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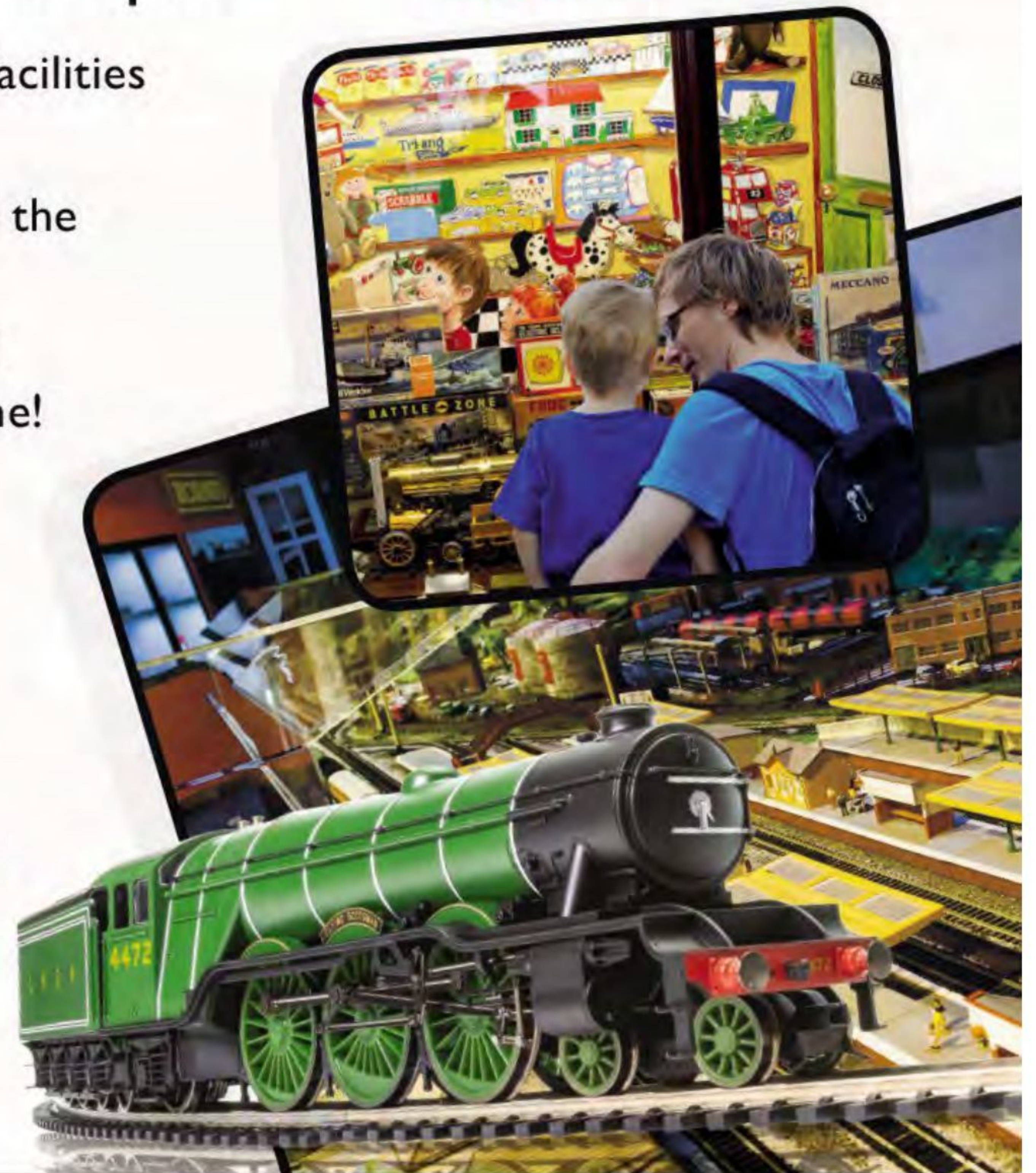
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 August 2019 issue of RMM is out on
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Pete Kelly
 Editor

From the editor

Once again the Great Central Railway, in conjunction with the Soar Valley Model Railway Club, put on a terrific GCR Model Event from June 14-16. It has become an unmissable meeting point for modellers and traders alike, and with the added bonus of non-stop steam and diesel action on the preserved line itself, it is always a pleasure to attend.

During my opening day visit the usual friendly atmosphere prevailed in the tented 35,000 sq ft exhibition hall at Quorn & Woodhouse, with some truly wonderful layouts in all gauges to admire and learn from, but any event of this nature could never exist without such a huge turnout and effort from the railway's ever-willing volunteers.

We salute all who make the show such a success year after year, and our first report of the event appears on page 6, with a follow-up next month.

Do you ever get that niggling feeling in the back of your mind that something isn't quite right? Such was the case while I was writing last month's Editorial about 'Britannia' Pacifics in support of two excellent reviews by Nigel Burkin on Hornby's 00-scale models of the two-cylinder BR Standard Class 7s, suggesting that No. 70000 *Britannia* itself had been so named for the 1951 Festival of Britain.

Of course everyone with a historical interest in British steam – including myself – knows full well that the Festival of Britain 'Britannia' was in fact No. 70004 *William Shakespeare*. Heaven knows, enough photographs of the immaculate 'Brit' at the head of the 'Golden Arrow' Pullman from London



This Mortons Railway Magazine Archive photo from 1951, the year in which the Festival of Britain took place, shows immaculate 'Britannia' Pacific No. 70004 *William Shakespeare* leaving Victoria station with the prestigious 'Golden Arrow' Pullman on November 11 of that year.

Victoria have been published over the years to prove the point!

Even after sending the piece to the publishers, that niggling feeling persisted, and I vowed to check it out – but other pressing editorial concerns got in the way and sadly it was forgotten about until it was too late to do anything about it.

A news story in the same issue about Paul Appleton's plans for an ambitious new model railway show at the National Motor Museum at Gaydon later this year should have stated that it will take place on November 9 and 10.

The wanton destruction wreaked by vandals on the Market Deeping Model Railway Club's exhibition in Stamford the night before it was due to open in May made national headlines both in newspapers and on TV – but the outrage and sadness that ensued was followed swiftly by an outpouring of sympathy as people from far and wide opened up their hearts – and wallets – and donated so generously that, by the time I visited the modellers at their club night on Tuesday, May 28, a staggering £106,000 had been raised.

In the aftermath of the attack, their steady determination just to get on with it by repairing what was salvageable, throwing away what wasn't and starting all over again where necessary, was much more apparent than antagonism towards those who had caused the heartbreak, but several, like myself, had been haunted particularly by images of a hand-built O-gauge 'Black Five' 4-6-0 that had been smashed to smithereens.

It's impossible to fathom out what drove such pointless vandalism, but club chairman Peter Davies assured me that the unexpected windfall would be spent wisely, including the setting-up of a youth programme and improvements to the club premises, and that a full meeting of club members would be organised to determine the rest of it once the immediate salvage work was over.

A full feature about RMM's visit to the Market Deeping Model Railway Club appears on pages 16 and 17.



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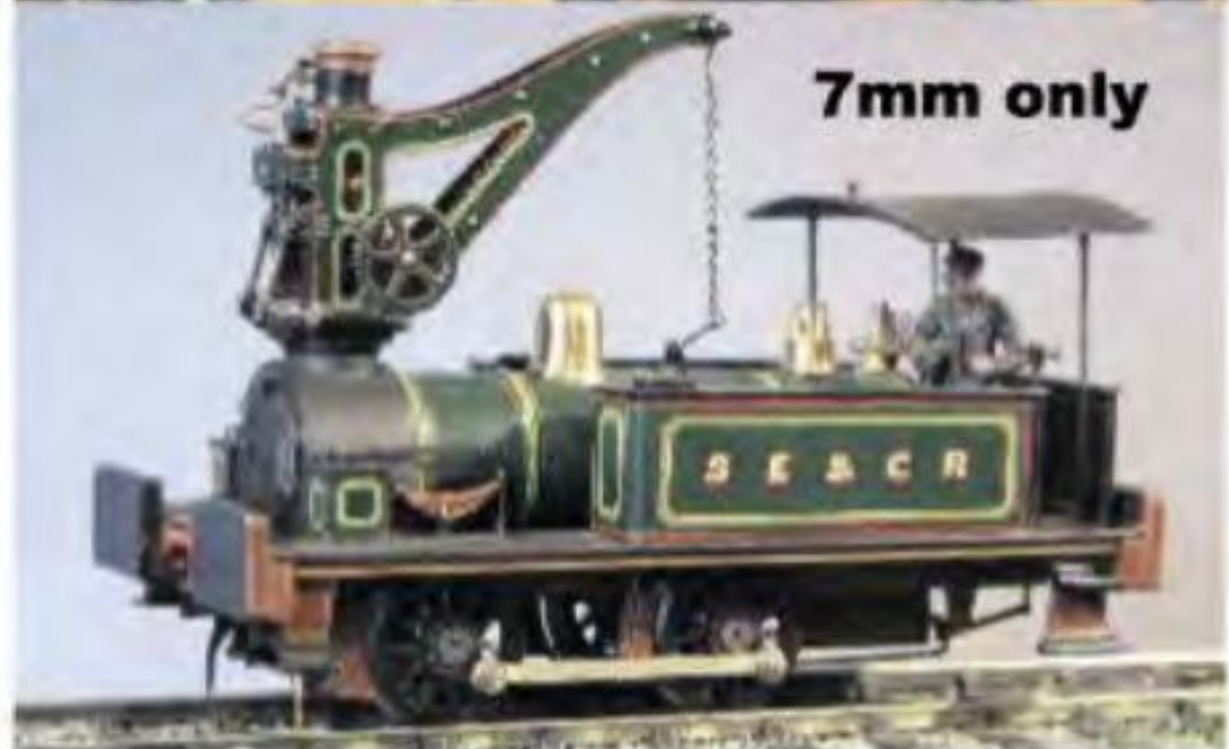
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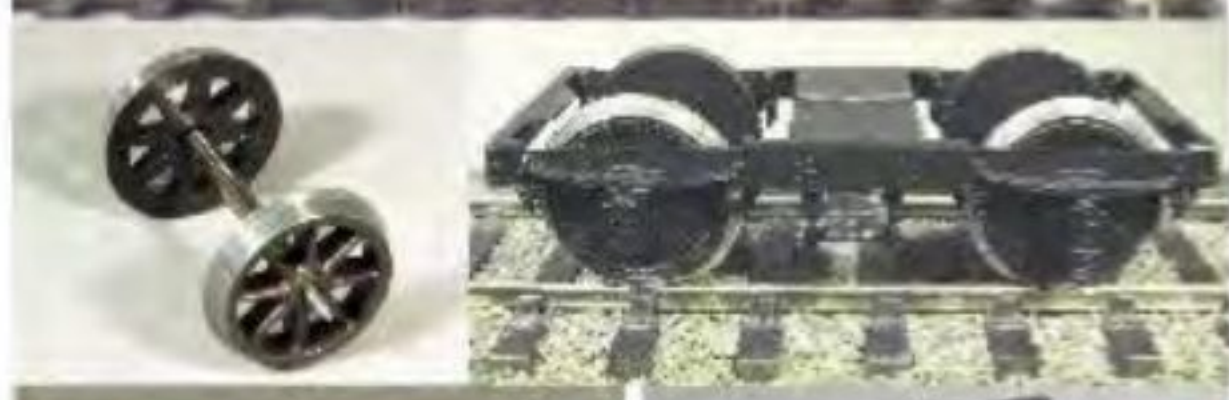
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New releases from Pennine Models

Peco has just supplied Pennine Wagons of Dewsbury, West Yorkshire, with specially commissioned N-gauge models of a salt wagon in the livery of Murgatroyd Mid-Cheshire Salt Works of Middlewich and a 21-ton brake van in the livery of the Manchester Ship Canal Railway.

Each is available for £15 (or the pair can be bought for £27.50 including UK-only p&cp) from Pennine Wagons, 34 Leith Court, Dewsbury, W Yorks WF12 0QP.

More information, along with details of how to order online, can be found on the www.penninewagons.co.uk website.



Pennine Models' limited-edition Manchester Ship Canal Railway-liveried brake van could be the first ever produced in British N gauge.



Private-owner wagons from Cheshire's salt mines were well-travelled, and this latest limited-edition version from Pennine Models comes in the attractive Murgatroyd livery.

November launch for brand new Great British Model Railway Show

An ambitious and prestigious model railway show at the award-winning British Motor Museum at Gaydon, Warwickshire, over the weekend of November 9-10 (not September as was mistakenly reported in our last issue) will feature up to 30 layouts and 25 specialist traders as well as a number of modelling demonstrations in a Skills Zone.

Visitors to the show will also be able to enjoy the extensive displays of the British Motor Museum itself, and if transport is an issue, a free shuttle bus will be in operation from



Leamington Spa station on the Saturday.

Layouts will include the Barrowmore Model Railway Group's classic 1970s P4 North Wales Coast

'Mostyn', the Shipley Model Railway Club's Great Western EM layout 'Hungerford' and Allen Law's large 32mm 'Borth, Aberdover & Ynys Miniature Railway'.

Ian Coules from Liverpool will be taking along his N-gauge 'Ludlow' and John Wenlock will be travelling from Wrexham with his 16mm live steam 'Pentre'.

Specialist traders will include sponsor Hornby Hobbies, Cheltenham Model Centre, Grimy Times, Sankey Scenics, P&D Marsh, Lord & Butler and many others.

New period colours for Scenecraft GCR models

Bachmann announced several additions to its OO-scale Scenecraft range of buildings during the GCR Model Event on Friday, June 14 -- and fittingly they are all based on structures found at Rothley station!

The buildings were previously available in the GCR's early 20th century cream and green livery in which the station is currently presented, but they have now returned with two further colour scheme options -- the 1920s-40s brown and cream (as Quorn & Woodhouse station appears today), and the 1950s-60s maroon and cream.

Each set consists of a high-level station entrance and staircase, station booking office and canopy, waiting room and toilet, and matching road bridges are also available to complete the station



scenes. Each model is hand-painted, with features including etched windows and signs and separately applied details such as buckets and lamps.

Available from Bachmann stockists, the models are: gentlemen's toilet in green and cream (44-115A), brown and cream (44-115B) and maroon and cream (44-115C), £19.95; waiting room in green and cream (44-116A),

brown and cream (44-116B) and maroon and cream (44-116C), £39.95; station booking office and canopy in green and cream (44-117A), brown and cream (44-117B) and maroon and cream (44-117C), £53.95; high-level station entrance in green and cream (44-119A), brown and cream (44-119B) and maroon and cream (44-119C), £89.95; and central single-track road bridge (44-121), £39.95.

N-scale 'King' venture is over as D J Models goes into receivership

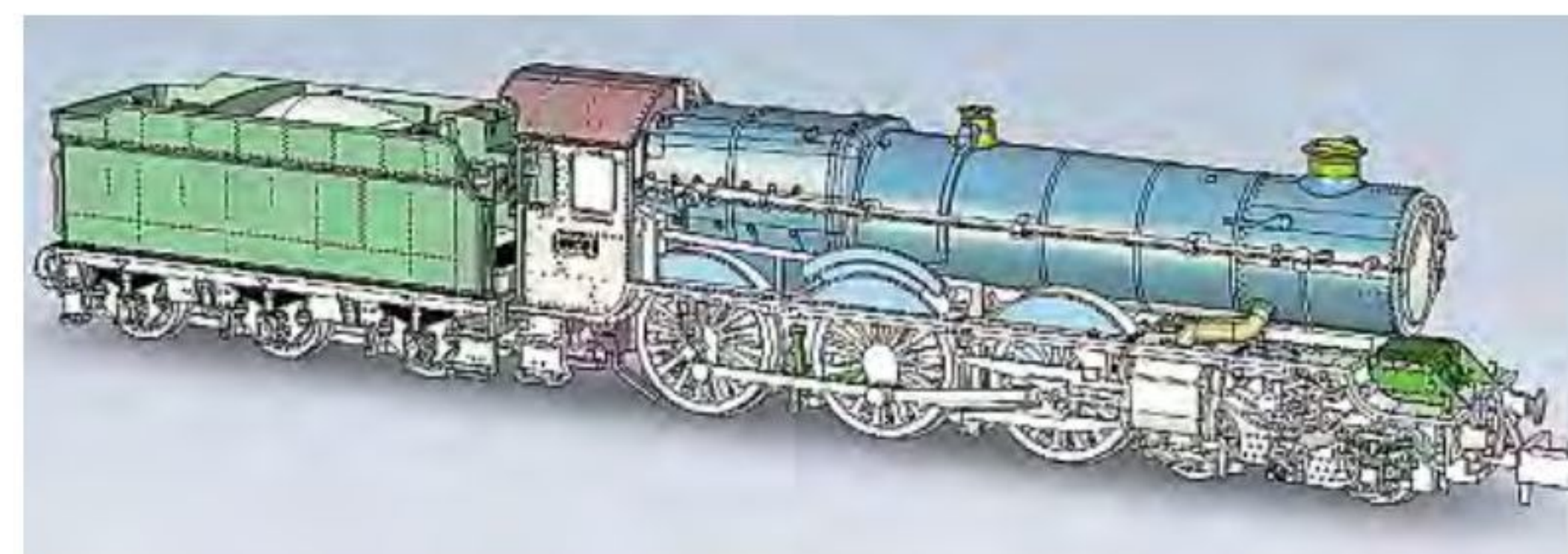
Sadly it has been announced that Dave Jones of D J Models went into receivership with effect from June 5, and can no longer continue with any new model development or production.

The latest intended venture, an N-scale 'King' class 4-6-0 No. 6000 *King George V*, which would have appeared in a variety of guises, has now been cancelled, including an exclusive DCC sound-fitted special

that would have been sold by Digitrains of Lincoln for £249.95.

In a press announcement Digitrains said: "We have no choice but to fully refund payments made to us in connection with this model, and regret any inconvenience this may have caused. Dave Jones has designed and produced some outstanding models, and the hobby will be a little poorer as a result of this regrettable situation. Thank you for your patience in this matter."

Any queries about refunds should be made to Nicole at Digitrains on 01522 527731 or by email to Nicole@digitrains.co.uk.



The dream is over. This is what D J Models' N-gauge 'King' would have looked like.

NEW OXFORD RAIL RELEASES

The latest Oxford Rail releases announced on June 6 include a late BR crest version of its OO-gauge N7 0-6-2T, a ScotRail-liveried Mk3A TSO and a pristine Warwell wagon with a Sherman tank load.

Full-sized treats in store at Hornby open weekend

Visitors to Hornby Hobbies' Margate Visitor Centre will be able to view a collection of normally inaccessible standard-gauge locomotives and other rolling stock when the modelling firm throws open the doors to the cavernous former factory alongside the centre, writes Gareth Evans.

The star exhibit for many will be the A4 Pacific No. 4464 *Bittern*, which has been stored at the former Tri-ang/Hornby factory warehouse since last year. There's also the Mid-Hants Railway Preservation Society-owned 'Black Five' 4-6-0 No. 45379, the Crewe breakdown crane, *Bittern*'s two tenders, former Coventry Electric Railway Museum-based four-car 4-SUB (Class 405) set No. 4732 and the unique three-car Merseyside Class 503 unit.

To mark Hornby's recent move back to the Margate factory and the refurbishment of the Hornby Visitor Centre, the manufacturer plans to celebrate with an open weekend event on August 17-18. Pre-booked tickets will cost £10 adults, £6 concessions, and £26 family (two adults and up to four children). Under-fives will be admitted free.

Other attractions will include model railway layouts, a barbecue and hog roast and the chance to talk to Hornby's design and development team as they explain how models are made.

More details are available at www.hornby.com/uk-en/hvcopenweekend.

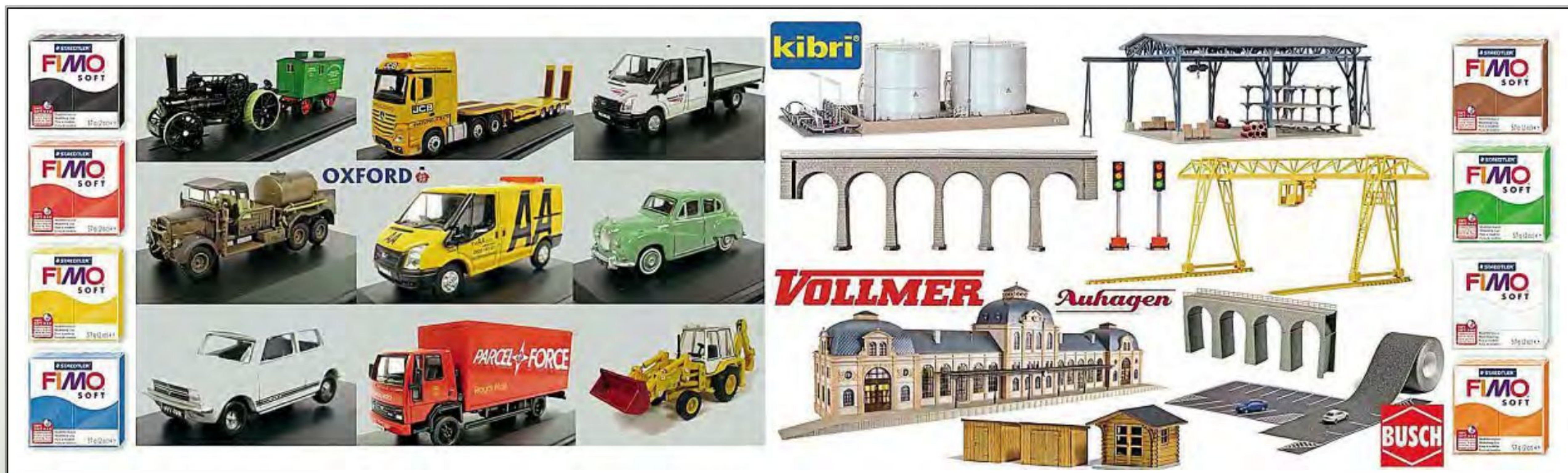


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GCR Model Event maintains its well-deserved reputation

Modellers from far and wide made a beeline for the Great Central Railway's much-anticipated Model Event, organised in conjunction with the Soar Valley Model Railway Club, from June 14-16, and did not go home disappointed.

After days of relentless downpours in many parts of Britain, the sun finally came out just as the show opened, and with an intensive day-long timetable on the railway itself, with all travel included in the admission price, visitors enjoyed everything from N gauge and smaller to the full 4ft 8 1/2 in!

More than 70 layouts and 50 trade stands were packed into the 35,000 sq ft exhibition hall at Quorn & Woodhouse, and when the legs finally wearied from walking around and engaging in friendly banter with modellers and traders alike, there were numerous catering outlets to enjoy before moving on to the model engineering display at Rothley or the bric-a-brac stalls and garden layout displays at Loughborough.

The huge event placed a heavy call on the willing army of volunteers who could be seen in the halls, on the trains and stations, in catering outlets and everywhere else, and visitors owe them a huge debt of gratitude.

There were so many layouts to admire at Quorn & Woodhouse that it would be impossible to describe them all, but we have selected a small representative number in this report, and there will be a follow-on feature next month.

The large N-scale exhibition layout 'James Street', set in the early BR period, was one of the first to catch our eye at Quorn & Woodhouse, and features everything the modeller could imagine, from a large terminus and dockyard to a



Ian Woodward takes time out to explain the superb OO-scale 'Chollerford' layout based on the Border Counties/North British line from Hexham to Riccarton Junction.

mid-level two-track main line, high-level four-track main line and single-track branch line. Large yards for freight and passenger stock fill the spaces in-between, and with no hidden fiddle yard, admirers could see everything that moved.

Representing the old 42-mile Border Counties/North British line from Hexham to Riccarton Junction in Northumberland, the OO-scale 'Chollerford' brought nostalgia for the 1950 to 1956 pre-Beeching BR era, with some lovely hand-built models of 'Glen', 'Scott' and D20 4-4-0s and a fine representation of the line itself. Based on Humshaugh station, formerly called Chollerford, it's a delight on the eye and a tribute to those behind it who once went to school at Gateshead together, including Ian Woodward who happily took the time to explain it all.

Set in the late 1940s, the delightful and fictitious 'Hadley, Stoneybrook and Swale' oozes fun and vibrant character. Originally built many years ago, it was bought in 2016 by Stafford Railway

Circle member Arline Wilson, and depicts the town of Swale, close to the marshy edge of the Patchway Bog. Swale is connected to Hadley by a viaduct over the brook from which the 'Stoneybrook' mine takes its name, and the trains appear to go into the mine empty and come out fully-laden. It's the charming townscape and mini-dioramas that really make this layout, though, such as sheep forcing their way through a breached dry stone wall, anglers down by the brook, cyclists on a local tour and cats hunting for mice beneath the station tea room.

Another layout that generated smiles all weekend was 'Stodmarsh', whose *Dad's Army* theme even included family butcher J Jones's old van complete with swivelling roof hatch defences! Originally created by the late Les Spratt, the layout was based on a proposed but never completed extension to Col Stephens' East Kent Railway, and while it retains the original track plan and buildings, the scenic features have been reworked to represent a scene of total chaos, with British and American forces on manoeuvres and our transatlantic cousins giving everyone the wrong directions. The Luftwaffe has dropped some incendiary bombs, causing local residents to run for cover, and the National Fire Service has come to put out the grass fire! Captain Mainwaring's platoon has captured a shot-down German airman while Walker, searching for eggs, has released someone's chickens. Some of the British soldiers have decided to brew up because their lorry has just broken down -- and yes, in the midst of it all, an actual train occasionally works into the station.

Next month's report will include more layouts and the model engineering exhibition at Rothley.



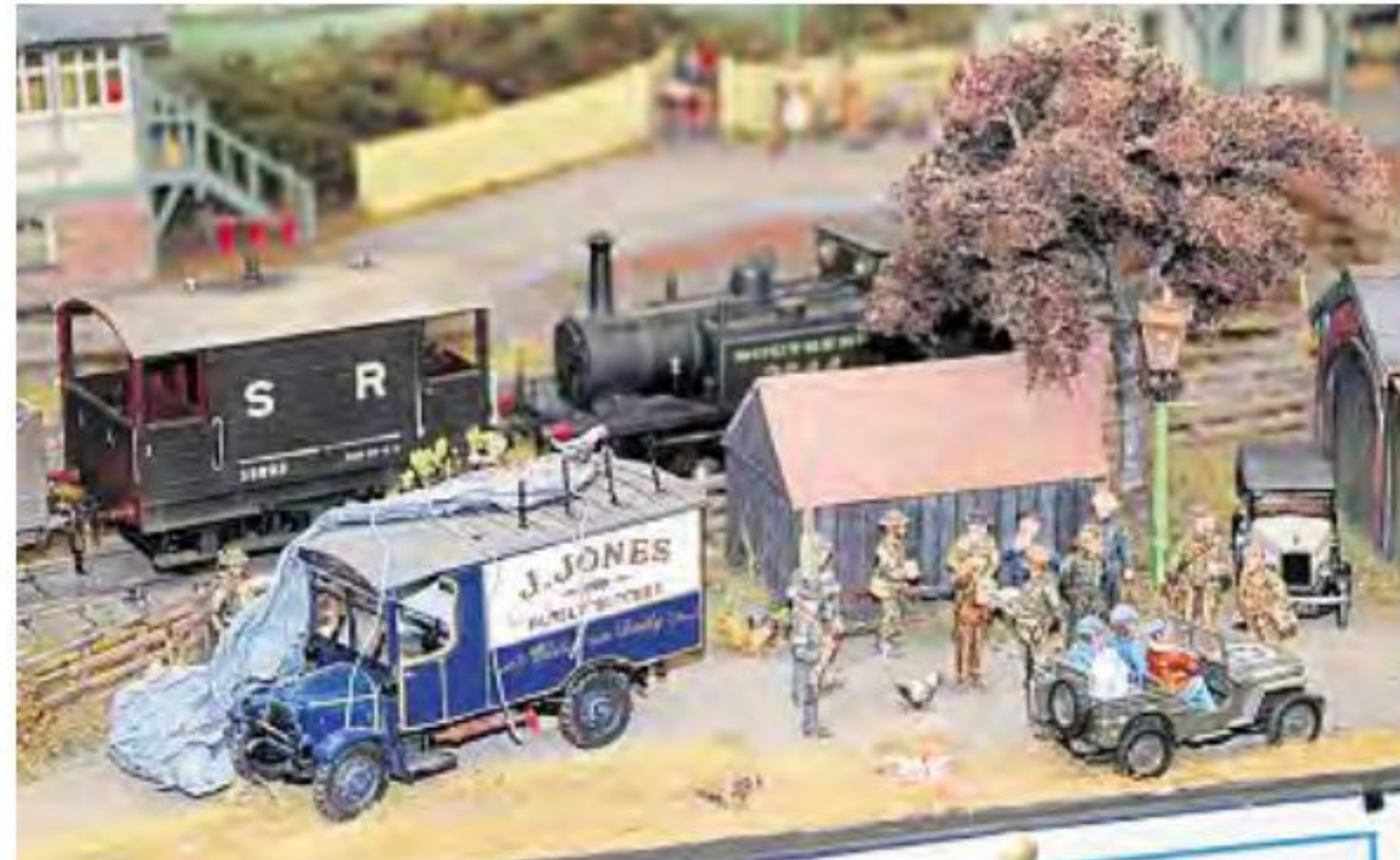
Visitors to the GCR Model Event on Friday June 14 admire the sprawling N-scale masterpiece 'James Street'. All photos by David Hammonds.



Chats like these were taking place throughout the tented 35,000 sq ft exhibition hall.



Stafford Railway Circle member Arline Wilson is seen with the delightful 'Hadley, Stoneybrook and Swale'.



The wraps are off Jones's 'secret weapon', and the utter confusion of wartime manoeuvres reigns supreme, in the much-admired layout 'Stodmarsh'.



Some fine examples of model engineering were on display at Rothley, and we'll return to them next month.



...and then there was the real thing! No 48624 was one of two Stanier 8Fs keeping the mixed steam and diesel timetable running between modelling venues at the Great Central Railway on the Friday.

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What's *in the* shops

Black beauty: Oxford Rail's LNER-liveried N7 tank

RMM puts a brand new OO-gauge N7 0-6-2 tank locomotive from Oxford Rail under the microscope.

TWO PROTOTYPE LOCOMOTIVES OF the 0-6-2T N7 design, classified as L77, were constructed in 1915 by the Great Eastern Railway at its Stratford works to a design by Alfred John Hill.

The two engines, the first of a very successful class of suburban tank locomotive, were built with different boilers for evaluation, one saturated and the other superheated, but it wasn't until 1921 that a further 10 locomotives to the same basic design, this time classified K85 by the GER and numbered 1002-11, followed. In 1923-24, more engines classified K89 and numbered 990-999 emerged, the latter 10 being delivered to the newly formed LNER. Records indicate that some of the GER-built locomotives were fitted with air brakes and that all had flat-topped Belpaire fireboxes together with condensing gear, the latter equipment being removed from the locomotives by the LNER by 1938.

So impressed was the LNER with the design of the Hill-designed, Stratford-built GER 0-6-2T locomotives and their capable handling of Great Eastern suburban services that it built a further 112 examples, the last one being delivered in 1928.

Reclassified as N7 by the LNER, those built by that company featured modifications to the design, including round-topped fireboxes fitted to the last batch. The same type of round-topped boiler was then fitted to earlier locomotives when they were overhauled.

The N7s survived to see service with British Railways, finally being withdrawn over a five-year period (with most of them taken out of traffic between 1959 and 1961) as electrification and the introduction of DMUs on suburban services ate into their day-to-day duties. The last one was withdrawn in 1962, but a solitary N7, the last to be built at Stratford Works, was preserved – GER No. 999E/LNER No. 7999/9621.

Some of the most challenging train services to operate were the short run, intense suburban workings, often with heavy loadings and requiring small, economical tank locomotives with excellent traction. The N7s met these requirements and could accelerate well on the small 4ft 10in driving wheels that also allowed them to lift heavy peak-hour trains on services with closely spaced stations. The 0-6-2Ts were popular with locomotive crews and performed well. Many were reallocated

MODEL DETAILS:
1921-built (K85) Class N7 locomotive.

Manufacturer: Oxford Rail.

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

Era:
1915 to 1962 for the class.

Web:
www.oxfordrail.com

Suggested retail price:
£114.95.

away from the shed at Stratford for a time when they were replaced by modern traction.

The new Oxford Rail model was first released in January 2019 as GER No. 1002, finished in plain grey livery. The subject of this review, finished in plain black with yellow-shaded lettering, is LNER No. 8011, which pre-dates the 1947 renumbering scheme. It replicates a Stratford-built locomotive with condensing equipment and air brakes, so let's now see how the model of this GER suburban icon measures up.



The model is composed of three main sub-assemblies – the die-cast body and running plate, injection-moulded boiler and firebox, and the chassis itself.



Assembly of the model is neat, with an array of tiny details fitted to both the plastic and metal sub-assemblies.



Detail applied to the front of the locomotive is neat and fine in appearance.

Boiler and firebox assembly

Based on photographs taken of the Oxford Rail Class N7 locomotive during its development, the company has built in the capability to represent various Class N7 sub-classes, including the Belpaire and round-top firebox variants. This has been achieved with different toolings for the boiler, firebox and smokebox which are fitted out with a separate smokebox door, dome and chimney moulding together with various small fittings. Moulded detail is sharp, including the shape of the Belpaire firebox and the boiler bands. This complex injection moulded sub-assembly fits neatly on the die-cast metal frame of the model.

Side tanks, cab and running plate

A single piece of die-cast metal is used for the model's running plate, side tanks

and cab structure, including the coal bunker, and this much-needed weight will be welcomed by those looking to use it to operate heavy suburban trains. The model tips the scales at 295g, which is pretty heavy even for a long-wheelbase 0-6-2T locomotive.

Injection-moulded plastic parts are used to finish this area of the model, including the cab interior fittings, cab roof and rear plate, together with coal rails and the coal load fitted to the bunker, but this can be teased out if required. Sprung buffers with metal heads are fitted to both buffer beams, and the cab hand rails together with footsteps are moulded integrally with the body.

Below the running plate

The driving wheels are of the correct diameter and with fine spokes, allowing the spring detail behind them to be seen. Running tests demonstrated that the wheels were fully concentric and that the single-piece coupling rods did not catch or bind. Close inspection of the wheels with the model placed on a glass surface showed that it rocked on its middle axle. It appears that the leading axle is sprung in some way, allowing around 2mm to 3mm of flexibility.



A total of 134 Class N7 locomotives were produced by the GER and LNER between 1915 and 1928, and put together by various builders. The second release of the brand new OO-gauge model by Oxford Rail represents one of the 1921 Stratford-built locomotives with condensing gear and air brakes.

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This side view of LNER No. 8011 shows the congested detail at the front of the model.

Test running on Peco and hand-built track showed that this axle did not present a problem with guiding the model into curves and junctions. It appears that the springing is effective, even though it is a simple method and not based on an equalising system. The smooth action of the model was also assisted by the use of brass axle bushes on all of the driving wheels. The rear wheel slides from side to side to assist with operation through sharp curves and short-radius Peco turnouts.

Detailing of the chassis includes the brake hangers and brake shoes aligned with the wheel tyres, alongside the rodding and yoke detail. Sanding gear pipes and a brake pipe are also fitted to the underside of the running plate.

Mechanism and electronics

A simple drive system powers the rear axle, with the coupling rods transmitting the power to the other four driving wheels, in the time-honoured method used on OO-gauge steam locomotives. The operation of the model was good and controllable, with only a hint of gear noise that reduced after it had been run for a period of time. Interestingly enough, the instruction leaflet advises a running-in session before placing the model into regular use with a load.



The opposite side of the model boasts neat lettering, wire hand rails and a hint of the cab interior.

Lubrication details suggest '3 in 1' oil for lubrication, but it's really best to select a light oil designed for model railway use such as Carr's or the Hob-e-Lube range which is known to be plastic and paint-safe. Apply with a pin head so that the tiniest amount reaches the axle bushes and coupling rods.

An eight-pin DCC interface is located in the coal bunker and is easy to reach by releasing the three chassis-to-body screws and pulling the body off, having regard for the sand pipe details. There is room for a typical decoder suitable for OO gauge, and sound could be fitted too, but it is fair to suggest that manufacturers should consider moving away from the eight-pin interface in

favour of the more compact NEXT18 or similar system. While the eight-pin interface is well proven, the use of newer, sub-miniaturised interfaces reduces the space required and makes DCC conversions with digital sound more 'plug and play'.

Small details

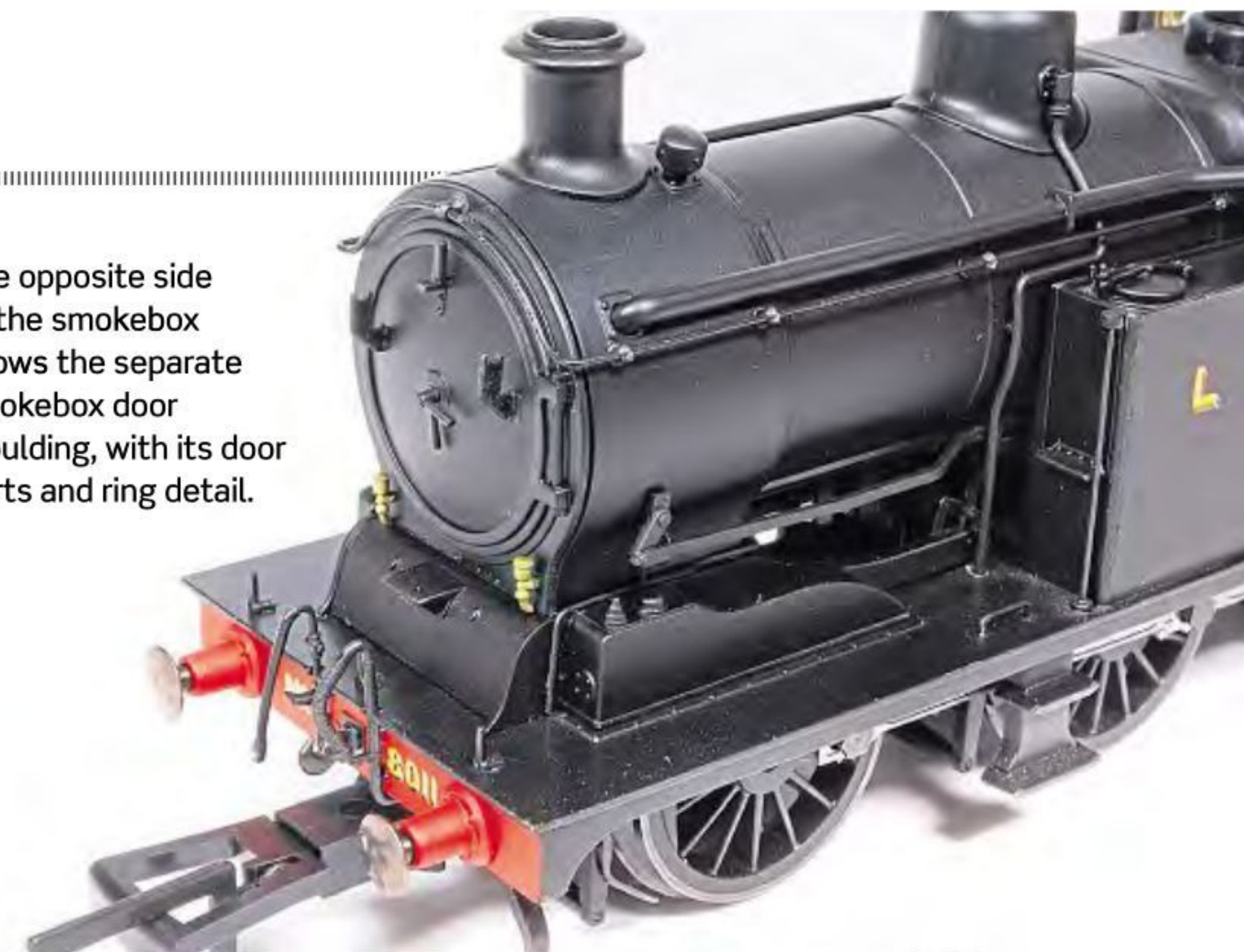
The model is covered in small, separately applied components, mostly relating to the condensing gear and the Westinghouse pump located on one side of the smokebox, which is a lovely little moulding in its own right. The pipe runs from the pump and along the boiler, and is rich in detail and consistently fine in appearance.

Fine details can also be found in the smokebox door, cab interior and bunker. Everything is neatly applied, and despite close examination no glue marks were apparent on the



The coal bunker has plastic coal rails and load. Note the fine glazed windows with their coal guards.

The opposite side of the smokebox shows the separate smokebox door moulding, with its door darts and ring detail.



The model's construction is neat and tight, given the different materials used in the main superstructure.



The N7 model sits square on its chassis, and there was no sign of lean or wobble during operation.

model. Noteworthy too is the neatly applied cab glazing with finished frames and the tiny coal guards on the rear cab windows.

Livery and finish

The overall finish of the model is neat and tidy with care taken over its assembly. The relationship between the main die-cast body and plastic boiler, firebox and smokebox moulding is tight and no signs of warped or forced components were apparent on the model. The overall application of black is consistent over both metal and plastic details, while the lettering applied to the sides is neat, level and opaque, with a hint of a shine.

A look in the cab shows it to be painted in a light tan colour with individual driving controls picked out in the appropriate colours. No weathering has been applied to the model, which has a sheen to its black paint.

In all, Oxford Rail has done a good job of LNER No. 8011 (did it have two whistles?), packing a lot of fine detail into quite congested areas on the side of the smokebox. It remains to be finished off by the modeller with locomotive tools, a crew and embellishments that might be applied by a proud footplate crew. Also noted, when studying pictures of the full-sized locomotives, were the destination boards applied to the locomotives.

FEATURES OF THE MODEL:

- Main structure composed of diecast metal.
- Sprung metal buffers.
- Located in the boiler.
- Eight-pin DCC interface located in the bunker.
- Current collection through all six driving wheels.
- NEM coupling pockets.
- Separate wire hand rails.
- Representation of detail between the frames at the front of the model.
- Separate whistle and safety valve detail.
- Lamp irons and water tank filler hatch covers fitted separately.
- Detailed cab and back head with separate fittings.
- Flush glazing applied to the cab windows.
- Brake details fitted in line with the driving wheels.
- Length: 140mm over the buffers.
- Weight: 295g.

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What's *in the* shops

BR maroon 'Porthole' coaches from Bachmann

Bachmann has released its OO-gauge LMS-designed 'porthole' coaches in BR maroon livery. **Nigel Burkin** reports.

LMS 'PORTHOLE' COACHES ARE ONE of those late designs attributed to a 'Big Four' company that was not delivered until after Nationalisation. The coaches did not run under LMS ownership, but emerged in that strange, short-lived cross-over period between the LMS and BR (LMR) which, like many transition eras, is so interesting to follow.

Most of the coaches were out-shopped in BR carmine and cream livery, but were eventually painted in BR maroon when overhauled, as represented by the latest releases. They are documented as having numerous small detail differences between the various types, including the extension of the body sides over the top of the solebars in some instances. The coaches were also fitted with a welded design of bogie with leaf springs and disc coach wheels. The sides are flush with the characteristic round 'porthole' window located at the vestibules for the corridor side of the two featured models and also the lavatories.

The full-sized coaches survived in some number to see repainting from BR maroon to BR blue/grey livery, and were mixed with BR Mk.1 stock, offering a wide range of operating potential and haulage by diesel and electric locomotives in addition to steam traction.

First released by Bachmann in 2014, the LMS 'Porthole' coach models received a mixed reception. While the bodies incorporated many of the design differences between individual vehicles, criticism was aimed at the bogies, which were equipped with non-standard wheel sets for 4mm scale.

Some time has elapsed between the first release in 2014, which comprised six models in carmine and cream livery and

the current models finished in lined BR maroon livery. Have any changes to the model been made by Bachmann? We'll find out by looking at one 57ft Corridor First (39-456) and a 60ft Corridor Composite (39-466).

Bodyshell

The smooth-sided appearance of the coaches is well captured in both of the review models (the other four models were not supplied for review and therefore cannot be commented upon) with the deeper and more pronounced tumblehome of the stock faithfully represented. Looking along the rain gutter line, both body shells are straight without signs of bowing. The roof profile is flush, with moulded ridge dome ventilators on both models. End detail includes moulded footsteps and communication cables.

Some very fine detail has been applied to the body shells as separate parts, including the water tank filler pipes (made of wire fitted to separate fixings), the end gangways and the flush glazing itself. There is little sign of prism effect in the glazing, allowing a good view of the interior mouldings for the corridors, compartment doors and seating.

Underframe

Some of the differences between individual coaches are apparent between the two review models. The underframe fitted to the 57ft Corridor First No. M 1126 M has two truss rods with the battery box fitted to the corridor side of the coach. The Corridor Composite No. M 24639 M has a four-truss underframe, again with the box fitted to the corridor side. In both models, the underframe is neatly moulded with good representations of the vacuum brake equipment and

MODEL DETAILS: LMS-designed 'porthole' coaches.

Manufacturer:
Bachmann Europe Plc.

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

Era:
1946 to 1960s.

Web:
www.bachmann.co.uk

Suggested retail price:
£54.95.

dynamo. The trusses have correct fillet pieces at the ends of each angled truss. It was noted on the 57ft coach that the end of the underframe which incorporates the headstocks was not fitted correctly and bowed downwards, proving awkward to rectify, especially bearing in mind that the footsteps are fitted as separate details and easily broken off.

Bogies, wheels and ride height

Past reports regarding these models suggest that they ride too low on the bogies. Before committing to any opinion, the standard height of buffers from the rail was double-checked, and generally 3ft 6in is regarded as the standard by 4mm scale modellers, with 3ft 1in being the minimum height (which builds in an allowance for the condition and loading of the vehicle concerned). This equates to a measurement of 13mm (fully loaded or with worn wheels or springs) to 14mm from the rail top to the centre line of the buffers. The Bachmann coaches sit too low by at least 1.5mm and certainly do not match the height of some new Hornby LMS coaches when coupled to them. Checks included the height of the roof from the rail, which was also slightly adrift.

Bogies were examined and compared to photographs of the full-sized coaches. The sideframes are lacking in detail, even allowing for their welded construction, with the axle boxes appearing to be too small. The secondary spring plank detail is not recessed, but moulded to the bogie

FEATURES OF THE MODEL:

- Finely tooled body shell with correct tumblehome.
- Extended sides overlaps the solebar on some models.
- Unspring metal buffers.
- Split axle wheels.
- End of axle current collection is possible with the bogies.
- Neat flush glazing with printed details.
- Close coupling cams.
- NEM coupling pockets.
- Wire grab rails and water tank pipes.



Two Bachmann LMS 'Porthole' coaches have arrived for review, finished in lined BR maroon livery including a 57ft Corridor First and a 60ft Corridor Composite coach.



Details include separate mouldings for the gangways together with wire water tank filler pipes.

Neat lining is applied to the BR maroon livery which is opaque and of the correct colour. Overall, the models are neatly finished and well assembled.



The subtle overlap of the top of the solebar is represented on the Corridor Composite coach.

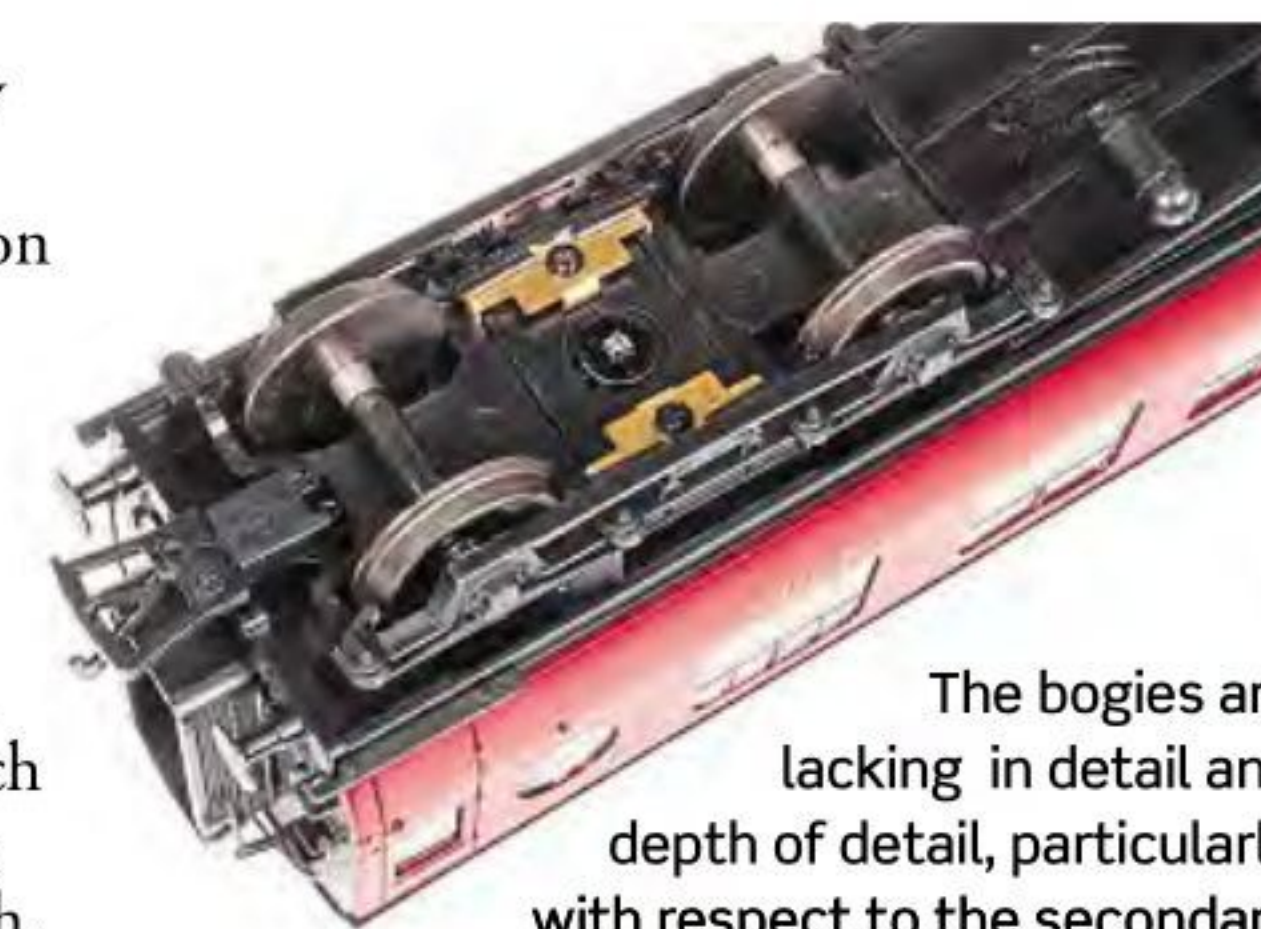
sideframes, and the tie bar is a heavy moulded detail.

On the inside are current collection strips which double as pinpoint bearings for the split axle wheels. This allows for the collection of current for interior lighting which is not fitted to these models. The coaches roll very freely on the metal wheels, which are insulated from each other with a plastic sleeve applied to the stub axles. The overall axle length, point to point is a touch under 24.5mm compared to the OO-gauge standard of 26mm for pin-point rolling stock wheel axles, making closer-to-scale conversions awkward with the existing bogies.

Overall

Paint finishes on both models is smooth and with a light sheen representing a clean, unweathered coach. The BR maroon colour is deep, rich and evenly applied to the sides of the model. The window dividing bars are moulded to the flush glazing inserts and carefully painted in the same colour, reaching the extreme ends of the glazing bars. The roof is the correct grey shade, with black applied to the coach ends. Printed details include the lining which is solid, level and straight and the running numbers which are level and of the correct size.

The issue with the running height of the models might not be a factor for some modellers if the models are run together on their own. Introduce



The bogies are lacking in detail and depth of detail, particularly with respect to the secondary spring plank and axle boxes. Current collection pick-up is built in, which might explain why some detail is either scant or missing.

Bachmann Mk.1 or Hornby LMS coaches and the height difference between the models becomes apparent, particularly when close coupled using the close coupling cams. It is possible to raise the coaches by a millimetre or so by inserting a spacer of 40-thou styrene card into the bogie pivots, something the modeller should not have to do on a £55 model (price before retailer discounting).

Overall, the models look smart and are ready for some detailing, modifications to the bogies and correction of the ride height. Some passengers will grace the detailed interior too. The models will be welcomed by BR Midland Region modellers, adding to the variety of former LMS stock available to early BR era modellers.



The 57ft Corridor First coach, No. M 1126 M, is seen from the compartment side with the distinctive round lavatory windows. Body shell moulding is sharp with good definition of door and commode handles.



Here the 'First Class' window stickers and neatly moulded underframe trussing are on view.



A look at the corridor side of the 60ft Corridor Composite coach.



The interior compartments of the 57ft First Corridor coach is seen through the clear flush glazing.

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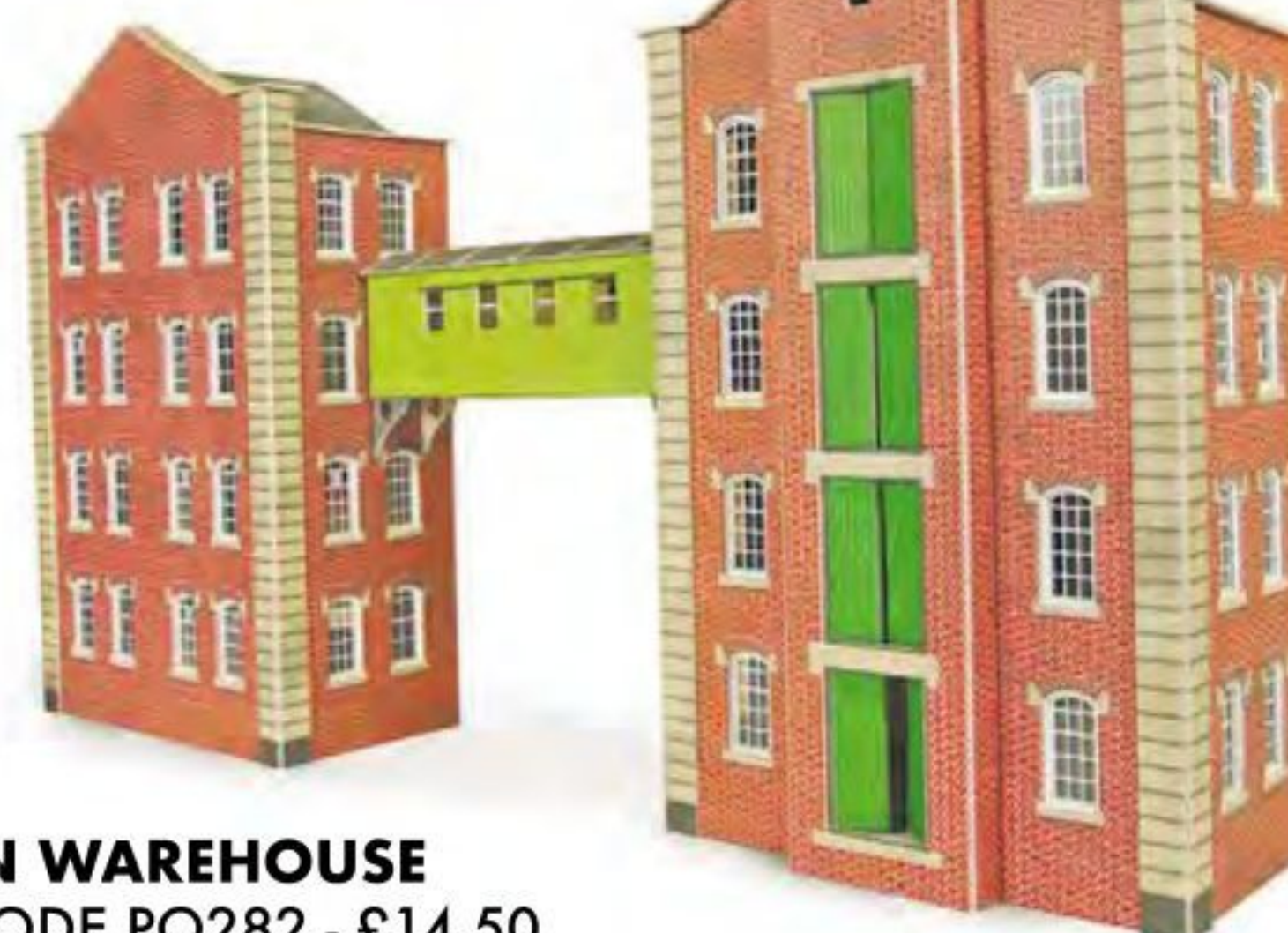
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What's *in the* shops

Hatton's Rail Head Treatment Train

Autumn leaf-busting is now possible in OO gauge thanks to the new Hatton's model of the Rail Head Treatment Train and its modules, writes **Nigel Burkin**.

RAIL HEAD TREATMENT TRAINS (RHTT) usually grab the attention of enthusiasts in the autumn because they are an added dimension to the railway scene, particularly when classic traction is used.

Documented in the past have been pairs of Class 20s, Class 37s and Class 56s in addition to modern Class 66 and 67 locomotives. Venturing out in the autumn, the trains run daily circuits to remove the residue that builds up on the rails caused by passing trains crushing fallen leaves between the rails and wheels. They apply a paste called 'sandite' (although several different adhesion aid products are used) which may be applied to the rail head to enhance adhesion on certain routes.

RHTT trains are among the more ambitious rolling stock projects by Hatton's to date, and the Widnes-based firm has made a pretty good job of the 2005-built FEA-F wagons and the associated modules, with some allowances for operation on OO-gauge track.

An RHTT train typically consists of two wagons with a locomotive positioned at each end of the train. Through wiring for multiple working of the two locomotives is fitted to the wagons with the associated sockets located on the headstocks.

The combination of modules loaded on any particular train is dictated by the route it is to operate, and whether it's a water-jetting train or is being used for both water-jetting and sandite application.

The RHTT models from Hatton's are composed of Greenbrier-built FEA-F spines similar to the FEA family of intermodal wagons. Two twin-wagon sets are available, one equipped with modules for a water-jetting train and one for rail adhesion enhancement fluids, the latter being featured in this review.

Weathered editions are also offered alongside single wagons to extend the twin wagon sets to model three-wagon RHTT trains which have operated in some areas.

Hatton's concurrently released a similar model in OO gauge representing the FEA-E and FEA-S container wagons operated by Freightliner and several other freight companies. Differences between the RHTT wagons and the revenue container wagons include the container locking system at the end of the container support legs and headstock detail.

Wagons

A die-cast metal spine makes up the main structure of the FEA-F wagons, and this provides a good level of weight and rigidity. Plastic components are added to the spine for the brake equipment, buffers and the bottom plate that runs almost the full length of the model. At the ends are NEM coupling pockets fitted to coupling cams, concealed under another base plate.

The details applied to the model are accurate when compared to photographs, although the red container locks are modelled in the open position (the modeller might wish to turn them inboard so that they are parallel with the wagon sides when running with

modules). The two long applicator pipes modelled in yellow plastic also appear to be at the wrong end of the wagons, and should be swapped round while attaching them closer to the belly of the wagon spine.

A fair compromise in the design of the wagons is the incomplete ends to the belly section of the spine, adjacent

to the bogies. They are modelled with recesses to allow the use of OO-gauge RP25-110 wheel sets and operation over tight curves. If the recesses were not incorporated into the spine belly, the wheels would touch the spine when working round curves of less than 36 inches radius, with the obvious consequences.

Bogies and wheels

Bogies are suitably fitted out with some of the necessary brackets that support the pipework for water-jetting and adhesion fluid applicators. The bogies themselves have a good depth of external detail, including nicely moulded suspension springs, and have a spacer long enough to provide room for 'EM' and 'P4' wheels. The wheels themselves are composed of blackened metal and are fitted with pinpoint axles which run in brass bearings fitted to the inside of the bogie frames, a durable way of fitting wheels which should be copied by other manufacturers. The models roll freely as a result, with no sign of eccentricity in the wheel sets.

The complex RHTT trains are offered by Hatton's Model Railways fitted out with fine models of the modules used for water-jetting and Sandite application.

MODEL DETAILS: Network Rail 'Rail Head Treatment Train' (RHTT).

Manufacturer:
Hatton's Model Railways.

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

Era:
2005-present.

Web:
www.hattons.co.uk

Suggested retail prices:
RHTT twin packs: £118.00
Single wagons: £59.00
Weathered models: £126.00



This is one of the two wagons fitted out with water-jetting pump and Sandite modules, together with one water tank.



The FEA-F wagon spines are composed of die-cast metal for weight and strength, fitted out with small plastic details.



The second wagon in the twin pack being reviewed has two water tanks and a sandite module.

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This water-jetting module has fine guard rails and fine tooling for the cabinet doors and grilles.

FEATURES OF THE MODEL:

- Heavy die-cast metal spine for weight.
- Accurate models of the bogies.
- Neat models of the RHTT modules.
- 'EM' and 'P4' compatible.
- NEM coupling pockets.
- Close coupling cams
- Correct headstock detail.
- Accurate colours and markings.
- Sold in twin packs with appropriate modules.
- Single wagons are available for three-wagon sets.
- Wagon spine adapted to accommodate OO-gauge wheels.



The sandite module has fine rigid guard rails and neatly modelled cabinets.



This water tank has associated pipework and an end water gauge fitted as separate components.



Headstock detail includes the multiple working wiring sockets allowing the trains to be run in top and tail formation with two compatible locomotives.

consistently applied to both the metal spine and plastic components alike.

Fine models

Despite the couple of detail issues on the wagon spines, Hatton's RHTTs are fine models, with an excellent level of detail which has been well researched. The assembly and finishing of the RHTT modules is particularly good, with fine detail but not so delicate that they break at the merest touch, the guard rails being particularly noteworthy. The wagons themselves have many good touches, including accurately modelled brake equipment and the through wiring connections fitted to the headstocks.



RHTT workings are ideal short trains for compact layouts, allowing the use of appropriate autumn foliage colours in the scenery to match! They will make excellent companions for the

A sandite module is nearest the camera, with two water tanks behind it. A water pipe is usually run between the wagons in a RHTT set to link all of the tanks together.



forthcoming Hatton's Class 66 too – but who will be brave enough to do the full-on dirty weathering seen on locomotives and RHTT wagons at the end of the season?

Modules

Three different modules have been modelled to equip both water-jetting and sandite versions of the train. The water tank modules are well moulded with the correct shape of tank and neat pipe work which includes the end caps, flange and stopcock detail. The discharge pipe that runs the length of the tank modules is visible on the underside too, as is the water gauge on the end of the water tank itself.

Pump modules are complex pieces of kit, fitted out with various separately attached details including strong, rigid plastic guard rails, foot steps and light fittings. The module base has checker plate detail together with the correct handling holes for forklift trucks and container lock holes in the corners. Grille detail in the cabinets is fine in appearance, as are the door seams.

Finally we come to the sandite module which, like the pump module, is made up of numerous small parts for the guard rails, foot steps, generator exhaust and ventilators. All three

modules are accurate, bearing in mind that some are modified from time to time for specific applications.

Liveries

The shade of blue applied to the modules is as close to Network Rail blue as one could wish, augmented with some fine printed details and markings and topped off with an eggshell sheen. Small details are appropriately coloured, including the guard rails, pipe work and water gauges.

The wagon spines are finished in plain black with white for the TOPS data panels and other markings which are sharply printed and legible. Small touches of colour include red to the container lock handles, orange to the through multiple working wiring sockets and white to the hand brake wheels. The main livery colour has a slight sheen to it, which is appropriate to a clean wagon, although they did not stay that way for very long once the rail head treatment season was under way. The black colour is very good and is



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News

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Packed with detail – the Hull Miniature Railway Society's 'Martini Junction'.

Immingham Museum's second model railway show scores again

Following the success of last year's inaugural model railway exhibition at the Immingham Museum & Heritage Centre, around 900 visitors supported the second such event over the weekend of May 18-19 when 16 layouts, including the centre's own huge 00-scale 'Immingham Loco Shed' and N-scale 'Barnetby to Wrawby' creations, were on display along with several supporting trade stands.

The layouts in the main halls included Hull Miniature Railway Society's magnificent N-scale 'Martini Junction', Stephen Mullen's compact 00-scale 'Deeping Lane Depot' (featuring lots of diesel action and sound), Paul Windle's '009' quarry-

themed 'High Stamley' and Steve Furrow's delightful EM-gauge 'Pen-y-Madoc', set in the Welsh hills.

Adding to the diversity were Castrail's 'Westwold', Tim Lewis's 'Harton Electric Tramway' and Pauline McKenna's 'Arnold Lane', all in 00, along with the P4-gauge 'Tredethy Wharf' by Ian Johnson, Peter Fawcett's N-scale 'Sparkleton' and Gordon King's thought-provoking 'What If?' in '009'.

In 16.5mm, 7mm narrow-gauge were Stephen Cooper's 'Salthaven Quay' and Alex Loadman's 'Ben Moor Foot Peat Railway' – what a lovely scale it is! – and in HO were Bob Gellatly's 'Roanoke Roundhouse' and Steve and Jean Grantham's 'Duncan's Mine 2'.

Southeastern Hitachi Class 395 named Hornby Visitor Centre

In a naming ceremony at the Ramsgate Engineering Depot open day on June 8, one of Southeastern Railway's flagship Hitachi Class 395 trains was named *Hornby Visitor Centre*.

Present at the ceremony were the modelling firm's CEO Lyndon Davies, along with Southeastern's managing director Mark Johnson and engineering director David Statham.

Afterwards Hornby announced that the Hitachi 'Javelin' would be produced as a train pack.

A delighted Lyndon Davies commented that Hornby's move back into its former offices at Westwood, Margate underlined the importance of its role as part of the Thanet infrastructure.



The Hornby Visitor Centre nameplate is unveiled on Hitachi Class 395 No. 395 013 on June 8 – and a Hornby 00-scale pack featuring the train will follow.



DCC-operated pantograph on Bachmann's new Class 90

Featuring a DCC-operated pantograph, easy-access DCC decoder socket, sprung and (on some models) retractable buffers, full-depth cab interiors and switchable day or night lighting modes, Bachmann Branchline's all-new 00-gauge Class 90 electric locomotives are now in the shops.

The new Class 90 decoder (36-569) is specifically set up for the model, which comes in three separate liveries, and gives full control of the pantograph, five different lighting functions and also the brake function.

For DCC users wishing to fit an alternative decoder, i.e. a sound decoder to take advantage of the pre-fitted speaker, details are included for the cv settings required for several decoders from ESU and Zimo. To prevent damage to the server or decoder itself, the decoders must be correctly set up for

servo operation before being fitted to the model.

Analogue modellers can position the pantograph in the up or down positions and utilise a number of lighting functions, and for authenticity the cab lights will not illuminate on analogue control when the model is on the move. However the operator can choose between day or night mode, and the directional lights at each end can be turned off independently by the easy-access roof-mounted switches.

At a recommended retail price of £179.95, the model is available as No. 90005 *Financial Times* in BR InterCity swallow livery (32-610), No. 90037 in BR Railfreight Distribution Sector livery (32-611) and No. 90042 in Freightliner Powerhaul livery (32-612). The E-Z Command 21 MTC Class 90 decoder (36-569) retails at £39.95.

20th birthday celebration for Frome Model Centre

Frome Model Centre will be marking two decades of business from 10am until 8pm on Wednesday, August 21. As well as across-the-store discounts, 'one-day only' special deals and late-night opening, there will be product demonstrations, competitions, food and drink, goody bags and much more.

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It's our club

Picking up the pieces

After vandals destroyed exhibits and caused the cancellation of the Stamford Model Railway Show in May, members of the organising Market Deeping Model Railway Club wasted no time in resurrecting what they could, and even kept their promise to display a layout at the Deepings Literary Festival just six days later! **Pete Kelly** was proud to meet them at a club evening on Tuesday, May 28.

IT TOOK SOME TIME FOR THE SIGHT THAT MET them to sink in after members of the Market Deeping Model Railway Club arrived at the Stamford Welland Academy early on the morning of Saturday, May 18. They found layouts and trade stands for their planned model railway show smashed to pieces and exhibition halls cordoned off by the police.

During the night vandals had entered the premises and destroyed everything in sight, and of course there was no option but to cancel the event.

The word 'why' could be applied to so much else in today's world that it seems hardly worth asking – but such an outpouring of generosity followed the shocking event that by the time I visited members at their club night 10 days later, donations from all over the world had already topped £106,000.

Club chairman Peter Davies assured me that this unexpected windfall would be spent very wisely indeed, and will include the support of all those impacted by the disaster, the launch of a youth modelling programme and improvements to the clubroom, full details of which will emerge once the immediate remedial work has been completed and a full meeting of club members can be arranged.

Did the wanton attackers really think or even care about what they were destroying, and will we ever know what their motives were? As I examined the broken baseboards and ruptured sections of painstakingly made scenery, and saw boxes of unrepairable card buildings and other structures being thrown into the bin, my overwhelming feeling was just one of deep sadness.

Exhibitions manager Bill Sowerby recalled how, after setting up much of the display along with fellow club members and traders on the Friday, he and Mick Quinn, a staunch member for 16 years, had left the building at 8pm after going round with the caretaker, and that he in turn was going to remain there until 10pm.

"When I returned on the Saturday morning," said Bill, "a fellow member met me and said: 'It's cancelled!' Well, we're always joking with each

other and I thought it was just another wind-up. 'Yeah!' I said, 'go on.' But when I looked across I could see that all the lads were in the car park. The police were there, and no one was allowed inside.

"After a few minutes, the police said that Peter and I could go as far as the door to the hall, but couldn't go right in, and when I got there, I could see that almost everything in the sports hall had been totally destroyed."

Bill and Mick had only just finished an extension to 'Woodcroft', a lovely EM-gauge scenic layout with hand-built locos which became one of the casualties, and the paint was still wet – but although damaged, it is repairable and will not be written off. Indeed when I visited the club, president and past chairman Colin Brown turned up with the layout's newly repaired control panel and duly presented it to Mick.

'Woodcroft' was due to be shown at the Deepings Literary Festival that closely followed the cancelled exhibition, and when the organisers contacted the club in sympathy at the savagery of the attack, they could hardly believe their ears when they were told that the commitment would still be honoured – with the mothballed BRM-sponsored 'Canons Cross' being shown instead.

BBC TV's *The One Show* went along to film it, thus adding to the growing coverage of railway modelling on the small screen in recent years.

'Canons Cross' will now be substituted for the early part of this year's exhibitions, but at least 'Woodcroft' will rise again – unlike 'Knowl End', an OO layout with twin controllers that was a great family favourite because youngsters from two years old upwards could have a go.

This wonderful layout introduced hundreds to the joys of railway modelling and had been displayed at the big Peterborough show no fewer than three times, but it was smashed beyond repair and will never be seen again.

Perhaps the single image that will haunt me and fellow modellers forever was that of a completely wrecked O-gauge 'Black Five' 4-6-0 that had been hand-built by a member of the St Neots Club, and looked as if it had been hit with a sledgehammer.



This was the sight inside the gymnasium of the Stamford Welland Academy that met members of the Market Deeping Model Railway Club when they turned up on the morning of Saturday, May 18. The trade stand of P&D Marsh suffered some of the most vicious damage.

During my visit, as members turned up one by one, I soon found myself in a crowded clubroom where the predominant atmosphere was one of quiet determination to repair what could be repaired, scrap what could not and start

all over again. The club is now 45 years old, and one of its founding members still makes the tea! Don Day, the oldest, has spent the best part of a lifetime building many fine model locomotives in various gauges.



This is what P&D Marsh's stand would have looked like in different circumstances.



During the club night on Tuesday, May 28, Colin Brown (left) hands over the repaired 'Woodcroft' control panel to Mick Quinn.



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Just six days after the vandalism attack, TV cameras roll during the Deepings Literary Festival as club members attend to the 'Canons Cross' layout that had been taken out of mothballs to substitute for the damaged 'Woodcroft'. Photo by courtesy of Deepings Literary Festival.



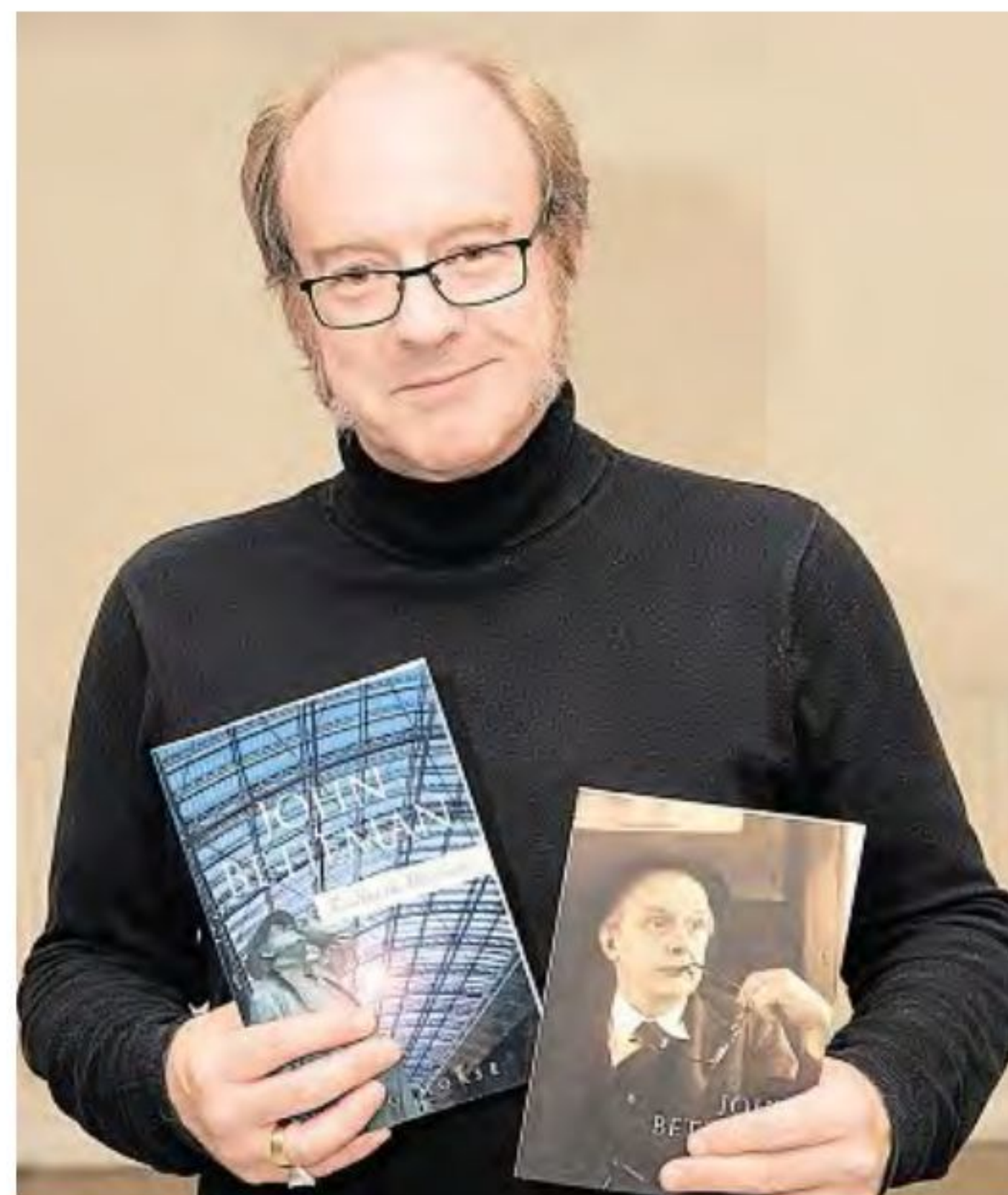
All's well that ends well as members of the Market Deeping Model Railway Club, with chairman Peter Davies on the right, fulfil their promise to the Deepings Literary Festival to provide an appropriate layout for the event in the shape of 'Canons Cross'. Photo by courtesy Deepings Literary Festival.

Other club members I met were Eddie Adams, who'd been about to demonstrate the building of brass kit wagons but luckily decided to take his items to the academy only on the Saturday morning; Mick Allman, who's working on an oo9-scale Anglesey-based layout called 'Pary's Mountain'; and railway photographer Dave O'Rourke, whose north Norfolk-based oo-scale layout 'Burnham' is about to be featured in one of the modelling 'glossies'.

Dave was relatively lucky, for although the legs and underside of his baseboard were damaged, wheels had been torn off locomotives and rolling stock and a few tools were missing, a Perspex screen had saved his models from a much worse fate. The layout also suffered broken-off ends and damage to the lighting rig, and a few tools were missing.

Trade exhibitor Paul Marsh of P&D Marsh, whose kits and ready-painted models in N and oo scales are always eagerly sought out, suffered one of the most devastating attacks of all, with more than 400 items bent and broken and the stand itself completely destroyed.

It's been a sorry episode, but in the end kindness and goodwill prevailed, and we wish the club the very best of luck for the future.



Author Greg Morse was at the Deepings Literary Festival, where a talk about the late poet, writer and broadcaster Sir John Betjeman CBE, one of the most popular British Poets Laureate of all time, was delivered. Photo by courtesy of Deepings Literary Festival.



Remains of the once-popular 'Knowl End' family layout are stacked against a wall in the clubroom of the Market Deeping MRC on Tuesday, May 28...



...but 'Woodcroft' will rise again, the intention being that, fully restored, it will be at Warley!

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

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Aug 3 - STRATFORD-UPON-AVON INDUSTRIAL & NARROW GAUGE MODEL RAILWAY SHOW, Methodist Church, Old Town, Stratford-upon-Avon. **CV37 6BG**. Sat 10-4. ****FREE PARKING ON SITE****

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St. Ann's Cove



Seems like a nice little place to visit!

With RMM's N-scale project layout 'St Ann's Cove' starting to look like a proper model railway at last, this month we've been concentrating on 'pouring water' and sorting out more corners of the seaside village.

DURING THE CONSTRUCTION OF any model railway layout, you reach the point where the once seemingly vast areas of plain baseboard are almost covered and you can start to apply the final detail touches.

As evidenced in layout after layout at the recent brilliant GCR Model Event, such added detail can be built up over many years, with models that simply beg closer perusal as one interesting detail after another is discovered.

After successfully mixing and applying Woodland Scenics' deep-pour water base and activator to the small inner harbour, when it came to pouring the glutinous water substance on to the bigger outer harbour on the shore side of the railway, we allowed the temperature inside the stable building to drop too much and the harbour water looked too flat and dull when it dried.

The answer was to turn the butane gas heater up to maximum to warm the

water base and activator bottles before mixing, and then applying a further shallow top coating so that, just like the inner harbour, you could now see your face in it.

To finish off the village, I stole a number of suitable buildings from my own 'Meadowsweet' layout and invited Ann to position all of them – many of which she has put together herself – in the most appropriate positions, and I think she's made a wonderful job of it.

After moving a group of buildings to a previously blank area to the right of the inner harbour, and concentrating on aspects of landscaping to go with them, the far right-hand corner of the layout has started to come together quite nicely.

Some suitable wooden tables and seats will be laid out in front of the red-painted Metcalfe cafe and adjoining paper shop overlooking the inner harbour, and the green-painted, scratch-built 'fish and chip restaurant'

that's now been placed behind them will be re-signed and detailed to resemble a typical seaside shop selling buckets and spades, fishing nets, beach balls and kites to jog a few happy memories. Between the two, a small group of market stalls will throng with visitors.

If you look just beyond the crossing gates, in front of the newly positioned Petite Properties' 'St Thomas's Church' (now renamed 'St Ann's') you'll see a delightful row of landscaped cottages. The flimsy paper kit had been passed on to me by Barry Allen in Liverpool, and every tiny section had to be cut out by hand. I doubted that even Ann's deft fingers would be able to put them together, let alone landscape them, but the result speaks for itself.

Well, that's another month done and another step closer to completion. Next month we'll start tackling the rocky seashore itself, which is likely to prove our biggest challenge yet.



That's more like it! The outer harbour is pictured after the deep-pour water has set.



Ann smooths down the second application of Woodland Scenics' deep-pour water base and activator on to the outer harbour.



This small area of the right-hand side of the layout is starting to come together quite nicely.



Inside the curve leading towards the right-hand tunnel stand the landscaped row of cottages and post office which Ann carefully cut out, built up and landscaped from a flimsy N-scale kit. Behind is Petite Properties' 'St Thomas's Church', which is now of course 'St Ann's'.

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Modelling *the* memories

Ever faithful, ever sure

Beginning a new series about favourite model locomotives, and matching them with photos of the real thing from the Mortons *Railway Magazine* Archive, **Pete Kelly** recalls the Robinson O4 2-8-0s that formed an everyday part of his childhood close to the former Cheshire Lines Committee system.

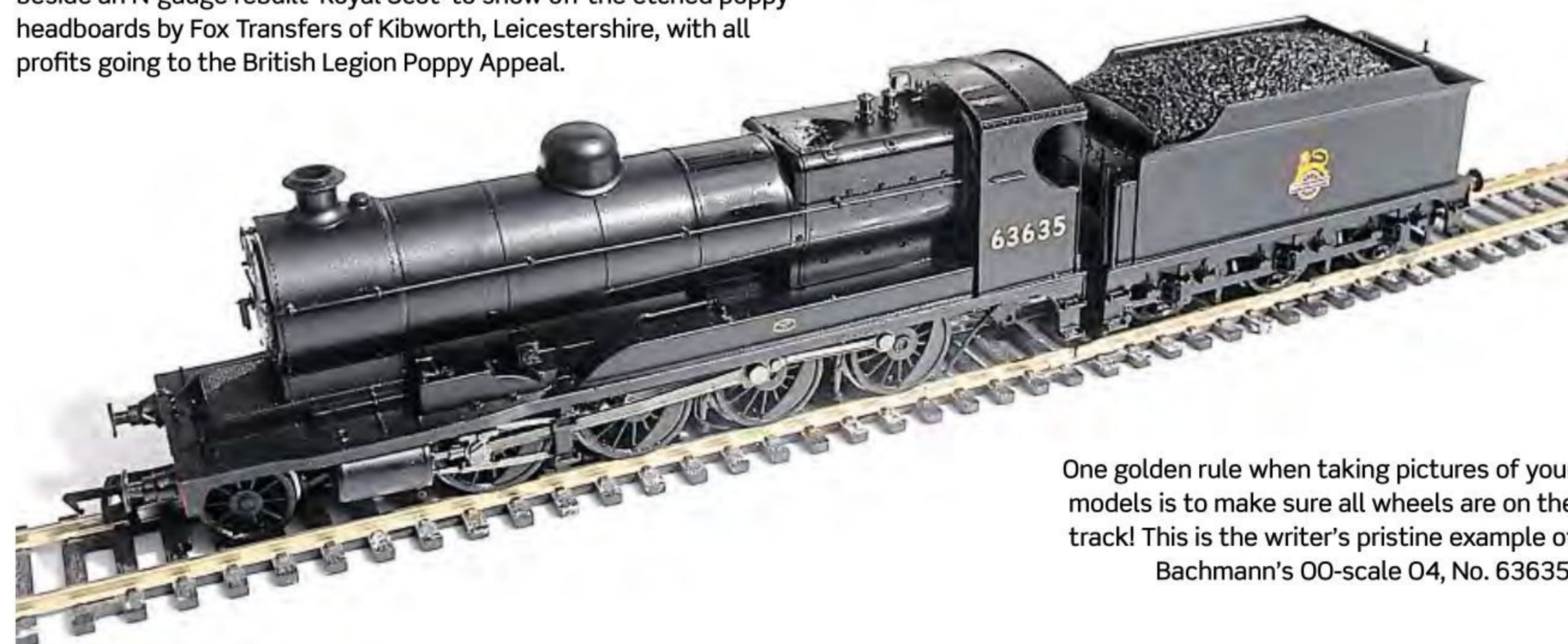
EACH TEATIME, SHORTLY AFTER I'D cycled home from school, the clinks and clanks of a Robinson 8K (LNER O4) 2-8-0 on a goods train would resound over the rooftops as one of the venerable locomotives coasted towards the inevitable signal stop at Padgate Junction, on the former CLC system, to give way to the bustling London Midland tank engine-hauled evening rush-hour suburban passenger services between Liverpool Central and Manchester Central.

It was the only cue I needed to get back on to my bike and pedal furiously towards the perimeter track around the now long-gone Padgate RAF camp to reach the footbridge spanning the tracks at the junction before the locomotive finally 'got the peg' to head off towards Manchester – and the Pennines beyond.

When you were saturated with London Midland steam, these sightings of former Great Central O4s, along with J10 0-6-0s and, very occasionally, a D11/1 such as No. 62668 *Jutland*, were eagerly sought, and such locomotives could also be seen on the Chester to Northwich line that wended its way through Delamere Forest.

The O4s made a welcome change from the non-stop action on the West Coast Main Line, and many a bright summer holiday afternoon would be spent on the small and typically Great Central-designed Padgate station in order to get a few 'cops' beginning with a six into my combined Ian Allan ABC, which also frequently benefited from cycling forays to Chester General, about 20 miles away, to see the wonderful locomotives of the Great Western Railway.

Above: The writer's weathered Bachmann Branchline O4 2-8-0 poses beside an N-gauge rebuilt 'Royal Scot' to show off the etched poppy headboards by Fox Transfers of Kibworth, Leicestershire, with all profits going to the British Legion Poppy Appeal.



One golden rule when taking pictures of your models is to make sure all wheels are on the track! This is the writer's pristine example of Bachmann's OO-scale O4, No. 63635.

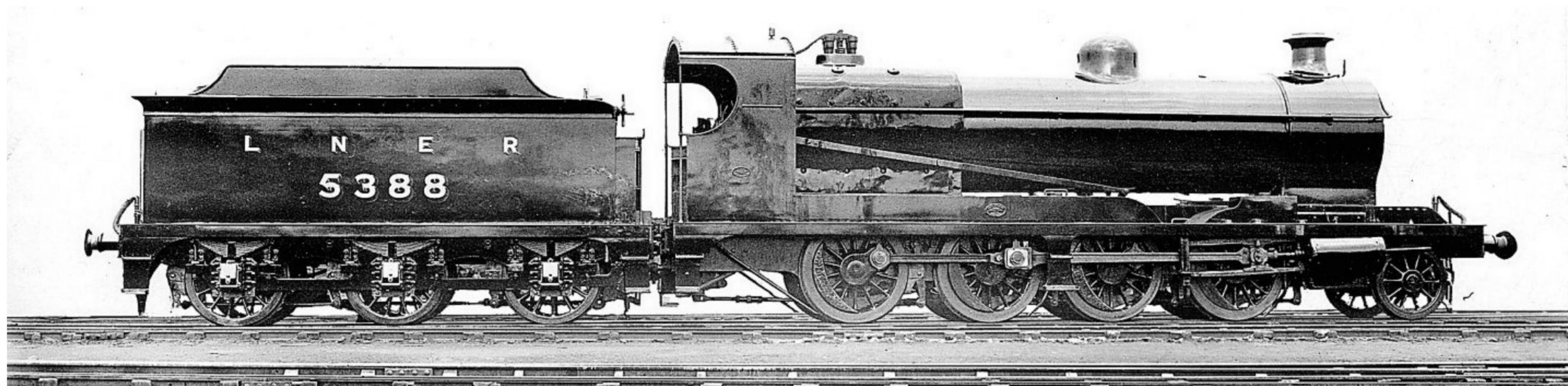


The restoration of O4 2-8-0 No. 63601 at the Great Central Railway was the object of 'The Long Pull', a fundraising cycle ride from John O'Groats to Land's End during the writer's second editorship of *Steam Railway* in 1997. The duly rebuilt locomotive was pictured by Robin Stewart Smith with the 12.20 ex-Loughborough on January 28, 2006. Inset The 'Long Pull' handlebar 'headboard'.



Above: Embellished with GWR-style chimneys and safety-valve bonnets, the 'RODs' famously saw service on 'God's Wonderful Railway', where inevitably they faced comparison with the Churchward 2-8-0s. No. 3035 is pictured on a Down goods train at Hullavington on September 28, 1939.

Below: After the First World War, as a result of the Railways Act of 1921, the grouping into four large railway companies (Great Western, Southern, London Midland & Scottish and London & North Eastern) came into effect on January 1, 1923. As the GCR was absorbed into the LNER, the vast majority of Robinson 2-8-0s saw continued service on that railway and under British Railways for many more years to come. In this Mortons *Railway Magazine* Archive photo, No. 5388 shows off its new clothes in the 1920s.





Above: In ex-works condition, and now classified as an O4, No. 6557 heads a coal train through Spalding towards March around 1930 in this Mortons Railway Magazine Archive photo.



Right: One of the earliest images of a Great Central Railway 8K (LNER O4) 2-8-0 in original condition that Mortons' Railway Magazine Archive holds is this one, showing an immaculate locomotive on a goods train.



An O4 as many readers will remember them - grimy, hard-worked and willing right to the end - as No. 63665 stands in front of a sister locomotive at Tuxford shed (40D) on August 25, 1957.



O4 2-8-0 No. 63860 heads up a goods train along the old Great Northern main line near Retford in April, 1959. Mortons Railway Magazine Archive photo.

Much later in life in 1997, while editing *Steam Railway* magazine for a second time, I learned of an appeal to restore Robinson O4 2-8-0 No. 63601 at the Great Central Railway at Loughborough, and a plot was hatched to embark on a sixth cycle ride between Land's End and John O'Groats, this time in the southbound direction and in the company of a few colleagues and readers who were game enough, to raise funds for the project. It was christened 'The Big Pull', and I still have the small handlebar-sized 'headboard' that was carried on the journey.

It wasn't the first time I'd ridden the 'End-to-End' for locomotive projects. The first, in 1983, while I was editing

Rail Enthusiast, was to ensure the preservation by the National Railway Museum of pioneering Class 40 1-Co-Co-1 diesel-electric D200, and the fourth was to publicise the building of At Pacific No. 60163 *Tornado*.

The problem this time, though, was that only a couple of weeks before setting off, I'd finished 'End-to-End' No. 5 by accompanying Neil Patrick, then editor of *Yours*, on the bottom-numbing 892-mile journey (that time in the northern direction) to raise more than £6000 for research into Alzheimer's disease, which meant that, between rides, there were just two weeks to get the following issue of *Steam Railway* away!

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Inevitably with such a long-lived class of locomotive, various sub-classes emerged over the years, and here Thompson O4 rebuild No. 63785 crosses the former Dearne Valley line with a brake van at Edlington in March 1965. Mortons *Railway Magazine* Archive photo.

Among my collection of mostly LMS/London Midland 00-gauge models, two of my favourites are ready-to-run Bachmann Branchline O4s, one weathered, one pristine, and whenever I take them out to admire their well-captured, simple yet unmistakable lines once again, the memories come flooding back – and surely that's the whole reason why so many of us take up this wonderful hobby of ours!

The story of the Robinson O4s, the first of which emerged from Gorton Works in 1911 in readiness for the opening of the GCR's huge North Sea deep-water port at Immingham the following year, is one of the longest and

proudest in British railway history.

By the outbreak of the First World War, no fewer than 126 of these simple, strong and robust locomotives had been completed, and further orders by the Railway Operating Division of the Royal Engineers, along with post-war construction, boosted the class number to 666.

After the conflict, 100 surplus ROD locos were sold to the Great Western Railway, 30 to the London & North Western Railway (and a further 75 to the LMS that succeeded it in 1923) and even the Great Central Railway itself bought three of them in 1919.

With the massive 1930s drive under

William H Stanier to standardise the LMS fleet, the RODs still in use by that company were all scrapped or sold during that decade, but despite the GWR's superb fleet of 28xx/38xx 2-8-0s, some of the RODs it had acquired lived on until the 1950s.

The LNER and British Railways, however, made good use of Robinson's willing workhorses, some of which had been duly modified in various ways, almost until the very end of steam, and we hope you enjoy the accompanying images from the Mortons *Railway Magazine* Archive.

If you have any O4 memories to share, do send them in to us.



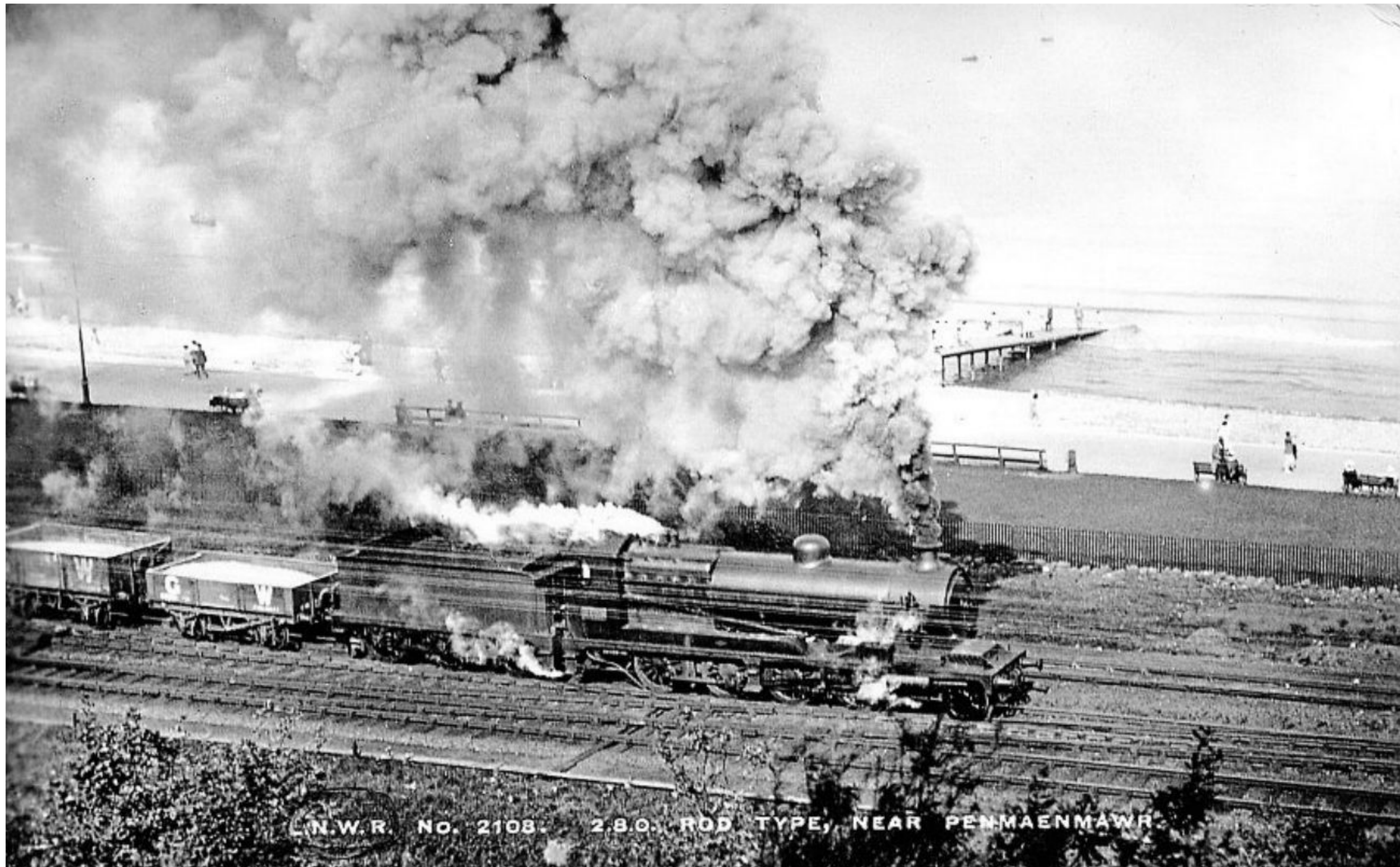
The Thompson O1 2-8-0s were rebuilds of O4s with 100A boilers, Walschaerts valve-gear and new cylinders, and their power classification was upped from 7F to 8F. In this guise, No. 63786 goes through Spalding station in April 1958 in this Mortons *Railway Magazine* Archive picture.



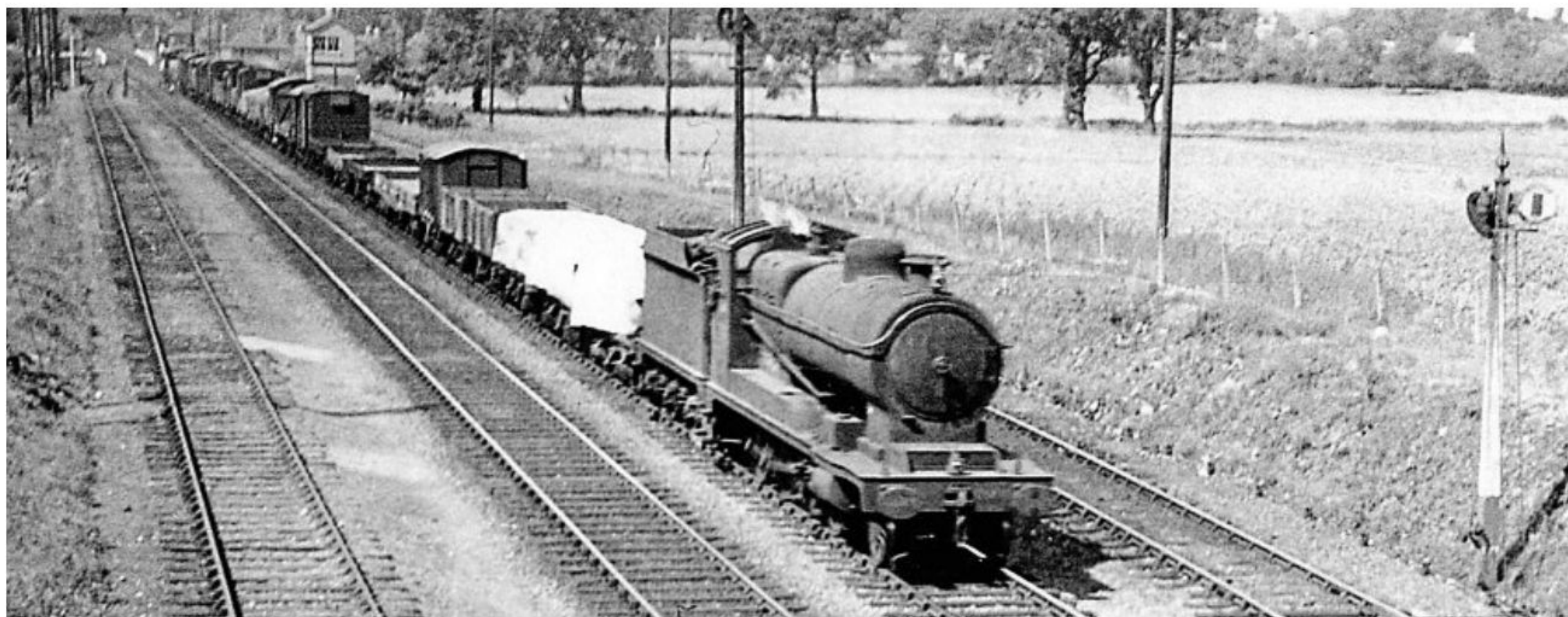
The date is August 31, 1962, and O4/7 2-8-0 No. 63837 (100A boiler with original cylinders) is coupled to former LMS 'Crab' 2-6-0 No. 42776 between Heysham Moss and Torrisholme after they had delivered tank trains to Heysham from Immingham and Leeds.



In this Mortons *Railway Magazine* Archive photo from the Second World War years, an unidentified O4 2-8-0 accelerates hard with an LNER mixed goods train near Culworth Junction.



During the First World War, the Railway Operating Division of the Royal Engineers ordered many locomotives to Robinson's 8K design, and afterwards many of them were sold to pre-and post-Grouping railways. This rare photo from the Mortons *Railway Magazine* Archive shows No. 2108 at Penmaenmawr, on the London & North Western Railway's North Wales Coast Line, in the immediate postwar years.



In this undated picture from Great Western days in the Mortons Archive, O4 No. 6365 handles a long mixed goods train near Birches and Bilbrook Halt, serving the village of Codsall, Staffs, on the old London Paddington to Birkenhead line via Birmingham Snow Hill. The name of the unstaffed halt was simplified to Bilbrook in 1974.



In its honest working clothes, O4 No. 63774 stands at Staveley MPD on May 7, 1963.



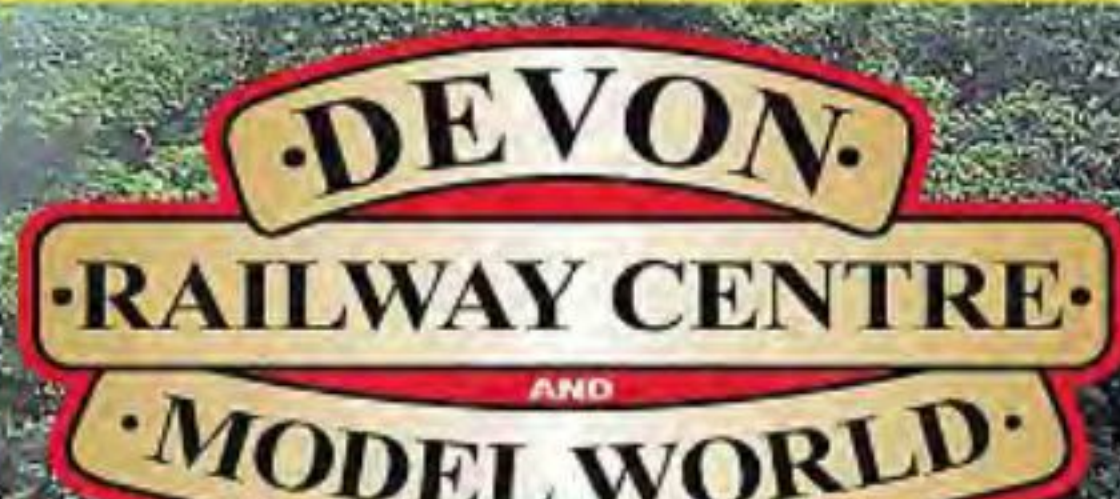
Stabled at Sheffield Darnall in November 1962, O4 No. 63821 shares space with 'Royal Scot' 4-6-0 No. 46151 The Royal Horse Guardsman and another London Midland locomotive.



The O4s were game for anything -- including heavy iron ore trains. Note the private-owner wagons in the background as a well-coaled-up No. 6377 is seen at the back of a Stanton iron ore works working around 1941, during the German blitz.

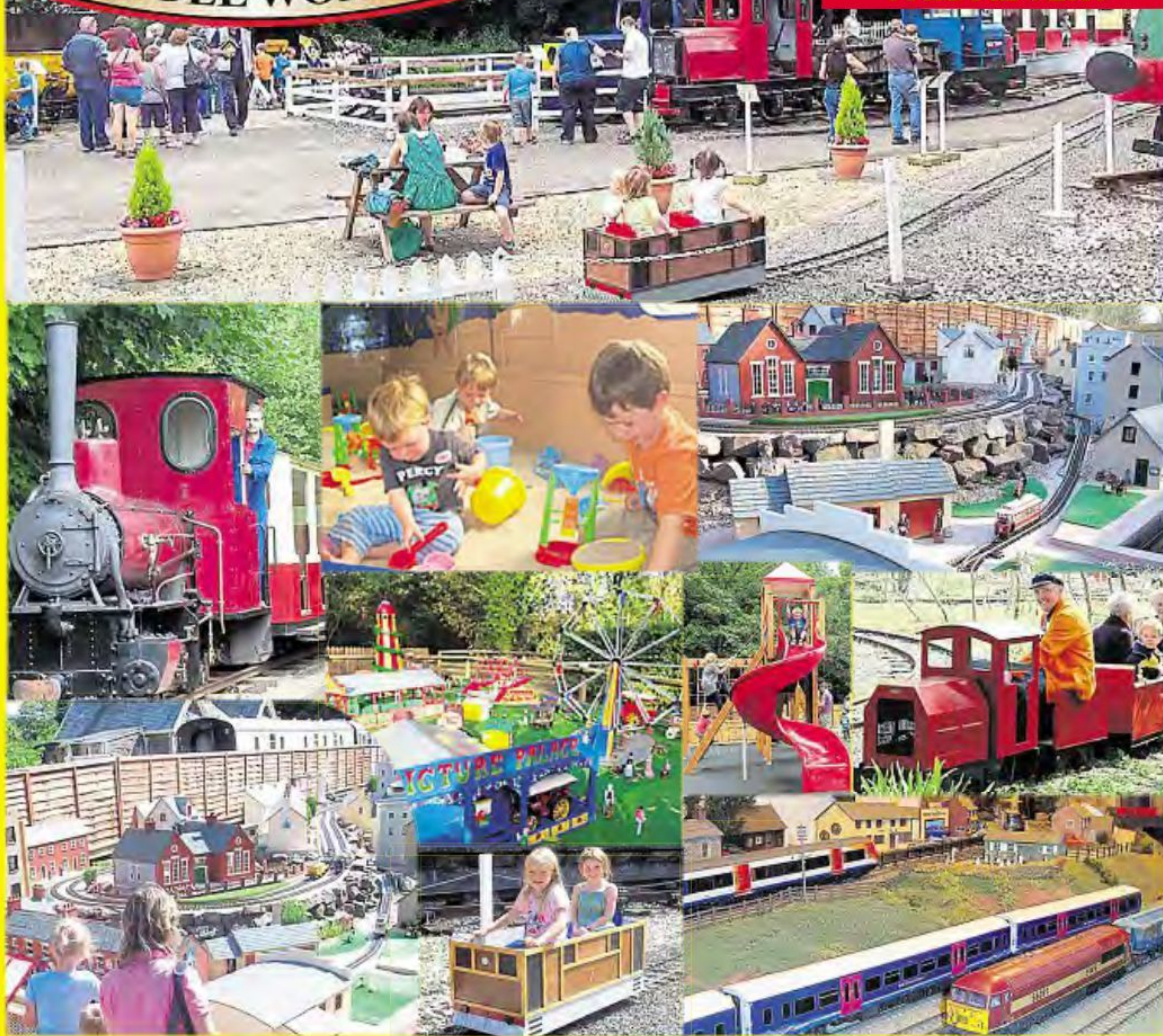


The O4s ranged far and wide, including on the Cheshire Lines system, and remained in service well into the 1960s. Note the rounded firebox of the shortened O2-type boiler as O4/7 No. 63794 approaches Northwich with a mixed goods train in the 1950s.



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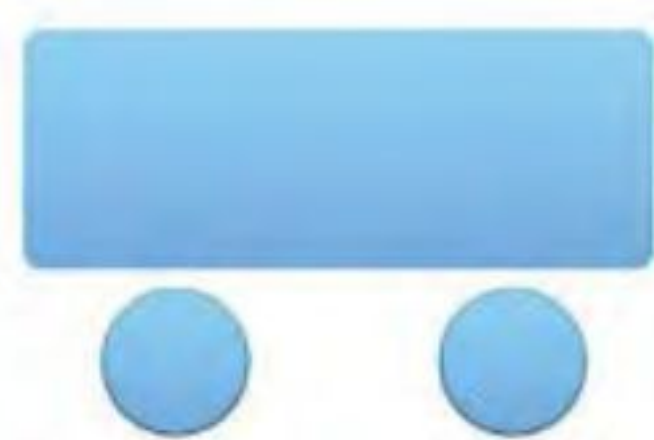
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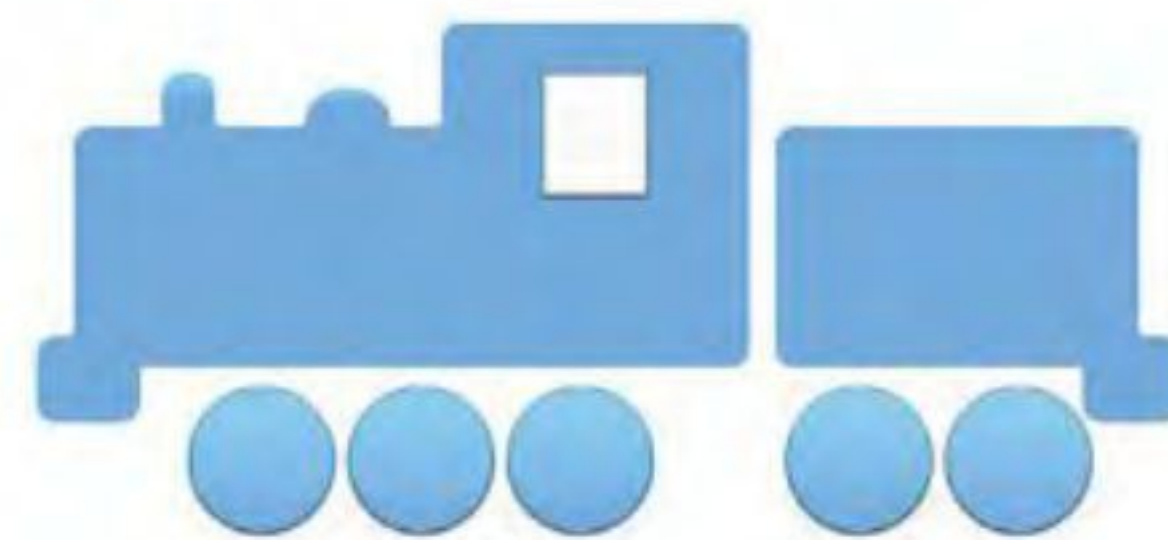
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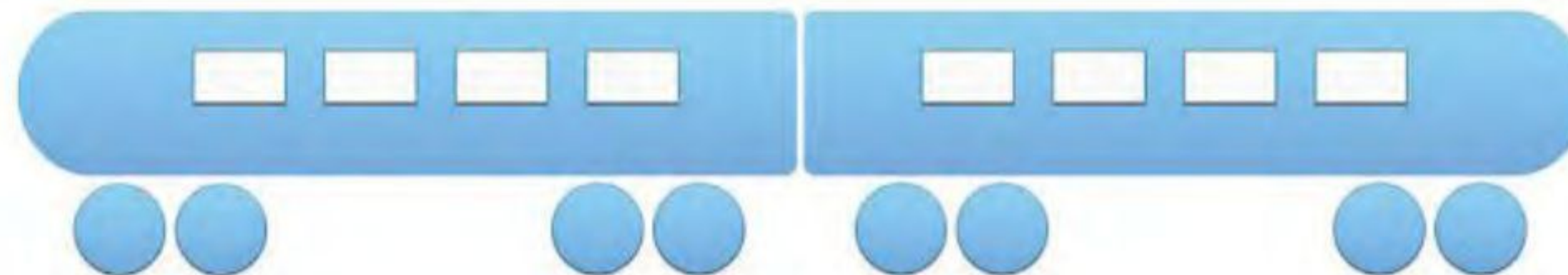
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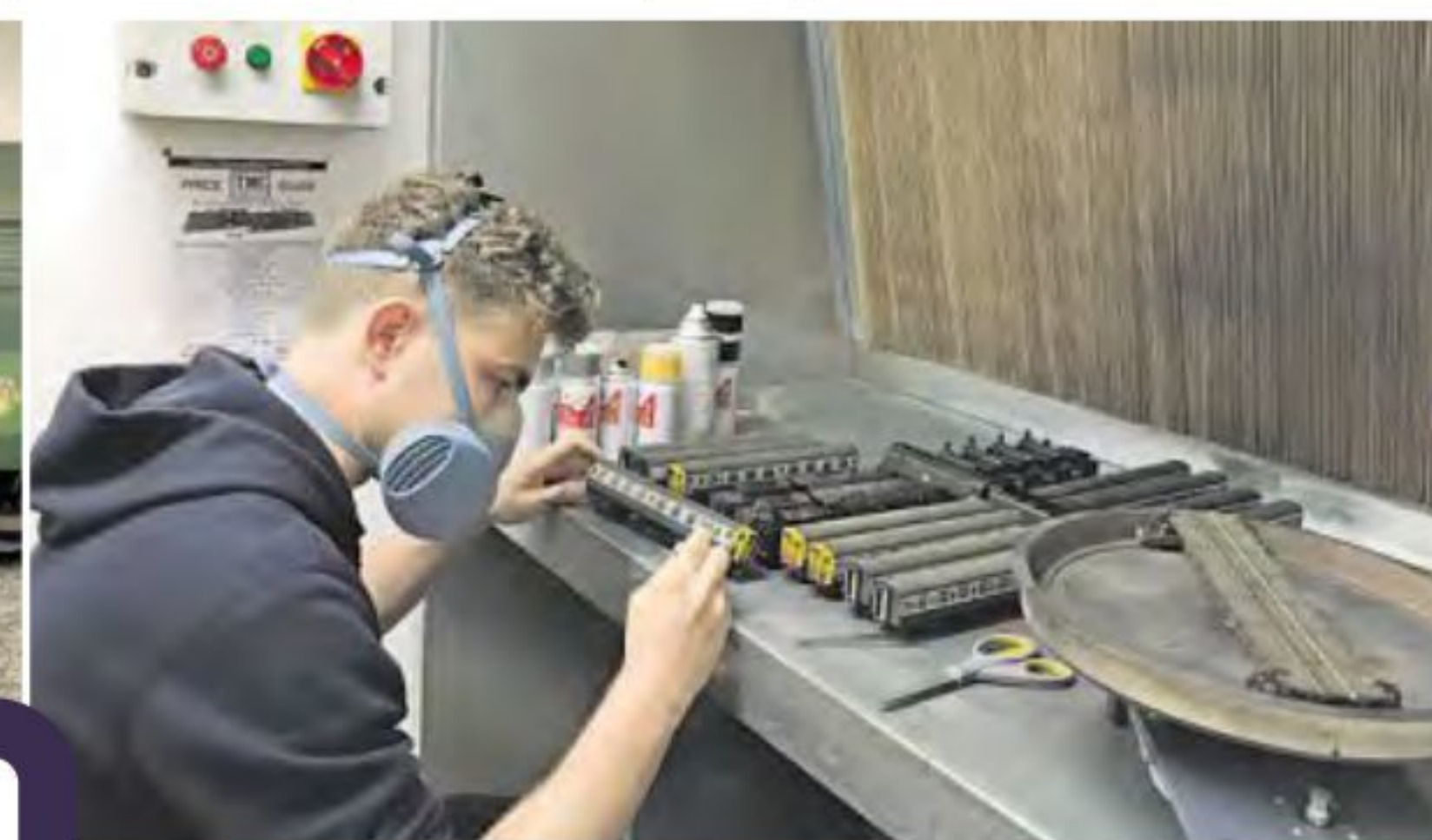
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O-Scale Corner by Barry Allen

Grit, grime and glory!

AFTER THE DEATH OF MY SISTER, friends suggested that I should focus my attention on another modelling project. This resulted in the construction of 'Bedston', which was based loosely on the remote ex-Great Central outpost of Bidston (6F) in Birkenhead. One motive behind its construction was that it would allow me to display some of my O-gauge Great Central locomotives, so there was method in the madness!

If memory serves me correctly, Bidston was a small two-road affair with the usual facilities. I do not recall seeing a turntable, but I could be wrong. In the early 1960s the shed normally contained a variety of goods engines ranging from No. 90763, the only WD 2-10-0 to be shedded on the British Railways system in England, to BR Standard 9F 2-10-0s. Frequent visitors were ex-LNER O4 2-8-0s and J39 0-6-0s, but one never knew quite what to expect.

The shed also had an allocation of the powerful J94 0-6-0 tanks, the latter displacing the J72s, a class not normally found on Merseyside. For a small shed, it certainly boasted an interesting collection of motive power.

Because of space constraints, my model shed was considerably shorter than the real thing, but I managed to incorporate all the pools and ash

normally found at such locations. A coaling facility, pits, road bridge and freight line were later incorporated to add to the interest.

'Bedston' was constructed using 4ft x 2ft lightweight fibre board with rigid wooden 3 x 1 framework, and Peco bull head track. All the points were hand-built, incorporating Seep PM4 motors. The shed itself was made from heavy reinforced card, the windows were from Invertrain and the walls featured Kirtley Model brick paper.

Donated by the West Lincs O Gauge Club, the handmade smoke vents were once part of a large model engine shed that once stood on one of its layouts. The rest of the items came from a variety of suppliers.

As you might imagine, the building of the shed took some considerable time, but as some of the photos show, the end result was well worth it. Sadly, I sold 'Bedston' a few years ago as I no longer had the room to display it in my home.

Over the years, regular visitors to Bidston shed, in addition to those already mentioned, were Q4 0-8-0s, and in addition C13 Atlantics, J10 and J11 0-6-0s and N5 0-6-2Ts also put in appearances, although I'm not sure about the F12-4-2T and J69 0-6-0. During the war, the shed also had a

This view looks straight through the small two-road 'Bedston' shed, which featured full-length ash pits just like the real thing.



Using real locomotive ash and coal dust to grubby-up its appearance, 'Bedston' captured all the dirt, grime, ash and water pools of a typical small working shed.

Sentinel Y3 0-4-0T that must have provided a few memorable moments! These were extremely slow, and normally travelled on to the main line when traffic was light.

Not all of the accompanying photos are of the 'Bedston' model itself. The one depicting the rather rusty wartime Q4 and O4 duo was taken by Dennis

Morley, and that showing the J10 and J11 was taken in my back garden. Happy modelling!



Weathered with lots of rust effects, these O-gauge models of a Q4 0-8-0 (left) and O4 2-8-0 in typical wartime condition were pictured by Dennis Morley.



One of the writer's favourite O-scale models is this appropriately weathered N5 0-6-2T complete with 'flowerpot' chimney.



Models of former Great Central J11 (left) and J10 0-6-0s are pictured together in the writer's back garden.

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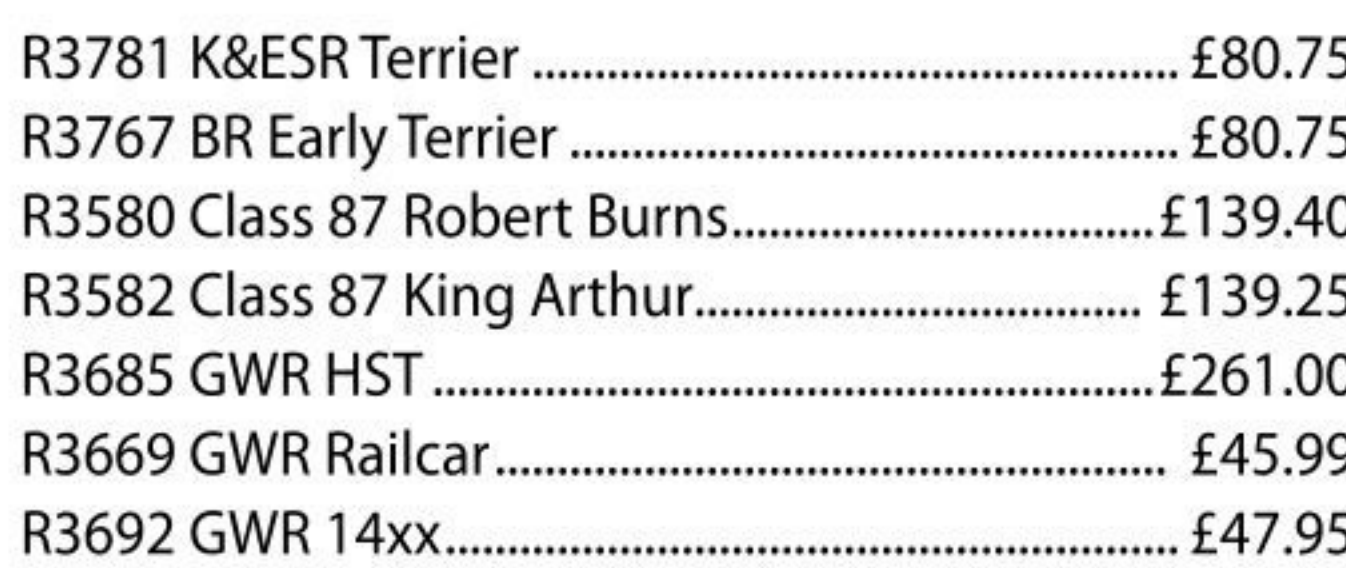
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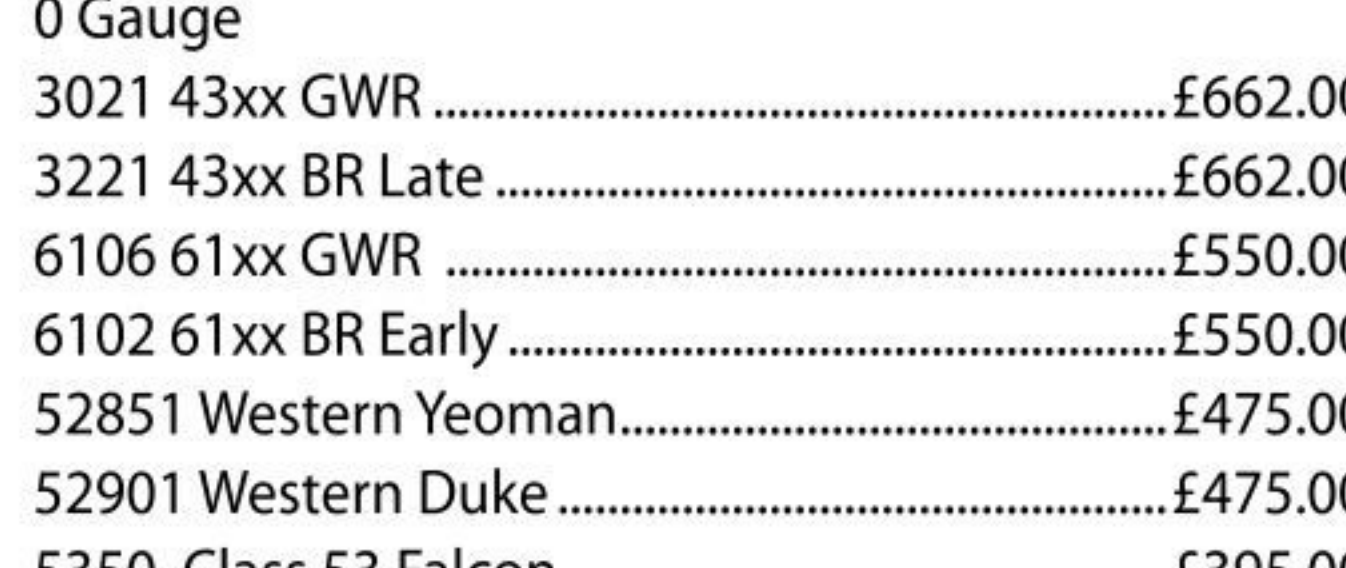
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16mm narrow gauge perfect for the great outdoors

With more products than ever available at prices that won't break the bank, you don't have to be a millionaire to build a garden railway of your own, writes **Rod Nipper**.

THE ASSOCIATION OF 16MM Narrow Gauge Modellers was established after three dozen modellers got together in 1977, and now enjoys a worldwide membership of around 4500, with more than 50 Area Groups. Volunteers produce two full-colour quarterly full magazines and probably the biggest annual garden railway show in the world.

Modelling in the scale of 16mm:ft, particularly for the operation of live steam in the garden, is much about practicality. Modelling in O gauge (7mm:ft) using 32mm gauge track to represent standard 4ft 8½ in-gauge prototypes has been around for many

decades, with track components available both in kit form and with products such as Peco Streamline (albeit with sleeper spacing and rail profile not entirely suited to narrow-gauge modelling).

The advantages of taking this established gauge, but using a scale of 16mm to the foot and modelling narrow-gauge prototypes were that, apart from availability of existing components, cylinders could be larger to offer a wider and more practical power band yet remain close to scale, and boilers could be bigger too. As technology developed, the generally larger bodywork could also better accommodate radio control and gas tanks for fuel.

The fact that at 16mm:ft/32mm gauge track represented 2ft gauge track in the real world might also have been a factor in popularising the scale, as many of the early pioneers were also involved in projects with Welsh narrow gauge heritage railways.

The association is, however, a broad church, and although the name has stuck, its members actually model in a range of scales, with both 32 and 45mm-gauge track commonly used. The essence of 16mm, though, is about running trains in the garden, whether gas, coal or meths fired, and sometimes battery-electric. Some people even have real diesel-powered locos!

Narrow gauge allows tight radii and short trains to be the norm, so even the small gardens associated with modern British homes can accommodate a perfectly respectable layout – and with a range of kits and ready-to-run components from track to live steam locos now available at reasonable prices from a growing list of suppliers, you don't have to be an engineer or country landowner to get up and running in 16mm railway modelling. To find out more, visit the association's www.16mm.org.uk website where you'll find pictures and videos showing 16mm members and their trains in action.

There are now more than 50 local area groups in the UK, with overseas groups in Australia, Canada, New Zealand and Norway, and members in many other countries from Japan to the US.

Local groups have their own meetings and open days based around each other's garden railways, details of which are circulated in the quarterly newsletter and event-listing Bulletin.

A number of UK heritage railways also have well-established 16mm layouts, particularly the Severn Valley, Talylyn and Midland Railway Trust at Butterley.

Believed to be the biggest event of its kind in the world, the National Garden Railway Show is the association's big annual event, attracting all the major manufacturers, and is often used as a platform for new product launches.



Battery-powered, radio-controlled and with a sound card, this customised Roundhouse NDM6 can be up and running in moments and is powerful enough for 'Thunderbird' duty rescuing broken-down steamers!



In 2017 a Roundhouse 'Silver Lady' travelled some 71 real miles along a temporary 32mm gauge track that was laid the length of the Great Glen in Scotland for The Biggest Little Railway TV series.



This John Prescott 'Wagtail' class is a delightful small radio-controlled 0-4-0 tender loco.

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Roundhouse's live steam double Fairlie: Every which way a masterpiece...

The story of Roundhouse Engineering has been one of steady development since it was founded in 1982. **Pete Kelly** visits the Doncaster factory to follow every stage in the building of its latest masterpiece -- the Ffestiniog Railway's 0-4-4-0 double Fairlie *David Lloyd George*.



One of the latest double Fairlie model is steamed up for an initial testing session.

EVER SINCE FOLLOWING THE exploits of Roundhouse Engineering's live steam, outside-framed 0-6-0 tank engine *Silver Lady* in last year's TV series, *The Biggest Little Railway in the World*, I'd been itching to visit the factory where it was made -- and the chance finally came on Wednesday, May 29, when general manager 'Harri' Harrison kindly took time out to give myself and Lynsey Young, who came along to take the photos, a full guided tour of the impressive engineering operation.

An added bonus was the fact that production of Roundhouse's most ambitious project yet, the live steam double Fairlie locomotive *David Lloyd George*, was well under way (with 140

orders already in the bag) so we were able to follow the entire manufacturing process from start to finish.

The development, testing and production of *David Lloyd George* took Roundhouse two years, and represents another leap in precision engineering by the esteemed model locomotive builders. The real-life *DLG*, the fourth locomotive to be built by the Ffestiniog Railway Company in its Boston Lodge Works, and the sixth FR double Fairlie

altogether, was completed in 1992 as a modern oil-burning locomotive beneath its traditional outline, but ran on a pair of old bogies with some parts dating back to the Victorian era. Recently, though, it was rebuilt as a coal-fired engine with brand new bogies.

Roundhouse model steam locomotives are built mostly for SM32/45 and G scale garden railways, but as the 0-4-4-0 double Fairlie is inside-framed, unlike the firm's numerous outside-

Roundhouse's latest live steam model, that of the Ffestiniog Railway's double Fairlie locomotive *David Lloyd George*, can be ordered in either 32mm or 45mm gauge.

framed models, its running gear cannot be adjusted for gauge, so it must be ordered in either 16mm scale/32mm gauge or 16mm scale/45mm gauge from the start. It features internal gas firing using the firm's 'FA'-type burners, and its four double-acting slide-valve cylinders are operated by Roundhouse inside valve gear.

The locomotive's controls comprise steam regulator, safety valves, half-inch pressure gauge, displacement lubricator, gas regulator, reversing gear, water gauges and boiler top-up valves, and full 2.4 GHz radio control for both the regulator and reversing gear is fitted as standard, with a rechargeable battery pack and charger also supplied.

Available in any standard Roundhouse colour, with works plates and nameplates supplied, the model measures 501mm over the buffers,



Marou painstakingly builds up one of the bogies for a double Fairlie.



Two double Fairlie bogies are tested side by side before awaiting further assembly.



Chris Shanks cuts out bodywork etchings for a *David Lloyd George* model.



Bob Spencer brings one of the new Roundhouse double Fairlie models further towards completion.



Sitting alongside Bob, Mark Townsend reaches for another component during final assembly.



Designer Rob Smith began work on the double Fairlie model on this computer screen two years ago.

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Smokebox castings await their incorporation into the new 0-4-4-0 live steam models.



Bodywork painting for the Ffestiniog double Fairlie models is of a high order.

is 108mm wide and 135mm tall, and weighs 5.7kg. Its operation requires a minimum radius of 3ft (900mm).

Insulated wheels are available at extra cost, and exhaust enhancers are fitted as standard, and more details of this amazing model can be found on the Roundhouse website, www.roundhouse-eng.com

Well, that's the specification taken care of – but what about the factory itself and its impressive manufacturing process?

Underlining Roundhouse's considerable history and expertise, the first thing that greets visitors to the premises is a 'museum' displaying all the older models in glass display cases, complete with full specifications and their periods of manufacture.

Just six of the double Fairlies had been completed for customers at the time of our visit, each one of the complex live steam models taking three days to build and test thoroughly. The aim is to get the time down to two days, but with those 140 orders already in hand it was a busy scene as Chris Shanks cut out bodywork etchings before successive building stages were passed on to Marou, Alex Sawford, Bob Spencer and Mark Townsend.

Once each build is completed, it is extensively tested and run for at least half an hour around a circular track,

pulling heavy steel weights on bogie flats, before the model locomotives are checked for any faults and then run again. If a problem persists, the model is passed straight back to the builders for rectification.

We were impressed in the design room where Rob Smith, who joined the firm in 1998 and has now been a Roundhouse designer for 13 years, showed us the double Fairlie images on his computer screen and brought up every single component in breathtaking detail.

Each build begins with a job card outlining the customer's exact specification, including of course the gauge and colour. Roundhouse prides itself on the lovely durable paintwork it uses for all its locomotive models, but as our guide pointed out, it's nasty stuff for the sprayer to work with and of course full breathing equipment is vital.

Behind each door that opened there was something else to see, including the machine shop with its modern CNC lathes, milling machines and manual equivalents. We saw small bright metal components being cleaned up by a ceramic beads vibrator and solvent dip in readiness for fitting, and in another separate area bodywork and boiler soldering being carried out. There was also the white metal casting of a diverse range of lineside accessories including signals, ticket machines, trunks, lamps

and benches. At Roundhouse, 95% of everything that goes into its products is made in-house.

To keep assembly of the wide range of locomotive models on the move, everything from the tiniest bright metal embellishments to finished bodywork sections, frames, boilers and driving wheels must be readily available for the assemblers. Everything from bare castings of double Fairlie smokeboxes to pressed-up boilers was ready to go, along with boxes of small parts too numerous to mention.

Roundhouse's popular and affordable 32-45mm 'basic' live steam locomotives – including 'Jennie', 'Bertie', 'Millie' and 'Sammie' – are put together in another section of the factory, together with the rechargeable battery-electric diesel shunters such as 'Merseysider', 'Little John', 'Bulldog' and, new for 2019, 'Hercules'.

Roundhouse will be attending the Llanfair Garden Railway Show at Llanfair Caereinion SY21 0HW, on August 31 and September 1, and the Yorkshire Garden Railway show at Elsecar Heritage Centre S74 8HJ, on September 28.

■ Roundhouse Engineering Co Ltd, Units 6-10, Churchill Business Park, Wheatley, Doncaster DN1 2TF 01302 328035, mail@roundhouse-eng.com



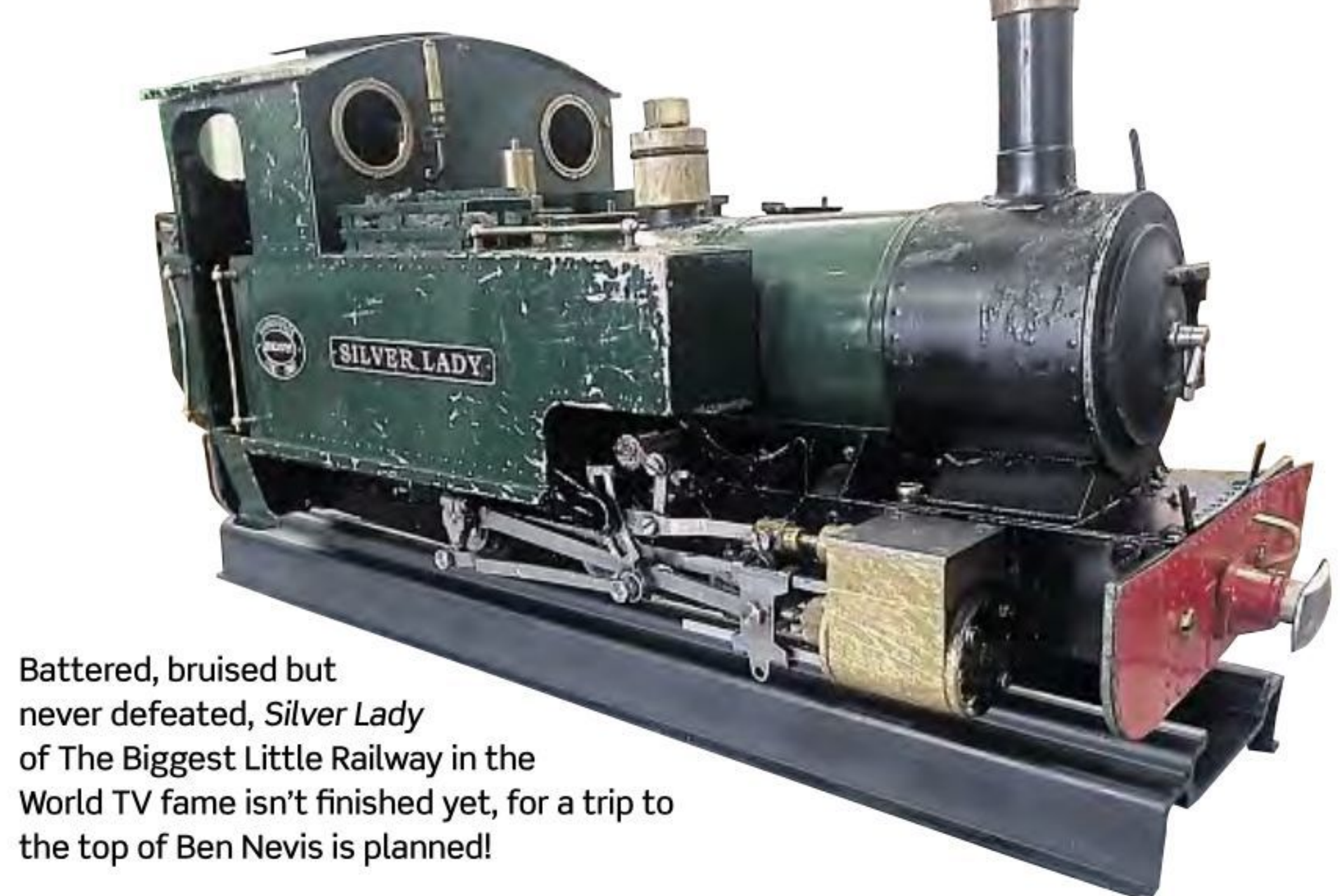
A tidy corner of Roundhouse's white metal department.



'Hercules' battery-electric diesel shunters waiting to go.



A newly built double Fairlie model awaits performance testing.



Battered, bruised but never defeated, Silver Lady of The Biggest Little Railway in the World TV fame isn't finished yet, for a trip to the top of Ben Nevis is planned!



The spotless machine shop features both modern and traditional lathes and milling machines.



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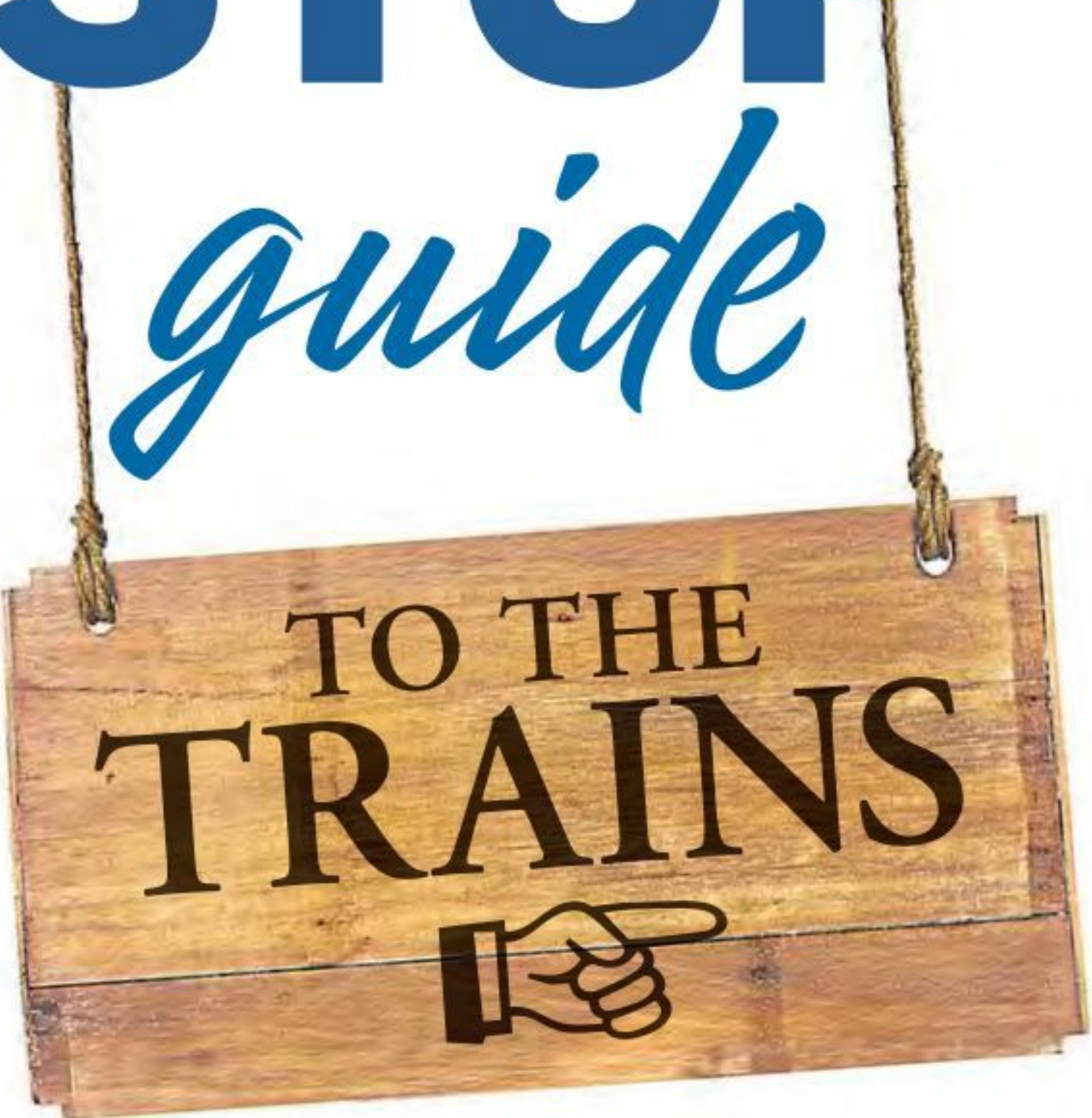
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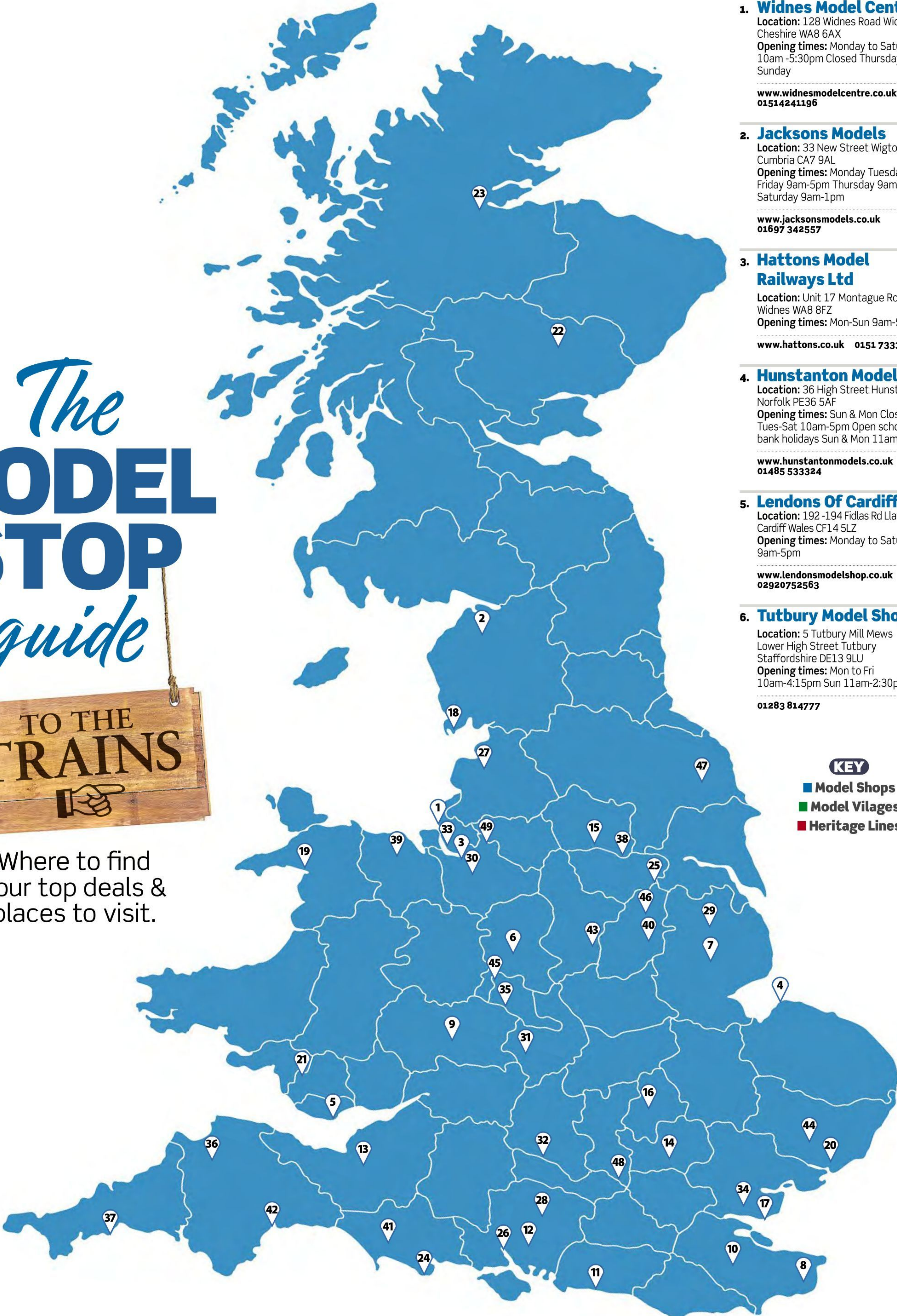


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Dates for your diary

RM MODELLING LISTINGS July 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

JUNE 29

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

Braintree & Halstead MRC Exhibition. Bocking Arts Theatre, 15 Bocking End, Braintree, Essex. 10am-4pm. Adult £4, child £2, family £10. 14 layouts, disabled access, refreshments.

Merseyside & South West Lancs Group of OO9 Society Narrow Gauge Meeting, All Saints Parish Hall, Church Road, Rainford, St Helens, Merseyside. 1pm. A group meeting for narrow gauge modellers. Spend a few hours with like-minded modellers. Disabled access, refreshments.

JUNE 29-30 Stephenson Locomotive Society — Coal Carrying Model Railways, Beamish — the Living Museum of the North, Durham. Saturday 10am-5pm, Sunday 10am-4pm. Free admission to the exhibition to Beamish visitors but normal admission charges to Beamish Museum apply. Seven layouts, disabled access, refreshments.

Exe Model Railway Society — Exeter 2019 Model Railway Exhibition, Matford Centre, Matford Park Road, Marsh Barton, Exeter, Devon Saturday 10am-5pm, Sunday 10am-4pm. Adult £7.50. 40 layouts, disabled access, refreshments.

Eighth Bluebell Model Railway Show, Bluebell

Railway, Sheffield Park Station, Uckfield, East Sussex. Saturday 10am-5pm, Sunday 10am-4pm. 30 layouts, disabled access, refreshments.

Perth & District Model Railway Club — A Celebration of Model Railways, Perth 2019. Saturday 10am-5.30pm, Sunday 10am-5pm. Adult £9, child £4, family £20. Dewars Centre, Glover Street, Perth. 35 layouts, disabled access, refreshments.

JUNE 30 SRP Toy fair, 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 5 & 6 Wrenbury & District MRC Open Doors Event, Village Hall, Cholmondeley Road, Wrenbury CW5 8HG. Opening times: Friday, 7pm-9.30pm, Saturday 9.30am-4pm. Admission free.

JULY 6 Train Collectors Society 21st Model Rail and Toy Train Exhibition, Stoke Mandeville Stadium, Guttman Road, Aylesbury, Bucks. 10.30am-5pm. 20 model and vintage train layouts running all day.

Adult £5, child under 10 admitted free with an adult.

Beaconsfield Model Railway Exhibition. The Beaconsfield School, Wattleton Road, Beaconsfield, Bucks HP9 1SJ. www.beaconsfieldmrc.org 10.30am-5pm. Adults £5, child £2.50, wheelchairs free. 21 layouts, trade support and demonstrations.

World of Motion and Barry Stockton Fairs - Merseyside Hobbies Toy and Model Railway Exhibition, Hulme Hall, Bolton Road, Port Sunlight, Wirral, Merseyside. 10.30am-3.30pm. Adult £4.50, child £1. 15 layouts, society stands, vintage bus rides, displays of model boats, aircraft, cars, commercial vehicles, buses, trams, wheelchair access

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.tallylln.co.uk

North Wales area N Gauge Society annual exhibition, Ysgol Prth y Felin, Llanrwst Road, Conwy, LL32 8FZ. Opening times: Sat 10am-5pm, Sun 10am-4pm. Prices: adults £5, child £1, family £10. Contact: 07703 393900 athoath@ntlworld.com

Guildford Model Engineering Society - Stoke Park Railway Gala Weekend. Stoke Park, London Road, Guildford, Surrey. 10am-5pm. Miniature steam train

rides, two garden railways, 4mm indoor layout, model traction engines, model boats, model exhibition, traders and societies, demonstrations and displays. Wheelchair access.

Basildon Model Railway Club - Basildon 40th Model Railway Exhibition, James Hornsby School, Leinster Rd and Nicholas Lane, Laindon, Basildon, Essex. Saturday 10am-5pm; Sunday 10am-4pm. Adult £5, concession £3, child £2, family £12. The show is again in two halls. Club's 40th anniversary as a club. 24 layouts. Wheelchair access.

Ellesmere Model Railway Club - EMRC at Classic Transport Weekend, Llangollen Railway, Llangollen Station, Abbey Rd, Llangollen, Denbighshire. 10am-4pm.

Barry & Penarth Model Railway Club - Penarth Exhibition 2019, St Cyres Comprehensive School, Sully Road, Penarth, Glamorgan. Saturday 10am-4.30pm; Sunday 10am-4pm. Adult £5, child £3. A vintage bus service will operate between Cogan Railway Station and the exhibition on both days. There is a swapmeet/toy fair at Cogan Leisure Centre on the Saturday.

Blyth & Tyne Model Railway Society - Mini Show, Masonic Hall, Moor Edge Road, Shiremoor Newcastle Open Tyne, Tyne and Wear. Saturday 10am-5pm; Sunday 10am-4.30pm. Adult £5. All proceeds to charity. 10 layouts.

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

Ilford & West Essex Model Railway Club - Live Steam Open Day (ride-on railway), 10.30am-4pm. Adjacent to north side of Chadwell Heath station, Station Rd, Chadwell Heath, Essex. Monthly open day with five layouts.

Warley Model Railway Club - Summer Open Day, Warley MRC Clubrooms, Unit 1f, Pearsall Drive, Oldbury, West Midlands. Admission free. 12 layouts. Wheelchair access.

Whitwell & Reepham Model Engineering Club - Miniature Mayhem Gala, Top Field Light Railway, Whitwell & Reepham Station, Whitwell Rd, Reepham, Norfolk. 12.30pm-4.30pm. Guests are asked to exhibit/run/steam/drive the items brought with them. The event is open to all forms of model engineering.

Selkent Model Railway Club - Sevenoaks Model Rail & Real Ale Show, Sevenoaks Primary School, Bradbourne Park Road, Sevenoaks, Kent. 10am-4pm. Adult £6, child £5, concession £5 and family £15. Real ale served alongside 18 quality layouts and trade support. Wheelchair access.

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

Exhibition of the Leeds Model Company Trust, Tappers MRC, Bromley Common Methodist Church, Bromley Common Road, Bromley, Kent, BR6 9RZ. Opening times: 10.30am-5pm. Prices: adults £6, children under 10 free.

Friends of Robert Barclay 26th annual model railway exhibition, Robert Barclay Academy, Cock Lane, Hoddesdon, Herts EN11 8JY. 10.30am-4.30pm. Adult £4.50, concession £3, family (2+2) £12. 25 layouts. Refreshments, trade stands, books, DVDs, scenic materials, kits and tools. Also society and club stands, including model boats and lorries. All profits to academy projects. Free parking.

All Gauges Model Railway Exhibition (organised by the Launceston branch of the N Gauge Society), Launceston Town Hall, Cornwall. Adult £4, seniors £3, child free.

Layouts, trade stalls and refreshments. Visitors will be able to run own locomotives.

Great Central Railway (Nottingham) Model Railway Show, Mere Way, Ruddington, Notts. Gauges represented include N, OO, HO, O, P4, Gauge 1, 3 1/2 inch, 5inch, and 7 1/4 inch. 10am-5pm. General admission prices include unlimited train rides - adult £12, child £6 (5-16 yrs), family £30. Model show only - adult £6. 10 layouts, disabled access, refreshments.

St Laurence Church Model Railway Exhibition. St Laurence Church, School Lane, Alvechurch, Worcs. 12 layouts including Thomas the Tank Tomy, O gauge test track and a Gauge 1 layout. Wheelchair access.

Crawley Signal Box Preservation Society Open Day Event, Crawley Signal Box, High Street, Crawley, West Sussex. Admission is free but donations welcome to aid continuing maintenance of the signalbox.

Heywood Model Railway Group Open Day. Unit 4, Park Works, River Street, Heywood, Lancs. Admission free (donations appreciated). 12 layouts in N to G scale bring your own locos and stock to run, DCC in all gauges. and original 3 rail Hornby Dublin layout. Wheelchair access.

JULY 13-14 Moors Valley Model Railway Exhibition, Moors Valley Railway, Horton Road, Ashley Heath, Dorset. 10.30am-5pm. 7 layouts. Passenger trains

and demo goods trains. This event is free to all who travel on the train. Driver for a Fiver in aid of the Devon Air Ambulance and the Hampshire & IOW Air Ambulance.

Middleton Railway Model Railway Exhibition, Moor Road, Leeds. 10am-5pm. Adult £8.50, child £3.50, family £20. 12 layouts. Admire the models set among the real thing in the Engine House and travel on a full-size steam train.

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 www.tramway.co.uk

East Sussex O Gauge Group Annual Open Day, The Village Hall, Pett Road, Pett, Hastings, East Sussex. 10am-4.30pm. Adult £3, concession £3, family £6. Refreshments. Wheelchair friendly.

AUGUST 4TH Fourth annual toy and Train Collectors Fair. National Brewery Centre, Horninglow Street, Burton-On-Trent, DE14 1NG. Adults £4, Children £1. Price includes entry to the Brewery Museum. Contact: National Brewery Centre 01283532880 or Chris Eaton 07877346371. www.nationalbrewerycentre.co.uk

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SATURDAY 6TH JULY 10am-2pm

Faversham Community Centre, Bysing Wood Road, Faversham, Kent, ME13 7RA

MIDHURST, SUSSEX

SUNDAY 7TH JULY 10am-2pm

The Grange, Bepton Road, Midhurst, West Sussex, GU29 9H

HAWKINGE, KENT

SATURDAY 13TH JULY 10am-2pm

Hawkinge Community Centre, Heron Forstal Avenue, Hawkinge, Kent CT18 7FP

COLCHESTER, ESSEX

SUNDAY 14TH JULY 10am-2pm

Langham Community Centre, School Road, Colchester, CO4 5PA

ORPINGTON, KENT

SUNDAY 28TH JULY 10am-2pm

Crofton Halls, Station Road, Orpington, Kent, BR6 8PR

NEW FOR 2019

DITTON, KENT

SUNDAY 11TH AUGUST 10am-2pm

Ditton Community Centre, Kiln Barn Road, Ditton, Kent ME20 6AH

RAYLEIGH, ESSEX

SUNDAY 18TH AUGUST 10am-2pm

Sweyne Park School, Sir Walter Raleigh Drive, Rayleigh, Essex, SS6 9BZ

srptoys1@hotmail.co.uk www.srptoyfairs1.co.uk

For more information contact: Paula and Gerry on 07739 998012

COLWYN MODEL RAILWAY CLUB

EXHIBITION 2019

Saturday 27th July (10am to 5pm)

- Sunday 28th July (10am to 4pm)

A range of layouts in gauges between 'O' & 'Z'



Admission:

Adult - £4 Children £3

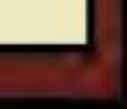
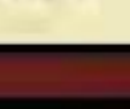
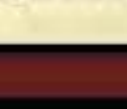
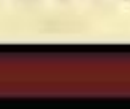
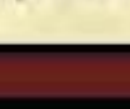
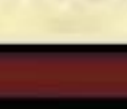
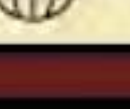
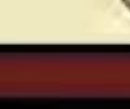
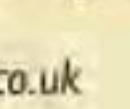
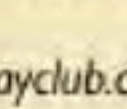
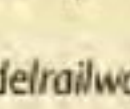
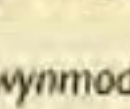
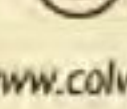
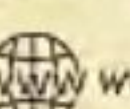
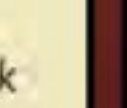
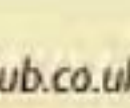
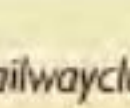
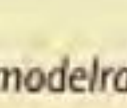
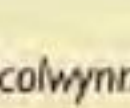
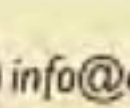
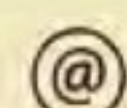
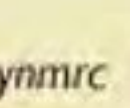
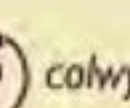


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10.30 am to 5pm

Adults £6 children under 10 free

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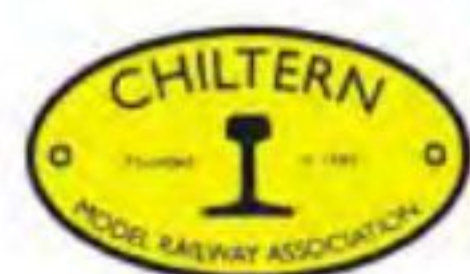
PLEASE NOTE: This will probably be the last time the Leeds Trust will exhibit, in full, the archives.

For further information see Events Diary in the HRCA and Bassett-Lowke Society listings

Modellers Day Bristol & South West

2019

Horfield Methodist Church Hall
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for more informations please contact

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or Simon Doyle secretary@bristoleastmrc.co.uk



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Basildon Model Railway Club



40th Model Railway Exhibition

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Saturday 6th July 2019 - 10:00-5:00pm

Sunday 7th July 2019 - 10:00-4:00pm



For all the exhibitions check
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Tech talk

Are you new to digital sound?

In the second part of this introduction to digital sound, the essentials of speakers and decoders are illustrated with a couple of Hornby steam locomotive examples.

WITH DIGITAL SOUND BECOMING ever more popular, a wide range of products is now available. From the budget but useful Hornby Twin Track Sound (TTS) decoders that offer the chance to install sound for as little as £36 per locomotive to the high-end Zimo and ESU Loksound systems (that leave little change from £110 per decoder and speaker set), there are many options for adding sound to your layout.

Additional products and services are available for those who wish to push the boundary, particularly at the high end of digital sound, with some specialists offering spectacular sound projects including recordings from locomotive sub-classes with their distinct sound differences over and above generic locomotive sounds.

As we will see in this article, the choice of a decoder is only part of the story, and loudspeakers also have a vital role to play in achieving the best possible sound reproduction. As is often discussed, even spending £36 on a sound decoder and failing to add a decent loudspeaker in place of the supplied basic speaker is a false economy. Bass-enhanced speakers are available for little add-on cost, and come in many shapes and sizes with excellent sound quality in small packages that can be squeezed into the most awkward of spaces.

Decoders

Digital sound decoders, like their non-sound counterparts, come in all shapes, sizes and capabilities. From large



These new speakers from Rail Exclusive are available in different sizes and impedance ratings. For Hornby decoders, speakers with impedance of 8 Ohm are required.

high-powered decoders for O gauge to relatively tiny NEXT18 decoders suitable for N gauge and smaller OO gauge models, there is a sound decoder to suit most models, incorporating the various plugs and socket arrangements used in DCC.

The difference between standard mobile decoders and digital sound decoders is the provision of an amplifier and memory to store the bits of sound used to make up the whole sound project. The amplifier is tiny, while the memory needs to be large, presenting challenges in squeezing the technology into something small enough to fit an N-gauge locomotive. The delicate

electronics must survive the less-than-gentle environment of the model railway, with its dirt, oil and vibrations. It is a remarkable achievement made possible as sound technology has become miniaturised for the mobile device sector.

Speakers

Every sound decoder is supplied with a loudspeaker. However, they are rarely of the best quality. The sounds may seem to be fine on first hearing, but certain important sounds, particularly deep bass tones, will not be as deep you might expect. The recently released digital sound Hornby TTS Class 60 is a good example of a locomotive with

a deep-sounding engine that has been captured well as a recorded sound, but not reproduced well through the supplied speaker.

Many modellers prefer to replace these with a bass-enhanced speaker at the first opportunity and as soon as they do, the difference in volume, tone and the dynamics is immediately apparent. Aftermarket speakers have drawn upon the miniaturised speaker technology used in mobile devices and laptop computers. Developed for the reproduction of music files in a small package, the same technology meets the needs of the modeller – a high quality of sound from a small speaker with a wide range of sounds, good bass and with an impedance to work well with the tiny decoder amplifiers and robust enough to withstand use in a model railway environment.

There are several factors to consider when buying a replacement speaker. The first and perhaps most obvious one is to get an idea of how large a speaker you can fit to a model. Clearly, the bigger the speaker, the better the sound reproduction, so choose the largest one that will fit – not always an easy task, as the examples in this article demonstrate. Many DCC-ready models are now being produced with a speaker bay which will accommodate the typical 20mm by 40mm oblong or 40mm round speaker supplied with most sound

decoders. Aftermarket bass-enhanced speakers such as those available from Rail Exclusive or Road and Rails will fit most speaker bays with minimal modification. For those models that do not have such space for a speaker at all, the variety of different-sized speakers available provides the modeller with useful options in installing digital sound, but it is up to you to work out what will fit and how.

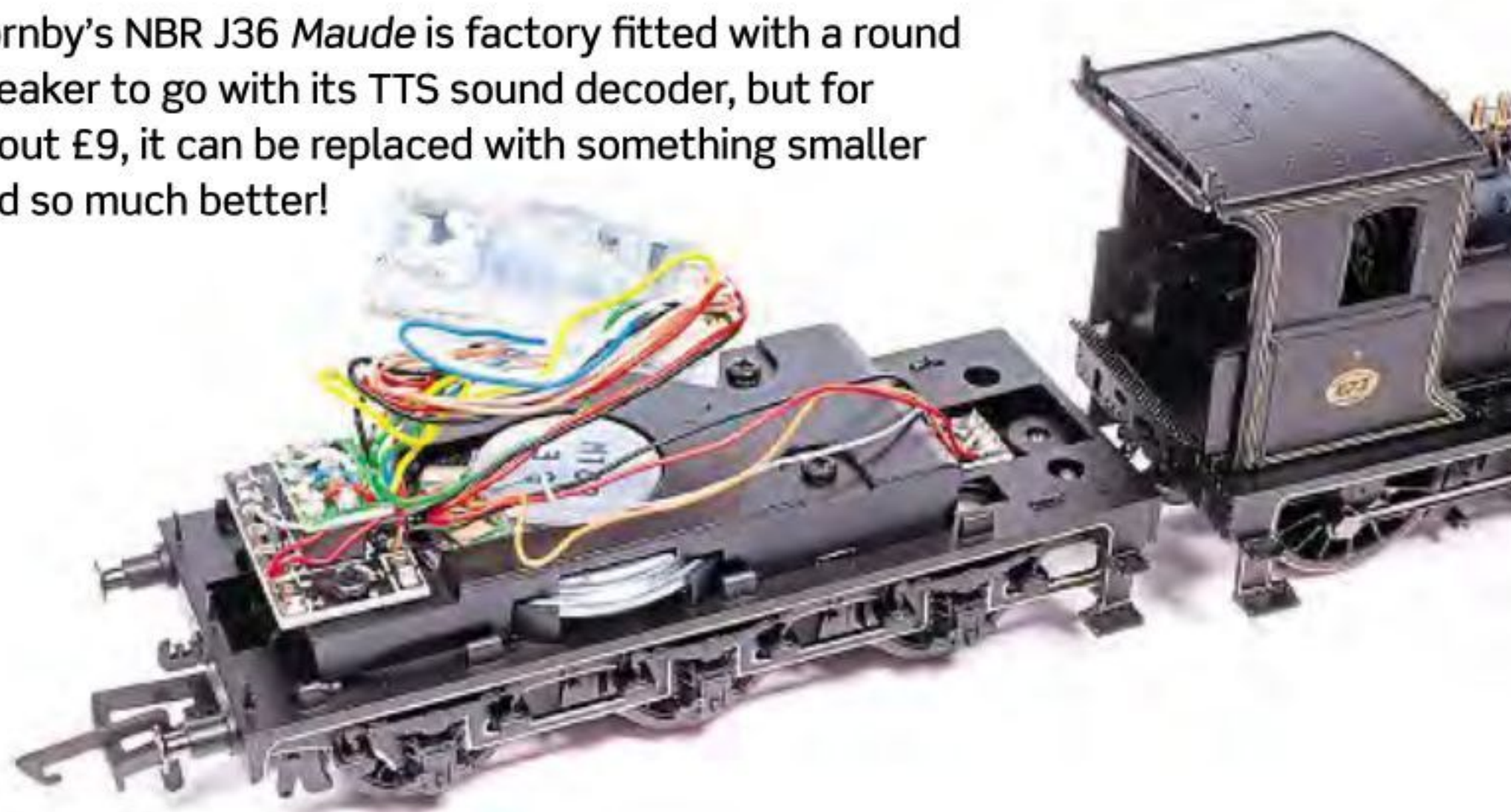
High-fidelity 'sugar cube' speakers have helped to overcome space issues, particularly in OO9 and N gauge. Some models, such as the larger tender steam locomotives, might seem to have an abundance of room in the tender until the coal hopper and its load of coal is taken into account, leaving an awkwardly shaped space to accommodate a speaker. With the wide range of sizes from the two suppliers mentioned above, something suitable will always be available.

When buying speakers, check the impedance rating of the decoder (actually its amplifier). Different types of sound decoder work with different speaker impedance ratings, and it is important to match them. For example, older ESU decoders such as the Version 3 series work with speakers with an impedance range of 8 to 32 Ohms. A higher-rated 4 Ohm speaker will destroy any Version 3 type ESU Loksound sound decoder. Version 4 and Version 5 ESU

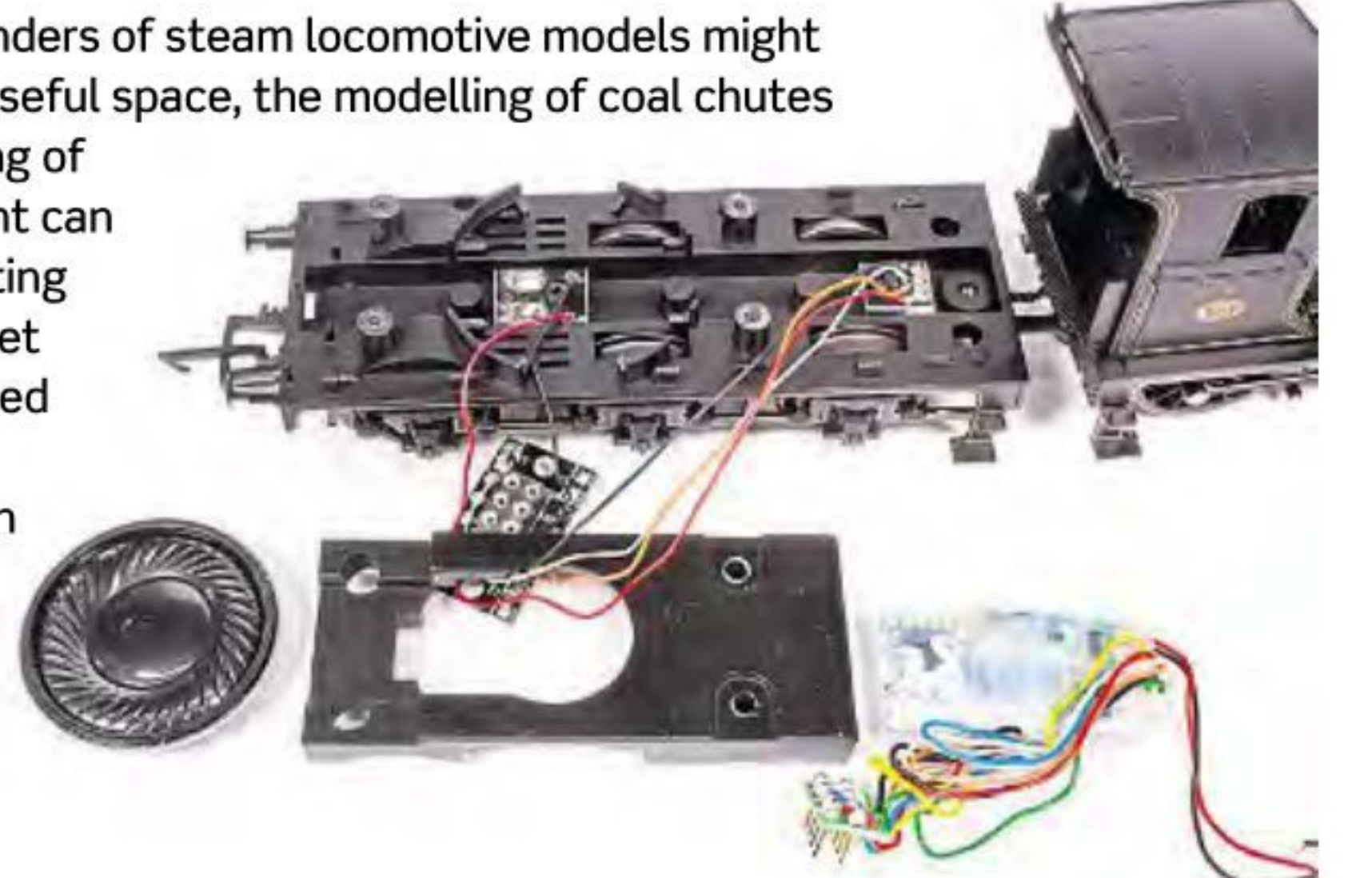


The variety and shape of bass-enhanced speakers for digital sound is wide, with a great number of options. The speakers shown in this picture are supplied by Road and Rails.

Hornby's NBR J36 *Maude* is factory fitted with a round speaker to go with its TTS sound decoder, but for about £9, it can be replaced with something smaller and so much better!



While the tenders of steam locomotive models might offer some useful space, the modelling of coal chutes and the fitting of ballast weight can make the fitting of aftermarket bass-enhanced speakers to the tender an interesting challenge.



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DCC Sound

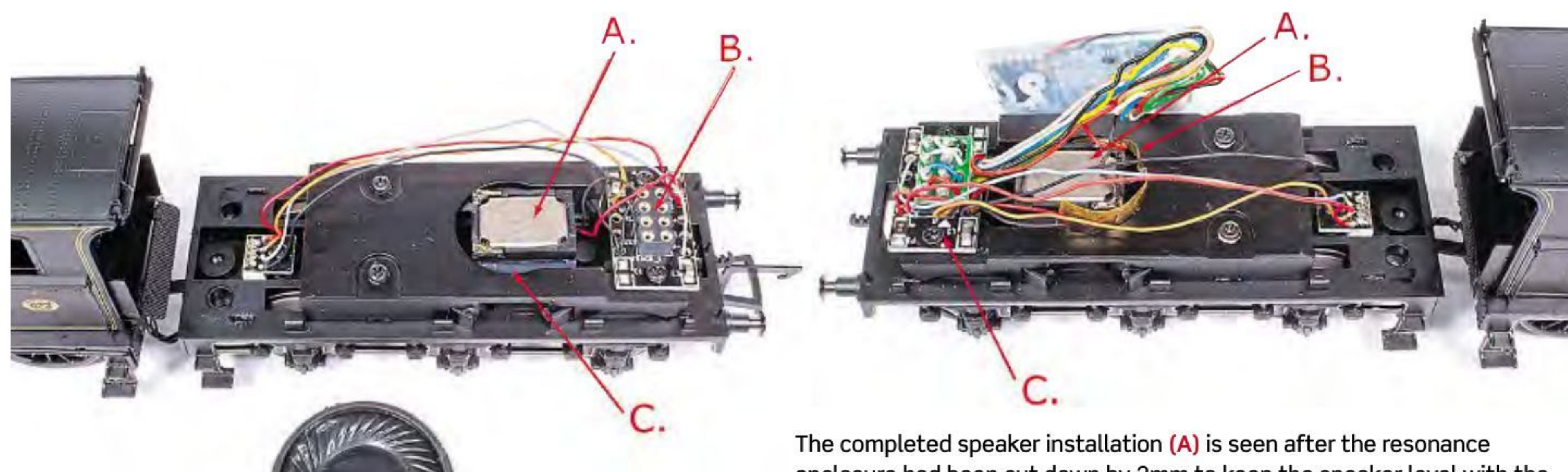


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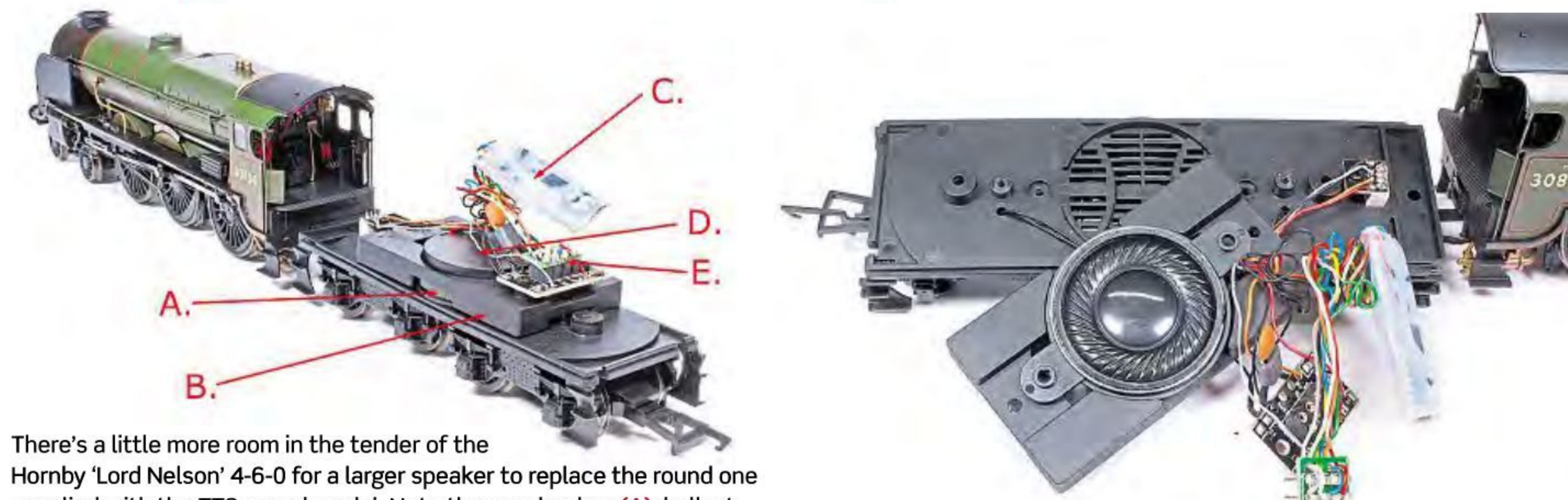


A Rail Exclusive mini-sugar cube speaker (A) is test fitted to the speaker bay (C) in the J36 tender with the aim of avoiding making any modifications to the tender. The model is equipped with an eight-pin interface socket (B).

The completed speaker installation (A) is seen after the resonance enclosure had been cut down by 2mm to keep the speaker level with the top of the ballast weight. Insulation tape is applied to the ballast weight to protect the speaker terminals (B) and the decoder plugged back into its socket with the orange wire pin aligned with the socket marked with an arrow (C). Note how the decoder wiring takes up a lot of useful space!

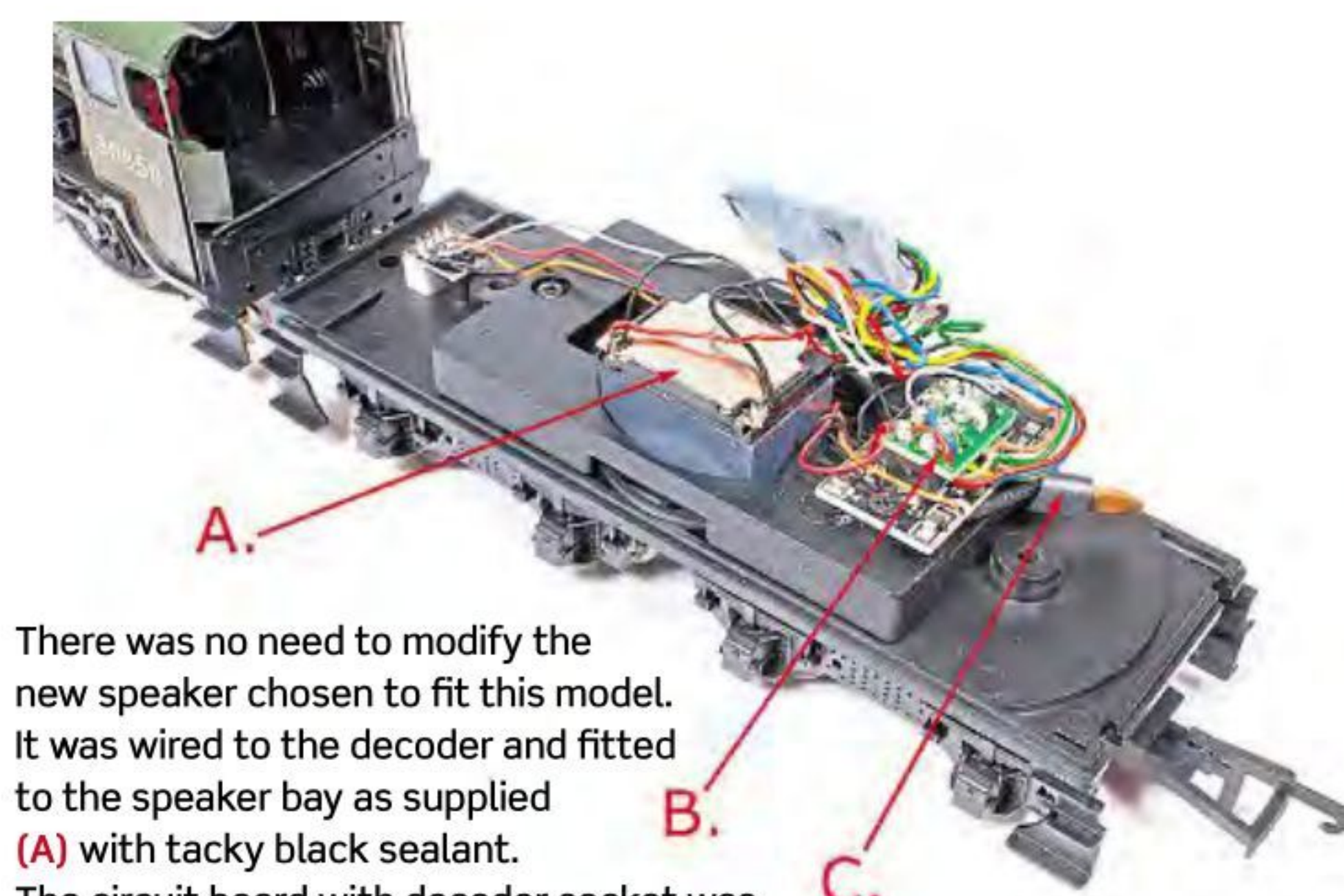


This is the completed installation in the delightful NBR J36 *Maude*. The low tender matched with this locomotive only just goes back together with this arrangement. Hornby could adopt the NEXT18 decoder interface to eliminate decoder wiring, effectively reducing the space issues in many of its models.



There's a little more room in the tender of the Hornby 'Lord Nelson' 4-6-0 for a larger speaker to replace the round one supplied with the TTS sound model. Note the speaker bay (A); ballast weight which secures the speaker in place (B); TTS sound decoder (C) and the top of the speaker enclosure (D). This model is also fitted with an eight-pin DCC interface and a TV interference suppression capacitor (E).

There's a tangle of wires as the factory-fitted round speaker is removed and the circuit board turned round on the ballast weight.



There was no need to modify the new speaker chosen to fit this model. It was wired to the decoder and fitted to the speaker bay as supplied (A) with tacky black sealant. The circuit board with decoder socket was turned round (B) so the TV interference suppression capacitor faced the opposite way to clear more space for the decoder (C).

Loksound decoders will be matched with 4 Ohm speakers, while the Hornby TTS sound decoder range is matched to speakers of 8 Ohm and above. Some speakers within the same range might have differing speaker ratings, both in terms of impedance (the rate at which the sound can flow through the speaker which increases with lower impedance) and power. A further complication can arise in the use of two speakers, where fitting them in parallel can exceed impedance ratings if one is not careful. If you are not sure, refer to the manufacturer's website for more details or ask your DCC retailer.

Example installations

The same rules apply to digital sound decoders as to any other type of mobile decoder, because they also have all the functions of a normal mobile decoder. Always choose the right decoder for the likely power consumption of the model. At least 1 Amp rating is required for larger 00-gauge models while 0.5 Amp is suitable for N-gauge, 009 and smaller 00-gauge locomotives such as the Hatton's Andrew Barclay tank engine.

Several precautions need to be taken before installation, including checking that the model works correctly and has the right interface for the decoder. The usual practices of avoiding pinching harness wires; placing excess pressure on the decoder when replacing the body; and testing the installation on a service track all

apply, as does the need to protect the decoder from bare metal surfaces by covering the surface (not the decoder) with suitable insulation tape. The speaker must not become pressed after installation either, and while it does not matter which way a speaker is wired to the speaker terminals on a model's circuit board or the decoder, match colours for the sake of neatness!

J36 *Maude*

The first example shown in the adjacent pictures is of the lovely Hornby J36 model *Maude* (R3600TTS) finished in North British condition with a low-sided tender. This model comes fitted with TTS sound, with the decoder plugged into an eight-pin DCC interface in the tender. The round speaker is secured to the underframe of the tender with a large metal ballast weight, with the decoder perched on top. To avoid any modification to the tender structure, the Rail Exclusive 'Mini Sugar Cube' was checked for size. This speaker has excellent bass and good volume too, despite its small size of 15mm by 11mm by 9mm including the enclosure. It stood slightly proud of the surface of the ballast weight, making it impossible to fit it, along with the decoder and wiring under the low tender with its sloping coal chute.

The ballast weight could be cut

up to accommodate a longer, flatter speaker. However, a better option was to separate the resonance enclosure box from the speaker, file the box down evenly by 2mm all round and reassemble the speaker to it with solvent cement ensuring complete seal. Once soldered to the speaker wires on the decoder, the whole assembly fitted the low space neatly, and *Maude* was louder and deeper than she ever was with the supplied speaker. If space remains an issue, or a larger speaker is desired, one way of making more space would be to discard the circuit board and interface; shorten the decoder harness wires; and wire the decoder directly to the locomotive's wiring.

'Lord Nelson' Class

Another model fitted with TTS sound, offering a great opportunity to look at speaker installation and different options, is the Hornby 'Lord Nelson' 4-6-0 No. 30850 *Lord Nelson* itself, which has a decoder and speaker installed in the tender (R3603TTS). There is a little more room to fit a speaker for this model compared to *Maude*, despite its coal chute detail which sits deep into the tender body. For this model (and to keep with fitting the largest speaker without modifying the tender), Rail Exclusive's 'The Boomer', measuring 18mm by 13mm by

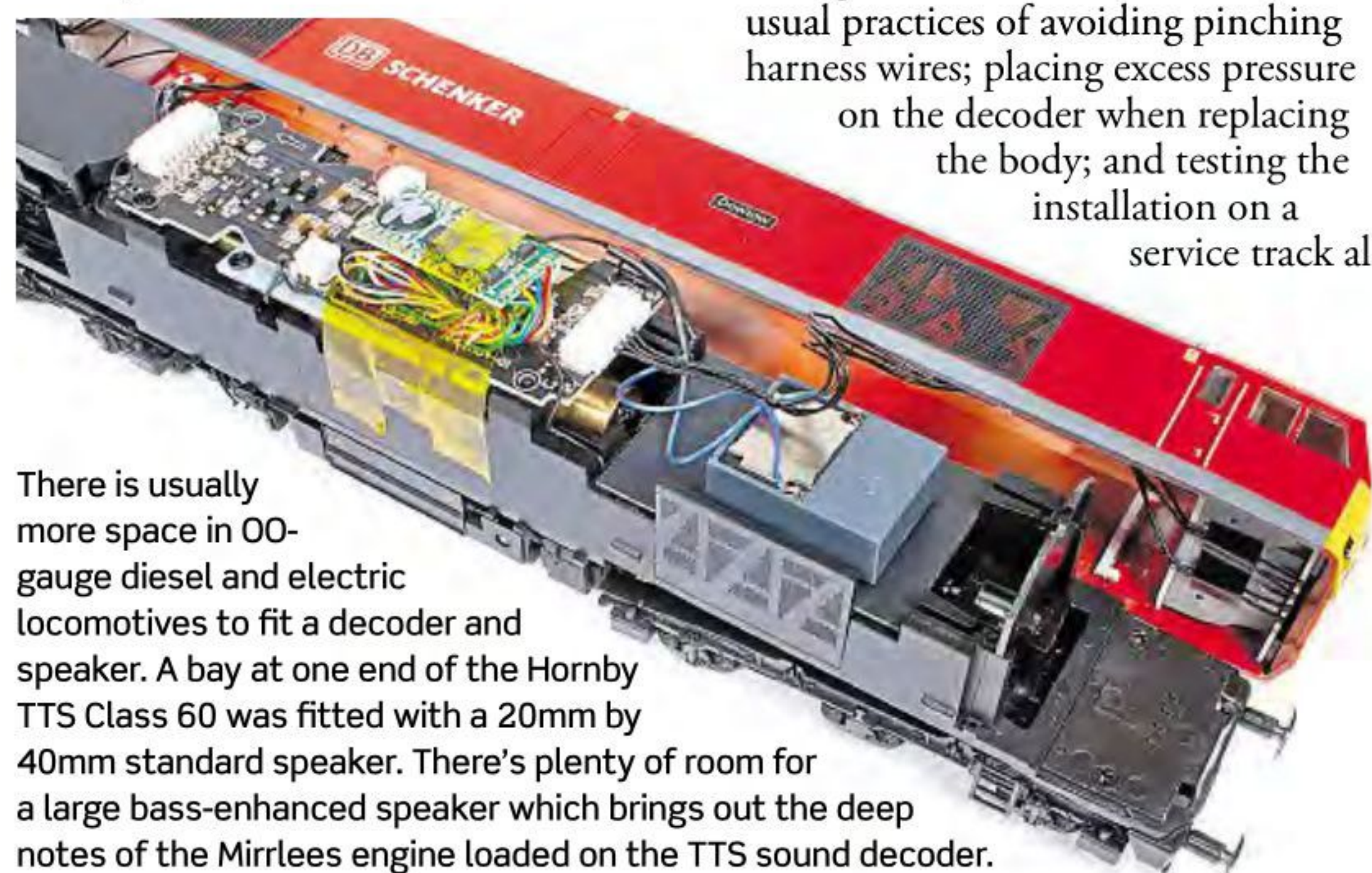
13mm, was chosen, fitting the speaker bay, recently vacated by the round 40mm-diameter speaker, very neatly.

In this instance, checks showed that the tender body could be replaced with decoder, speaker and wiring with only one modification, the small circuit board with the eight-pin DCC interface socket being turned round so that the TV interference suppression capacitor faced away from the decoder to ease the lack of space. There is some debate as to the value of removing these devices, but for the sake of complying with regulations, the photographs show it intact.

In the next part of this introduction to digital sound, more installations are examined, including Bachmann and Dapol models. In the meantime, have fun with sound. It brings a great added dimension to the layout and it's always worth looking into the various options and products available to see what suits your models and budget. Learning to drive your locomotives after digital sound has been fitted is good fun – but can take some practice!

Websites:

Rail Exclusive: www.railexclusive.com
Roads and Rails: www.roads-and-rails.co.uk



There is usually more space in 00-gauge diesel and electric locomotives to fit a decoder and speaker. A bay at one end of the Hornby TTS Class 60 was fitted with a 20mm by 40mm standard speaker. There's plenty of room for a large bass-enhanced speaker which brings out the deep notes of the Mirrlees engine loaded on the TTS sound decoder.

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GT3 – the gas-turbine locomotive that came too late

In the light of KR Models' announcement regarding the building of an OO-scale version of the English Electric gas-turbine locomotive GT3, **Pete Kelly** traces the history of the Vulcan Foundry where it was built, and recalls a surprise encounter with the locomotive itself during a teenage visit to the factory.

SOME PLACES BECOME SUCH AN everyday part of one's life that it seems unimaginable that they will ever be demolished and simply cease to exist.

Such a place was Vulcan Foundry, near Newton-le-Willows in Lancashire. The huge lettering proudly proclaiming 'Vulcan Locomotives' could be seen clearly from the West Coast Main Line just north of Winwick Junction, and the short rail link from there to Earlestown went right past the factory gates.

The Vulcan Foundry had an impressive history. Established by Charles Tayleur in partnership with Robert Stephenson in 1832, just two years after the opening of the Liverpool

& Manchester Railway, it had delivered its first two 'Planet'-type four-wheel locomotives and dispatched two single-wheel bogie locomotives named *Fire Fly* and *Red Rover* to North America by 1833. Even the Great Western Railway's esteemed locomotive designer Sir Daniel Gooch served an engineering apprenticeship at the foundry.

The scene was set for 142 years of locomotive building and exporting all over the world to countries including Russia, Japan, India, Mexico, Australia, New Zealand, Germany, Austria and Uganda (to name but a few) and Vulcan's fame lasted well into the electric and diesel-electric era.

By the outbreak of the First World

War, the foundry had built its 3000th locomotive, and during the mid-1930s 100 'Black Five' 4-6-0s for the LMS emerged from the works. Vulcan made a massive contribution to the war effort during the 1939-45 conflict, including the manufacture of WD locomotives and Matilda tanks, and afterwards continued building both steam and modern traction locomotives.

By 1956 the foundry had built well over 6000 steam locomotives and was still completing

a batch for East African Railways, but by the following year, even as the 'Duchess'-hailed 'Caledonian' was making its inaugural run, an order for 22 'Deltics' had been placed by British Railways, and the foundry's very first diesel-electric locomotive for the railway modernisation scheme, an English Electric Type 1 (Class 20) was handed over.

After becoming the Vulcan works of the English Electric Company in 1962, the order books boomed, and by 1964 no fewer than 1173 diesel-electric and electric locomotives, including Class 37s, had been dispatched from the works, which I cycled past every day after starting work as a trainee journalist on an Earlestown weekly newspaper in 1961.

A year or so earlier, the Boys' Brigade company to which I belonged was given a guided tour of Vulcan Foundry, and our eyes lit up when we spotted a mysterious brown-painted locomotive which at first glance looked like an air-smoothed 4-6-0 steam engine but clearly wasn't. Our guide took delight in telling us that what we were looking at was a brand new gas-turbine, carrying its kerosene fuel in what looked like a normal tender, and that it would soon be undergoing trial running on British Railways.

Its number, GT3, had nothing to do with fast sports cars, but simply stood for Gas Turbine 3, following on from



GT3 shares a siding with a decidedly grimy-looking 'Peak' 1-Co-Co-1 diesel-electric.



With its steam engine-like profile and chocolate brown colour scheme, GT3 certainly raised eyebrows during its relatively short period of trial running while on loan from English Electric to British Railways.

the Brown Boveri and Metropolitan-Vickers prototypes that had been running on the Western Region.

I was so impressed by it that I submitted a paragraph to 'Motive Power Miscellany' in Ian Allan's *Trains Illustrated* monthly, and to my surprise it duly appeared – my first-ever contribution to a railway magazine!

But what has all this got to do with railway modelling? I was intrigued to learn recently about KR Models' intention to build an OO-scale version of GT3 featuring a five-pole motor, sprung buffers, etched grilles and nameplates, with delivery expected in the second quarter of 2020.

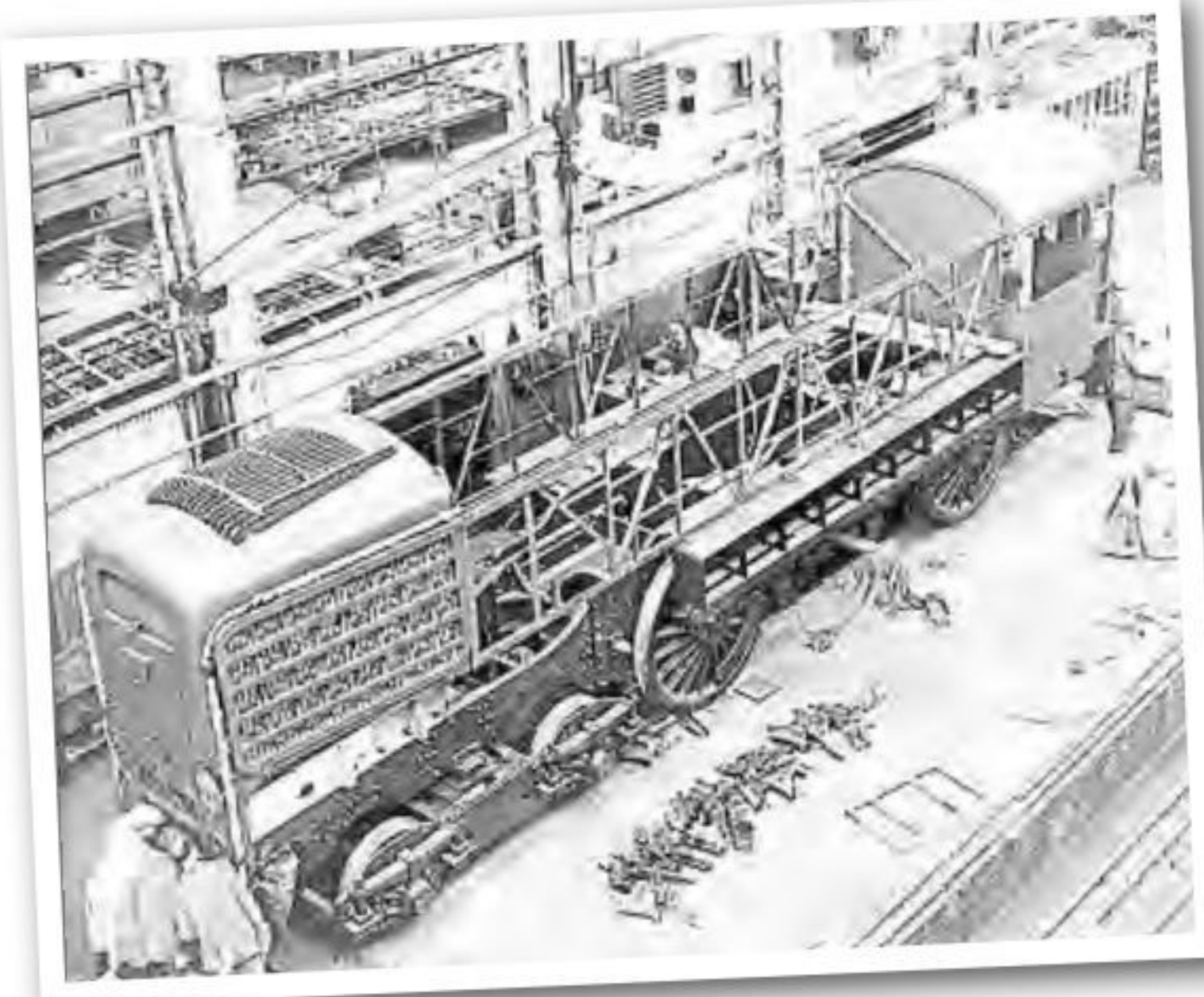
When I rang Warrington-born Keith Revell, the name behind the initials (who now lives in Canada) on Thursday, June 13, he told me that the first tooling for the GT3 model would be completed by July 1, with delivery expected in the second quarter of next year. The projected prices are £185 DCC ready, and £285 with DCC and sound, plus shipping, and an instalment plan is available for those wishing to order. You can go to the www.krmodels.co.uk website for more details.

As for GT3 itself, the locomotive, whose English Electric EM26L 2750hp power plant featured high and low-pressure turbines, had been conceived before nationalisation, but a whole decade went by before it even left the drawing board.

For a time during its trials on loan to BR (LMR), the 90mph locomotive was shedded at Leicester and worked on the old Great Central main line between Leicester and Woodford Halse, and then Leicester and Marylebone. It even took part in a trial run over Shap with the legendary Ossie Nock recording its performance, but by 1962 it was back at Vulcan Foundry.

There it languished until 1965, when its gas turbine engine and heat exchanger equipment were taken out, and ironically the remains were transported behind a BR standard steam locomotive to Thomas W Ward's at Salford and scrapped.

With its steam locomotive profile, it would never have been viable in the age of double-ended diesel electrics and electrics (even Class 20s could be coupled nose-to-nose and used in the same fashion) and so its fate was sealed.



GT3 is seen under construction in the Vulcan Foundry.



This CAD drawing shows what KR Models' completed OO-scale version of GT3 might look like.

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The model will feature 5 pole motor, sprung buffers, etched grills and name plates.

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and DCC sound **£285.00** plus shipping.

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2nd quarter 2020



What's *in the* shops

Try IRM's Córas Iompair Éireann 24850-54 series ballast plough van

The five 24850-54 series ballast plough vans built by CIE in the late 1970s have been beautifully recreated in OO gauge by Irish Railway Models.

FIVE MODERN BALLAST PLOUGH vans were constructed for the Irish railways (Córas Iompair Éireann) in 1978 at the Inchicore Works in Dublin to replace a number of ageing pre-group vehicles that were life-expired to say the least!

The five vans, numbered 24850-54, were used until 2013, when the introduction of modern ballast wagons saw them taken out of use. They were painted in bright yellow and latterly fitted with security screens – a feature represented on two of the three wagon packs offered by Irish Railway Models (IRM).

The vans were operated in pairs, one at each end of a rake of ballast hopper wagons, usually the two-axle 1972-4 built wagons (also offered in 'OO' gauge by IRM). The plough would be unlocked and lowered using a wheel located in the van itself. A ballast train would move slowly through the work site while discharging ballast that would be literally ploughed into place by the ballast plough and subsequently finished by hand. Once the ballast was distributed, the plough would be raised and locked clear of the track to allow the train to depart from the work site.

IRM offers three packs of two vans, limited to a production run of 250 each

FEATURES OF THE MODEL:

- Single-piece body shell clipped to the underframe.
- Unspring plastic buffers.
- Eight-pin DCC interface for interior and tail lights.
- Current collection from all four wheels.
- NEM coupling pockets.
- Separate wire hand rails.
- Etched metal window mesh grilles.
- Fully detailed underframe.
- Thin-section plastic ballast plough.
- Interior detailing including plough mechanism.
- Supplied in packs of two vans.

with different markings and numbers covering three time periods, including the most up-to-date period when the vans were fitted with window mesh and labelled for Irish Rail. The review models are from pack IRM1035IR, which contains Nos. 24851 and 24854 finished with Iarnród Éireann and Irish Rail markings and equipped with modern fittings.

A single-piece injection-moulded body is fitted out with a variety of fine metal etchings for the window security mesh and a neat brake wheel stand. Two tail-lights are moulded on the plain outer end of the body, while the verandah on the inner end has some fine checker plate detail in the floor. The roof vents are separately applied fittings alongside the side lamps. Remove the body by gently unclipping it from the underframe to find both the circuit board and more details fitted to the interior, including the plough wheel, locking levers and the vacuum brake cylinders too. There is room to fit a decoder without it being obvious through the glazed windows. The security screens fitted to the modern versions of the van conceal most of the interior detail anyway!

A long external brake pipe is supplied in the box which should not be fitted until any detailing work involving the interior and fitting a decoder (if desired) for the interior lights is completed.

Underframe

Detail enthusiasts are in for a treat with the underframe on this model. If the OO-gauge PCA cement tank wagon by sister company Accurascale impressed you, the CIE/IR ballast plough vans have it in abundance.

The brakes look as if they could be made to work, with clean crisp moulded components carefully assembled to the underframe. Sitting in the middle of all that small detail is a fine-looking ballast plough, a thin section plastic moulding which is a complex shape, very well executed.



Above: Couplings are moulded in yellow plastic and fitted to NEM pockets fixed directly to the underframe clear of the brake details. The supplied couplings are cranked to bring them to the correct height.

Separate pieces have been used for the clasp brake shoes, the yokes and plough brackets. Wire safety loops are also fitted to each brake yoke.

One notable feature is the plastic axle guards which are usually quite chunky in plastic wagon underframes.

The detail on the outside face includes well-defined springs and roller-bearing detail.

Electronics

When examining the underframe, two operational features are visible. One is a pair of miniature switches to control the tail-lights and interior lighting together with wiper current pick-ups working on the inside faces of the disc wheels. Current collection is very good, despite the van having only four wheels to do so. With the body removed, the internal circuit board is visible with the eight-pin DCC socket mounted on the underside.

A basic two-function decoder will be sufficient to power the lighting in this wagon, although one capable of being equipped with a 'Stay Alive' unit would be the best option to eliminate light flicker. There is plenty of room for both in the van and even a sound decoder if someone has a clear recording of a ballast plough when in use!

Livery and finishing:

The yellow livery is bright and fun too. Unlike many wagons, the underframe and its fittings were painted yellow on the full-sized wagons as well, just in case one might miss them in the dark!

This colour scheme is faithfully replicated as a pristine livery with an eggshell finish. The models are the perfect base for toning down and rust weathering, yet are compellingly attractive in pristine condition.



No. 24854 is one of two models supplied in the most up to date Iarnród Éireann and Irish Rail markings with warning notice in the verandah door.

MODEL DETAILS: CIE 24850-54 series ballast plough vans.

Manufacturer:
Irish Railway Models.

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

Era:
1978-2013.

Web:
Irishrailwaymodels.com

Suggested retail price:
119.95 Euros



The wagons were operated with verandahs facing inwards. The model has not pushed too hard down the separate component route to the extent that tiny details come adrift with normal handling.



The five ballast plough vans built for CIE in 1978 are offered as limited edition twin packs of two vans by IRM.



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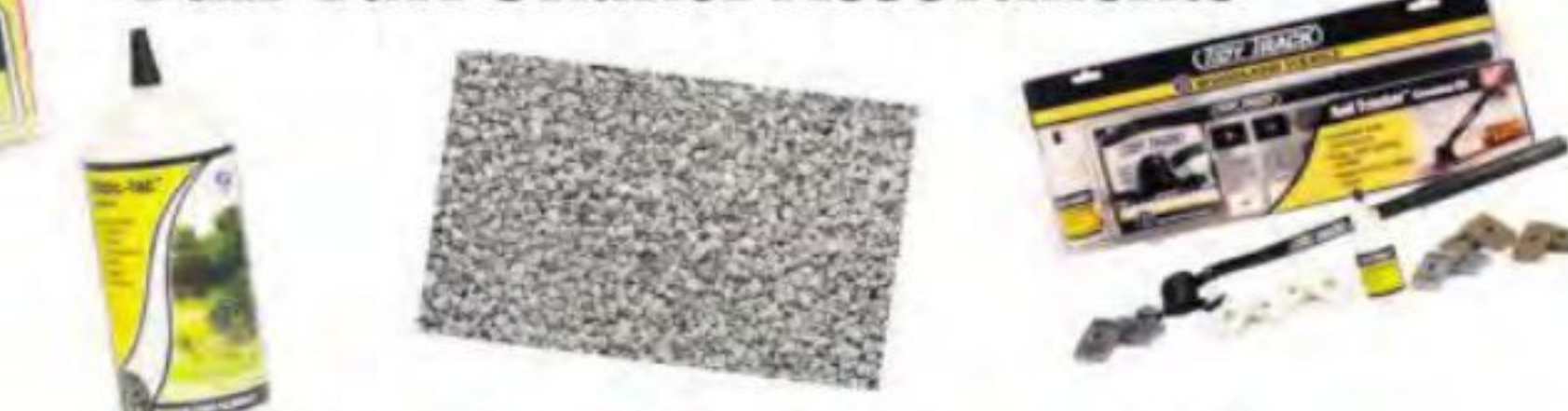
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John M Rodway's Tales From Knottewithought Junction

There's something fishy going on

The trials and tribulations of the railway team continue as they experience some technical difficulties

SIX DAYS A WEEK, IN THE EARLY morning, the fish train comes through and stops briefly at Knottewithought station, usually for just one van to be emptied. The Porter, Bill Carter, works frantically to unload the boxes and then sort them – an awkward task because they are heavy, cold with crushed ice and wet and slippery with near-freezing melt water.

The boxes for local fishmongers are put on hand carts or taken to lorries and vans waiting just outside the station. The remainder go by the first branch passenger train of the day up the Knotte Valley. Guards don't like carrying fresh fish because it makes the floor of their compartment wet and smelly, and they also have bundles of freshly printed newspapers to keep dry.

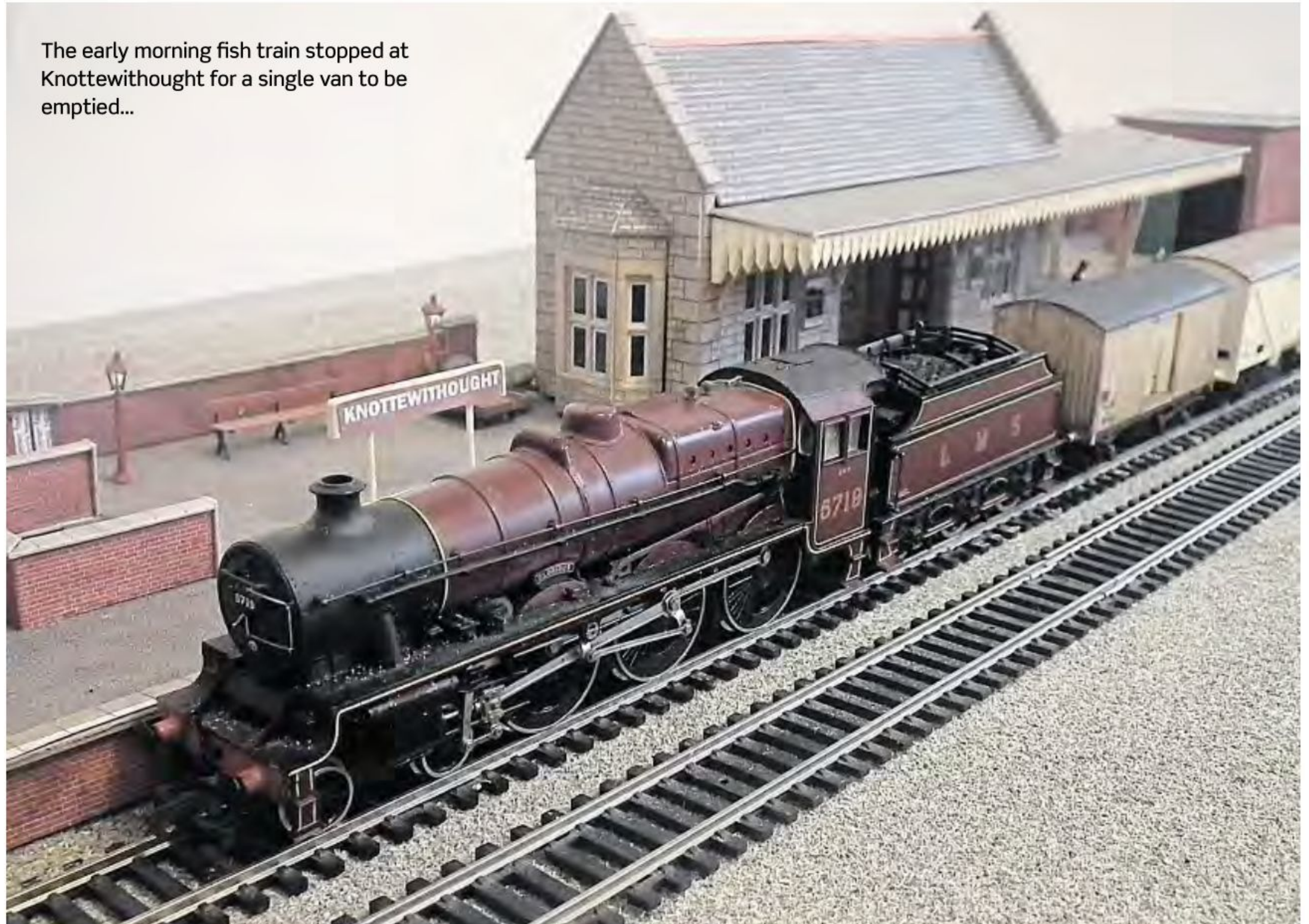
One Friday, after the fish van had been emptied and its doors closed, the Guard blew his whistle and waved his green flag – but the train didn't move off. He whistled and waved a second time, but nothing happened. Fish trains were Class A workings, run to express timings with minimum standing periods at stations, so he ran up to the locomotive to point out that he'd given the 'right away'.

The Driver explained that the engine would not respond to his controls. It just would not move. He and the Fireman searched all over the loco for a cause. The firebox was dark, the boiler and smokebox were cold, the steam pressure gauge showed zero and the water glasses were empty!

Stationmaster Albert Newton was soon on the scene, and immediately sent for another engine and the permanent way gang, who immediately got to work and polished the track, especially where the point blades made contact with stock rails – but it had no effect.

The branch loco was brought round to the back of the fish train, pulling the vans clear and shunting them into a siding before returning to retrieve the dead loco. As this was pulled backwards, it suddenly came alive. There was fire in the box, water in the glasses and pressure on the gauge. It moved under its own power.

After being uncoupled, the branch locomotive returned to its coaches for a late departure while the express loco moved forward and stopped dead. A mystified pw man rested his spade on one of the rails and immediately the engine came to life again and began to move. When the spade was removed



The early morning fish train stopped at Knottewithought for a single van to be emptied...



The branch loco was soon on the scene to pull the fish vans into a siding before returning to retrieve the express engine but as the failed loco was pulled backwards it burst into life again, stopping once more when it moved forward.

the loco stopped. The problem was with the track.

The Permanent Way Foreman knelt down to investigate and noticed immediately that a rail joiner was loose and had moved so that it was no longer actually joining the two rail ends. Using a length of metal bar and a sledgehammer, he soon knocked the errant joiner back into place. The problem was solved.

The relief engine arrived to collect the fish vans from the siding and shunt them back up behind the express loco before running coupled to the back of train as a stand-by banker. With the augmented fish train now on its way, the pw men hammered down the joiner so that it gripped the foot of both rails.

The local Lengthman was reprimanded for overlooking a creeping fishplate, and Mr Newton submitted a report to the District Superintendent, who in turn issued an instruction that every rail joiner should be inspected and nipped tight if required.

That wasn't the end of the matter, though, because where the fish vans had stood in the siding, the ballast had become wet with melt water which had seeped down into the formation and warped it so badly that the siding became a switchback. The pw gang had to lift the track, remove the ballast, excavate the degraded formation and make it good before relaying the track and re-ballasting.



Porter Bill Carter works frantically to unload the fish boxes, for such trains run to express timings and cannot be held up.



The Guard blew his whistle and waved his green flag twice, but nothing happened.



A member of the permanent way gang noticed that every time he rested his spade on one of the rails, the loco started to move. The problem was solved – a loose rail-joiner had moved so that the two rail ends were no longer actually joined!

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Designer William Stroudley

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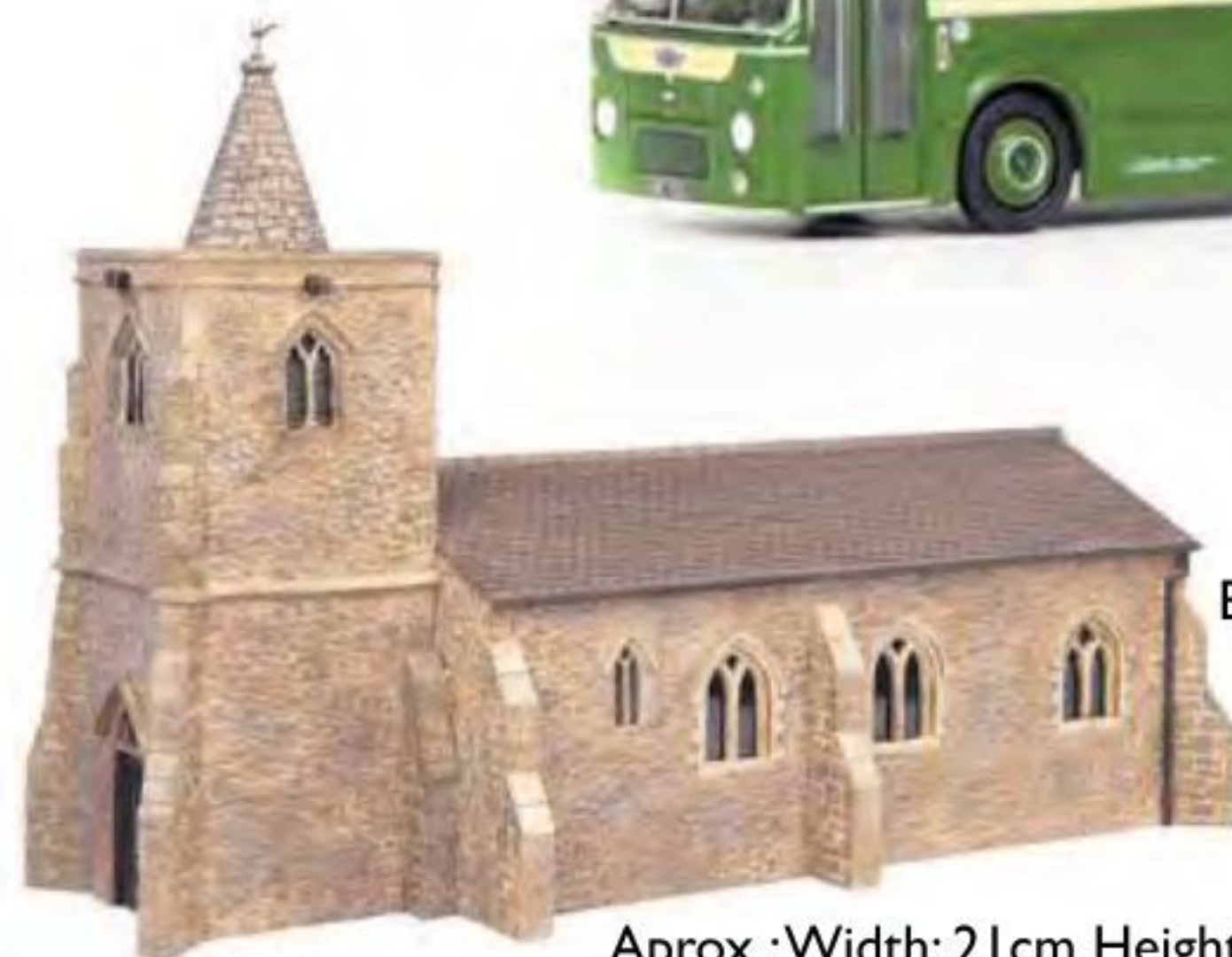
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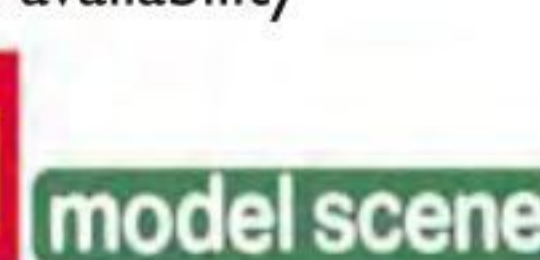
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What a gathering! From front are No. 1 Raigmore, a Hawthorn 2-2-2 rebuilt by Stroudley as a 2-4-0 in 1869, Jones 4-4-0 Loch Shin, Drummond 'Small Ben' Ben Wyvis, Drummond 'Big Ben' Ben Mholach, Drummond 'Barney' 10-6-0 No. 36, Jones 4-4-0T No. 50A and Drummond 0-4-4T No. 46.



With Inverdeen Cabin and a mouth-watering assortment of period passenger stock, coal, timber and cattle wagons in the background, Highland Railway 'small Ben' 4-4-0 Ben Wyvis underlines the great modelling contribution left behind by James Kennedy.

Modelling Highland memories – the Kennedy Collection

Ian Lamb describes the priceless legacy of the garden railway artefacts built by the late Inverness craftsman James Kennedy, and the successful efforts made by trustees to keep a large part of it safe for posterity.

DESCRIBING HIS GAUGE 1 GARDEN layout in 1955, James Kennedy told how, after the war, he started once again creating a model railway based on a typical line in northern Scotland. Although it would not strictly reflect the Highland Railway, that company's practice and influence would predominate.

James favoured terminal-to-terminal working, believing that such an arrangement would provide maximum operational interest. The single line would run from a market town, where a junction was made with the rest of the country, to a fishing port, and there would be considerable holiday traffic in the summer. To create the right atmosphere

for this fictitious North Moray Railway line, geographical locations, local history and commercial reasons for its existence would have to be provided.

Over a period of 30 years, James constructed a unique collection of Highland Railway rolling stock scale models that were displayed in an extensive home garden layout that was considered to be a first-class historical representation of Highland Railway operations in the late Victorian and Edwardian eras.

Being outdoors, all woodwork including sleepers had to be creosoted regularly to preserve the project from the effects of damp. When first put down, the track work was constructed on battens, but they twisted vertically and horizontally into all kinds of shapes, followed in similar fashion by the track alignment. In fact Jim once stated: "In an outdoor line of any size, the plate-laying gangs will always have plenty of work to keep them busy."

Initially all track and rolling stock was built to Gauge 1 BRMSB standard, but on the 'small Ben' locos, whose wheels were set at 41mm apart, the boiler could not be placed at scale height from rail level. Showing how accurate he made his models, James Kennedy found that, by increasing the setting by a single millimetre to 42mm, as laid down in the BRMSB's 1950 book, the centre line of the boilers could be correctly placed, and consequently all stock was changed to

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A Highland Railway 'Barney' 0-6-0 stands at the forefront of this display at last Year's Strathspey Gala.

the latter standard. A minimum radius of eight feet was chosen for the curves, with the track electrified by brass stud contacts at 24 volts.

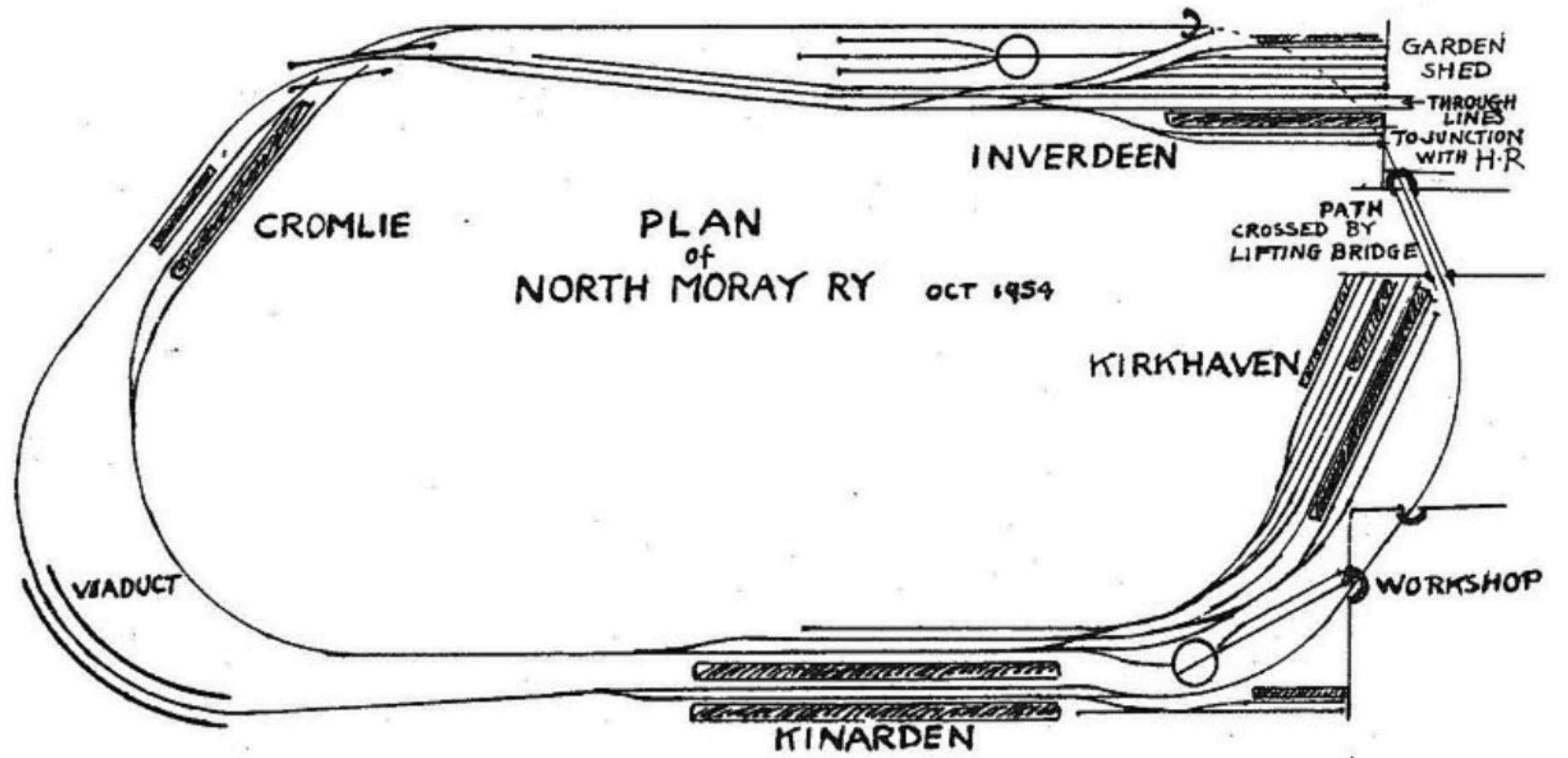
The adoption of Gauge 1, and of a definite prototype, meant that

everything had to be made in Jim's own workshop, taking up almost all his spare time for eight years.

After his death in 1984 the collection was offered for sale and with the imminent danger of these superb



These exquisite models of large-wheeled 2-4-0 Raigmore and a Highland Railway saloon were pictured at last year's Strathspey Gala.



This track plan of the garden railway constructed by Inverness craftsman James Kennedy was published in *Model Railway Constructor* in April 1955.

models being lost to the public, in 1985 Mr F D L Spaven of Inverness and Dr Tom L Coombs of Nairn (recently deceased) established a fund to buy selected items, the basis of which is on display to this day. Significantly

also, many of the remaining items in the collection were deemed worthy of purchase by the London Toy and Model Museum.

The current trustees aim to form a permanent display which, perhaps with

the addition of other relevant artefacts, would illustrate the railway heritage of the Highlands. Ideally, a space to allow a run of 30 to 60 metres is required to show the models at their best, but in the interim a 10-metre portable end-to-end layout has been constructed. It incorporates a three-road storage siding merging into a short single track section, and this in turn leads to a typical H-plan station with a run-round loop.

The mantle of making sure these rarely-seen scale Gauge 1 models continue to be viewed in public has been passed on to a few enthusiasts headed by Ken McKee of Elgin, and they will next be operating the Kennedy Collection at the heritage Strathspey Railway Gala over the weekend of July 13 and 14 as part of a free model railway exhibition based in Boat of Garten station.

The Kennedy Highland Railway Models Trust is a recognised Scottish Charity (No. sc035966), and further information can be obtained at www.spanglefish.com/kennedymodels



Kennedy collection trustees Ken McKee and Rolf Schmidt are seen with a small static selection of the historic modelling items.

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Places to visit

Dean Forest Railway – the heritage line that grew from a 200yd ‘acorn’!

Craig Amess looks at the delights in store for visitors to the lush and still-expanding Dean Forest Railway.

ORIGINALLY PART OF THE SEVERN and Wye Valley Railway that ran between Lydney and Cinderford in Gloucestershire, today's heritage Dean Forest Railway offers visitors a delightful 4¼-mile journey between Lydney and Parkend, with plans to extend its service to a total of 6¼ miles.

Two hundred years ago the Forest of Dean boasted rich coal reserves, and in 1809 an Act of Parliament authorised a tramroad to be developed by the Lydney and Lydbrook Railway, which became the Severn and Wye Valley and Canal Company a year later following approval for a canal and dock to be developed at Lydney.

The horse-operated 3ft 6in line opened in 1810, but it wasn't until 1864 that the first well-tank steam locomotive was bought. Four years later, a broad-gauge line was constructed alongside the tramroad, and the first engines, conversions of those used on the tramway, were quickly followed by two new locomotives.

The opening of the Severn Railway Bridge in the 1879 allowed coal to be carried from the Forest of Dean to the docks at Sharpness, and the line became the Severn & Wye & Severn Bridge Railway Co. In 1892 it was converted to standard gauge, but bankruptcy in

1894 led to operations being taken over by the Great Western and Midland Railways, and the line became the Severn & Wye Joint Railway.

Passenger trains north of Lydney Town ended in 1929, but school runs continued from Lydney Town to Berkley Road until the 1960 Severn Railway Bridge disaster, in which two large barges collided with the bridge in thick fog with fatal consequences, finally put a stop to them.

Freight continued until the line closed in 1976, but in anticipation of this the Dean Forest Railway Society had already been formed in 1970, and within a year the first open day was organised at Parkend station, with 0-4-0 Peckett steam locomotive *Uskmouth 1* taking passengers on a 200-yard trip along the sidings and back!

Eager to shake off the title of the world's shortest heritage railway, in 1978 the society bought the Norchard site, previously a colliery and coal-fired power station. This became the main base of operations and remains so today, with car parks, a museum and other facilities.

In 1986, after buying the trackbed from British Rail, the society continued to extend and reopen parts of the line.

Opened in the early 1990s, the A48

by-pass allowed a railway crossing to be put in, and Lydney Junction was reached in 1995. This eventually led to a relationship with main line operator CrossCountry to provide a combined fare for travel on both its own services and those on the DFR. The Lydney interchange also allows visitors to enjoy the historic harbour.

Although untidy, the track remained largely *in situ*, so attention turned to extending northwards, with Tufts Junction being reached in 2001, Whitecroft (after major bridge works) in 2003 and Parkend station, opened by Princess Anne, in 2006.

The DFR plans to extend its heritage services a further 2.5 miles into the middle of the Royal Forest at Speech House Road, bringing the trip to 6¼ miles, and then Cinderford by investing north of Parkend, hopefully with government funding.

With its keen volunteers the Dean Forest Railway, a hidden gem set in beautiful countryside, is one to watch for the future and to visit today.



Class 14 0-6-0 diesel-hydraulic No. D9555 is seen at the DFR's Abutment with a train of BR Western Region carriages.



Only the word 'immaculate' can adequately describe Parkend station.



Great Western 2-6-2T No 5541 – 'The Forest Prairie' – looks well at home as it steams through the attractive landscape.



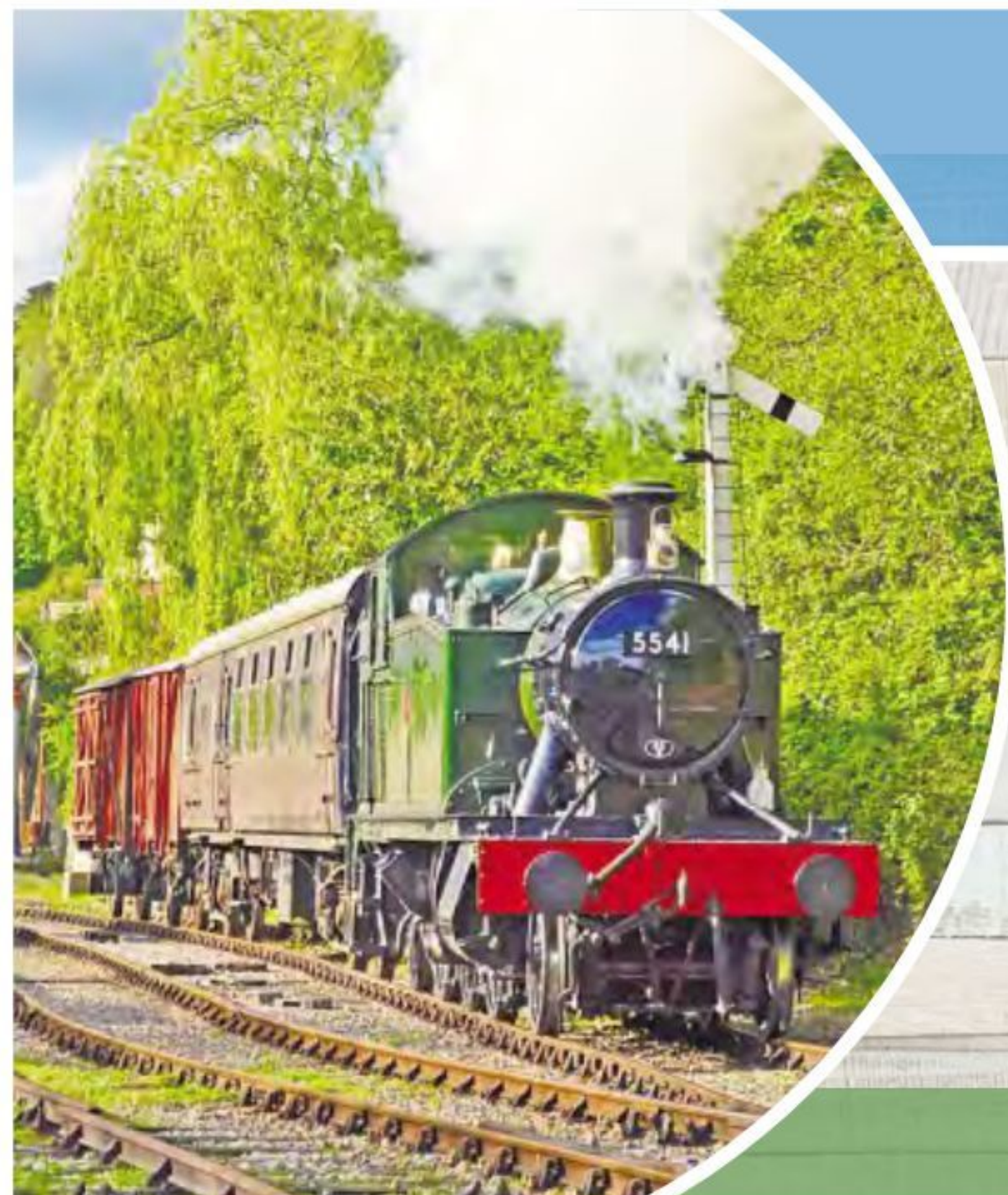
What a fabulous wintry shot as the Longmoor Military Railway-liveried WD 0-6-0ST No 152 Rennes heads a Dean Forest Railway Santa Special through the snow.

WHAT'S ON AT THE DEAN FOREST RAILWAY

- STEAM SERVICES ON ALL WEDNESDAYS, SATURDAYS AND SUNDAYS THROUGHOUT THE SUMMER AND AUTUMN UNTIL NOVEMBER 10TH, EXCLUDING THE FOLLOWING SPECIAL EVENTS...
- THE ANNUAL DIESEL GALA IS BACK ON FRI 13TH - SUN 15TH SEPT, WITH VISITOR 33063 'R J MITCHELL' JOINING OUR HOME LOCOMOTIVES (AND MAYBE ANOTHER SURPRISE GUEST!)
- THOMAS THE TANK ENGINE IS BACK FOR A DAY OUT WITH THOMAS ON FRI 27TH - SUN 29TH SEPT.
- SANTA'S VISITING ON SELECTED DATES THROUGHOUT DECEMBER.
- CREAM TEAS AVAILABLE ON ALL STEAM DAYS - ONLINE BOOKING REQUIRED.
- SHOP & MUSEUM OPEN EVERY DAY, AND 'WHISTLES CAFE' OPEN ON ALL RUNNING DAYS.



TIMETABLES, SPECIAL EVENTS & FARES AT WWW.DEANFORESTRAILWAY.CO.UK





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