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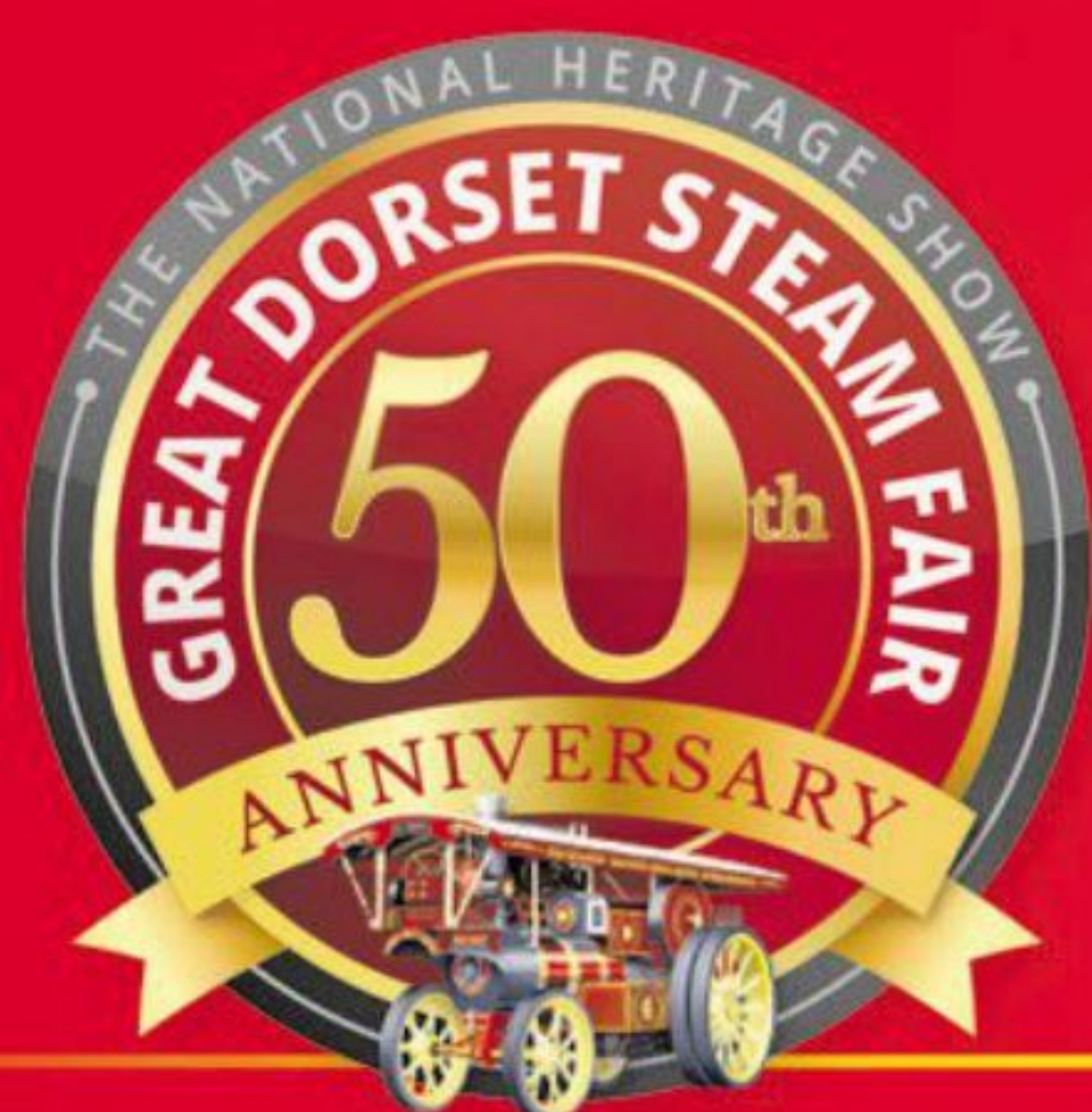
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 September 2019 issue of RMM is out on
 Friday, August 23, 2019.



Pete Kelly
 Editor

From the editor

Welcome to another issue of *The Railway Magazine Guide to Modelling*.

With the completion of our N-scale project layout 'St Ann's Cove' now well within sight, we've been thinking about what to build next. The initial conclusion was a 2ft wide, late-1930s LMS-based 'round-the-walls' 00-scale layout featuring a re-creation of the late Barry H Freeman's 'Winter Wayfarers' painting depicting the Down 'Coronation Scot' beside the Oxford Canal.

We soon realised, though, that a layout on which a much wider range of models could be photographed in authentic settings would be a much better idea, so the new plan is to give each of the 'Big Four' companies a wall of its own in a single continuous circuit.

The 'Winter Wayfarers' scene will therefore be followed anti-clockwise by an idyllic springtime Great Western setting, a midsummer look at LNER's East Coast Main Line featuring Gresley's magnificent racehorses at the zenith of the streamline years, and a Southern Railway boat train during the autumn. The latter will pass the outward-opening stable door, so a lifting section will be required.

The layout will be built on a number of identical sections on foldable trestles so that it can be dismantled quickly, and it will be DCC operated with sound right from the start.

Trains from the wartime and British Railways periods will also look at home on this 'trains for all seasons' project, and we can't wait to get started.

Shortly before we went to press with this issue, I was building up the base for the 'St Ann's Cove' beach shelf from consecutive layers of plaster cloth, and Ann was landscaping the churchyard, putting together a camp site, crafting a tiny pony-drawn ice cream cart – and painting the beaks on N-scale seagulls!

Are you a 'hoarder', or do you sell every single item you possess the moment it becomes redundant? I'm afraid I belong to the former category, and sometimes, especially in a small worker's cottage like the one I live in, there seems hardly room to swing a cat!

Sometimes a serious clear-out is required – but it was only when I found myself desperately trying to model scenes to illustrate John Rodway's 'Knottewithought Junction' tales that I decided to pull out dozens of dust-covered boxes, forgotten about for years, to rediscover a veritable Aladdin's cave of 00-scale locomotives both running and broken, carriages, goods vehicles, buildings, lineside accessories and what seemed like countless scale miles of track.

What a pleasure it was to take them out one by one, clean them up, and appreciate them once again in all their glory. They included a BR blue 'Duchess' Pacific No. 46241 *City of Edinburgh*, bought for me by my late wife Liz one Christmas; an old Hornby 'King', No. 6024 *King Edward I* that I bought from a small model shop



in Peterborough in the late 1970s/early 80s and felt guilty about what I'd paid for weeks afterwards!; a rebuilt 'Royal Scot' that has suffered a fall and was still missing its smoke deflectors; a BR-liveried unrebuilt 'Scot'; a D11/1 4-4-0, No. 62663 *Prince Albert*; two Mainline LNER N2 0-6-2 condensing tanks and many more. In all, more than 30 such models were pulled out, and they now grace two shelves of a glass-fronted (and carefully locked!) antique bookshelf that I recently picked up for a song.

The other two shelves now house part of my equally-forgotten collection of railway books, including several by the late Bishop Eric Treacy – and I couldn't help comparing some of the stirring photographs they contain when, amid some modelling banter, I was told jokingly that the initials 'LMS' stood for 'Let Me Sleep'.

Perhaps it was the widespread standardisation of LMS locomotive classes during the Stanier era, including 842 'Black Five' 4-6-0 and 663 8F 2-6-0s, that was at the root of the remark, but as I rediscovered the good bishop's stirring photographs on Shap, I don't think there would have been much sleep as 'Princess Royal' Pacific No. 4610 *Lady Patricia* thundered by, blackening the sky above Harthorpe bank with a mountainous exhaust, as it headed a 450-ton Birmingham to Glasgow train during the 1950s!

Finding our enthusiastic archive feature about the Robinson 04 2-8-0s last month 'infectious', reader Gordon Bell asks if anyone knows of any sound library with realistic recordings of these rugged and long-lived goods engines. I'll gladly pass any replies on to him.

Pete

All Models are Oxford Diecast 1/76 00 Scale.

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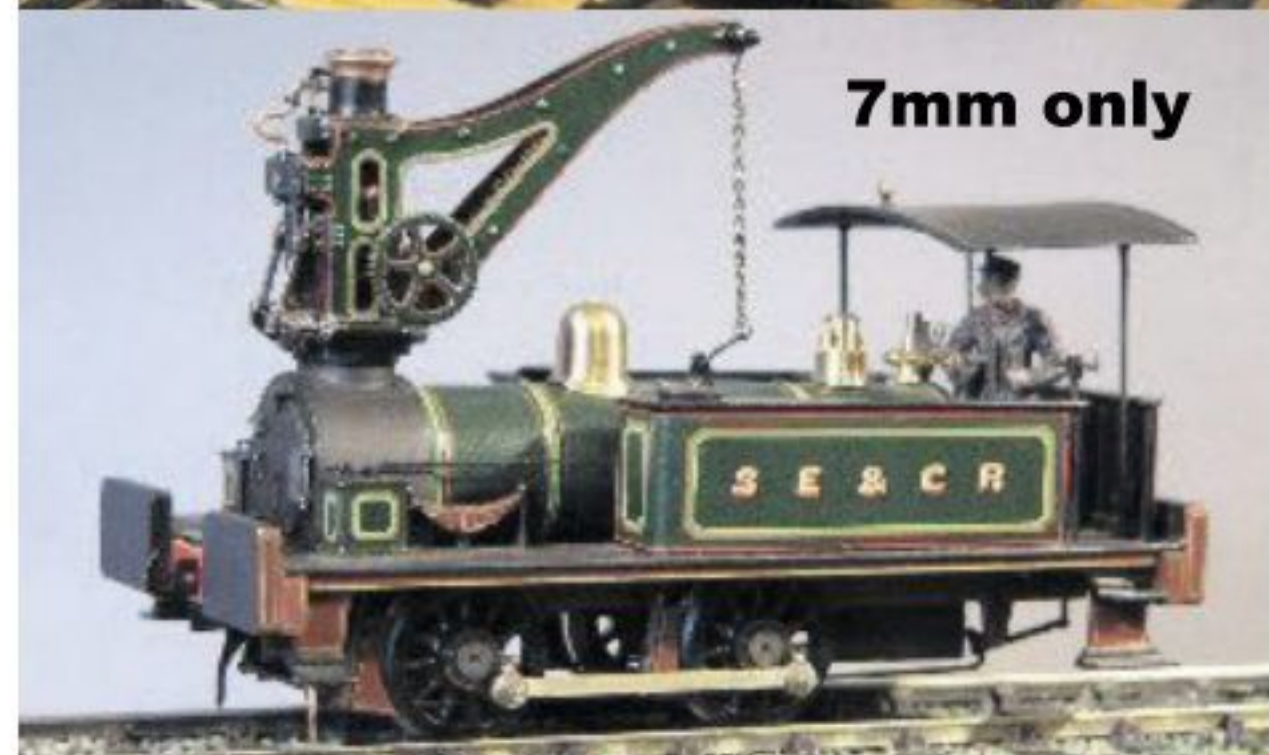
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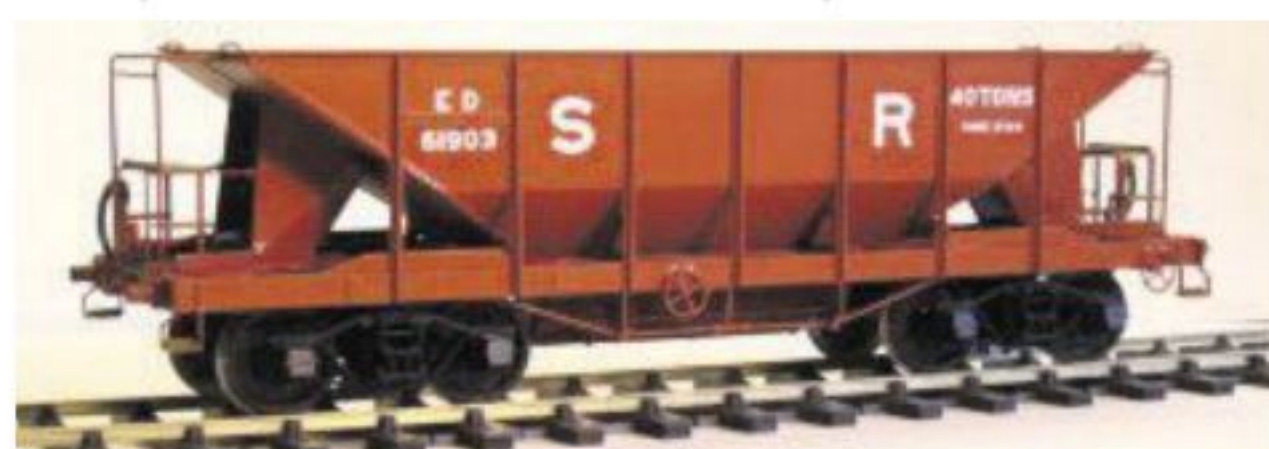
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Youths charged with criminal damage after model railway show vandalism

Four youths, three aged 16 and one aged 15, have been charged with criminal damage after Stamford Model Railway Show exhibits were vandalised during the early hours of Saturday, May 18.

The youths, who cannot be named for legal reasons, are due to appear at Lincoln Youth Court on August 19.

Police moved in after a local resident raised the alarm at 3.50am, and discovered such a scene of complete wreckage at Welland Academy in Stamford, Lincolnshire that the organising Market Deeping Model Railway Club had no option but to cancel the event.

The incident sparked such

outrage and sympathy that well over £100,000 was raised for the immediate replacement of damaged items, and the club is now carefully considering how best to spend the rest of the money.

A full report of the aftermath appeared in last month's *Railway Magazine Guide to Modelling*.



Manhole covers and grates from Pennine Models

Pennine Models of Haworth are producing sheets of laser-cut 00-scale manhole covers and grates that will enhance any street scene. They cost £3.99 and further details are available from 33-35 Mill Hey, Haworth, Keighley BD22 8NQ (01535 670249).

More than 16,000 GCR passenger journeys at big June Model Event

No fewer than 16,507 passenger journeys were made on the Great Central Railway during the line's June 14-16 Model Event part-sponsored by RMM.

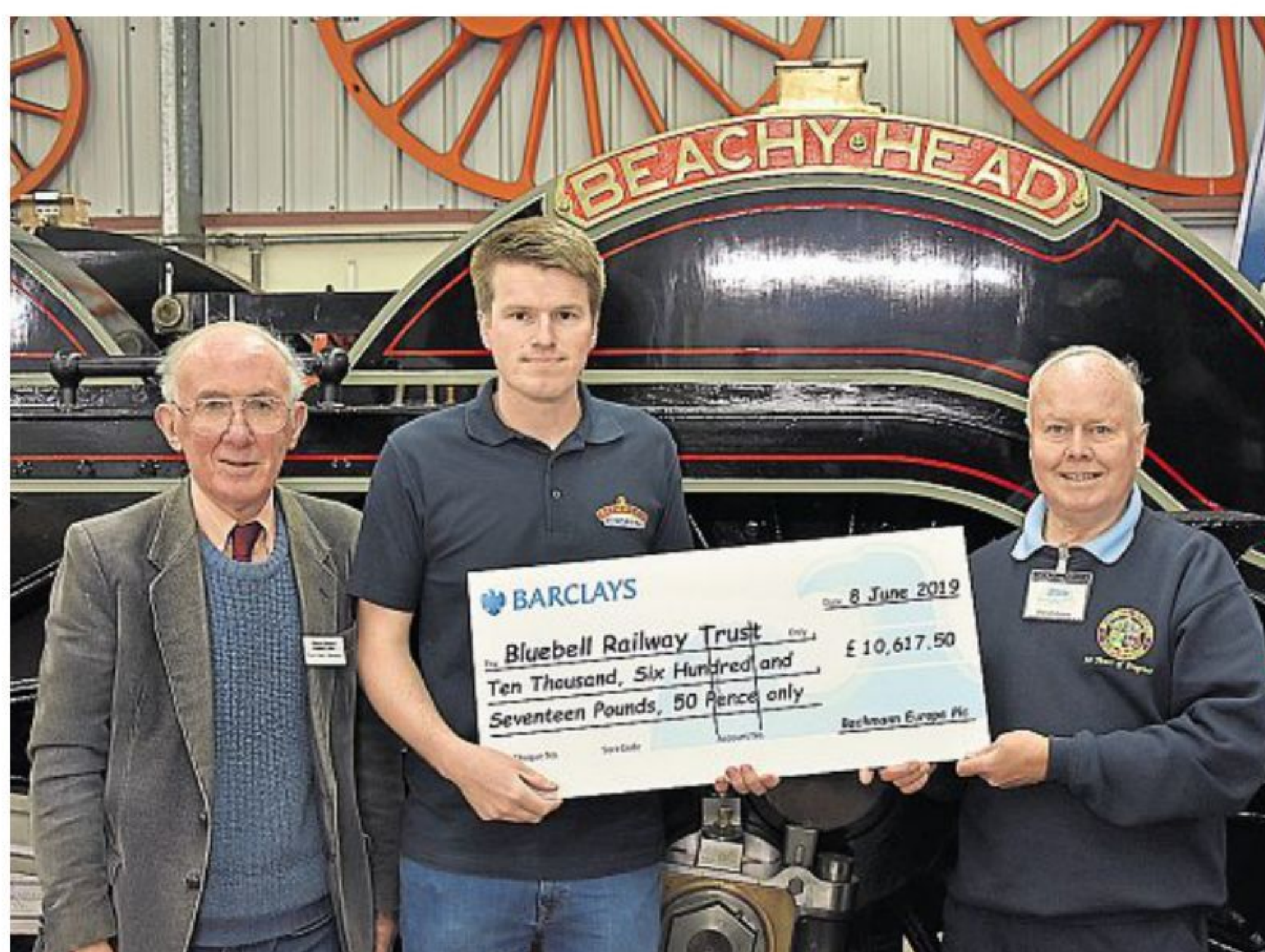
An intensive timetable featured eight-coach trains along with DMU formations, and such a figure far exceeds those at many premier galas and special events at other heritage railways.

The GCR trains, whose fares were included in the admission price, were used by visitors travelling

between the garden rail exhibition at Loughborough, the big model railway show at Quorn & Woodhouse and the model engineering exhibition at Rothley.

At Quorn around 70 layouts were on display, some having been brought from Scotland for the first time, and Loughborough and Quorn shared more than 50 trade stands.

A GCR spokesman told RMM that takings were up by 3-4% compared with last year.



With the *Beachy Head* rolling chassis in the background, Richard Proudman from Bachmann Europe presents the cheque to Atlantic Project chairman Terry Cole (left) and David Jones (right).

Big 'thank you' to the Bluebell Atlantic Group

Bachmann Europe Plc presented a cheque for £10,617.50 to the Bluebell Railway's Atlantic Group during the line's Atlantic House Open Weekend in June.

The donation was made in recognition of assistance provided by the group during the development of the Branchline model of the H2 Class Atlantic, which was first announced during the 2013 Bachmann Collectors' Club Members' Day at Bluebell.

On that occasion, club members were able to see the development of the full-sized locomotive being built there for themselves.

It was back in 2000 that the Bluebell Railway announced its intention to build a new H2 Atlantic locomotive based on No. 32424 *Beachy Head*, which had been withdrawn in 1958. At the time of the H2 announcement several key components had already been amassed, including a boiler from a GNR Atlantic, a tender chassis from a London Brighton & South Coast Railway B4 and tender wheelsets and axleboxes from an LBSCR C2X.

Such has been the progress since that it is hoped the locomotive will enter service on the Bluebell Railway during 2021.

Another success for the Strathspey Railway Gala

Graham Sutherland and his team pulled out all the stops for this year's gala on the Strathspey Railway over the weekend of July 13/14, and dry weather and mainly sunny conditions ensured a reasonable attendance on both days, especially the Sunday, writes *Ian Lamb*.

On the modelling scene, David Childs' rendition of Boat of Garten station was well received, and The Kennedy Collection attracted holidaying visitors from both home and abroad.

At one stage the DAVA Project's 'Chawton' layout, designed to

introduce children to the hobby, had queues outside the waiting room door awaiting their turn to operate the trains, and some even returned to the back of the line to have another go!

While 'Chawton' has three further invitations to appear at various venues before the end of the year, the DAVA operating team were delighted to receive confirmation that this layout will appear at Alexandra Palace next March, exactly 20 years since the idea was started as a millennium project using models to recreate the valley's railway history.

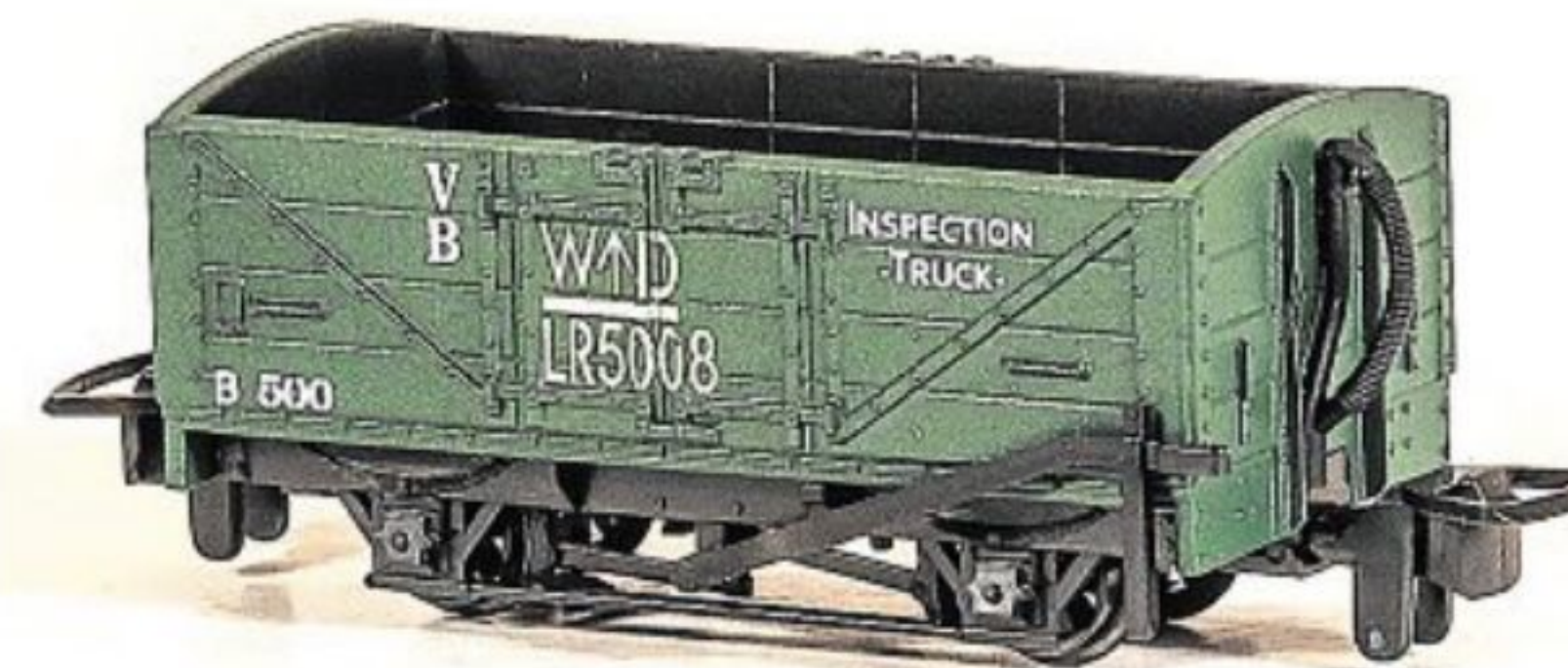


You wait for ages to take the perfect shot – and then a big black cloud comes over and spoils it all! Nevertheless, Ian Lamb's photo encapsulates all the elements of a good railway gala on Sunday, July 14 – a family group, original station building and charity marquees on the island platform and a waiting room housing the model railway displays, all topped off by the arrival of the 'pride of the line', Caledonian 0-6-0 No. 828, on a through train from Broomhill to Aviemore.

Limited-edition '009' WW1 inspection truck from AGR

The latest wagon release by AGR of Leighton Buzzard is a limited-edition GR-203 First World War inspection truck in the fast-growing 009 gauge. Just 100 have been produced, at a cost of £18.95 each, so it's going to be a matter of first come, first served. The wagons are available from AGR, 9 High Street Mews, 28 High Street, Leighton Buzzard LU7 1EA (01525 854788).

Right: The new WW1 inspection truck from AGR is likely to be snapped up eagerly by '009' enthusiasts.



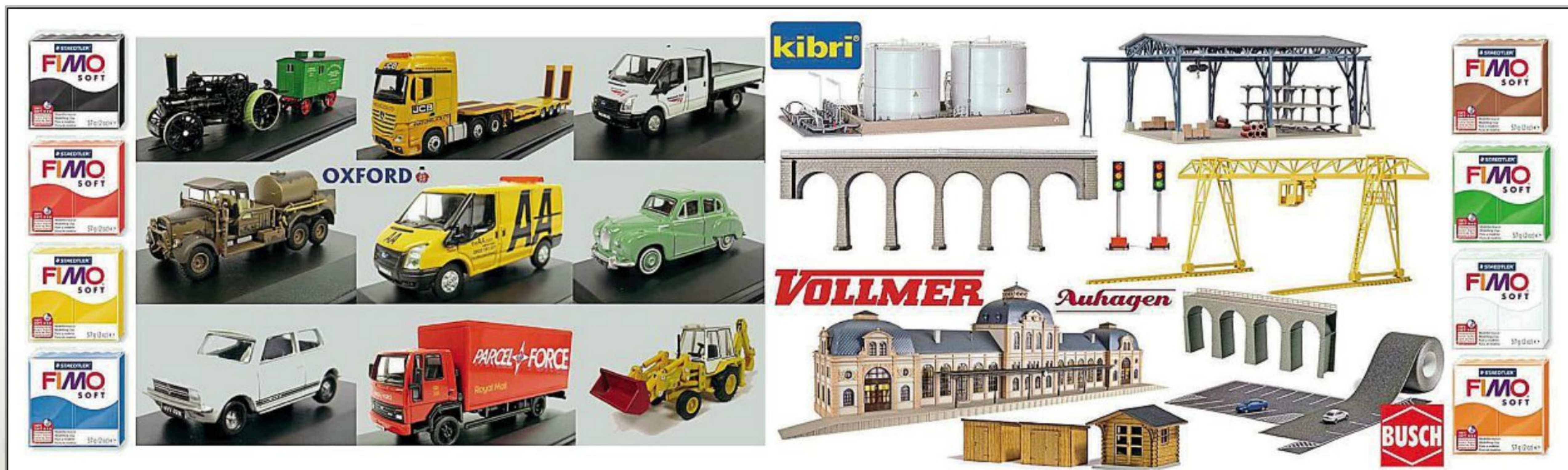
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Attractive slate wagons in '009'

Triple packs of slate wagons have now been added to Bachmann's '009' models.

ATTRACTIVE MODELS OF traditional narrow-gauge four-wheel slate wagons resembling two-bar Tallylyn wagons have been added to Bachmann's growing range of '009' gauge models that includes Baldwin locomotives, soon-to-be-released Hunslet quarry tank locomotives and a Baguley-Hunslet diesel.

The diminutive slate wagons are sold in packs of three and include slate loads to bring the weight up to 9g. They are composed of finely-tooled bodies fitted to a basic underframe with dumb side buffers and axleguards. The wooden rails making up the bodies have strapping detail which is picked out in black on the red-liveried models. The floor is enhanced with moulded wood grain and planking detail. No hand brake is modelled on the wagons, and

the wheels are solid disc type rather than spoked – straight or curly.

Couplings

While the full-sized wagons of this type had a simple coupling hook, the models are fitted with Liliput-type couplings clipped into NEM 355 coupling pockets making the couplings easy to remove and replace with compatible systems including I GRI05 loop and pin and GRI02 Bemo-type couplings among others.

The couplings are working couplings and have the appearance of narrow-gauge coupling bodies and are fitted with a metal loop which can be released during shunting by lifting it clear of the coupling pin using uncoupling ramps. They work with Peco GRI02 couplings after some adjustment in some cases.



Metal disc wheels are fitted to the wagons. No numbers or markings are applied to the models.

The couplings fitted to the wagons did not always engage with each other positively straight from the box, and the cure is to carefully remove a little roughness from the coupling faces, allowing them to make better contact by providing a tiny bit more room for the loops to engage with the pins.

Operation

The metal disc wheels from the Graham Farish range are fitted, and result in

FEATURES OF THE MODEL:

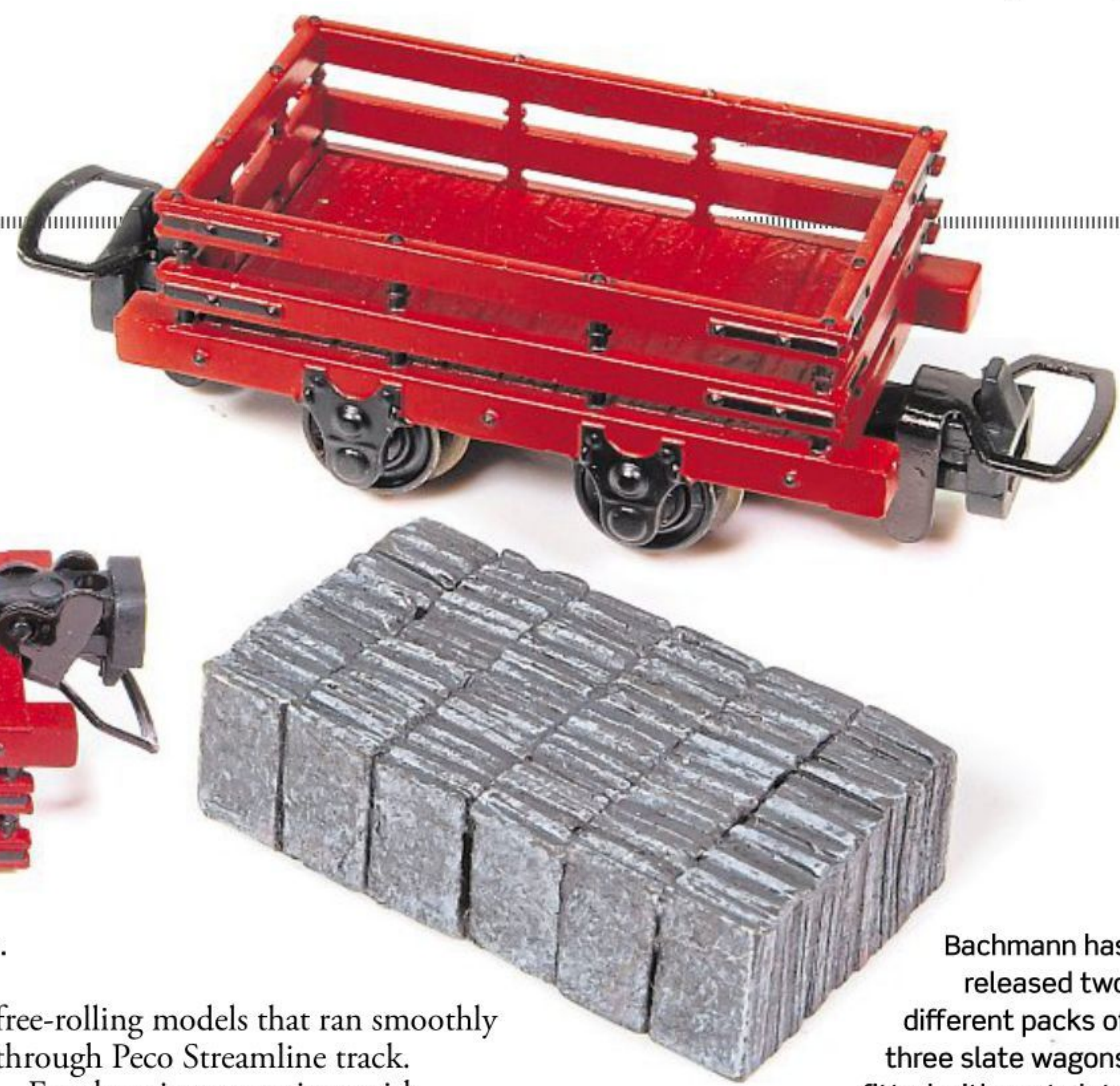
- Moulded slate loads.
- NEM-355 coupling pockets.
- Working loop couplings.
- Metal wheels.
- Finely moulded body with strapping detail.
- Weight: 9g with slate load.
- Length over buffers: 30mm.

free-rolling models that ran smoothly through Peco Streamline track.

For shunting operations with the supplied couplings, the wagons benefit from a brake bearing on one axle of each wagon. A piece of 0.3mm phosphor-bronze wire touching just one of the axles will do the trick, preventing the wagon from pinging away when a locomotive tries to couple to it.

Finishing of the models is neatly done, including the moulded slate load with slates sitting end-on across the wagon in six clearly defined rows. The load colour is dull grey with some variation between the slates, making them look quite convincing.

Without the load, the wagons weigh just a few grams, but are sufficiently heavy for reliable operation. They will mix well with Peco four-wheel slate wagons on the same layout and will be a welcome addition to narrow-gauge quarry layouts.



Bachmann has released two different packs of three slate wagons fitted with cast slate loads. Metal wheels, NEM-355 coupling pockets and Liliput-style couplings are all part of the models.

MODEL DETAILS:

Narrow-gauge four-wheel slate wagons.

Manufacturer:
Bachmann Europe Plc.

Scale:
4mm (1:76) scale, '009' gauge.

Web:
www.bachmann.co.uk

Suggested retail price:
£46.95



Simple as the slate wagons are, they do have some fine strapping detail and a planked floor. Metal wheels make them free-rolling which might require a gentle brake of springy wire for reliable coupling.

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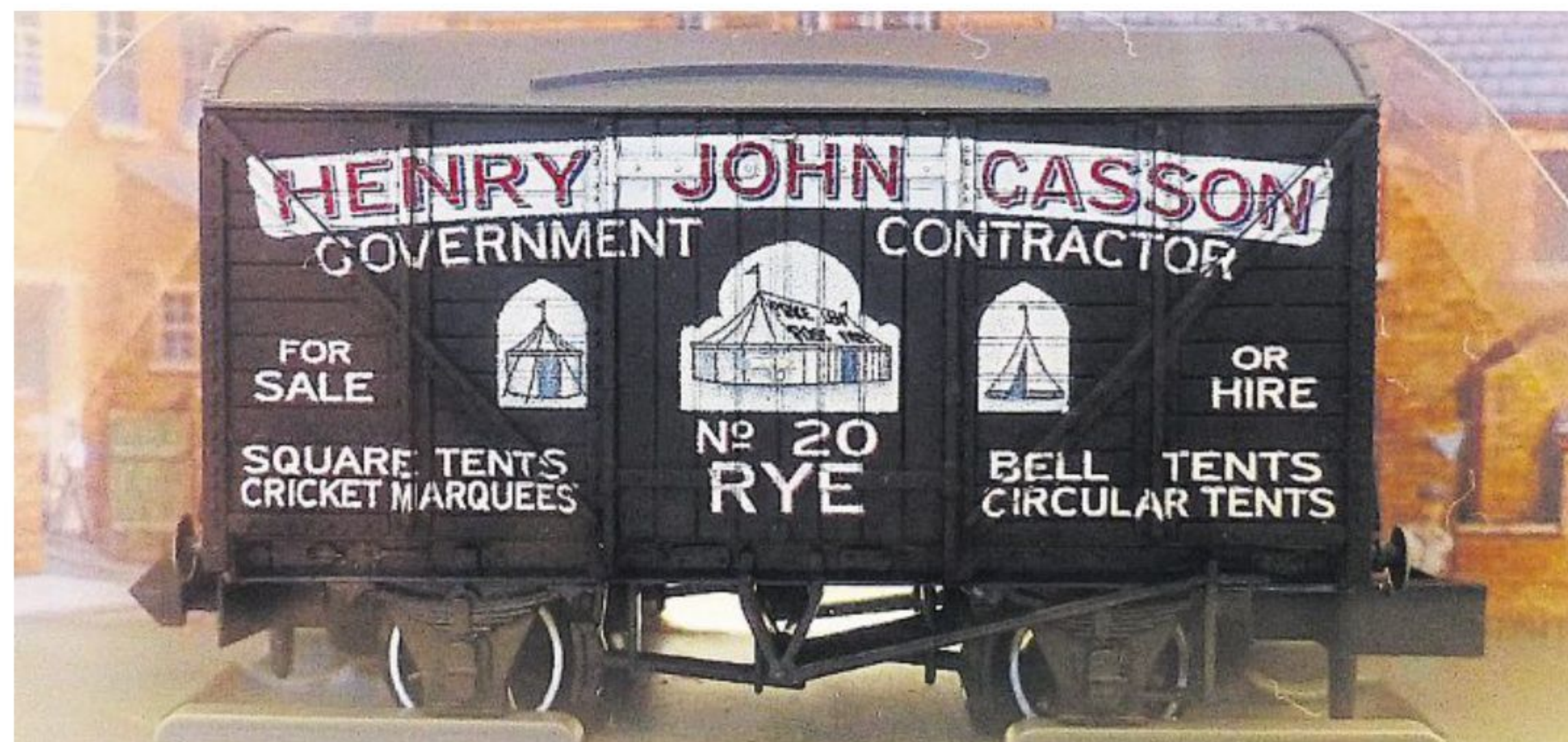
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All kinds of tents and marquees were made by Henry John Casson, and transported by rail.

More private-owner colour from The Wagon Yard

The Wagon Yard, a small family business based in St Leonards-on-Sea, East Sussex, commissions limited-edition wagons in N and 00 scales from Peco and Dapol and plans to expand into other gauges in the coming months. Everyone behind the enterprise is a model railway enthusiast with a particular love of wagons and rolling stock.

The Wagon Yard's first release, an orange, black and white seven-plank 'G Russell, West Marina, St Leonards-on-Sea' wagon, is still available, and the latest releases include a 'Henry John Casson' box van and a seven-plank 'Victoria Coal Co.' wagon.



Seven wagon releases have been completed to date, with commissions due for the International N Gauge Show in September and the Warley Exhibition in November.

N-gauge versions of the wagons each cost £12.95 and 00-gauge versions £14.95, with standard postage and packing at £3.95, and they can be bought on thewagonyard.co.uk website. The email address is info@thewagonyard.co.uk and commission suggestions from customers are always welcome.

Inset: This is the attractive logo of The Wagon Yard.



More interesting wagon liveries like these are available from The Wagon Yard Co.

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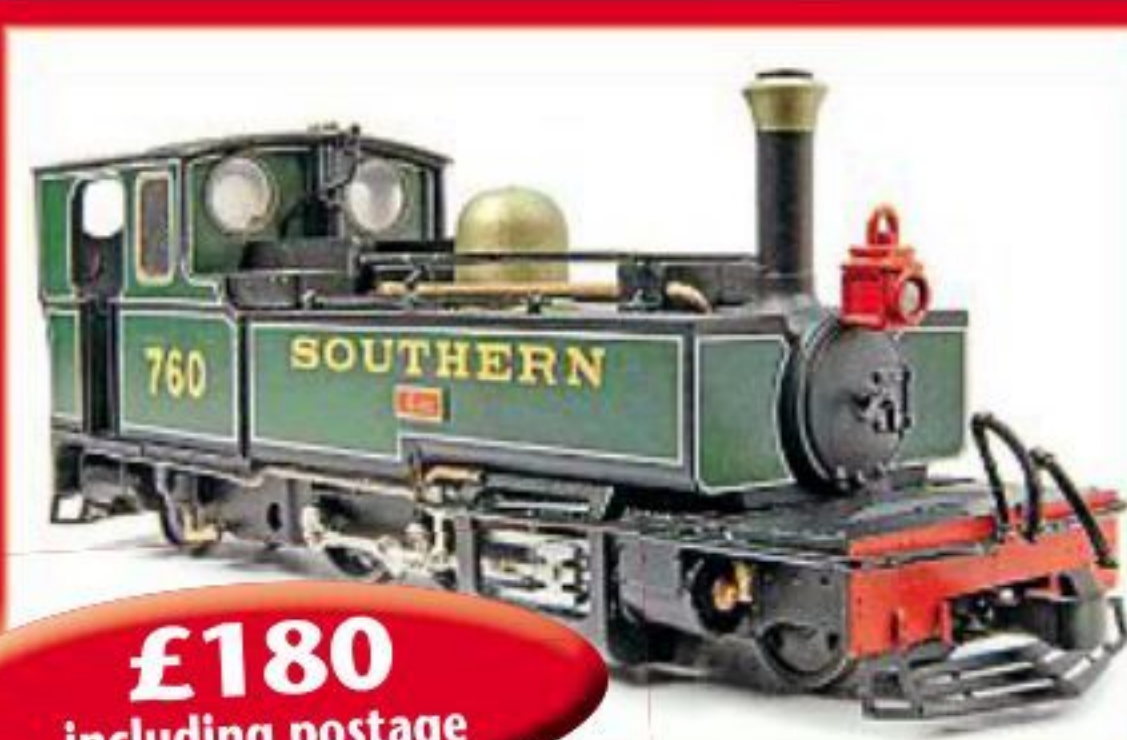
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What's *in the* shops

Nicely done 'Ninety' from Bachmann Branchline

Refined tooling and carefully designed electronics come together to make Bachmann's brand new Class 90 one of its most advanced models to date, writes **Nigel Burkin**.

CLASS 90 LOCOMOTIVES WERE constructed as mixed-traffic AC electrics capable of reliable operation on trains as diverse as push-pull express passenger trains, fast intermodal workings and the heavy overnight Anglo-Scottish Sleeper trains on the West Coast Main Line.

Since its introduction in the late 1980s, the 50-strong class has seen use on Intercity West Coast services, mail trains and freight services for Railfreight Distribution, primarily on intermodal traffic. They worked on East Coast operations too, sometimes with Railfreight Distribution Class 90/0 locomotives deputising for Class 91s alongside their Intercity counterparts.

There is no doubt that the 1990s were the heyday for the class, because the arrival of the 2000s saw their mail traffic lost and transfer of the West Coast main line contingent to the Anglia main line as Virgin introduced the 'Pendolino' trains. At present Class 90s are used intensively on Liverpool Street-Norwich workings (a stronghold soon to be lost to new express multiple-unit trains) along with Freightliner maritime container trains and other occasional duties.

During their lifetime, the Class 90 locomotives have carried a wide variety

of liveries, including several versions of Intercity livery, various Anglia main line schemes, Virgin Trains red, Rail Express Systems red, Railfreight European livery and some experimental and promotional schemes alongside the featured Railfreight Distribution triple grey, making them a viable locomotive to produce as a mainstream model in OO gauge.

The release of Peco's OO-gauge OHLE system, and parts available from Dapol, make the creation of an overhead-wire electric railway suitable for models of AC electric locomotives easier than in the past.

The model promised some excellent features, including advanced control of the running lights and a pantograph mechanism, when it was first announced. The first release includes Intercity Swallow livery Class 90/0 as No. 90005 *Financial Times* (32-610); Class 90/0 No. 90042 finished in Freightliner green and yellow 'Powerhaul' scheme (32-612) and the review model, which is finished in Railfreight Distribution livery as Class 90/0 No. 90037 (32-611). It represents the locomotive in as-built condition with Electric Train Heat Supply (ETH) equipment, TDM, retracting buffers for push-pull working and vestibule rubbing plates. Latterly, the freight versions of Class 90 were modified to remove the push-pull related equipment together with isolation of the ETH and TDM equipment, creating the freight-only Class 90/1 sub class. A short modelling session is all that would be needed to update the featured model by removing much of this equipment, fitting standard freight buffers and renumbering as a Class 90/1 (No. 90137) or one of the other Class

90/1 locomotives that survived well into the privatisation period in the classic Railfreight Distribution scheme applied to the model.

Body shell

The bulk of the model's superstructure is composed of a one-piece injection-moulded body shell fitted with a removable central roof section secured with four underframe screws, and separate shoulder sections. It matches published measurements and captures the sleek outline of the real locomotives well. Areas that are particularly well captured in plastic are the distinctive cabs with their raked twin windscreens, curved roof profile and the subtle taper to the cab sides.

Excellent tooling is evident all over the body shell, and this is illustrated well by the fine body side grilles with their tiny fixings and fine dividing bars. Fine tooling is applied across the body shell, as seen in the cab side window framing and cab doors, where the hand rails have been modelled as mouldings, with the correct shape within the hand rail recesses rather than separate pieces of wire.

Don't be put off by the moulded hand rails because there is no lack of separately applied details, including small etchings for the roof box grilles and the finely etched warning horn recess grilles on the cab fronts. These sit between the correctly shaped running

light fittings, themselves represented with the right amount of depth behind the covers. Notably, the characteristic fairings fit the model very well with no gap between the lower edge of the cabs, both front and sides and the top of the fairings.

An important omission from the cab mouldings is that of the windscreen wipers. Normally they are not visible, because they sit in a recess at the bottom of the windscreens when switched off. This detracts little from the overall shape and detailing of the body, which is neatly done with all parts fitted without blemish.

Chassis and bogies

Detailing of the chassis has been completed to a high level of accuracy and fine detail using individually fitted equipment modules. All of the components are tooled with good three-dimensional depth to the mouldings. Some of the individual equipment modules are themselves made up of several components. Small parts include sanding gear pipes, cab foot steps and obstruction guard irons, while the buffer beams are fitted out with an array of equipment found on the locomotives in as-built condition, including working retractable buffers, rubbing plate and ETH jumper cables.

The bogies are fine toolings, of the correct distance between the sideframes and with excellent definition to the suspension springs. The 'flexicoil' secondary springing fitted to the body sides of the Class 90 (together with the Class 86, Class 87 and Class 91) are moulded to the side of the bogie frames and not fitted as a separate moulding with the round springs fully modelled. This means that they do not meet the lower edge of the bodyside level with the outside surface but are recessed

One of three models of Bachmann's brand new Class 90/0, No. 90037 is finished in pristine Railfreight Distribution livery.



This front end view shows the neatly modelled running light covers and air horn grille, with air horns visible behind it.

behind the body panels. Consequently, this detail lacks definition, appearing too flat and also rotating with the bogies which results in this characteristic feature appearing under-represented.

Wheels are fully concentric and of the correct pattern, manufactured to RP25-110 standards. NEM coupling pockets are installed on arms fed through a slot in the nicely modelled front fairings and to a kinematic coupling cam for close coupling. The NEM coupling pocket can be removed if the buffer beams are to be further detailed with the air pipes and cosmetic screw link couplings supplied with the model. A blanking plate is supplied to fill in the slot.

FEATURES OF THE MODEL:

- Modelled in as-built ex-works condition.
- Servo-controlled pantograph.
- Special retractable buffers.
- NEM coupling pockets and coupling cams.
- Flush glazing and detailed cab interiors.
- Removable roof section for access to the circuit board.
- Advanced lighting control through switches.
- Special decoder (36-569) available with servo control.
- Current collection from all eight wheels with wiper contacts.
- Highly detailed buffer beams and fairing.
- Underframe equipment fitted as a number of separately moulded components.
- Length: 247mm over extended buffers.
- Weight including tender: 495g.

MODEL DETAILS: BR Class 90/0 electric locomotive.

Manufacturer:
Bachmann Europe Plc.

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

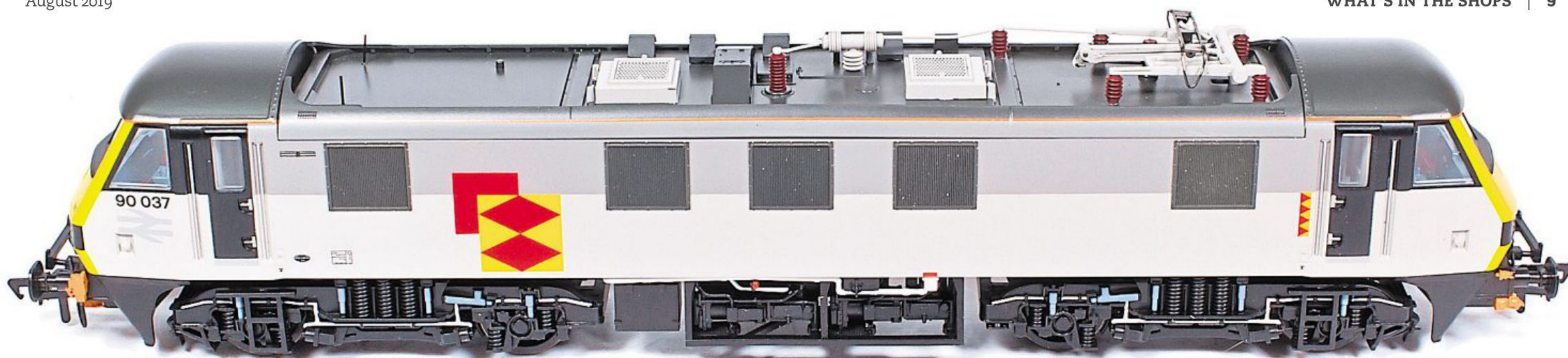
Era:
1987-present.

Web:
www.bachmann.co.uk

Suggested retail price:
£179.95.



The Bachmann Class 90/0 is a model of the Railfreight Distribution-operated locomotives before the retractable buffers and buffing plates were removed as part of a programme of modifications to remove equipment not required when working freight trains.



The neat and accurate application of Railfreight Distribution livery can be appreciated in this side view.

Roof detail

As simple as the roof detail is on this type of locomotive, the flat roof panel is well appointed with the correct equipment boxes, together with two roof hatches fitted with fine etched metal grilles. The roof panel is easily removed by releasing four screws in the underframe to reveal the top of the internal circuit board, making decoder fitting a simple task.

The largest item on the roof is the working 'Brecknell-Willis' pantograph composed of die-cast metal, making it strong enough to withstand regular use. It is reasonably fine in appearance, and once released from its catch, it sprang gently up on light springs which will exert gentle pressure on the overhead wires without damaging the wire pantograph head.

A servo mechanism is linked to a well-concealed activation arm which raises and lowers the pantograph using power from a suitable DCC decoder.

The decoder has to be configured for servo control, and Bachmann offers a bespoke decoder for this model with the correct servo control configured in the

cvs (Bachmann 36-569 dedicated Class 90 decoder). Upon activating the servo, the pantograph was easily raised and lowered at the push of a button on the DCC throttle. The servo mechanism is a little noisy, even though the action of the pantograph was smooth enough.

Electrics

The need for a dedicated decoder with servo control has already been touched upon, and this is emphasised in the instructions which clearly explain which 21-pin decoders can be configured for pantograph servo operation in this model. The ESU Loksound 5 decoders and Zimo MX644C are mentioned as suitable sound decoders, while the Zimo MX634C is, at the time of writing, the only non-sound decoder that can be used.

Bachmann has produced its own decoder (36-569) pre-configured for the Class 90 servo and lighting circuits.

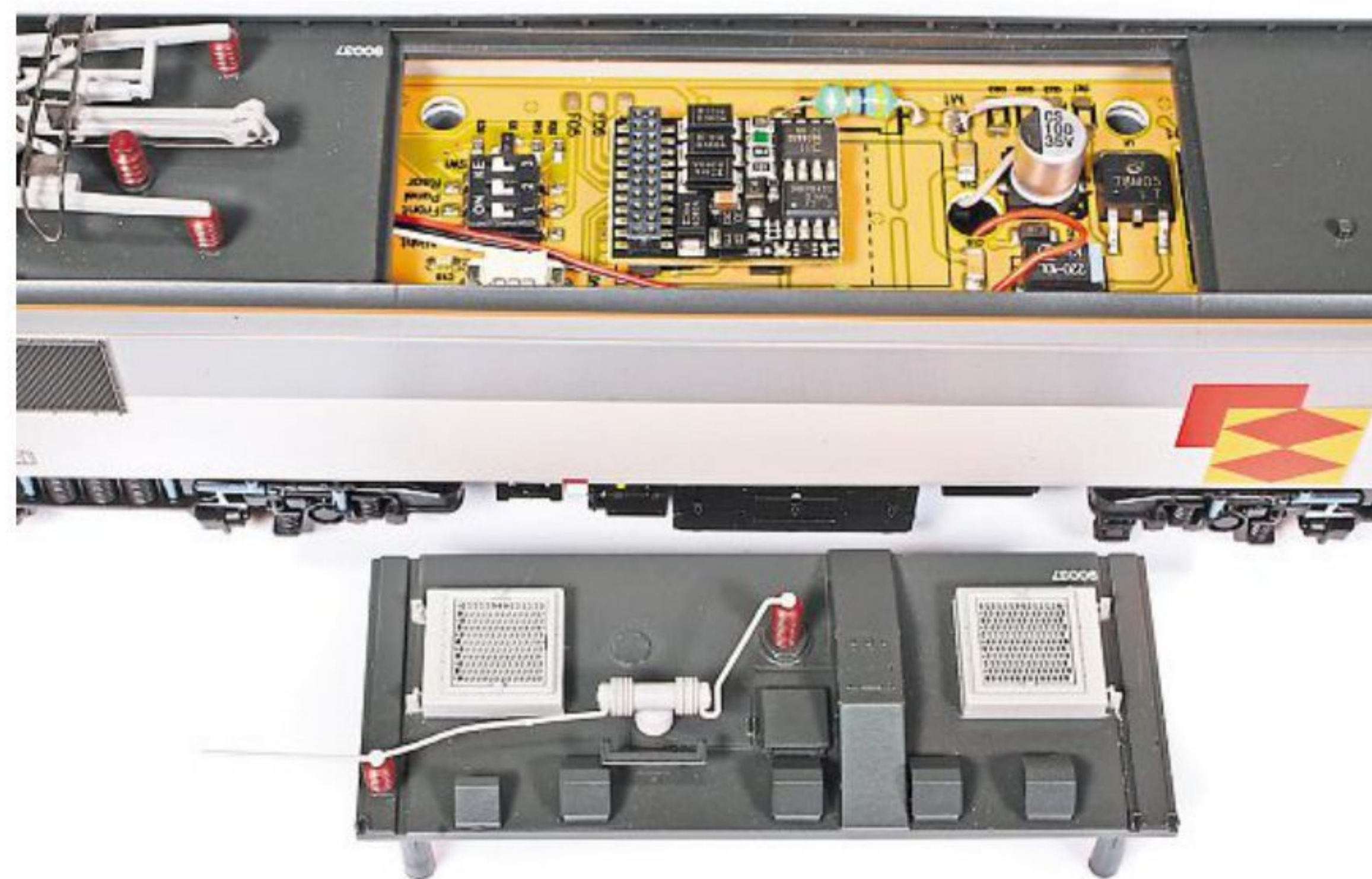
The cvs of the Bachmann 36-569 decoder works in combination with sub-miniature switches fitted on the circuit board (accessible by removing one of the roof hatches) to select a variety of running light options,

indicating that the days of improved lighting board design are on the way to better represent realistic locomotive lighting.

Once the review model was set up, it ran very smoothly (be aware of the high level of inertia programmed into the 36-569 decoder) and almost silently too. Running-in will further improve the performance, which is excellent straight from the box. The inertia programmed into the Bachmann decoder might be a little too high for some modellers, and that can be changed by adjusting the appropriate cvs.

Presentation

The Railfreight Distribution livery applied to the review model is as sharp and as good as any OO-gauge model currently available in this scheme, with absolutely no flaws to be seen and accurate colours too. Black can be a tricky colour, and Bachmann has applied a very good shade to the cab window surrounds and cab doors as well as the underframe – it has just the right level of shine for an ex-works model. Printed details are level, opaque and particularly sharp with no sign of fuzziness. The very high level of finish that has been applied to this model is an excellent effort, making it among the best diesel and electric models that Bachmann has produced in recent years.



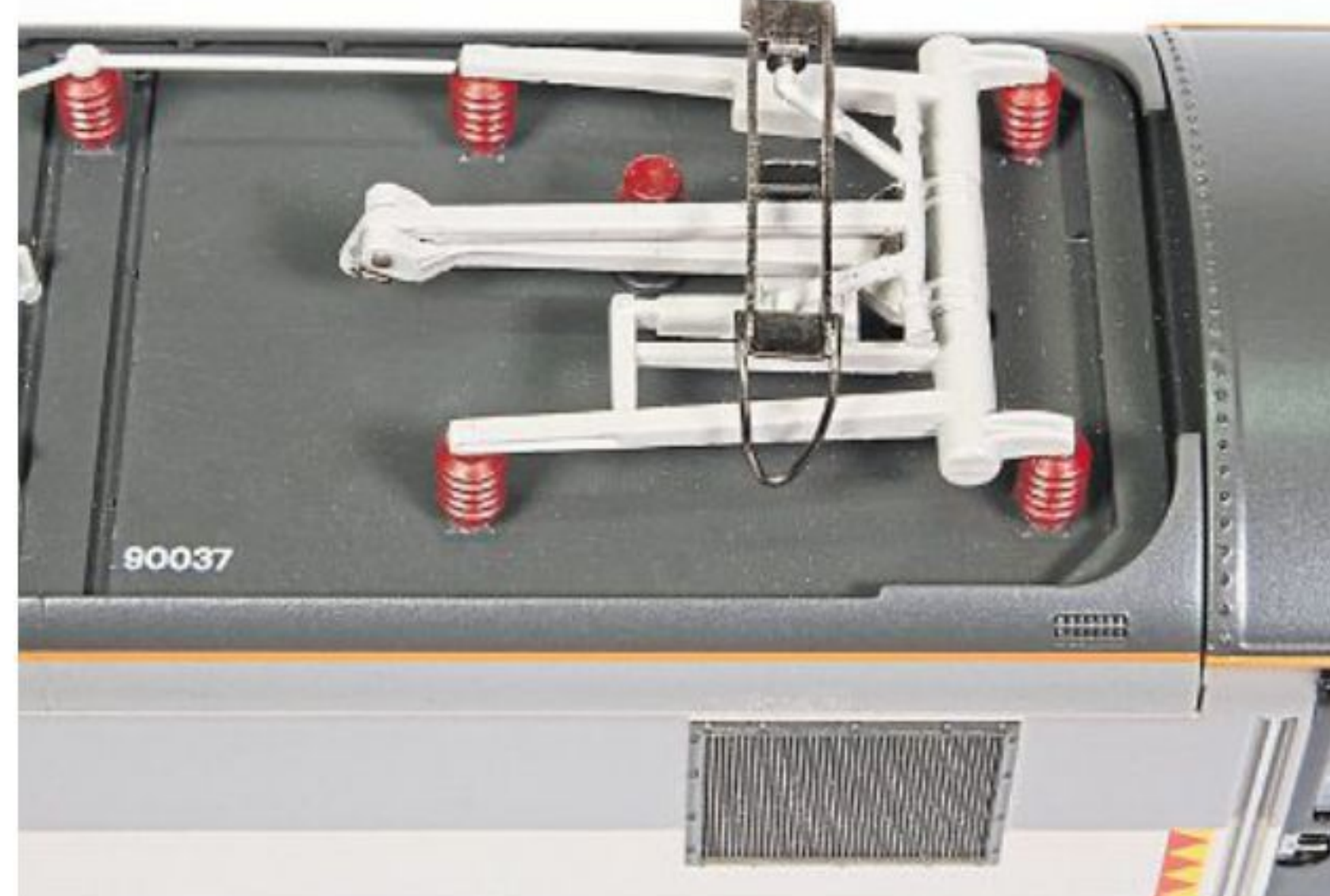
The roof panel is secured by four screws in the underframe. Once these have been removed, it's easy to reach the 21-pin DCC interface socket to fit a suitable decoder. Check the instructions for details of decoders configured for servo operation.



Bogie detail includes 'flexicoil' springs moulded as part of the side frames.



Bachmann offers a dedicated decoder configured for the Class 90 and its servo-operated pantograph.



The working 'Brecknell-Willis' pantograph is composed of die-cast metal with a fine wire metal head.



Miniature switches to control different lighting options are fitted to the circuit board. One of the roof hatches can be removed to reach them without having to remove the middle roof section.

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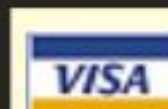
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What's *in the* shops

Hayling Island favourite

Hornby continues to release models of its brand new OO-gauge 'Terrier' model, the latest to review being Southern Railway A1X o-6-oT No. 2662.

ONE OF EIGHT BRAND NEW models of the Stroudley 'Terrier' A1X Class locomotive being produced by Hornby this year is that of SR No. 2662, finished in Southern Railway green with white lining and yellow numbers.

This particular locomotive was a regular on the short Hayling Island branch which diverged from the Portsmouth Direct Line at Havant, being one of many 'Terriers' to dominate the line from around 1890 until its closure by British Railways in 1963.

The continued use of such elderly steam locomotives was dictated by the bridge which carried the line on to the island. Langstone Harbour swing bridge was constructed of timber, and its relative frailty, combined with some sharp curves, made the lightweight, short-wheelbase 'Terriers' the perfect traction.

The cost of major repairs to the bridge and the replacement of ageing rolling stock determined the line's demise, not to mention the withdrawal of the remaining 'Terrier' locomotives operated by BR.

Southern Railway No. 2662, originally No. 662 *Martello*, was allocated to Fratton by the Southern Railway to work on the Hayling Island branch. It survived to see service with BR on the line alongside Nos. 2640, 2644, 2655, 2659, 2661 and 2670 (the number 3 was added to the number by BR, so No. 2662 became No. 32662). It was withdrawn from service in 1963 when the line was closed and saved for preservation alongside a number of other Hayling Island branch 'Terriers'.

The model

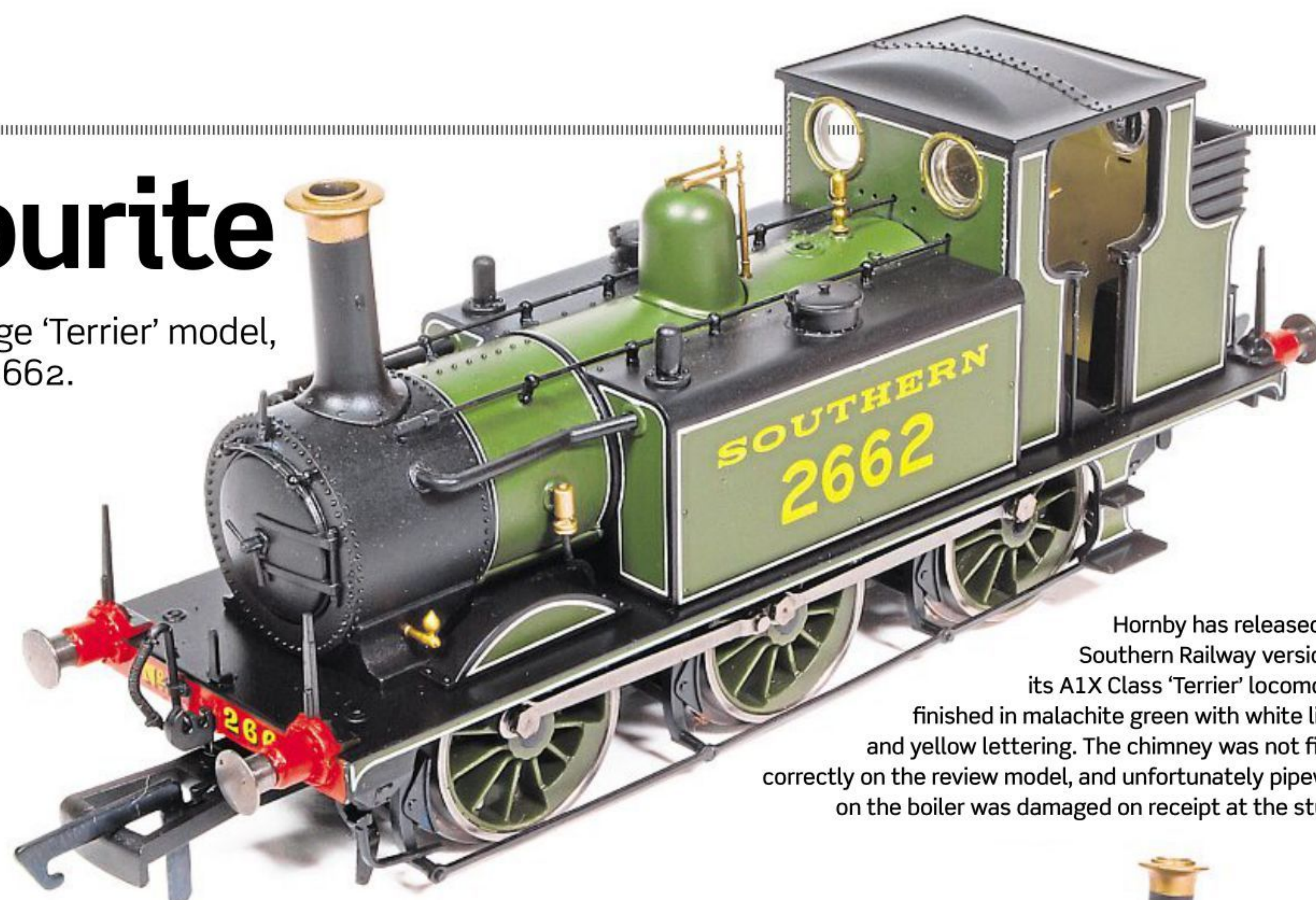
Finished with a large number of fine components, Hornby's new 'Terrier' locomotive is highly detailed. The body is made up of several sub-assemblies which, with a number of different mouldings for key components, allows many of the differences in the class to be modelled.

A die-cast running plate provides weight, and the water tanks, boiler, smokebox and cab assembly are neatly assembled to it. Detail is crisp with subtle representation of rivet heads, smokebox wrapper and cab roof, which is delicately and accurately shaped.

The three-pole motor and drive gear is fitted to the chassis forward of the cab, which allows it to be fully detailed with an impression of a planked floor, driving controls and a detailed backhead. Flush glazing is applied to the round spectacle plates to the front and rear of the cab, and separate parts are used to represent the reversing lever, brake and regulator.

Livery details are refined, with the Southern Railway green applied smoothly and without blemish to the main body structure, wheels and small fittings. Lining is neat, level and of a consistent width, even along awkward body fittings, the cab and the front of the water tanks. Lettering and numbers are also of the correct shade with dense colours and little sign of any fuzziness, even on the small numerals applied to the buffer beams.

There are some compromises in detail even though Hornby has produced a wide number of different versions of major sub-assemblies to cover as many locomotive-specific details as possible.



Hornby has released the Southern Railway version of its A1X Class 'Terrier' locomotive finished in malachite green with white lining and yellow lettering. The chimney was not fitted correctly on the review model, and unfortunately pipework on the boiler was damaged on receipt at the studio.

MODEL DETAILS: Southern Railway A1X Class o-6-oT 'Terrier' tank locomotive

Manufacturer:
Hornby Hobbies Ltd.

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

Era:
1911 to 1963 for A1X Class.

Web:
www.hornby.com

Suggested retail price:
£89.99.



Guard rails are applied to the rear spectacle plates to protect them from the larger coal loads made possible by the bunker rails.

The rear face of the cab is a solid sheet which is a later modification and not modelled with rivets and seams. The external water tank cladding does not wrap on to the top of the tanks with a cut-out for the water tank fillers. Nonetheless, the model is nicely finished with an eggshell sheen to the paintwork, small parts neatly picked out with metallic paints and the same done to the cab controls and backhead details.

It is an attractive model that will have wide appeal for many modellers and is very well priced compared to similar sized 'oo' gauge tank locomotives developed recently. Anyone up for a Hayling Island branch layout? The small size of the locomotives, short trains and simple track formations of the line make it the perfect subject for a compact project or even a long narrow shelf layout that would provide some running length, say where the line ran along the harbour side of the island.

FEATURES OF THE MODEL:

- Detailed cab and backhead.
- NEM coupling pockets.
- Fitted with skew-wound three-pole motor.
- Current collection from all driving wheels.
- Flush-glazed cab windows.
- Separately applied whistle, safety valves and brake equipment.
- Separately applied hand rail knobs and wire hand rails.
- Sharp and level lining.
- Accurate livery colours and lettering.
- Length: 105mm over buffers.
- Weight: 115g.



Livery application is neat with good colour shades and consistent application on all sub-assemblies and detailing parts. The model is attractively finished and nicely-proportioned.

Although fitted with a three-pole motor, the mechanism runs smoothly after running-in and allows the model to be operated at slow branch line speeds. Note the cab interior detailing.

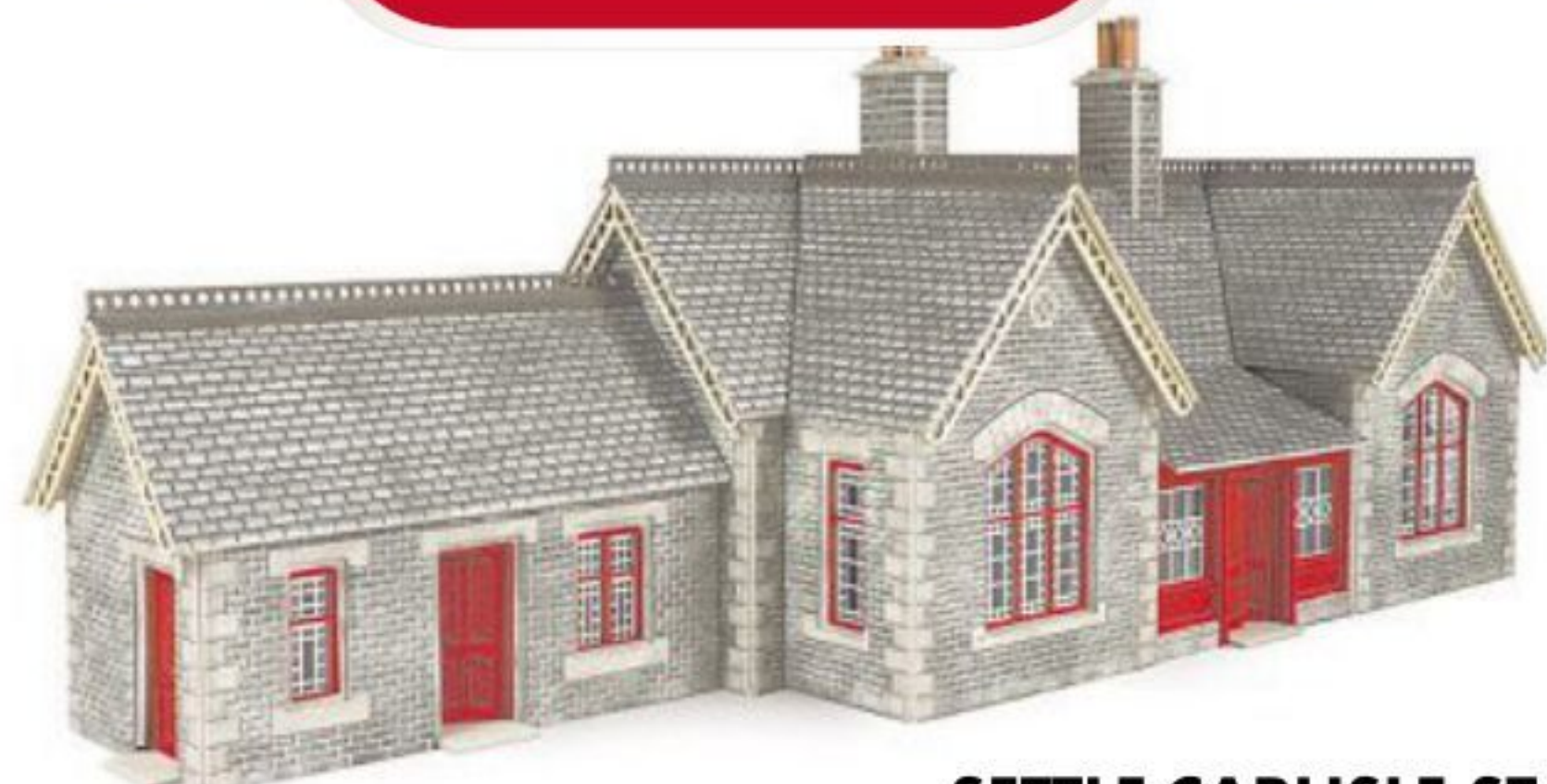


This side view of Southern Railway No. 2662 shows its fine lining and high level of detailing.

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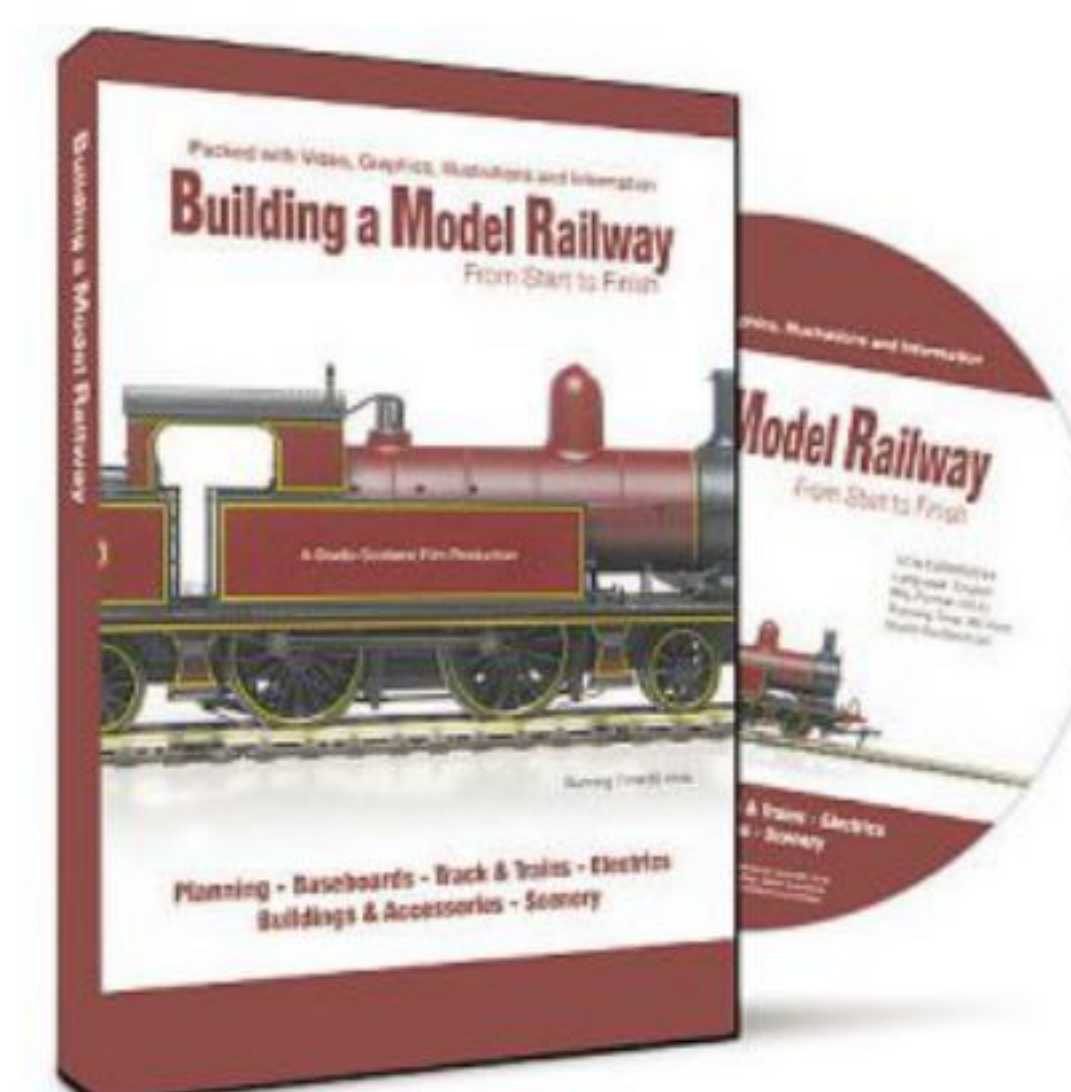
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What's *in the* shops

SE&CR's Wainwright 'C' from Graham Farish

Graham Farish has released a brand new N-gauge model of Wainwright's C Class 0-6-0 that was designed as a standard freight engine for the South Eastern and Chatham Railway.

FOLLOWING THE MERGER BETWEEN the South Eastern Railway and the London, Chatham and Dover Railway to form the South Eastern and Chatham Railway (SE&CR), the successor company inherited a number of different locomotive designs that needed to be consolidated with standard designs.

After being appointed chief mechanical engineer for the SE&CR and undertaking trials with locomotives from each of the constituent companies in 1898, Harry Wainwright designed the C Class, a lightweight 0-6-0 tender freight locomotive. The first examples were built in 1900, marking the start of a long construction period that lasted for eight years and resulted in 109 locomotives being built by several private contractors, the bulk of them (70 locomotives) at Ashford Works.

They were numbered by the SE&CR in a seemingly random manner, and

the Southern Railway added 'I' to each locomotive number. BR further changed things by adding a '3' to the front of the SR number. For example, SE&CR No. 695 built in 1900 became SR No. 1695 and BR No. 31695.

One locomotive, SE&CR No. 685, was rebuilt as an S Class locomotive, leaving 108 examples in traffic by 1917.

Primarily constructed as goods locomotives without train heating, the 'Cs' performed all manner of such duties over the SE&CR network and latterly spread their wings after the Southern Railway was formed. The locomotives' light weight made them useful for many of the lightly laid railways of the Southern Railway, and C Class locomotives also found work on passenger duties, primarily special trains such as hop-picker specials and excursion trains. Pictures show them coupled to 'Birdcage' stock, excellent models of which are produced by Bachmann under the Graham Farish label. Their use on empty stock movements saw the last 12 C Class locomotives fitted with steam heating, and the remainder fitted retrospectively with steam train heating by the SR after 1923.

The Wainwright 0-6-0 was a successful design that was relied upon heavily during the war years by performing exceptionally well on heavy trains despite the deferred maintenance that was common and necessary at the time.

Despite the loss of two locomotives after the war, the bulk of the class survived to see nationalisation and a long period of operation with British Railways, but mass withdrawals took place after 1959 as dieselisation and electrification of the Kent Coast Main Line took effect. Before that, withdrawals had been a trickle with up to seven locomotives being taken out of traffic in any one year after 1953. Several locomotives (Nos. 31271, 31280 and 31592) were switched to departmental use as shunters for Ashford Works until 1966, and one of those, No. 31592 (SE&CR No. 592 and SR 1592) is preserved on the Bluebell Railway.



Bachmann has released three models of the brand new N-gauge SE&CR C Class 0-6-0 under its Graham Farish label, including the review model of BR No. 31227.



The detailed cab back head includes individually fitted dials, sight glasses, driving controls and firebox door equipment, all painted neatly with appropriate colours.



A lot of detail is packed into a small engine measuring just 55mm between the headstocks. Some details are designed to be changed to represent different members of the class at different times in their 60-year history.

The tender wheels are also finely spoked and capture the character of the full-sized locomotives. They are fitted with split axles, allowing current collection from stub axles and bearing cups in pick-up strips fitted to the inside of the tender chassis. The chassis is very free rolling, offering minimal resistance to the engine.

FEATURES OF THE MODEL:

- Injection-moulded plastic bodies on die-cast underframes.
- Unsprung metal buffers.
- Coreless motor fitted to the engine.
- NEXT18 DCC interface located in the tender.
- Sound speaker pre-fitted.
- Removable coal load fitted to tender.
- Equipped with circuits for easy digital sound installation.
- Stub axle current collection in the tender.
- NEM 355 coupling pockets.
- Separate wire hand rails.
- Coupling hooks and cab doors supplied as add-on details.
- Separate whistle and safety-valve detail.
- Detailed cab and back head.
- Flush glazing applied to cab windows.
- Brake details fitted in line with the driving wheels.
- Length: 109mm over the buffers including the tender.
- Weight including tender: 42 g

The model

Announced in 2017, the N-gauge model (which follows on from the successful 00-gauge version that was released in 2012) is being produced in three versions, including the featured BR No. 31227 in BR unlined black with early emblem (372-777). It is what's becoming a typical Graham Farish product with a coreless motor fitted to the engine, NEXT18 digital interface to the tender and the use of a die-cast chassis to add weight to such a small engine.

Bodysells

Composed of injection-moulded plastic, the body shells of the engine and tender are accurately shaped, with the correct proportions to the cab and tender body. Boiler bands and the smokebox wrapper are well represented, as is the smattering of rivets around the smokebox wrapper.

A small but powerful coreless motor allows the boiler of such a small locomotive to be modelled well alongside a cab of the correct shape and without any of the mechanism intruding into the cab, and the correct gap between boiler and chassis frames – hard to see as it is! – has been maintained. The cab roof and sides have thin sections of plastic which help the fine appearance of the model. It is equipped with a short chimney, and the smokebox door front is applied as a separate moulding.

Small details fitted as separate

components include wire hand rails.

In recent times, it has been noted that the hand rail knobs used on some N-gauge steam locomotives are too long, and this is the case with the C Class. The hand rails protrude too far from the boiler for a scale appearance, and looking along the length of the model, the long hand rails are not fitted straight as in parallel with the running plate. Another important detail for C Class locomotives is the steam reverser fitted to the left side of the locomotive, but looking from the front it is barely recognisable as such.

Cab and backhead detail is excellent, though, and includes a metal drop plate between the engine and tender. The tender itself is decorated with wire hand rails and a brake stand. The coal load is removable to reach the decoder socket and its blanking plate. Both engine and tender are detailed with metal buffers and vacuum brake pipes.

Chassis, wheels and couplings

Although difficult to see on the model, the driving wheels are finely spoked and fully concentric, resulting in very smooth running. Coupling rods are also of the correct profile, but are a little heavy in appearance and are fitted with large hexagonal fixings which are not subtle and detract from the appearance of the wheels. Something more subtle could be devised for this area of N-gauge steam locomotives.

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Bachmann Europe Plc.

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

Era:
1900 to 1962.

Web:
www.bachmann.co.uk

Suggested retail price:
£134.95.



The model is finished in unlined BR black with red buffer beams and numbers applied to the smokebox door.

Standard N-gauge couplings are plugged into NEM 355 coupling pockets and the draw bar between engine and tender is fixed with retaining screws. There is about 2mm of slack between engine and tender.

Detailing of the chassis includes brake shoes fitted in line with the driving wheels on both the tender and engine, together with fine obstruction guard irons at the front and spring detail located behind the driving wheels. The wheels are driven through a gear located at the cab end of the engine which is protected by a bulge in the underframe which has a small amount of clearance from the track – something to consider if your yards have grass and weeds between the rails.

Electrics

The NEXT18 DCC interface socket is located in the tender alongside the small sugar-cube speaker, making DCC installation straightforward for both sound and non-sound DCC operation.

Four wires jump the gap between the tender and engine, but do not interfere with the ability of the model to travel round sharp curves. Current collection is made from all six tender wheels through end-of-axle contact with bearing cups in the inside of the tender chassis frame. There is current collection from all six driving wheels too, using traditional wiper pick-ups.

Total current collection is through 12 wheels over a length of 83mm, which is longer than most proprietary track turnouts and makes the model perfect for slow-speed operation with goods trains and in yards. Together with the low-friction chassis and coreless motor, the model has excellent slow-speed control and not too excessive a top speed.

A precautionary note has to be sounded about using coreless motors



A DCC interface socket is fitted to the tender, together with wiring for digital sound.

with analogue high-frequency track cleaners. Don't do it, because you'll damage the motor in a short time. Moreover, DCC users should check decoder settings for feedback when using such high-performance motors to see that the settings best match the motor type.

Presentation

The new Graham Farish C Class model has many excellent features, particularly in regard to the fully equipped cab with sight glasses, dials, firebox door, driving controls and well-applied colour to all of the fittings, but a couple of areas perhaps need a little more attention.

Looking along its length, the top of the tender chassis is slightly out of alignment with the top of the engine's running plate, where they should be level. The hand rail has already been mentioned, and photographs show that the cab side numerals of our review model are not level on one side.

Hand rail knobs are fitted to holes that are a tad too large for their spigots on the smokebox front, which wasn't

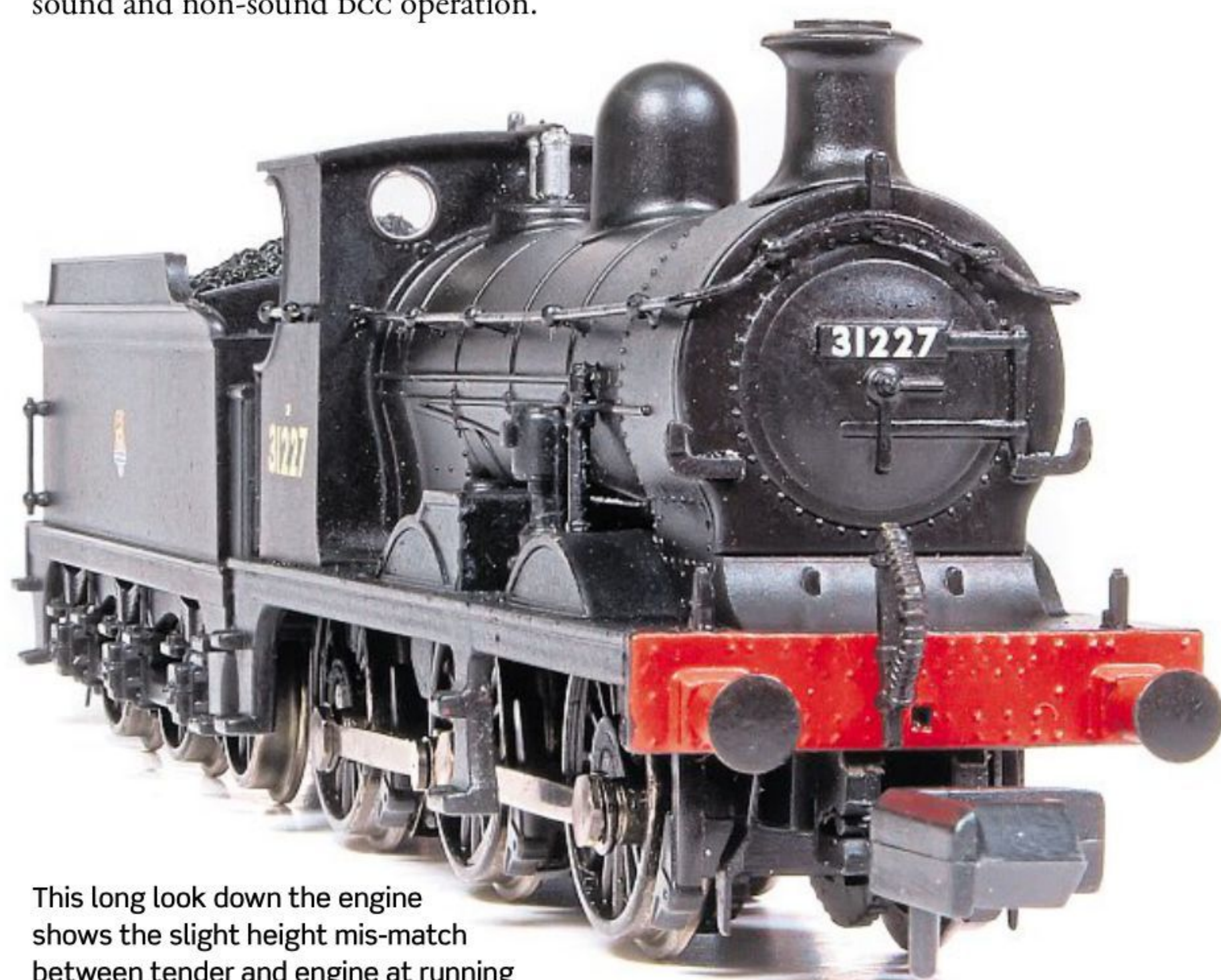
the best fit to the smokebox itself. The cycling lion emblem on the tender wasn't as well defined as it could be, particularly with the colouring of the wheel and 'British Railways' legend, which had too little black and red, but overall, the application of the individual fittings is well done, with consistent colour applied to the main body assemblies and the stand-alone details.

The black livery colour is a good colour but has a slight texture to it, which will aid those wanting to dirty up their engines a little!

In conclusion, the model is a very good representation of the delightful SE&CR C Class locomotives in BR condition (no samples of the other two models were received for review so of course cannot be commented upon) and is of the correct shape as far as one can determine from references. Its technical features are also very good too, making it a welcome addition to the Graham Farish range for Southern modellers. With some small refinements to future releases, the model would definitely come into the 'outstanding' category for its size.



This view from the tender shows the removable coal load and detailed cab. The use of a small coreless motor means that no visible parts of the mechanism intrude into the cab.



This long look down the engine shows the slight height mis-match between tender and engine at running plate level.

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St. Ann's Cove



Fun and games on the beach!

One of the last big jobs on RMM's N-scale 'St Ann's Cove' project layout has been to model the gently rising contours of the beach from the sea's edge to the sea wall by putting into place a balsa-wood 'shelf' and then slowly building up the profile with consecutive layers of plaster cloth, writes **Pete Kelly**.

IN RECENT WEEKS WE'VE RETURNED TO the messy business of cutting and shaping strips of plaster cloth, dunking them in water and smoothing layer after layer over a base of balsa wood and polystyrene in order finally to shape the profile of the beach.

The difference between using the plaster-cloth method for constructing hillside scenery and laying a beach is that in the latter, the layers have to be flat and smooth, with no sharp edges where sea and sand meet.

When everything has hardened off and is thoroughly dry, we'll be applying base colours to mark the boundary

between sea and sand before pouring water-effect material to give the impression of a gentle tide coming in at an oblique angle. Once the 'sea water' has set hard and clear, white-water effects will be added.

Attention will then turn to the cove itself, starting with a trial positioning of the rocks and their associated rock pools, then applying a sandy-coloured base. Once this has dried, a thorough coating of pvc glue will be applied before the 'sand' itself is sprinkled on – and then Ann will have a whale of a time 'dressing' the rocks, pools and sea walls with appropriate materials

and positioning the holidaymaking figures sunbathing, playing games and exploring the rock pools. Lots more detail work still has to be applied to the layout, including ballasting between the tracks and at their edges, adding signals and other trackside detail, completing roads and pavements, adding more greenery, finishing off the harbour sides and generally tidying up.

The main scenic sections will be removed to facilitate a thorough clean-up of the railway itself, and then it will be all systems go before turning our thoughts to the new round-the-walls oo-scale layout (see editorial on page 3).



This is Ann's little corner by the church. By the next issue the ballast should have been laid between the tracks and at their edges – and those cottage chimneys will have been straightened!



Up in the hills, more detail has been added in and around the farm – and that cat is still sunning itself on the shed roof!



Where the sea meets the beach... the next stages are to add base colours before applying more water and wave effects to give the impression of the sea lapping on to the sandy cove, then putting the rocks and rock pools into place.



Looking across the newly shaped beach base towards the harbour, station and town.

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It's our club

Happy birthday, HRCA!

The Hornby Railway Collector's Association recently celebrated its 50th anniversary – and marked the occasion with a special weekend event at Stoneleigh Park Lodge in Warwickshire. **Ann Evans** brings this report, with photos by Rob Tysall.

MEMBERS OF THE HORNBY Railway Collectors' Association took a brilliant variety of exhibits spanning the entire range of Hornby trains from the 1920s to the 1960s to the association's big birthday party weekend in May. This included layouts in O-scale and Dublo, a test track, spares and sales tables, mugs and other commemorative items to buy and a members' bring-and-buy stall on the Sunday.

The public were invited on the Saturday, and in the evening there was a members' anniversary dinner with guest speaker Hilary Kay from the BBC's *Antiques Roadshow*.

The HRCA was founded in 1969 when a handful of keen collectors of old Hornby O-gauge, including Peter Randall and Peter Gomm, decided to get together to pool their knowledge and resources and share their enthusiasm with like-minded railway fans. Today, Peter Gomm is the HRCA's president, with Michael Foster and Barry Potter as vice-presidents. David Dawson is the chairman, and Guy Middleton the hon. secretary.

The HRCA soon attracted more enthusiasts, including collectors and railway modellers of Hornby Dublo, and membership continued to grow. Its ethos explains that the HRCA was founded to stimulate interests and facilitate communication among collectors and operators of Hornby Trains and accessories, specifically the O-gauge, Dublo and Acho ranges, as manufactured by Meccano Ltd in the British factories up to 1965 and overseas up to 1973.

The non-profit-making organisation has around 2300 members throughout the UK and abroad, ranging as far afield

as South Africa, Australia, New Zealand and America as well as Europe.

New members are always welcome, whether they are collectors, operators or simply interested spectators. HRCA membership offers lots of benefits and the association is linked to a number of sister organisations abroad. There's a lively members' forum on the website, and members keep in touch through the Hornby Railway Collector journal that comes out 10 times a year under the editorship of David Upton. It contains articles by members as well as group reports, auction reports and more. The HRCA also provides a platform for the exchange of views, ideas and experiences of collecting, operating and restoring Hornby trains.

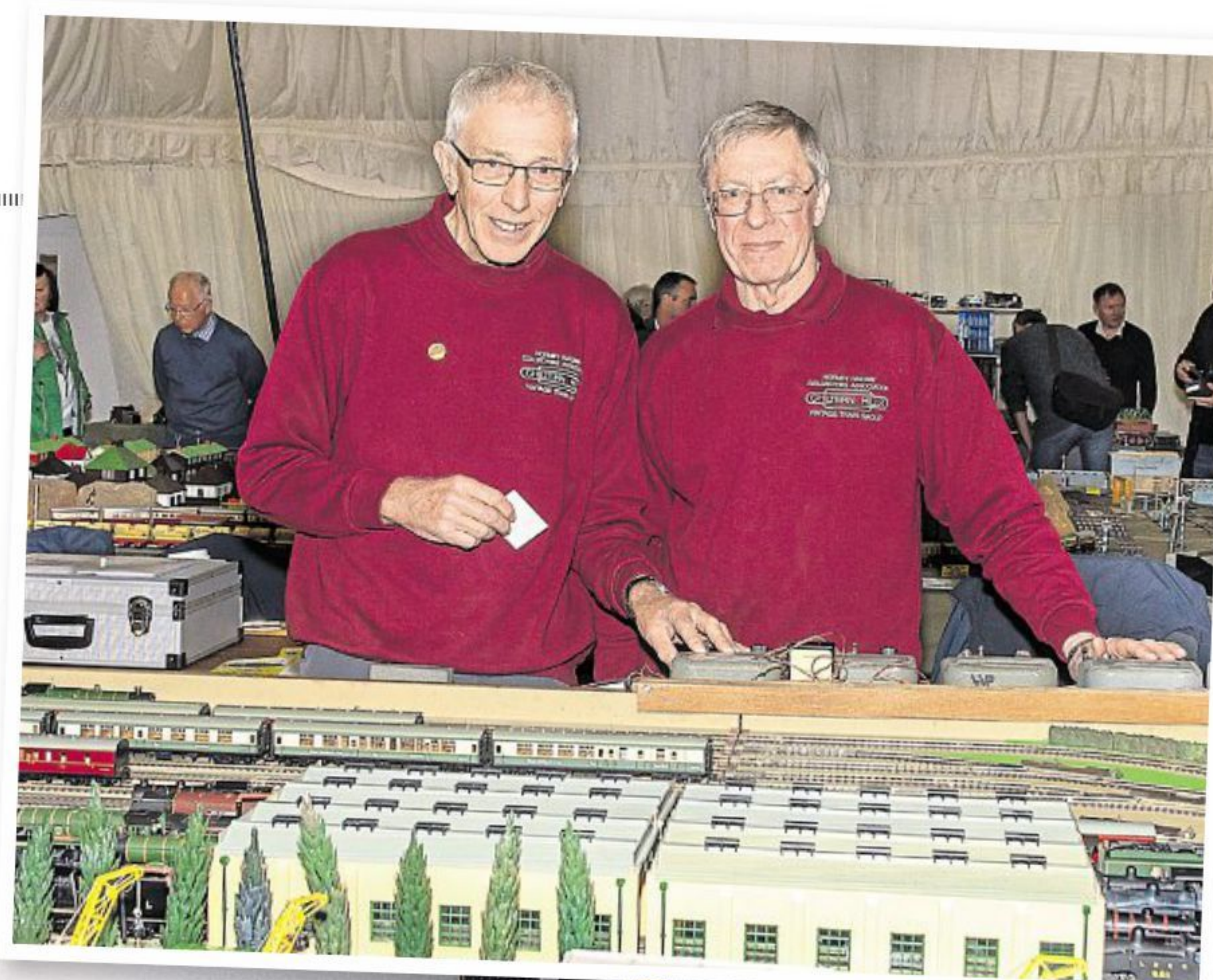
The benefits of being a member of the HRCA are listed on its website, and there you will also find more about the history of Hornby Dublo and O-gauge products and a gallery of fascinating Hornby-related photographs. Annual subscription is £30 for UK membership, and full details are on the website and Facebook page.

Local HRCA meet-ups take place all around the UK, with typical attendances of 30 to 100. These relaxed, social occasions often include a pub supper, or refreshments and cakes provided by the ladies. Such events bring opportunities for members to set up their layouts, run their trains, browse tables brimming with second-hand stocks, find or provide advice and chat to other members.

Vice-president Michael Foster said: "The Hornby Railway Collectors' Association is really a society of friends, but it is also very entrepreneurial. If a collector has a question or needs something for a train, there's always

Right: Happy in their work! Ron McGaskie and Dave Jarvis are seen with the Binns Road Factory layout.

Below: This colourful 14ft 6in O-scale gauge layout was built by Roger Burton especially for children to enjoy.



somebody with the answers, with people and engineers who can make the parts or know where they can be obtained. We have a thriving spare parts 'cottage industry' with people who can supply new parts for engines that might be 100 years old."

Younger members, he said, were joining all the while, usually after being introduced by fathers and grandfathers. "When they realise that they can pick up wonderful old locomotive and carriage models really cheaply, see the

quality of the products and know that they will run, they enjoy and appreciate them.

"Even if the model isn't working it can easily and inexpensively be put back into working order, and no matter what your age, it's the joy of getting some wreck of a carriage, cleaning it up and bringing it back to its former glory that's so very rewarding and inexpensive, but that's the thing with original Hornby: the mechanics, strength and engineering were superb and absolutely childproof.

Many of the models have been running for a century, and there's no reason why these iconic trains cannot keep running for another 100 years."

Chairman David Dawson said that when the Second World War broke out, the Hornby factory switched from manufacturing toys to manufacturing aircraft parts. The quality of workmanship was that good, and just showed the level of engineering they put into making those children's toys.

"No matter what your social status," he said, "Hornby binds everyone together. We have 2300 members representing people from all walks of life. Some are engineers who can repair and make spare parts, some re-magnetise, some re-paint, some are collectors, some are operators, some keep their models in glass cabinets and some, like me, drag their trains all around the country in the back of their cars!"

"It's great to set your layout up in a village hall and find a sea of faces looking at it – grandpas because they



Tipplate rules! Just feast your eyes on Adam Heeley's impressive layout, with a wealth of buildings and other accessories as well as the trains themselves.



Inspired by Michael Foster and built by membership secretary and webmaster Robin Hair, this model of a spiral layout once filled a store window in Oxford Street.

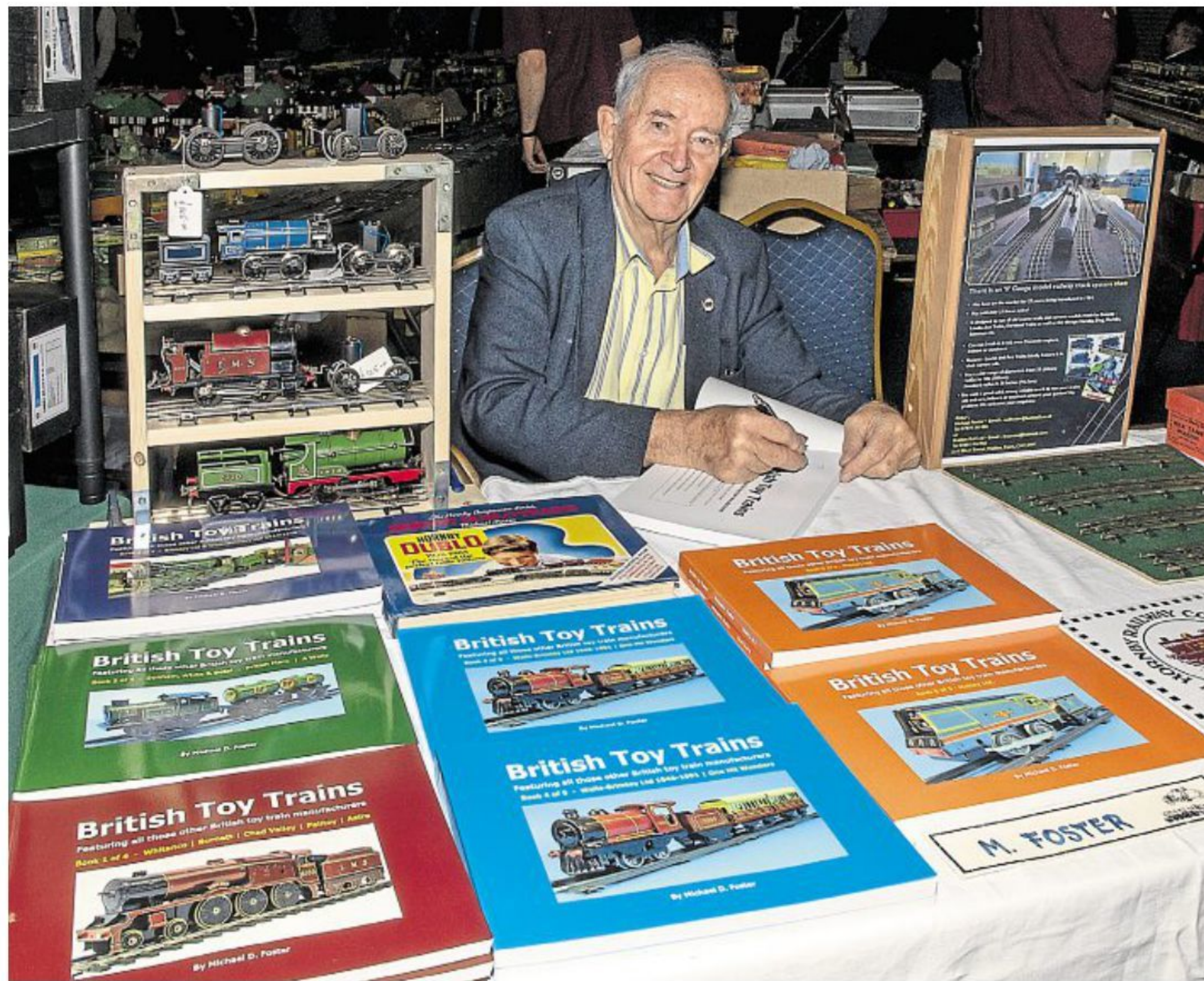


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This wonderful variety of Hornby memorabilia was pictured at the HRCA's 50th anniversary exhibition at Stoneleigh Park Lodge in Warwickshire in May. All photos by Rob Tysall.



The highly-acclaimed tinplate train books of Michael Foster, vice-president of the HRCA, have already been reviewed enthusiastically in *RMM*.

remember the days of steam, and young children because the trains are new to them. It's lovely to watch the kiddies and see their faces when they realise they are allowed to touch the trains and play with them. That's the great thing about Hornby. If you drop something you're more likely to dent the parquet floor than damage the train!"

David has been into Hornby trains since childhood and remembers arriving home from school on his ninth birthday in 1954 to find a new electric Hornby Dublo train set – but there was a bitter-sweet twist to the story. He'd been playing with some Hornby clockwork trains inherited from an uncle, but when about to introduce his new Hornby toys to his old ones, he discovered that his clockwork trains had gone. His parents had part-exchanged the old for the new!

Happily, however, the trains he had from that birthday onwards are still running today – and probably the tinplate clockwork too, although he never saw them again. Also still running are the Trix Twin trains that his wife Helen has collected since she was eight years old. "I married the perfect woman in 1967," he said, "a girl who loves trains. So, all our married life we have been competing in collecting two different types of models."

He thoroughly enjoys his chairmanship, although he was once rung at 3am by an Australian HRCA member who'd forgotten the 12-hour time difference. "It's okay," David assured him. "I'm

awake now. How can I help you?"

Every five years the HRCA holds a large exhibition to celebrate its 1969 foundation, and it also organises auctions three or four times a year featuring around 500 lots each time. They rotate the venues between Retford in Nottinghamshire, Barrow upon Soar in Leicestershire and Stratford upon Avon in Warwickshire.

The HRCA is fortunate to have some real Hornby trains experts. Michael Foster, the author of *The History of Hornby Dublo 1938 – 1964*. The Story of the Perfect Table Railway, said: "I started this in 1972 and it took me seven years to complete. It was published in 1980 and stayed in print for 32 years, selling 54,000 copies. Some collectors regard it as their Bible, and some have more than one copy of it – one that's kept in pristine condition and another more regularly-used version that's all dog-eared with notes scribbled in." Michael is also the author of the *British Toy Train* series.

Other author members include Chris and Julie Graebe who have written a number of books on *The Hornby Gauge O System* and Vice-President Barry Potter, who's well-known for his toy fairs as well as being the author of *The Toy Job: A Lifetime of Toys and Trains*.

If you love vintage Hornby and wish to become more involved with these wonderful iconic trains, find more details about the Hornby Railway Collectors' Association at www.hrca.net



HRCA members and a highly-interested public browse the stalls at the 50th exhibition.

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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****

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

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

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

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

AUG 31/SEP 1 – TELFORD GUILDEX 2019, GAUGE 0 GUILD EXHIBITION,

Telford International Centre, St Quentin Gate, Telford, Shropshire, **TF3 4JH**

Saturday 10-5, Sunday 10-4. www.gauge0guild.com

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SEP 7/8 – SWINDON THE SWINDON RAILWAY FESTIVAL

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Sat/Sun 10-5. Coming to Swindon? Why not try Sunday?

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

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

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

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

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

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

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

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

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

Oct 26 – CHICHESTER LIONS CLUB MODEL RAILWAY EXHIBITION, Chichester High School for Boys, Kingsham Rd, Chichester, West Sussex, **PO19 8AE**. Sat 10-4.30.

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

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

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

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

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

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

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

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What's *in the* shops

Modern liveries for Dapol EDs

Liveries from the late 1990s and early 2000s are applied to Olivia's Trains special editions of the OO-gauge Dapol Class 73.

THREE MODERN LIVERIES HAVE been applied to the Dapol Class 73 electro-diesel locomotive model as special editions commissioned by Olivia's Trains. A standard Dapol model is used for limited runs of 300 of No. 73212, finished in Network Rail yellow; No. 73128 in EW&S maroon and gold, together with No. 73107 in FM Rail black with Fragonset markings.

All three liveries are yet to be represented on Dapol Class 73 models and are presented as pristine or ex-works condition with colour used to pick out details on the underframe and bogies. All three models have post-2000 electrification warning notices applied to the sides and cab fronts.

EW&S No. 73128 (OLIV004)

The early version of EWS livery with the EW&S typeface is applied to the model of No. 73128 which is correct, and was

applied to the locomotive in the late 1990s alongside sister Class 73 No. 73131. The model could be renumbered with commercial waterslide transfers to represent No. 73131, which was a regular on the South-East TPO (Travelling Post Office) working between Willesden PRDC and Dover Priory.

No. 73128 appeared from time to time and was kept in good condition for special workings too.

The finish on the model is sharp and with the correct typeface for this version of EWS livery. EWS maroon is a difficult colour to get right, and it looks well applied with a light sheen on this model.

The gold band running along the length of the model is the same colour as the yellow applied to the cab fronts and is not correct for the livery.

Network Rail No. 73212 (OLIV005)

A model with a lot of potential is No. 73212, finished in Network Rail yellow, which is a different colour from warning panel yellow. This is clearly seen on the model, and a distinct difference in shade can be observed between the body side colour and the warning panels on the cab fronts.

The model would be easy to renumber to represent sister locomotive No. 73213, which was often seen paired with No. 73212. The grey roof is an excellent shade, and bufferbeams are correctly painted red. No orange cantrail stripe is applied along the rain gutter, and modellers should avoid fitting the vacuum brake details supplied in the detailing bag – only the air brake hoses because Class 73/2s had their vacuum brake equipment removed a number of years ago.



EW&S maroon and gold is represented by one of the models, numbered 73128.

FM Railways No. 73107 'Spitfire' (OLIV006)

No. 73107 was painted black livery with a grey roof after overhaul for FM Rail (Fragonset Railways) in 2004. It was relatively short-lived because No. 73107 was subsequently painted in a variation of Railfreight livery after FM Rail entered receivership and the locomotive switched to working for GBRF. Today it works as part of the GBRF fleet and is painted in the company's blue and orange livery.

The model is neatly finished with a good representation of the Fragonset logo and nameplates on the sides. Paint application is smooth and with good colour density.



Detail on the bogies has been picked out in different colours including the footsteps, springs and axle box covers.



Separate hand rails are applied to the cab sides and fronts as standard on this model.



Above: Olivia's Trains has commissioned three OO-gauge Class 73s from Dapol, finished in early 2000s liveries including one of the two Network Rail yellow Class 73/2s as No. 73212.



Above: FM Rail No. 73107 finished in black with Fragonset markings.

Right: Detailing of the Dapol OO-gauge Class 73s includes accurately moulded parts for the waist-height air pipes and multiple working cables.



FEATURES OF THE MODEL:

- The standard OO-gauge Dapol Class 73 is well modelled and has been assembled with a wealth of fine detail, particularly to the underframe and bogies, which have a particularly good level of depth to them. The body is a single-piece plastic injection moulding fitted out with flush glazing and etched grille work to the sides and the roof, including the radiator fan grille.
- All the etched metal grilles are noteworthy for their finesse, and are firmly attached to the model. Small fittings include separate hand rails to the cab sides and air horns applied to the cab roof.

Good representations of multiple working cables and waist-height brake pipes are applied to the cab fronts.

- The models are fitted with a strong motor which powers all four axles of the model through drive shafts and gear towers. Electronics included running lights, headcode illumination and cab lights, all linked to a 21-pin DCC interface socket. A large bay is provided for a 20mm by 40mm speaker for digital sound.
- All three models are attractively finished, and fill a gap in the history of the Class 73 in providing some hitherto unreleased liveries and numbers in OO gauge. It is worth obtaining reference photographs of the full-sized locomotives to check which details in the supplied add-on pack should be used on each model. More information can be found on the Olivia's Trains website at www.oliviastains.com



All three models are neatly finished and with certain details specific to the full-sized locomotives. They are limited to a run of 300 of each.

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Modelling *the* memories

Was there anything a V2 couldn't do?

Among the many locomotive masterpieces designed by Sir Nigel Gresley, the V2 2-6-2s stood head and shoulders above the rest for their versatility, tenacity and – yes – beauty too. **Pete Kelly** tells how he fell in love with No. 4771 *Green Arrow* on the Settle & Carlisle line 30 years ago, and why he'll be acquiring at least one OO-scale model of these superb all-rounders for RMM's next project layout.

THE RICH, SULPHUROUS SMELL OF drifting smoke assailed nasal passages and triggered a warm stirring in the hearts of those who stood beside her on the platform at Carlisle Citadel station.

A shrill whistle brought a fusillade of slamming doors as the lucky ones climbed aboard the 11 carriages of the 'Cumbrian Mountain Express', and then, with smooth and quiet grace broken only by a momentary bout of slipping, the incomparable V2 2-6-2 No. 4771 *Green Arrow* headed out in bright sunshine for that wild paradise of fells and hills called the Settle & Carlisle Line.

How can anyone describe the sheer, breathtaking beauty of this magical route? Have the words been invented that could put over adequately the effect of a sun-spangled wood completely carpeted with bluebells and primroses, or that could even begin to imitate the burbling, fluting cry of the curlews that haunt the wide open spaces of Wild Boar Fell, Great Shunner Fell and Blea Moor?

There are certainly no words that can compare with the feelings you experience, from a carriage which actually smells like a carriage, when a thoroughbred locomotive like *Green Arrow* gets to grips with one of the most arduous roads in the country and shrugs off its challenges time and time again.

After the customary leisurely progress out of Carlisle, then a wait between Cotehill and Armathwaite, the fireworks began as soon as we had a clear line to ourselves. As fireman Paul Cain stoked up and driver Tommy Hayton opened

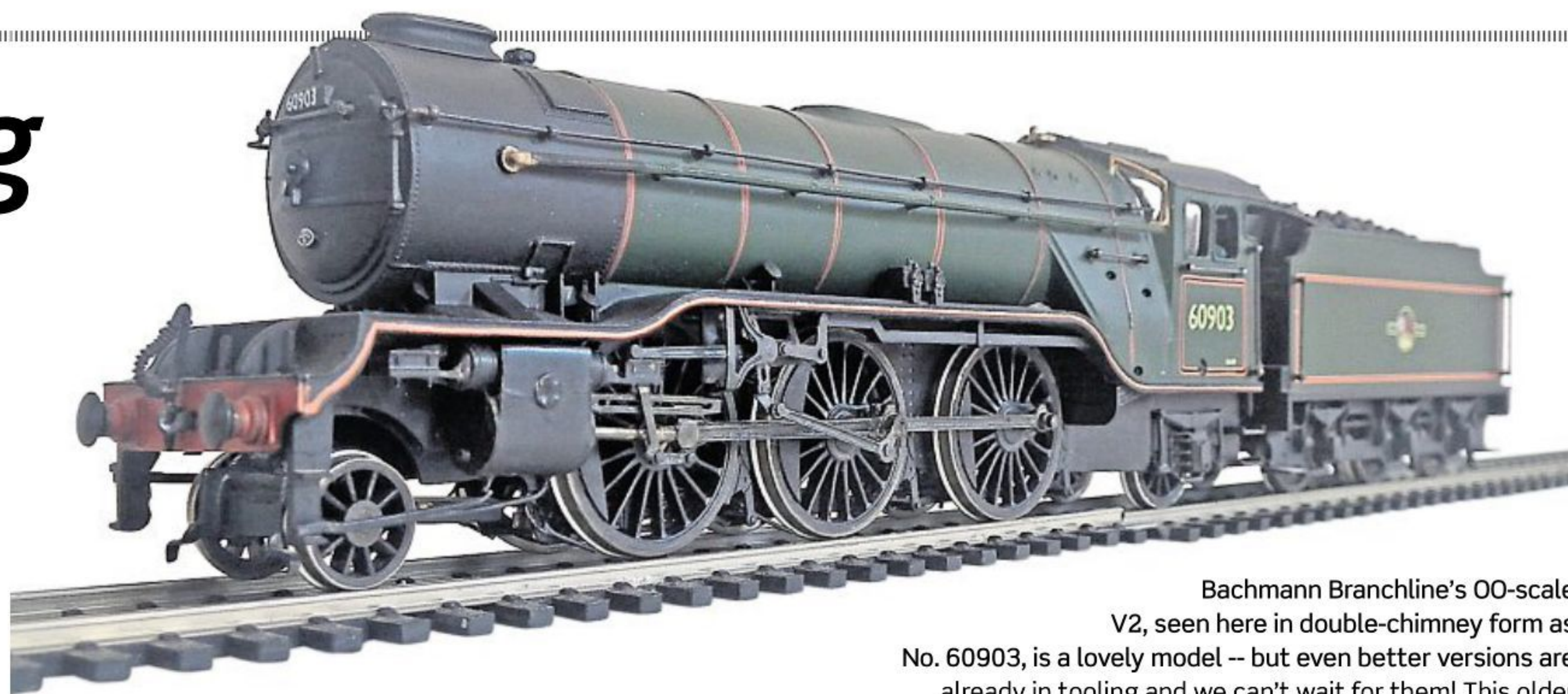
the regulator, *Green Arrow's* hitherto soft, rhythmic exhaust beat grew into a fast chatter, then a sharp, continuous roar, sending a gritty pillar of smoke skywards and causing wildlife to scatter in all directions.

There were a couple of brief chances to take in the watch-like motion of No. 4771 before 'Biggles', sporting goggles, a bob-hat and scarf around his mouth, took over that particular window for the rest of the journey. 'Biggles' clones appeared at every other door window too, and stuck there like glue, so we had to be content with just listening to *Green Arrow's* exhaust through open windows above our tables as we made easy progress through Little Salkeld, Langwathby, Culgaith, Newbiggin and Long Marton.

Outside, the sun scorched down, giving the many hundreds of lineside photographers a field day and bringing beaming smiles to the faces of walkers who just happened to be in that lovely countryside when a sparkling apple-green steam locomotive hammered by.

The watering stop at Appleby allowed passengers to down a pint or two of Marston's at the Midland Hotel, or to walk down to the shops for refreshments. For those who remained on the main platform, near the wall plaque memorial to the greatly-loved railway photographer Bishop Eric Treacy, who collapsed and died while taking pictures there on May 13 1978, there was time for quieter reflection.

After *Green Arrow* returned from watering-up, then gave a storming approach run for her camera-carrying passengers, the footbridge across the



Bachmann Branchline's OO-scale V2, seen here in double-chimney form as No. 60903, is a lovely model – but even better versions are already in tooling and we can't wait for them! This older version was kindly lent to RMM by Pete Fowler of Caistor Loco.



Above: On April 27 1989, after the wonderful news that the Settle & Carlisle line had been reprieved from threatened closure, V2 2-6-2 No. 4771 *Green Arrow* steams through Dent in typical weather conditions. Photo: Brian Sharpe.

Right: Sleek beauty shines through the filth in this Mortons *Railway Magazine* Archive image as V2 2-6-2 No. 60868 heads a long passenger train beneath the impressive signal span at Eaglescliffe in July 1953.



railway resembled the Piccadilly Line in the rush hour as everyone hurried to climb back aboard. Not everyone made it, for a couple of unfortunate passengers missed the train and had to take a taxi to Garsdale to catch up with it again!

Now the countryside really opened up, with distant views of Murton Fell, Dufton Fell and the highest, Cross Fell, which still had snow at its summit. After crossing the River Eden on the Ormside Viaduct, *Green Arrow* really let rip, her exhaust chattering loudly as she



During the 'Cumbrian Mountain Express' journey of 30 years ago described in the accompanying feature, No. 4771 *Green Arrow* takes a well-deserved drink at Garsdale. Mortons *Railway Magazine* Archive photo.

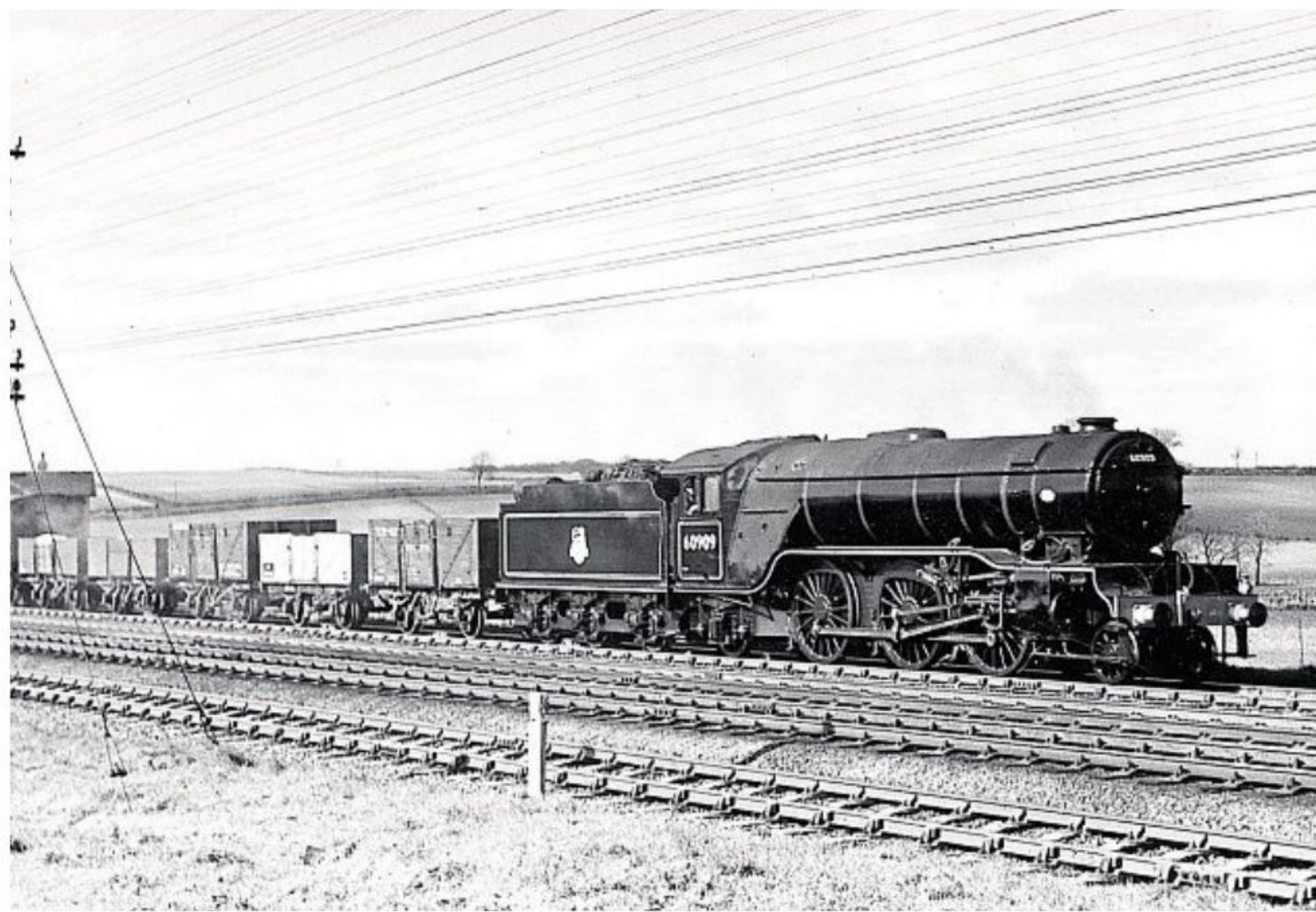


The end came all too quickly for 'the locomotives that won the war'. No fewer than five V2s – Nos. 60887, 60892, 60894, 60922 and 60812 – await scrapping at Swindon on September 20 1964, along with Ivatt 4MT 2-6-0 No. 43112 and 'Modified Hall' 4-6-0 No. 7929 Wyke Hall.



Left: When they were grubby, they were very, very grubby. With the nationalisation of British Railways less than a year away, the LNER embarked on a complete renumbering scheme for all its locomotives in 1947, and as it toiled by with a long up goods train near Stevenage in 1947, the former V2 No. 4825 was already carrying its new number of 854. Mortons Railway Magazine Archive photo.

Right: When they were clean, they were splendid. When pictured near Essendine on April 16 1955, V2 2-6-2 No. 60909 was on a running-in turn after being freshly outshopped from Doncaster Works. Mortons Railway Magazine Archive photo.

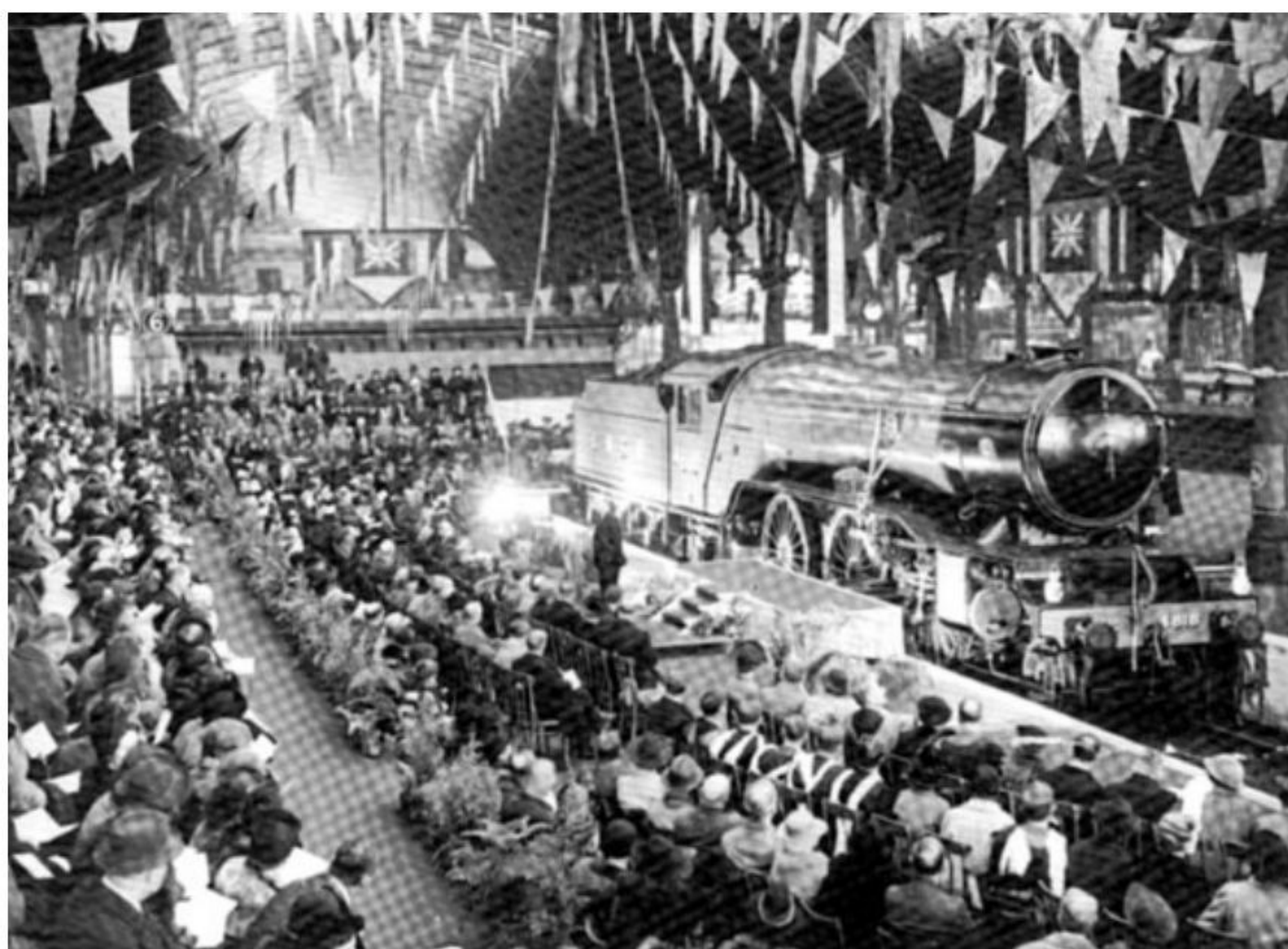


tackled the long and almost continuous climb, reaching a magnificent crescendo between Crosby Garrett and Kirkby Stephen West and treating the tripod brigade to some stirring stuff. The power from No. 4771 kept coming in tireless waves, causing goose-pimples to rise in all who heard it.

Even above the rattle of *Green Arrow's* exhaust, curlew cries floated in through the windows as we burst out of Birkett Tunnel in a frenzy of black smoke. That three-cylinder roar echoed around the fells as we threaded through the endless grandeur of Mallerstang, Wild Boar Fell and Great Shunner Fell on the long slog Ais Gill Summit.

Three tunnels in short succession brought us to Garsdale, the former Hawes Junction, whose branch line to Hawes and, eventually, the East Coast Main Line at Northallerton, had closed more than 30 years previously.

Now that *Green Arrow* had truly shown her mettle, a crush of



In a grand ceremony on York station on April 3 1939, V2 No. 4818 (which became No. 847 under the LNER's 1947 renumbering scheme) is named *St Peter's School, York*, AD 627. Mortons Railway Magazine Archive photo.

photographic admirers scrambled up embankments and along the crumbling outer platform and focused their cameras once more on the lithe contours of No. 4771.

There was plenty of time to admire the gutsy locomotive that had brought us thus far as her support crew fussed over her, checking bearings and oilers, as a fresh charge of water gushed into her tender tank.

The departure from Garsdale was sure-footed and exemplary, and the V2 rapidly built up speed again. We plunged into the darkness of Rise Hill Tunnel, steamed past Dent, over Arten Gill Viaduct, through Blea Moor Tunnel and out on to Blea Moor, slowing down for the 440-yard-long Ribblesdale Viaduct and peering down at the photographers and waving visitors to the beautiful moors.

Now it was all downhill, *Green Arrow's* work nearly done, as we admired the peaks of Pen-y-Ghent

and Ingleborough, and the V2 drifted easily through Horton-in-Ribblesdale and Settle.

With our final steam-hauled destination of Hellifield now almost in sight at Settle Junction, No. 4771 gently eased her load into the ruins of this once-magnificent station.

No matter how many times you make the journey, the Settle & Carlisle keeps calling you back, because every steam trip through this wild paradise is a new and exciting experience.

I penned these words 30 years ago, with the heading 'Where Curlews Cry' in the July 1989 issue of *The Railway Magazine*, and in all those years my feelings for both the line itself and Gresley's magnificent V2s have not altered one jot.

Before ending, I must recall a long-lost tape recording of a V2 climbing a wearying gradient on the Waverley Route between Edinburgh and Carlisle.

It must have been a quiet, glorious

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summer's day when the recording began, because it started with birdsong and the happy chatter of a young child somewhere nearby. Then the far-off, muffled beat of an approaching three-cylinder locomotive could just about be discerned.

As it approached the beat slowed and slowed, and grew louder and louder, closer and closer, until with a mighty roar the V2 toiled by with its heavy goods train on full regulator and no cut-off.

At that point I used to delight in turning my player on to full volume until the sound waves hit our house as if it had been hit by an earthquake – and my beloved late wife Liz would appear from the kitchen with a knowing smile on her face saying: “Do you *have* to put it on so loudly on a Sunday morning, love?”



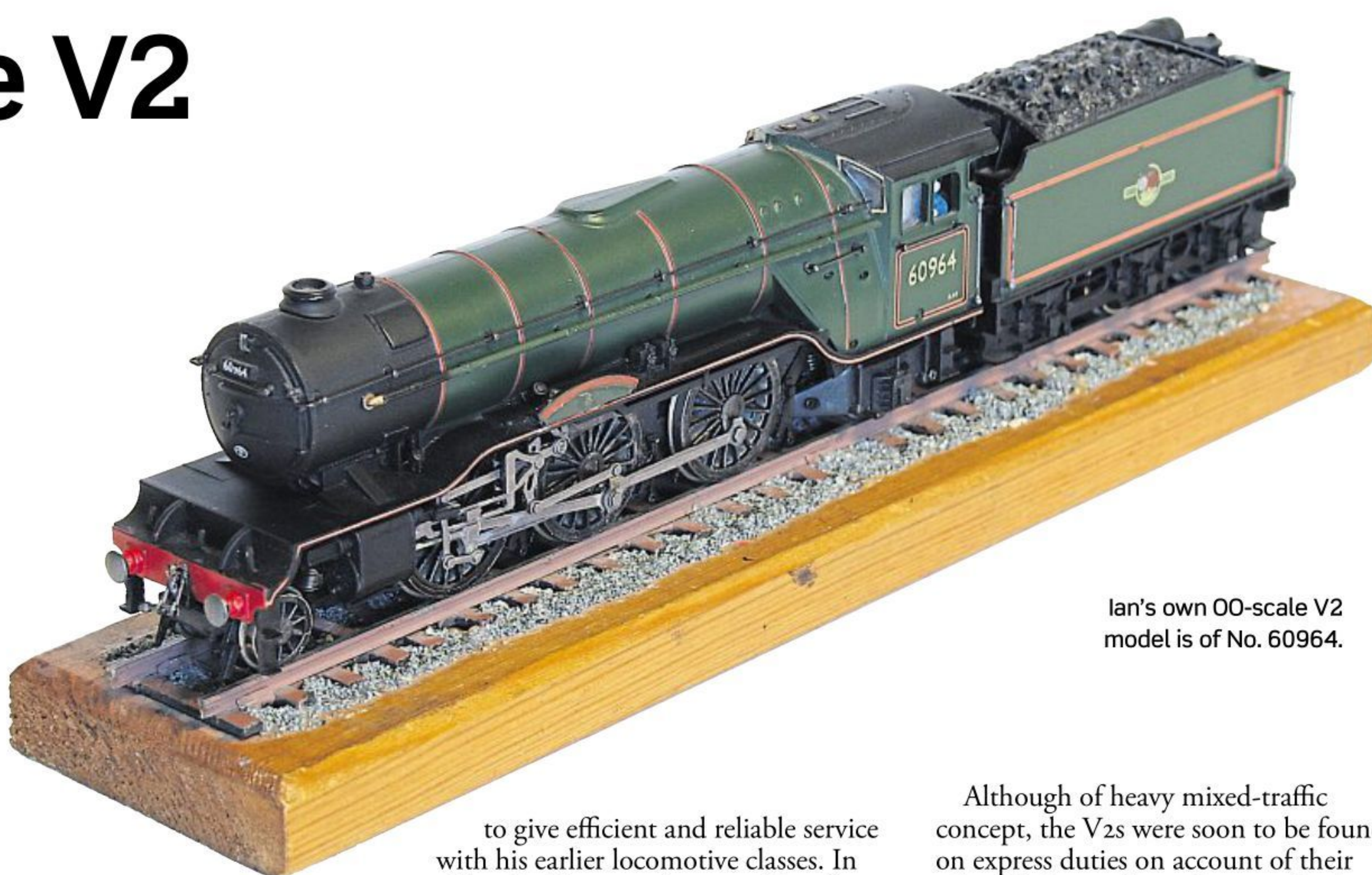
There was always a ‘Cinderella’ side to the V2s, as this study of No 60800 *Green Arrow* on the approach to Potter’s Bar with a lowly wagon duty on November 8 1955 clearly shows. Mortons Railway Magazine Archive photo.



Prestige passenger trains were often in the hands of V2s, and on such duties they were well up with the best. Here No 4817 bursts from the Greenwood Tunnel at Hadley Wood with the down ‘Yorkshire Pullman’ in this 1930s’ photo from the Mortons Railway Magazine Archive.

Gresley’s finest - the V2

Ian Lamb echoes the sentiments of many LNER devotees as he outlines the many reasons why Gresley’s powerful and ever-willing ‘do-it-all’ V2 2-6-2s were simply the best of the lot.



Ian’s own OO-scale V2 model is of No. 60964.



V2 No. 60973 was in fine form as it headed an Aberdeen train via Dundee at Kinnaber Junction on August 8 1964. By then the scrapping of these fine locomotives was well underway. Mortons Railway Magazine Archive photo.



During the twilight of steam in Scotland, the then Dundee MPD-allocated V2 No. 60919 awaits departure from Edinburgh Waverley with a special relief for Dundee on July 26 1966. Mortons Railway Magazine Archive photo.

IN NOVEMBER 1934 THE JOINT Locomotive & Traffic Committee of the LNER resolved that its provisional locomotive programme should consist of “the general utility type, capable of hauling excursions, fish trains and fast braked freight trains”, resulting in a class of engine able to fulfil that specification and more.

The 2-6-2 V2s – or ‘Green Arrows’, as they came to be known after the first of the class – embodied in one design every feature that their designer found

to give efficient and reliable service with his earlier locomotive classes. In effect the V2 was a shortened Pacific having a pony truck instead of a front bogie, and because of the driving wheels’ wider spacing, the coupled wheel-base was slightly longer.

They were originally developed for heavy long-distance work relevant to a new scheme for express parcels traffic to counter the steady growth of road transport. This service was called ‘Green Arrow’, so inevitably the first locomotive was named after it, as displayed today in the National Railway Museum in its original LNER livery.

Although of heavy mixed-traffic concept, the V2s were soon to be found on express duties on account of their relatively large 6ft 2in driving wheels. Their impressive 33,730 lb tractive effort meant that they could handle almost every duty asked of them. Only five engines were built originally and allocated to widely-spaced depots in order to obtain as much operating experience as possible. Eventually numbers increased rapidly, and these locomotives were then allocated throughout the LNER system.

Because of their fantastic service during the 1939/45 conflict, the V2s were often referred to as “the engines that won the war”! It is of interest to



On April 17 1965, a still tidy-looking V2 2-6-2, No. 60846, heads a southbound cement train at Thornton Junction in Scotland. Mortons Railway Magazine Archive photo.



A V2 in all its glory, No. 4806 *The Green Howard*, Alexandra, Princess of Wales's Own Yorkshire Regiment, poses for the camera after its naming in the 1930s. Inset: one of the locomotive's ornate nameplates. Mortons Railway Magazine Archive photo.



note that the pigeon specials which, until the 1960s, came to the Home Counties area from the north of England, were noted for the length of their trains. A 19-vehicle formation on June 25 1960 was hauled into London by No. 60964 *The Durham Light Infantry*, prototype for my model.

A total of 184 V2s were produced, mainly from Doncaster, though 25 of them emerged from Darlington. Eight of the class were fitted with double chimneys, and very few were actually named. Although *Green Arrow's* nameplates were fixed on the smokebox sides, the rest were positioned on the running plates.

These engines were synonymous with the former Borders Waverley Route between Carlisle and Edinburgh, especially in and around Riccarton, where their powerful three-cylinder exhaust from a single chimney not only left a lasting memory, but was also a sound to behold. The nightly Aberdeen-London fish trains were run at speeds better than some expresses, indeed my dad used to tell me that the dead – though fresh – fish used to get a better 'hurl' than the fare-paying passengers! It was quite something to see all those refrigerated vans hurtling round the curve at Saughton Junction behind a V2 in the outskirts of Edinburgh, and even more so when accelerating away from the Tay Bridge towards Leuchars at the head of the ex-Aberdeen 'Blue Spot Special' bound for London.

Whilst it is doubtful that 60964 or any V2 ever got on to the East Fife metals

(the axle load of 22 tons precluded their use on many secondary routes), I'm reasonably confident that this 52A Gateshead-based locomotive reached Edinburgh many times, and certainly was 'on shed' during my numerous 'spotting' forays to Newcastle. Having said that, I do have a photograph of No. 60818 emerging from the Mound tunnel at Waverley station with the 13.18 ex-Edinburgh to Crail train, though it may be that engines were changed at Thornton Junction before the coaches went on to the East Neuk line.

Sunday at St Margaret's was quite a highlight for a very small boy beside a large, but beautiful locomotive. Nevertheless, it was a named V2 that I remember climbing up on at St Margaret's when I was eight years old – plus a few 'Glens', K3s and 'pugs' – although I have a horrible suspicion that it might not have been *The Durham Light Infantry*. Well, at that age?

I have always had great affection for this class of engine and, if more of them had been named, they might have become even more popular than the A3s and A4s. In my view the V2 class was the real Gresley masterpiece, yet unfortunately was never really given the full credit to which it was entitled. No. 60823 was the first V2 to be withdrawn in February 1962, and within five years all had gone, the last – No. 60831 – from York shed on December 6.

In terms of modelling, as the V2 was my favourite LNER design I very

much looked forward to obtaining the expected Lima model, but alas it never went into production. In frustration, I decided to buy the DJH kit and got as far as constructing the body and tender, but never had the time nor inclination to go on any further, especially when the Bachmann model came on to the scene in 1992.

My happiness was complete when I purchased my model from Rails of Sheffield. The vivid bright steel wheels didn't seem right, so I chemically blackened them, making a tremendous difference to the overall appearance. I was delighted when, thereafter, Bachmann had all wheels on their models produced in this manner.

Ideally I should upgrade this model to Bachmann's latest and far-superior standard, but I'm happy with my existing V2, not least because it was paid for at the time from my late favourite aunt's legacy, and therefore I'm retaining this model in her memory.

I've not yet fitted head lamps because I wanted to show the model in its 'on shed' appearance, of which the picture on page 22 captures so much detail for a keen modeller.



The V2s were in their element on fish trains and fitted freights. No. 4794 replenishes itself at Lenley troughs as it heads a fast down goods in 1939. Mortons Railway Magazine Archive photo.



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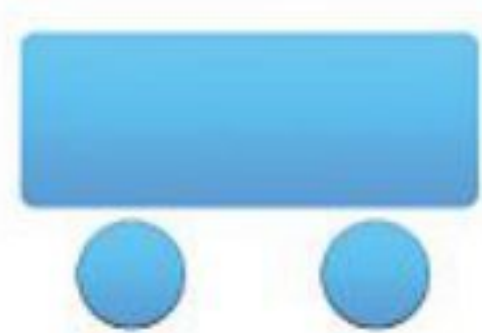
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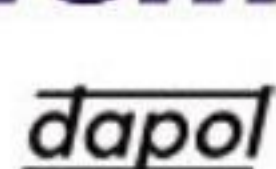
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O-Scale corner *by Barry Allen*

Ian Kirk O-scale LNER full brake coach kits

I'VE ALWAYS WANTED TO CONSTRUCT an LNER parcels train, and I thought immediately about the kits produced by Ian Kirk. They are manufactured from injection-moulded plastic parts, and cover railway carriages manufactured by the 'Big Four', although many later served British Railways.

Being modular, they bring the flexibility to build many different prototypes should they be required, offer an affordable representation of the real thing and, provided you don't want excessive detail, the overall quality is excellent. The only items I added were electrical connections to the rear ends. The kits cover all the main components apart from wheels, buffers and three-link couplings, and the prices reflect this.

While I don't think it's really

necessary to buy lots of extras, this is of course up to individual choice.

Having now built four different LNER full brakes, I'd like to detail items that require diligence, and the parts I consider need careful handling.

I suggest you cut your teeth by purchasing a 51ft Gresley non-corridor full brake as seen in the first photo. It's easy to construct, and is a good representation of the original – but a word of caution: the Fox bogies supplied are damaged easily and should be handled carefully. I managed to damage mine through careless handling, so beware! However anyone who has built an Airfix kit should not have any trouble in constructing this coach.

The second photo shows a 61ft Gresley full corridor brake – a longer vehicle requiring extra work. First, be careful when trimming the roof,

particularly where the sides meet the ends. Trim the roof economically, offering it to the body all the time as you ascertain what still needs to be removed. Never remove large amounts at once, or you may well regret it. Above all take your time, for this is always essential for good modelling.

This coach requires clip-topped buffers, as does the 52ft version (photo 3). A lot of systems have been written to stop the buffers rotating, and the flat part of D (clipped portion) should always be at the top of the buffer, so make sure it is positioned correctly. I have found that the simplest solution is to solder a piece of thin sprung wire to the tip of a buffer shank before looping it to the end of the other one. Then it's simply a matter of soldering it in position, ensuring that both are fully sprung and don't rotate (see diagram).



The Ian Kirk 51ft Gresley non-corridor brake is relatively easy to build as a starter project yet carries lots of presence.

This works for me (although you can bet some bright spark will say this method didn't work for him!) and I am not suggesting that other methods aren't suitable. As I say, it works for me and it's up to you whether you try it or not.

The third photo shows the 52ft Gresley full brake, which is similar to the above but considerably shorter. Again requiring clipped topped buffers, this bogie also had Fox bogies so be careful when handling. The underframe truss is also a little fragile, but can be strengthened by gluing thin plastic or wire to the back, making it more robust.

Lastly, the Thompson corridor matchboard full brake is another interesting prototype, having fully-planked sides and ends.

On all the photos, the white that appears on the sides of the vehicles represents chalk or labels, for all the vehicles were constantly receiving reminders about their destinations.

Full brakes are easier to build than passenger-carrying ones because of their lack of windows and interior compartments. O-scale models of them certainly represent good value, and as you can see from the photos, build into excellent representations of the real things.

I'm only an average modeller, yet I managed to construct a parcels train to meet my needs. If you want a coach that is easy to build and at a low cost, why not try an Ian Kirk kit?

Happy modelling!



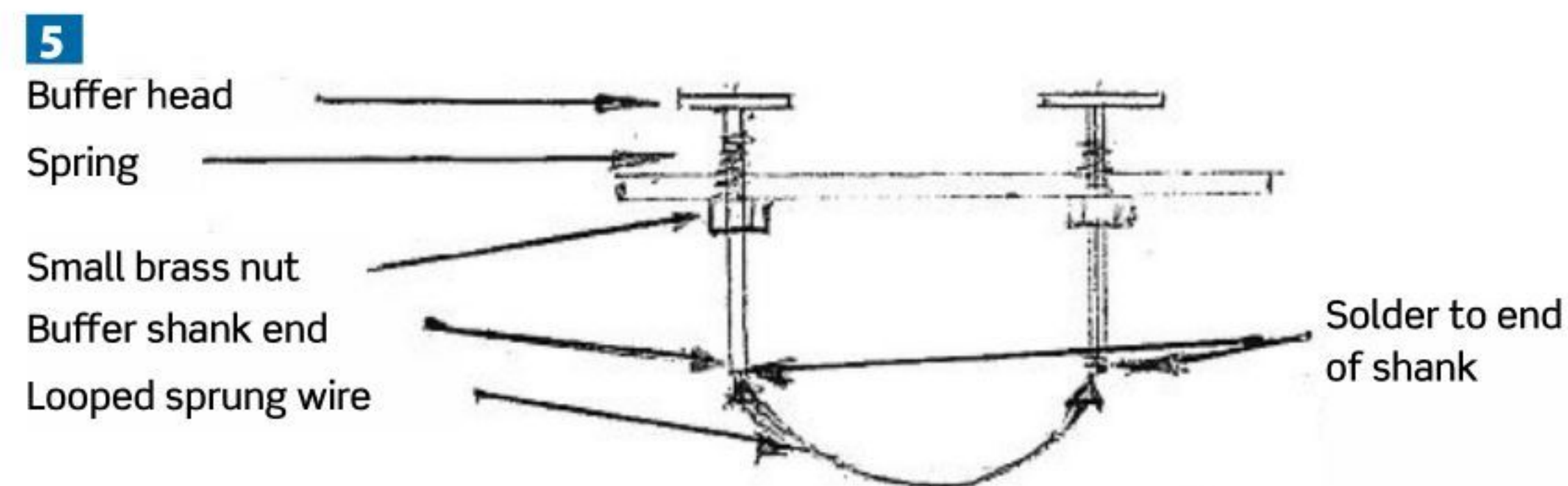
The much longer Ian Kirk kit of the 61ft Gresley full corridor brake takes a bit more time and concentration.



The last of the Gresley trio, all in the Ian Kirk range, is the 52ft Gresley short corridor brake.



Finally comes the Thompson corridor matchboard full brake.



This sketch shows how to stop buffers from rotating on the Ian Kirk models.

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Peter's Spares a Teesside revelation

Pete Kelly meets the boss of Peter's Spares of Middlesbrough – the model railway business that simply keeps outgrowing itself.

THE MAINLINE 'JUBILEE' 4-6-0 which had been the victim of a disastrous shelf fall in the 1980s looked a sorry sight. The front bogie wheels had gone, along with two sets of tender wheels; a set of cab steps had broken off; the rear coupling had disappeared and the connecting rods were at a very odd angle. The damaged model had been thrown into a 'broken stock' box and forgotten about for almost three decades.

It remained there when I returned to the hobby in 2012 and began constructing a large OO-scale urban layout called 'Slagdyke', for instead of simply having the model repaired, I bought an identical 'Jubilee', by then badged 'Bachmann', in BR lined green and ran it happily for two years before I started afresh with my N-scale 'Cathedral City'. At that point 'Slagdyke' was dismantled and the OO-scale locomotives, rolling stock, track, buildings and everything else was carefully boxed up and put away.

It was only recently, while contemplating what to do when RMM's N-scale 'St Ann's Cove' project is finished (and deciding to return to 'OO' with a 'round the walls' 1930s-themed layout) that I removed the still-intact crimson loco and tender bodies from the broken LMS-liveried 'Jubilee' and fitted them to the chassis of the newer one – and that's why in the accompanying picture the 'wreck' appears to be that of No. 45698 *Mars* rather than No. 5719 *Glorious*.

How many of us hoard broken models for years without ever doing anything about them? Yet when you look at the prices of second-hand models at exhibitions, in showrooms, on dealers' websites and on eBay these days, you have to wonder why, because you can fix up broken models for pocket money.

In any case the fact remains that many model locomotive parts wear out simply through prolonged use, and Peter Corbitt, who runs the thriving Middlesbrough business of Peter's Spares from a modern industrial unit by the River Tees, certainly knows the value of repairing model locomotives and rolling stock – after all, he's been doing it since he was a youngster!

His dad Trevor was a keen railway modeller, and naturally Peter used to play with the trains and sometimes break them, so had to learn fast how to quietly fix them! "We'd go to toy fairs, buy second-hand and broken locos and rolling stock, swap and trade," said Peter, "and I was wheeler-dealing by the age of 14."

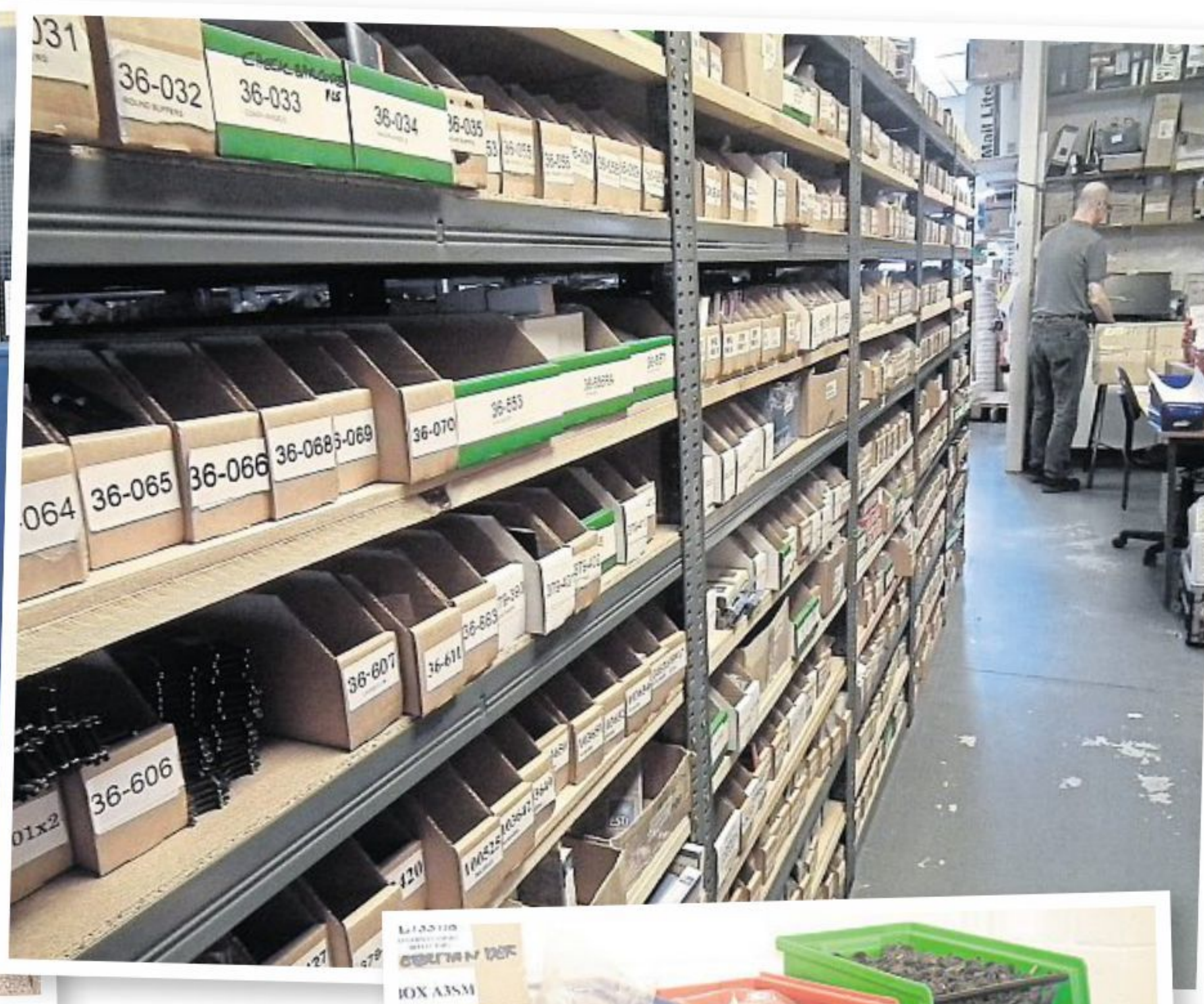
Repairing broken models was a major part of his job when he worked at a Stockton model shop for seven years, but as his business acumen developed he became a familiar figure at toy fairs and car boot sales, buying second-hand and damaged locomotives and rolling stock, repairing them or stripping them for spare parts, and then selling everything on.

He was quick to take advantage of the internet and eBay revolution, and in 2010, soon after establishing his own business at the age of 30, he acquired a small government grant to modernise his old push-button till to a computerised system that was integrated into the eBay e-commerce platform. Within two years, though, the needs of the business had outgrown it so yet another fully integrated till system was installed – this time without any government help – that could cope with stock transfer through all channels of the shop till, eBay and e-commerce website, showing accurate stock levels at all times.

Around 122,000 items were dispatched last year, with annual turnover reaching well over £1 million, and an ever-increasing variety of vital replacement parts from China and Birmingham for the likes of Lima, Tri-ang, Hornby, Mainline and Airfix models have been sourced.

While the spares and repairs side of the business continues to grow, there's much more to Peter's Spares than that, including DCC fitting and a brilliant retail model shop selling both new and second-hand in mostly OO and N gauge.

Soon after being established, Peter's Spares had to move from its original 750sq ft premises to the much larger building it now occupies, but even there space is running out fast as more and more valuable stock is acquired. After buying spares from East Kent Models for years, he struck a deal for the



Above left: The king and his castle – Peter Corbitt stands at the door to his thriving spares, repairs and model railway retail business in Middlesbrough. Above right: An entire warehouse is packed with shelves like these, bearing every railway modelling spare part anyone could wish for. Right: Colourful boxes full of spare parts, from driving wheels and couplings to German-style smoke deflectors for A3s are readily at hand for the pickers.



The writer's old OO-scale Mainline 'Jubilee' 4-6-0 – seen with the locomotive and tender bodies from a later identical model – had been put away and forgotten about for 30 years after suffering a disastrous shelf fall that destroyed a 'Crab' 2-6-0 and also damaged a rebuilt 'Royal Scot' 4-6-0. During the visit to Peter's Spares, the parts needed to get it up and running again were found in two minutes flat!



A mountain of used models awaits dismantling or recycling for spare parts – the kind of thing Peter Corbitt was doing when he was still at school!

complete remaining stock of 425,000 Tri-ang and Hornby parts when owner Ian Robertson decided to retire in 2016 – but such is the hectic level of activity that it's hardly been touched for the last six months! "It's just the way it goes," said Peter, "but they'll have to go out of the door one day." Only last year Peco accepted his offer for the remaining parts for its N-gauge 'Jubilee' 4-6-0 and Collett 0-6-0s.

A long row of storage shelves seemed to be creaking under the weight of Margate Hornby spares, while boxes of bought-in model railway collections were piled high awaiting examination and classification, and countless model locomotives awaited breaking up for spares.

A high point came in 2017 when Peter was invited to write an article about his business for the Manufacturing

& Services Parliamentary Review.

"When I received the news I was about to go on holiday and thought it was just a wind-up," he said – but it was true, and Peter's informative two-page feature duly appeared in the plush, glossy publication. A highlighted quote was: "Know your market and go after it. Find new products or have them manufactured."

He's done that all right, having had 100-odd different parts (often entailing minimum orders of 5000) especially made in China. Tooling for replacement Tri-ang vx04 motors alone cost £20,000, and Peter also has cast blackened bronze buffers and many other items made in the Midlands.

It was great to meet some of the staff, too, including the picking and packing duo of Andrew and Brad.

Most of the repairs and DCC-fitting

are carried out by Tim, and others are Martin, who'd just started, another Peter and James and Marty in the shop.

The Peter's Spares website lists every single part, from screws and pick-up springs to Lima coupling hooks, axle sets, Tri-ang motion brackets, replacement metal wheels of all kinds, gears and motors, including the Hornby Ringfield type – and as for that broken 'Jubilee', after challenging Peter to find everything needed to put it right, including a new gear, he returned with the lot in two minutes flat – and placed a nice hot cup of tea in front of me into the bargain!

● Peter's Spares, 2H/2J Brighthouse Business Village, Riverside Park, Middlesbrough, Teesside TS2 1RT (01642 909794). www.petersspares.com, sales@petersspares.com. Open Mondays to Saturdays, 10am-5pm.



The brilliant retail shop sells new and second-hand model locomotives and rolling stock along with building kits, scenic items and everything else for the modeller.



Think of the modelling miles this old version of A3 Pacific No. 60103 *Flying Scotsman* might have done!



The DCC fittings service and other repairs are carried out, mainly by Tim, in this corner of the building next to Peter's office.

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Places to visit

Steeped in history – Darlington's amazing Head of Steam Museum

Craig Amess tells of the priceless railway artefacts on display in one of the oldest railway buildings in the world.

THE RICH RAILWAY HERITAGE OF Darlington is being kept alive by many groups, including the A1 Steam Locomotive Trust, builders of the A1 Pacific No. 60163 *Tornado* and current builders of the P2 2-8-2 locomotive *Prince of Wales*; the North Eastern Locomotive Trust and the Class G5 group.

Darlington Borough Council has also embraced the town's past with the Head of Steam Museum, which is located on the original route of the historic Stockton & Darlington Railway inside the North Road Railway Station building.

Opening in 1825, the S&DR became the world's first steam-worked public railway, bringing much growth to the area. It was taken over by the North Eastern Railway in the mid-19th century.

To mark the 150th anniversary of the S&DR, and following campaigns from enthusiasts and community activists to preserve North Road station, the museum opened in 1975. Originally known as the Darlington Railway Museum, it was administered by a charitable trust until 1985, when the museum, collection management and other responsibilities were taken over by Darlington Borough Council.

In 2008, following a £1.7 million refurbishment, it was re-branded as Head of Steam - Darlington Railway Museum.

The exhibits relate primarily to the Stockton & Darlington Railway and the town's once-huge railway industry. Many artefacts are on loan from the Railway Museum at York, including *Locomotion* No. 1, built in 1825 by George and Robert Stephenson, which became the first steam locomotive to haul a passenger-carrying train on a public railway.

Other locomotives include *Derwent*, the oldest surviving Darlington-built locomotive of 1845, NER 2-4-0 No. 1463, designed by a committee chaired by NER general manager Henry Tennant and built at the town's North Road Works in 1885, and the North Road-built NER Raven T3 0-8-0 No. 901.

Station and lineside signs, uniforms, tableware, furniture and paintings complete the picture alongside the bigger exhibits, and the entrance hall and ticket office have been restored in Victorian period style enhanced by porters' barrows, luggage, posters and advertising signs.

Much ephemera has also been donated, including local maps and photographs complemented by a

reference library of published texts about the history and development of railways, particularly in the North-East.

Perhaps the most important aspects of the museum, though, are the fixed structures in their original positions on the site from the days of the S&DR – the 1833-built North Road Goods Station, the 1840-built Goods Agent's Offices, Darlington (North Road) Station, built in 1841-42 and the 1853-built Hopetown Carriage Works, all of which were developed and extended over the years.

The museum also encompasses the site of the demolished Kitching's Foundry, which served effectively the S&DR's locomotive works until 1863.

Why visit?

The museum offers something for all the family, with an ever-changing programme of special exhibitions and a children's activity room where young visitors can learn and play. The museum also boasts The Ken Hoole Study Centre, open only by appointment, which has an extensive collection of documentary material, photographs, plans, books and periodicals.

A souvenir shop and a Refreshment Stop providing hot and cold drinks and snacks complete the experience.

Modelling Event

The popular Model Railway Weekend, organised by Darlington Model Railway Club, will return to the museum on August 31/September 1 from 10am until 4pm. At least 14 layouts from club members and visiting modellers alike will be on display, along with trade and society stands, and the admission fees of £6.50 adults, £6 concessions, £3 children and £13 family will include museum entry.

For event updates visit the Facebook page 'Darlington Model Railway Exhibition 2019', and for further information about the museum or upcoming events visit www.head-of-steam.co.uk, www.facebook.com/headofsteamuseum, telephone 01325 405060 or email headofsteam@darlington.gov.uk.

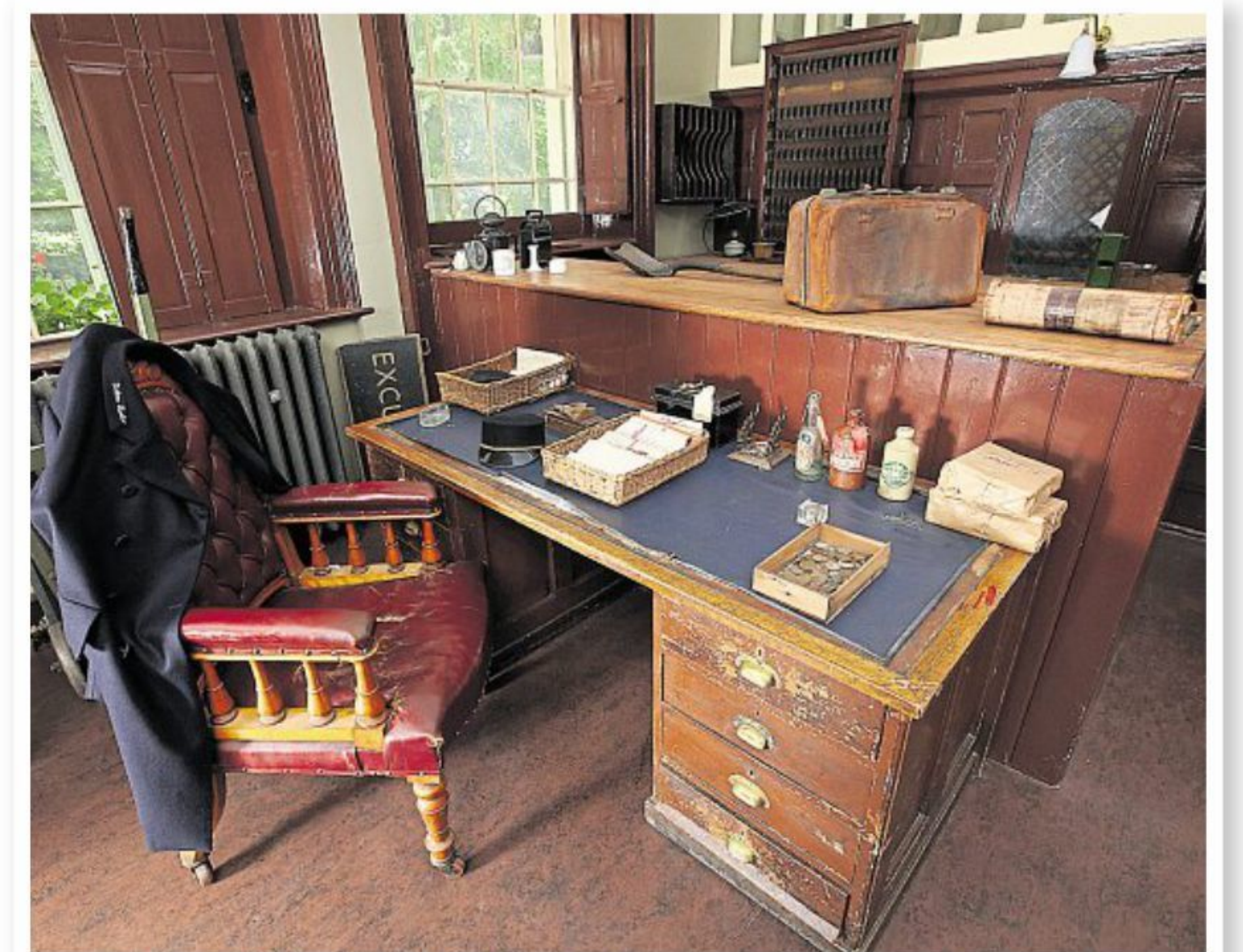
■ *Head of Steam – Darlington Railway Museum, Station Road, Darlington, DL3 6ST.*



Locomotion No. 1, part of the National Collection, is on loan to the Head of Steam Museum, where it remains a star exhibit.



Dating from 1845, the 0-6-0 *Derwent* is the oldest surviving Darlington-built locomotive.



The booking office at the Head of Steam Museum has been preserved intact.



The historic North Road Museum in Darlington goes back to the days of the Stockton & Darlington Railway which opened in 1825.

Model Railway Weekend

Saturday 31st August & Sunday 1st September 10am - 4pm

The exhibition will feature a wide range of model railways from **DARLINGTON MODEL RAILWAY CLUB** members as well as visiting layouts from across the North East.



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There really is something for everyone!



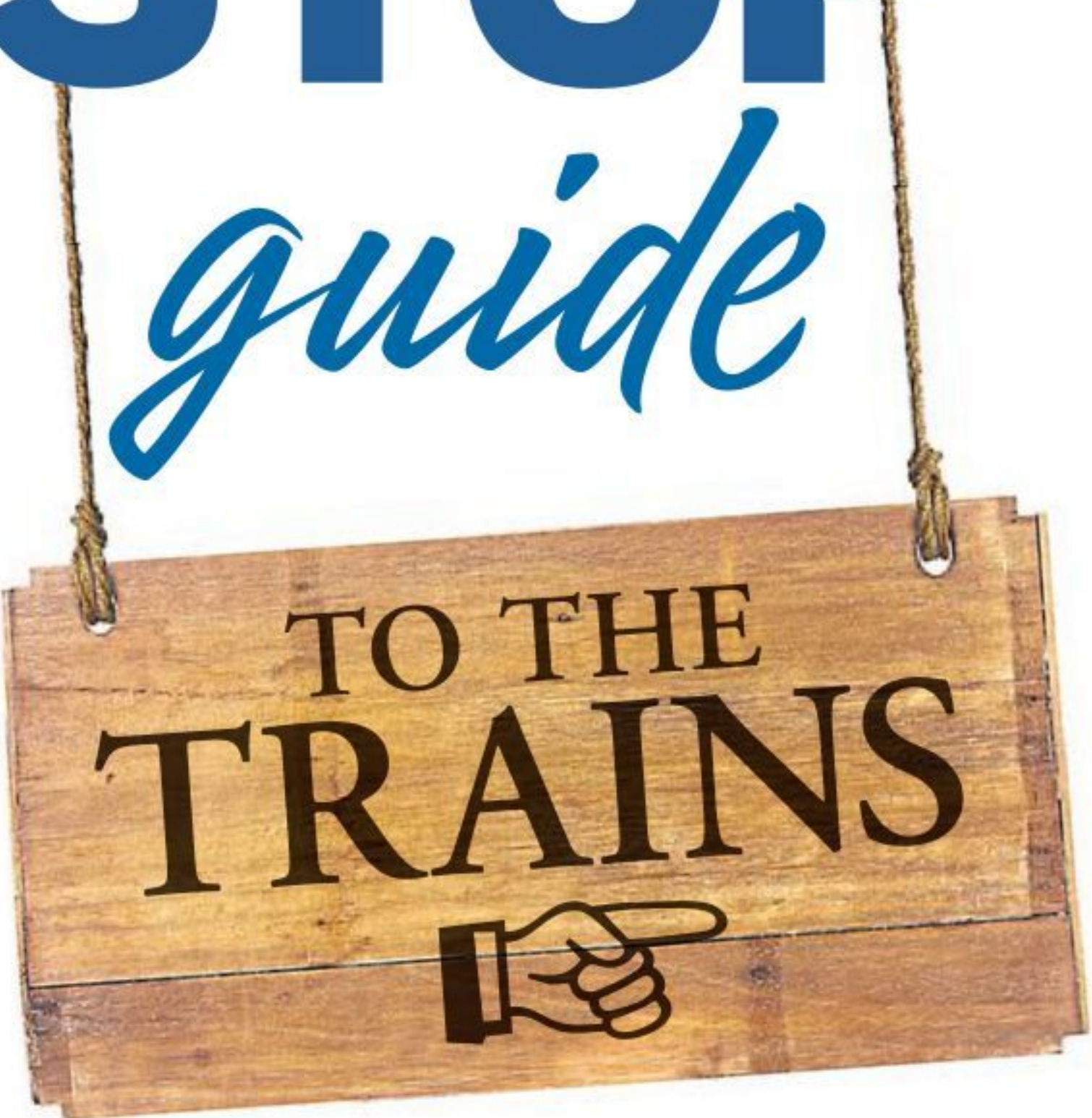
Head of Steam - Darlington Railway Museum

North Road Station, Darlington, County Durham DL3 6ST

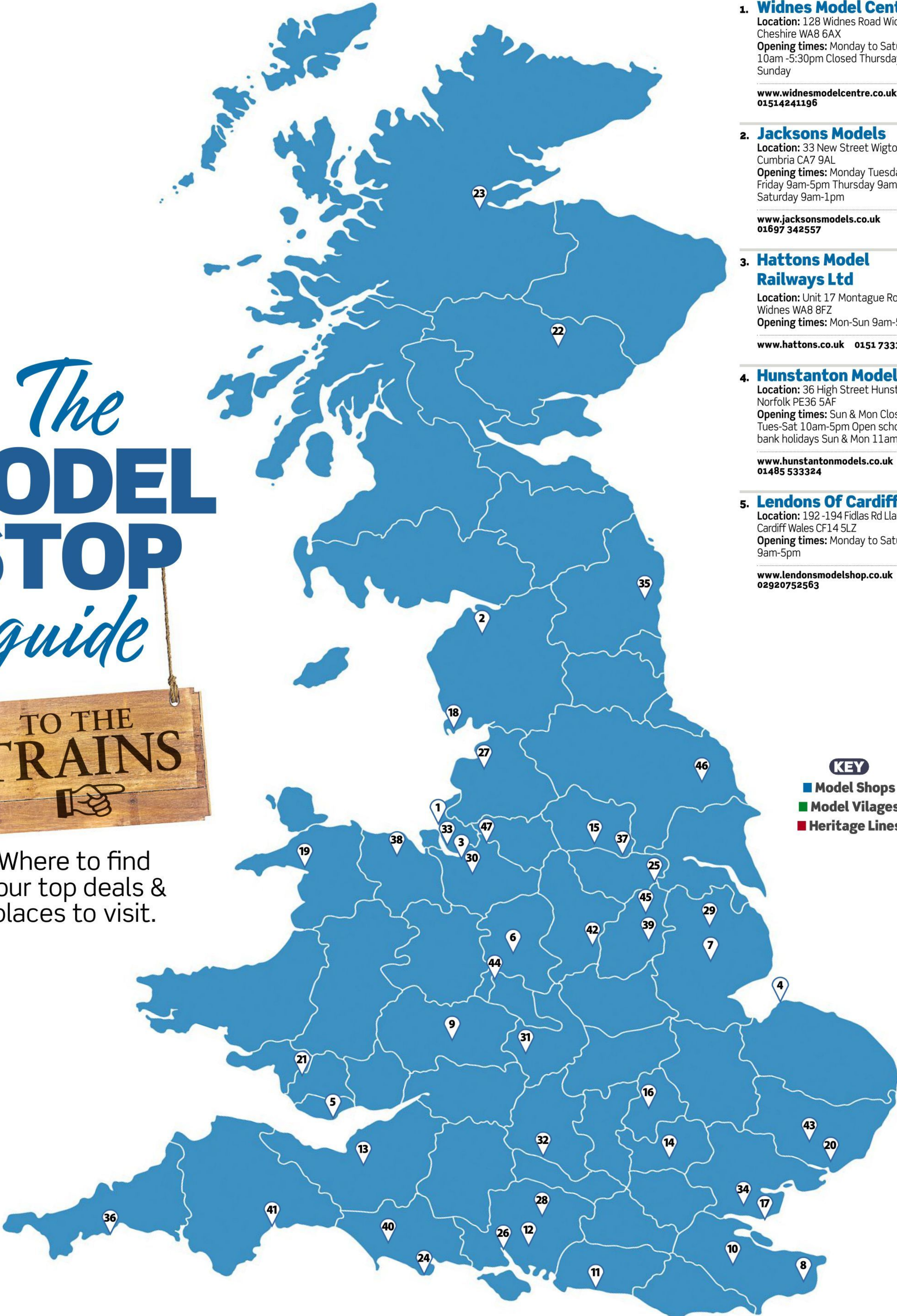
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The MODEL STOP guide



Where to find
your top deals &
places to visit.



- 1. Widnes Model Centre**
Location: 128 Widnes Road Widnes Cheshire WA8 6AX
Opening times: Monday to Saturday 10am -5:30pm Closed Thursday & Sunday

www.widnesmodelcentre.co.uk
01514241196
- 2. Jacksons Models**
Location: 33 New Street Wigton Cumbria CA7 9AL
Opening times: Monday Tuesday Friday 9am-5pm Thursday 9am-6pm Saturday 9am-1pm

www.jacksonsmodels.co.uk
01697 342557
- 3. Hattons Model Railways Ltd**
Location: Unit 17 Montague Road Widnes WA8 8FZ
Opening times: Mon-Sun 9am-5pm

www.hattons.co.uk **0151 7333655**
- 4. Hunstanton Models**
Location: 36 High Street Hunstanton Norfolk PE36 5AF
Opening times: Sun & Mon Closed Tues-Sat 10am-5pm Open school and bank holidays Sun & Mon 11am-2pm

www.hunstantonmodels.co.uk
01485 533324
- 5. Lendons Of Cardiff**
Location: 192 -194 Fidas Rd Llanishen Cardiff Wales CF14 5LZ
Opening times: Monday to Saturday 9am-5pm

www.lendonsmodelshop.co.uk
02920752563

KEY

■ Model Shops

■ Model Villages

■ Heritage Lines

6.

Tutbury Model Shop
Location: 5 Tutbury Mill Mews
Lower High Street Tutbury
Staffordshire DE13 9LU
Opening times: Mon to Fri
10am-4:15pm Sun 11am-2:30pm

01283 814777
7.

Digitrains Ltd
Location: 15 Clifton Street Lincoln
Lincolnshire LN5 8LQ
Opening times: Mon to Fri 10am-5pm
Sat 10am-4pm

www.digitrains.co.uk 01522 527731
8.

Hornby Visitor Centre
Location: Westwood Industrial Estate
Margate Kent CT9 4JX
Opening times: Every day 10am-4pm

www.hornby.com 01843 233524
9.

DCC Supplies Ltd
Location: Unit 17a Top Barn Business
Centre Holt Heath WR6 6NH
Opening times: Monday-Thursday
10-5pm Fri 12pm-5pm
Sat 10am-4pm

www.dccsupplies.com 01905 621999
10.

Dream Steam
Location: Vanguard House, Quarry
Wood Industrial Estate, Mills Road,
Aylesford, Kent ME20 7NA
Opening times: Monday to Friday
10am-4.30pm

www.dreamsteam-smallscale.co.uk 01622 793700
11.

Morris Models
Location: 80 Manor Rd Nth Lancing
West Sussex BH15 0HD
Opening times: Monday to Saturday
9:30am - 5pm

www.morris-models.co.uk 01903 754850
12.

A C Models
Location: 7/9 High Street Eastleigh
Hants SO50 5LB
Opening times: Monday-Saturday
9am-5pm
Closed Wednesday & Sunday

www.acmodelseastleigh.co.uk 02380 610100
13.

Frome Model Centre
Location: 1-2 Catherine Street Frome
Somerset BA11 1DA
Opening times: Tuesday to Saturday
10am-5pm

www.fromemodelcentre.com 01373465295
14.

KS Models
Location: 19 Middle Row Old Town
Stevenage Herts SG1 3AW
Opening times: Thursday to Saturday
10am-5pm
Closed Sunday to Wednesday

www.ks-models.co.uk 01438746616

15.

FMR
Location: Discovery House 8A Sapper
Jordan Rossi Park Baildon BD17 7AX
Opening times: Monday to Saturday
9:30am-5:30pm (closed Wednesday)

www.modelrailshop.co.uk 01274 747447
16.

Agr Model Railway Store Ltd
Location: 9 High St Mews Leighton
Buzzard Beds LU7 1EA
Opening times: Monday-Friday 9am-
5pm Saturday 9am-4pm

www.agrmodelrailwaystore.co.uk 01525 854788
17.

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

www.flair-rail.co.uk 01621 786198
18.

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

www.crafty-hobbies.co.uk 01229 820759
19.

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

www.whr.co.uk/timetable/ 01766 513402
20.

Orwell Model Railways
Location: Ipswich Model Railway
Centre 48/52 Tomline Road Ipswich
IP3 8DB
Opening times: Monday-Friday 10am-
4pm Wednesday 10am-6pm
Saturday 10am-5pm

www.orwellmodelrailways.co.uk 01473 724578
21.

KDC Hobbies
Location: 50 Saron Road Capel
Hendre Saron Ammanford
Carmarthenshire SA18 3LG
Opening times: Monday-Saturday
9am-5:30pm

www.kdchobbies.co.uk 01269 831332 / 07746691416
22.

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

www.macsmodels.co.uk 01575 572397

23.

The Sport & Model Shop
Location: 66 High Street Dingwall
Ross-shire Highlands
Scotland IV15 9RY
Opening times: Monday to Saturday
9:15am - 5pm

www.sportsandmodelshop.co.uk 01349 862346
24.

Swanage Model Railway Centre
Location: Unit D2-D5 Dolphin Quay
Poole BH15 1HU
Opening times: Mon-Sat 9am-5pm
Sun 10.30am-4.30pm

www.just-collectables.co.uk 07956973072
25.

Panda Models
Location: 24a Hallgate Doncaster
South Yorkshire DN1 3NG
Opening times: Mon-Sat 10am-5pm

www.pandamodels.co.uk 01302 739514
26.

Ron Lines
Location: 342 Shirley Road Shirley
Southampton SO15 3HJ
Opening times: Monday to Friday
10am-5pm Saturday 9am-4pm

www.ronlines.com 02380 772681
27.

Carnforth Models
Location: Unit 5 Carnforth Station
Carnforth Lancashire LA5 9TR
Opening times: Tuesday to Saturday
10am-4:30pm

www.carnforthmodels.co.uk 01524 730101
28.

Alton Model Centre
Location: 7A Normandy Street Alton
Hampshire GU34 1DD
Opening times: Tues-Sat 9am-5pm
See website for Sun opening hours

www.altonmodelcentre.co.uk 01420 542244
29.

Caistor Loco
Location: 8 Market Place Caistor
Market Rasen LN7 6TW
Opening times: Mon-Fri 10am-3pm
Friday late night 5pm-7pm
Saturday 10am-5pm Closed Wed

01472 859990
30.

Culcheth Model Railways
Location: CPS Shopping Ctr Common
Lane Culcheth Warrington WA3 4EH
Opening times: Monday-Saturday
9:30am-5pm Closed Wed & Sunday

www.holdercollectables.co.uk 01925 899959
31.

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

www.model-mart.co.uk 01789 766755

32.

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

www.scc4dcc.co.uk 01865 730455
33.

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

www.grimytimes.co.uk 01925 632209
34.

SAT Model Rail
Location: Unit G5 The Old Granary
Hawk Hill Battlesbridge Wickford
Essex SS11 7RE
Opening times: Monday Wednesday
Thursday Saturday Sunday
10am-5pm Tuesday Closed
Friday 1.30pm-5pm

www.satmodelrail.co.uk 01268 562588
35.

J & J Models
Location: 8 Packhorse Buildings
17 Newgate Street Morpeth
Northumberland NE61 1AW
Opening times: Monday-Saturday
9am-5pm

www.jandjmodels.co.uk 01670 503885
36.

World of Model Railways
Location: Meadow Street Mevagissey
Cornwall PL26 6UL
Opening times: Sunday to Friday
10am-5pm

www.model-railway.co.uk 07724133312
37.

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

www.goinglocomodels.com 01924 824748
38.

Rhuddlan Models
Location: High Street Rhuddlan
Denbighshire LL18 2TU
Opening times: Tues to Fri 10am-
5:30pm Sat 10am-4pm

www.rhuddlanmodels.co.uk 01745 590048
39.

The Goods Yard
Location: Station Lodge
Lodge Lane Industrial Estate
Tuxford Notts NG22 0NL
Opening times: Wednesday to
Saturday 10am-4pm

www.thegoodsyard.co.uk 07930 557601

40.

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

www.aspiregiftsandmodels.co.uk 01300 345355
41.

Colletts Models
Location: 20 Albion St Exmouth
Devon EX8 1JJ
Opening times: Tues to Sat 9.30am-
5pm Sun & Mon closed

www.collettsmodelshop.co.uk 01395 224608
42.

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

www.famoustrains.org.uk 0781 256 4708
43.

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

www.model-junction.com 01284 753456
44.

Chasewater Railway - The Railway Shop
Location: Chasewater Country Park
Brownhills West Station Pool Lane
(off the A5) Burntwood Staffs WS8 7NL
Opening times: Wed-Fri 10am-4pm
Sat-Sun 10.30am-4pm

www.chasewater railwayshop.com 01543 452 623
45.

Edwinstowe Trains & Things @ Benham
Location: 45 High Street Edwinstowe
NG21 9QR
Opening times: Mon-Sat 10.30am-
5.30pm Closed Sunday

www.benhamsonline.com 01623 822302
46.

The Model Centre
Location: Beck Hole Whitby
Nth Yorkshire YO22 5LF
Opening times: Monday to Friday
8am-5pm Saturday 8am-2pm

www.themodelcentre.com 01947 899125
47.

Sawyer Models
Location: 119 Bradshawgate Leigh
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Opening times: Mon-Fri 10am-5.30pm
Saturday 10am-5pm

www.sawyermodels@hotmail.com 01942 202334

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The Welsh Highland Heritage Railway, Porthmadog, Gwynedd, LL49 9DY
Tel: 01766 513402 ~ Info@whr.co.uk ~ www.whr.co.uk



Dates for your diary

RM MODELLING LISTINGS August 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

JULY 28

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

JULY 30

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

AUGUST 3

Exmoor Coast Railway Modellers - Exmoor Rail, The Minehead Eye, Mart Road, Minehead, Somerset TA24 5BJ. Opening times: 10am-4.30pm. Prices: £6, child £2, family (2+2) £13.

NG Group Meeting, Merseyside & South West Lancs Group of OOg Society. Corpus Christi Church Hall, Alfred Street, Rainford, Merseyside. 1pm.

Stratford Industrial & Narrow Gauge Model Railway Show, South Warwickshire Narrow Gauge Modellers, Methodist Church, Old Town, Stratford upon Avon CV37 6BG. Opening times: 10am-4pm. Prices: £5, child £2, family £13.

AUGUST 3-4

Model Railways Plus, Tinkers Park, Main Road, Hadlow Down, East Sussex TN22 4HS. Opening times: 10am-5pm. Prices: £7, child £2. Website: www.tinkerspark.com

Redcar Model Rail 2019, Cleveland Model Railway Club, Redcar and Cleveland College, Corporation

Road, Redcar, Cleveland TS10 1EZ. Opening times: Saturday 10am-5pm, Sunday 10am-4pm. Prices: £4, child £3.50, family £13.50. Website: www.clevelandmrc.club.

AUGUST 4

Live Steam Open Day (ride-on railway), Ilford & West Essex Model Railway Club, adjacent to north side of Chadwell Heath station, Station Road, Chadwell Heath RM6 4BU. Opening times: 10.30am-4pm. Website: www.iwemrc.org.uk

AUGUST 5-26

Cromford Mill Charity Exhibition, Chesterfield Railway Modellers, Arkwright Mill, Mill Lane, Cromford, Derbyshire DE4 3RQ. Opening times: 11am-4pm. Admission free. Website: www.chesterfieldrailwaymodellers.co.uk.

AUGUST 7

Tappers Train Collectors' Club Evening Meet, Bromley Common Methodist Church, Bloomfield Road, Bromley, Kent. Opening times: 7.30pm-10pm. Admission free.

AUGUST 7, 14, 21 & 28

Taunton Model Railway Group Open Days, Bishops Lydeard Station, Station Road, Bishops Lydeard, Taunton, Somerset TA4 3BX. Opening times: 10.30am-4pm. Prices: £1.50, child 50p. Website: www.ttmmc.co.uk.

AUGUST 10

50th Anniversary Model Railway Exhibition, Bexhill Model Railway Club, St Richard's Catholic College, Ashdown Road, Bexhill-on-Sea, East Sussex TN40 1SE. Opening

times: 10am-5pm. Prices: £5, child £2, family £12. Website: www.bexhillmrc.org.uk.

East Anglia Garden

Railway Show, Bressingham Steam Museum, Low Road, Bressingham, Diss, Norfolk IP22 2AA. Opening times: 10.30am-5pm. Price: £6.50. Website: www.thebressinghamgardens.com.

Heywood Model Railway

Group Open Day, Club Rooms, Unit 4, Park Works, River Street, Heywood, Lancs OL10 4AB. Opening times: 10am-4pm. Admission by donation. Website: www.hmrng.co.uk.

The Big Model and Hobby

Show, Gauge One Model Railway Association, Southport Convention Centre, Promenade, PR9 ODZ. Opening times: 10am-4.30pm. Prices: adult £6, concession £5, child £4. Website: www.g1mra.com.

AUGUST 10-11

Ellesmere Model Railway Exhibition, Ellesmere Model Railway Club, Town Hall, Willow Street, Ellesmere, Shropshire SY12 0AL. Opening times: Saturday 10am-5pm, Sunday 10am-4pm. Prices: £4.50, child £2.

Leyland Model Railway

Club Exhibition, Leyland Civic Hall, West Paddock, Leyland, Lancs PR25 1DH. Opening times: Saturday 10am-5pm, Sunday 10am-4.30pm. Prices: £5, child £3.50, family £13.50. Website: leylandmrc.org.

Skipton & District

Railway Society Annual Exhibition, Skipton Academy, Gargrave

Road, Skipton BD23 1UQ. Opening times: Saturday 10am-5pm, Sunday 10am-4pm. Price: adult £5. Website: www.skiptonrailsoc.org.uk.

Wells Railway Fraternity

- Railwells, The Town Hall, Market Place, Wells, Somerset BA5 2RB. Opening times: Saturday 10.30am-5.30pm, Sunday 10am-4.30pm. Prices: £7, child £4. Website: railwells.com.

AUGUST 11

West Wales Model Railway Exhibition, Aeron Valley Railway Society, Llwynycelyn Memorial Hall, Cardigan Road (A487), Llwynycelyn, Aberaeron, Ceredigion SA46 0AF. Opening times: 10am-4.30pm. Prices: £4, child £2, family £10. Website: denisbates.uwclub.net.

North Norfolk Model

Railway Show, Sheringham High School, Holt Road, Sheringham, Norfolk NR26 8ND. Opening times: 10am-5pm. Prices: adult £5, child £2, family £12.

AUGUST 16-17

Templeford Open Day, Templeford Organising Group, Bessels Green Baptist Church Hall, Bessels Green Road, Sevenoaks, Kent. Opening times: Friday 5pm-9pm, Saturday 10am-2pm. Admission by donation.

AUGUST 17

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

AUGUST 17

Model Railway Exhibition, Bishop's Stortford Railway Society, Birchwood High School Sports Hall, Parsonage Lane, Bishop's Stortford, Herts CM23 5BD. Opening times: 10.30am-4.30pm. Prices: £5, child £2, family £10. Website: bsrs.webplus.net.

Crawley Signal Box

Preservation Society Open Day, Crawley Signal Box, High Street, Crawley, West Sussex RH11 7AH. Opening times: noon-4pm. Admission by donation. Website: www.crawley.cyng.org.uk/SignalBox.html

Astolat Model Railway

Circle Open Day, Barge Building Shed, Dapdune Wharf, Wharf Road, Guildford, Surrey GU1 4RR. Opening times: 11am-5pm. Admission: £3.95, child £2.30, family £11.50, payable to The National Trust as the club rooms are on its property, but the open day itself is free. Website: www.astolatmrc.co.uk.

Ludlow Model Railway

Exhibition, Craven Arms and District Model Railway Circle, Clive Pavilion, Ludlow Racecourse, Bromfield Road (A49), Ludlow, Shropshire SY8 2BT. Opening times: 10am-4pm. Prices: adult £3.50, family £7.

Silverfox DCC Model

Railway Club Annual Exhibition, Oakgrove Secondary School, Venturer Gate, Middleton, Brickhill Street, Milton Keynes, Bucks MK10 9JQ. Opening times: 10am-4pm. Prices: adult £6, child £2. Website: silverfoxdcc.co.uk.

Model Railway

Exhibition, Midland and Great Northern Joint Railway Society, The Atrium, Spenser Avenue, North Walsham, Norfolk NR28 9HZ. Opening times: 10am-4pm. Prices: adult £5, concession £4, child £2, family £12.

AUGUST 17-18

Little Byg Show, St Cyngar's Church Room, off Church Road, Borth y Gest, Gwynedd LL49 9LU. Opening times: Saturday 11am-5pm, Sunday 10.30am-4pm. Prices: adult £2.

Carnforth Station Trust

Model Railway Weekend, Carnforth Station Heritage Centre, Warton Road, Carnforth, Lancs LA5 9TR. Opening times: 10am-4pm. Prices: adult £2. Website: www.carnforthstation.co.uk.

Model Tram, Trolleybus,

Bus and Railway Exhibition, National Tramway Museum, Crich Tramway Village, Town End, Crich, Derbyshire DE4 5DP. Opening times: 10am-4.30pm. Prices: adult £17.50, concession £14, child £10.50, family £40.50. Website: www.tramway.co.uk.

Leicester Model Railway

Group 70th Anniversary Exhibition, St Margaret's Church, St Margaret's Street, Leicester LE1 3EB. Opening times: Saturday 10.30am-5pm, Sunday 1pm-4pm. Website: www.lmrg.co.uk.

The One Collection

Open Weekend, Hornby Visitor Centre, Westwood Industrial Estate, Margate, Kent CT9 4JX. Opening times: 10am-4pm. Prices:

adult £10, concession £6, family £26. Website: www.hornby.com.

Pickering 2019 Model

Railway Exhibition, Scarborough & District Railway Modellers. Memorial Hall, Potter Hill, Pickering, North Yorkshire YO18 8AA. Opening times: Saturday 10am-5pm, Sunday 10am-4pm. Prices: adult £10, concession £5, family £10, child free. Website: www.sdrweb.co.uk.

Redditch Model Railway

Club Pop Up Model Railway Show, Kingfisher Shopping Centre, Unit 24 Walford Walk, Redditch, Worcs B98 4HJ. Opening times: 9am-5.30pm, Sunday 10.30am-4.30pm. Website: www.redditch-mrc.com.

Ross on Wye Rotary

Club Model Railway Exhibition, John Kyrle High School, Ledbury Road, Ross on Wye, Herefordshire HR9 7ET. Opening times: Saturday 10am-5pm, Sunday 10am-4.30pm. Prices: adult £4, child £3, family £10. Website: www.rotary-ribi.org.

St Andrews Model

Railway Exhibition, East Neuk Model Railway Club, Town Hall, Queens Gardens, St Andrews, Fife KY16 9TA. Opening times: Saturday 10am-5.30pm, Sunday 10.30am-5pm. Prices: adult £5, child £2.50, family £12. Website: www.eastneukmrc.co.uk.

Isle of Purbeck Model

Railway Show, Harmans Cross Village Hall, Haycraft's Lane, Swanage, Dorset BH19 3PB. Opening times: Saturday 10am-5pm,

Sunday 10am-4.30pm. Prices: adult £5, child £2, family £12.

AUGUST 17-19

Summer Trains, Famous Trains Model Railway Building, Markeaton Park, Derby DE22 3BG. Opening times: 11am-4pm. Prices: adult £2.50, child £1, family £5. Website: www.famoustrains.org.uk.

AUGUST 18

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

AUGUST 18

Guildford Model Engineering Society Open Afternoon, Stoke Park, London Road, Guildford, Surrey GU1 1TU. Opening times: 2pm-5pm. Admission free. Website: www.gmes.org.uk.

Running Day Model

Railway Exhibition, Norfolk & Suffolk Narrow Gauge Modellers, Mid Suffolk Light Railway, Brockford Station, Wetheringsett, Stowmarket, Suffolk IP14 5PW. Opening times: 11am-4.30pm. Prices: adult £10, concession £8, child £5, family £25. Website: www.msrl.co.uk.

AUGUST 24

Bournville Model Railway Club Exhibition, The Hollymoor Centre, 8 Manor Park Grove, Northfield, Birmingham B31 5ER. Opening times: 10am-4.30pm. Prices: adult £5, concession £4, family £9. Website: www.bournvillmrc.co.uk.

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Junior corner

Inspired by the mischievous Paddington Bear, Hornby's basic starter set costs just £34.99.

Where shall we begin?

In an age of ever-growing sophistication in the world of model railways, it's easy to forget the importance that simple train sets for children have always played in sparking what often becomes a lifelong interest. RMM samples four sets designed for children of various ages from three years old.

BEFORE WE START, LET'S PUT everything into perspective. A child's first train set is simply a toy whose main purpose is play value, so just as in the days of 0-4-0 Hornby clockwork, only the most rudimentary similarity to the 'real thing' really matters.

Ideally, if that child retains an interest in model trains as he or she grows up, successive sets will grow in sophistication until we might have a budding railway modeller on our hands!

Children's books with a railway theme also play a big part in stimulating interest in those early years, so we've reviewed a couple of these as well.

For this feature we compare Hornby's Vietnam-made 'Paddington' and Marklin's 'My World' ICE starter set for children aged from three upwards, a simple Piko Christmas starter set and a Marklin 'Fire Department' starter set for six to 12-year-olds.

They vary considerably in play value, detail and operation in a price range of £34.99 to £119.95, so there's definitely something to suit a youngster in your family.

Here comes 'Paddington'

The cheapest of the bunch, Hornby's R1247 'Paddington' junior-operated, battery-powered train set represents outstanding value for just £34.99. The plastic-wheeled three-car express train looks sleek and stylish, with working lights, and the decent oval of black plastic track (eight straight and 16 curved pieces) snaps together and comes apart easily.

The glossy card 'scenery', comprising a tunnel, station platform and station building, harks back to the old tinplate designs, and is easily assembled using tabs and slots rather than glue. An extra small package also contains two pretend colour light signals and two pretend 'power poles'.

The train is started and stopped by a button on top of one of the 'power cars', and access to the battery compartment beneath is gained by unfastening a single screw.

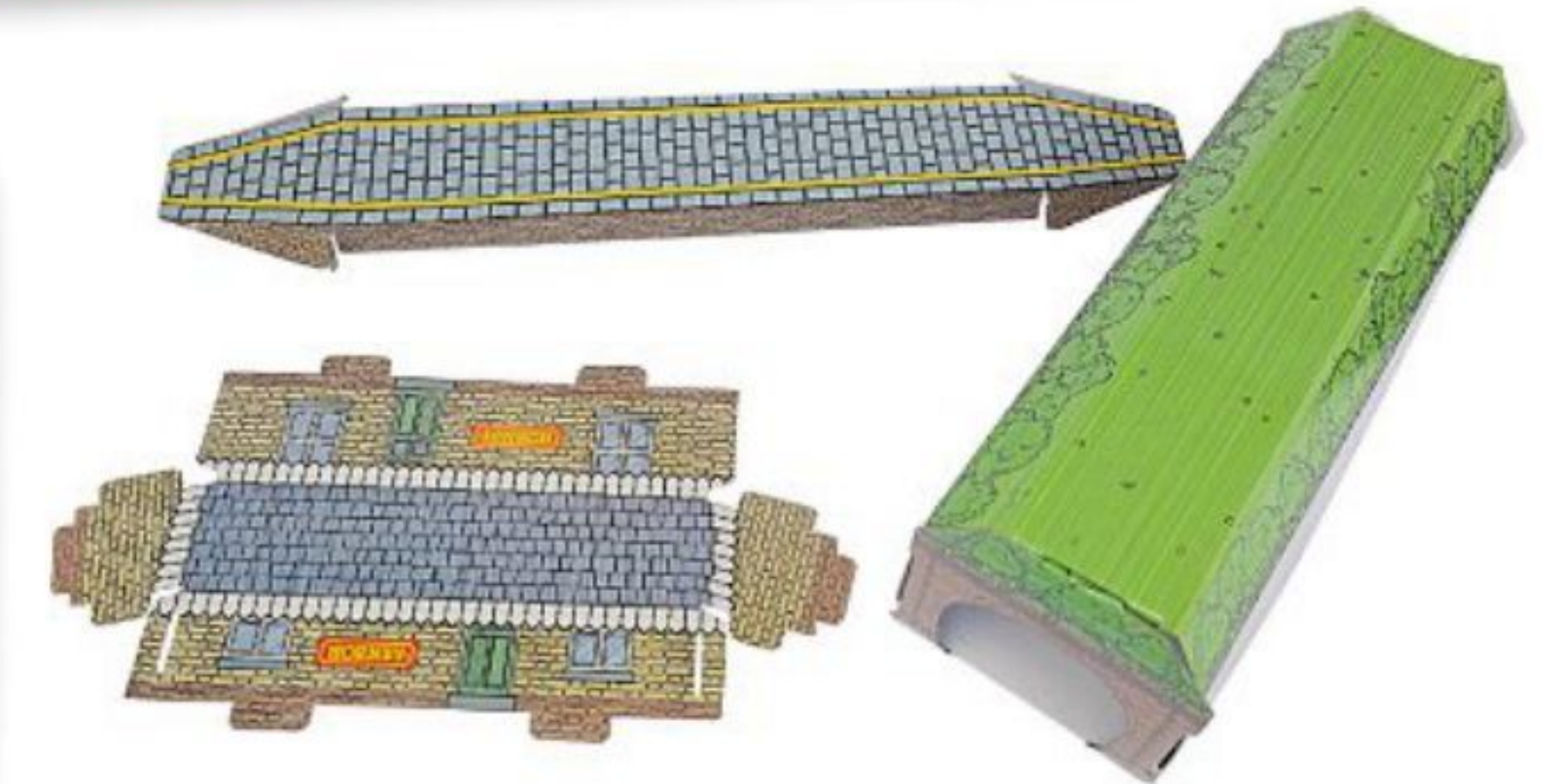
To keep the price down to the bone, the two AA batteries required to operate the train are not included.



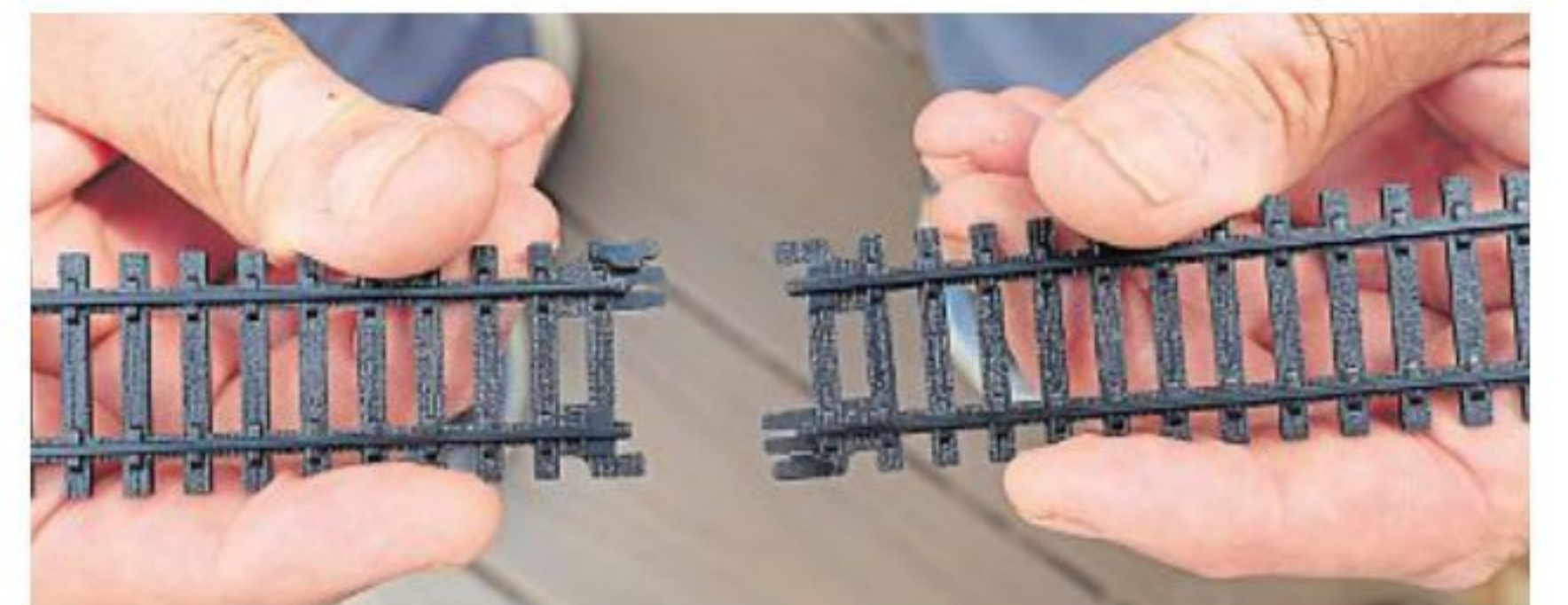
The box contains two stylish 'power cars', a lovely long coach, an oval of track and simple scenic accessories.



The on-off switch is on top of one of the 'power cars'.



The play value of the 'Paddington' set is enhanced by an easily assembled (without glue) card platform, station building and tunnel that brings reminders of Hornby's tinplate accessories of yore.



The black plastic track provided with the 'Paddington' set clicks together with ease.

Piko Christmas set

At £109.95, Piko's HO 57080 Christmas starter set is operated conventionally with a safety-approved transformer, terminal box and simple speed control, and comprises a 'wild west'-style 0-4-0 steam locomotive and tender, a four-wheel carriage, open wagon and van all suitably decorated with seasonal decals.

Twelve curved and two straight metal track sections form a narrow oval, and the instruction manual, in German, introduces the young owners to the wider world of Piko model railways, with plenty of scope for extending the train set into a more ambitious layout and perhaps, as the child grows older, having a look at the more serious locomotives and rolling stock produced by the same firm.

Below left: The box lid of Piko's HO 57080 Christmas starter set gives a clear view of what's inside.

Right: In essence, it's a conventional analogue-operated set with a transformer, terminal box and speed control, with Christmas trimmings.

Below: The willing little locomotive model is done up in its Christmas clothes.



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ICE cool from Marklin

Despite being intended for children aged from three upwards under parental guidance, Marklin's battery-powered 29330 'My World' ICE 3 starter set brings a lovely representation of Germany ICE trains in the shape of five much-shortened vehicles, complete with rudimentary light and sound functions and a hand-held remote controller, and costs just £79.95.

Two of the five vehicles, the motor car and battery car, are permanently coupled together so cannot be separated, and buyers are warned not to run the train on a rug or carpet.

Just like Hornby's 'Paddington' set, the train is 'switched on' by pressing a button on a power car roof.

The infra-red Marklin power control stick is designed to be held easily by children, and controllable functions are front headlights and sound effects (only one at a time) for a station announcement, horn and doors being closed. There's a train stop button at the front of the controller, and the short lever at the top operates speed and direction.

Magnet couplers make joining the cars together... well, child's play!

The sturdy plastic track (11 R1 curved, two R2 curved, five 188mm

straight and seven 172mm straight, plus left and right turnouts) builds into a 190 x 76cm oval with a passing loop. One of the curved pieces acts as a re-railer by clicking on to two easily assembled plastic scenic pieces.

With its simple '4 click' system, the track is easily built up and taken apart.

All batteries required for operation (four AAA LR03 1.5V for the hand-held controller and four AA LR 6.1V for the train itself) are provided and, thanks to clear instructions in English, simple to install.



Above: The illustration on the box of Marklin's 'My World' ICE 3 starter set brings a truthful representation of its contents.

Below left: Before use, two AAA/LR 03 batteries must be inserted into the holder at the base of Marklin's colourful and easily held 'power control stick'. The four light and sound function buttons can be seen in front of the three-speed forward and reverse stick, with a central stop position, and at the front of the column can be seen the emergency stop button.

Below: The Marklin track sections are quickly snapped into place.



Above: Of the five vehicles found inside, the motor car and battery car are permanently coupled together. Magnetic couplers are used, all batteries are included, the black plastic track clicks firmly into place and the bright red controller has a variety of functions.

Right: The re-railer is cleverly disguised by clicking these smooth plastic scenic pieces to this special curved track section. Making the fir tree was fun!



Hot stuff!

Marklin's £119.95 HO-scale Fire Department starter set (ART 29743), designed for children aged six to 12, even brings an introduction to DCC operation.

The set consists of a fictitious four-wheel departmental electric locomotive based on a Henschel class EA500 (with triple headlights that change over with the direction of travel); a low-sided wagon for the transport of a fire department rotary ladder vehicle; a stake car with a command centre and a 'fire-extinguishing water' tank wagon. All the cars have Relex couplers.

The loco has a digital decoder and special motor and, being single-axle powered, is fitted with traction tyres to help adhesion. Total length of the train is 45.5cm, and the metal track on

a raised moulded base (12 curved 24130, four 24188 straight, one base station, seven 24172 straight, two 24224 curved, one 24612 right-hand turnout and one 124611 left-hand turnout) builds into a 190 x 76cm oval with a passing loop.

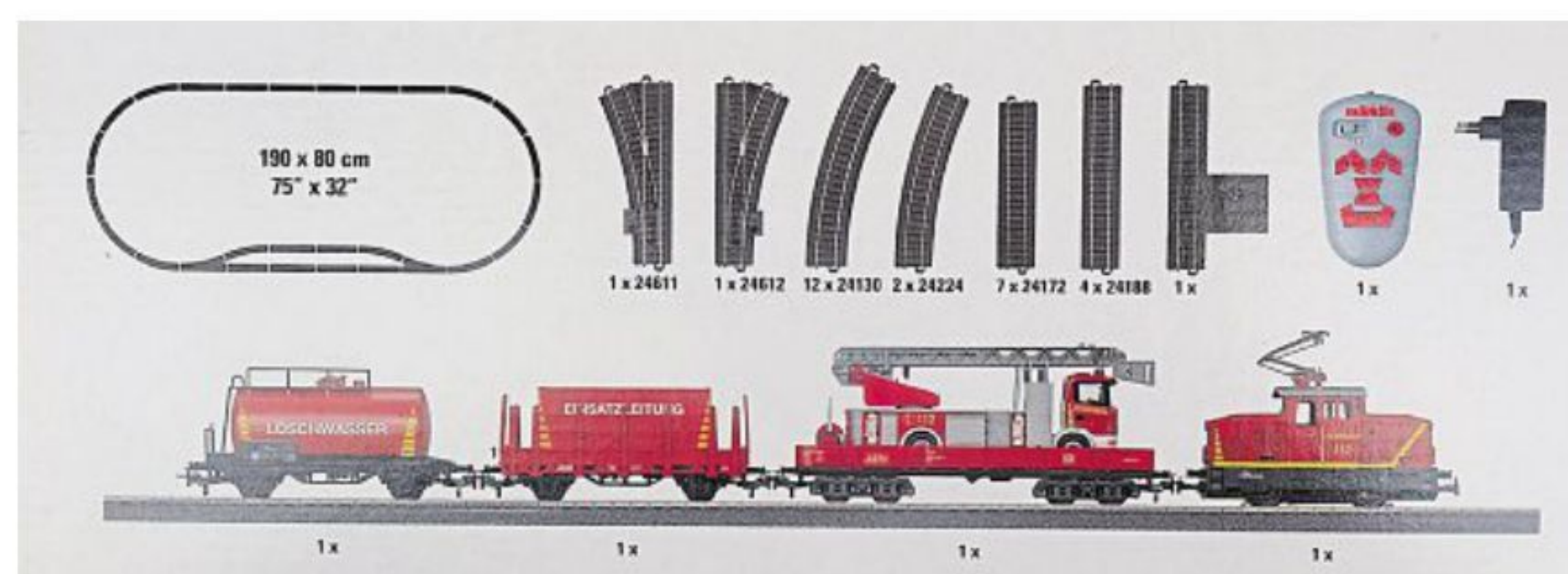
The switched mode power pack, infra-red controller and base station keep the trains moving, and the simple-looking, toy-like IR controller is more sophisticated than it looks, featuring an infra-red lens, four function buttons, speed and direction change control, light button, address selector switch and



This dramatic firefighting scene graces the box lid of Marklin's HO Fire Department start-up set.

of course battery-holder.

As well as offering ample play value, this set also has plenty to get the grey matter working in older children and perhaps start them thinking about more ambitious things to come.



The track builds up into a large oval with a passing loop, and in this box illustration the stake car is seen fitted with a card container.



The fire engine is a lovely vehicle in its own right.

The contents include a switched mode power pack, base station and infra-red controller. The stake car has a command centre.



The low-sided bogie wagon carries the rotary-ladder fire engine, or can be fitted with two of the fold-together card container loads.

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Railway reading *for juniors*

They're bright, breezy and full of fun and adventure! **Pete Kelly** looks at the Jack the Station Cat books of Alan Cliff and the Peter's Railway publications of Christopher Vine.

The Jack the Station Cat books

Where did you first learn to read and write? For me it all started at Beaumont Infants' School, in my home town of Warrington, when I was five years old in 1949. I often wonder how many millions of words I have written since, but I well remember us being called up one at a time to the lady teacher's desk and slowly pronouncing the simple, short words in a large-type book called Old Lob.

This and other books in the Beacon Readers series were about a farm, with characters like Mrs Cuddy the Cow, Percy the Bad Chick, Miss Tibbs the Cat and Mr Grumpy the Goat – and of course Old Lob and his family themselves.

The school was named after William Beaumont, who became the town's first mayor in 1847 and helped establish the town's Central Library which became the first free rate-aided municipal library in the country.

One of the best ways of encouraging very young children to read is to buy books about things they are actually interested in – including railways! The

history of the Thomas the Tank Engine books was covered at length several issues ago, so this time we'll leave them aside and look instead at the popular and beautifully illustrated Jack the Station Cat and Peter's Railway titles.

When a theme hits the right note, young readers cannot wait for successive titles to come out, and Jack the Station Cat is based on the real Jack who lived with Alan and Rosemary Cliff in Rhyl, North Wales.

The author, the Rev Alan Cliff, is a retired Methodist minister who was born in Morecambe, Lancashire, in 1936. He was educated at that city's Royal Grammar School before going on to Oxford and Cambridge universities. A well-known railway enthusiast, he is president of the Friends of the Rhyl Miniature Railway and vice-president of the Bala Lake Railway Society, and has been shortlisted twice for the annual Goodchild Prize for Excellent English.

Jack lives at Tails End Station, where he holds down the post of Station Cat. His cat basket is in the office of Mr Parker the Stationmaster, and many of his

adventures have been, and continue to be, written about. His human friends include Peter the Porter, Clara the Clerk, George the Guard and Mr J Toddington Ramsbottom. Jack also has fun with Merfyn and Monty the Mice, Auntie Buzz, Cousin Tom, Marmalade and Myfanwy the Twin Kittens, Randolph the Rabbit, Gareth the Snail, Harri P Otter and the mysterious Secret Service Cat 008.

Jack is Friend No 1 of the international charity The Railway Children, and also has a cat rescue pen named after him for raising more than £2000 for the Colwyn branch of Cats' Protection. All of Jack's books have 50% royalties to various young people's charities.

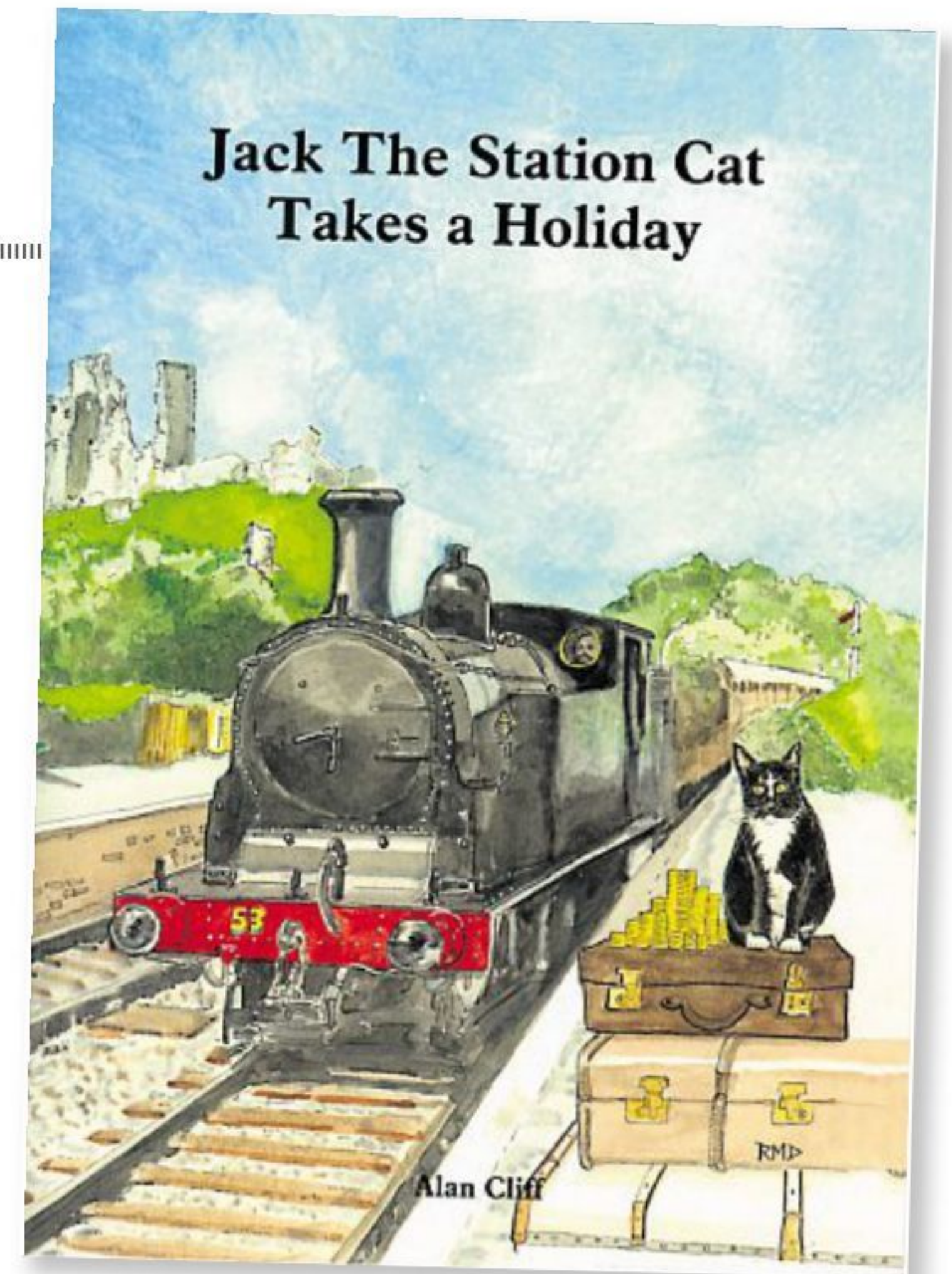
In our sample review title Jack the Station Cat Takes a Holiday, Jack and his feline friends go on holiday with Mr Ramsbottom in a borrowed railway parcels van to the Swanage Railway in Dorset, the home of station cat Ringwood.

Arriving at the rented cottage, Jack and his friends explore all around before enjoying a taste of Dorset cream and

curling up asleep after their long journey.

Next day, they go down to the station to take a trip along the line on a train of green carriages with tank engine No. 53 in charge – but not before Sir Bedivere, the Swanage Station Snail, gives them a message about a secret treasure hunt from Ozimandius the Owl, telling them to watch out for Mr Eli Clutterbuck, whose 'treasures' turn out to be a case full of railway relics such as nameplates, train lamps, station clocks and cast-iron warning signs – but there's an interesting twist in the tail (sorry, tale) involving a parrot and a secret drawer full of gold sovereigns.

It's all good stuff, and Alan Cliff's other titles include Jack the Station Cat and The Great Little Trains Robbery, The Lost Kittens, The Tail's End Tickets, The Midnight Mice, The Snail Trail, The August Day and The Vanishing Lady.



With Corfe Castle in the background, the adventurous Jack sits beside piles of gold sovereigns on a suitcase as the Swanage Railway train comes in.

Jack the Station Cat Ltd., 38 Clifton Park Road, Rhyl LL18 4AW
(01745 344963,
email locks.siding@btinternet.com).

Peter's Railway: learning was never such fun!

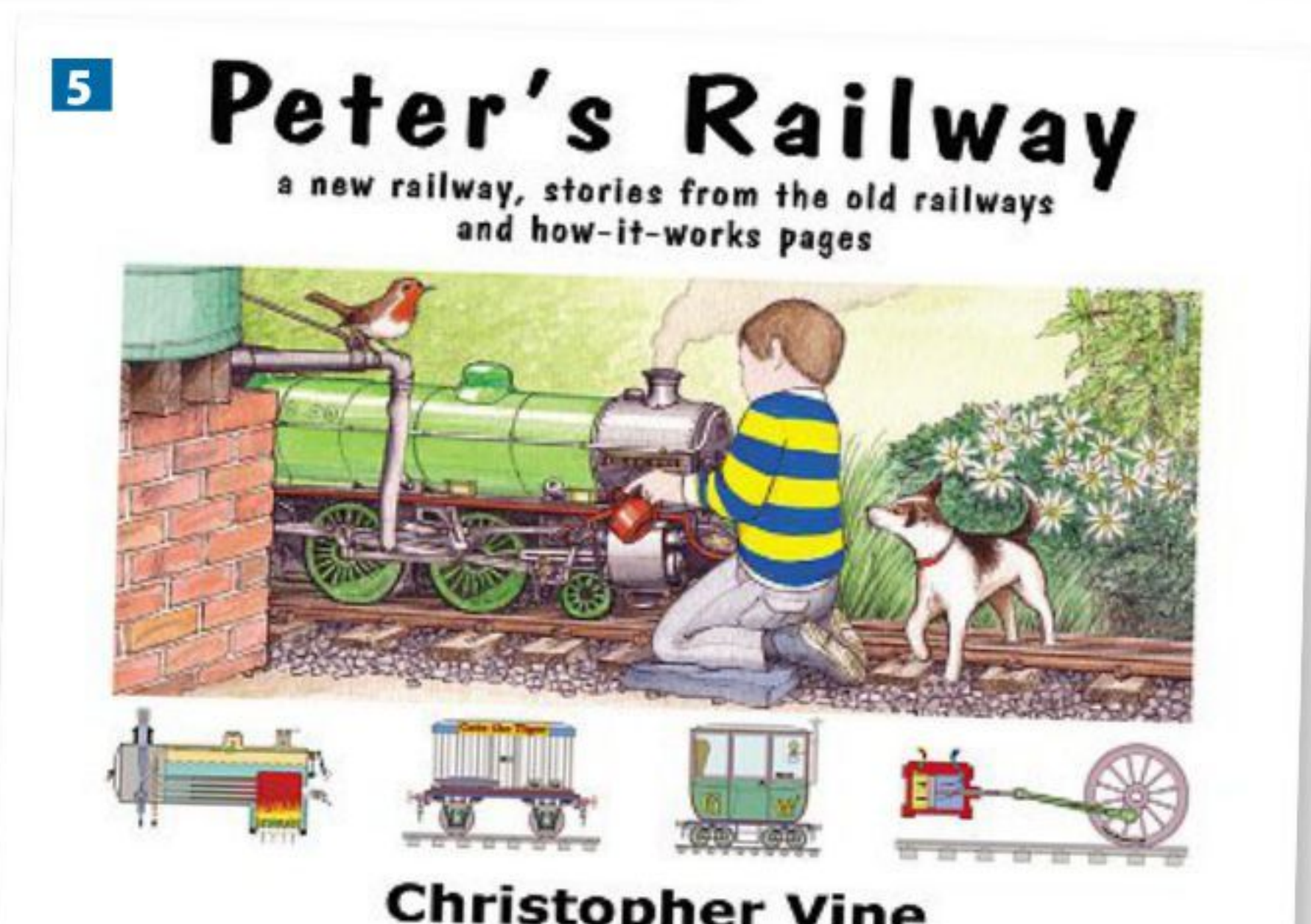
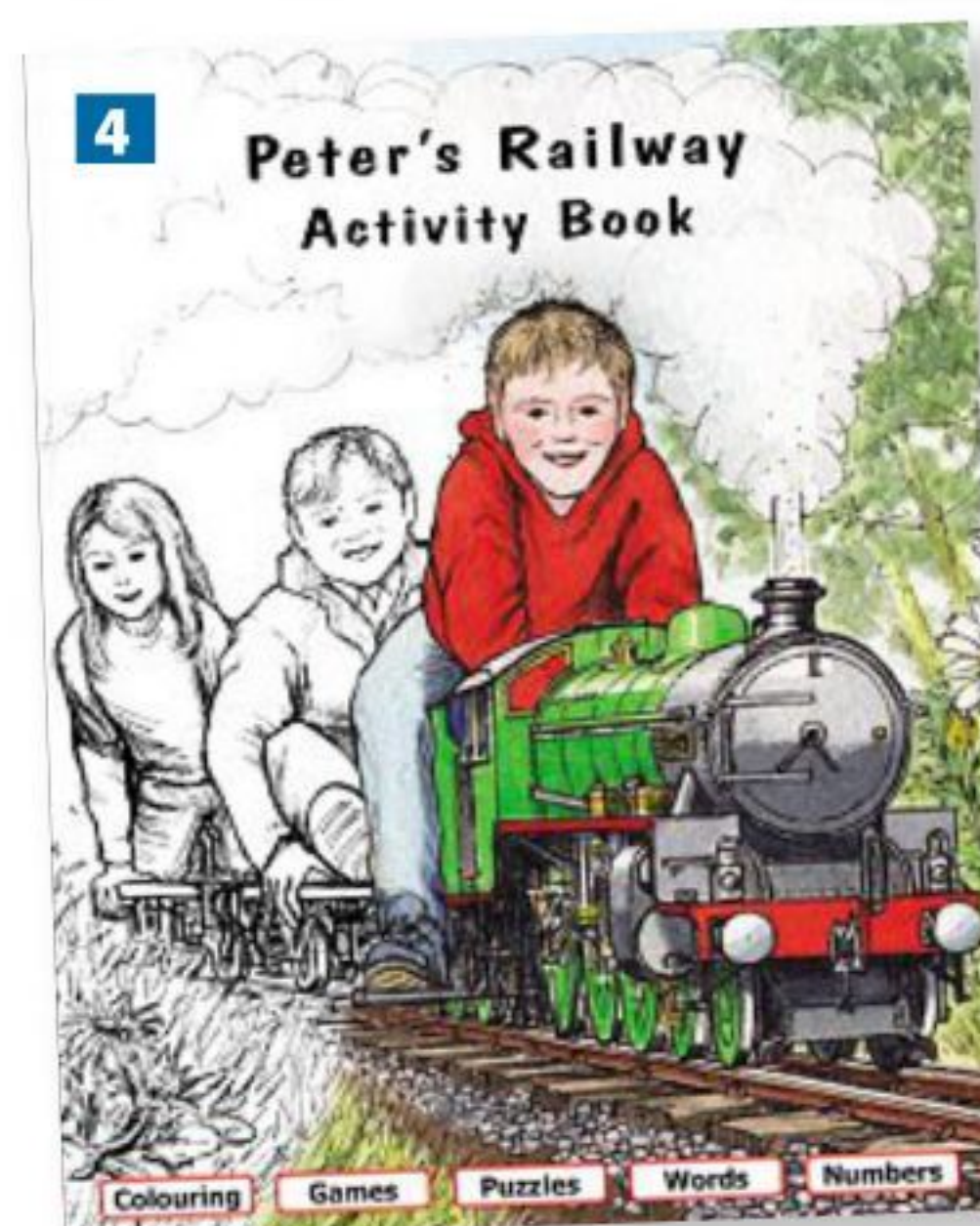
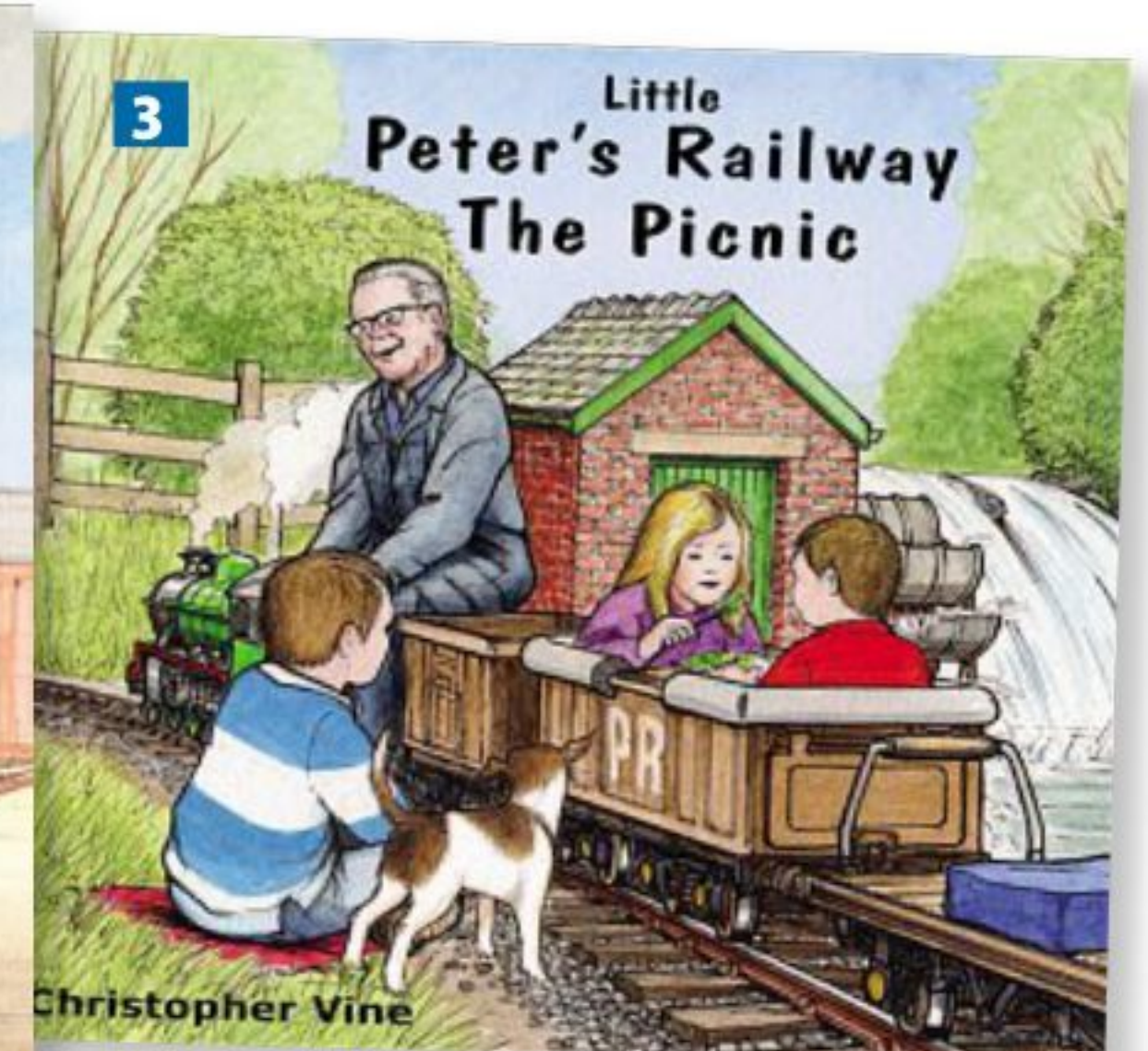
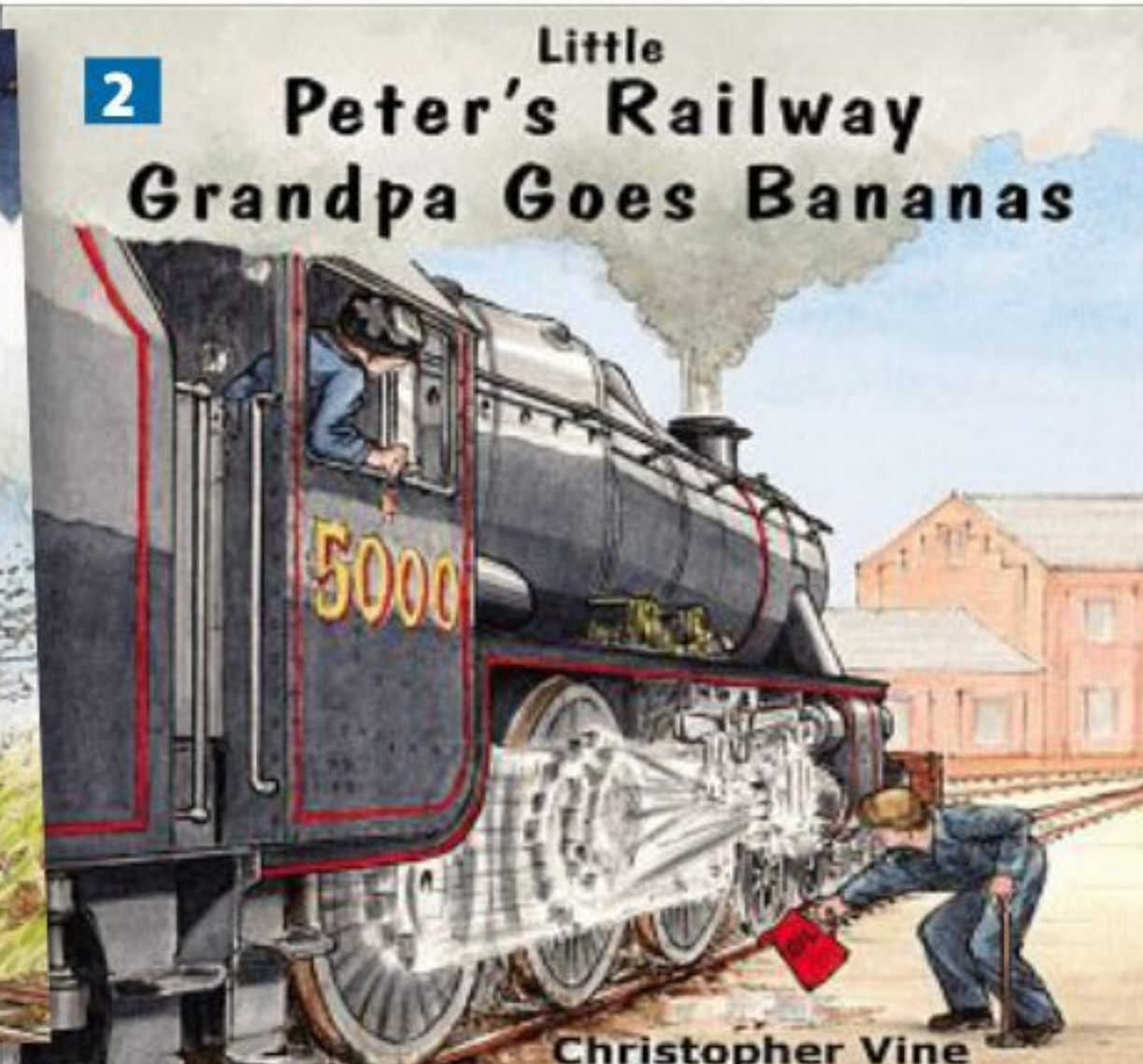
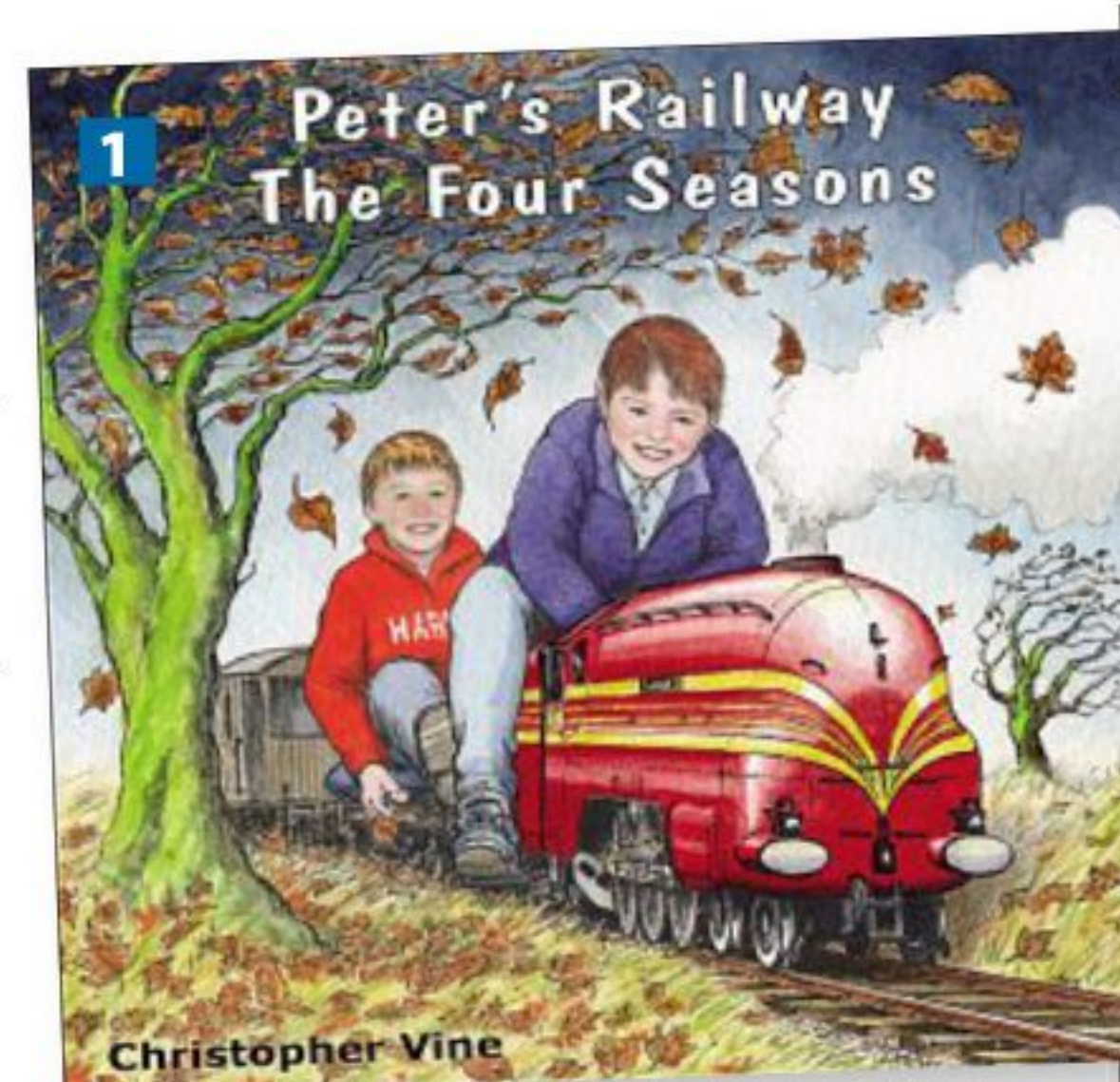
The charm and essence of chartered engineer Christopher Vine's Peter's Railway books is their brilliant combination of great stories, colourful portraits by John Wardle of the main characters Peter and his Grandpa (who build a scenic miniature railway), accurate portrayals of the locomotives and their trains and – last but not least – lots of technical knowledge delivered with simple clarity.

Christopher always wanted to know how things worked when he was a young engineer, and embarked on this amazingly successful publishing venture after building his own miniature steam locomotive *Bongo*, which won a Gold Medal at the 2004 Model Engineering Exhibition in London, and creating a garden railway of his own.

The first book in the series, Peter's Railway – a New Railway, was published in 2008 and since then Christopher has never looked back.

As an example of the integrated engineering information, Peter's Railway to the Rescue, the fourth book in this fascinating series, tells how Peter and his Grandpa, faced with the coldest winter anyone could ever remember and wondering how to feed the animals after the tractor freezes solid, decide to make a miniature snowplough for their railway.

Others in the series include Peter's Railway Rain, Steam and Speed, Surprise Goods, Now and Then, Molten Metal, Holiday at Lunan Bay, A Dark and Stormy Night and A Big Smellie Bogie.



1: A streamlined 'Duchess' on a freight train – but the boys are having fun on the cover of Peter's Railway, The Four Seasons. 2: The Peter's Railway illustrations always convey great realism, and the cover of Grandpa Goes Bananas gives a great impression of a 'Black Five' in a bit of a spin! 3: It's all smiles on the miniature railway in this charming cover picture of Little Peter's Railway, The Picnic. 4: The model railway-related activities could start by colouring in the rest of this picture gracing the cover of the Peter's Railway Activity Book. 5: A new railway, stories from the old one and telling how it works are all included in this engaging and educational title.

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St Neot's MRC – passing skills to the next modelling generation

ST NEOT'S MODEL RAILWAY CLUB, which meets in Buckden, Cambridgeshire, between 7pm and 10pm on Wednesday nights, is a great example of a club that actively encourages junior members to join, writes *Keith Titmus*.

Caroline Hoy, now the chairman, went to the club 12 years ago, when her son Thomas was nine, and asked if he could join. The club had always had members' children around, but none as young as nine, and some were concerned about whether there should be DBS checks, and what might happen if members were 'left' with an unaccompanied child.

After some debate, it was decided that Thomas could become a member provided a parent or guardian always accompanied him. The general rule is

now that all children under the age of 16 must be accompanied by an adult.

Caroline now co-ordinates the youth section, and Thomas, now 21, has become a very capable O-gauge builder who takes layouts to exhibitions and also dabbles in 5in gauge live steam.

Samantha (Sam) came with her children, and is now the club secretary, and Cinzia, a previous club secretary, comes with her son Sebastian.

William started as a junior member with his dad, and now continues in his hobby as an adult member. More juniors are set to join during the next round of membership renewals, including Caroline's nine-year-old son Toby.

The club supports all new members where possible, including one who has to come with a carer. Many of

the parents or guardians who started coming to the club to accompany their children have become actively involved in modelling and operating layouts, so the adult membership has also grown – and naturally there are several female members.

The St Neot's Model Railway Club is very proud of its diverse membership, whose young and novice members learn from the more experienced members, and sometimes the older members learn new things from the young as well.

Already constructing model buildings with great confidence at the St Neots Model Railway Club is 14-year-old Sebastian.



A group of St Neot's Model Railway Club's young members enjoy a lesson in wiring in 2016.



Chairman Caroline Hoy's nine-year-old son Toby has a go at covering a piece of scenery.



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What's *in the* shops

Bulleid's pioneer diesels in 'OO'

The Class D16/2 diesel-electric locomotives designed by Oliver Bulleid of the Southern Railway are offered as ready-to-run models by Kernow Model Rail Centre.

THREE LARGE ICO-COI DIESEL-electric locomotives designed by Oliver Bulleid between 1945 and 1946 were built between 1950 and 1954 as evaluation prototypes with a view to replacing express steam locomotives.

Two were assembled at Ashford Works (Nos. 10201-2) in 1950 and 1951 with the final one (10203) being built at Brighton in 1954. All three featured English Electric engines, traction motors and electronics, but the third incorporated an uprated engine and various other improvements to the design which formed the basis of the pilot scheme Class 40s.

Although designed by the Southern Railway, the class entered service after Nationalisation, being trialled on the Southern Region's Western Section. Following modifications in late 1952, they returned to the Western Section and express passenger workings on the Waterloo-Bournemouth and Exeter routes.

Transfer to the London Midland Region (LMR) took place in 1955 with allocation to Camden shed, and this marked the start of their stint on the West Coast Main Line. During their spell on the LMR, the chime whistles

were replaced with air horns and modified communication doors were fitted to Nos. 10201 and 10202. The class worked expresses and some outer suburban workings originating from Euston, with declining annual mileages in the late 1950s.

Withdrawal finally came in 1963 because the locomotives were deemed to be a non-standard design, and scrapping followed soon afterwards. None of the class was saved for preservation.

The locomotive's particular body shell profile was designed to match Bulleid coaching stock, a feature which is nicely worked into the Kernow Model Rail Centre oo-gauge model. It rode on heavy 1Co-Coi bolsterless bogies fitted with a leading articulated load-bearing axle which is an excellent feature of the model too.

The design was surprisingly light on track wear, and the first two locomotives were reputedly designed for 110mph operation on express passenger trains. Steam heating and vacuum brakes were fitted alongside round buffers.

When built, the locomotives were finished in an attractive black and silver scheme with silver bogies, but some time after their re-allocation to the LMR, they were repainted in BR green with red bufferbeams, black bogies and grey roof panels as applied to the review model. Towards the end of their working lives, at least No. 10203 received small yellow warning panels.

The featured model is finished in lined BR green, equipped with a chime whistle and standard end doors to



The relationship between the bogie frames and body is very good, with the smallest gap between the two.

represent No. 10201 in the late 1950s when working on the LMR. It's a heavy model with considerable haulage power, and capable of handling models of the long trains typical of the 1950s Bournemouth, Exeter and West Coast Main Line routes.

It collected a gold award in the 2018 British Model Railway Awards, and when first released in late 2017, it sold out in a matter of months, demonstrating that there is a market for good models of pioneering locomotives and 'odd-balls'.

Bodyshell

The careful research and time put into development of the Bulleid D16/2 model has resulted in a fine replica of the full-sized locomotives. The body profile is very good, with the complex curvature of the sides and cab fronts well duplicated. Fine moulded detail includes many of the side grilles, panel lines and some very subtle cab front detail which does not include the modified front doors on this model.



Small details applied to the cab fronts include separately moulded train reporting discs and windscreen wipers. Power classification was 5P5F, the same as a 'Black Five' 4-6-0.



It's a large model at 256mm in length and weighs a massive 630g which, with six-axle drive, makes it capable of handling long and heavy trains.

FEATURES OF THE MODEL:

- Single-piece injection-moulded plastic body shell.
- Modelled with the correct curved profile.
- Engine room detail visible through the side windows.
- Five-pole frame-mounted motor.
- Twin brass flywheels.
- 21-pin DCC interface.
- Correctly profiled wheels.
- Current collection from all 12 powered wheels.
- NEM coupling pockets fitted to the bogies.
- Separate flat wire hand rails.
- Removable train reporting discs.
- Flush glazing applied to cab windows.
- Length: 256mm over the buffers.
- Weight: 630g.

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Engine room detail is visible through the side windows.



Radiator grille detail can be seen in the body sides.

Different tool slides for locomotive-specific variations in the body shell were designed to allow specific members of the class to be modelled at particular times in their careers, making the development of what is a minority non-standard class all the more remarkable.

Bogies, wheels and couplings

The Bulleid diesels rode on heavy-looking bolsterless bogies which have been beautifully replicated on the model, including some deep and well-modelled spring and axle box detail. Foot steps and sandbox details are fitted as separate mouldings alongside the buffers fitted to the integral bufferbeams. Also included are the vacuum brake and steam heating hoses. The driving wheels are correctly profiled, with the weight-saving holes peculiar to Bulleid designs adding to the character of the model.

They have been specially tooled for the model and include the small load-bearing wheels at the front of the bogies, all of which have inner discs composed of metal. When the model was tested, the wheels were found to be fully concentric. There is sufficient room between the bogie frames to fit 'EM' and 'P4' wheels if desired.

The inner frame of the bogie rocks



The cooling fan is composed of etched metal allowing a view of the fan grille fitted behind it.

gently around an axis which assists with track holding, while the leading load-bearing axle both articulates and slides from side to side in its mounting. Despite the merest gap between the body and the top of the bogies, the latter pivot easily to negotiate second-radius curves without anything catching.

NEM coupling pockets are neatly fitted to the front bufferbeam of the bogie frames with a standard tension lock coupling slotted between the

weights. Alternative bogie tanks are supplied in the detailing pack should the coupling not be required.

Electrics and drive mechanism

Fully working running lights are fitted using LEDs for illumination. Internally, the circuit board has a 21-pin DCC interface socket which is reached by removing the model's bodyshell. When operated on traditional DC power (analogue power), the cab lighting will not be operational. Train reporting disc

MODEL DETAILS:
D16/2 Bulleid
Diesel-Electric 1Co-Co1
locomotive

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

Era:
1950-1963 for the class; c 1959 for the featured model.

Web:
www.kernowmodelrailcentre.com

Suggested retail price:
£179.99



No. 10201 is finished with chime whistle detail and original cab front configuration.

Livery and finish

Finished in BR green with late BR totem, the model is pleasing to the eye (even though the full-sized locomotives were pretty grimy by the time 1959 arrived). The shade of green is rich, and the lining level along both body sides, lining up around the cab fronts. A touch of mismatch was observed at the corners between cab fronts and sides, however. Number printing is slightly translucent on the review model, yet the roof grey is also a very nice shade.

Overall, the finish is a pristine dull eggshell, which will accept weathering well.

The model has certainly captured the heavy character of the real Bulleid diesel-electric locomotives, riding low on the bogie frames to add to the feeling of mass and momentum that's so apparent in photographs of the prototype. It is clear why the model won gold in the 2018 British Model Railway Awards.

For more information on the development and production of the model, visit http://www.kernowmodelrailcentre.com/pg/111/Bulleid_Diesel



Flat wire hand rails are fitted to the cab sides and front.



This view shows how the model sits on its bogies. Despite the small gap which is very close to prototypical appearance, the bogies rotate freely.

marker lights illuminate according to the direction of travel. When a decoder is fitted, the cab lights are individually controlled, while the marker lights operate through function Fo and change according to the direction of travel.

Current is collected from all six powered wheels in both bogies using traditional sprung wiper contacts.

Fine details

A variety of small components has been used to finish the model. Look closely at the open train reporting discs to see that they are fitted with a lens! The model has all six open discs fitted to each end, with closed ones supplied in the box – and they are easily exchanged to suit your particular working. Flat wire hand rails are fitted to the body sides and cab fronts, while fine lamp irons are also present.

On the roof is located an etched cooling fan grille with the fan visible behind it. Flush glazing is fitted throughout and is pretty clear except for a slight trace of prism effect in the two left-hand cab side windows. All assembly is neatly done, with nothing coming adrift from the model during normal handling. It is certainly well put together.

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What's *in the* shops

Old Oak Common tool vans from Hornby

Two of Hornby's popular OO-gauge Mk.1 coaches have been dressed as Old Oak Common TMD re-railing tool vans. **Nigel Burkin** takes a look.

HORNBY HAS INTRODUCED TWO OF its up-to-date Mk.1 coach models as Old Oak Common TMD departmental coaches used to transport tools, re-railing and crane equipment to work sites. The match of both models to the chosen prototype coaches is pretty close, leaving the modeller some opportunity to add detail, change other areas of the model to better match the prototype and customise the models without affecting the departmental yellow and black livery.

The models used to represent the tool vans include the BSK, which is turned out as QPA No. ADB 975574 (R4902), a staff and dormitory coach, and a Gangwayed Brake (BG) finished as QQX No. ADB 975613 (R4903), a re-railing train tool van.

Both models have the same features as the rest of Hornby's Mk.1 coach range, including flush glazing, vacuum brake detail, moulded interior details including compartment partitions and guard's van area in the BSK. NEM coupling pockets are fitted to the Br-type bogies alongside metal disc wheels. Both models roll freely and the metal wheels show no signs of eccentricity.

FEATURES OF THE MODEL:

- NEM coupling pockets.
- Metal disc wheels.
- Flush glazing.
- Accurate livery colours and lettering.
- Moulded end hand rails.
- Moulded water tank filler pipes.
- Coaches chosen as a close fit to Hornby models.
- Correct body shape.
- Separate end gangway mouldings.
- Fitted with vacuum brake details.

QPA No. ADB 975574 (R4902)

Listed in railway records as a staff and dormitory coach, No. ADB 975574 is recorded as having been fitted with both vacuum and air brakes, coded QPX and labelled with re-railing legends. The model is detailed with vacuum brake detail only, so would have to be detailed with air brake distributor, cylinders and air tank to complete it in its dual-braked format. The vacuum cylinders would be removed to represent the coach in its last few years of service with Railtrack and Network Rail until its demise in 2011.

The model is a close fit in terms of detail, and could be enhanced with some orange curtains in the compartment side windows, removal of the end gangways and plating-over of the openings. The moulded roof ventilators could also be changed from the moulded ridge dome type to scallop dome ventilators using cast metal components and the additional water tank pipe added to the roof. Small details specific to the coach could be added, including the solebar lighting and jumper cable boxes.

The Hornby model is priced at £36.99, and is much welcomed as recognition of the growing interest in departmental stock and as a basis for further modelling.



Hornby has released two of its Mk.1 coaches decorated in departmental yellow livery as re-railing tool vans with Old Oak Common TMD markings.

Left: The Mk.1 BSK model is a close fit to the full-sized van which was scrapped in 2011. Some detail changes can be made to match more accurately the real No. ADB 975574.

Below: The BG is used to represent ADB No. 975613, one of the Trailer Luggage Vans allocated to departmental use. While it's a close match to the coach in 1980s and early 1990s condition, the real thing was further modified later in its life with larger loading doors and plated windows.



QQX No. ADB 975613 (R4903)

The second of the two Hornby Mk.1 departmental coaches labelled for the Old Oak Common TMD re-railing train is the BG finished as QQX No. ADB 975613, which was transferred to departmental stock in the mid-1970s after being used as a Trailer Luggage Van on cross-Channel boat trains operated with 4Cep and MLV formations. The coach was modified for its role as a tool van by removal of the end gangways and fitting of a drop plate at one end to bridge the gap between it and adjacent wagons.

It retained its external doors and windows until it was further modified with plated-over doors and windows, together with the fitting of larger loading doors which removed its resemblance to the Hornby model. It also lost its vacuum brakes at around

the same time, being coded QVA. It remained in use with Railtrack until withdrawal, storage and eventual disposal in 2011. The Hornby model provides a great basis for QQX No. ADB 975613 in the 1980s and early 1990s, and could be further enhanced by modelling the drop plate and removing the gangways.

Finish

Both coaches are neatly finished in the departmental yellow livery that is applied to the coach ends too. The roof has a shiny black finish which would have weathered down to a dark grey colour after a short time in service. Markings are well represented when compared to photographs of the full-sized coaches, except a couple of QQX

No. ADB 975613 shows the TOPS code is not applied to the BG model.

The black stripes are neat and sharp, applied parallel to the solebars and at the correct height. Yellow is correctly applied to the solebars and axle box covers on the Br bogies. Pre-2000 electrification warning notices are also applied to both models. Departmental stock is very popular with diesel and electric modellers, and photographic information shows that these coaches travelled to other locations from time to time. They may also be used to model similar departmental Mk.1 stock allocated to other traction maintenance depots. Take care to look at photographs as reference whenever possible because small detail changes were made to departmental stock on a regular basis.



Mk.1 BG No. ADB 975613 costs £40.99.



Mk.1 BSK No. ADB 975574 (R4902) costs £36.99.

MODEL DETAILS:

Mk.1 departmental coaches as re-railing tool vans

Manufacturer:
Hornby Hobbies Ltd.

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

Era:
1980s to 2011.

Web:
www.hornby.com

Suggested retail price:

Mk.1 BSK No. ADB 975574 (R4902):

£36.99.

Mk.1 BG No. ADB 975613 (R4903):

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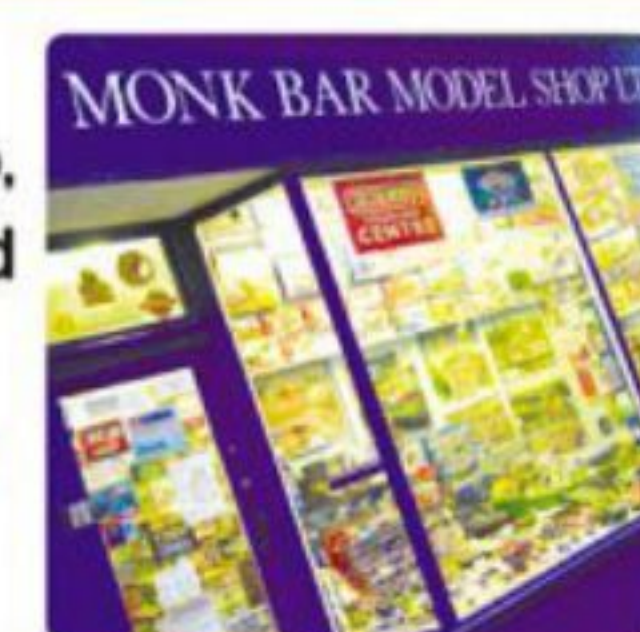
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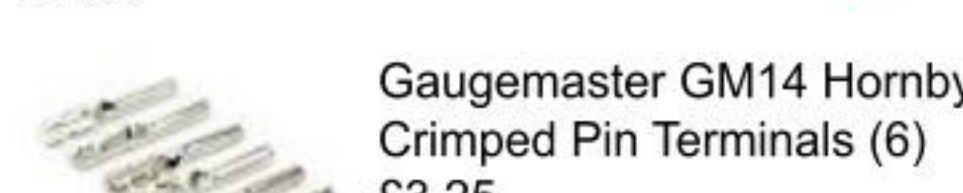
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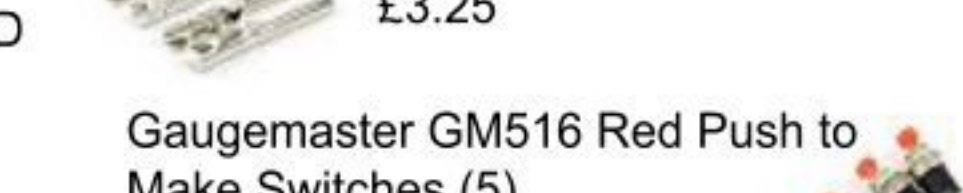
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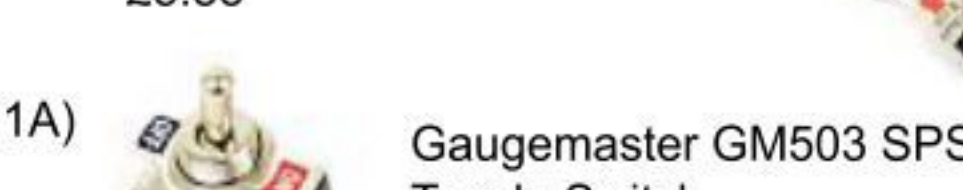
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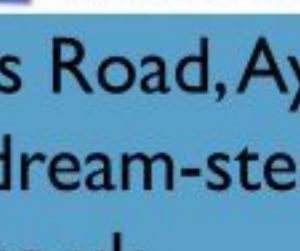
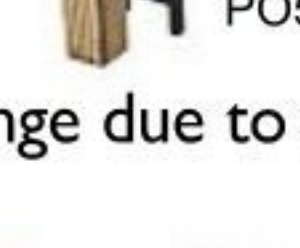


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In the shadow of the 'Cambrian Coast Express'

Recalling a nostalgic 'day out' circular tour by modern trains into Wales, **Ian Lamb** considers the opportunities the historic route brings for steam and modern traction modellers alike.

UNDER THE 1921 RAILWAYS ACT, the pre-grouping companies were formed into four large privately owned businesses. Those west of Welshpool, which had been owned and operated by the Cambrian Railway, passed to the Great Western Railway in 1923, and it was under the GWR that 'Cambrian Coast Express' first ran in 1927, initially on Fridays and Saturdays from London Paddington.

When the train was reinstated after the Second World War, it operated only on Saturdays, and the final steam-hauled 'Cambrian Coast Expresses' ran on March 4, 1967, with BR Standard Class 4 4-6-0s No. 75033 on the Up train and 75006 on the Down.

While these particular trains could be created from existing proprietary models to display a period piece of railway history, this article refers to a 'day out' circular tour made possible by more modern services, in this instance operated by Arriva Wales.

My favourite route is the Mid-Wales journey between Shrewsbury and Swansea over the magnificent Knucklas Viaduct and, whenever I can, I like to visit Llandrindod Wells, whose well-preserved signalbox is open to the public, and observe the trains of the day.

I was introduced to this part of Wales in 1980 when I became responsible for a London education authority's outdoor education programme which had a residential centre near Aberystwyth.

Now retired, I still regularly visit this area, based at Rhayader at the entrance to the wonderful Elan Valley, which is

the main water source for Birmingham. For such a small area, there are so many railway attractions that priorities have to be decided. Narrow-gauge railways are synonymous with this part of Wales, among the best being the Vale of Rheidol or Ffestiniog lines.

My original intention had been to travel from Aberystwyth and back, but this time I decided to use Newtown (Powys) as the boarding and departure point. Once the Cambrian Coast section had been covered, I travelled on the Ffestiniog Railway to Blaenau Ffestiniog, followed with standard-gauge services to Llandudno Junction, Chester, Shrewsbury and back to Newtown (Powys).

There were no problems with connections, and all trains ran more or less to time.

'CIRCULAR' TIMETABLE

0807 Newtown (Powys)

0842 Machynlleth

0905 Machynlleth

1039 Porthmadog

1140 Porthmadog

1300 Blaenau Ffestiniog

1454 Blaenau Ffestiniog

1551 Llandudno Jcn

1725 Llandudno Jcn

1816 Chester

1820 Chester

1915 Shrewsbury

1928 Shrewsbury

2007 Newtown (Powys)



Happy days re-enacted as immaculate preserved 'Manor' 4-6-0 No. 7819 Hinton Manor comes off the Barmouth Bridge, resplendent in BR lined black with a 'Cambrian Coast Express' headboard and train of chocolate and cream coaches, on May 25, 1987. Mortons Railway Magazine Archive photo.

The 0807 train comprising Class 158 two-car DMU No. 158 832 (0630 AW3004 service from Birmingham New Street to Aberystwyth) accelerated briskly from Newtown, and after the A470 level crossing on the approach to Caersws station, black-face sheep abounded in the adjacent fields. Soon we were ascending the fierce Talerddig incline, a scene of thunder and fury in steam days, and at the summit the train stopped

momentarily at the loop to cross with the eastbound 0727 train from Aberystwyth to Birmingham New Street.

Dense vegetation surrounded the almost perfect setting of Llanbrynmair before the train descended into the Dovey Valley. I alighted at the flower basket-adorned Machynlleth station, where I was delighted to find the motive power depot still in use, with plenty of activity going on.

Next, I boarded two-coach Class 158 DMU No. 158 837 operating the Pwllheli-bound AW 3006 service. The hour-and-a-half journey to Porthmadog was covered in dull, wet weather, although the sun was warm when it did break through (like Scotland, Wales has weather conditions all of its own!). With the tide well out, the sheep seemed quite happy roaming around the swamps.



No. 7803 Barcote Manor heads the 'Cambrian Coast Express' at Carno in June 1961. Mortons Railway Magazine Archive photo.



Many years ago the editor bought this Hong Kong-built Mainline OO-gauge model of No. 7819 Hinton Manor. Such models might well still be found at swapmeets - and Bachmann Branchline has a 'Dukedog' 4-4-0 in its current catalogue.



The train became more crowded after Tywyn, where a Talylyn Railway locomotive was in steam and waiting to depart with a train for Abergynolwyn.



The Arriva Wales Class 158 DMU on which the writer travelled arrives at Machynlleth station on a dull day.



Under a cloudless sky, an Arriva Class 158 is seen at Aberystwyth, from where a trip along the former Great Western Railway narrow-gauge Vale of Rheidol trains can be enjoyed.

Bleak Dovey Junction reminded me of the remote former Borders outpost of my youth at Riccarton Junction on the one-time Waverley route – just a platform in the middle of nowhere – although it remains a vital link for the railway between Shrewsbury and the Cambrian towns of Aberystwyth and Pwllheli.

Hugging the hillside on the approach to Aberdovey, the train allowed time to enjoy the views over the wide estuary, but with the distant southern Plynlimon hills lost in cloud, mist and light rain, the scene was rather desolate for those on holiday. Sharp curves necessitated a crawl into the station, but no true outdoor enthusiast can pass this spot without paying homage to the original Outward Bound centre based there during the last war, initially to train young sailors in survival at sea.

The sinuous journey continued just a few feet above the shoreline, and at Tywyn, home to Britain's first preserved railway, the Talylllyn, a small locomotive was waiting with a train for Abergynolwyn. After Tywyn lots more passengers, including families with children, boarded the Class 158 on its journey to Porthmadog, but my favourite Welsh mountain, the distant Cader Idris (Devil's Chair), was lost in cloud.

As the train approached Barmouth Bay, tents hugging the very limited space between railway and seashore, a sliver of blue sky broke through on the distant horizon, and as the train squealed around the beach at Fairbourne (with a narrow-gauge railway of its own) Barmouth Bridge appeared – but what a disappointment Barmouth Junction station was – simply a bus shelter, and no longer a hub of activity as trains from Dolgellau met those on the existing line.

Although I've visited this area many times, I'd never crossed Barmouth

bridge before, and it felt like floating on air as the train progressed over the fragile-looking structure, with clear water lapping below, before our train burrowed under the attractive cliff-hugging setting of Barmouth.

A short distance north, at Llanaber, the train passed the strengthened sea wall of concrete balustrades and large rocks, with the immediate Moelfre hill backed by the Rhinogs, and the superb Roman Steps walk. The sea was hidden from view by the mass of the Morfa Dyffryn sand dunes. All around, the fields were saturated with flood water, and caravans were waterlogged.

The sun tried to break through as the spectacularly sited Harlech Castle came into view, and finally succeeded by the time I alighted at Porthmadog Station, with plenty of time to casually walk the road link to the Ffestiniog Railway terminus for a trip over the hills to Blaenau.

While modern-image modellers will be delighted with Class 150 or 158 DMUs to represent the Welsh scene on their layouts, the sharp bark of steam still seems to echo among the hills of this spectacular route.

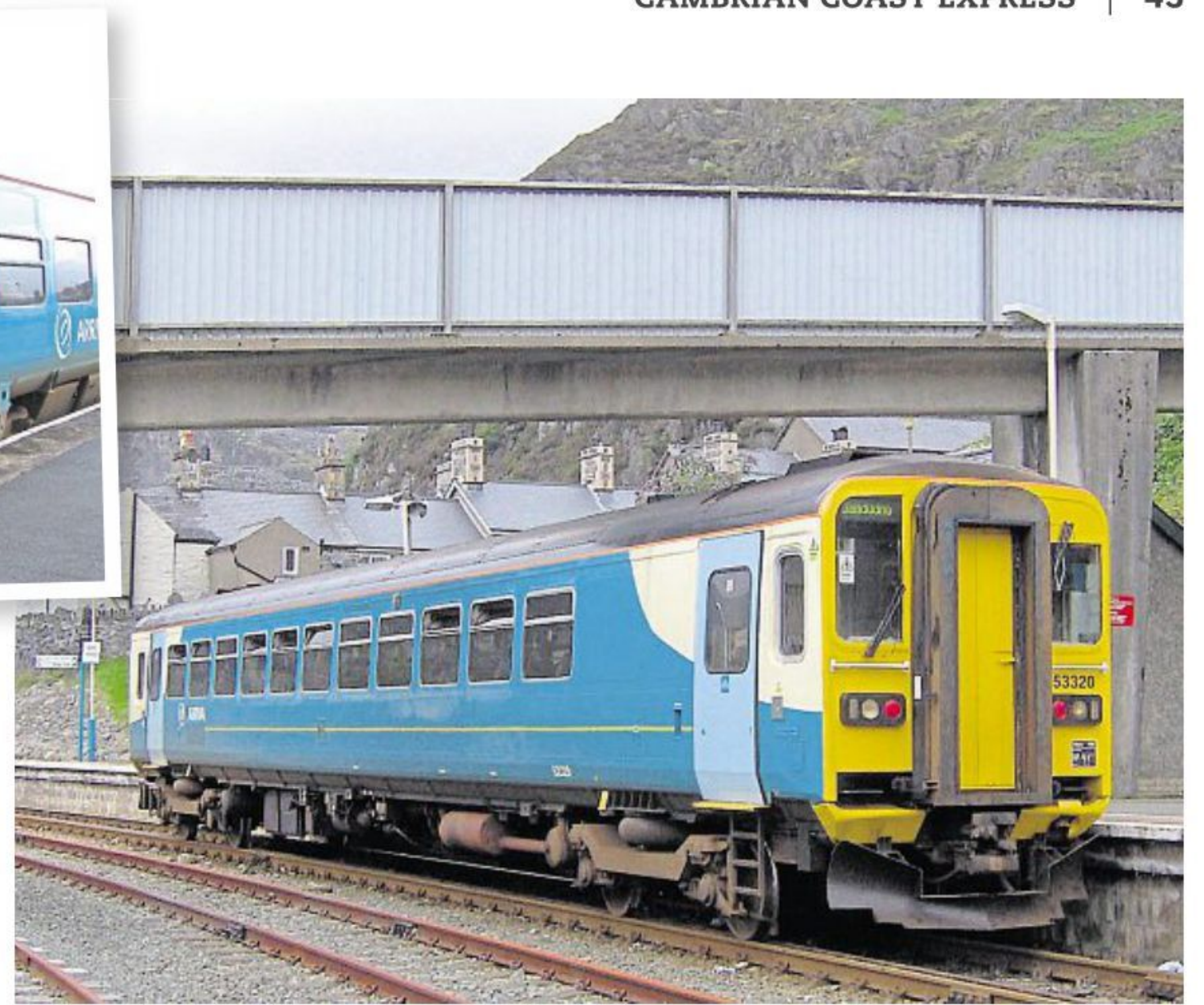
Although Bachmann Branchline's 00-scale 'Cambrian Coast Express' set (30-021), which includes GWR-liveried 'Manor' 4-6-0 No. 7811 *Dunley Manor* and two chocolate and cream coaches, is not in the current catalogue, it might still be available in some retail outlets or at swapmeets, where it might be possible to pick up a used example of the 'Manor' model alone.

The 2019 catalogue lists a pair of the outside-framed 4-4-0s that were also associated with the Cambrian lines, including the sound-ready 'Dukedog' No. 9018 in weathered BR plain black (30-086A). BR Standard Class 4 4-6-0 No. 75035, with a BR2 tender in weathered lined black and late crests (31-119) is also in the current catalogue.



Above: Ian's second Class 158 unit, No. 837, arrives at Porthmadog station, situated only a short walk away from a ride on the Ffestiniog Railway, Welsh Mountain Railway or both!

Below: The feats of the Ffestiniog Railway's double Fairlies are legendary – and on a bright summer's day you could linger at Porthmadog's narrow-gauge station all day long.



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The Sunday school outing

RAILWAY MODELLERS SPEND considerable time and effort in creating landscapes, and among the factories and fields, villages and towns, harbours and hills they often include people, animals and road vehicles. After that the modellers concentrate solely on running trains, ignoring what goes on in the miniature communities they create.

Such a place was Nowcester, where the custom was for nonconformist churches to run outings by train into the countryside for their Sunday schools.

On one occasion there were so many in the party that a special train had to be arranged. It arrived in the early afternoon, and the teachers organised their classes and walked them from the station to the village green to meet up with Miss Ashburys, from the chapel in

Wempole, who'd gone ahead to see that all arrangements were in place for their arrival. She and her friends had laid on sandwiches and cakes, orange juice and jellies. Tables and chairs had been brought from the chapel, and tents had been borrowed from the scout hut and bedecked with bunting.

The young visitors were entertained with a treasure hunt, various races, a cricket match and a paper chase through the local lanes and fields – and what passed for the village band led the hymn-singing when the children had all had plenty to eat.

By sheer chance, however, on the same day the Federation of Nowcester Working Men's Clubs had organised an excursion of their own, travelling on the normal passenger service and arriving in time for lunch. They'd warned the landlord of the Old Ram of their

intentions, and he'd bought in extra supplies and borrowed trestle tables and chairs from the parish hall to set up around the bowling green.

As the workmen tucked into their meals, they wondered if they could drink the pub dry, and were well on their way to doing so by the time the Sunday schools arrived. So worried was the landlord that they might succeed that he sent round for bottles of beer from the village stores. The shop boy brought them almost immediately, but landlord and workmen alike were frustrated to find that the bottles had been cast solidly into the crates! Mr Todd had to drive his lorry to the brewery in Knottewithought to pick up four casks of best ale.

Mr Todd felt uncomfortable about making that particular journey on that particular day, because as the Old Ram



A small group of children on the Nowcester Sunday schools outing pose for the local newspaper photographer before boarding the special train for their day out.



Unfortunately, the Federation of Nowcester Working Men's Clubs, heading for the same village, had already set off on the normal passenger service, and were in high spirits right from the start. There'd be many more 'spirits' before the day was over!



To learn what happened when the parties met on the village green, you'll have to read the text, because the editor's modelling stock falls short of a full village band – but with the merriment under way, Mr Todd sneaked four casks of best ale into the pub.

faced the village green, Miss Ashburys would see him delivering the barrels and there was no saying what condemnation she might heap on him in her next sermon for encouraging drunkenness.

When the village band struck up, the workmen, deciding to join the singing with much irreverence, moved from the back of the pub on to the village green, so Miss Ashburys asked the band to lead the children to the far side, but the workmen followed unsteadily.

As Miss Ashburys led the band, the band led the children and the children led the workers on a raucous tour around the village, Mr Todd sneaked his laden lorry into the yard of the Old Ram to offload the barrels.

The children and their Sunday school teachers eventually returned to the green, and carried on back to the station to catch their train home. As the workmen passed the Old Ram, they



Two of the boys appear to be wearing lederhosen. Perhaps they were hand-painted in China before embarking on a long voyage to Germany!

were tired and thirsty so staggered in for refreshment. The band, having seen the children off, marched quickly to the same hostelry – banding was thirsty work – and in due course most of the workmen set off for the station as well.

As for Miss Ashburys, her next sermon was truly inspirational!

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