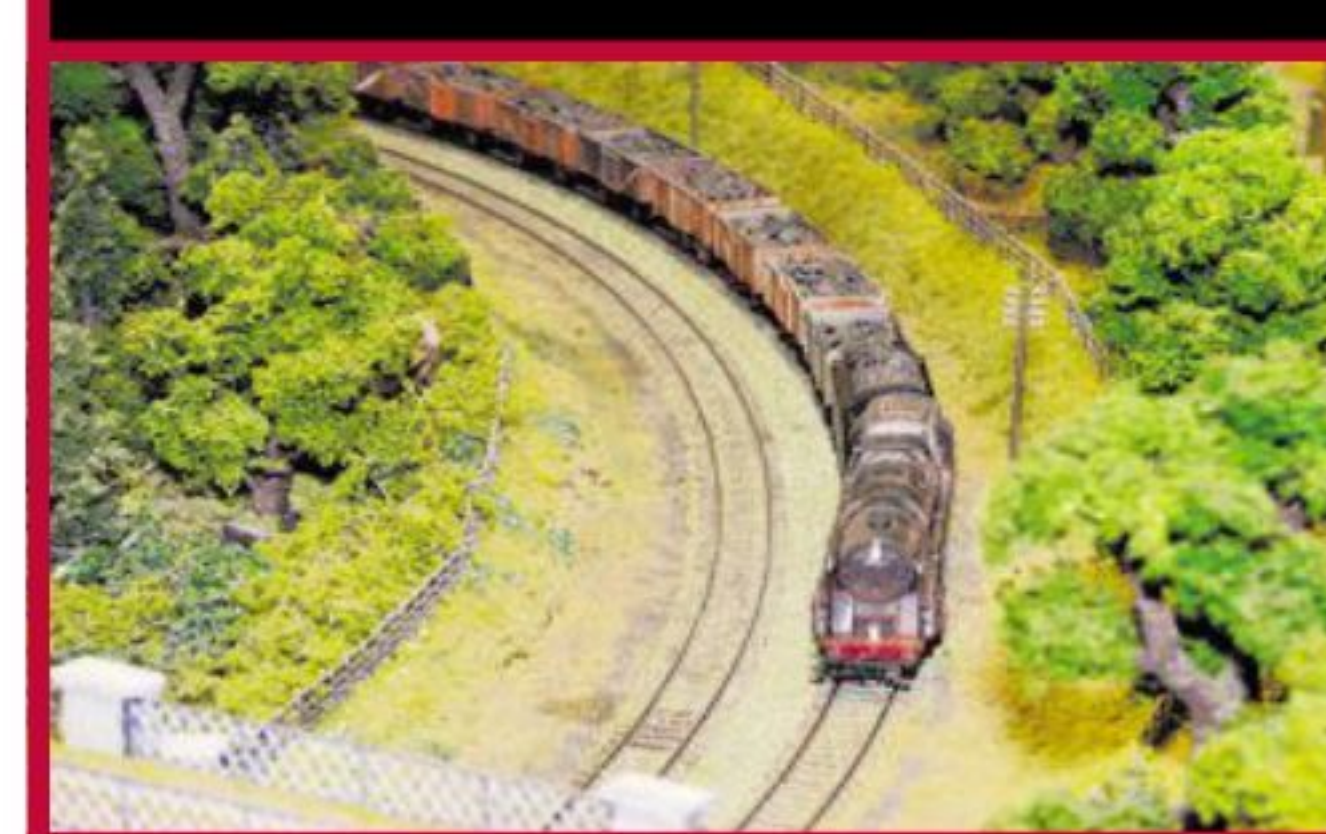
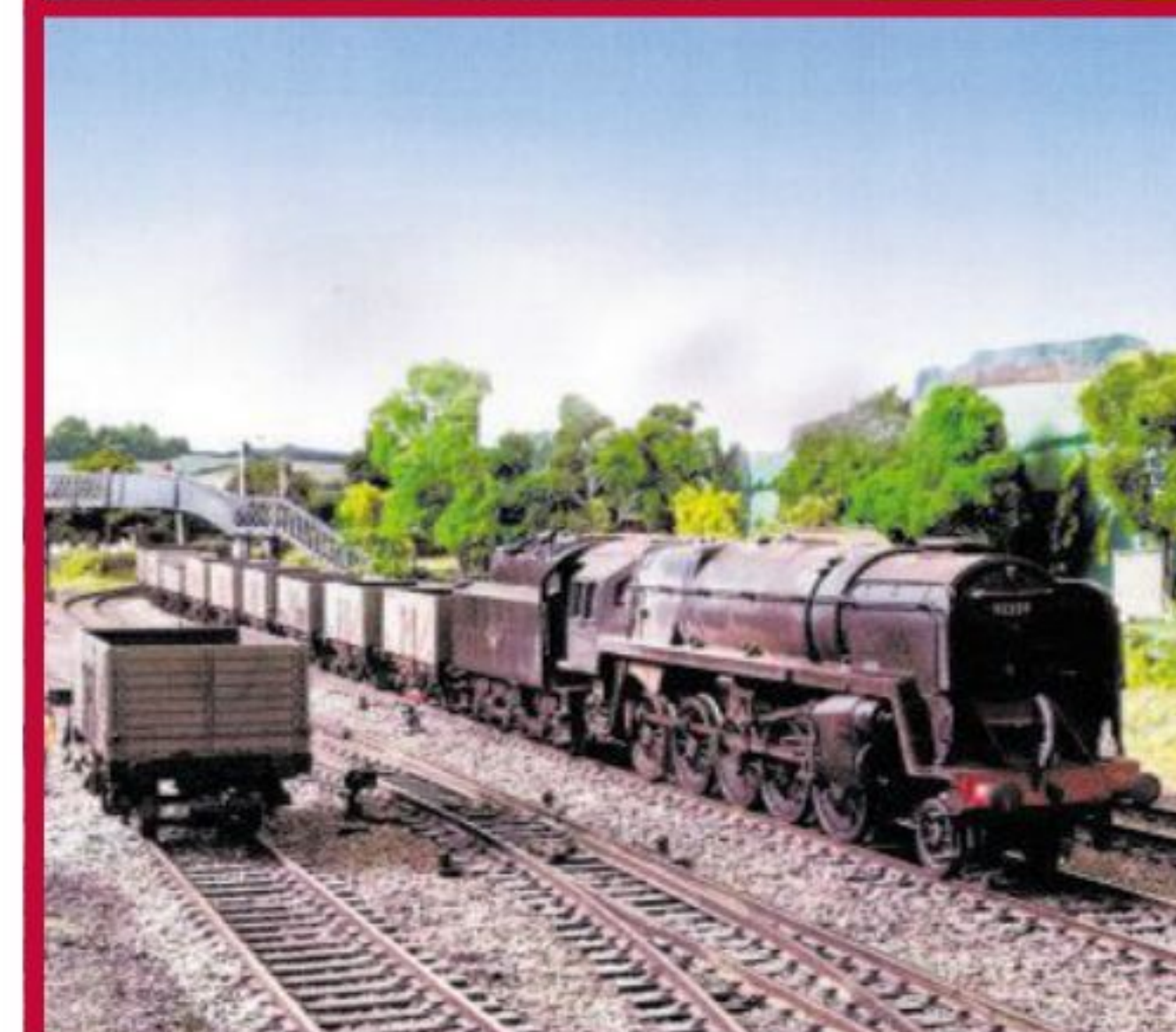
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Tech talk

Are you new to digital sound?

Nigel Burkin brings an introduction to digital sound decoders and speakers, with part two following next month.

AN UNINTERRUPTED SUPPLY OF power to the layout is at the heart of how Digital Command Control (DCC) works, unlike conventional analogue or Direct Current (DC) control which relies on regulation of the current to the track to control model locomotives.

Having all of the track live all of the time provides many benefits in the way the layout is operated and trains are driven, not least being simplified wiring and avoiding the need to divide even the smallest layout into electrical blocks to control the movement of trains.

Naturally there has to be some form of controller in the system, and that function is carried out by mobile decoders of various kinds, as have been described in past issues of *RMM*. Decoders are in constant contact with track current, and that is used to power and control the motor, lighting and other on-board systems in model locomotives, following the instructions embedded in digital signals from the command station.

Consequently, decoders allow locomotives on the same piece of track to work independently of each other using unique addresses. This is the biggest benefit of DCC – the independent control of locomotives and their on-board systems, and that includes the ability to incorporate realistic sound.

On-board systems remain active, regardless of whether the model is in motion or not, and that has allowed the development of digital sound that will remain active until switched off, in the same manner as on-board lighting effects. Miniaturisation of electronics has resulted in the development of tiny but powerful amplifiers, together with sufficient memory for large sound files. These components can be built into decoders with little increase in physical size over a conventional decoder and without excessive heat being produced during operation.

Sound files relating to specific classes can be loaded into a digital sound decoder (which will have all the other important functions for a mobile decoder) and that sound reproduced as instructed by the digital signal from the command station in the same way as control of the motor and running lights. It adds an exciting dimension to the driving experience which cannot be reproduced in the same way with DC control. It's perhaps the one feature which has attracted modellers to DCC more than any other, and it's growing in popularity.

Many modellers choose historical subjects to model for sentimental reasons or simply for pure nostalgia, and sound adds to that atmosphere like nothing else on a model railway. You might not be able to hear the sound of your favourite locomotives on the main line anymore, but they can be enjoyed on the layout, and for many modellers that's as good as one could wish for.

But how does it work, and what do you need to know about installing it?

How it works

Sounds loaded into sound decoders are usually recorded from the full-sized locomotives, EMUs and DMUs by commercial companies for the mainstream manufacturers and enthusiastic individuals with the knowledge to edit them to fit the memory in sound decoders.

A whole industry of small businesses has sprung up, primarily relating to providing sound services such as 'reblowing'. In simple terms, the sound recordings are broken up into small segments and loaded into memory slots which the decoder accesses as instructed during playback.

There are two types of sound playback. Controlled sounds are used through the hand set (or throttle) function buttons in the same way as switching running lights on and off. They include horn, whistle, coupling clash and other random sounds made during the working of a locomotive.

Automatic sounds are those that are linked to the direct operation of the model through the throttle. Once the sound has been switched on (usually through function button F1), the engine of a diesel will start, and from that point onwards all of the reproduced sound and its variations will be the result of the speed and control of the locomotive as it is being driven. The same applies to a steam locomotive, except that the starting sound might be as simple as steam noise as if the locomotive is stationary. The steam beat sounds are triggered when the model moves off.

Both automatic and random sounds can be played back at the same time. For example, the whistle can be sounded while the locomotive is in motion or at rest. Many up-to-date decoders have very advanced sound playback sequences, together with controls for shunting mode, braking mode and coasting at speed. For example, a diesel locomotive engine's revs will drop to idle when it is coasting, usually when

running downhill or preparing to brake. This can be replicated through function buttons in the same way as the random sounds. Some decoders are programmed with function buttons allocated to revving up, 'thrash', and dropping an engine beat to idle for coasting effects.

If you are new to this game, learning to drive a sound-fitted engine can be fun!

Sound on-board and sound-ready models

More and more models are now being offered with sound installed at the factory. A sound decoder and speaker is fitted to the model and programmed with the correct sounds for the locomotive class. It's an easy way of investing in digital sound, and allows the modeller to become familiar with the driving technique required for operating digital sound locomotives. To further help modellers with sound installation, newer designs of model are fitted with speakers from new, leaving it to the modeller to choose a suitable decoder. Others have through wiring for speakers from the DCC interface, together with a suitable slot to accommodate the speaker itself, the latter often being described as 'sound-ready'.

Ambient sound model

An interesting development from Hornby is the ambient sound wagon, a simple 12t van dressed in a weathered brown colour fitted with current collection pick-ups, decoder and speaker. It is loaded with ambient sounds such as bird song, atmospheric sounds, railway and station sounds. The current release (R6888TTS) has 28 different sounds which can be selected using the function buttons, although operating more than two looped sounds is discouraged.

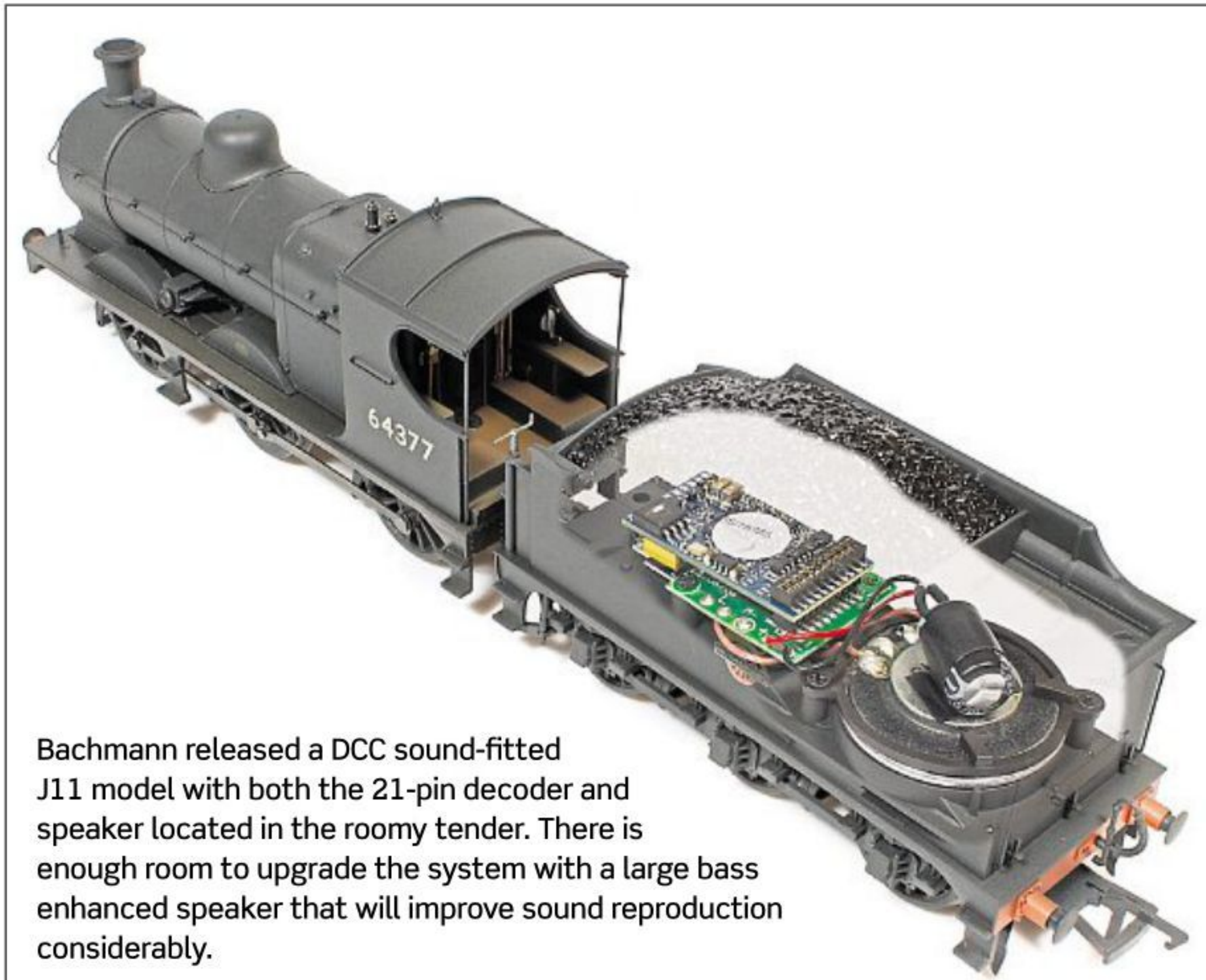
The model is designed to be placed in a yard or at the end of a siding and left with sound switched on as appropriate, providing a very simple but effective way of adding ambient sound to a layout of any size. Of course, more than one can be used!

What's next?

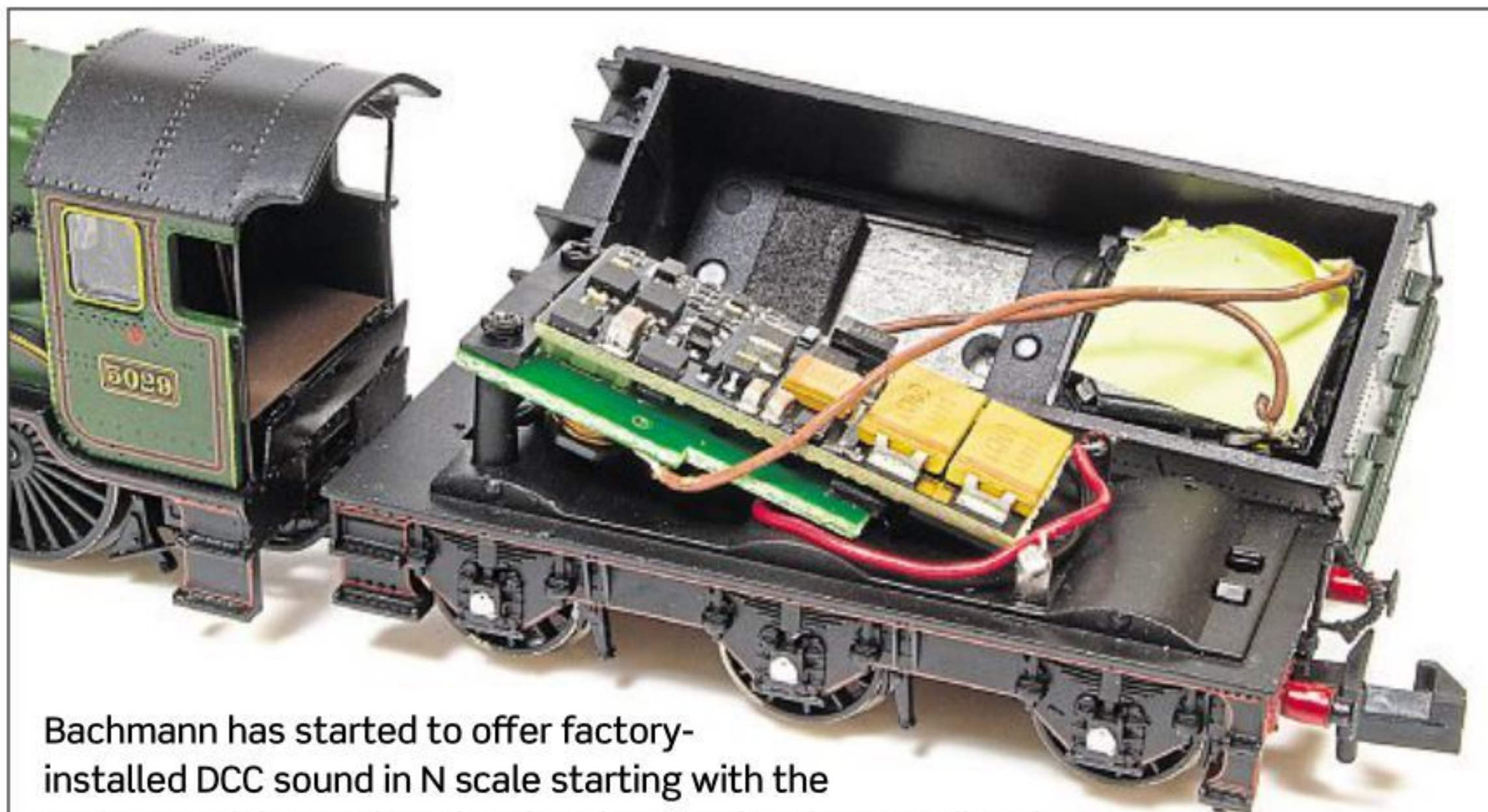
In part two of this introduction to digital sound, we will take a look at digital sound installation in steam locomotives, discuss more of the issues surrounding digital sound and take a closer look at the bass enhanced speakers, and how they can be used for different applications.



As the popularity of digital sound has grown, major manufacturers such as Bachmann and Hornby are offering their models either with factory-installed DCC sound or, in the case of the Bachmann LNWR 'Coal Tank', through wiring from a decoder socket for simple speaker fitting.



Bachmann released a DCC sound-fitted J11 model with both the 21-pin decoder and speaker located in the roomy tender. There is enough room to upgrade the system with a large bass enhanced speaker that will improve sound reproduction considerably.



Bachmann has started to offer factory-installed DCC sound in N scale starting with the Graham Farish GWR 'Castle' Class locomotive that was fitted with a NEXT18 decoder and sugar cube speaker in the tender. Multi-pole decoders such as NEXT18 have connections within the interface plug for the speaker, simplifying installations and saving space.

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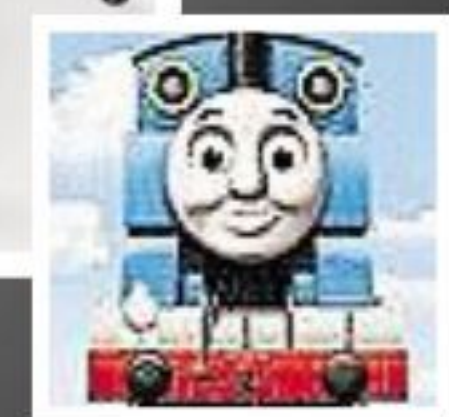
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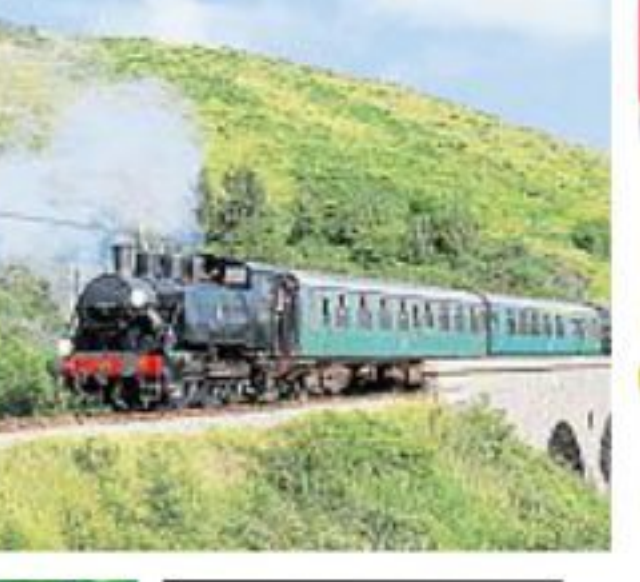
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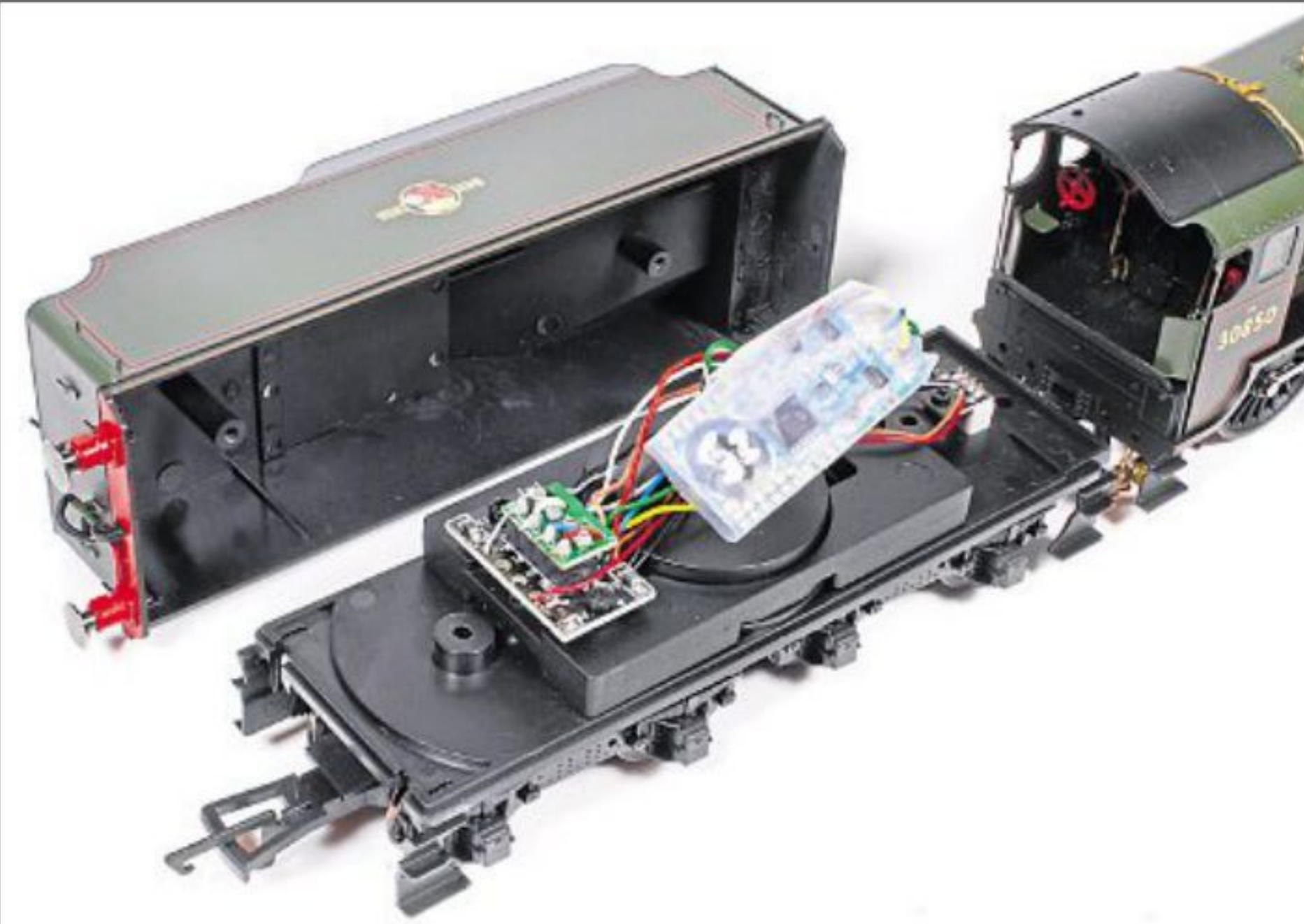




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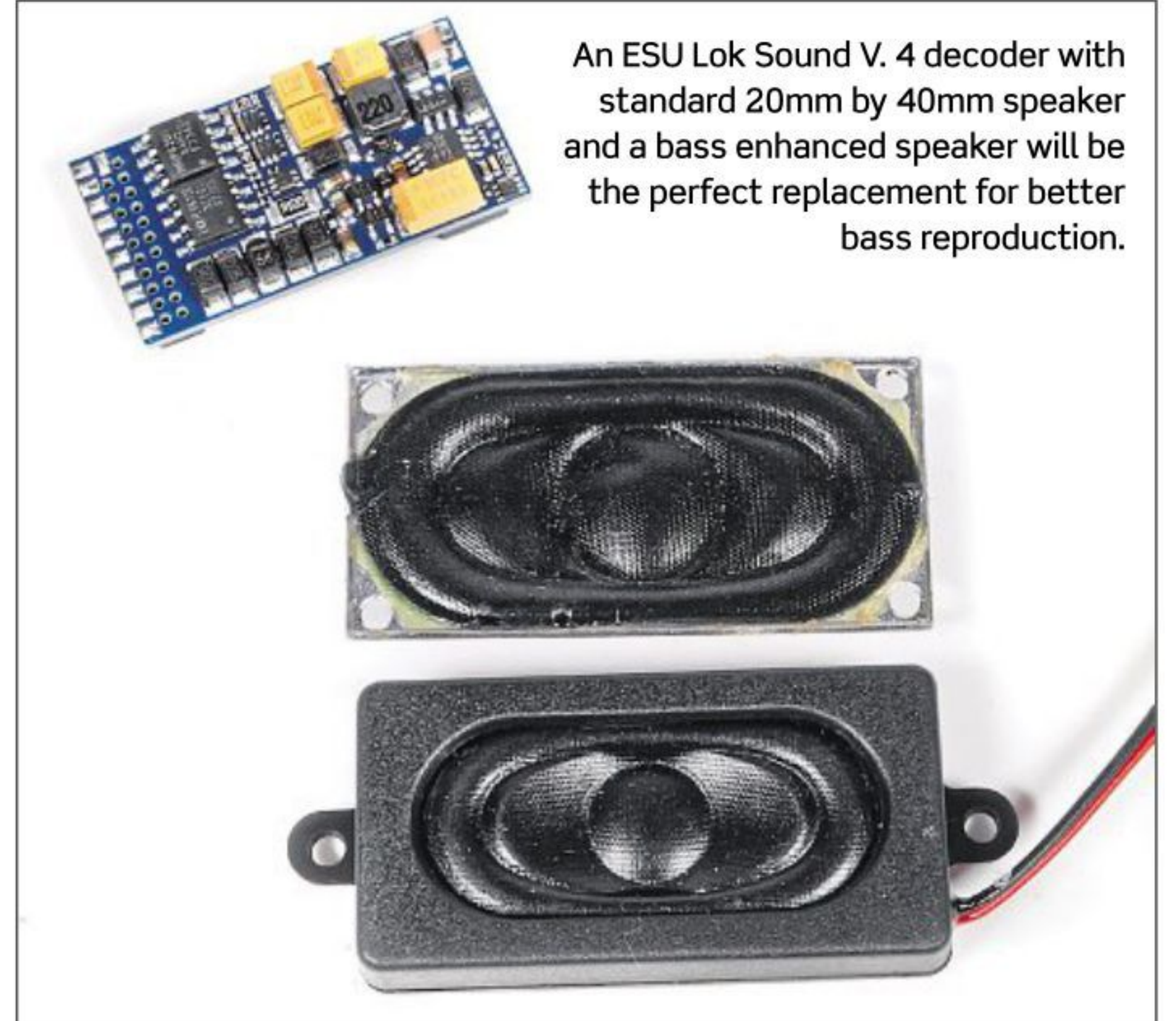
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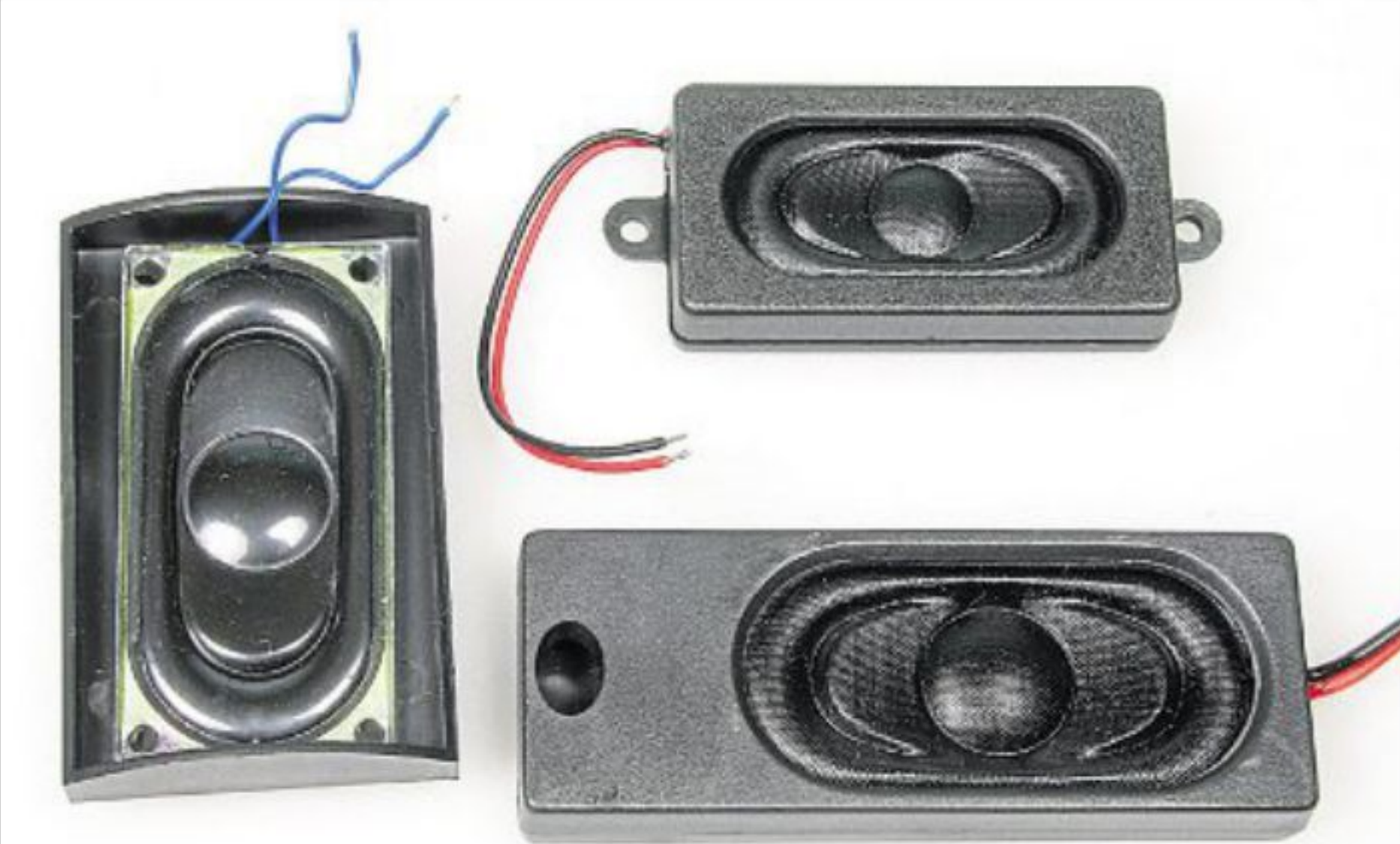
Hornby provides its TTS DCC sound in many of its steam and diesel locomotive models including a standard speaker. The 'Lord Nelson' Class locomotive has the speaker fitted face-down in the tender with the decoder sitting on top.



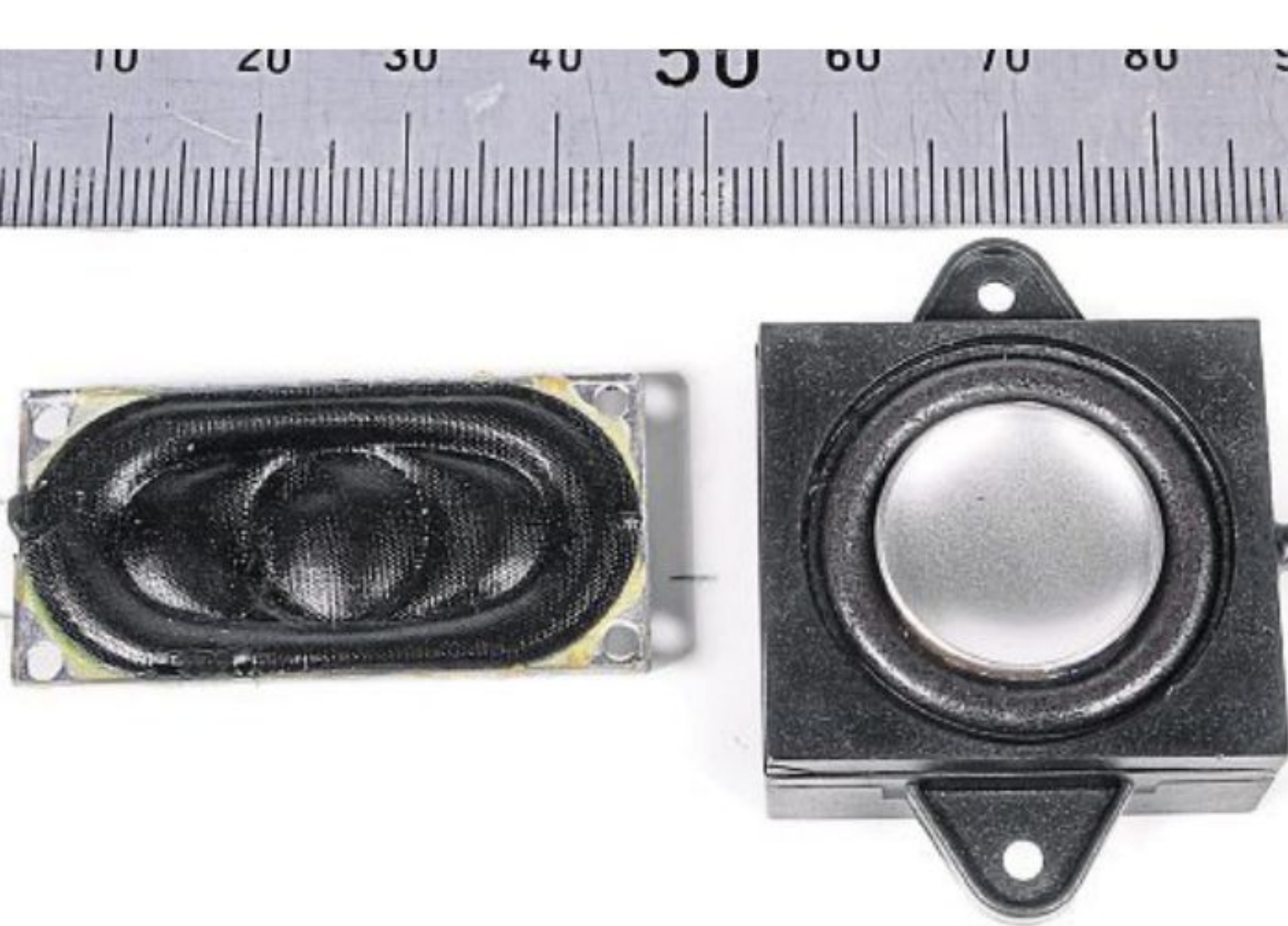
A neat idea from Hornby is the ambient sound wagon which has a DCC sound decoder fitted, together with a speaker set face-down in the underframe. It is loaded with controllable railway, atmospheric and street sounds.



An ESU Lok Sound V.4 decoder with standard 20mm by 40mm speaker and a bass enhanced speaker will be the perfect replacement for better bass reproduction.



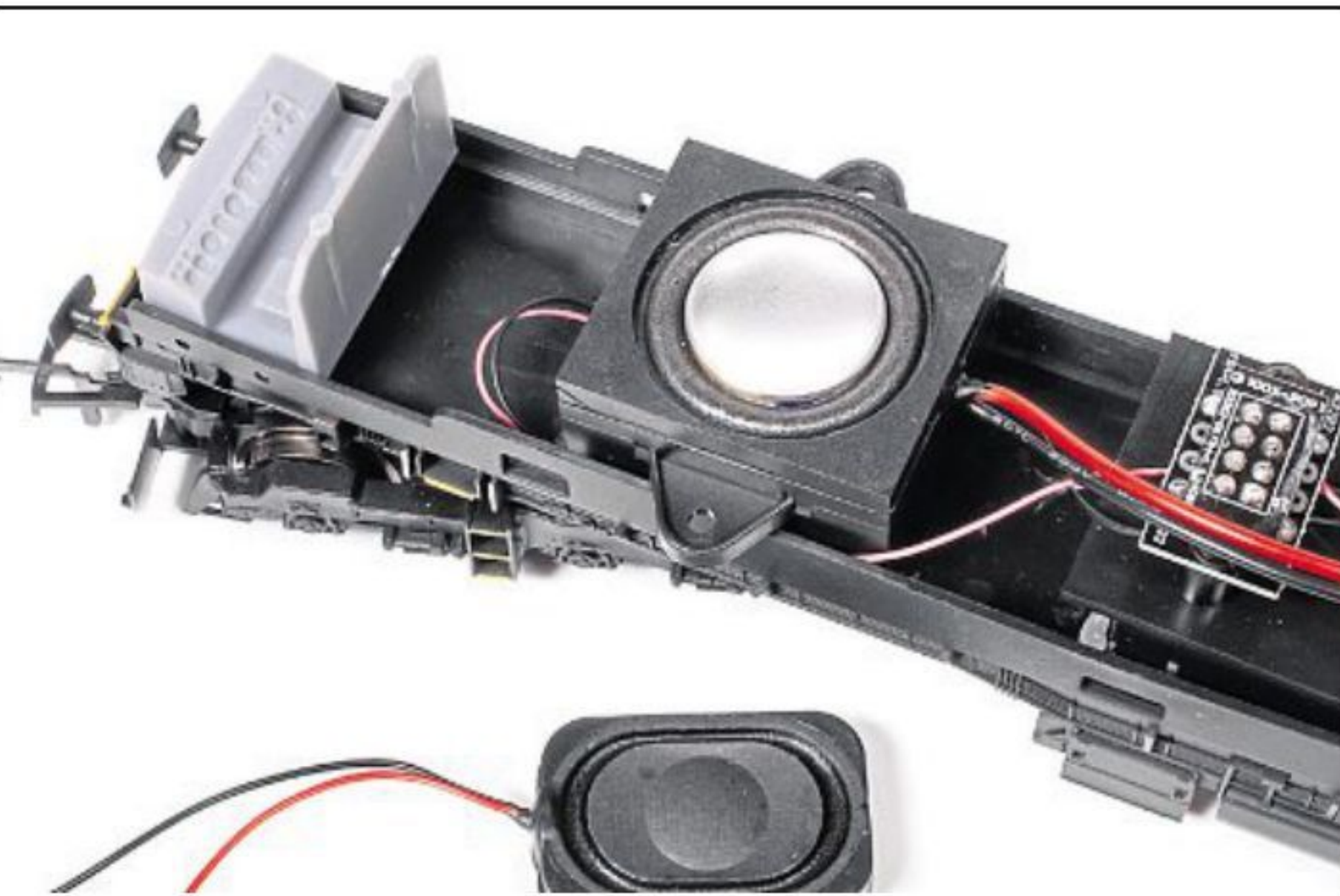
Ideally, the speaker should be the biggest you can squeeze into a model, which is often tricky when there is so much competition for space for motor, ballast, circuit boards and so on. Some modellers will remove some of the frame to shoehorn a large speaker into a model. Take care to match impedance ratings of the decoder with the speaker!



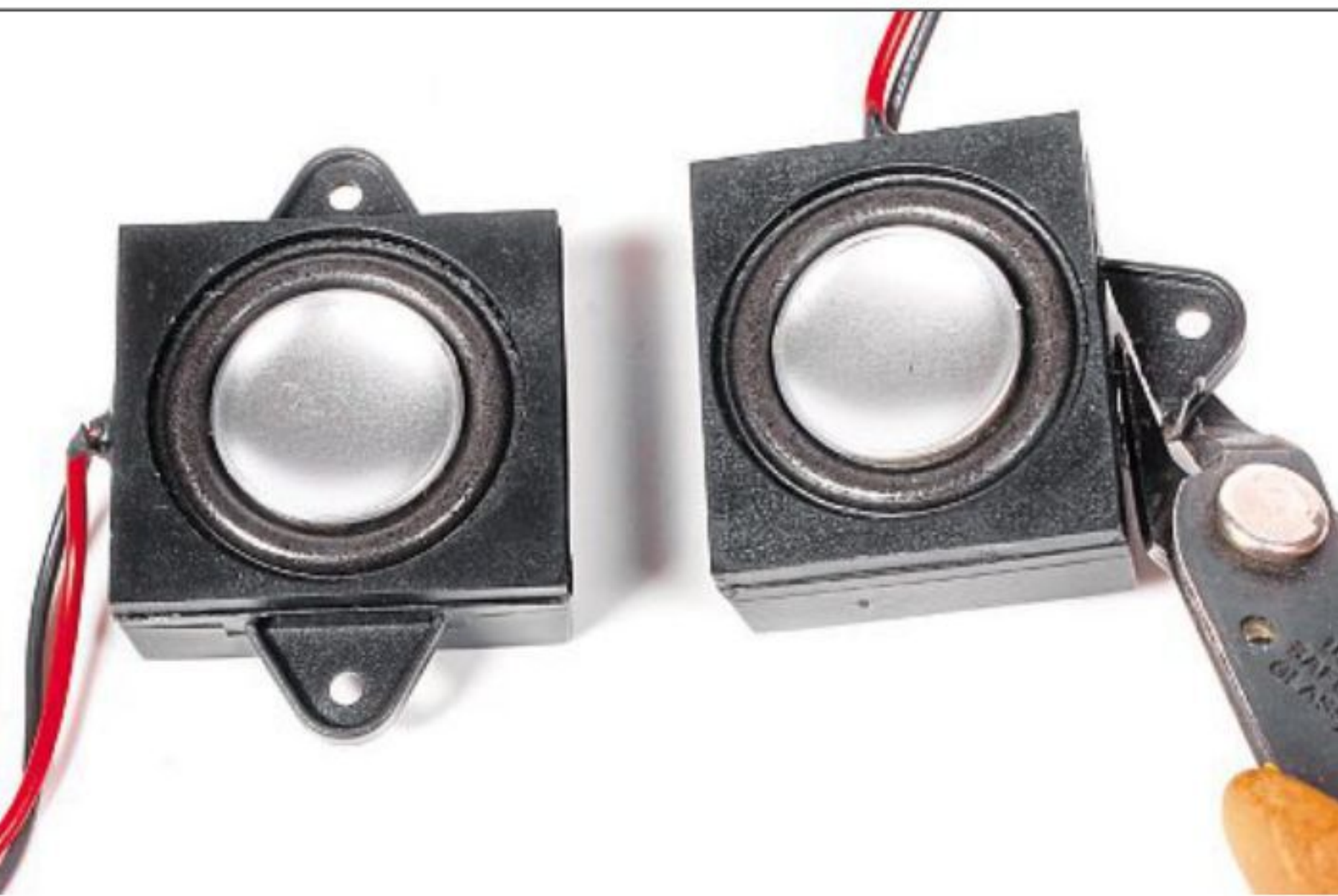
A fine example of a bass enhanced speaker of good size is the Roads and Rails 'mega-bass' speaker which is big but very good for those important low notes in diesel loco recordings.



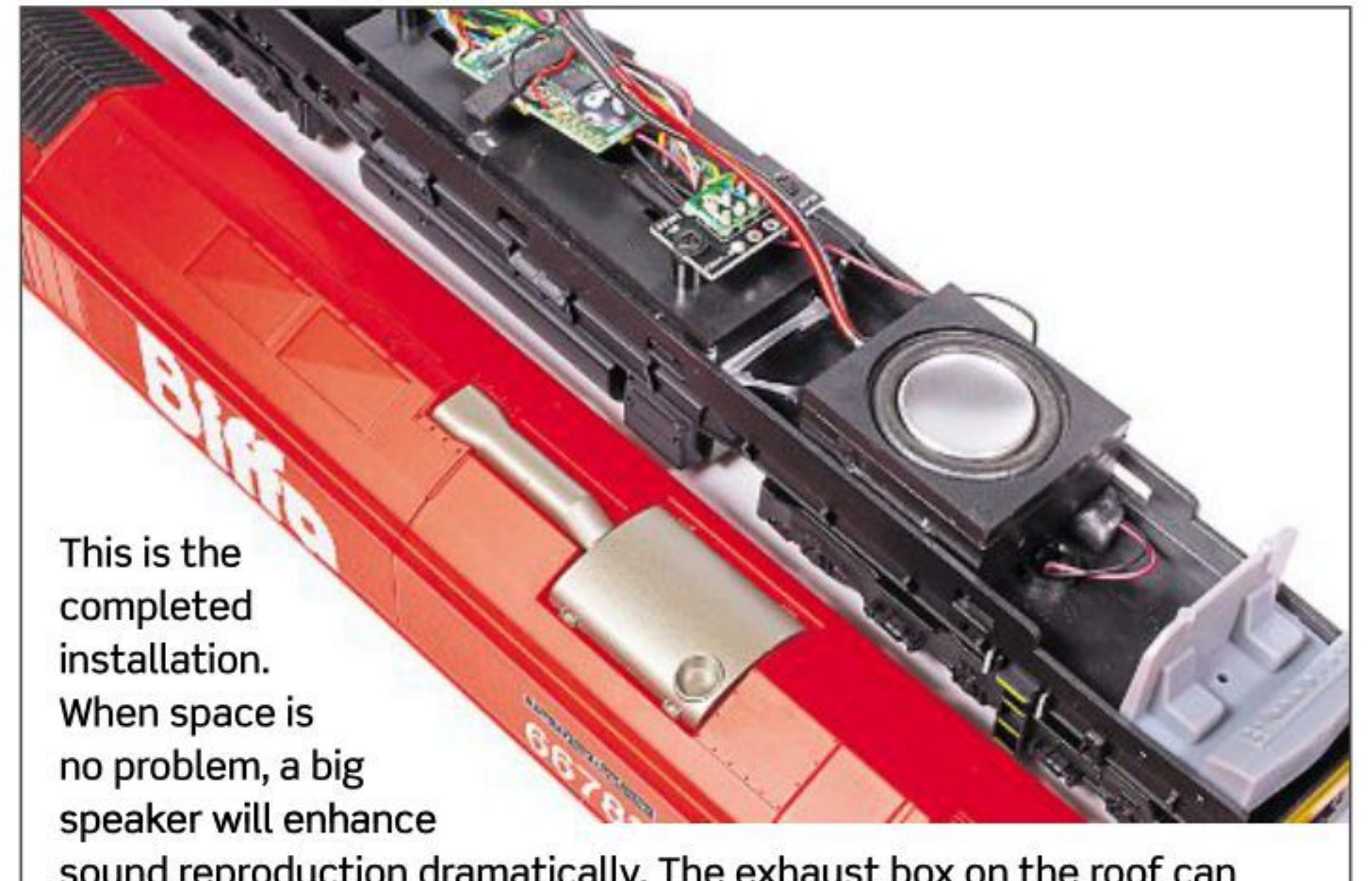
Hornby offers a DCC TTS decoder for its Class 66 model which fits in the large body shell with ease. The supplied speaker does not do the recordings justice, however.



An 8 Ohm mega-bass speaker will fit the model nicely!



The securing lugs are cut off and the speaker secured with some 'Blu-tack' or black tacky sealant.



This is the completed installation. When space is no problem, a big speaker will enhance sound reproduction dramatically. The exhaust box on the roof can be unclipped and holes drilled through the body for the sound to emerge. They will be hidden once the silencer is refitted.

- www.dccsupplies.com DCC Supplies - DCC specialist for decoders, speakers, DCC systems and a lot of good advice.
- www.digitrains.co.uk - DCC specialist for decoders, speakers, DCC systems and even more good advice!
- www.coastaldcc.co.uk - DCC specialist for wiring, installation and general supplies.

RESOURCES

- www.roads-and-rails.co.uk - Speakers, decoders and specialist installations.
- www.youchoos.co.uk - Digital sound and Zimo specialist.
- www.dckits-devideos.co.uk - For Legoman Biffo digital sound and installations.

- <https://locomansounds.com> - Digital sound, Zimo, Hornby and ESU Lok Sound specialist for steam.
- www.southwestdigital.co.uk - Digital sound and ESU Lok Sound specialist.
- <https://wicknessmodels.co.uk> - DCC specialist and equipment supplier.

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St. Ann's Cove



Pouring it on – at long last!

It's taken quite a while to bring the harbour feature together on RMM's N-scale 'St Ann's Cove' project layout, but we've finally come to the first pouring of Woodland Scenics' Deep Pour Clear water base and Activator (CW 4510) from Bachmann, writes **Pete Kelly**.

ISN'T IT GREAT, AFTER MONTHS OF steadily building up a model railway layout, when at last you start to see large areas of bare wooden baseboard being landscaped and starting to look like a cohesive whole?

Since the last issue, the road that comes into the seaside village on a humpback bridge has been roughly painted onto the baseboard so that we can work out which features to place on each side of it, the latest being Petite Properties' 'St Thomas's church', which has already been renamed St Ann's, and whose construction is described on page 29.

The next logical step was to take the road over the inner harbour on a simple road bridge that was shaped from balsa wood, fitted with railings and currently sits on two roughly hacked supports that were also made from balsa, but which will be replaced by exact-fitting pine ones in time for the next issue.

This leads it into the village whose buildings, in two rows, have now been supplemented by a simple 'Railway Inn' and the smaller version of Metcalfe's

excellent cafe-cum-post office that's been painted in colourful emulsions, with the post office becoming a paper shop just to ring the changes. If you turn to John Rodway's 'Tales from Knottewithought Junction' on page 46, you'll see the OO-scale version that I made for my old 'Slagdyke' layout.

Before mixing the deep pour water base and activator in a proportion of two-to-one as instructed (carefully read the small booklet that comes with the kit beforehand) and nervously pouring it onto the Woodland Scenics moss green colour base, the harbour walls had to be fitted to the basic pine structure.

The walls had been made by cutting out thousands of individual paving slabs from Metcalfe's N-scale paving and cobblestones sheets and then glueing them onto a thin polystyrene base to give texture.

After that they were brutally 'weathered' by painting them in dark inner harbour wall colours, and Ann applied the finishing touches by adding typical encrustations to represent seaweed and barnacles.

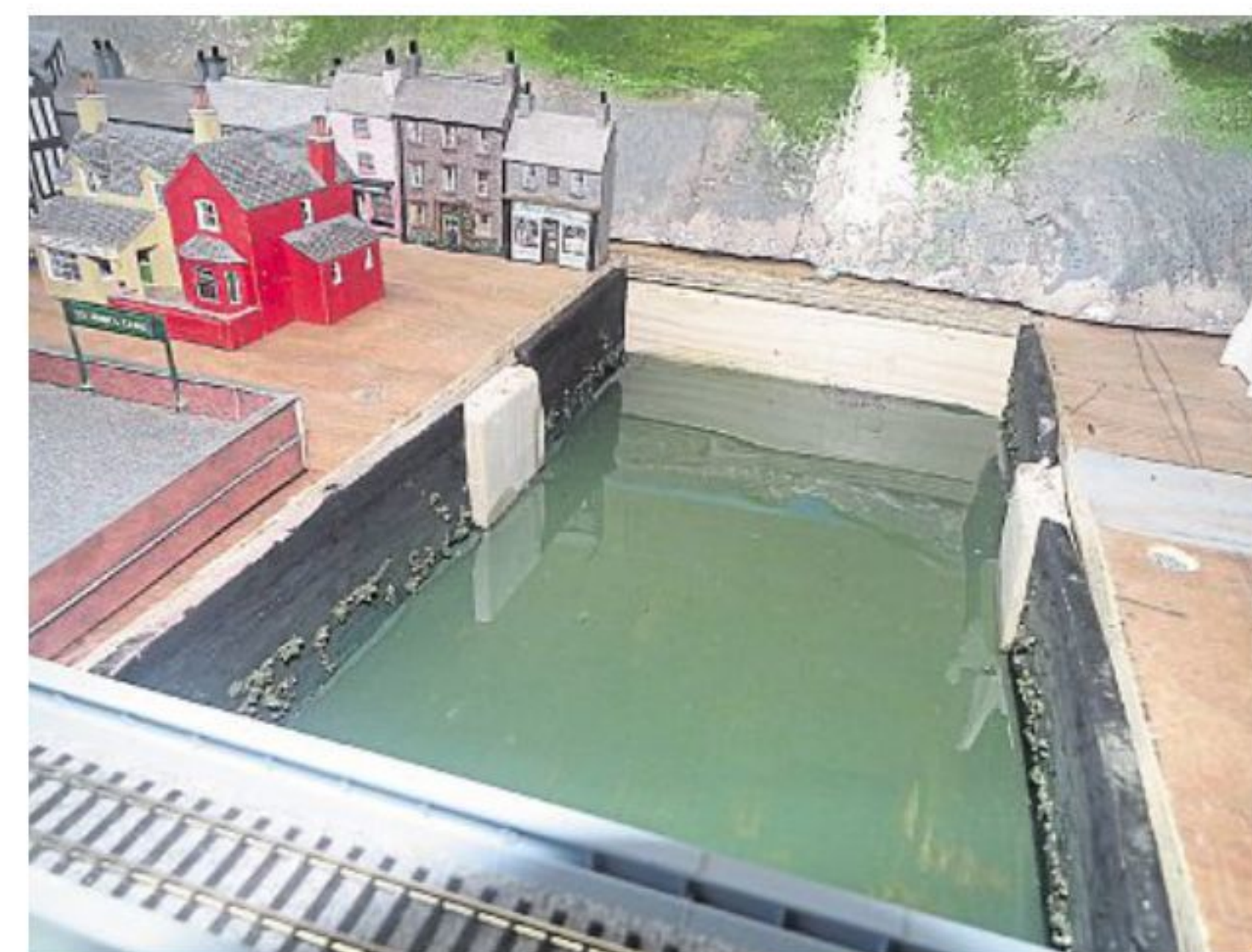
Similarly, small pebbles and seaweed were placed at the bottom of the inner harbour to give something to look down upon once the resin has set – and now that the initial apprehension is over, we'll probably apply a couple more coverings before we're finished.



The mixed components are poured onto the inner harbour base. Gloves are provided with the kit.



'Encrustations' are added to sections of the harbour wall before fitting.



Pure, clear water... at last there's a bit of depth to the job. The far wall will be landscaped to look like a continuation of the rocks over which the waterfall will spill into the harbour.



The 'Railway Inn' and cafe-cum-paper shop have been added to the village. The next step will be laying down the cobblestones and pavements.



With the road bridge back in place and harbour-bottom features added, an ice cream van makes its way to the village.

Right: Don't get too excited – we've still got the outer harbour and sea to do!



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Places to visit

An all-electric future? We used to call them trams!

Craig Amess looks forward to a model tramway event at Blackpool's Rigby Road Bus and Tram Depot on June 22-23, when behind-the-scenes tours of the depot itself and heritage tram trips will also be available.

BLACKPOOL WAS MY FAVOURITE destination as a child, especially during the autumn illuminations season. It all began in 1879 with a row of eight arc lamps on 60ft high poles along the seafront a year before the patent for the electric light bulb was granted, and it proved popular with the curious public.

The first static lights were erected in 1912, and the illuminations have been a popular annual attraction, except during the war years, ever since.

I always loved seeing the trams running day and night, especially the fabulous illuminated ones which in the late 1980s and 1990s usually took the form of two boats, a steam locomotive or a rocket ship.

Blackpool has been synonymous with trams for more than 130 years, and their continued use has been a story of perseverance when everyone else looked elsewhere.

In the late 19th century, thanks to growing visitor numbers, a well-run public transport system became essential, and Blackpool Transport was founded in 1885, when the tramway opened on September 29.

At first the trams took electricity from a conduit line between the tracks,

a successful method in towns and cities but problematical at the coast, with sand getting into the tracks and sea water washing up during bad weather and causing short circuits.

Until 1892 the Blackpool Electric Tramway Company was responsible for operations, but following the end of the lease, Blackpool Corporation took it over and went about extending the line, resulting in a connection with the promenade.

The installation of 550v overhead wiring took place in 1899 and the conduit was removed, allowing a more balanced trip because voltage had previously dropped at various sections of the route. Further extensions to the line were made over the next few years.

In 1920 Blackpool Corporation took over the tramway completely, and then gained a further eight miles of track, and 41 trams, by taking over the Fleetwood Tramway.

In the Art Deco years of the 1930s a five-year plan resulted in a fleet of streamlined tramcars being introduced, but it wasn't all good news, because in 1936 route closures began further inland than the promenade itself. The 1960s brought further closures of routes

and depots, so that by 1966 only the promenade was left.

In 1960 Sheffield became the last English city to close its tramway, and two years later Glasgow closed its own, leaving Blackpool the only town in the UK to retain its trams between 1962 and 1992, when Manchester sparked a revival by introducing the Metrolink.

During the 1970s, the Blackpool tramway struggled to stay open as passenger numbers declined, and one-person-operated tramcars were introduced to reduce running costs.

Blackpool's trams had always carried advertising, but only above lower deck level, but all-over advertising was introduced in the 1970s to boost earnings.



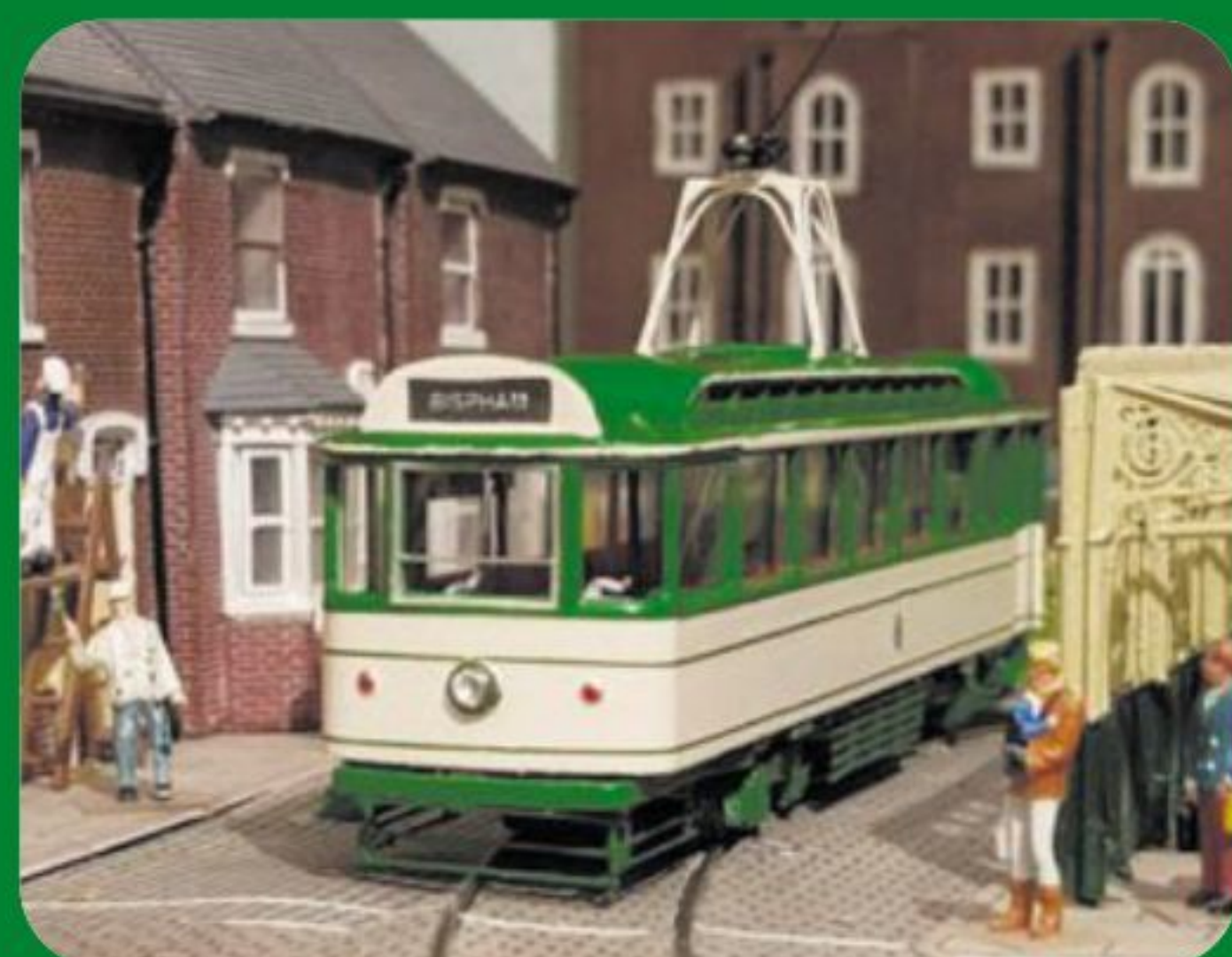
An imaginative use of space is readily apparent on this amazing 'layout' as a grand old Blackpool Corporation double-decker runs under a web of catenary.



Just look at the lovely styling of this central-entrance streamlined single-deck Blackpool tram, Brush No 621, at Cleveleys, between Blackpool and Fleetwood, in May 2018. Surely green and cream was to Blackpool trams what chocolate and cream was to the Great Western Railway.



Alan Brown's compact Upson Down Tramway was one of the layouts on display at last year's Rigby Road Bus and Tram Depot open weekend event.



TOTALLY MODELS

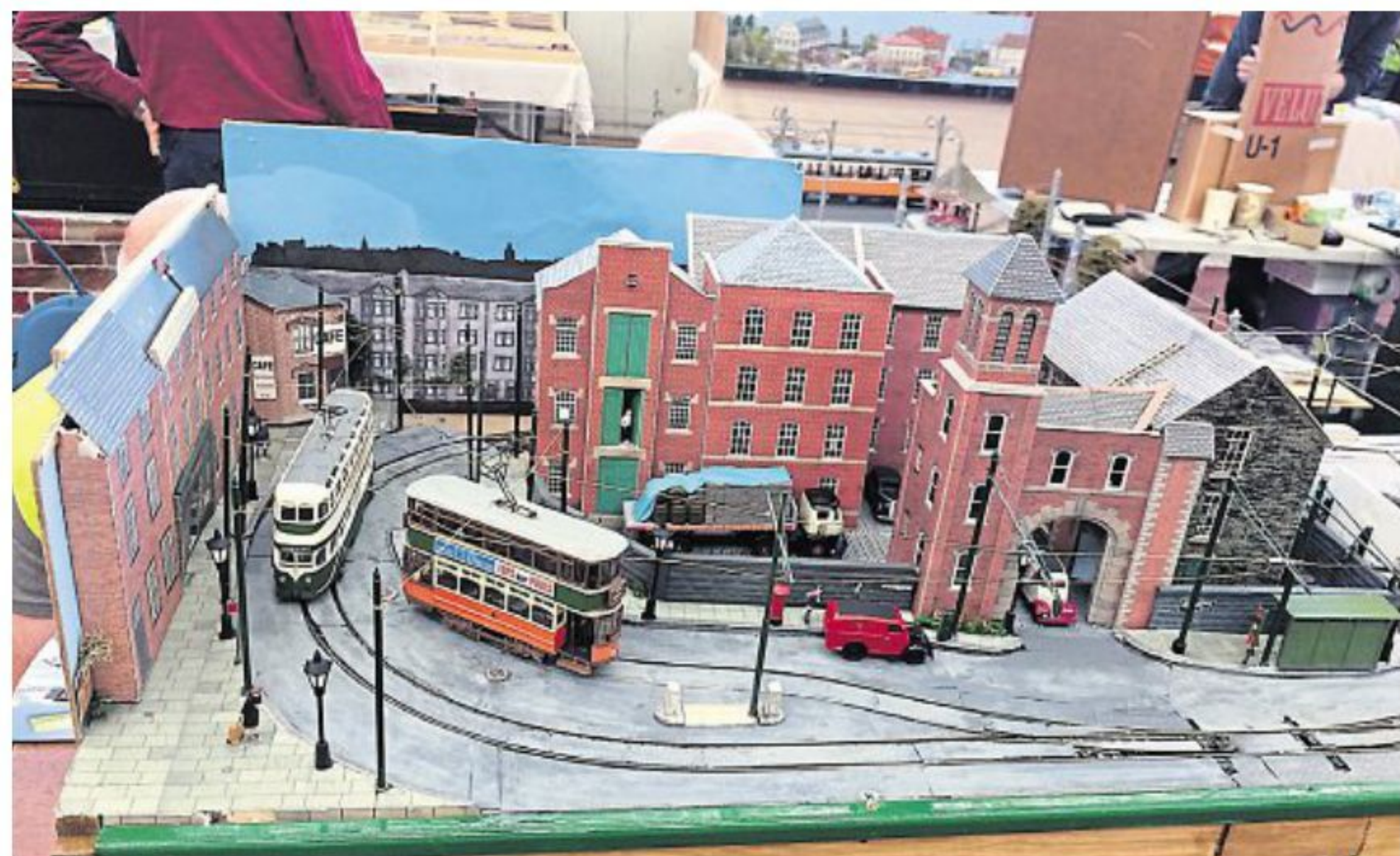
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Metcalfe and Alphagraphix buildings are evident on this tight tramway street scene that was also on display last year.

Blackpool Tramway today

Today the tram network runs from Starr Gate in south Blackpool to Fleetwood, a journey of more than 11 miles. Until 2011, the heritage trams were in operation every day except Christmas Day – then a multi-million-pound upgrade transformed it into a modern light-rail system. However this didn't mean the end of the road for the heritage trams, for such services can still be seen in Blackpool itself. The main operations, though, are served by Flexity 2 trams from a family of light-rail vehicles manufactured by Bombardier Transportation.

In 2015, a small team of volunteers was recruited to help Blackpool Transport staff crew the heritage trams, increasing services and thus the number of passengers who could enjoy them. The team and its operations have continued to grow.

The Blackpool Heritage Trust assists Blackpool Transport in supporting the future for the heritage scene, so more such trams are to be restored to bring even more history to life in the famous seaside town – and it will all happen on the busy promenade.

An extension up to Blackpool North railway station is expected to be completed by next year, with a new tram terminal being provided to link with the rail network.

The trust is always looking for volunteers, so if you'd like to join the dedicated team of volunteers, why not visit the website? Drivers, conductors, maintenance and customer service staff are always welcome.

The Blackpool tram network uses four different kinds of tramway: street running (open to all vehicle types); paved reserved track alongside roads; reserved ballasted track (trams only) and inter-urban style (not following a road and open to trams only).

Over the weekend of June 22-23 the heritage staff will take over the body shop buildings of the Blackpool Transport Bus and Tram Depot at Rigby Road, and about 30 model

tram layouts covering all scales will be on display, along with 10 or so specialist stalls selling models and other collectable items.

A free heritage shuttle bus service will operate to the depot from Blackpool North and South stations to connect with the tramway at the Pleasure Beach, and a shuttle tram service will also be operating from the North Pier (for details visit the blackpoolheritage.com website).

Behind-the-scenes tours of the depot can be booked on the day at the admission desk, and a gold heritage tram service will operate with heritage trams offering tours between the Pleasure Beach and Fleetwood on both days, with six different trams in service each day.

Evolution of the tram

The first industrial tramways were laid down towards the end of the 18th century, but the world's first passenger tramway was the horse-drawn Swansea and Mumbles Railway, which opened in 1807. This arrangement lasted for 70 years before the horses (which could work only so many hours a day, and had to be properly housed and cared for) were replaced by steam in 1877.

Generally there were two types of steam tram, the first with a small steam locomotive called a tram engine at the head of a line of carriages, and the second with the steam propulsion unit within the body of the tram. With such limited engine space, however, steam trams were usually underpowered and soon faded away.

Cable-hauled trams were pulled by a moving steel cable, although these were more popular in the US. The infrastructure needed for these was very expensive and required a lot of physical strength to operate them as the cables had to be disconnected at various locations where lines crossed, and then reattached. The Great Orme Tramway at Llandudno comes into this category.

At various locations around the world, trams are powered by gas from



As road traffic has grown to chaotic and, frankly, unsustainable proportions, the old trams along the Blackpool promenade have seen it all – and sometimes they're the only things that actually move! How well this model captures it all.



Tramways have always thrived in mainland Europe, and this charming layout brings the atmosphere of the decorative old buildings, the early trams and people going about their daily business in the early 20th century.

naphtha (a flammable oil containing various hydrocarbons, obtained by the dry distillation of organic substances such as coal, shale or petroleum) or coal gas.

The oldest operating electric tramway in the world is the Volk's Electric Railway at Brighton, which opened in 1883 and is still running today.

Often, when electricity was delivered by pantograph or swinging pole current collectors from overhead electrical wires, a common issue was lack of power, with uneven electrical current at various points, so some journeys could become slow and jerky.

Decline and resurgence

Tram tracks originally protruded above street level, but in 1852 they were supplanted by grooved rails, or girder rails, invented by Alphonse Loubat. Inspired by George Stephenson, Loubat was responsible for the first tramway to be built in Paris.

Many tramways had been phased out by the end of the 1950s, including the excellent system in Liverpool, which finished in 1957. The unstoppable rise of the motor car, the flexibility of buses and the higher infrastructure cost of tramways made this an inevitability, but public opinion wasn't totally

against trams – the fares were cheaper than those on buses, for one thing – and the argument to keep tram networks running continued to be made.

With noise, pollution and traffic congestion issues on the rise, a resurgence of tramways in the late 20th century brought low-floor trams and the development of regenerative braking, and some run-down railways were replaced by light railway systems, with Sheffield, Manchester and Nottingham just some of the cities that have put very successful networks into place since the 1990s.

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Today's 'Pines Express' (alias Manchester-Bournemouth)

Named trains might not be in vogue nowadays, and the present route is very different from that of the original – but a journey from the north to the south is still an attractive proposition, writes **Ian Lamb**.

THE LONG-STANDING TRAIN service connecting Bournemouth and Manchester first operated in October 1910, and the 'Pines Express' title was bestowed from September 26 1927. Following a lapse during the Second World War, the named service resumed from May 23 1949, with the coaching stock coming under London Midland Region control.

The only purely 'foreign' insurgence was over the former Southern Railway for seven miles from Broadstone, through Poole and into Bournemouth. On Saturday, September 8 1962, the final 'Pines Express' worked over the former Somerset & Dorset Railway, passing through Bitton on the north-western outskirts of Bath, an original Midland Railway station whose old booking hall is bedecked with historic railway artefacts.

The Avon Valley Railway, based at the former Bitton station complex, ensured that the 50th anniversary did not go amiss by amending its usual timetable to match as closely as possible the times that would have been in force in 1962, even down to steam-hauled non-stop running, albeit over the short distance between Avon Riverside and Oldland Common halts – 12 minutes of old-time bliss!

It is said that the title 'Pines Express' came about because the line went through a large wood of pine trees on the outskirts of Bournemouth, near to

Broadstone, the junction between the Somerset and Dorset Railway and the Southern Railway. Alas that part of the former S&D route is now private land occupied by a golf course, but the former Southern double track is now an excellent cycle path/walkway called the Castleman Trailway. Well maintained by East Dorset Council, it is also incorporated into the National Cycle Route 3.

When the original 'Pines Express' ran from Manchester Central to Bournemouth West (both now gone) it took 7½ hours to cover approximately 200 miles. The current service takes under five hours, and there are 13 trains per day compared with the daily service that existed until 1962.

As my knowledge of modern traction, particularly regarding the south of England, is so limited, I am extremely grateful to Nick Prior of Model Railway Solutions in Poole, Dorset, for the following information. The train on the left of the top photograph is a class 444 Desiro on a South Western Railway service from Bournemouth to London Waterloo, one of two different types of EMU working in this area. Built by Siemens in Germany, the unit was delivered to the franchise holder at the time, South West Trains.

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Leeds	08.30	Swansea	18.15
Sheffield	08.45	Cardiff	18.30
Doncaster	09.00	Exeter	18.45
Sheff Hallam	09.15	Truro	19.00
Wakefield	09.30	St Austell	19.15
Thames Valley	09.45	London Waterloo	19.30
Reading	10.00		
Wokingham	10.15		
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 1950s Train Crew

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Mainline Freight was created in 1994, along with Transrail and Loadhaul, when British Rail's Trainload Freight operations were split - with Mainline centring around South East England, East Anglia and the East Midlands. Several locomotives were soon decorated in Mainline's 'Aircraft Blue' livery including Class 37/0 No. 37055. In association with EMAP/Bauer Media magazine 'RAIL', No. 37055 received the name 'Rail Celebrity' during a naming ceremony at Toton in 1995.

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 OO Rail Joiners
 OO Rail Joiners Insulated
 OO Rail Gauge
 OO Re- Railer
 N/OO-9 Nickle Silver Rail Joiners
 N/OO-9 Insulated Rail Joiners
 OO-9 Wagon Turntable
 OO-9 Dummy Turnout Levers
 OO-9 Buffer Stop Sleeper type (pair)
 N Re- Railer

PECO OO-9 Track

Wooden Sleeper Type, 'Mainline' Flexitrack
 Wagon Turntable
 Small Radius Turnout L&R
 Mainline Turnout R/H
 Mainline Turnout L/H
 Y Turnout
 Settrack Straight
 No.1 Radius Standard Curves
 Right Hand Turnout
 Left Hand Turnout
 No.1 Radius Double Curve
 Standard Straight Wired

PECO OO Track

Settrack OO/HO Starter Track Set
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 Double Straight
 Short Straight
 Special Short Straight
 Long Straight
 Isolating Standard Straight & Switch
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 No.1 Radius Double Curve
 No.1 Radius Half Curve
 No.2 Radius Standard Curve
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Frizinghall Models & Railways – staying ahead of the game

After changing hands and moving two years ago to its present premises in Baildon, Bradford, which it now shares with the associated wholesale firm of John Ayrey Die-Casts, the old-established Bradford retail business of Frizinghall Models & Railways is once again going from strength to strength, writes **Pete Kelly**.

MANY READERS WILL HAVE FIRST contacted Frizinghall Models & Railways after poring the pages of *RMM* for sought-after modelling items and finding just what they were looking for in the Baildon, Bradford firm's bright red advertising strips.

Some years ago, before moving to its present modern air-conditioned premises, FMR had some OO-scale green and cream camping coaches that must have made some really interesting scenic fillers on many layouts, and the exclusive 'Model It' lighting range in OO and N scales has also proved extremely popular in recent years. One of the latest FMR exclusive releases has been an N-scale seven-plank wagon in the bright red livery of Lister's Mill, Bradford, which remains available in a choice of pristine or weathered versions.

The heart and soul of any firm, though, lies in the people who manage and run it, and in that regard a visit to the large, smart present premises of both the FMR retail and John Ayrey Die-Casts Ltd wholesale companies on Tuesday

April 30, when *RMM*'s Lynsey Young and I were met by director Norman Hinchcliffe, proved immensely eye-opening and rewarding.

First, though, a word about pronunciation that no Bradfordian will need to know. 'Frizinghall', an area of that great city, is actually pronounced 'Fryzinghall' – so there you have it!

In 2017 the Frizinghall Models & Railways business was bought by the owners of John Ayrey Die-Casts Ltd, and in early April of that year FMR started a new chapter in the story of the local retail business when it moved into the John Ayrey premises in today's large modern unit just off the main A6038 Shipley to Otley Road in Baildon.

The city's highly-esteemed *Telegraph and Argus* newspaper put it this way: "An historic model railway shop has been saved from closure after its original owners stepped in to save the business. Frizinghall Models & Railways has been open in the district for more than 60 years, but looked set to close after its current owners chose to retire. The shop

has now come full circle, and will be based at the same address as John Ayrey Die-Casts in Baildon, but will be a separate shop on the first floor, with its own entrance."

With renewed vigour, FMR is now going from strength to strength, with a lively, up-to-date website and a big open day planned for Saturday, June 1 from 10am until 4pm.

This will include the unveiling of the newly-refurbished N-scale 'Ryburn Bridge' layout that was built as an exhibition layout by Peco in 2011 and first shown at the following year's Warley Exhibition at the NEC. A 'Bradford City Road' layout will add to the attractions, along with a chance to chat to representatives of Peco and Oxford Rail/Diecast.

There will also be open day special offers, a good range of quality second-hand items for sale, time to look around the extremely well-stocked shop and tea, coffee and biscuits.

Our first impression of the retail shop was of light, space and very complete displays of everything from new and second-hand model locomotives and rolling stock, to all kinds of building kits, track and lineside equipment, tools, die-cast models, OO and N-scale lighting, the recently-bought range of Unit Models' resin accessories (following the sad passing of its founder David Hewitt) and much more.

To save me asking endless questions about the long history of the associated firms, Norman had it already prepared,

and for that I am extremely grateful.

It all began on January 31 1950 when Bradford model shop owner Hubert Foster sold his retail model shop to John Ayrey and his father. The stock was valued at just over £1543, and the inventory included Hornby O-gauge tinplate, Hornby Dublo, Trix Twin, Meccano, Dinky Toys and Lone Star.

The business became known as the 'Bradford Model Railway Centre', and shops under that name subsequently opened in Huddersfield, Leeds and Manchester.

John Ayrey and his father also became importers of several continental ranges, and this developed into the separate wholesale business of 'Anglo Continental Models' of Bingley, which became a highly-successful supplier to the model railway trade and was the exclusive UK importer for several well-known ranges including the Seuthe smoke and Eheim tram and trolleybus systems – and because John was the exclusive UK importer for the Seuthe smoke systems before Tri-ang started fitting the units in production, he received commission for every unit that firm fitted!

By coincidence Norman Hinchcliffe was also born in January 1950 – but when he started working part-time as a schoolboy in the Huddersfield shop in the mid-1960s, he would have had no idea where it would all end up!

Back then he would travel to Bradford every now and then to work at the Frizinghall shop, and there he met Andrew Feather, who is also now a part-owner of the two companies. John Ayrey's father died in 1976, and the Frizinghall shop was sold to long-standing customer and model railway enthusiast Arthur ('Tug') Wilson – and to avoid confusion with John Ayrey's other three 'Bradford Model Centre' shops, Arthur changed the trading name to 'Frizinghall Models & Railways'.

While running the shop in Frizinghall, he was joined by son Stephen in 1981, but sadly passed away in 2006 and Stephen took over the business completely, helped by his wife Elaine and their two daughters. A move was made from the original shop to a small industrial unit on Hillam Road that was closer to the centre of Bradford.

In early 2016 Stephen and his family decided to retire and put the business up for sale as a going concern. The initial take-up was slow, and with the prospect of the well-known name disappearing forever, Norman and his fellow directors at John Ayrey Die-Casts stepped in to buy the company and the sale was completed in April 2017 after the necessary building alterations had been carried out at Baildon to accommodate the retail shop premises.



Happy to serve you! Managing director Norman Hinchcliffe (third from left) joins staff behind the counter of the FMR premises in Baildon on Tuesday April 30. The others (from left) are Ollie Harrison, Dave Harris and Bill McKelvie, with Norman's sister-in-law Susan Sanderson in the background.



Available from FMR are these colourful special-edition N-scale coal wagons in the livery of Lister & Co Ltd, Manningham Mills, Bradford, which are pictured in both pristine and weathered condition.



Samuel Lister, the Bradford textile magnate, owned coal mines in Pontefract that supplied the engines of his huge mill complex in Manningham.



Norman Hinchcliffe's son-in-law Rob Backhurst carefully paints a batch of lineside hut models.



Cabinets full of new and second-hand models for sale can be found in FMR's first-floor showroom.



Having taken over Unit Models, Frizinghall Models & Railways stocks a complete range of these useful accessories and is continuing to develop the range.

These lie just a few minutes' walk from Baildon railway station and buses pass by just a few yards away on the main road. Ample parking space is also provided for both businesses, but the adjoining John Ayrey premises are wholesale only and not open to the public.

FMR offers one of the widest ranges of model railway products in Britain, and its online business embraces the whole world. Railway model repairs and modifications are also carried out, including resprays, renumbering and weathering. DCC and sound decoder installations are also a speciality, and last year the company became an agent for Zimo decoders.

While the two companies are run as separate businesses, they share infrastructure and administrative costs, and FMR can access the much larger John Ayrey stocks that include a breathtaking range of Oxford Die-Cast,



Back in the mid-1960s, Norman Hinchcliffe (far right) is seen outside the Huddersfield 'Bradford Railway Centre' shop along with other members of the youthful staff. Bonfire Night must have been just around the corner, because a sign for Huddersfield-made Standard Fireworks can be seen in the window.

Oxford Rail and Hornby International products along with Busch, Heki, Javis, Artitec, B-T Models and Unit Models. Plastic kits, die-cast models, paints and glues also throng the shelves of the impressively huge premises.

Finally, let's return to that teenager born in 1950 and earning a bit of extra pocket money by working at the old Huddersfield model shop in the mid-1960s. Bradford's famous trolleybuses were still running when he embarked on a career in the bus industry, rising

to a position of engineering manager, but when John Ayrey finally decided almost to retire after setting up the successful wholesale firm that bears his name and watching it grow exponentially, he started talking to Norman about him coming back into the modelling business.

Unfortunately, John suffered a serious illness, so the entire business was bought by Norman, backed by his wife Judith, her twin brother Michael and his wife Susan, along with Andrew

Feather whom Norman had met all those years ago working at the original Frizinghall shop.

As for John himself, he retired to the south coast, and as this article was being put together he was still working on a part-time basis at the Dorset branch of John Ayrey Die-Casts.

Frizinghall Models & Railways, Unit 8A, Sapper Jordan Rossi Park, Ouley Road, Baildon BD17 7AX (use BD17 7PY). 01274 747447, shop@fmrdirect.co.uk Open 9.30am-5.30pm Monday to Saturday.

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John M Rodway's Tales From Knottewithought Junction

Shepherd's Lane Crossing

Have you imagined what life must be like for those tiny characters who often populate model railway layouts – especially when signalbox levers are connected neither to points nor crossing gates?

SHEPHERD'S LANE IS SELDOM USED. During the summer there might be an odd cyclist from a distant town exploring the countryside, and in the spring and autumn flocks of sheep are moved between lowland pastures and the Great Moor. Apart from that, throughout the year the occasional farm cart will pass – so it's hardly surprising that the gates on Shepherd's Lane Crossing are normally closed against the lane rather than the railway line.

In fact it's only because of a single clause in the Act of Parliament that authorised the line from Knottewithought to Wempole that the crossing has to have a Keeper on duty for all the hours the trains are running – and Martin has been that Crossing Keeper for many years.

He lives alone in a railway cottage next to the track, and during the long periods between cyclists, carts and flocks he tends his vegetable garden and keeps chickens, geese, bees and a couple of pigs. He forages far and wide for firewood, edible fruits and berries and 'spare' vegetables that he can add to his perpetually simmering stew.

Once a week, the morning goods slows at the crossing. The Guard hands over Martin's weekly pay packet, delivers railway letters, receives replies and collects a leather pouch that contains



The only rules in the make-believe model world of Knottewithought Junction are that there are no rules – so why not use the local morning goods (which slows as it passes the cottage once a week to hand over Martin's pay packet and take his shopping list to Wempole) – as a running-in turn for a spotless G2a 0-8-0?

Martin's grocery book and a pound note in payment. At Wempole, the pouch is collected by the boy from the village shop.

By the time the afternoon goods departs, boxes containing Martin's supplies will already have been loaded on to the Guard's van – in fact, some of them will have arrived at Wempole in one of the covered vans on the morning goods that had collected his order.

In recognition of this unauthorised additional service, Martin often passes up sacks containing freshly caught rabbits, fish and game birds to the

railwaymen on the train. Such gifts are always gratefully received, and nobody ever asks about their source.

In his diminutive signalbox, Martin has a six-lever frame for controlling road and rail traffic. Two of the levers are to unlock the gates, while the other four are the home and distant signals in each direction. None of these signals can be pulled to Off unless the gate-locking levers are in the correct position, but unfortunately the District Superintendent has never seen fit to install any mechanical connections between the levers and the gates, or



Shepherd's Lane Crossing Keeper Martin lives in a railway cottage right next to the track, and in the long periods between cyclists, carts and flocks, he tends his vegetable garden, chickens, geese, bees and a couple of pigs.

wires between the frame and the signals.

This means that, if Martin needs to set the Distant signals to danger, he has to walk more than three-quarters of a mile in each direction to work them from the levers at the bottom of their respective posts, setting the Home signals to danger on the outward leg. Then he has equally long walks to return them all to Off. Not surprisingly, all the signals remain Off for weeks at a time!

Early one morning, as he was returning from filling his milk jug directly from a cow, he noticed a tangle of cloth in a hedge bottom that turned out to be the long-lost trousers of the unfortunate Guard Denton which, while drying from spilled coffee over the back of his veranda, had been carried off on the horns of a bull that had grown tired of standing for months in its cattle dock and had escaped on to the line.

As they were so wet, muddy and badly torn, Martin gave them a bit of a wash, dried them in the sunshine and returned them to Guard Denton when



Once in a while during the summer, cyclists and hikers from this popular cafe make their way along the road to Shepherd's Lane Crossing, and Martin has to open the crossing gates for them. What with sheep in the spring and autumn, it's stressful enough...



...without having to dash three-quarters of a mile along the line in each direction to set the Distant signals to danger because the District Superintendent has not had any mechanical connections installed between the levers in Martin's little box and the gates and signals.

the afternoon goods next stopped at the crossing.

Guard Denton passed them over to Mr Todd at the garage in Wempole, who always needed rags to wipe oil and grease from the cars he serviced and repaired, and that should have been the end of the episode – but was it?

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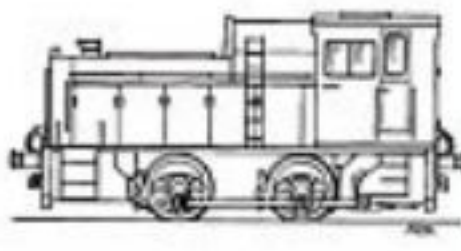
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