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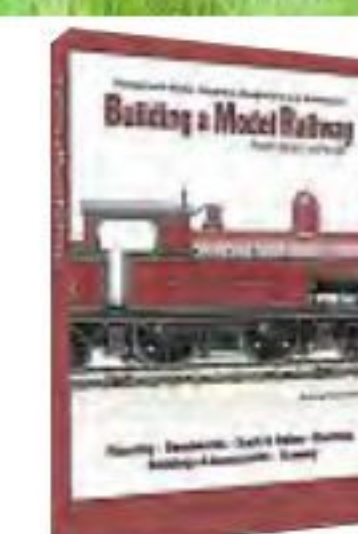
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Printing

Mortons Print, Horncastle, Lincs.
Tel 01507 523456

From the editor

SOMETIMES I GROW WEARY OF THE constant concerns about where the next generation of modellers is coming from. The same arguments have been going on for decades, yet our hobby appears to be as buoyant as it ever was.

How well I remember publishers asking at production meetings 40 years ago, when I first became involved in editing a magazine about real-life steam railways: “What will happen in a few years’ time when everyone who remembers steam railways will be dead?”

The fact that our interest in steam railways, both real and in miniature, seems to be bowling along happily both in magazines and, increasingly, on tv all these years later makes it a flawed argument to suggest that no one could possibly be interested in things they don’t personally remember.

Hands up anyone who remembers four- and six-wheeled Victorian carriages? Now ask yourselves why one of our biggest and most successful model railway retailers, Hatton’s, is taking orders for a vast new range of such vehicles.

Steam aside, many other factors are coming into play to make railway modelling a more than just attractive proposition for those of a younger generation. Even five-year-olds are more gadget/ device savvy than I am, so how attractive must it seem to a young adult to build a sparkling layout embracing the latest and best on today’s railway, with all the dcc, sound and signalling advances that have come our way in recent years.

Unless you’ve been on a distant planet for the last few months, you cannot have missed the deepening (with good reason) debate about climate change and the urgency of putting our own planet back together again before human greed destroys it once and for all. What a fantastic part in all this the energy-efficient railways of tomorrow will play, and what a draw replicating them in miniature will be to a bright new generation of modellers.

It was refreshing to see, among the older



Another new railway modeller in the making as young Harry McClement gets his hands on the controller of ‘Operation Bolero’ at October’s Caistor Model Railway Show.

showgoers at the Caistor Model Railway Show in Lincolnshire in October, quite a few youngsters and their guardians admiring the layouts and taking great interest in the trade stands. Young Harry McClement had travelled from Hull with his mum and grandad, and in the small cafeteria area I was amazed by his knowledge as he told me everything he knew about the railway models his grandad had passed on to him. Such bright-eyed enthusiasm is to be encouraged, and he left clutching a second-hand guv that had been bought for him at one of the stands. Roll on the next generation!

Being a product reviewer on a model railway title sounds like a dream job, but the research and intricate knowledge required to make accurate and informed comments about the latest products to hand is considerable.

For instance, how many readers, before reading our November review of Bachmann Branchline’s gorgeous little J72 0-6-0, knew the exact number of spokes the driving wheels should have had? Our reviewer duly pointed out that there should have been 12 and not 14, and that the spokes did not have the correct bevel from the boss to the outside – but I am delighted to tell you that after the mistake was spotted by another modelling magazine, Bachmann wasted no time in putting the matter right immediately.

The vast improvements in the accuracy and quality of forthcoming Bachmann models such as the long-awaited V2 2-6-2, Midland Railway 1P 0-4-4T, GWR/BR 94XX 0-6-0 pannier tank and Graham Farish Stanier 8F 2-8-0 can be seen on our news pages – and I have seen with my own eyes the pains that are taken in getting things right even down to the tiniest of lettering details.

Cast your eyes over our review of the Ransomes steam crane on pages 8 and 9, and you’ll see quite clearly what I mean.

■ Sadly this will be the last issue of *The Railway Magazine Guide to Modelling*. Despite the best efforts of our team in making *RMM* an interesting and advertising-packed free monthly publication – something which was different and could sit alongside those established and ‘expert’ magazines and help bring newcomers into our hobby – economic factors such as production and distribution costs had to be considered.

Over the past three years we have made a lot of friends, and our insight into the world of model railways has always been greeted with positive feedback. We hope you’ve enjoyed the ride. There’s plenty more on railways in our sister titles.

Pete

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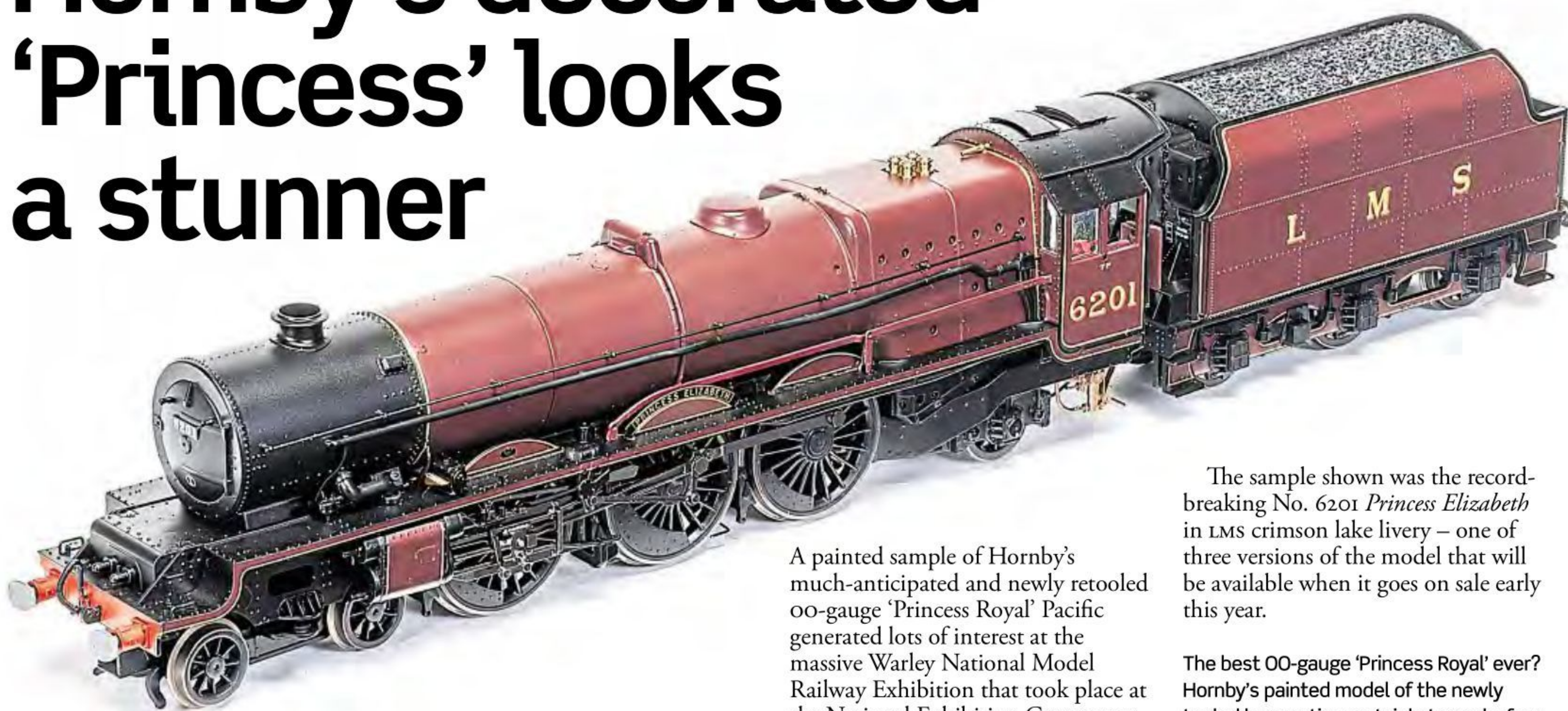
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Hornby's decorated 'Princess' looks a stunner



A painted sample of Hornby's much-anticipated and newly retooled 00-gauge 'Princess Royal' Pacific generated lots of interest at the massive Warley National Model Railway Exhibition that took place at the National Exhibition Centre over the weekend of November 23-24.

The sample shown was the record-breaking No. 6201 *Princess Elizabeth* in LMS crimson lake livery – one of three versions of the model that will be available when it goes on sale early this year.

The best 00-gauge 'Princess Royal' ever? Hornby's painted model of the newly tooled locomotive certainly turned a few heads at the big Warley show.

Raise a smile – and help a Bagnall

The Bagnall Locomotive Group has released its latest 00-scale 'private-owner' wagon based on the classic 1930s film *Oh Mr Porter* and commissioned from Dapol.

Lettered 'Jeremiah Harbottle, Coal Merchant, Buggleskelly & Maguiresbridge', it's an obvious spoof inspired by the well-loved film, which starred Will Hay, Graham Moffatt and Moore Marriott and, after an initial showing in 1937, went on general release on January 3, 1938.

'Harbottle' was the toothless assistant stationmaster, and the 'back story' is that, being an enterprising man, he opened depots at both Buggleskelly and Maguiresbridge (in reality the same location) from where it would have been a short journey to Belturbet to load coal from Arigna via the 3ft-gauge Cavan & Leitrim Railway.

Arigna coal was not very good – about a single step up from lignite – so 'Harbottle' had a bit of a cheek to state, as part of the beautifully applied signwriting, 'Best Arigna Mines Coal Supplied'!



Complete with coal load, this is the latest limited-edition 'private-owner wagon' commissioned from Dapol to raise funds for the Bagnall Locomotive Group's engine, *The Duke*.

The Bagnall Locomotive Group's locomotive *The Duke* is undergoing intensive boiler surgery, with a new firebox foundation ring, crown stays, lower throatplate, lower firebox sides and side stays.

A new door plate, or backhead, and a new copper tubeplate have been formed and machined and are now being fitted.

Expenditure is running at about £2500 per week, and is set to continue for some months.

The new wagons, in a limited edition of 200, cost £13 each (plus p&cp £3 for a single wagon, £3.50 for up to four and £6 for up to 12). Cheques made payable to 'The Bagnall Locomotive Group' should be sent to 13 Trenchard Drive, Buxton, Derbyshire SK17 9JY.

Peter's Spares

Last month we carried a short news piece about some new useful model locomotive spares from Peter's Spares Model Railways Ltd of 2H and 2J Brighthouse Business Village, Riverside Park, Middlesbrough TS2 1RT. These included replacement motors, gears and buffers, but the correct contact number we should have carried was the shop line (01642 909794).

Warley MGR at Chasewater Gala

Owen Edwards, of The National Wagon Preservation Group, tells *RM* that the merry-go-round hopper wagons preserved at the Chasewater Railway will star in the line's 'Pits to Power Station' Gala over the weekend of April 4-5.

The first vehicle to be preserved by the group, HMA No. 355798, was on display at November's 2019 Warley event at the NEC.

Crich demonstration track plan for Robert Whetstone models

A small team of volunteers at the Crich Tramway Village will start work on an 11-metre-long, 5/4in gauge demonstration tram track for the eighth-scale Robert Whetstone model trams in April.

This will allow the trams to be seen in action in the Exhibition Hall for the first time in more than a quarter of a century.

Two models of former Birmingham Corporation tramcars – open-top double-decker No. 1 and double-decker No. 18 – will operate on the new layout.

Project manager John Huddleston said that the timbers had already been purchased and were awaiting the big build, concluding: "We had a lot of interest when we ran model trams in 2019, so we're going bigger and better for the new season."

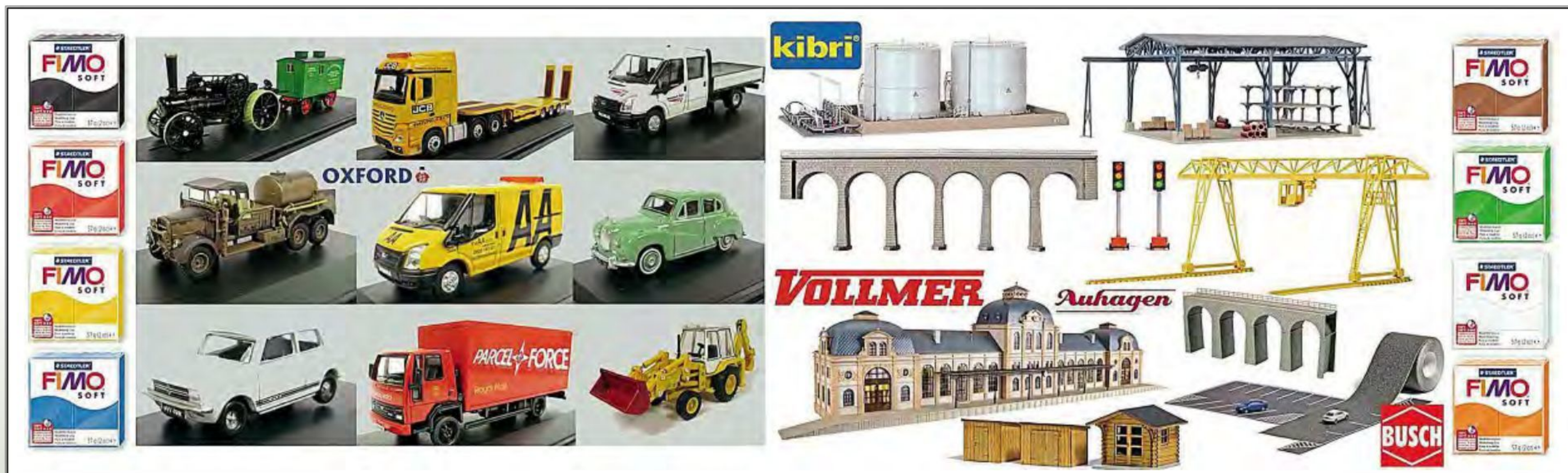


Stars of the show when the new 5/4in gauge demonstration tram track is completed next year will be these eighth-scale models of former Birmingham Corporation open-top double-decker No. 1 and enclosed double-decker No. 18.

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Amazing grace!

Shaping up nicely – Bachmann V2 EP sample revealed at big Warley show

INTRODUCED IN 1936, GRESLEY'S celebrated three-cylinder mixed-traffic V2s were among the most beautifully designed of all British locomotives – and in the grim years that soon followed, the sleek and powerful 2-6-2s played a vital role in the Second World War, managing some truly herculean haulage efforts along the way – for instance handling no fewer than 26 coaches on at least one recorded occasion.

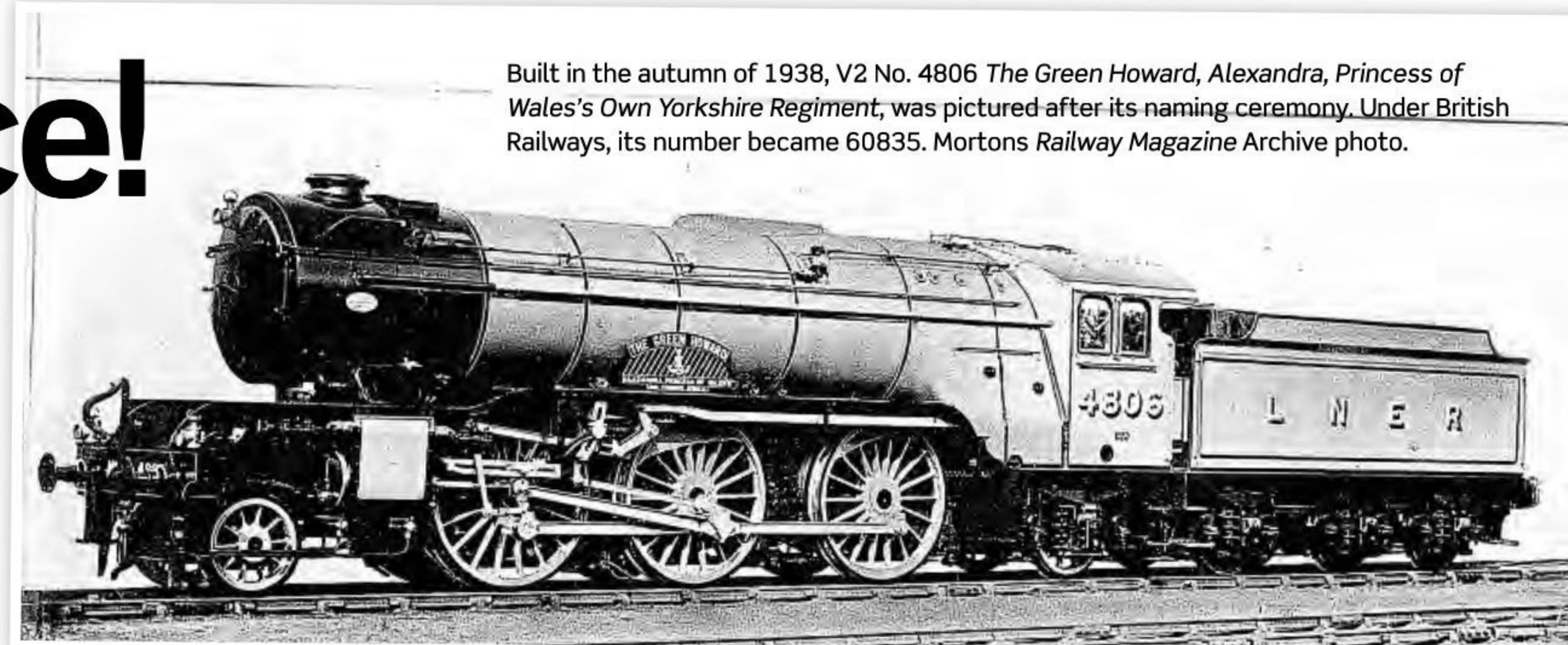
One of the most eagerly anticipated locomotive models for many months

has been Bachmann Branchline's OO-scale version – and visitors to the Warley National Model Railway Exhibition at the NEC on November 23-24 finally got the chance to feast their eyes on the first engineering prototype.

The accompanying photos show how well the lines of these stylish workhorses have been captured, and it promises to be a 'must have' model for every LNER enthusiast.



Buffer beam, hand rail and snifter valve details, along with that small chimney, banjo dome and correct irregular driving wheel spacing, are all seen to good effect in this photo. The snifter valve, seen immediately behind the chimney, was an automatic anti-vacuum device that was used when a steam locomotive was coasting.



Built in the autumn of 1938, V2 No. 4806 *The Green Howard*, Alexandra, Princess of Wales's Own Yorkshire Regiment, was pictured after its naming ceremony. Under British Railways, its number became 60835. Mortons Railway Magazine Archive photo.



Look how closely the engineering prototype of the forthcoming Bachmann Branchline model, which was seen by the general public for the first time at the Warley show, follows the lines of the original.



The V2 engineering prototype also shows the level of cab detailing to expect.



The exquisite left-hand-side details are a sight for sore eyes.

Locomotion Models commissions pioneer 94XX 0-6-0 pannier tank from Bachmann

On the opening day of the recent Warley National Model Railway Exhibition, Locomotion Models announced the commissioning of an OO-scale model of 94XX 0-6-0 pannier tank No. 9400 from Bachmann Europe Plc.

Following a very long tradition, the inside-cylinder locomotives were effectively the last to be designed by the Great Western Railway, which turned out the first 10 at Swindon in GWR Middle Chrome Green immediately before nationalisation. The remaining 200 were built for British Railways and delivered in unlined black livery by outside contractors Robert Stephenson, Yorkshire Engine Co and W G Bagnall between 1949 and 1956 with minor detail differences, but all were capable of steam-heating coaching stock. Withdrawals began as early as 1959, with the final survivor remaining in traffic into 1965, so only a limited number even received the BR late crest.

Along with No. 9401, 9400 was delivered in February 1947 and allocated initially to Swindon shed, but it soon found itself in the London area working empty coaching stock between Old Oak Common and London Paddington.



After a short working life of just 12 years, No. 9400 was withdrawn from OOC on December 31, 1959 for preservation, and is now part of the National Collection on loan to Swindon's Steam Museum. Also privately preserved, and now based at the West Somerset Railway, is 94XX No. 9466.

The model has now reached the livery stage, with delivery expected in the third quarter of this year. It is DCC ready and fitted with a NEXT 18 decoder socket.

With an expected price of £129.95, the model of No. 9400 can be pre-ordered for £30 through the Locomotion Models website www.locomotionmodels.com

Below: No effort has been spared with the detailing on the well-painted first sample of the Bachmann Europe model of 94XX pannier tank No. 9400, which has been commissioned by Locomotion Models. The full-sized version remains part of the National Collection.

Oxford Rail's J27 0-6-0s revealed

Oxford Rail's forthcoming OO-scale model of the North Eastern Railway P3 (LNER J27) 0-6-0 was shown in three livery guises, including those of LNER No. 1010 and BR late-crest No. 65817, at the Warley National Model Railway Exhibition in Birmingham on November 23-24.

The models will also be produced as BR early-crest No. 65837 and LNER No. 1214 in lined black.

Oxford Rail is tooling for many of the variations such as different boiler types (diagram 57 and 57A), short and tall chimneys, NER/LNER and BR smokebox doors, Ross pop or Ramsbottom safety valves, different tenders and balanced or unbalanced wheels.

Features will include a highly detailed body shell and underframe,

digital and digital sound capability with an eight-pin decoder socket, and factory digital sound-fitted models will also be available.

The first of these very capable locomotives were built at Darlington Works in 1906, but various batches were also put together by private contractors including the North British Locomotive Company, Robert Stephenson & Co and Beyer-Peacock.

Under Sir Vincent Raven, superheated boilers and piston valves were fitted to a further batch of 25 locomotives in 1921/2, followed by 10 more in 1923. The J27s proved very durable and hard-working, especially on mineral trains, and remained a familiar sight in the north-east of England until virtually the end of steam.

The last J27 to be outshopped from Darlington Works, in September 1923, was No. 2392, which became No. 65894 under British Railways, but during a visit to the same works in 1963 it was fitted with a non-superheated replacement boiler.

In this guise it was transferred to Sunderland South Dock in October 1966, and worked the last scheduled steam train from Sunderland shed on September 9, 1967.

Destined for scrapping, it was bought by the fledgling North Eastern Locomotive Preservation Group on December 1, 1967. After being restored to full working order as NER P3 No. 2692, it was transported to the North Yorkshire Moors Railway in October 1971, and has remained a celebrity locomotive ever since.



North-east mainstays for many years, the Oxford Rail's J27 0-6-0s are much-anticipated models.

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What's *in the* shops

Bachmann's Big Hook

Nigel Burkin casts an admiring eye over a highly complex model of a Ransomes & Rapier 45-ton steam crane that's just been released by Bachmann in OO scale.

ONE MODEL THAT WOULD certainly have been added to the 2019 Models of the Year review is Bachmann's Ransomes & Rapier 45-ton steam crane based on a design introduced in 1926, although the review model is of BR No. ADM1097, built in 1939 by Ransomes & Rapier Ltd of Ipswich.

The design revolutionised the way in which a crane could spread its own load along with that of the object being lifted. Ingenious load-spreading Stokes Patent Relieving Bogies, attached to the main crane chassis through articulated couplings, could take some of the load from the crane chassis. Together with outriggers, the lifting capability of the crane was greater than could be achieved with earlier designs which could support only the load in the underframe of the crane itself.

On top of the crane chassis is a rotating superstructure with cabin, boiler, mechanism and crane lifting jib boom itself, all fitted out with a wealth of detail. The jib can be slewed out from the chassis and raised and lowered depending on the work required.

This type of crane was built for various railway companies with some small

differences between them, and these are reflected in the four versions produced by Bachmann. The review model represents late condition under the ownership of British Railways, and finished in BR engineers' red livery (38-803).

The cranes would rarely have been seen on the main line unless required for derailment sites and heavy engineering projects.

Body

Many small components have been used in the construction of the crane itself, making up the manual mechanism and various cosmetic details including the lifting jib, cogs and drums, and the complex cabin itself along with steam boiler details. On both sides of the body exterior is a working steam piston and flywheel alongside the dial showing the degree of inclination of the lifting jib.

Supporting the crane body and jib is the slewing platform chassis itself, with finely moulded deck detail including nicely tooled axle boxes, springs and framing. Fitted to the chassis are the four outriggers that can be pulled out when posing the model in an operating position.

The Bachmann Ransomes & Rapier crane as supplied in the box with the jib boom raised to maintain guy line tension.



Support vehicles

Three support vehicles come with the crane, all with the same level of moulded finesse as the crane chassis and slewing platform. Two Stoke load-spreading bogies are supplied which couple to the crane chassis using simple pegs – an effective way of achieving the close-coupled appearance of the crane to the bogies, yet allow it to run round second-radius curves.

One other vehicle making up the assembly is the jib and hook runner wagon supporting the end of the jib and hook sheath when fully lowered for transit.

Mechanism

The model has a fully operational jib-lifting mechanism together with hoist drum detail. The manual system is worked using a special winding key that's supplied with the model (don't lose it!).

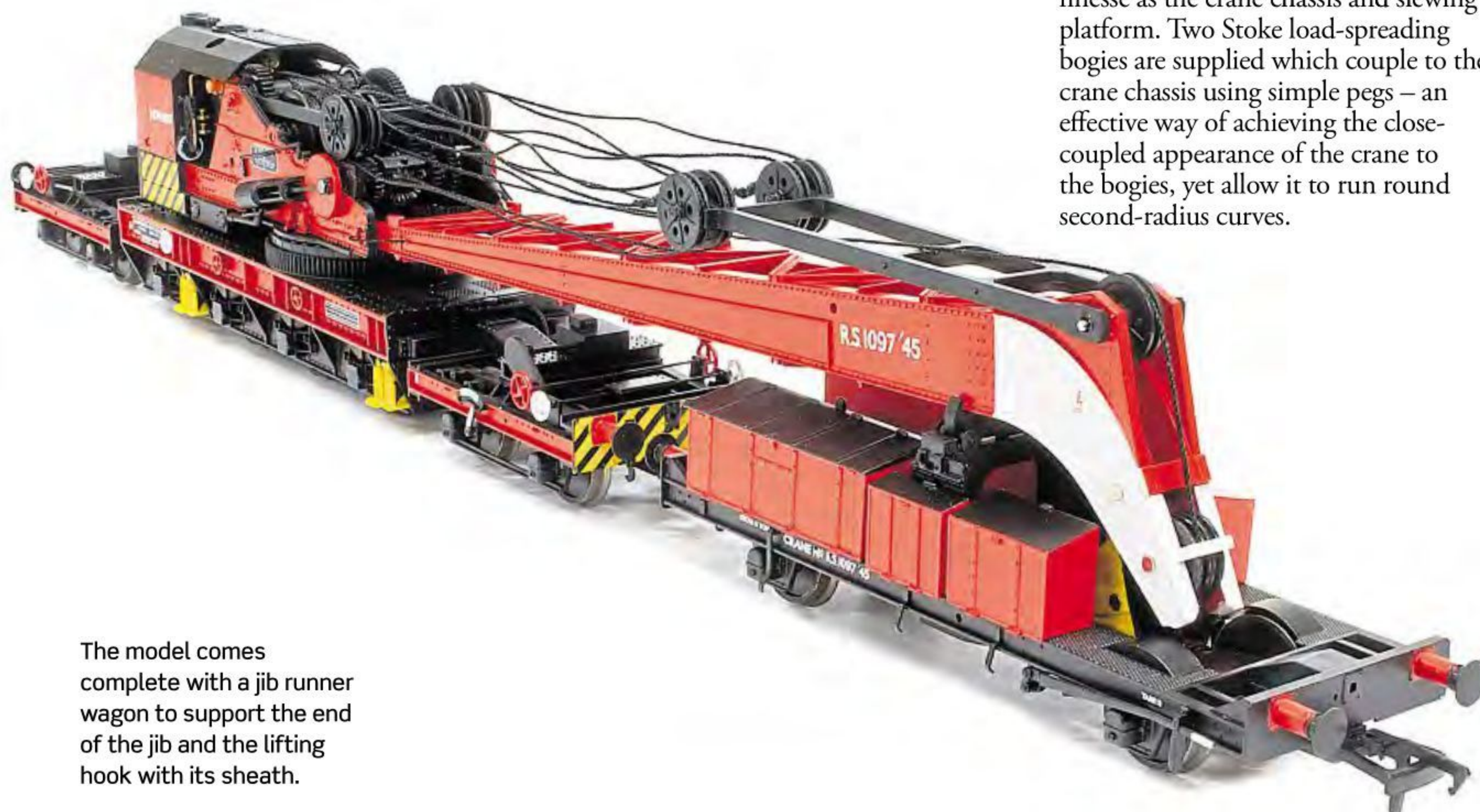
Disguised in the rear of the cabin are two steam boiler washout plugs that are magnetic and removed using the metal end of the winding key. The key has a square end that plugs into the rotating socket to raise and lower the jib using the uppermost socket, and the hoist using the lowermost one. Care is taken when raising and lowering the jib to maintain tension on the jib guy lines, and the unusual position of the crane in the packaging also ensures that tension is maintained during storage.

Each of the winding sockets in the rear of the crane body is connected to a strong, well-hidden metal rod. It works

the various cogs fitted to metal axles in the mechanism to achieve the desired smooth lifting action. The main cable drum for the hoist is also nicely modelled and works smoothly without catching.

FEATURES OF THE MODEL

- Composed of numerous highly detailed sub-assemblies.
- Working hoist drum mechanism.
- Jib-lifting mechanism including load-spreading beam.
- Special mechanism winding key supplied.
- Mechanism sockets disguised behind boiler washout plug details.
- Finely moulded working parts including cogs.
- Posable outriggers, chimney and roof panel.
- NEM coupling pockets.
- Separate wire hand rails.
- Etched metal instruction plates.
- Fully detailed underframe with metal wheels.



The model comes complete with a jib runner wagon to support the end of the jib and the lifting hook with its sheath.

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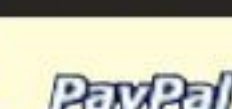
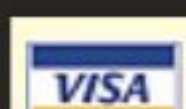
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Wheels and couplings

Tension lock couplings are fitted to NEM coupling pockets in the outer ends of the Stoke bogies and the jib runner itself. Wheels are metal disc to RP25-110 standards and fully concentric, allowing the model to run smoothly through mainstream OO-gauge trackwork.

Detailing

Perhaps the most detailed item of rolling stock in the Bachmann OO-gauge range, the Ransomes & Rapier 45t steam crane is smothered in a wealth of tiny details. Examine the jib itself to see a complex assembly composed of numerous small parts, each detail being correctly coloured and assembled without any trace of glue or other fixative.

It is clear a lot of time and effort has gone into designing and tooling such a complex beastie

and assembling it so well.

The chimney, a model-specific detail, is hinged so it can be raised when the crane is in use, and a raised roof panel is also possible for when the crane jib is raised. Additional parts supplied in the box include exquisite etched instruction plates, spreader beam, cosmetic screw link couplings and small fittings.

Livery and finishing

As a late-condition crane in BR ownership, No. ADM1097 is finished in 1970s BR engineers' red livery with black underframes and other features. The headstocks of the jib runner and Stokes bogies are yellow, enhanced with fine black stripes. There are fine printed details all over the model, and the smallest can be read with a magnifying glass. The model is unweathered and supplied in a semi-matt finish applied consistently over all of the parts, both moving and static. Weathering without clogging the finely tuned mechanism would be fun!

Overall

The unpowered crane is designed to be eminently posable to enhance a depot scene or be hauled in an engineers' train. Should the guy and hoist ropes become tangled or undone, the comprehensive instruction booklet provides excellent restringing instructions. Also included are clear diagrams of how the winding key should be used, and instructions on caring for the model.

One of the most ambitious rolling stock models produced by Bachmann in recent years, and certainly with the largest number of individual parts, it is impressive in both appearance and operation and very fairly priced at £249.99.



The model is unpowered and designed to be posed in various positions including the jib, outriggers and the chimney.



The manual lifting mechanism is operated using sockets hidden behind removable boiler washout plugs.



A single jib runner wagon is supplied and equipped with the appropriate boxes for the model and era.



A winding key is supplied to operate both the guy lines to raise the jib and hoist line drum for the hook.



The mechanism is fully operational, including the external steam pistons.



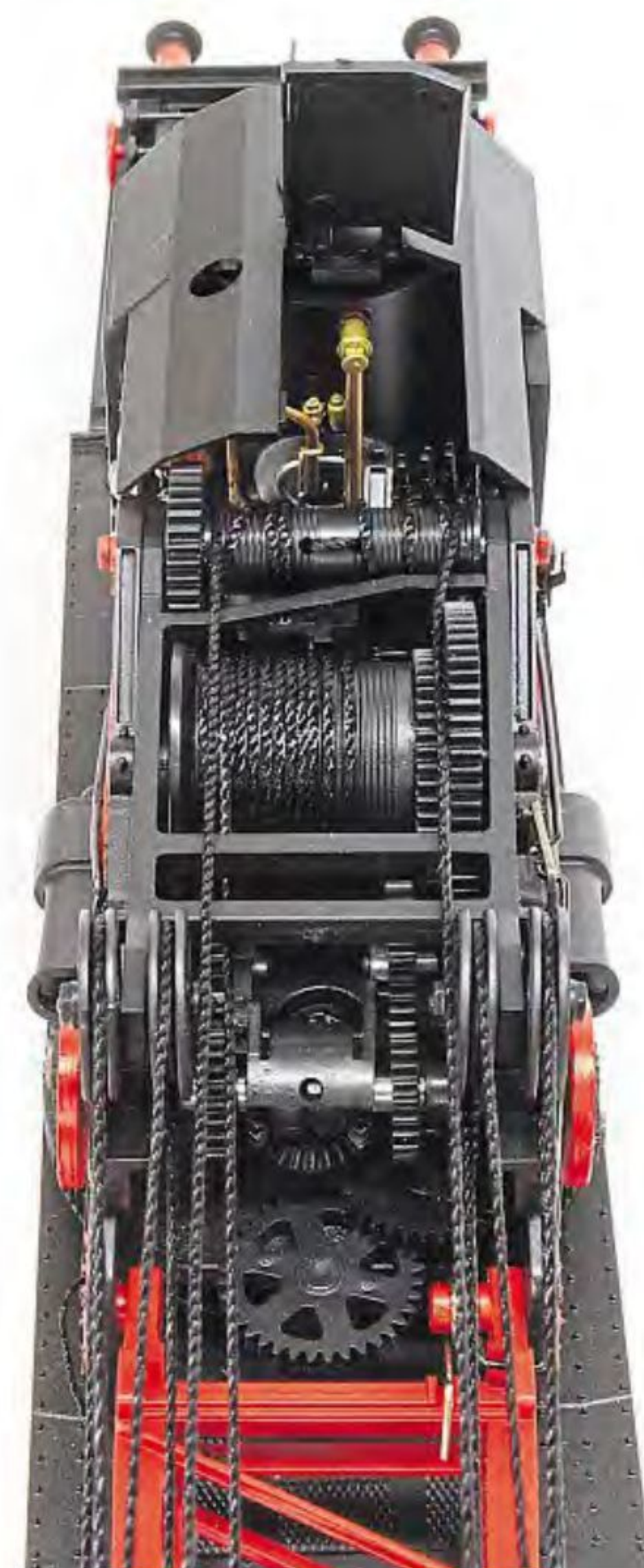
Gearing is brilliantly moulded and finished, allowing the mechanism to work smoothly.



Fine moulded detail is applied to the slewing platform deck too, even though most of it is hidden under the crane body.



Cab detail, embracing the boiler and some fine printed detail, also includes the builder's plate and legible instructions.



This is a view of the cab interior through the raised roof panel alongside the complex gearing and hoist drum detail.

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What's *in the* shops

Streamlined 'Duchess' Princess Alexandra joins Hornby stable

Nigel Burkin samples another Caledonian blue LMS 'streamliner' from Hornby, and the matching coaches to go with it.

HORNBY HAS RELEASED ANOTHER model of one of the 24-strong fleet of streamlined 'Princess Coronation' Pacific locomotives constructed by the LMS with streamlining casings. No. 6224 *Princess Alexandra* (R3715) is one of the first five constructed in 1937 and painted in Caledonian blue with horizontal silver stripes. It features a double chimney, making it different from the previously released No. 6221 *Queen Elizabeth*. A Type A welded tender fitted with extended side is matched with the engine.

Streamlining features included the use of special 'winged' lamps fitted to the buffer casings of the locomotive which are provided by Hornby with the model's detailing pack. Other typical features of the streamliners on the Hornby model include the buffer beam fairings fitted with sprung unpainted metal oval buffers, the tender with extended plating to enhance the streamlining effect with the coaching stock, and painted driving and bogie wheels. An alternative front bogie and rear bogie wheel set are supplied for a scale appearance. As supplied, the model will work comfortably around second-radius set track curves.

Detailing

The model sports a single-piece tooling fitted with the few stand-alone parts that are visible on a streamlined locomotive. They include metal hand rails and hand rail knobs in unpainted bright metal. A whistle and safety valves are located on top of the model, while the front has a door dart and lamp bracket. The double chimney opens into the cavity of the body, an area which some modellers may wish to improve to avoid seeing through to the track. As is common with newly tooled and updated models, detailing of the cab includes separately fitted fallplate, backhead dials and controls together with flush glazing alongside thin-looking cab doors.

The cab end of the tender is also nicely detailed, including detail moulded in the bottom of the coal chute which includes the coal pusher mechanism. The coal load fitted to the tender can be removed by inserting a fingernail between the rear panel and the moulding itself. This reveals the coal chute detail in what is a good representation of the welded Type A tender specially designed for the class.

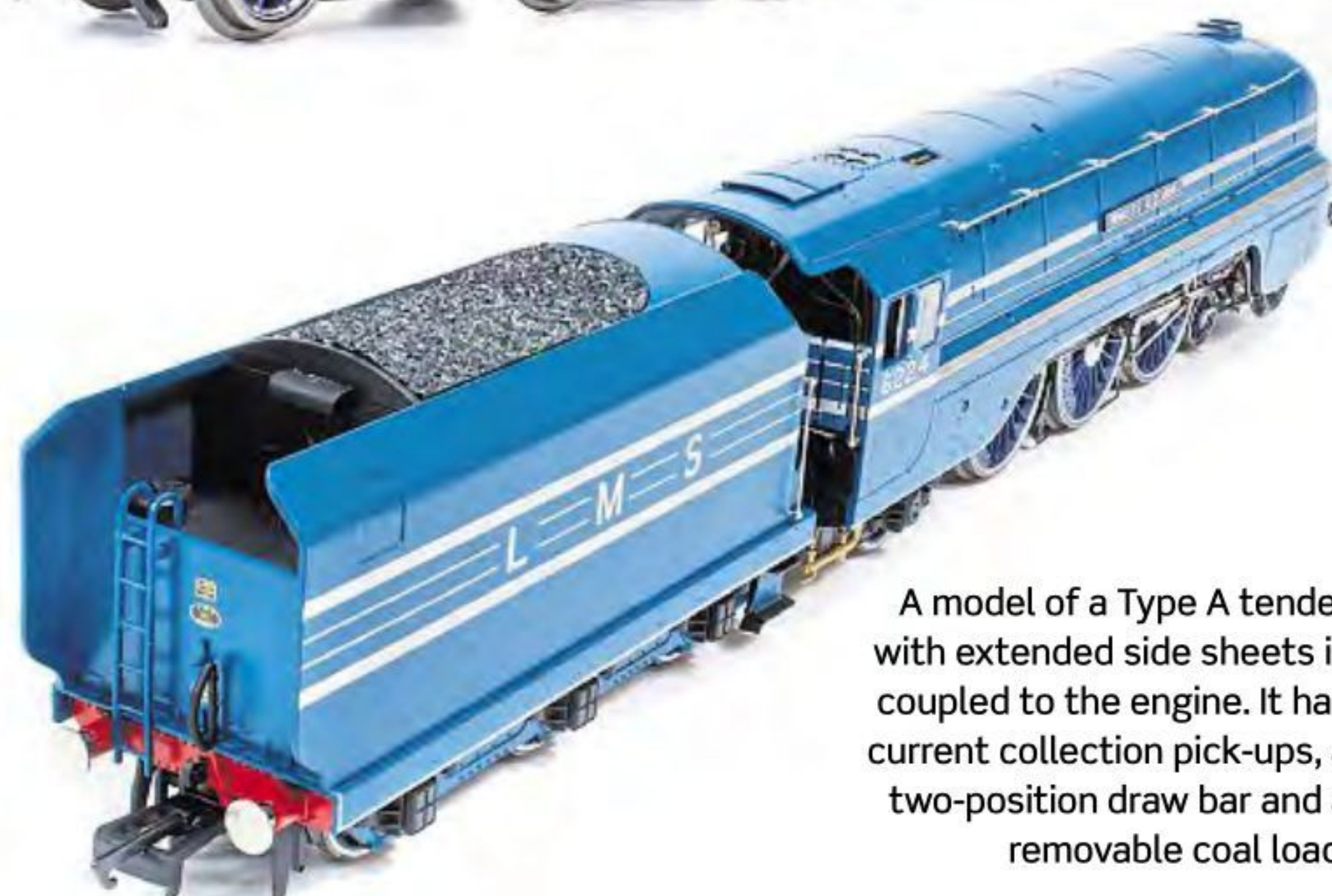
Livery

The level of livery finishing is excellent, with the correct shade of Caledonian blue to the body casing enhanced by sharp and level silver lining. Livery details are neatly applied with sharp edges, particularly over raised detail. A satin finish with a light sheen to the blue paint has been applied to the model with a little shine reserved for the lining, numbers, wheel trim and bosses and the metal fittings, completing a picture of a locomotive in the prime of its life.

Hornby's streamlined 'Duchess' locomotives are both beautifully detailed and exceptionally well-finished. LMS No. 6224 *Princess Alexandra* is an excellent companion for sister locomotive No. 6221 *Queen Elizabeth* (R3623 – currently sold out at Hornby) and the triple pack of LMS blue coaches released



Streamlined Stanier 4-6-2 'Princess Coronation' Pacific No. 6224 *Princess Alexandra* (R3715) is modelled with casings and finished in Caledonian blue livery as introduced to traffic in 1937.



A model of a Type A tender with extended side sheets is coupled to the engine. It has current collection pick-ups, a two-position draw bar and a removable coal load.

at the same time (R4906). Hornby has also released matching locomotives in LMS crimson including No. 6229 *Duchess of Hamilton* (R3677) and LMS No. 6244 *King George VI* (R3639).

Matching coaches

Sold as entry-level models, the Hornby LMS 'Coronation Scot' coaches are offered in a matching livery to the LMS streamliners. They are available as a pack of three comprising Open Firsts Nos. 1070 and 1071 together with Brake Third No. 5812. They are not super-detailed and do not feature flush glazing in common with Hornby's more up-to-date coach models. The bogies have fixed tension lock couplings, and metal three-hole disc wheels are fitted.

At £69.99 for three coaches (R4906), they are priced attractively enough to warrant some additional work including replacement of the buffers, glazing and enhancement of the underframe details. Sold under the entry-level Railroad label, the coaches have already sold out at Hornby.



Neatly painted and finished driving wheels with silver trim add a certain 'something' to the model.



The Brake Third coach supplied in the three-coach pack. Detailing is basic by today's standards, but the coaches are priced accordingly.



A pack of three 'Coronation Scot' coaches (R4906) were released at the same time under Hornby's entry-level 'Railroad' range.

FEATURES OF THE MODEL

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

MODEL DETAILS: Streamlined Stanier 4-6-2 Princess Coronation Class (Duchess) locomotive.

Manufacturer:
Hornby Hobbies Ltd.
www.hornby.com

Era:
1937-1948.

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

Price:
£189.99.

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Model review of the year

Top model choices from 2019

Part 2

Last month **Nigel Burkin** looked at some of the most memorable steam-image models to be released during 2019. This time he moves on to the equally exciting diesel and electric outline models that made last year one to remember.

THE RISE OF SMALL AND EMERGING manufacturers in our hobby challenged the big-company norms in 2019, playing their full part in raising standards of accuracy and technical innovation. Accurascale and Irish Railway Models successfully introduced the concept of runner packs for OO-gauge wagon models with packs of two, three and five models, with individual running numbers and bespoke markings. Cavalex showed what could be done with care and enthusiasm with the release of its Redland hopper wagons, and a second release is imminent.

O gauge continues to grow in popularity, and manufacturer support is keeping pace, with Dapol and Heljan producing some exemplary models at attractive prices – and as we went to press with last month's issue, Dapol released its O-gauge lower quadrant signals which would be included in the cut for 2019 for layout accessories.

Technological developments are also being advanced, with ever more sophisticated electronics being built into models for lighting effects, digital sound and control. The Bachmann OO-gauge Class 90 stands out, with its dedicated decoder for operation of the pantograph and advanced locomotive lighting.

Dapol's N-gauge Class 50 has electronics for advanced lighting effects when fitted with the appropriate NEXT18 decoder. Its Version 2 OO-gauge Class 73 also featured more advanced lighting circuitry for cab and running lights, exploring what can be done with multiple-pole plug and play decoders and circuit board switching.

Rolling stock is increasing steadily in price, with a single OO-gauge coach priced between £35 and £75, and wagons typically costing £30 to £55 each, which could be a factor in pushing some modellers towards 'O' when the cost of the O-gauge Dapol HAA wagon came in at £55, and its new 9ft wheelbase salt wagons were priced at £50, with other models based on the same underframe being attractively priced.

Most of Hornby's diesel and electric model releases for 2019 consisted of reissues of the Class 31, HST and Class 60 locomotives, and it won a lot of friends by producing some interesting versions of the Class 66 in various liveries using the former Lima tooling as a basis for the budget models. Its TTS digital sound package was included in the Class 66 models and many others including a DB Schenker Class 60 at competitive prices and made available as separate decoders too.

A number of brand new models that were originally due for release during the year remain in the pipeline.

25kV OHLE modellers welcomed the new Bachmann Class 90, and Hornby continued to issue its new Class 87, both of which are very fine examples of the manufacturers' tooling room and design skills. In N gauge, Dapol released models that were long in development, including the nicely featured Class 50 and Class 142 'Pacer'.

Graham Farish released the fine-looking six-car 'Western Pullman' as an onward development of a popular model, while the OO-gauge version appeared under the Bachmann label as part of a digital train set.

Bachmann BR Class 90.

The distinctive shape of the Class 90 locomotive, which has a large following among enthusiasts, was faithfully captured by Bachmann, particularly around the critical areas of the cabs and roof recess. Many of the locomotive's features were added as small parts including the working pantograph, etched roof grilles and electrical fittings, and livery application was first class on the Railfreight version of the model that was submitted for review.

The complex internal electronics include a pantograph servo mechanism and a wider range of running light configurations than has been included in Bachmann D&E models in the past. The dedicated Bachmann Class 90 decoder (36-569) 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. Features include:

- Modelled in as-built ex-works condition with crisp livery application.
- Servo-controlled pantograph constructed of metal.
- Original pattern of working retractable buffers.
- NEM coupling pockets and close coupling cams.
- Flush glazing and detailed cab interiors.
- Removable roof section for access to the circuit board.
- Advanced lighting control through switches.



Bachmann raised the bar for its D&E models with the new Class 90 which features more advanced electronics and one of the best representations of Railfreight livery applied to a new model in recent times.



- 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: 495g.

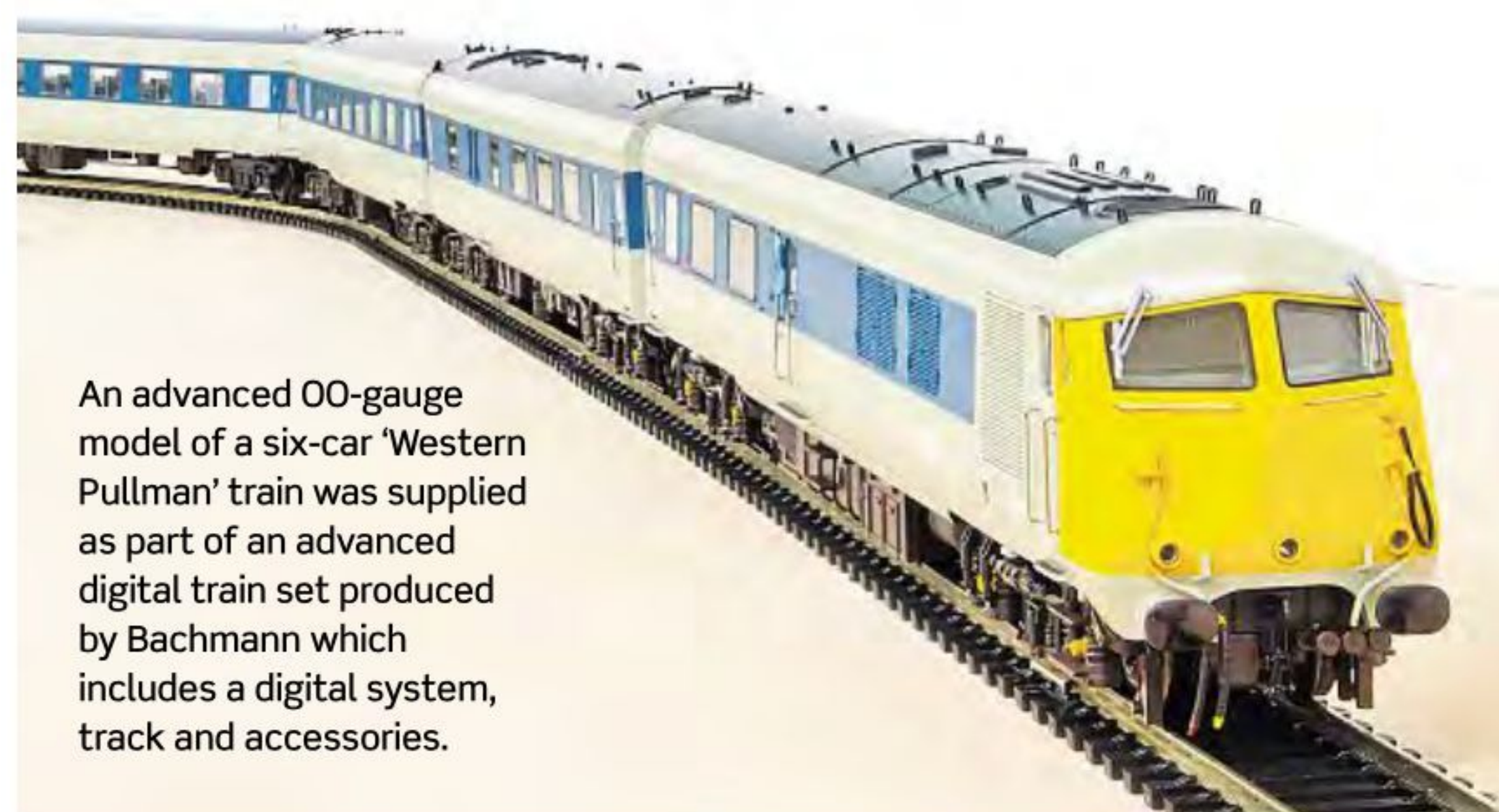
Bachmann 'Western Pullman'.

Six cars modelled in high quality, with interior lighting and built-in digital sound, appeared as part of a train set produced for digital-modelling newcomers looking for a serious starting point. Fitted with digital sound using high-quality Zimo decoders, the model is exceptionally well appointed both technically and in terms of detail. Flush glazing, working interior lighting including table lamps and a remarkable

- level of detailing on the bogies and underframes sets this model apart from most of Bachmann's D&E range in 2019 with features that include:
- Frame-mounted motor and flywheel in each powered car.
- Digital sound fitted to both power cars.
- Certain digital sounds directionally controlled.
- Close coupling cams with through electrical connections
- Both DMBF (DMBS) cars are powered.
- Interior lighting including table lamps.
- Flush glazing and fully detailed interiors.
- Issued as part of a high-quality entry-level digital set.

Dapol Class 50:

A model long in development, the Class 50 emerged during the year including the early Network Southeast version. It features advanced electronics in addition



An advanced OO-gauge model of a six-car 'Western Pullman' train was supplied as part of an advanced digital train set produced by Bachmann which includes a digital system, track and accessories.



Dapol's brand new N-gauge Class 50 also raises the bar for internal electronics, providing a wider range of running light modes together with provision for digital sound through a NEXT18 decoder.

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In O gauge, Dapol is doing some good things on the wagon front, and the HAA merry-go-round hopper wagon is worthy of inclusion. Featuring a well-designed body and cradle in injection-moulded plastic, it is of robust construction and reasonably priced, given its complexity.



It's thumbs-up for newcomer Cavalex Models for its lovely REDA-registered PGA aggregate hopper wagons, whose die-cast underframes are fitted out with a wealth of detail.



Accurascale goes from strength to strength with air-braked wagons including the superb PCA cement tank wagon with its detail-congested underframe which has been well assembled.

to a good level of detail. The mechanism has been developed with better performance than past N-gauge models, resulting in one of the best-running models produced so far in this scale by Dapol. DCC users can take advantage of the NEXT18 interface to fit digital sound which is wired through the interface to solder pads adjacent to the speaker bay for simple installation. A NEXT18 decoder of more than two functions can be used in the model and function-mapped to individually control all of the lighting functions.

Another feature of the model is the comprehensive information booklet with full instructions on how to set up the lighting. The model is seen as a considerable improvement over the old Graham Farish model, and has the following features:

- Detailed injection-moulded plastic body.
- Removable roof panel for access to lighting controls.
- NEXT18 DCC interface.
- Slide switches for lighting controls.
- Better control of lighting effects through the decoder.
- Separate wire hand rails.
- Close coupling cams.
- NEM 355 coupling pockets.
- Built-in digital sound speaker bay.
- All-wheel electrical pick-up.
- Heavy metal chassis with five-pole motor and flywheels.
- Smooth running mechanism at all speeds even before running-in.
- Weight: 105g.
- Length over buffers: 140mm.

ROLLING STOCK

Dapol O-gauge HAA (MGR) coal hopper wagon.

A significant release for D&E modellers in O gauge was the standard HAA merry-go-round hopper wagon by Dapol – a substantial model of robust construction representing a later version with reinforced hopper. It consists of an intricately moulded hopper fitted to an equally fine and delicate-looking injection-moulded plastic cradle.

The assembly fits to a cast metal underframe that provides the open wagon with useful mass, with small cross-head screws being used for the assembly.

The HAA wagon has captured the feel of this iconic air-braked wagon well, and modellers were surprised at its competitive

price when it was released. The Dapol MGR's vital details include:

- Accurately moulded hopper body.
- Fine cradle moulding.
- Sprung metal buffers.
- Use of small screws to secure most components.
- Heavy cast metal underframe.
- 'Instantan' couplings with return springs factory fitted.
- Brake equipment including disc calipers.
- Cosmetic tail-light detail.
- Length: 208mm over the buffers.
- Weight: 400g.

Cavalex Models Redland PGA air-braked aggregate hopper wagon.

The first model to be produced by Cavalex is a small but complex one in the form of the Redland PGA, which offers scope for livery variations and detail changes. The use of die-cast metal to add weight to models with complex shapes is exploited in the PGA, which is also adorned with a variety of small plastic and metal components for inspection platforms, safety rails, ladders and underframe unloading gates. A second release of the model is due, and its success has seen the company develop bogie steel wagons and a TEA tank wagon.

- Die-cast metal underframe for weight.
- Etched walkways and ladders fitted to the ends of the hopper with plastic safety rails.
- NEM coupling pockets fitted neatly between the wheels together with close coupling cams.
- Gloucester suspension units, air-brake equipment and the discharge chute door mechanisms fitted to the underframe.
- Brake shoes are fitted to allow conversion to 'EM' and 'P4' gauges.
- Metal disc wheels on 26mm long pinpoint axles.
- Weight: 50g.
- Length over buffers: 103mm.

Accurascale PCA cement tank wagon.

Two different bulk cement tank wagons were released in O gauge by Accurascale within months of each other. The French-built PCAs represent the fine job made on both wagons in terms of accuracy, detailing and the quality of assembly. Several liveries were offered in packs of three individually numbered

wagons, enabling modellers to build up authentic rakes.

The model was well built, with the complex tank barrel faithfully represented and fitted to a highly detailed underframe with NEM coupling pockets and metal disc wheels. Its features include:

- Excellent representation of a complex barrel profile.
- Selective use of etched metal parts for a fine appearance.
- Sprung metal-headed buffers.
- Chassis designed to accept closer-to-scale wheels.
- Smooth rolling metal solid disc wheels.
- NEM coupling pockets.
- Brake equipment represented with numerous tiny parts.
- Liveries represent the wagon from introduction to present day.
- Weight: 50g.
- Length over buffers: 108mm.

Córas Iompair Éireann 24850-54 series ballast plough van.

From Ireland came several impressive wagon models best represented by the CIÉ ballast plough brake van produced by Irish Railway Models (IRM). The other release was the Tara Mine bogie box wagons with covers, and which were equally well detailed.

The level of detail fitted to the ballast plough models is exquisite, including etched window guards, a wealth of small underframe components, the plough and its mechanism together with working lighting.

The model was sold in packs of two wagons because they were usually positioned at each end of a ballast train. IRM also offers the correct ballast wagons to work with the vans. Did we mention that they are DCC-ready too?

- Single-piece body shell clipped to the underframe.
- Unsprung plastic buffers.
- Eight-pin DCC interface for interior and tail-lights.
- Current collection from all four wheels.
- NEM coupling pockets.
- Separate wire hand rails.
- Etched metal window mesh grilles.
- Fully detailed underframe.
- Thin-section injection-moulded plastic ballast plough.
- Interior detailing including plough mechanism.
- Weight: 38g
- Length over buffers: 95mm.

Hatton's OO-gauge Rail Head Treatment Train

One of the best OO-gauge models for the UK rail network was Hatton's RHTT, consisting of twin Greenbrier-built FEA-F spines similar to the FEA family of intermodal wagons (Hatton's also released a Freightliner FEA around the same time). Two twin wagon sets were produced, one equipped with modules for a water-jetting train and one for rail adhesion enhancement fluids. It is the latter shown in the photographs.

The wagon models were built from die-cast metal for the main spine, fitted out with plastic panels and components, providing good weight to the model. NEM coupling pockets on coupling cams

are included in the model's specification, together with details appropriate to RHTT working.

Three different types of module are supplied with the wagons, themselves complex models with fine hand rails and other small details. The water tank, spraying module and 'Sandite' module are well researched and nicely finished with some excellent printed detail. Features of what are quite complex models include:

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

What will 2020 bring?

An exciting range of models is expected to appear towards the end of 2019 and into 2020 with locomotives, rolling stock and multiple units featuring in the plans of all the manufacturers. Bachmann is expected to release its 2-HAP and 4-BEP EMUs alongside the Class 117 and 121 in OO gauge, and a Class 319 dual voltage EMU and Mk.2f coaches are expected in 'N' gauge under the Graham Farish label.

Hornby has its brand new GWR 'Large Prairie', Ruston 48DS shunter and the 'Princess Royal' Pacific locomotives to release alongside new Mk.3 coaches.

Dapol continues to work on developing suitable wagons for its O-gauge 9ft-wheelbase underframe, and also plans to release the much-anticipated Class 59 in various forms and liveries.

Accurascale is lining up the British Steel iron ore tipplers in various guises alongside the brand new Class 55 Deltic, which will feature some advanced tooling and electronics. Sister company IRM has container flats, containers, fertiliser and Guinness wagons due for release in the next few months. The brand new CIÉ A Class locomotive in original and rebuilt condition is a much-needed model which should break cover in 2020.

Cavalex has its new BBA wagon to release alongside aggregate hopper wagons and a TEA bogie tank wagon. Development work on its OO-gauge Class 91 and Mk.4 stock is also expected to make significant progress in 2020.

Hatton's Model Railways has a number of exciting developments in the pipeline with the highly detailed OO-gauge Class 66 expected at the end of the year. Development of the four- and six-wheel coaches alongside the YOB Plasser crane will continue during the year and EP examples might soon be available for examination.

Heljan has a variety of new models in the pipeline which are likely to break cover later in 2020 including several O-gauge diesel locomotives and the early-condition OO-gauge AL6/Class 86 electric locomotive. Some reissues of the Class 27 and Class 33 are also expected at the turn of the year. Finally, look out for new collaborations between retailers such as Hatton's, Kernow Model Rail Centre and Rails of Sheffield to produce limited-edition models.



Another amazing model from a small but growing manufacturer is the FEA(F) twin wagon used for railhead treatment trains (RHTT). Several versions are available from Hatton's Model Railways including water jetting and 'Sandite' versions.



IRM released several Irish rail (CIÉ) wagon models including the Tara Mines bogie box wagons and bright yellow ballast plough brake vans with internal electronics and etched metal window screens.

The modules loaded on the Hatton's RHTT trains are well modelled with fine detail and accurate markings.

What's *in the* shops

Dapol lower quadrant signals with 'Power Base'

Dapol's latest ready-to-install signals are both beautifully finished and practical too, writes **Nigel Burkin**.



Dapol now offers a 25ft-tall right-hand junction signal in OO scale gauge (4L-001-005) with two working arms. It comes with a new control box with servos and tuning controls.

DAPOL HAS ADDED TWO NEW ready-to-use signals to its growing range, and this will be of particular interest to GWR and BR(WR) modellers in both O and OO scale.

They are based on GWR wooden post signals with lower quadrant arms, either in wood or metal. One of the models is a 25ft-tall right-hand junction signal in 'OO' (4L-001-005) with two working arms and the other a home signal in 'O' (7L-001-001), and they would suit layout themes up to the 1970s, when it is generally accepted that square wooden-post signals had become extremely rare on British Rail.

From around the 1940s, the GWR and subsequently BR replaced wooden post lower-quadrant signals with tubular post types, some of which still exist. Nonetheless, a bit of modeller's licence could see them used on all manner of layouts depicting the railways of the GWR and indeed former BR Western Region locations subsequently brought under the control of the Midland Region as well.

Control box

A new control box makes the new signals different from those that are already part of the Dapol range, and this is common to both the O and OO-scale models. The control box, dubbed 'Power Base', houses one or two servo motors along with the electronics to support their operation. On

the underside are located several controls for fine tuning the action of the signals and reset buttons to return settings to the factory norm should fine-tuning efforts become confused.

The control box also has the sockets for the control switch, supplied with the signals and leads for either a 14V AC or 9 to 12V DC supply. The signal plugs into the hole in the top which has either one or two linkages depending on the signal type, and contacts for the signal lamp supply. It is designed to be fitted out of sight under the baseboard, yet with the controls conveniently located on its underside so they can be reached after the signal has been installed.

Structure

Both signals are assembled in the same manner with injection-moulded parts including the square posts dominating the structure. Four-foot arms are fitted to both signals which would be standard for signals up to 26ft in height. Each model is topped with correctly shaped finials and equipped with etched metal ladder and safety loop details.

The actuation rods run down the posts and through the rectangular base at the bottom of the signal which would be positioned on top of the layout's baseboard. They are fitted with a link loop at the end which engages with the servo linkages in the power base box. They are unpainted and also looped through the signal arms where the unpainted metal shows – easily touched up with a spot of paint but applied

carefully not to seize up the signal action. Wiring for the oil lamps is very neatly concealed in the structure of both signals, particularly the bracket of the OO-scale junction signal. The lamps are of the correct pattern and neatly fitted behind the signal arms.

At the base of the signals is a cylindrical screw thread mount fitted with a large nut for securing the model to the layout. When the model is fitted to the power base, there is about 27-28mm between the base of the signal and the power base box to fit through the layout baseboard.

Lighting

When Dapol first tackled the subject of scale signals, it was the first to do so convincingly, with powered signal arms and illuminated oil lamps. The first models were fitted with bright cold white LEDs which did the job of illuminating the spectacle plates well, but were perhaps a little too stark.

The lesson has been learned, and this new batch of 'Power Base' signals has softer warm white LEDs which are not as bright, providing an excellent level of illumination which is effective under normal layout lighting conditions. Illuminating the oil lamp in the same manner as full-sized signals makes the change in aspect as realistic as it possibly could be when the signal arm is lowered or raised.

Signal aspects also add a further touch of authenticity to layouts where modellers like to take their signalling and associated operations seriously.



Detailing of the OO-scale junction signal includes etched ladders and safety rails.

Installation and tuning

Installing Dapol's signals is a simple job to do. Once the modeller has established that there is enough room under the baseboard for the 'Power Base' control box, it is a matter of working out the position of the signal on the baseboard with all due regard for clearances – check with your longest coach or locomotive if placing the signal close to or on a curve (the full-sized railways avoided locating signals on curves whenever possible for sighting purposes). For reference, the power base is 58mm by 54mm and 41mm in size and the available screw thread is about 28mm allowing for the typical thickness of baseboard top and track bed too.

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A 15mm-diameter hole is drilled through the baseboard and the signal inserted into the hole. The nut is fitted and gently finger-tightened from the underside. Adjustments to the orientation of the signal are made before pushing the power base on to the base of the signal, and it engages with a loud click. The control switches are plugged into the side of the box and power applied, with red being the positive terminal when DC current is used. The control switch wiring is simple to extend to reach a control panel. Removal for maintenance is the reverse procedure, with the power base being easy to unclip from the signal mount. Nothing should be forced or over-tightened when installing.

The underside of the power base has controls for fine-tuning the position of the signal arms. A recessed button

is pressed to activate the controls while the signal is powered. When the signal lamp flashes, the adjuster is turned with a flat blade jewellers' screwdriver until the maximum position is reached. The turn direction is reversed until the required stop or 'danger' position is reached. The setting is locked by pressing the activation button again until the lamp ceases to flash. Several attempts at adjustment may be required to achieve the desired arm position. Should the signal behave erratically, use the reset buttons to return to the factory settings before trying again.

Paint and finish

Robust construction is a feature of both signal models, and neat assembly combined with excellent painting of the many components gives them a fine appearance. White paint is applied to

the signal posts with black at the base and any fittings such as platforms and ladders are correct for signals of this type. The arms are also correctly coloured with spectacle plates with the right level of translucency and colour.

Given their delicate appearance, the parts are all straight and assembly is square, with parts correctly fitted and nothing bent, forced or distorted. Action of the signals during testing was found to be smooth and effective, with the signal wires running smoothly in their loops and stays. The power base control box is an effective addition to the signal design, making control and adjustment easier.

They will be welcomed by modellers with little time or inclination for assembling signal kits. They are open to customisation and further detailing too!



Warm white LEDs are used to light the oil lamps behind the signal spectacle plates. The wires are very well concealed, particularly under the platform.

FEATURES OF THE MODEL:

- Warm white LEDs fitted to the signal lamps.
- 'Power Base' control box with fine adjustment controls.
- OO-scale junction signal has two working arms.
- Switches and wiring included.
- Smooth operation with 'bounce' built in.
- Ladders and guards fitted.
- Servo operation with fine adjustment controls.
- Powered by either 14v AC or 9 to 12v DC.
- Correctly coloured signal spectacle plates.



The signals are worked with a new servo control unit, the 'Power Base'. The signal plugs into the base, making both mechanical and electrical connections to operate the arms and illuminate the oil lamps.



Pre-wired double pole, double throw switches are supplied with the signals and plug into the 'Power Base'.



Fine-tuning controls are situated on the underside of the 'Power Base' box, making adjustment easy when signals are installed on the layout, with the box located under the baseboard. The various controls are clearly labelled and the enclosed instructions explain how to fine-tune the signals and reset the controls to factory default settings.

MODEL DETAILS:

GWR lower quadrant signals with wooden posts.

Manufacturer:
Dapol Ltd.

Era:
1920s to late 1970s.

Web:
www.dapol.co.uk

Suggested retail prices:
OO scale junction signal, £64.99.
O-scale gauge home signal, £55.95.

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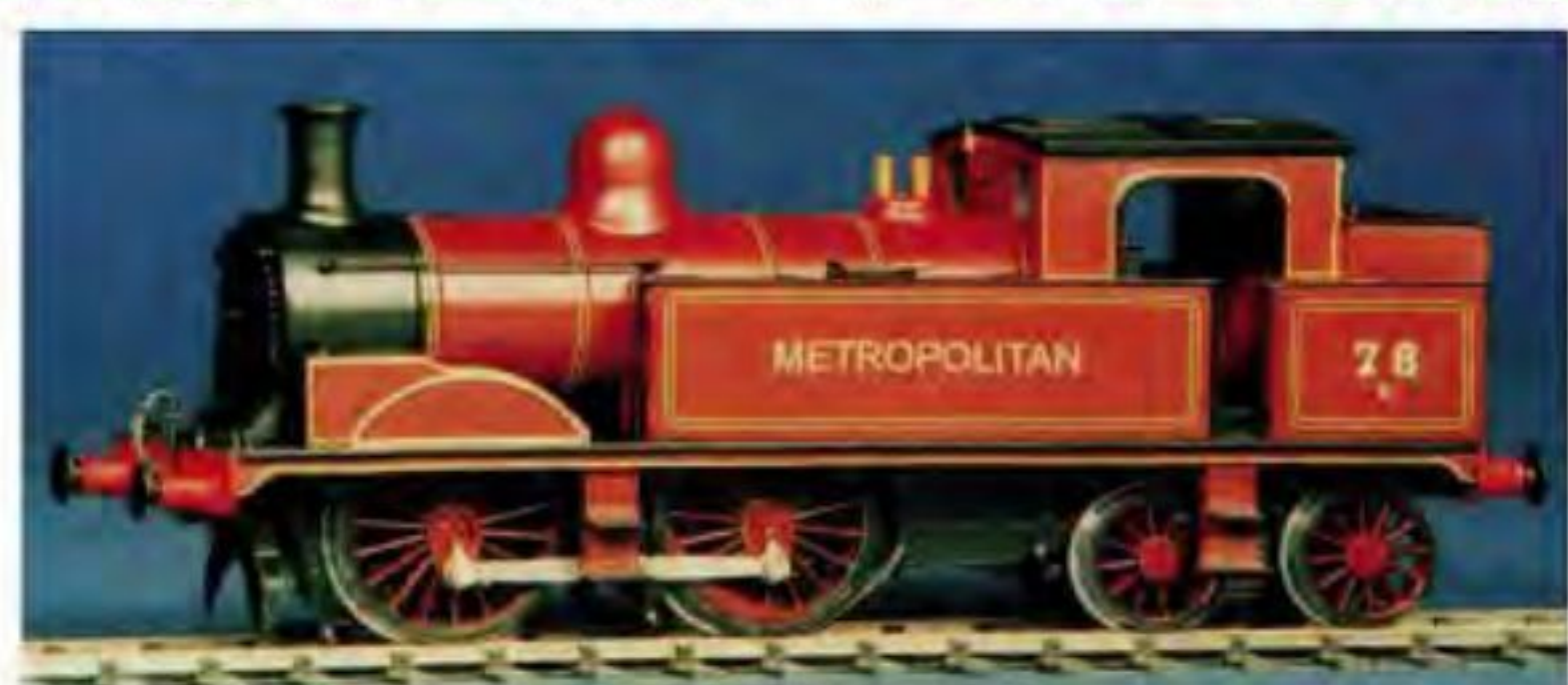
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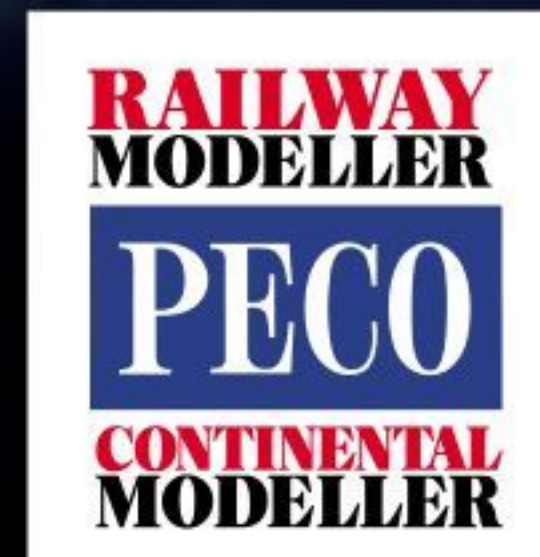
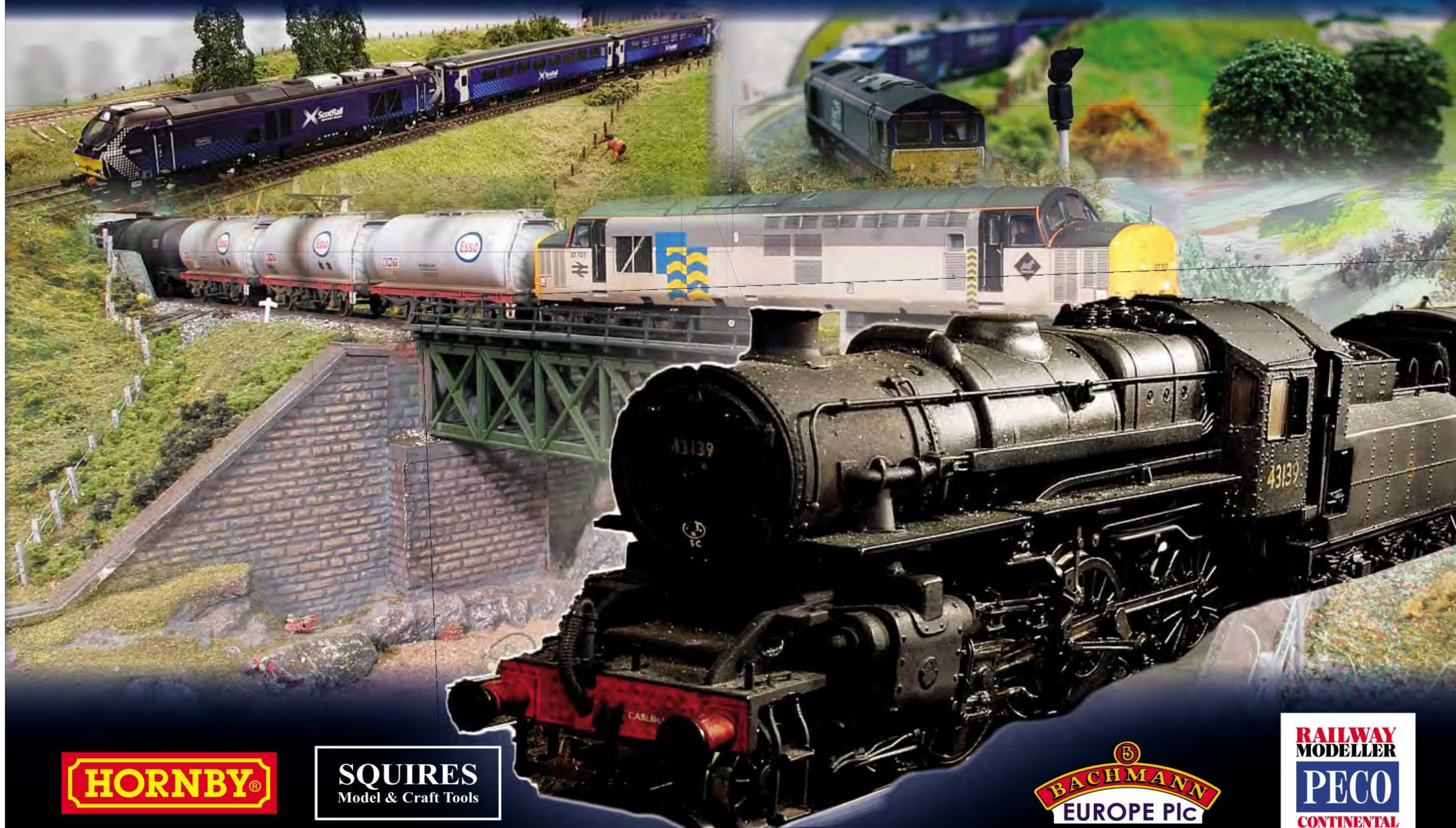
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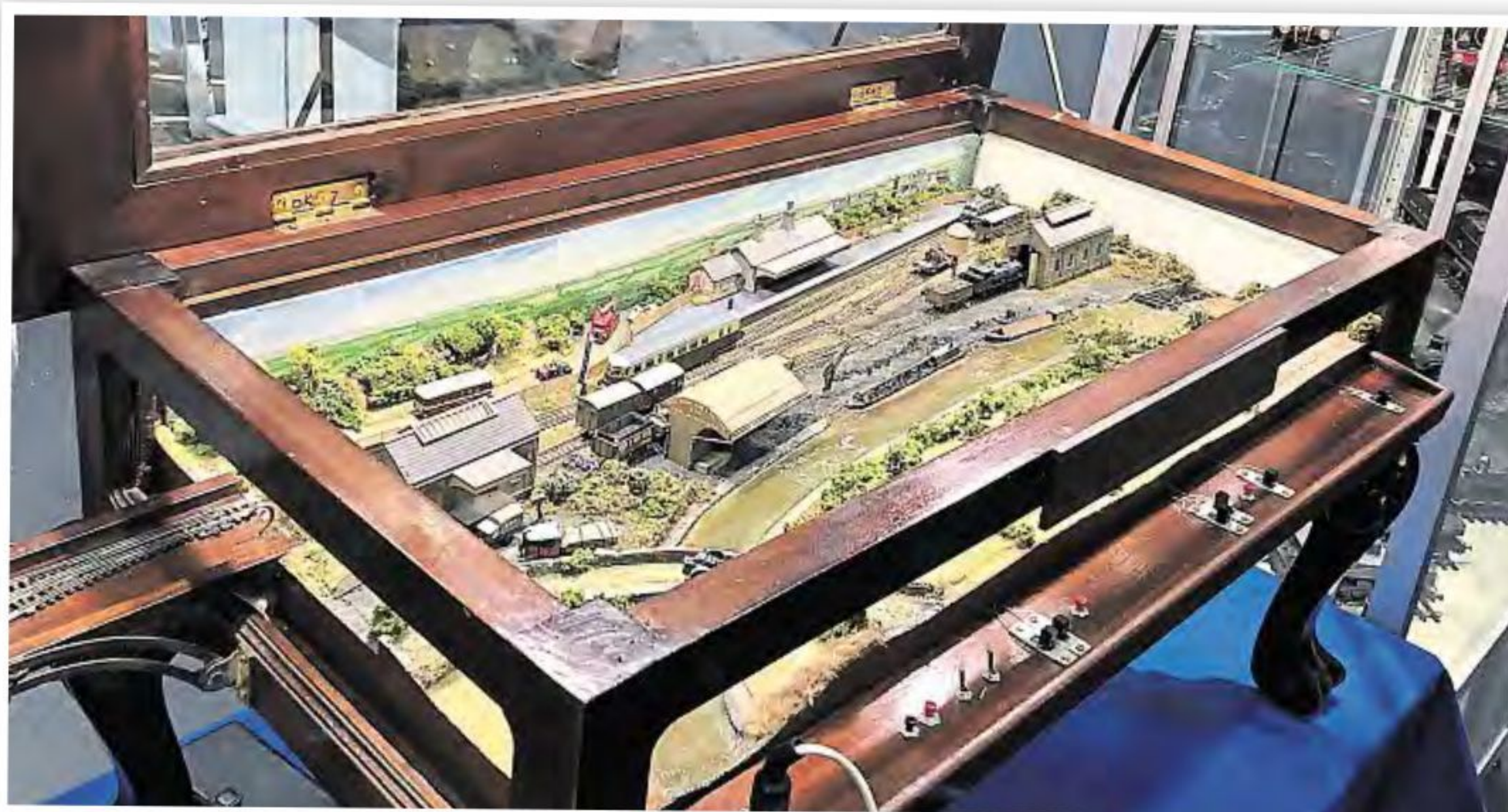
Class 66s in all their glowing colours

Hornby revealed a variety of colourful liveries for its forthcoming OO-scale Class 66 locomotives at the Warley National Model Railway Exhibition at the NEC on November 23-24. More details about the models, which are expected to retail at around £74.99, were due to be announced in early January.

On display at the Warley show – five variations of Hornby's Class 66.



Smart layout in a coffee table



This smart 'layout in a coffee table' was among the many gems just waiting to be examined at the NEC.
PHOTO: CHRIS MILNER.

Remember the 'pink ladies'?



If ever proof were needed of the brilliant modelling skills of the fairer sex, the 'Loco Ladies' who took part in the second season of Channel 5 TV's Great Model Railway Challenge were besieged by showgoers when they displayed their impressive layout, 'Bucolic Britain'. PHOTO: CHRIS MILNER.

'009' observation saloon from AGR

AGR Model Railways of High Street Mews, 9 High Street, Leighton Buzzard LU7 1EA, has announced a new and exclusive '009' private observation saloon coach (GR 452AGR).

With low running boards, the dark blue and very nicely detailed coach, in a limited edition of 100, has a recommended retail price of £44.95. For more details call 01525 854788.



Lots of interior and exterior detail will make AGR's latest limited-edition release a 'must' for many enthusiastic '009' modellers.

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Diary updated as bookings are confirmed

JAN 11/12 - BOGNOR REGIS Model Railway Exhibition, Felpham Community College Felpham Way, Felpham, Bognor Regis, West Sussex **PO22 8EL** Sat 10 - 5, Sun 10 - 4.30 ****Free Parking****

JAN 12 - GUILDFORD - Astolat Model Railway Exhibition, The Surrey Sports Park, University of Surrey, Richard Meyjes Road, Guildford, Surrey, **GU2 7AD**. Sunday 10-5. **WWW.ASTOLATMRC.CO.UK**

JAN 18/19 - CALNE Model Railway Show, The Beversbrook Sports Facility, Beversbrook Road, Calne, Wiltshire, **SN11 9FL**. Sat 10 - 5, Sun 10 - 4.30. ****NOTE CHANGE OF VENUE****

JAN 19 - BOLTON - IPMS SCALE MODEL SHOW, The Premier Suite, University of Bolton Stadium, De Havilland Way, Bolton **BL6 6SF**. Sunday 10 - 4pm.

JAN 25/26 - KENDAL Model Railway Exhibition, Kendal Leisure Centre, Burton Road, Kendal, Cumbria, **LA9 7HX**. Sat 10 - 5. Sun 10-4.30

JAN 26 - BRISTOL O Gauge Group Model Railway Exhibition, The University of the West of England, UWE Exhibition and Conference Centre, Filton Road, Bristol, **BS34 8QZ**. Sun 10 - 4.

(Follow signs for North Entrance) ****FREE on-site Parking****

FEB 1/2 - ALTON - FebEx 2019 Alton Model Railway Group Exhibition Eggars School, Anstey Road, Alton, Hants, GU34 4EQ. Saturday 10.30 - 5. Sunday 10.30 - 4.00.

FEB 15 - TONBRIDGE Model Railway Exhibition, Angel Centre, Tonbridge, Kent, **TN9 1SF** 10-5 **www.tonbridgemrc.com**, Less than 5 minutes walk from Tonbridge Railway Station.

FEB 16 - SHUTTLEWORTH MODEL EXHIBITION, The Shuttleworth Collection, Old Warden Aerodrome, Nr. Biggleswade, Beds, **SG18 9EP**. Sun 10-4. **www.shuttleworth.org**

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FEB 29/MAR 1 - PRESTON Preston & District Model Railway Exhibition, Sports Hall, Preston College, St Vincent's Road, Fullwood, Preston, Lancashire, **PR2 8UR**. Sat 10 - 5pm, Sun 10 - 4.30

MAR 7 - KETTERING Gauge 'O' Guild Spring Show and Exhibition, Kettering Leisure Village, Thurston Drive, Kettering, **NN15 6PB**. Saturday 10 - 4. *****Plenty of FREE parking*****

MAR 14/15 - BASINGSTOKE Basingstoke & North Hants Model Railway Exhibition, Aldworth Science College, Basingstoke, **RG22 6HQ**. Sat 10 - 5 Sun - 10 - 4.

MAR 14/15 - PERTH GREEN MODEL RAILWAY EXHIBITION, Primrose Community Association, Lambton Terrace, Jarrold, **NE32 5QY**. Saturday 10-5, Sunday 10-4.30. ****Note Change of Venue****

MAR 21 - EGHAM Egham & Staines MRS Exhibition, Strode's College Sports Hall, Egham High Street, Egham, Surrey, **TW20 9DR**. Sat 10.30 - 5.

APRIL 4 - NORWICH Model Railway Exhibition, Hellesdon High School, Middletons Lane, Norwich, **NR6 5SB**. Saturday 10 - 4.30. ****FREE Parking on Site****

APRIL 11/12/13 - YORK MODEL RAILWAY SHOW, THE KNAVESMIRE STAND

Racecourse Road, York. **YO23 1EX**. Sat & Sun 10 - 5, Mon 10 - 4.30.

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APRIL 18/19 - BANGOR North Down Model Railway Exhibition, Bangor Grammar School, Gransha Road, Bangor, Co. Down, **BT19 7QU**. Sat 10 - 5, Sun 12 - 5. **www.ndmrs.co.uk**

APRIL 18/19 - CORSHAM Trainwest 2019 Model Railway Exhibition, Springfield Community Campus, Beechfield Road, Corsham, Wilts **SN13 9DN** Sat/Sun 10 - 5 ****Plenty of FREE Parking****

APRIL 18/19 - HORSHAM Crawley MRS Model Railway Exhibition, Tanbridge House School, Farthings Hill, Guildford Road, Horsham, **RH12 1SR**. Sat 10-5 Sun 10-4. ****FREE PARKING ****

APRIL 25 - LEIGH O SCALE NORTHWEST, O Gauge Model Railway Exhibition Leigh Sports Village, Sale Way, Leigh, Lancashire **WN7 4JY**. Sat 10 - 4.00. ****FREE PARKING****

APRIL 25/26 - SUTTON COLDFIELD Model Railway Exhibition, Bishop Walsh School, Wylde Green Road, Sutton Coldfield, **B76 1QT**. ****Plenty of FREE Parking**** Sat 10-5, Sun 10-4.30

MAY 1/2/3 - BRISTOL THE 52ND BRISTOL MODEL RAILWAY EXHIBITION

The Thornbury Leisure Centre, Alveston Hill, Thornbury, Near Bristol, **BS35 3JB**.

Fri 1pm-7pm, Sat 10-6.30pm, Sun 10-5pm.

MAY 9 - READING The Association of Larger Scale Railway Modelers Trade Show and Exhibition, Rivermead Leisure Centre, Reading. **RG1 8EQ**. Sat 10 - 4.30. ***FREE entry to ALSRM Members***

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Rod Stewart meets with Market Deeping MRC chairman Peter Davies on BBC TV's The One Show.

Hugs on TV – and vandal-hit ‘Woodcroft’ layout rises again at the Warley Exhibition

CELEBRITY PERFORMER ROD Stewart, who donated £10,000 to the Market Deeping Model Railway Club after hearing about the mindless attack by a gang of youths at the club's newly set-up Stamford Model Railway Show last May, met club chairman Peter Davies at last on TV's The One Show on Monday, November 25, just a day after the repaired EM layout ‘Woodcroft’ became a show-stealer at the Warley National Model Railway Exhibition.

After they hugged on TV, the celebrated performer, who recently unveiled his own model railway layout based on New York and Chicago

around 1945, was given a club T-shirt and made an honorary member.

The generosity from so many people, who readily dipped into their pockets to help club members after £30,000 of damage was wreaked, resulted in an outstanding £197,000 being raised, and 25 club members spent countless man-hours in restoring ‘Woodcroft’, which was originally built by former club chairman David Smith, back to its former glory.

The massive NEC exhibition gave thousands of visitors the chance to see the layout in operation and chat to Market Deeping club members during an amazingly busy weekend.



Left: When RMM editor Pete Kelly visited a Market Deeping club night on Tuesday, May 28, 2019, Colin Brown (left) had already repaired a ‘Woodcroft’ control panel and was pictured handing it over to fellow club member Mick Quinn. Right: This small section of the badly damaged ‘Woodcroft’ was pictured on the same evening.



Painted jewels revealed by Bachmann

Painted samples of Bachmann's forthcoming OO-gauge Midland Railway 0-4-4 T, GWR/BR 94XX 0-6-0 pannier tank and Graham Farish N-gauge Stanier 8F 2-8-0 were displayed at Warley – and what a treat modellers have in store!

The exquisite 1F was seen in Midland Railway crimson lake as No. 1273, in LMS unlined black as No. 1303 and in British Railways lined black as No. 58072, perhaps the prettiest of them all.

The 94XX 0-6-0 PT's were seen in Great Western unlined green livery as No. 9402 (most of the locomotives were built under British Railways), in BR unlined black with red-backed cab number plates and early crest as

No. 9487, and in late crest unlined black livery as No. 9479.

It's amazing just how much detail is packed into the completely retooled Graham Farish-branded N-gauge 8F, which is possibly the best-detailed locomotive in this diminutive scale yet. It appeared (in unlined black, of course) as early-crest No. 48608 and as late-crest 48773 with diagonal cab stripes and balanced-wheels cabside star.

For diesel fans, the new and ever-popular Class 31 appeared in big-logo grey Railfreight, light and dark grey Sector and all-yellow liveries as Nos. 31154, 31319 and 31602 consecutively, and a lovely-looking grey engineering prototype of a Class 45 was also on show.



Bachmann's Midland Railway 1P 0-4-4T more than lived up to expectations when RMM examined the grey engineering prototype in September – but in MR crimson lake as No. 1273, with brass and copper bits duly highlighted, it's a real gem.



Plainest of the Midland 1P 0-4-4T liveries is that of the LMS, in which guise the model is seen as No. 1303.



Can you believe that this magnificent Stanier 8F 2-8-0 is just in N scale?



Diesel fans will be delighted in the forthcoming Class 31s in these three distinctive liveries...



...and the plain grey engineering prototype of this magnificent Class 45 will be something else to look forward



Dignity is duly restored in the full BR lined black livery (which suited the mighty ‘Princess Royal’ Pacific equally well) in which the 1P appears as early-crest No. 58072.



An early number had to be chosen for a Great Western-liveried 94XX pannier tank, and the fine-looking model is seen as plain green-liveried No. 9402.



The same model is seen in late-crest plain black as No. 9479.

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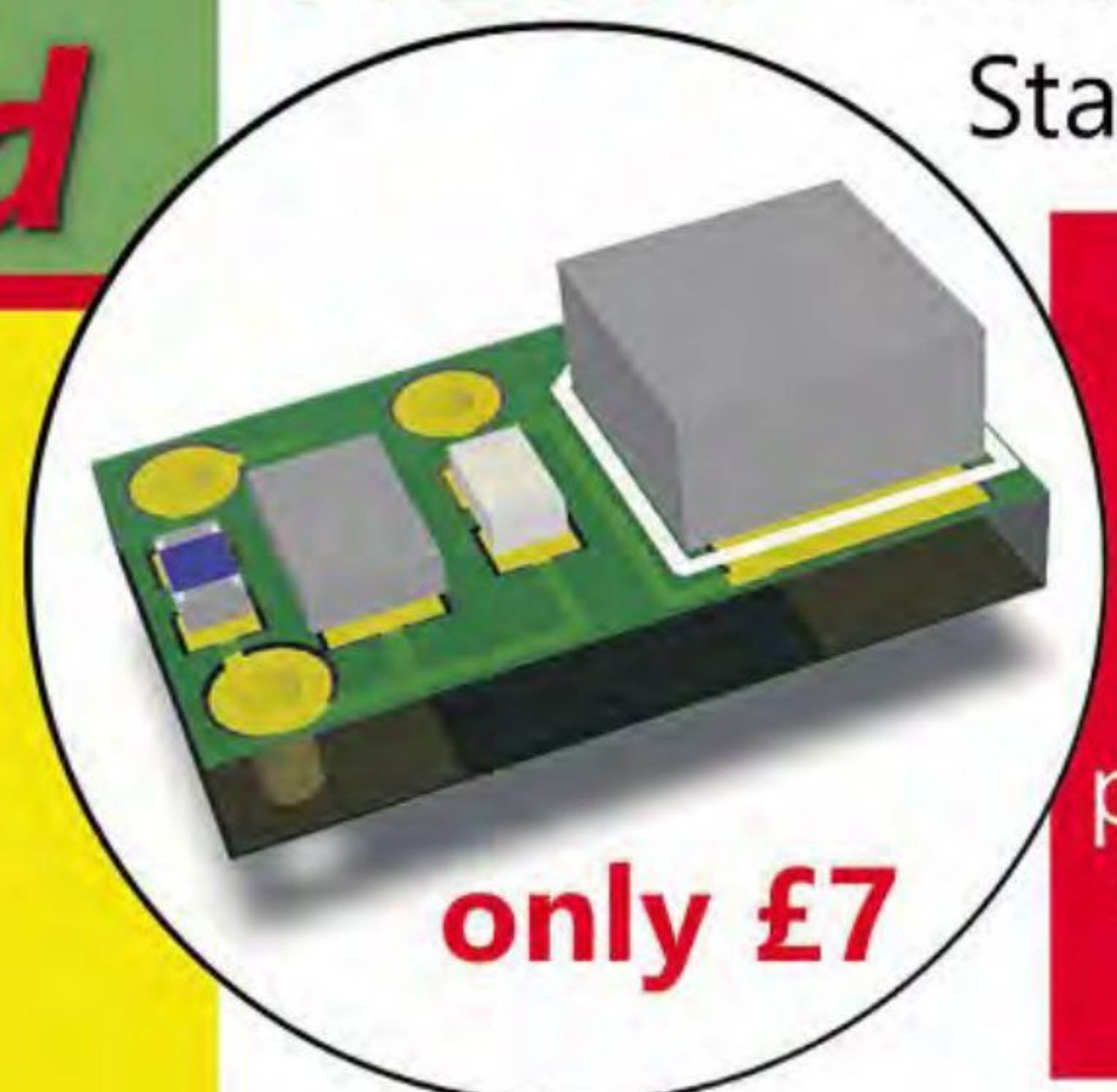
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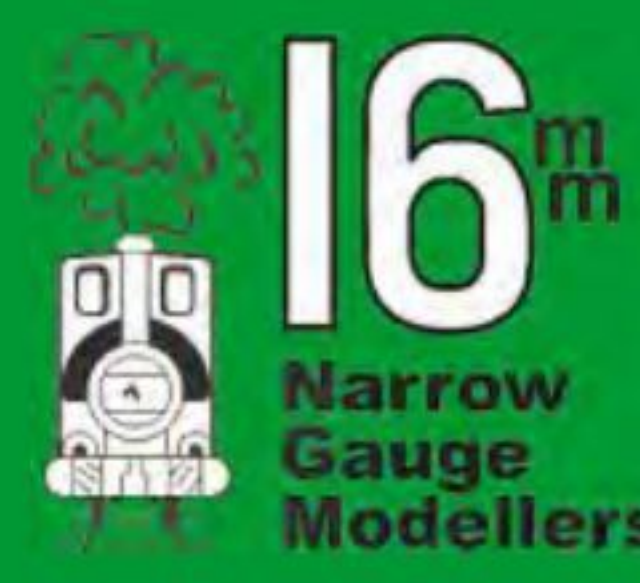


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FRI	3				3	1	5
SAT	4	1			4	NATIONAL GARDEN RAIL SHOW	6
SUN	5	2	1		5	3	7
MON	6	3	2		6	4	8
TUE	7	4	3		7	5	9
WED	8	5	4		8	6	10
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What's *in the* shops

Huntley & Palmers Biscuits Peckett set

Nigel Burkin opens up a special limited-edition OO-gauge train set by Hornby – and finds the contents mouth-watering!

AN ATTRACTIVE LIMITED EDITION BOX SET celebrating the Huntley & Palmers Ltd. biscuit business in Reading and its extensive internal rail network has been released by Hornby. The set includes a W4 0-4-OST locomotive as No. 831/1900 and three private owner six-plank wagons dressed in Huntley & Palmers Ltd. colours.

The Peckett W4 was one of two operated by the company, and a two-road engine shed was built at its large Reading works, where 5000 people were employed at the turn of the 20th century. The arrival of the railway in the town allowed the company to pursue ambitious expansion plans during the latter half of the 19th century, and the advent of reliable and cost-effective freight transport allowed the company to seek new markets for its biscuits, particularly in London and the south of England.

The locomotives were used internally to move wagons around the factory grounds and to serve the exchange sidings with the main line. The open wagons would have been used to deliver coal to the site's boiler plant and other areas of the factory.

In late 1916 Hornby Hobbies released three versions of the Peckett W4 0-4-OST locomotive which promptly sold out, making it one of the company's most successful models of recent times. It has been followed by the B2 0-6-OST design and further releases of the W4 model too, all of which have proved to be popular with modellers.

Both Pecketts are beautifully made, with very fine levels of detail and slim-looking motion and wheels. Modellers can continue to enjoy collecting Hornby's Peckett locomotives with five further models of the W4 0-4-OST from different eras that are set for release over the next six months.

Body shell and detailing

Die-casting has been used extensively in many areas of the model to create the weight to allow the model to haul a reasonable number of wagons, the largest die-cast metal component being the saddle tank sitting over the boiler. Other areas of the body are moulded in plastic with some very thin sections such as the cab ends and sides.

Detailing is of the highest standard for such a small locomotive model, and this can be seen both as mouldings on the plastic and metal castings and as small added parts including the chimney, dome, whistle and safety valves.

A peek under the saddle tank shows the pipe work runs and sand box detail, while the cab interior detail includes the boiler back head with pipework and small fittings such as gauges and driving controls. While the individual dials and controls are the first things to catch the eye, Hornby has included the cab-side coal bunker and the brake stand too – and note also the small pipe leading to the ceiling of the cab to supply the whistle with steam. Comparison with previously released models shows that Hornby has incorporated locomotive-specific details to No. 831.

Chassis and performance

Restricted space in industrial locations led to sharp curves and turnouts with sharp diverging angles, and this is the main reason why industrial steam locomotives were fitted with short-wheel base chassis. They

This 'Trains for the Collector' boxed set with a Peckett W4 0-6-OST locomotive and three open wagons is now available from Hornby stockists. The box is neatly made with an insert detailing the Huntley & Palmers Ltd. biscuit company of Reading.

had to work over track that curved sharply into and between buildings, and was usually uneven and in poor condition, and the biscuit works in Reading would have been no exception.

The Hornby Peckett W4 has a 22mm wheel base equating to the full-sized locomotives' 5ft 6in. The model can work its way around some incredibly tight track, albeit slowly, and with reliable current collection based on testing with the model on an industrial-themed layout.

As there are only four wheels on the W4 to collect the current, this makes cleanliness of both track and wheels an important factor. Countering this lack of wheels, though, is an excellent level of weight in a model 84mm long over buffers, achieved through the use of die-cast body assemblies. The model tips the scales at 130g, allowing it to deliver some good tractive effort, so the three free-rolling six-plank wagons supplied in the box set will present few problems.

With there being no lighting, electronics are quite simple. A phosphor bronze pick-up works on the rear of each wheel, and wiring includes a non-standard four-pin DCC socket to accept Hornby's specially adapted X9659 (R7274) decoder that fits at the front of the chassis.

The use of a small motor mounted forward on the chassis leaves the cab area free for the exquisite detailing of the back head. The motor has excellent torque, and tough plastic gearing drives one axle with the smooth motion transmitting it to the second axle.



The wagons are well detailed and fitted with metal split-spoke wheels.

FEATURES OF THE MODEL:

- Authentic livery applied to the locomotive and wagons.
- Neatly finished presentation box and paperwork.
- Beautifully lined and finished Peckett W4 locomotive.
- DCC ready using small four-pin decoder.
- Era-specific detailing applied to the locomotive.
- Diecast metal used to add weight to the model.
- Beautifully detailed and painted cab interior.
- Finely finished and moulded six-plank wagons.
- Limited edition in the Hornby 'Trains for the Collector' range.
- Weight of locomotive: 130g.
- Length over buffers: 84mm.



Livery application on the six-plank wagons is as sharp as the locomotive, with lettering crossing the planed detail with little trace of gapping.

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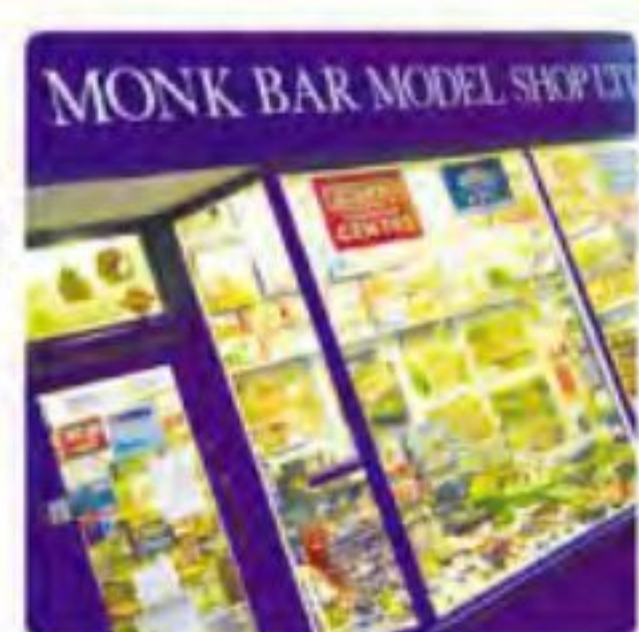
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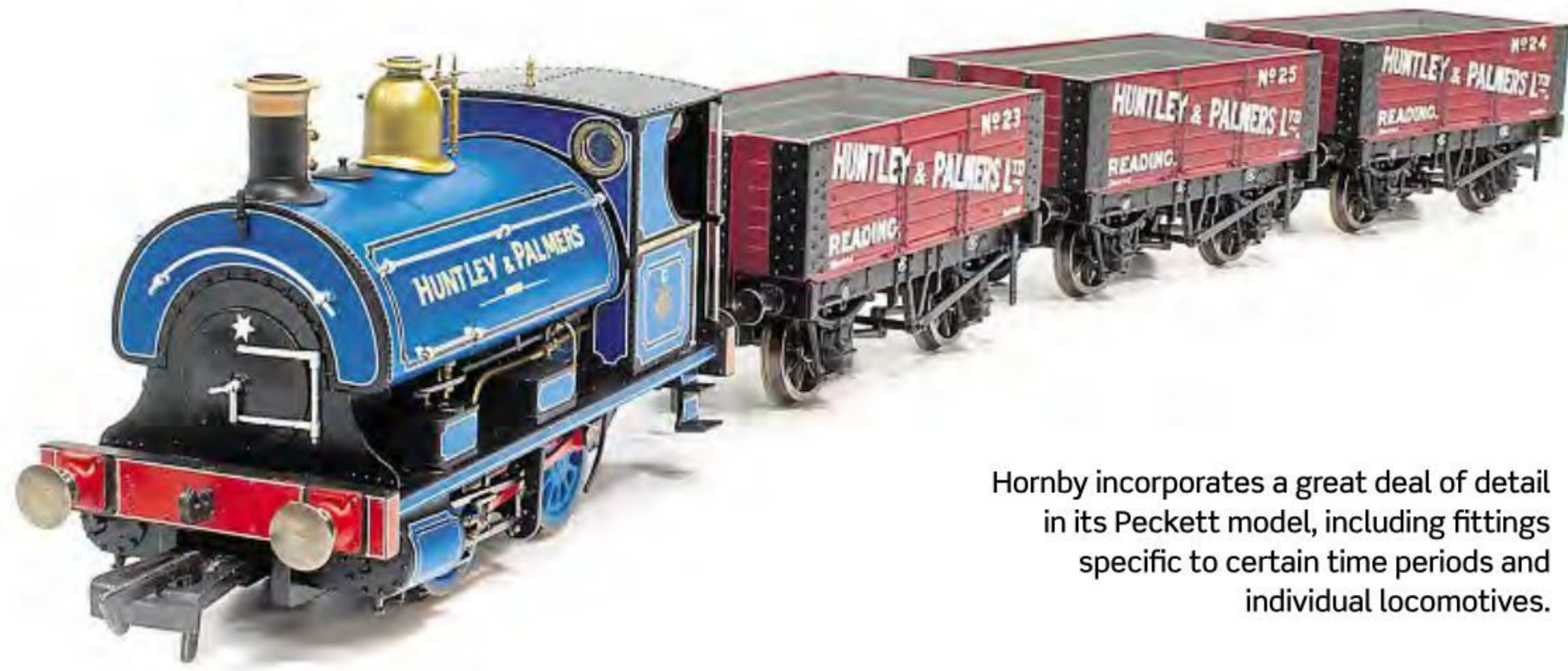
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Hornby incorporates a great deal of detail in its Peckett model, including fittings specific to certain time periods and individual locomotives.

Livery and finishing

Hornby excels with its livery application when it comes to its Peckett locomotives. All of the models produced so far have seen some beautifully applied and well-researched industrial liveries, and the mid-blue Huntley & Palmers Ltd. scheme is no exception. Lining is complex, yet well applied with lining at correct right angles on the cab sides, level along the saddle tank and perfectly matching the curve of the cab side openings.

The cab interior has the greatest number of individually painted details including brass to the back plate details, brass-coloured pipes and light grey inner walls to the front of the cab together with the ceiling. Wheels match the body colour, with red neatly applied to coupling rods, connecting rod and some fine lining to the cylinders, running plate and footsteps. The overall finish, with printed builder's plates and appropriately metallic-finished components, is exquisite.

While three open wagons will present few problems for the locomotive, it is ballasted up to around 130g through the use of diecast metal body pieces including the saddle tank.



Wagons

Three six-plank wagons are supplied in the box set, all being of the same type and featuring a wooden underframe with W-irons and split-spoke wheels. The brake shoes line up with the wheels and metal buffer heads are fitted to the headstocks which have the correct spindle buffer shanks for the era. Solebar detail is also correct for the period alongside the axle box and spring detail. NEM coupling pockets fitted with Hornby's standard tension lock coupling are fitted to the underframe.

Bodies are moulded with fine planking and strapping detail with small rivets in the corner bracing. The wagons are planked on the inside too, although do not have the drop side door lines. Numbered 23, 24 and 25, the wagons are very neatly detailed and well finished with sharp lettering over the strapping detail which is picked out in black over the maroon planking.

Box set

It's a well-conceived limited edition box set priced at £142.99. It is very well presented with a maroon box with foam inserts and an inset in the lid describing the history of the Huntley & Palmers Ltd. biscuit company and its growth with the railways. All of the models are well finished and authentically liveried, making the box set particularly desirable. Instructions and a certificate of authenticity are included in the box, and the set will make someone the perfect gift.

MODEL DETAILS:
Huntley & Palmers Ltd.
Peckett W4 0-4-0ST locomotive
and three wagons.

Manufacturer:
Hornby Hobbies Ltd.

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

Era:
Built 1900.

Suggested retail price:
£142.99.

Web:
www.hornby.com



Modern die-casting technology allows some very fine detail to be incorporated, including the joins and riveting of the saddle tank.

The Huntley & Palmers No. 831 carried a complex livery with a great deal of lining which is beautifully applied on the model.



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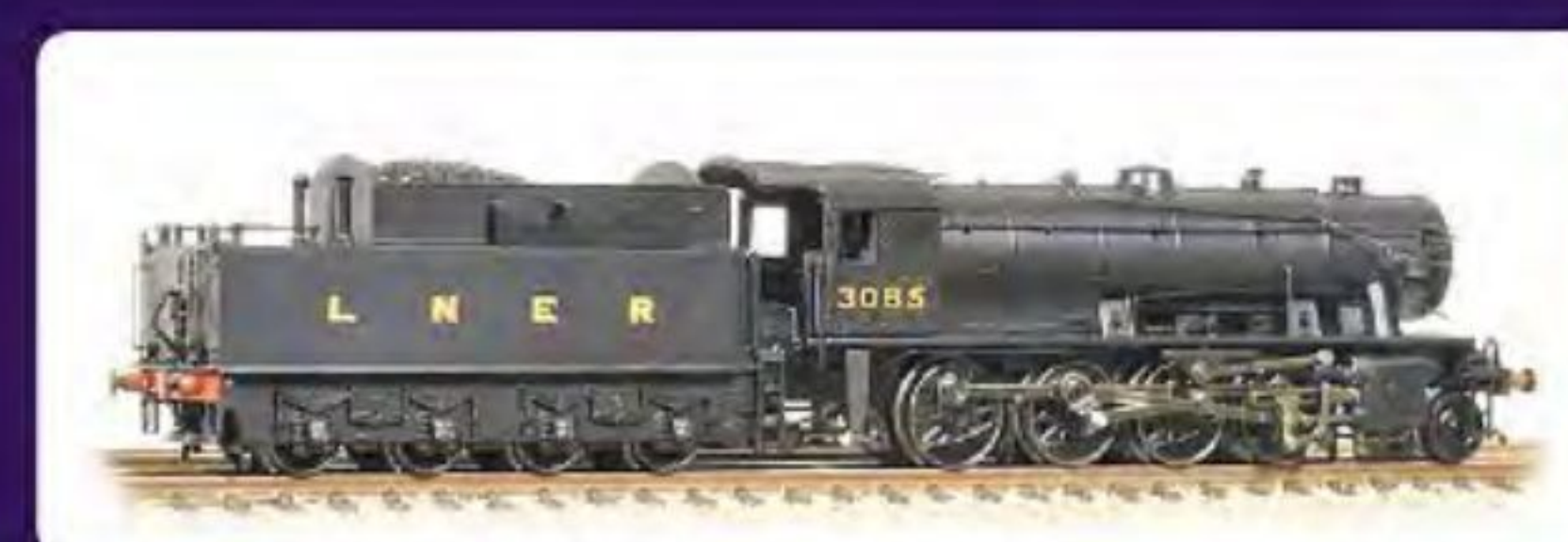
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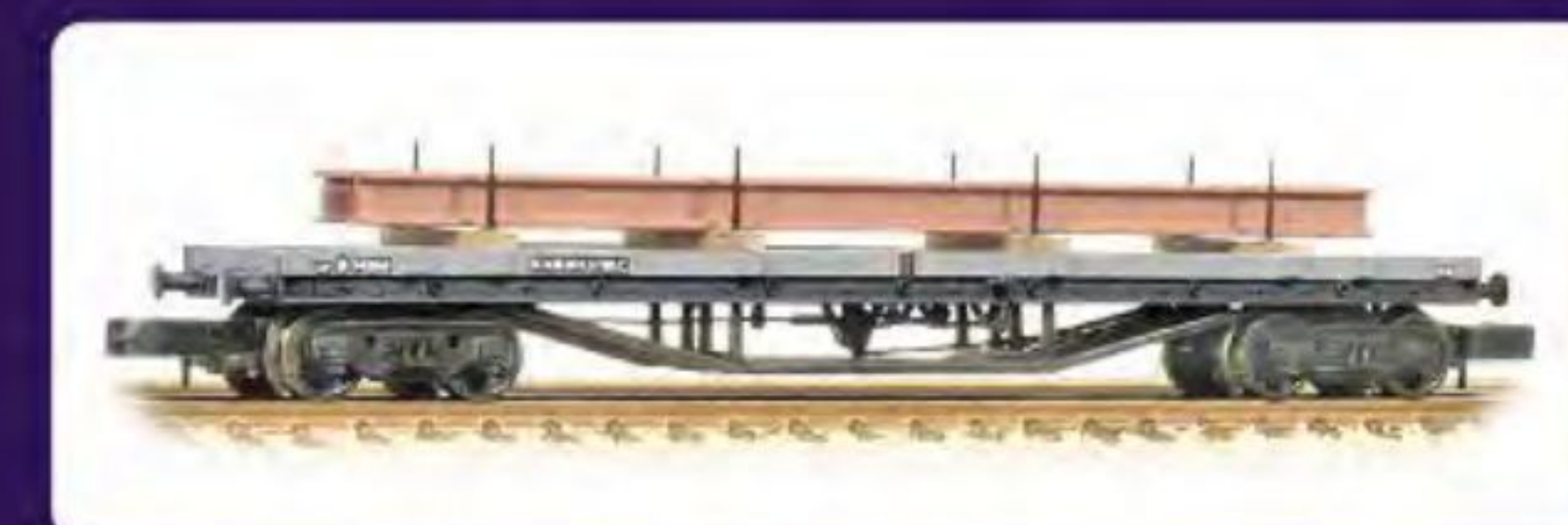
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Hill Farm, Beck Hole, Whitby, YO22 5LF

O-Scale corner *by Barry Allen*

The grim reality of a loco shed coal yard

WITH WINTER NOW UPON US, I'M doing less work on my Great Eastern shed than envisaged. It's being built in a detached outdoor garage, it's cold, and at 73 I'm starting to find the long dark season rather tiresome.

Happily, though, I've survived to swell the ranks of O-gauge pensioners who are still helping to keep the hobby alive. In many cases we're still able to construct locomotive kits – some kinds better than others, it has to be said – by retaining our experience and skills, and sometimes bad language as well!

Unfortunately various health problems, including eyesight, begin to intervene – a

major factor, perhaps, in the growing trend towards buying ready-to-run locomotives, some of which have become little more expensive than OO models, with a Dapol 'Jinty' or 'Terrier' 0-6-0T costing less than £200. This has spurred a trend towards small shunting layouts in a limited space, as 7mm locomotives are also much easier to handle or even see, and are more detailed.

However I hear you cry: "Back to the shed!" so here goes!

A single siding was added to the front of the layout to create a coal yard, and this was constructed using mainly Wills granite setts (which in my opinion are



Contrast the heavily weathered Y5 0-4-0ST model with the pristine F5 2-4-2T in the background. Often, 'whether to weather' all depends on the kind of layout on which your model locomotives are intended to run.

suitable for O as well as OO). These were duly positioned and stuck down – but I first used a solvent glue that proved quite unsuitable and the sheets bowed. The only answer was to flatten them down and secure them with Evo-Stik, which proved eminently suitable, although this took some time because the sheets had to be weighed down, slowing progress considerably.

The next job was to fill in any gaps in the granite setts with filler before painting. I did indent a few sheets to create hollows in the stone work where water could gather. No granite sett is completely even, so such yards were never short of the odd pool.

The layout will feature three former Great Eastern Railway tank locomotives

in black LNER livery – a Y5 0-4-0, J69 0-6-0 and F5 2-4-2, and interestingly full-sized versions of the Y5 and J69 have been preserved and I believe a group is trying to construct an F5. I wish them luck, as it would be an ideal engine for many of the shorter lines.

Mike Williams of North Wales did a wonderful job of building the diminutive Y5 from a Ragstone kit, and fortunately I had previously constructed the Connoisseur F5 kit, both being painted later by Dennis Morley, who doesn't like me weathering his excellent handiwork. I promised not to weather the F5, so it is seen in all its glory, although I would much prefer it in an unkempt appearance (*an excellent subject for discussion – Editor*).



The begrimed J69 0-6-0 tank locomotive model was pictured during an earlier phase of the Great Eastern shed layout.



The coal hoist adds to the interest as an impromptu conversation takes place in the yard on the right.

The grimy J69 has been with me for quite some time, and although a GE design, these engines later migrated to other parts, including the Cheshire Lines Committee system.

The Great Eastern engines had some interesting locomotives with lots of pipework, mainly due to their Westinghouse pumps, and Connoisseur produces some excellent locomotive and wagon kits that I would recommend to any first-time builder.



The Y5 and F5 models are repositioned on the latest track to grace the shed layout.

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Smile, you're on TV!

Ever wondered what it would be like to take part in Channel 5 TV's Great Model Railway Challenge?

Andrew Brewin, proprietor of A2B Model Railways of Matlock Bath, Derbyshire, who did so as part of the 'Titfield Thunderbolts' team in the latest series, recounts his experience and tells us about some of the things the TV audiences did not get to see!

IT ALL BEGAN WITH A SUNDAY evening car journey down to Reading, where the production team of The Great Model Railway Challenge had booked a hotel, but it was after 9pm before the whole team could meet in the same room.

Team captain Kevin Spurrier, along with Andy Cheers, David Lloyd and myself, had all come together in my A2B shop during some pre-filming in April, and there had also been a meeting during a pre-build in Andy's workshop in Glossop.

The youngest and eldest members of the team were joining us for the first time. The Rev David Stafford had returned from his globe-trotting work aboard a cruise ship, and the youthful Harun, complete with leather jacket and trilby hat, reduced the average age considerably.

Behind the warm greetings all round, though, was a dawning realisation of what we had taken on!

Day one

The 8.30am start at Fawley Hill was preceded by a wet rush-hour drive, but the heavy rain meant that the 'walking-in' shots had to be postponed, so the initial greeting was filmed, then filmed

again and again, as the presenters tried to impress with their supposedly ad hoc puns, before work could begin. Finally, we were waved away to get started – or so we thought!

Part of our layout design required the baseboard to be cut away so that the dock scene could be created. Andy set to work with his power tools, only to be told to stop making noise while filming took place elsewhere. This became the trend for the day, with constant stoppages and requests for quiet while other layouts were filmed, and it became quite frustrating.

In between the stoppages, we beavered away laying the remaining track. Only two of three boards could be touched during the pre-build, so the final parts of the ground-level loops were laid. Several of us set to work on fitting the various feed wires, but unfortunately there was no real plan or direction, so the under-board wiring soon resembled a rats' nest and would cause problems later. We ran out of wire, and Kevin had to go and beg extra supplies from a rival team. Not a good start!

The original track plan had been altered to include the infamous flyover, or 'ski-jump' as Steve Flint branded it, but getting it to sit correctly on a curve



'Titfield Thunderbolts' and presenters pose for the TV camera.

caused David Lloyd so many problems that by the end of day one it had not been completed, and the track had gone largely untested – something that the production team was quick to point out. David was looking particularly tired and stressed.

Halfway through day one I left the track-laying team – it was becoming a case of too many cooks – and started on the scenics. Large sheets of Celux insulating material were cut and glued to the rear of the board to resemble the cliff faces at the back of our jungle scene. These were cut and carved with a kitchen knife, and done outside in the rain. The Fawley Hill staff were not too impressed by the mess, which threatened to become a poisonous snack for the local

peacock population!

The next job was the construction of the volcano in the centre of the helix. This was created from a combination of stacked-up pieces of polystyrene and balls of screwed-up newspaper covered in plaster bandage, and attracted quite a lot of attention from the camera crew who filmed an extensive 'how to' piece as I created it. Once dry, it was draped in a liberal covering of hanging-basket liner, and was finished by the end of the first day.

Day two

The discussion in the bar on the previous night had focused on the need to get the flyover completed so that trains could be tested and David could get his sanity back! Things progressed slowly and in frustration there were some cross words between Kevin and myself over the number of people deployed on the project. It was not quite a mutiny, but I was determined to get the scenic work finished, so set to work on cutting more of the insulating material to complete the cliff faces.

Harmony was soon restored and Kevin taught me the finer art of airbrushing, allowing the detail to be built up. Things now seemed to be progressing and David even got the flyover finished. There was a great deal of satisfaction when a model loco successfully ran over the track and down the slope with no problems.

Our luck seemed to be turning – but it didn't last long!

As with day one, there were more frustrating stoppages to avoid making background sounds during filming on other layouts, and one of these put a halt to the airbrushing. The paint managed to dry and harden during the long break, the airbrush stopped

working and the captain had to be taken away from the layout to clean and repair it.

As with the other teams, we then lost another member, young Harun, to the 'Scratchbuild Challenge'. He looked like a rabbit in headlights when Tim handed him a tambourine, plastic sword and shuttlecock, but fortunately Andy Cheers and I had bounced a few ideas around and he implemented them brilliantly, the shuttlecock becoming a wigwag, the sword adding bridge parapets to the flyover and the tambourine being turned into a septic tank that filled a hole in the centre of the board. The latter was a real work of art, and deservedly Harun won the competition.

It was another lift, and we needed every lift possible.

However the problems just kept coming, and a short circuit took half the day to resolve. Everything was checked and double-checked and the wiring pulled apart and re-done, but nothing seemed to fix it. Suddenly, I had one of those horrible realisations. It was my fault! Some of the metal foil protective sheet on the insulating material would not peel off, and there was a chance that some of this could be fouling the track in the dead-end tunnel on the middle level. After some quick work with the track-cutting saw all was fixed – but not before the cameras swooped like bees around a honey pot. I was so pleased that it didn't make the cut!

The electrical problems meant that we headed for the hotel with massive gaps still in the middle of the board. We were so far behind the other teams, an embarrassing result was staring us in the face and the mood was sombre.

Continued on page 36



Despite a frustrating interruption which resulted in the airbrush being jammed, the well-sprayed cliff edges on the Thunderbolts' layout turned out impressively well.



Young Harun, in leather jacket and trilby hat, sprang a surprise by winning the heat's 'Scratchbuild Challenge', working wonders with a tambourine, plastic sword and shuttlecock.

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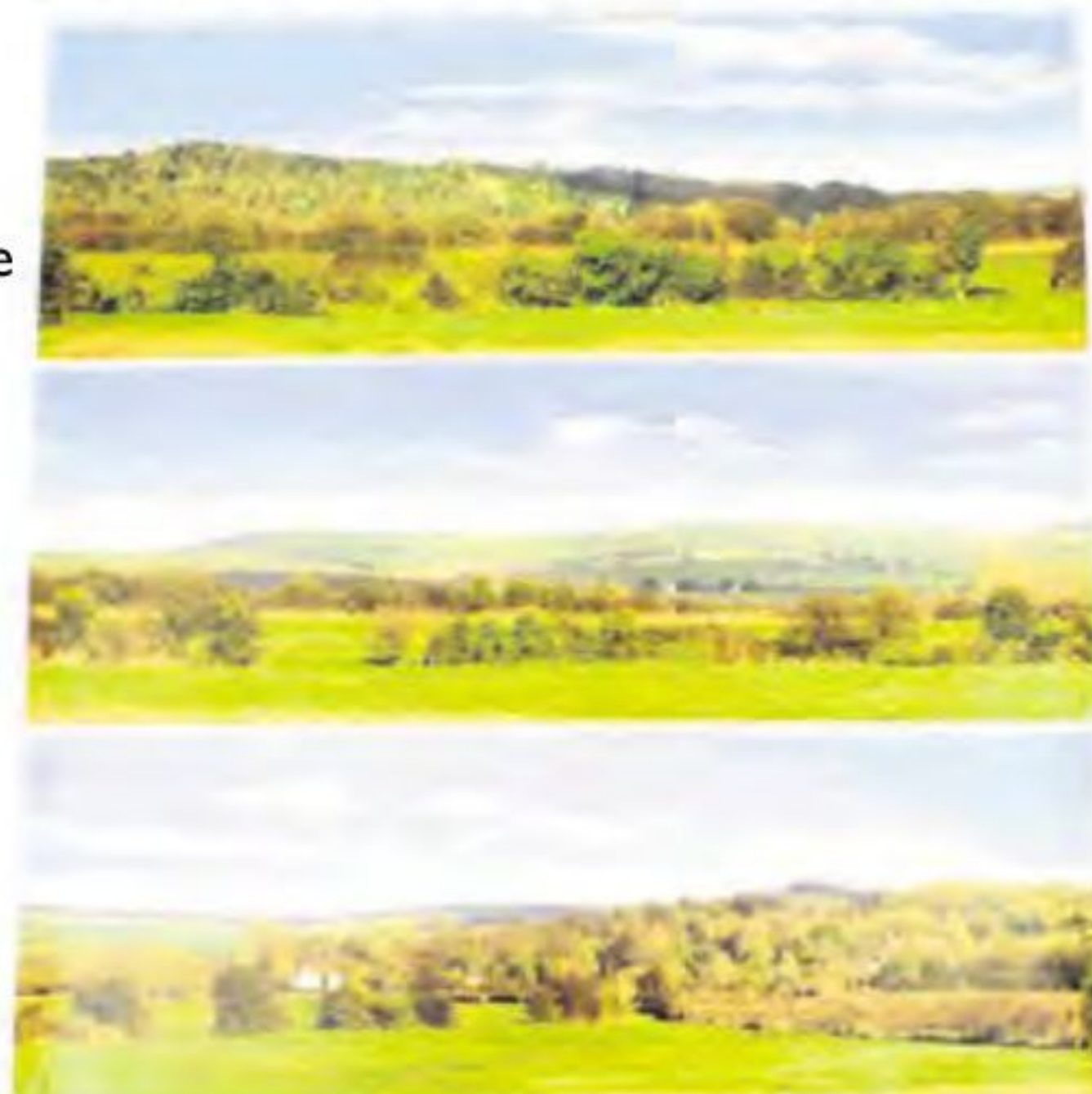


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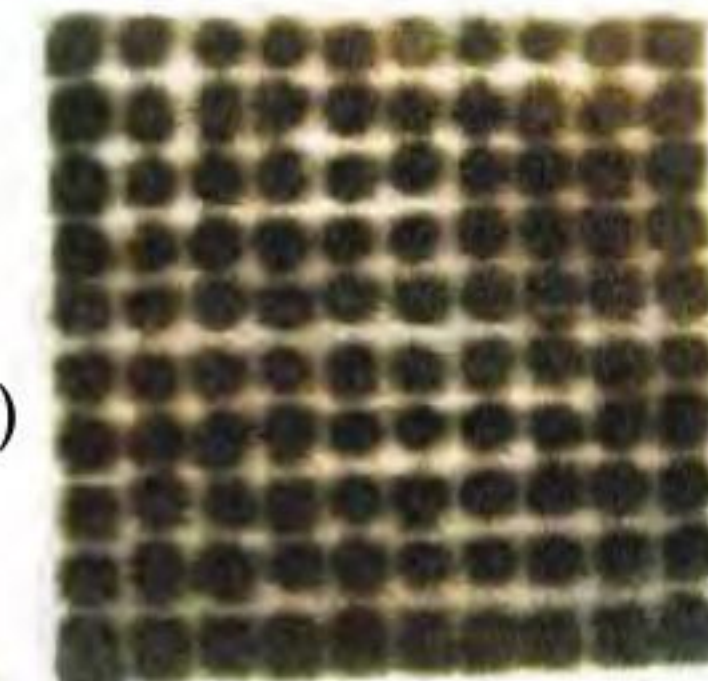


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Transforming Bilteezi kits from the scrap box

Ian Lamb tells of the satisfaction that can be found in resurrecting long forgotten or damaged kit buildings and letting them live again on dioramas or live layouts.

THE FESTIVE SEASON BRINGS AN ideal opportunity to avoid stress by doing a bit of model-building, and one pastime I have always enjoyed is putting together building kits. Bilteezi provided a cheap opportunity to do that many years ago, and if memory serves me right, my first effort back in the 1950s was a garage.

Unlike today's best card kits, they had two major drawbacks: the thin card just buckled, and the relief on walls, windows and doors left the models rather flat, so they were easily damaged. Many years passed before I came across them again in response to a project I was doing to encourage youngsters to develop modelling skills by attempting similar basic kits – a cottage and a castle gatehouse – to show what life was like when the former Highland Railway passed through their town some 40 years before they were born.

A plethora of bits and pieces came along, most beyond saving, but among the donated items were a Bilteezi public house, thatched cottage and signal box. The public house was the least damaged, and the easiest on which to demonstrate relief in the way of protruding woodwork. This model has been seen many times, from Alexandra Palace to Inverness, as part of the 'Dava Project' presentation.

The thatched roof representation on Bilteezi kits was very impressive, and I was determined to retain this appearance even though the model

in question was raggedly torn. The main walls (one end badly damaged) was carefully cut back to its original sheet form before reconstructing, and during the process all walls were reinforced with rejected photograph mounting card.

Once the kit had been completed to its normal Bilteezi assembled condition, it was secured on stout card to provide a base on which to build the small rural village scene. From then on, studying photographs of the real thing helped ensure the authenticity of the final models.

Like people, houses tend to have their own personalities, but notably absent was the chimney. What a difference making one from scrap card and facing it with brick paper made. I didn't highlight the woodwork, but instead left the impression of surfaced plaster to break the flatness of the model's appearance. Idyllic village pictures show such prototypes near roadways bordered with bushes, fencing, or simply floral displays below the windows. Using lichen edging as bushes, and the remains of a 'drystone' dyke from Harburn Hobbies (my model shop since childhood) seemed to overpower the model, so I rummaged through the scrap box to find some leftover fencing from a one-time Hornby station platform, and this did the job! The gate was constructed from my spare pack of 1.5mm Plastruct square rod.



The castle gatehouse building on the 'Dava' layout has a wonderfully Scottish look to it.

As such properties often have extended back gardens, the setting was left open to allow for a possible diorama extension. I was going to model a parking lot at the side, but felt it would detract from the rural aspect I was seeking, so I opted for a concrete storage yard instead.

A side wall was constructed from thick card covered in stone-effect paper topped with leftovers from a Metcalfe kit, with the remains of Metcalfe paving stone sheets for pathways around the building. Leftovers from a Metcalfe coaching inn kit provided the pavement surface and edging.

A vegetable garden was created from chocolate box corrugated packing surfaced with Humbrol No 186

mat brown paint, topped with a sprinkling of Squires 'Green Scene' grassland scatter material.

I was surprised how effective teased-out lichen, with dabs of assorted coloured paint, looked when presented as a floral display beneath the main cottage window, and an almost-finished pack of green scatter represents the front and side lawn.

Looking for a bit of 'life', I thought about including some people, but while rummaging for a suitable figure, I came across a sheepdog among my animal spares, and painting it and placing it on the pathway in a 'welcoming bark' pose did just the trick.

After constructing a tall wall gate for the side road entrance, I thought it made the cottage look lop-sided, so instead I built a simple fence from my pack of 1.5mm Plastruct square rod for the stretchers, and ancient remains of strip balsa wood for the uprights (matchsticks would have served equally well!). Simple card with Plastruct framing – all painted blue – completed the side entrance gate, and a spare Merit (5083) rubbish bin beside it finished off the diorama's 'lived-in' look.

In the end I was well satisfied in creating such a peaceful setting from a discarded basic model fit only for the rubbish bin!



The rescued thatched cottage kit is seen in the initial stages of building a mini diorama around it – and the added scratch-built chimney makes a real difference.



The area around the cottage begins to take shape.



Pretty as a picture, complete with vegetable garden based on corrugated chocolate box lining, scratch-built wall, fencing and floral display beneath the window.



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Dates for your diary

RM MODELLING LISTINGS January 2020

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

DECEMBER 19

Illustrated talk on narrow gauge railways and tramways.

Lutterworth Railway Society, United Reformed Church, George Street, Lutterworth LE17 4EF. 7.30pm. www.lutterworth-railwaysociety.co.uk.

DECEMBER 22

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

DECEMBER 27

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

Llandudno Transport Festival.

Llandudno Toy & Train Fair. Venue Cymru, The Promenade, Llandudno, Conwy LL30 1BB. Opening times: 10.30am-3.30pm. Prices: adult £2.50, concession £2, accompanied child £1. www.lantransfest.co.uk.

DECEMBER 28

Annual Christmas Charity Show (North Wales area group of N Gauge Society). St Michael's Church, Rosemary Lane, Conwy LL32 8HY. Opening times: 10.45am-4pm. Prices: adults: £2, accompanied child free.

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

Wimborne Railway Society Open Day. United Reformed Church Hall, Chapel Lane, Wimborne BH21 1PP. Opening times: 10am-4pm. Prices: adults £2.50, accompanied child free. www.wimrail.org.uk

DECEMBER 28-29

Gainsborough Model Railway Society. Florence Terrace, Gainsborough, Lincs DN21 1BE. Opening times: 1.30-6pm. Prices: adult £4, concession £3, child £3, family £10. www.gainsboroughmodel-railway.co.uk

Taunton Model Railway Group. Bishops Lydeard Station, Platform 1, West Somerset Railway, Taunton TA4 3BX. Famous Trains Model Railway Christmas Event. Markeaton Park, Derby. (nearest postcode for sat nav users is DE22 3BG). Opening times: 11am-4pm. www.famoustrains.org.uk/.

DECEMBER 29

Keighley Model Railway Club Christmas Open Day. KMRC Club Rooms, Knowle Mill, South Street, Keighley, West Yorkshire BD21 1SY. Opening times: 10am-4pm. Prices: adult £3.50, child £2.50. www.keighley-mrc.org.uk.

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

JANUARY 4

Marlow, Maidenhead & District Model Railway Club Exhibition. Cox Green Community Centre, 51 Highfield Lane, Maidenhead

SL6 3AX. Opening times: 10am-4.30pm. Prices: adult £5, child £3, family £13. www.mmdmrc.org.uk.

Tappers Train Collectors' Club. Bromley Common Methodist Church, Bloomfield Road, Bromley, Kent. Opening times: 10.30am-5.30pm. Adult £5.

JANUARY 4-5

ScoutRail 2020. Exeter Hall, Oxford Road, Kidlington, Oxon OX5 1AB. www.scoutrail.org.uk. Opening times: 10am-4.30pm. Prices: adult £4, concession £3, child £2, family £10. **Somerset and Dorset Railway Trust Annual Model Railway Display** Edington Village Hall, Lippetts Way, Edington, Bridgwater, Somerset. Opening times: Saturday 10am-5pm, Sunday 10am-4.30pm. Prices: adult £5, concessions £4.50.

Wessex Association of Model Railway Clubs - Frome 2020

Winter Exhibition. Cheese & Grain, Market Yard, Frome, Somerset. Opening times: Saturday 10am-4.30pm, Sunday 10am-4pm. Prices: adult £6.

JANUARY 5

SRP Toy Fair. The Grange, Bepton Road, Midhurst, West Sussex, GU29 9HG. Opening times: 9.45am-1.15pm. Prices: adult £2, child free. www.srptoyfairs1.co.uk

DAILY FROM

JANUARY 6 Steaming Forth - the joy of steam and crossing the Forth Bridge. An exhibition to celebrate the 130th anniversary

of the iconic Forth Bridge - a UNESCO World Heritage Site. This exhibition shows a number of unique and seldom-seen photographs, with details, by renowned railway photographer John Clemmens. Gallery at North Queensferry Station, Platform 1, Ferryhills Road, North Queensferry, KY11 1HE. Entrance is free, but donations appreciated. www.nqht.org

JANUARY 6

Christian Woolmar speaks about the Trans-Siberian Railway to the Mid Hants Railway Preservation Society's Croydon Group. St Mary Magdalene and St Martin's Church, Canning Road, East Croydon CR0 6QD.

JANUARY 11

Ipswich Railway Modellers' Association Open Day. 40A Norfolk Road, Ipswich, Suffolk IP4 4HB. Opening times: 10am-1pm. Admission free. www.irma.org.uk.

Heywood Model Railway Group.

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

Bridport & District Model Railway Club Model Railway Exhibition.

Beaminstor Public Hall, Fleet Street, Beaminstor, Dorset DT8 3EF. Opening times: 10am-4pm. Prices: adult £3, child £1.

JANUARY 11-12

Bognor Regis Model Railway Club Exhibition. Felpham Community College, Felpham Way,

Felpham, Bognor Regis PO22 8EL. Opening times: Saturday 10am-5pm, Sunday 10am-4.30pm. Prices: adult £5, child £3. www.brmrc.org.uk

Chiltern Model Railway Association Exhibition.

Stevenage Arts and Leisure Centre, Lytton Way, Stevenage SG1 1LZ. www.cmra.org.com. Saturday 10am-5.30pm, Sunday 10am-4.30pm. Adult £8, accompanied child free (maximum two), child £4.

Orpington and District Model Railway Society's Pratts Bottom Model Railway Exhibition. Pratts Bottom Village Hall, Norsted Lane, Pratts Bottom, Orpington, Kent BR6 7PQ. Opening times: 10am-5pm. Prices: adult £4, child £1.50. http://odmrs.uk.

JANUARY 12

SRP Toyfair. Langham Community Centre, School Road, Colchester, CO4 5PA. Opening times: 9.45am-1.15pm. Prices: adult £2, child free. www.srptoyfairs1.co.uk.

Weston-Super-Mare Model Railway Show.

The Campus, Highlands Lane, Worle, Weston-Super-Mare BS24 7DX. www.westonsuper-maretrainshow.com. Opening times: 10am-4.30pm. Prices: adult £7.50, concession £7, child £2, family £16.

JANUARY 18

Brambleton Model Railway Exhibition. Harpenden Public Halls, Southdown Road, Harpenden, Herts. Opening times: 10.30am-5.30pm. Prices: adult £5, concession £3, child £3.

JANUARY 18-19

East Lancashire Model Railway Charitable Organisation - Charity Model Railway Exhibition. Accrington Road Community Centre, Accrington Road, Blackburn, Lancashire BB1 2AF. Opening times: Saturday 11am-5pm, Sunday 10.30am-4pm. Prices: adult £5, concession £5, child £3, family £12.

Bentley Model Railway Group - 25th Calne Model Rail Show.

Calne Leisure Centre, White Horse Way, Calne, Wiltshire. Opening times: Saturday 10am-5pm, Sunday 10am-4.30pm. Prices: adult £4, concession £4, child £2, family £10.

City of Canterbury Model Railway Society Exhibition.

St Anselm's School, Old Dover Road, Canterbury CT1 3EN. Opening times: Saturday 10am-5pm, Sunday 10am-4pm. Adult £5, child £3, family £13. www.ccmsr.uk.

JANUARY 19

SRP Toy Fair. Crofton Halls, Station Road, Orpington, Kent BR6 8PR. Opening times: 9.45am-1.15pm. Prices: adult £2, child free. www.srptoyfairs1.co.uk.

JANUARY 25-26

Erith Model Railway Society January Show. The Longfield Academy, Main Road (B260), Longfield, Kent DA3 7PH. Opening times: Saturday 10am-5pm, Sunday 10am-4pm.

Kendal Model Railway Club Exhibition.

Leisure Centre, Burton Road, Kendal, Cumbria. Opening times: Saturday 10am-5pm, Sunday 10am-4.30pm.

Prices: adult £6, concession £5, child £3, family £16.

Normanton & Pontefract Railway Modellers' Society Pontefract Model Railway Exhibition. New College, Park Lane, Pontefract, W Yorks WF8 4QR. Opening times: Sat 10-5, Sun 10-4.30. Adult £5, child under-16 free. www.nprms.org.

Southampton Model Railway Society Exhibition.

Barton Peveril College, Chestnut Avenue, Eastleigh, Hants SO50 5BX. Opening times: Saturday 10am-5pm, Sunday 10am-4.30pm. Adult £8, concession £7, child £1, family £17. www.southamptonmodelrailwaysociety.wordpress.com

JANUARY 26

Bristol O Gauge Group - Bogg 2020. Uwe Filton Campus, Filton Road, Bristol, Bristol BS34 8QZ. Opening times: 10am-4pm. Prices: adult £9, concession £7, family £18. G Scale Society (Kent Group). Winter Meet and annual meeting. Teynham Village Hall, Belle Friday Close, Teynham, Sittingbourne, Kent ME9 9TU. Opening times: 11am-4pm. Prices: adult £2.50, child £1. www.gscalekent.co.uk

JANUARY 28

SRP Toy Fair. Angel Centre, Angel Lane, Tonbridge, Kent TN9 1SF. Opening times: 6pm-8pm. Prices: adult £2, child free. www.srptoyfairs1.co.uk.

By Rail to Chichester 1846-2016 talk by local historian and author Alan Green.

West Sussex Record Office, 3 Orchard Street, Chichester PO19

1DD. Opening time: 7pm. Prices: £8 (non-refundable) - advance booking essential by contacting the Record Office on 01243 753602. https://www.westsussex.gov.uk/leisure-recreation-and-community/history-and-heritage/west-sussex-record-office/whats-on-at-the-record-office/

FEBRUARY 2

SRP Toy Fair Charmandean Centre, Forest Road, Worthing, BN14 9HS. Opening times: 9.45am-1.15pm. Prices: adult £2, child free. www.srptoyfairs1.co.uk.

FEBRUARY 8

SRP Toy Fair. Hawkinge Community Centre, Heron Forstal Avenue, Hawkinge, Kent CT18 7PF. Opening times: 9.45am-1.15pm. Prices: adult £2, child free. www.srptoyfairs1.co.uk

FEBRUARY 15-16

Syston Model Railway Society's Leicester Model Railway Exhibition. Sibley Community Centre, High Street, Sibley LE12 7RX. Opening times: 10am-4.30pm; Sunday 10am-4pm. Adult £4, child free, family £8. www.systonmrs.org.uk

FEBRUARY 22-23

Ebor Group of Railway Modellers in aid of York Against Cancer. Heworth Church Hall, Melrosegate, York YO31 0RL. Opening times: Saturday 10am-5pm, Sunday 10am-4pm. Prices: adult £4, child £1.

New Mills & District Railway Modellers annual exhibition.

Chapel en le Frith Leisure Centre SK23 0TQ. Opening times: 10am-5pm. www.nmdm.co.uk

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RAYLEIGH, ESSEX
SUNDAY 29TH DECEMBER 10am-2pm
Swayne Park School, Sir Walter Raleigh Drive, Rayleigh, Essex, SS6 9BZ

DITTON, KENT
MONDAY 30TH DECEMBER 10am-2pm
Ditton Community Centre, Kiln Barn Road, Ditton, Kent, ME20 6AH

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

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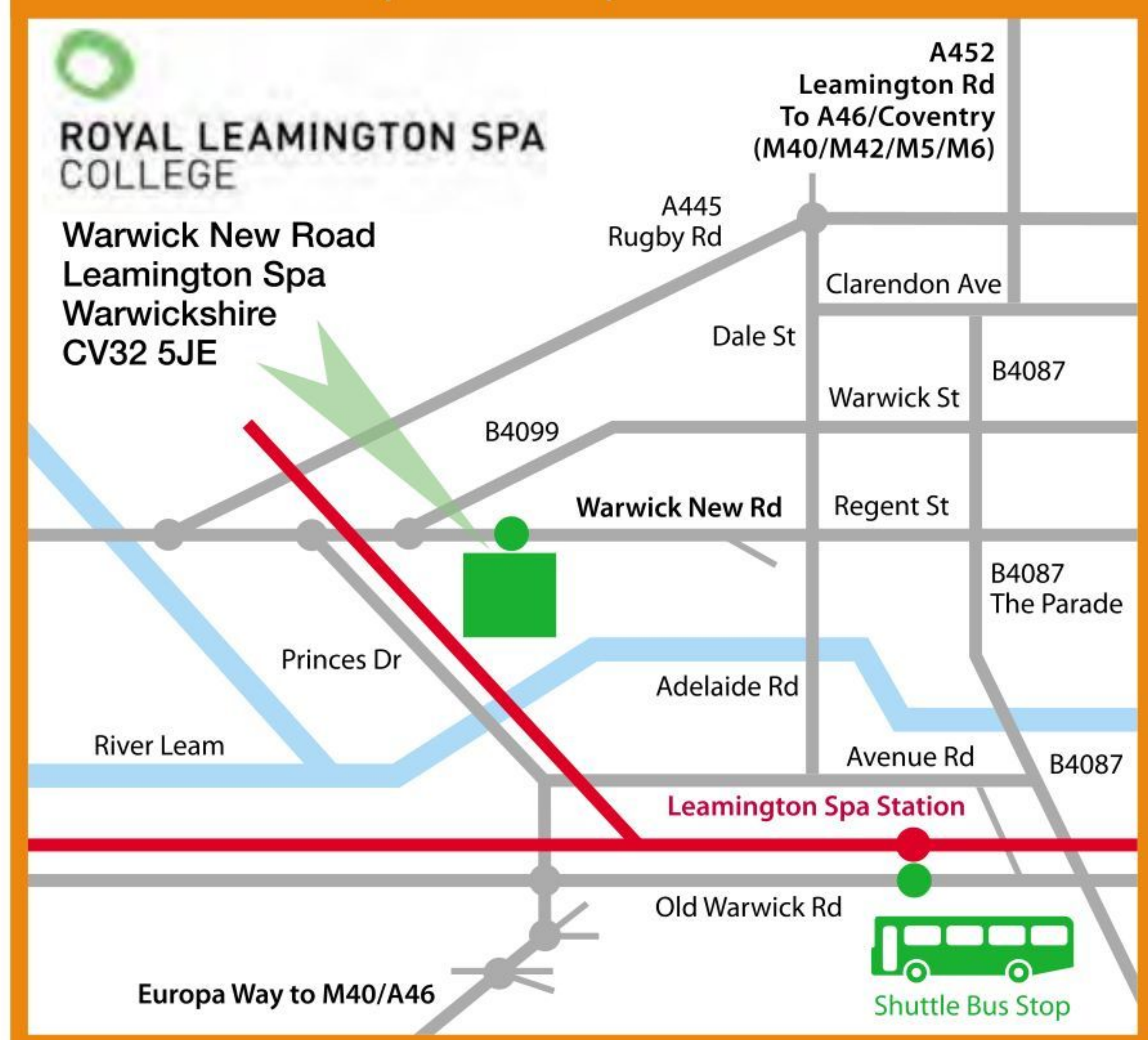


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2. Jacksons Models

Location: 33 New Street Wigton
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www.jacksonsmodels.co.uk
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3. Hattons Model Railways Ltd

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4. Hunstanton Models

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5. Lendons Of Cardiff

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www.lendonsmodelshop.co.uk
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6. Tutbury Model Shop

Location: 5 Tutbury Mill Mews
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01283 814777

10. Dream Steam

Location: Vanguard House, Quarry
Wood Industrial Estate, Mills Road,
Aylesford, Kent ME20 7NA
Opening times: Mon-Fri 10am-4.30pm

www.dreamsteam-smallscale.co.uk
01622 793700

11. Morris Models

Location: 80 Manor Rd Nth Lancing
West Sussex BN15 0HD
Opening times: Mon-Sat 9:30am - 5pm

www.morris-models.co.uk 01903 754850

12. A C Models

Location: 7/9 High Street Eastleigh
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13. Buffers Model Railways

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www.buffersmodelrailways.com
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14. KS Models

Location: 19 Middle Row Old Town
Stevenage Herts SG1 3AW
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www.ks-models.co.uk 01438746616

15. FMR

Location: Discovery House 8A Sapper
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Opening times: Monday to Saturday
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www.modelrailshop.co.uk 01274 747447

16. Agr Model Railway Store Ltd

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17. Flair Rail

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www.flair-rail.co.uk 01621 786198

18. Crafty Hobbies

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www.crafty-hobbies.co.uk
01229 820759

19. Orwell Model Railways

Location: Ipswich Model Railway
Centre 48/52 Tomline Road Ipswich
IP3 8DB

Opening times: Mon-Fri 10am-4pm
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www.orwellmodelrailways.co.uk
01473 724578

20. KDC Hobbies

Location: 50 Saron Road
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www.kdhobbies.co.uk
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21. Mac's Model Railroading

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22. The Sport & Model Shop

Location: 66 High Street Dingwall
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Scotland IV15 9RY
Opening times: Monday to Saturday
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www.sportsandmodelshop.co.uk
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23. Swanage Model Railway Centre

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Poole BH15 1HU
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Sun 10.30am-4.30pm

www.just-collectables.co.uk
07956973072

24. Train Times Model Shop

Location: 37 Seaside, Eastbourne
BN22 7NB
Opening times: 10am-4pm Tuesday
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www.traintimesmodelshop.co.uk
01323 722026

25. Ron Lines

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www.ronlines.com 02380 772681



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www.carnforthmodels.co.uk **01524 730101**

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www.holdercollectables.co.uk **01925 899959**

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31. SCC 4 DCC

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www.scc4dcc.co.uk **01865 730455**

32. Grimy Times

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Opening times: 10am-5pm
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Saturday Sunday 10am-5pm
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www.satmodelrail.co.uk **01268 562588**

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www.jandjmodels.co.uk **01670 503885**

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www.goinglocomodels.com **01924 824748**

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Sleaford model-makers boost air ambulance fund



Surrounded by members of the Sleaford & District Model Railway Club, events organiser Eddie King presents the cheque for £2301.32 to Val Midgeley of the Lincs and Notts Air Ambulance.

THE SECOND CHARITY MODEL-makers' show to be organised by the Sleaford & District Model Railway Club, which took place at Ruskington, Lincolnshire, on Sunday, November 17, raised more than £2300 for the Lincs & Notts Air Ambulance.

Catering for every modeller and hobbyist, the event boasted an array of tanks, road vehicles, model railways, boats and dolls' houses all under one roof. Locomotive and rolling stock weathering demonstrations were given by Richard Wilson of Wilson's Weather

Service, and Martin Fensom showed a 3D printer in action along with some of his 3D printed vehicles. Market Deeping Model Railway Club, which has certainly been in the news this year, took along its N-scale layout 'Brunthill'.

Smile, you're on TV! (Continued from page 28)

Day three

A few beers in the bar the previous night gave us renewed determination, and an early start to the final day produced some frantic work. The board was cleared of junk and the Rev David's jungle scene was put in place – a work of art that filled a large space. The two Davids got to work finishing the dock area, covering vacant areas of board with a liberal covering of lichen to extend the jungle scene, while I picked up the repaired airbrush and completed the cliff face, before tackling the army camp scene featuring Andy Cheers' superb pre-constructed building. This was finished off with some Metcalfe Tarmac sheets and static grass applied from a Gaugemaster puffer bottle.

Things were coming together, but there was still time for further disasters. First, someone dropped the pre-built Tiger Moth aircraft model, leaving Harun with a frantic rush to repair it, and then we had issues with the helix. The model locomotive kept derailing – it was clear that some of the track had expanded under the heat of the lights and had gone out of shape – but despite lots of tinkering we could not get things to work consistently before time ran out. All we could do was hope and pray!

We were the last to present to the audience and the nerves were jangling. Everything started well, with the Tiger Moth, patched up and delicate, descending the wire perfectly into its crash landing, hitting the lichen in a cloud of talcum powder smoke blown through a tube by David, who was hiding under the board. The judges were impressed, and cast admiring glances at Kevin's wonderful sunken pirate ship

along with the volcano, which smoked liberally at the front of the layout.

The N-gauge locomotive travelled faultlessly across the rear of the layout before disappearing into a tunnel. The German soldiers were transported around the layout, safely traversing the flyover and 'ski-slope' as a few smug looks were cast in the direction of Steve Flint, who was happy to admit he was wrong!

There is a saying, though, that pride comes before a fall. The British soldiers followed around the layout behind 'Lord Nelson' 4-6-0 Sir Francis Drake and stalled! Lack of time had prevented a thorough track clean, and both locos stalled further, requiring help from the big finger in the sky! Then the 'Jinty' emerged from the tunnel and began the descent of the helix. The many prayers uttered under our breath went unanswered and the loco derailed – twice – before stalling as it headed towards the dock to finish the display.

We didn't need to wait for the results to know that we hadn't won! The winners were worthy ones and we were happy to congratulate them and wish them well for the rest of the contest. The irony was that the layout ran perfectly for the rest of the day and we were left with a feeling of what might have been.

So what now? The layout was dismantled after the heat, but there are plans to build a new one for exhibition purposes. With the team being spread so far apart, it will prove a challenge, but we hope to get it done. We have all become firm friends and know each other's skills and reckon we could do better next time – and we'd love another crack at the show!

Transform your layout into a winter wonderland

RMM takes a seasonal look at some of the many scenic products available for creating wintry railway modelling landscapes.

WITH WINTER WELL AND TRULY upon us, many railway modellers might be thinking about recreating those crisp, snowy days spent beside the line when fingers and toes tingled with the frost and the steam of passing trains hung like long low curtains in the frigid air.

Those of younger, but no less enthusiastic generations might be reaching a similar conclusion, perhaps arguing: "What's the point of having a lovely snowplough on my layout without the snow?"

The good news is that so many excellent scenic products are now on the market to enable the re-creation of frost, ice and snow, that transforming your layout into a winter wonderland has never been easier.

Add to this the huge number of miniaturised lighting accessories now available from firms such as Train-Tech



From Noch, this charming set of six N-scale children in the snow and a freshly built snowman costs £11.95.

and imagine them reflected in the snow, and you might well find yourself persuaded!

Modellers in countries such as Germany and North America are renowned for their wintry layouts, and Gaugemaster distributes a host of products from Noch, including the NO7065 snowflake starter set costing £13.25 for 25g of snowflakes, 50g of snow glue and a puffer bottle. Simply cover the required area with the snow glue, fill

the puffer bottle with snowflakes, shake it to electrostatically charge the flakes, then squeeze the puffer bottle to blow the flakes on to the glue.

For N-scale modellers the £11.95 Noch N36819 Children in the Snow and Snowman set comprises six children having fun on their sledges plus a freshly made snowman, and among the other items are a variety of laser-cut Christmas Market kits in HO, TT and N and illuminated, frosted Christmas trees.

A snow range from British-based company wws allows modellers to create realistic winter effects on all kinds of surfaces, whether they wish to construct frozen Arctic scenery or simply winter fields. The 1mm snow, from £3.80, is simple to apply when combined with the firm's Pro Grass Applicators, and although the glue sets in a matter of minutes at room temperature, this can be shortened by using a hairdryer.

The range also includes a static grass layering spray that's a quick, easy and effective way of building up layers of static grass to create extra height.

Costing £5.50, sets of 10 4mm self-adhesive static grass strips, each around 135mm x 10mm x 4mm, can simply be stuck on to a diorama or layout, and 'frosted' to represent long hedgerows or farm crops. One hundred peel-and-stick self-adhesive Iced Winter Tufts are also available for £5.75.

Products from the war-gaming firm Precision Ice and Snow include Ultra Sno, Krycell Snow Powders, Ice and Snow Wash and Insta Sno. For more information visit www.precisioniceandsnow.com/

Deluxe Materials offers a Scenic Snow for Winter Snow-Effects Kit for £17.50 including Scenic Snow, high-brightness Scenic Snowflakes, Icy Sparkles and Scenic Bond adhesive.

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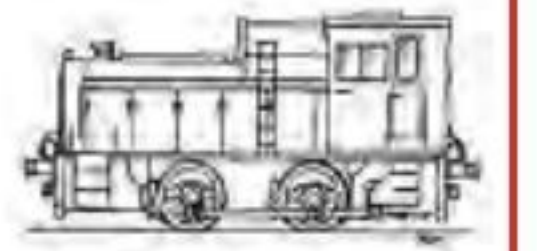
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The photo might be cracked and faded with time, but what a perfect picture it paints of West Mill, where the crossing keepers relax in their picture-perfect garden.

Crossing keepers on the Buntingford branch

When reading the October issue of the *Guide*, I was fascinated by the feature headed 'The Bunt is coming alive!' as was my better half, whose maternal great-grandparents were the crossing keepers at the branch's West Mill. The crossing keeper himself, who had been employed at Stratford Works, was given the job at West Mill after what we might now call an 'industrial accident'.

I attach a picture showing the station house and crossing, together with the occupants, that might just be suitable for reproduction. It must have been taken in the early 1900s. Note that the track, like many model railways, has no apparent ballast!

The Buntingford Society has a great N-scale model of much of the branch, too, which appears at shows, while the station at Braughing has been restored and even has a coach between the platforms! I know 'rule one' applies, but it would be nice if a Lea Valley DMU was available for use, although for steam the regular loco, No. 69674, was an N7 0-6-2T fitted with a special pump to raise water into the branch line's loco water tank at Buntingford.

I only ever saw a J15 0-6-0 on the branch line goods in the 1930s – 'rule one' again!

Simon James,
Wymondham, Norfolk

Model railways – bringing communities together

After the sad events at Market Deeping in May, a follow-up piece in the national press said that our hobby gives people "a sense of purpose and community" despite some of the jibes we sometimes get from less-informed individuals.

In line with this, I am pleased to bring to your notice the outcome of a model railway show organised by our club, Loddon Vale MRC, at Earley, near Reading in late September.

In our golden anniversary year, the show was organised in conjunction with the local St Peter's Church, where the use of its premises includes a provision to allocate a proportion of surplus funds raised on the day to local charities – and we managed to contribute £220 to the less fortunate within our community.

Meeting each Tuesday evening in the village hall at Grazeley, Berkshire, we run two shows each year and pride ourselves on being "the small but friendly club".

David Guthrie,
Secretary, Loddon Vale
Model Railway Club

'Grandad's Attic' rekindled the memories

The painting of Grandad's Attic on the cover of *RMM* (December) brought back memories of being given, as a child in the mid-1960s, a collection of second-hand Hornby Dublo three-rail which included several of the items portrayed in the painting.

Most of this was disposed of in the 1970s after I was bitten

by the narrow-gauge bug on a holiday to North Wales. However as seen in the accompanying photo, the platelayers' hut (centre foreground in the painting) still survives on my current '009' layout.

Ian Barker,
Westhoughton



The Hornby-Dublo platelayers' hut that Ian mentions is seen on his current '009' layout.

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