JUNE 2017 £4.40 AT THE HEART OF THE HOBBY VOLUME 68 No 800

RAILWAY MODELLER

800TH ISSUE

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The 800th issue of the hobby's leading railway modelling magazine

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JUNE 2017 RAILWAY MODELLER AT THE HEART OF THE HOBBY VOLUME 68

RAILWAY MODELLER

Contents

June 2017 vol 68 No.800

454 **Sidmouth**
Railway of the Month
Richard Harper recreated this east Devon seaside resort's railway station and surrounding properties in 4mm scale, set in 1959 and 1960.

462 **LNER J35 0-6-0**
Scale Drawings
These sturdy 0-6-0s were designed by W P Reid for the North British Railway between 1906 and 1913; the scale drawings are by Brian Meredith.

464 **Poldeen**
David Greenwood took on a project to create a layout in a carry-case: this N gauge layout set in present-day Cornwall is the result.

469 **North Level Railway**
Len Parsons was inspired to model this small-space layout in 0-16.5, representing a narrow gauge railway serving a Fenland town in Cambridgeshire.

472 **St George's Dock**
Small industrial locomotives and shipping are combined by Alan Gray in this Tyneside-set layout in O gauge, reflecting the once-widespread dock systems.

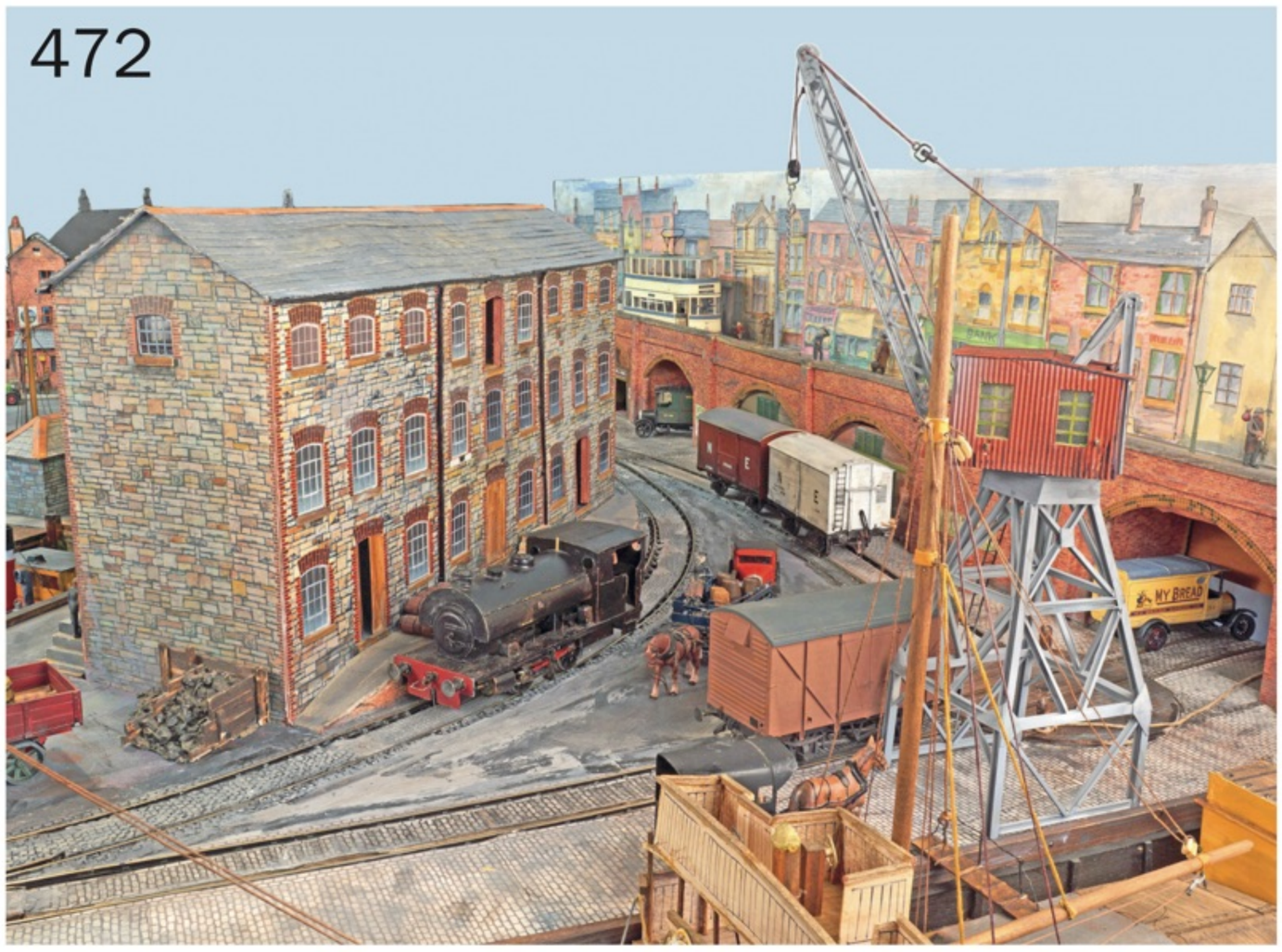
477 **Variations on a Parkside theme**
Project of the Month
Duncan Redford used a Parkside kit and left-over parts from a Coopercraft kit to create the prototype GWR MINK D in 4mm scale. He also describes how other versions of the type could be built.

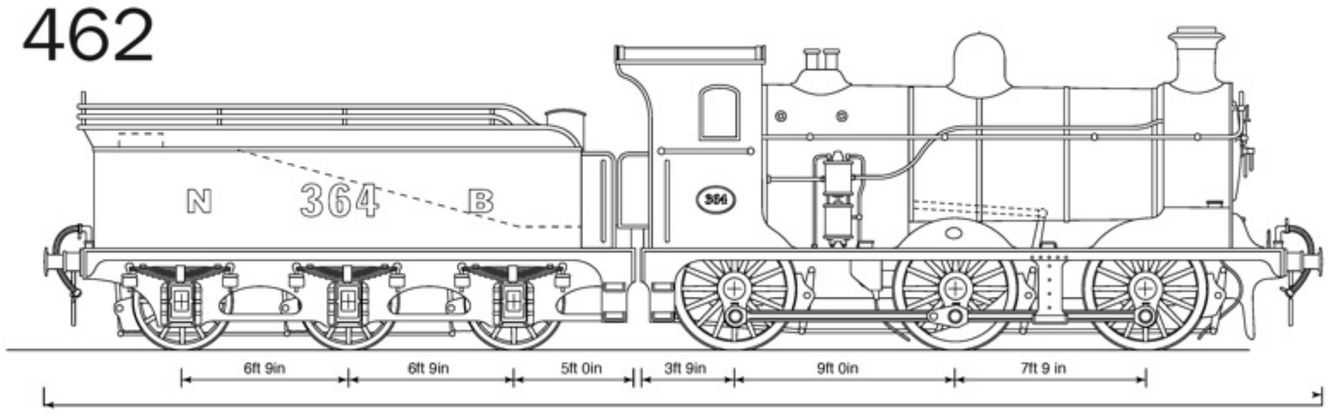
480 **Modelling preserved railways**
Plan of the Month
The heritage railway scene can provide rich pickings for the modeller in search of a new project. Craig Tiley serves up four varied suggestions.

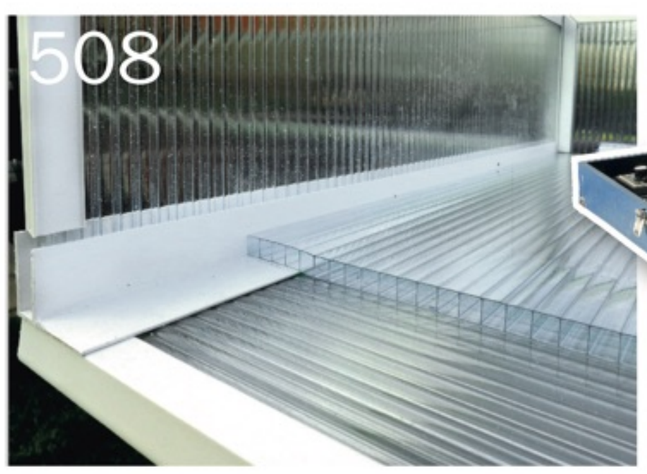
487 **Mileposts – a half-century for the Redditch Model Railway Club**
Secretary and Exhibition Manager Guy Craddock traces the history of this West Midlands club and its exhibition layouts over 50 years.

488 **Milk traffic for Dentdale**
In the latest in his series on freight flows suitable for his LMS-period Settle & Carlisle layout in OO, Ian Nuttall looks at how dairy products were transported, both in dedicated wagons and also passenger brake vans.

492 **Talking Points**
Topical issues from the world of railway modelling. This month, editor Steve Flint presents an update on the 'coal bins' saga of recent correspondence.







RAILWAY MODELLING *Explored*

Projects, hints and tips for beginners from Railway Modeller readers and staff

517 Ottilie's fold-away layout
Andrew and Ottilie Hicks turned a boxed train set into an absorbing OO gauge double-sided layout – and an interesting way of learning about the past.

520 Fitting loco accessory details
Most ready-to-run locomotives are supplied with a bag of detail parts for the purchaser to install. Craig Tiley presents a guide on how to do this.

522 Getting started with card kits
Craig Tiley presents some 'tricks of the trade' to help beginners and returnees get the best out of this popular modelling medium.

THE 800TH COVER

494 Byway to Llangunllo
As an introduction to his latest 4mm scale project, set in the Welsh borders west of Leominster, Geoff Forster sets the scene with a tour of the real railways.

499 The Webb's Wharf project – 2
Michael Watts presents an update on his minimum-space O gauge GWR scene, with emphasis on how the buildings were finished off.

502 Tan-y-Llyn
Echoes of the Aberglaslyn Pass in 009 from Steve Flay; his L-shaped layout has an unusual arrangement whereby the fiddle yard is visible in the front.

508 Roofing sheets for baseboards
In the second instalment of this series looking at lightweight baseboards, Dave Holah reports on his use of polycarbonate roofing sheets.

510 In at the deep end
Frank Dineen regales us with the tale of his model of Bridport, the erstwhile west Dorset station, in OO.

512 Pencarne
Andy Peters returns to the railways around Bodmin in Cornwall with his latest OO project, set in Western and Southern Region days.

523 Comment
Opinions and observations across the field of railway modelling. This month, N gauge enthusiast and modeller Richard Bardsley delights in freelance modelling.

524 Readers' Letters

526 Latest Reviews
Featuring this month the newly-tooled Great Western Castle 4-6-0 in N from Graham Farish; the Hornby air-smoothed Merchant Navy in OO; the Little Loco Co Class 15 in O; and much more.

532 Book & DVD Reviews

534 News
Including a report from the 2017 York Model Railway Show, held over the Easter weekend at the city's racecourse; Heljan Class 50 and headcode-fitted 20 projects in O; and much more.

540 Societies & Clubs
The biggest and best guide to the exhibition scene country-wide.

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GWR RAILCAR

4D-011-000 GWR Railcar No7 GWR Monogram.....£123.25

4D-011-001 GWR Railcar No12 GWR Monogram.....£123.25
4D-011-002 BR/GWR Railcar Lined W10.....£123.25

4D-011-003 BR/GWR Railcar Lined W14.....£123.25

Why not PART EXCHANGE your old Lima Railcar GWR or BR for these Dapol New Railcars?

NEW 'OO' BUBBLE CAR

4D-015-001 Class 122 Bubble Car 55002 Blue/Grey Livery.....£123.45
4D-015-002 Class 122 Bubble Car 55000 BR Green with Whiskers.....£123.45
4D-015-003 Class 122 Bubble Car 55012 Regional Railways.....£123.45
4D-015-004 Class 122 Bubble Car SC55013 BR Blue.....£123.45
4D-015-005 Class 122 Bubble Car SC55007 BR Green SYP.....£123.45

NEW CLASS 66 IN 'N'

2D-007-006 Class 66 66737 Lesia GB Railfreight.....£89.90
2D-007-007 Class 66 66421 New DRS Livery.....£89.90
2D-007-008 Class 66 66114 DB Schenker Red.....£89.90

NEW CLASS 67 IN 'N'

2D-010-004 Class 67 A Thomas Telford 67014 Wrexham & Shropshire Silver.....£104.67
2D-010-005 Class 67 67010 Caledonian Sleeper Blue.....£104.67
2D-010-006 Class 67 67015 DB Schenker Red.....£104.67
2D-010-007 Class 67 Queens Messenger 67005 Royal Claret.....£104.67

NEW HYMEK IN 'N'

2D-018-007 Hymek D7003 Two Tone Green No YWP BR Late Crest.....£98.29
2D-018-008 Hymek D7043 Two Tone Green SWP BR Late Crest.....£98.29

TRAIN PACKS

R3514 Hitachi IEP Bi-Mode Class 800/0 Train Pack.....£318.75

TTS Sound Chips – Available Autumn 2017

R8101 TTS Sound Decoder Diesel Cl 31..£34.50
R8102 TTS Sound Decoder Diesel Cl 37..£34.50
R8103 TTS Sound Decoder Diesel Cl 47..£34.50
R8104 TTS Sound Decoder Diesel Cl 60..£34.50
R8105 TTS Sound Decoder Diesel Cl 67..£34.50

GRAHAM FARISH
Masterpieces in Miniature

370-375 Avro Vulcan Class 37 Train Pack.....OCT £161.45

AUTO COACHES (NEW)

374-610 BR Auto Trailer Cream/ Crimson.....£29.70
374-611 BR Auto Trailer Maroon.....£29.70
374-612 BR Auto Trailer Crimson.....£29.70

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Masterpieces in Miniature

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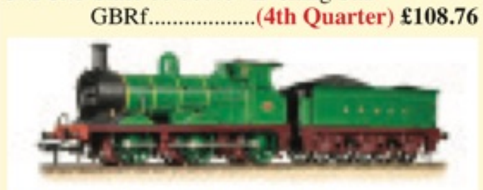
372-030 Earl of Dunraven GWR .....Jun/Jul £118.95
372-031 Tiverton Castle BR Lined Green .....May/Jun £118.95
372-032 Sir Daniel Gooch BR Lined .....Jun/Jul £118.95
372-033DS Nunney Castle GWR Green (Sound).....Jun/Jul £186.95

NEW FOR 2017

379-017 2017 Graham Farish Catalogue .£6.95
371-650A Class 57/3 57306 'Jeff Tracy' Virgin.....£106.20
371-651A Class 57/0 57008 'Freightliner Explorer' Freightliner Wthrd..£116.70

371-468a Class 37/0 97304 'John Tiley' Network Rail Yellow.....£103.66

371-398 Class 66 66779 'Evening Star' GBRf.....(4th Quarter) £108.76



372-775 C Class 0-6-0 271 SECR Plain Green.....£TBA

N GAUGE

UNBOXED ITEMS FROM SETS

370-130A Class 47522 'Doncaster Enterprise' split from set.....£95.00
370-130B Mk1 TPO and GUV Royal Mail red, split from set.....£50.00
370-430A Class 47 NSE 47581 Great Eastern.....£100.00
370-430B 3 NSE Coaches which includes a Buffet Coach.....£70.00
370-430C Downham Signal Box.....£15.00

371-168 Class 37 Steel Skinningrove.....£97.60
371-285 Class 55 Deltic D9007 'Pinza' BR Green.....£97.60
371-286 Class 55 Grn K. Own Yorkshire..£97.55
371-287 Class 55 Blue P. Wales Own.....£97.50
371-330 Class 150/1 First Great Western £131.99
371-350A Class 60 60035 EWS.....£92.00
371-357 Class 60 60057 'Adam Smith' BR Coal Sector.....£103.65
371-358 Class 60 60021 Colas.....£97.60
371-383A Class 66 Schenker.....£97.50
371-396 Class 66 GBRf.....£95.95
371-397 Class 66 DRS Compass.....£97.60
371-456 Class 37/0 37133 BR Grey & Yellow (Dutch).....£97.60
371-504 Class 101 2 Car DMU BR Green.....£139.95
371-505 Class 101 2 Car DMU BR Network SouthEast.....£139.95
371-656 Class 57 Yellow Network Rail....£95.95
371-825B Class 47 Green SYP.....£99.95
371-828B Class 47 Blue.....£97.50
371-876DS Class 108 2 Car DMU Blue DCC Sound.....£216.00
371-877A Class 108 2 Car DMU BR Blue & Grey.....£136.00
371-880 Class 108 2 Car DMU BR Green Small Yellow Panel.....£136.00

371-985 Class 64xx 0-6-0 Pannier Tank 6407 GWR Green.....£75.95
371-986 Class 64xx 0-6-0 Pannier Tank 6417 BR Black E/Emblem.....£75.95
371-987 Class 64xx 0-6-0 Pannier Tank 6412 BR Lined Grn L/Crest.....£75.95

372-310 Merchant Navy Class 35024 'East Asiatic Company' BR Blue.....£135.95
372-311 Merchant Navy Class 35023 'Holland-Afrika Line' BR Green.....£135.95
372-312 Merchant Navy Class 35028 'Clan Line' BR Green Late Crest.....£135.95
372-313 Merchant Navy Class 35021 'New Zealand Line' BR Malachite.....£135.95
372-313 Merchant Navy Class 35021 'New Zealand Line' BR Malachite.....£135.95
372-536 Class 4MT Tank 80119 BR Lined Black L/Crest.....£95.95
372-578 Rebuilt Royal Scot 6100 'Royal Scot' LMS Crimson.....£111.99
372-750 Fairburn 2-6-4 Tank 2691 LMS Black.....£95.95
372-752 Fairburn 2-6-4 Tank 42073 BR Black Late Crest.....£95.95

PART EXCHANGE YOUR UNWANTED POINTS FOR ANYTHING ON THESE 2 PAGES

PECO/HORNBY POINTS

PECO POINTS We will allow £2.35 for each small or medium radius and £2.25 for large and curved Radius "OO" point. Also £7 each for Double Slip and 3-way points.
Fine Scale points also required.
N Gauge points also required.

HORNBY POINTS We will allow £2.25 for new type Nickel Silver Points £2.75 each for Curves/Express Nickel Silver Points.

POINT MOTOR We will allow £1.50 each for any quantity of Peco or Hornby Point Motor in working order

SECOND-HAND WANTED

Boxed or unboxed, Lima, Hornby, Bachmann, Graham Farish - Locos, Coaches or Wagons.

Anything considered, part exchanged or cash offered!

Please contact us for more information

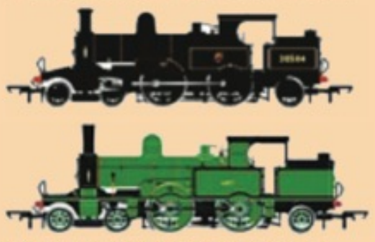
HELJAN

NEW 1300 0-6-0T (STOCK)

1300 1361 GWR Photo Grey.....£122.00
1301 1363 GWR green Monogram.....£128.99
1302 1364 GWR green GWR.....£128.99
1303 1365 BR black Lion Wheel (Early) £128.99
1304 1363 BR black Lion Wheel (Late)..£128.99
1320 1366 green Monogram Logo.....£128.99
1321 1369 green Great Western.....£128.99
1322 1370 green GWR lettering.....£128.99
1323 1367 BR black Early Crest.....£128.99

OXFORD RAIL
OO GAUGE RAILWAYS

NEW RELEASES AVAILABLE TO PRE-ORDER DUE EARLY 2017



OR76AR005 Adams Radial East Kent Railway.....£84.95
OR76AR004 Adams Radial Steam Locomotive - BR Late 30582.....STOCK £84.95
OR76AR005XS Adams Radial East Kent Railway DCC Sound.....£158.00
OR76AR006 Adams Radial Southern 35210.....STOCK £84.95
OR76AR006XS Adams Radial Southern 3520 DCC Sound.....PRE-ORDER £158.00
OR76DG001 Deans Goods GWR 2309.....APRIL £95.00
OR76DG001XS Deans Goods GWR 2309 DCC Sound.....APRIL £164.00
OR76DG002 Deans Goods BR E/C 2409.....APRIL £95.00
OR76DG002XS Deans Goods BR E/C 2409 DCC Sound.....APRIL £164.00
OR76CAT002 Cattle Wagon LNER.....STOCK £9.50
OR76MW4005 Lothian Coal Co No.792 4 Plank Wagon.....£8.99
OR76MW4006 United Collieries 5439 4 Plank Wagon.....£8.99
OR76MW6003 6 Plank Wagon FJ Newton£8.99
OR76MW6004 BR 6 Plank Wagon Pack of 3 (Weathered).....£25.00

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Full Bachmann OO Gauge range available to view on our website

36-2016 2017 Catalogue Available NOW .£7.95

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35-050 Webb Coal Tank LNWR Plain Black.....£101.95
35-051 Webb Coal Tank LMS Black.....£101.95
35-052 Webb Coal Tank 58900 BR Early Emblem.....£101.95

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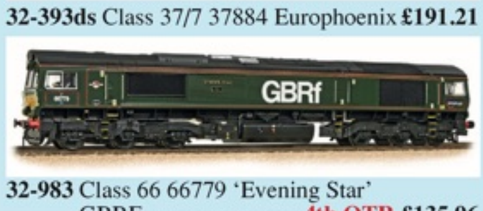
32-815DB Class 47 47832 'Tamar' Intercity Mainline Limited Edition of 500. Available late 2017.....£154.95

30-375 Avro Vulcan XH558 Collectors Pack.....NOV £169.91

32-393ds Class 37/7 37884 Europhoenix £191.21



32-983 Class 66 66779 'Evening Star' GBRF.....4th QTR £135.96

31-090ds 3200 (Earl) 3026 'Earl of Plymouth' GWR Grn DCC Snd 4th QTR £186.96

32-850a BR Standard 9F 92220 'Evening Star' BR Green Late Crest .4th QTR £140.21

32-789 Merl Evans Class 37 Colas OCT £117.25

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39-578 BR Auto Trailer Cream/Crimson ..£55.95
39-579 BR Auto Trailer Maroon.....£55.95
39-580 BR Auto Trailer Choc/Cream.....£55.95

NEW BACHMANN WAGONS

37-072 5P W H Wallis Co.....£11.95
37-114 7P Baldwin (Weathered).....£13.55
37-450B 16T Slope Sided Grey (Weath)...£13.55
38-005D 45 Ton HEA Bauxite (Weath)....£19.15
38-006D 45 Ton HEA Railfreight (Weth) .£20.75
38-032A 100 Ton HHA Freightliner (Weathered).....£37.55
38-085C 34 Ton Limpet ZKA Dep (Weathered).....£13.55

NEW LMS STANIER (Steam)

31-690 LMS Stanier Mogul 2965 LMS Lined Black.....£127.95
31-691 LMS Stanier Mogul 42969 BR Lined Black Early Emblem.....£127.95
31-692 LMS Stanier Mogul 42968 BR Lined Black L/Crest (Preserved) .£135.95

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32-756 Class 57/6 57603 'Tintagel Castle' GWR.....£123.95
32-764 Class 57/3 57305 'Northern Princess' Northern Belle.....£123.95
32-781B Class 37/0 37041 BR Blue Split Head Code.....£110.35
32-787 Class 37/0 D6714 BR Green Split Head Code.....£110.35
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Single Sheets £11.65 Shop Only
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LARGE SIZE Tender Loco size boxes 330mm L x 48mm D x 62mm W
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£3.50 each or Any 3 Medium or Large Boxes for £10.02

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£3.00 each or Any 4 Small Stock Boxes for £10.00

CORK SHEETING

36" x 24" (3ft x 2ft) per roll

1/32 Roll £4.00 each 2 for £7.00
1/16 Roll £5.00 each 2 for £9.00
1/8 Roll £6.75 each 2 for £12.00
3/16 Roll £10.00 each 2 for £17.00

CORK SHEETING

BACHMANN LOCOMOTIVES

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31-015 Class 7F LMS Black.....£125.75
31-119 BR Standard 4 4-6-0 75035 BR Black Late Crest Weathered.....£127.99
31-654 Class 47/4 47576 'Kings Lynn' Network SouthEast.....£111.99
31-661DS Class 47/3 Dutch Livery (DCC Sound).....£203.95
32-389 Class 37/4 37421 Colas.....£110.50
32-753DS Class 57/0 Freightliner (DCC Sound).....£203.95
32-560 A1 BR green (Light).....£144.00
32-561 A1 BR blue curlew.....£144.00
32-575A Ivatt 4MT LMS.....£107.99
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32-981 Class 66 66416 Freightliner PowerHaul.....£119.99
32-982 Class 66 DRS Plain Blue Compass.....£119.99
32-992 Wickham Type 27 Trolley Car Engineers Yellow.....£67.95
31-614 V3 Tank 67609 BR Black Late Crest Cranked Pipes.....£103.95
31-615 V3 Tank 67690 BR Lind Black Early Emblem Straight Pipes.....£103.95
31-635A Class 64xx 6424 0.6.0 pannier GWR Green.....£76.80
31-636A Class 64xx 0.6.0 Pannier BR Black E/C.....£76.80
31-638 Class 64xx 6419 0-6-0 Pannier Tank BR Lined Green L/C - Weathered.....£84.80

PECO OO-9

GR320 Slate Wagons, unbraked set of 3.....NEW £25.00
GR321 Slate Wagons, set of 3 2 unbraked, 1 braked.....NEW £25.00
GR330 RUGGA side tipping Skip Wagon brown, set of 3.....NEW £25.50
GR331 RUGGA side tipping Skip Wagon grey, set of 3.....NEW £25.50
GR230 Bogie Open Wagon L&B livery.....NEW £19.50
GR231 Bogie Open Wagon SR livery.....NEW £19.50

PECO OO-9 POINT WORK

SLE491 304mm Radius RH point (Code 80).....£9.15
SLE492 304mm Radius LH point (Code 80).....£9.15
SLE495 RH point Mainline.....£10.60
SLE496 Code 80 LH point Mainline.....£10.60
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SLE440 Buffer Stops, narrow gauge type (Narrow Gauge).....£1.65

Other PECO Narrow Gauge items in stock

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Alongside a range of tools, glue, weathering powders, paint brushes, balsa wood, metal & plastic sections and plastic sheet.

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DCC CONTROL

DIGITAL CONTROL SYSTEMS

DCC01 Prodigy Express System £169.95

DCC02 Prodigy Advance2 System £299.95
DCC04 Prodigy Advance2 Wireless Systm £479.95

DECODERS

DCC18 OMNI Next18 Decoder £19.95
DCC22 CLASSIC 2 Function Micro £26.95
DCC23 CLASSIC 6 Pin Plug-in Decoder £26.95
DCC26 Compact 8 Pin Decoder w/Harness £15.95
DCC27 OMNI 21 & 8 Pin Decoder £19.95
DCC28 OMNI 6 Pin Decoder with Harness £22.95
DCC29 OMNI Direct Plug Decoder £20.95
BPDCC27 OMNI 21 & 8 Pin Decoder (5) £89.95
BPDCC28 OMNI 6 Pin with Harness (5) £99.95
BPDCC29 OMNI Direct Plug Decoder (5) £94.95
DCC30 Accessory Decoder 4 Accessories £64.95

DCC ACCESSORIES

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DCC13 Prdigy Adv2 Wireless Walkaround £189.95
DCC14 Prodigy Adv2 Backlit Walkaround £139.95
DCC15 "Decoder Doctor" Decoder Tester £89.95
DCC40 Auto Reverse Module £44.95
DCC49 Prodigy DCC Booster Unit 8 Amp £199.95
DCC51 Prodigy Wireless Conversion Set £269.95
DCC55 Prodigy Wired Computer Interface £64.95
DCC60 Spare plug for Prodigy £3.95
DCC61 Medium NEM 652 Socket (5) £8.50
DCC62 Prodigy Universal Lead (2m) £5.95
DCC63 Prodigy Adv Power Supply Unit £27.95
DCC64 Prodigy Power Pack Lead £7.25
DCC65 Prodigy Express Power Supply Unit £27.95
DCC66 Controller Caddy £6.95
DCC71 Prodigy Decoder Tester £10.50
DCC72 8 to 21 Pin Adaptor £4.75
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DCC AUTOFROG

DCC80 DCC Autofrog £5.95
BPDCC80 DCC Autofrog (3) £14.95

The DCC80 Autofrog is a simple switch that automatically changes the frog polarity on your DCC layout. In most situations, the use of electrofrog points is recommended on digital layouts to ensure reliability but this can make extra switching more complicated than it needs to be. Visit our website for more information on this innovative solution. Thousands sold so far!

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GMC-10LGB Single Track G Scale £104.95
GMC-10LGB5F Single Track G Scale Fan £179.95
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GMC-PO Single Track Simulation O Scale £109.95

GMC-D Twin Track £99.95
GMC-DO Twin Track O Scale £179.95
GMC-DS Twin Track Simulation £179.95
GMC-TS Three Track Simulation £179.95

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GMC-U Single Track Simulation £47.95
GMC-UF Single Track Feedback £42.95
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GMC-UDF Twin Track Feedback £62.95
GMC-UDS Twin Track Simulation £72.95
GMC-UTS Three Track Controller Sim. £82.95
GMC-UQ Four Track £87.95

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MAINS POWERED TRANSFORMERS

GMC-M1 Output 2 x 16v AC £49.95
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GMC-M2 Output 1 x 18v AC (2.5a) £54.95
GMC-M3 Output 1 x 24v AC (1.25a) £54.95
GMC-M4 Output 2 x12v AC (1.25a) £54.95

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GMC-WM1 Output 1 x 16v AC or 12v DC £20.95
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GMC-WM3 Kato Unitrack UK Power Supply £15.95
GMC-WM4 Output 12v DC (Regulated) £15.95

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GMC-T1 Output 2 x 16v AC (1a) £27.95
GMC-T2 Output 1 x 18v AC (2.5a) £27.95
GMC-T3 Output 1 x 24v AC (1.25a) £27.95
GMC-T4 Output 2 x 12v AC (1a) £27.95

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GMC-SS1 Super Shuttle Unit £34.95
GMC-SS1LGB Super Shuttle Unit G Scale £44.95
GMC-SS2 Station Stop Unit £39.95

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MAINS POWERED POINT CONTROL SYSTEM

GMC-PCU1 Point Control Unit £114.95
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GMC-CDU Capacitor Discharge Unit £13.95

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GMC-EM2 Coupling Adaptor Fret (20) £4.95
GMC-TLU OO Tension Lock Uncoupler £10.95

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GMC-PM50 Connection Boxes (3) £3.95
GMC-PM51 Tripled Point Motor Wire 10m £7.95
GMC-PM52 Point Motor Accessory Pack £2.95
GMC-PM53 Harnesses for PM10D (2) £3.95
GM612 Hole Saw & Arbor for Motor Fitting £3.50

POINT MOTORS

GMC-PM1 SEEP Motor with Built-In Switch £5.75
GMC-PM2 SEEP Motor No Switch £5.25
GMC-PM4 SEEP Motor Latching Mechanism £6.50

GMC-PM10 Solenoid Point Motor £6.95
GMC-BPPM10 Solenoid Point Motor (5) £29.95

Designed with easy installation in mind, this motor features a built-in reversible mounting plate (with adjustment slots and holes), robust, plated metalwork and fibreglass PCBs for longer life. The magnetic coils are high efficiency for reliable operation. Also has easy to use "solder-free" screw terminals. Includes mounting screws and a throw-bar extension.

GMC-PM10D Digital Solenoid Point Motor £18.95

All the features of the PM10 but with an inbuilt DCC decoder to make wiring even easier.

GMC-PM20 Surface Mount Point Motor £9.95
GMC-BPPM20 Surface Mnt Point Motor(5) £44.95

Designed with easy installation in mind, PM20 is placed parallel to your point-work and operates equally well orientated either way. PM20 works well with all popular modelling scales, and with the leading brands of track in the UK.The magnetic coils are high-efficiency for reliable operation. PM20 also has a plug-in harness that is very easy to use. Mounting screws are included.

PM20D Digital Surface Mount Point Motor £22.95

All the features of the PM20 but with an inbuilt DCC decoder to make wiring even easier.

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ELECTRONIC HIGH FREQUENCY TRACK CLEANERS FOR DC (ANALOGUE) USE ONLY

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GM37 OO/HO Track Cleaning Pads (3) £5.95
GM39 N Track Cleaning Pads (3) £5.95

TRACK TESTER

GM52 Multi Scale Track Tester £4.95

OO SCALE FLEXIBLE TRACK

GM90 900mm N/Silver Flexible Track (100) £315
GM93 900mm N/Silver Blk Flexi Track (24) £79.95
GM94 900mm N/Silver Brn Flexi Track (24) £79.95
GM97 900mm N/Silver Brn Flexi Track (100) £315
GM19 Code 100 (OO) Rail Joiners (24) £2.95

OO SCALE TRACK ACCESSORIES

GM45 OO/HO Re-Railer £5.50
GM54 OO Buffer Stop £1.95
BPGM54 OO Buffer Stop (5 Pack) £8.75

GM55 OO Lit Buffer Stop £7.25
GM56 OO Buffer Stop Lights (Pack of 2) £9.95
GM13 Pair of Leads (Joiners/Bare Wire) £4.95
GM66 Hornby Type Track Pins 10mm £2.75
GM67 Extra Long Track Pins 15mm £2.75

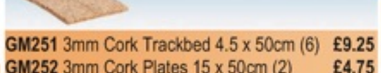
N SCALE FLEXIBLE TRACK

GM96 900mm N/Silver Blk Flexi Track (24) £64.95
GM18 Code 80 (N) Rail Joiners (24) £2.95

N SCALE TRACK ACCESSORIES

GM46 N Re-Railer £2.95
GM53 N Scale Buffer Stop £4.95
BPGM53 N Scale Buffer Stop (Pack of 5) £22.50
GM57 N Lit Buffer Stop on Track £9.25
GM58 N Buffer Stop Lights (Pack of 2) £9.95
GM17 Pair of Leads (N Joiner/Bare Wire) £4.95

OO GREY BALLASTED UNDERLAY SYSTEM



GM114 OO/HO Granite Ballast (500g) £3.75
GM117 OO/HO Granite Ballast (200g) £2.65
GM200 Flexible Ballasted Underlay (5m) £23.95
GM204 Point & Crossing Ballasting Kit £8.25

OO BROWN BALLASTED UNDERLAY SYSTEM

GM111 OO/HO Brown Ballast (500g) £3.75
GM210 Flexible Ballasted Underlay (5m) £23.95
GM214 Point & Crossing Ballasting Kit £8.25

N GREY BALLASTED UNDERLAY SYSTEM

GM115 N Granite Ballast (500g) £3.75
GM118 N Granite Ballast (200g) £2.65
GM201 N Flexible Ballasted Underlay (5m) £23.95
GM205 N Point & Crossing Ballasting Kit £8.25

N BROWN BALLASTED UNDERLAY SYSTEM

GM113 N Brown Ballast (500g) £3.75
GM211 N Flexible Ballasted Underlay (5m) £23.95
GM215 Point & Crossing Ballasting Kit £8.25

OO SCALE CORK TRACKBED SYSTEM

GM251 3mm Cork Trackbed 4.5 x 50cm (6) £9.25
GM252 3mm Cork Plates 15 x 50cm (2) £4.75
GM240 For RH Sectional Points(2) £4.50
GM241 For LH Sectional Points (2) £4.50
GM244 For RH Sectional Curved Points (2) £4.50
GM245 For LH Sectional Curved Points (2) £4.50
GM247 For Y Sectional Points (2) £4.50

N SCALE CORK TRACKBED SYSTEM

GM231 2mm Cork Trackbed 2.8 x 50cm (6) £9.25
GM232 2mm Cork Plates 15 x 50cm (2) £4.75
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GM226 For LH Sectional Points (2) £4.25

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GM119 Fine Plaster of Paris (1kg) £3.95
GM130 1/16 Cork Sheet 3' x 2' (60 x 90cm) £7.75
GM131 1/8 Cork Sheet 3' x 2' (60 x 90cm) £11.75
GM167 Balsa Bundle 50 x 76 x 229mm £2.95
GM168 Balsa Bundle 75 x 150 x 450mm £11.95

GRASS & GRAVEL MATS

GM20 Spring Grass Mat 100cm x 75cm £7.95
GM21 Summer Grass Mat 100cm x 75cm £7.95
GM22 Autumn Grass Mat 100cm x 75cm £7.95
GM23 Gravel Mat 100cm x 75cm £5.95
GM38 Spring Grass Mat 240cm x 120cm £34.95

MEADOW MATS

GM140 Meadow Mat - Spring 6mm Grass £9.75
GM141 Meadow Mat - Meadow 6mm Grass £9.75
GM142 Meadow Mat - Spring 12mm Grass £12.75
GM143 Meadow Mat-Meadow 12mm Grass £12.75
GM147 Meadow Mat - Beige 6mm Grass £9.75
GM148 Meadow Mat - Beige 12mm Grass £12.75

STATIC GRASS SYSTEM

GM196 Static Grass Starter Set £9.95
GM193 Puffer Bottle £4.95
GM169 Static Grass Glue (250ml) £6.95
GM170 Spring Grass Flock (30g) £3.45
GM171 Summer Grass Flock (30g) £3.45
GM172 Moorland Grass Flock (30g) £3.45
GM173 Meadow Grass Flock (30g) £3.45
GM174 Woodland Floor Grass Flock (30g) £3.65

BUDGET SCATTERS

GM101 Meadow Scatter (50g) £1.95
GM102 Mid Green Scatter (50g) £1.95
GM103 Dark Green Scatter (50g) £1.95
GM105 Spring Green Scatter (50g) £1.95
GM108 Earth Brown Scatter (50g) £1.95
GM109 Black Scatter (50g) £1.95
GM110 Red/Brown Scatter (50g) £1.95
GM112 Imitation Coal (50g) £2.45
GM116 Grey Tarmac Scatter (50g) £1.95

LICHENS & HEDGES

GM160 Light Green Hedgerow (1m) £7.50
GM161 Dark Green Hedgerow (1m) £7.50
GM164 Light Green Lichen (80g) £4.95
GM165 Dark Green Lichen (80g) £4.95
GM166 Assorted Lichen (80g) £4.95

FOLIAGE

GM150 Fine Light Green Foliage (30g) £3.55
GM151 Fine Dark Green Foliage (30g) £3.55
GM152 Fine Mid Green Foliage (30g) £3.55
GM153 Fine Light Brown Foliage (30g) £3.55
GM154 Fine Brown Foliage (30g) £3.55

STANDARD TREES

GM180 Plum Trees (3) £7.95
GM181 Plum Trees in Blossom (3) £7.95
GM182 Fruit Trees (3) £7.95
GM183 Apple Trees (3) £7.95
GM184 Birch Trees (3) £7.95
GM185 Weeping Willow Trees (3) £7.95
GM186 Poplar Trees (3) £7.95
GM187 Pine Trees (3) £8.95
GM188 Beech Trees (2) £7.95

VALUE TREE ASSORTMENTS

GM127 N Scale Tree Assortment (10) £9.95
GM128 OO Scale Spring Trees (10) £11.95
GM129 OO Scale Summer Trees (10) £11.95

BULK TREES

GM120 Deciduous Trees (25) £22.95
GM121 Mixed Trees (25) £22.95
GM122 Fir Trees (25) £22.95
GM123 Small Fir Trees (50) £19.95
GM124 Deciduous Trees (25) £22.95
GM125 Spruce Trees (25) £22.95

MAKE YOUR OWN TREES

GM195 Seafoam for Tree Making £19.95
GM156 Light Green Scenic Leaves (50g) £4.15
GM157 Mid Green Scenic Leaves (50g) £4.15
GM158 Dark Green Scenic Leaves (50g) £4.15

FLOWERS

GM139 Flowerbeds £11.95
GM175 Garden Flowers £9.95
GM176 Water Plants £9.95
GM177 Garden Plants £9.95
GM178 Wild Flowers £9.95

PLANTS

GM149 Green Plants 12mm (42) £4.95
GM159 Yellow Plants 12mm (42) £4

GRASS STRIPS/TUFTS

GM136 Spring Grass Strips (36) £11.95
GM137 Summer Grass Tufts (104) £11.95
GM138 Flowering Grass Tufts (108) £11.95
GM162 Green 6mm Mini Tufts (42) £4.95
GM163 Green 12mm Mini Tufts (42) £4.95

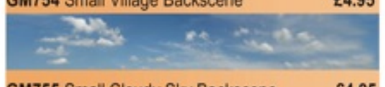
BRICKWORK

GM30 Plain Stone Wall Grey £9.75
GM31 Grey Stone Wall & Butresses £9.75
GM32 Grey Stone Wall & Arches £9.75
GM197 Stone Tunnel Wall £8.75
GM198 Single Tunnel Mouth & Walls £15.75
GM199 Double Tunnel Mouth & Walls £20.75

BACKSCENES

GM701 Large Valley Backscene £7.95
GM702 Large Countryside Backscene £7.95
GM703 Large Open Field Backscene £7.95

GM704 Large Village Backscene £7.95
GM705 Large Cloudy Sky Backscene £7.95
GM706 Large Industrial Backscene £7.95
GM707 Large Housebacks Backscene £7.95
GM708 Large Pretty UK Town Backscene £7.95
GM751 Small Valley Backscene £4.95
GM752 Small Countryside Backscene £4.95
GM753 Small Open Field Backscene £4.95
GM754 Small Village Backscene £4.95



GM755 Small Cloudy Sky Backscene £4.95
GM756 Small Industrial Backscene £4.95
GM757 Small Housebacks Backscene £4.95
GM758 Small Pretty UK Town Backscene £4.95

HIGHWAYS

OO SCALE WIDE ROAD SYSTEM

GM370 80mm Wide Tarmac Road (1m) £7.25
GM371 80mm Wide Universal Curves (2) £7.25
GM375 68mm Wide Tarmac Road (1m) £7.25
GM376 68mm Wide Universal Curves (2) £7.25

OO/HO SCALE VEHICLE LIGHTING KITS

GM385 Standard Vehicle Kit £14.95
GM386 Emergency Vehicles Kit (Blues) £16.95
GM387 Service Vehicles Kit (Orange) £16.95

N SCALE ROAD SYSTEM

GM390 40mm Wide Tarmac Road (1m) £6.95
GM391 40mm Wide Universal Curves (2) £6.95

ROADSIDE CRASH BARRIERS

GM381 OO Scale £6.95
GM396 N Scale £6.95

STRUCTURES

OO SCALE LASER CUT KITS

GM451 Wooden Fencing 300mm Length £5.95
GM452 Lattice Fencing 300mm Length £5.95
GM453 Garden Shed Kit £6.95

OO SCALE "FORDHAMPTON" PLASTIC KITS

Fordhampton is a bustling market town on a busy mainline running through the rolling South Downs. With both local and express services steaming through, Fordhampton Station serves all kinds of trains from commuters travelling to and from London as well as excursions to the seaside at Brighton! Wherever you are going the station master will be happy to help you get to your destination.

GM401 Fordhampton Station £25.95
GM402 Fordhampton Signal Box £12.95
GM403 Fordhampton Footbridge £18.95
GM404 Fordhampton Level Crossing £13.95
GM405 Fordhampton 60s Estate House £15.95

GM406 Fordhampton Locomotive Shed £20.95

THOUSANDS OF ITEMS ARE IN STOCK NOW. E & OE.
WE CAN DELIVER POST FREE TO MOST UK ADDRESSES

Gaugemaster Controls Ltd, Gaugemaster House, Ford Road
Arundel, West Sussex, BN18 0BN, United Kingdom

Tel - 01903 884488

Fax - 01903 884377 **Email -** engineshed@gaugemaster.co.uk

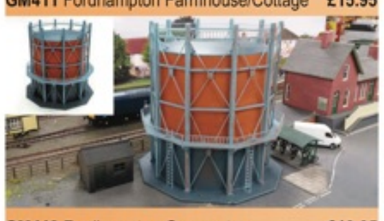
GAUGEMASTER

STRUCTURES

GM407 Fordhampton Carriage Platforms £9.95
GM408 Fordhampton Village Store or Pub £17.95
GM409 Fordhampton Pub/Bistro £19.95

GM410 Fordhampton Doctors Surgery £15.95

GM411 Fordhampton Farmhouse/Cottage £15.95



GM412 Fordhampton Gasometer £19.95

GM413 Fordhampton Nurseries £19.95
GM414 Fordhampton Bridge £12.95

KESTREL DESIGNS

N GAUGE PLASTIC KITS

GMKD01 House £4.75
GMKD02 Shop £4.75
GMKD03 Bungalow £4.00
GMKD04 Church with Porch £6.50
GMKD05 House/Shop Unit with Glazing £7.25
GMKD06 Two Shop Unit with Glazing £7.25
GMKD07 Four House Unit £7.25
GMKD08 Country Station £9.50
GMKD09 Station Buildings £5.75
GMKD10 Island Platform with Flat Canopy £9.00
GMKD11 Flat Canopy £6.50
GMKD12 Small Signal Box £7.00
GMKD13B Farm Rail Fencing Brown £3.50
GMKD13W Farm Rail Fencing White £3.50
GMKD14 Telegraph Poles £3.50
GMKD15 Windows Doors & Guttering £4.75
GMKD16 Platforms (2) £3.25
GMKD17 Platform Ramps (2) £2.75
GMKD18 Station Yard Huts £3.75
GMKD19 Weighbridge & Office £4.75
GMKD20 Coal Office £3.75
GMKD21 Level Crossing/Keepers Cottage £6.50
GMKD22 Four Greenhouses £3.50
GMKD23 Two Domestic Garages £3.50
GMKD24 Water Tower £4.25
GMKD25 Corner Shop £5.00
GMKD26 Corner Pub £5.00
GMKD27 Three Storey Townhouse £6.50
GMKD28 Three Storey Town Shop £6.50
GMKD29 Modern Station £8.75
GMKD30 Modern Station Waiting Room £6.25
GMKD31 Station Masters House £7.00
GMKD32 Pair Pre War Semi Det. Houses £8.00
GMKD33 Boilerhouse & Chimney £7.00
GMKD34 Stable Block £4.25
GMKD35 Cow Shed £4.00
GMKD36 Barn £6.50
GMKD37 Farm House £8.25
GMKD38 Steel Footbridge £8.25
GMKD39 Modern Industrial Unit £6.50
GMKD40 Modern Fire Station £8.00
GMKD41 Platforms Wide (2) £3.75
GMKD42 Platform Ramps Wide (2) £3.25
GMKD43 Goods Shed £8.50
GMKD1000 Town Station £17.95
GMKD1001 Old Factory with Chimney £20.95

N GAUGE LASER CUT KITS

The same as the ultra detailed OO equivalents (GM451/GM452/GM453) - pack sizes vary from the 4mm versions though

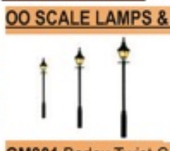
GMKD51 Wooden Fencing £5.75
GMKD52 Lattice Fencing £5.75
GMKD53 Garden Sheds (2) £6.00

N GAUGE VALUE KIT SETS

GMKD2000 Station Set £15.95
GMKD2001 Town Set £13.95
GMKD2002 Suburban Set £15.95
GMKD2003 Farm Set £17.95

LIGHTING

OO SCALE LAMPS & LIGHTING



Fine 4mm scale lamps with prototypical post extensions and Light control PCBs

GM801 Barley Twist Gas Lamp Soft Black (3) £13.95
GM802 B/Twist Gas Lamp BR/SR Green (3) £13.95
GM803 B/Twist Gas Lamp LMS Maroon (3) £13.95
GM804 B/Twist Gas Lamp GWR Stone (3) £13.95
GM805 B/Twist Gas Lamp Grey Undercoat (3) £13.95
GM806 Taper Post Gas Lamp Soft Black (3) £13.95
GM807 Taper Post Gas Lamp BR/SR Grn (3) £13.95
GM808 T/Post Gas Lamps LMS Maroon (3) £13.95
GM809 T/Post Gas Lamps GWR Stone (3) £13.95
GM810 T/Post Gas Lamp Grey Undercoat (3) £13.95
GM811 Taper Post Oil Lamp Soft Black (3) £13.95
GM812 Taper Post Oil Lamp BR/SR Green (3) £13.95
GM813 Taper Post Oil Lamp LMS Maroon (3) £13.95
GM814 Taper Post Oil Lamp GWR Stone (3) £13.95
GM815 T/Post Oil Lamp Grey Undercoat (3) £13.95
GM816 Swan Neck Lamp Soft Black (3) £13.95
GM817 Swan Neck Lamp BR/SR Green (3) £13.95
GM818 Swan Neck Lamp LMS Maroon (3) £13.95
GM819 Swan Neck Lamp GWR Stone (3) £13.95
GM820 W/Mounted Swan Neck Black(2) £13.95
GM821 W/Mounted Swan Neck SR/BR Grn(2) £13.95
GM822 W/Mounted Swan Neck LMS Mrn(2) £13.95
GM823 W/Mounted Swan Neck GWR Stne(2) £13.95
GM824 W/Mounted Gas Lamp Soft Black (2) £13.95
GM825 W/Mounted Gas Lamp BR/SR Grn(2) £13.95
GM826 W/Mounted Gas Lamp LMS Maroon(2) £13.95
GM827 W/Mounted Gas Lamp Undercoat (2) £13.95
GM828 W/Mounted Gas Lamp GWR Stone(2) £13.95
GM829 Modern Sgl Head Adjustable Lamp(4) £15.95
GM830 Modern Dbl Head Adjustable Lamp (3) £13.95

OO SCALE VALUE PACKS LAMPS & LIGHTING

Typically 6 x lamps, plus two matching wall lamps with prototypical post extensions as well as 6 prototype white LEDs for building interiors and all required light control PCBs.

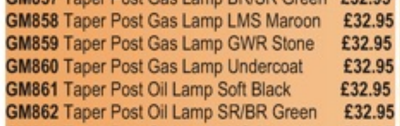
GM851 Barley Twist Gas Lamp Soft Black £32.95
GM852 B/Twist Gas Lamp SR/BR Green £32.95
GM853 B/Twist Gas Lamp LMS Maroon £32.95
GM854 B/Twist Gas Lamp GWR Stone £32.95
GM855 B/Twist Gas Lamp Grey Undercoat £32.95
GM856 Taper Post Gas Lamp Soft Black £32.95
GM857 Taper Post Gas Lamp BR/SR Green £32.95
GM858 Taper Post Gas Lamp LMS Maroon £32.95
GM859 Taper Post Gas Lamp GWR Stone £32.95
GM860 Taper Post Gas Lamp Undercoat £32.95
GM861 Taper Post Oil Lamp Soft Black £32.95
GM862 Taper Post Oil Lamp SR/BR Green £32.95
GM863 Taper Post Oil Lamp LMS Maroon £32.95
GM864 Taper Post Oil Lamp GWR Stone £32.95
GM865 Taper Post Oil Lamp Grey Undercoat £32.95
GM866 Swan Neck Lamp Soft Black £32.95
GM867 Swan Neck Lamp SR/BR Green £32.95
GM868 Swan Neck Lamp LMS Maroon £32.95
GM869 Swan Neck Lamp GWR Stone £32.95
GM879 Modern Sgl Head Adjustable Height £32.95
GM880 Modern Dbl Head Adjustable Height £19.95

LIGHTING ACCESSORIES

GM895 Light Control PCB - LED/Lamp (2) £6.95
GM896 Light Control PCB - LED/Lamp (5) £12.95
GM897 Mini Light Control PCB - LED (10) £4.95
GM898 Mini Light Control PCB - Lamp (10) £4.95
GM899 Spare Bulbs for Lamps (5) £4.95

TOOLS

MODEL RAILWAY MAINTENANCE



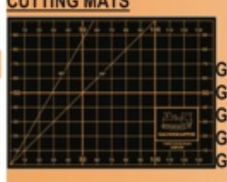
GM50 OO/HO Locomotive Wheel Cleaner £39.95
GM47 N Gauge Wheel Cleaner £34.95
GM51 Spare Pads for GM50 £17.95
GM49 Spare Pads for GM47 £17.95
GM59 N Scale Wheel Cleaner £15.95

GM60 OO Scale Wheel Cleaner £19.95
GM619 Precision Lubricator £4.75
GM667 Superfine Oil Pen w/Teflon Particles £6.25
GM668 Electrical Contact Oil Pen £9.95

TRACK RUBBERS

GM26 Track Rubber £3.25
GM27 Jumbo Track Rubber £5.95

CUTTING MATS

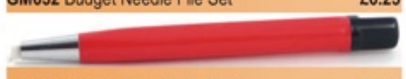


GM599 A6 Size £2.95
GM600 A2 Size £15.95
GM601 A3 Size £10.95
GM602 A4 Size £5.95
GM603 A5 Size £3.95

GENERAL MODELLING TOOLS

GM604 Round Nose Pliers £6.95
GM605 Flat Nose Pliers £6.95
GM606 Side Cutters £6.95
GM607 Half Round Pliers £6.95
GM608 Bent Nose Pliers £6.95
GM609 S/Steel Tweezers (4) £7.95
GM610 Double Ended Pin Vice £5.95
GM611 Sawset 1 w/ Scalpel Handle £10.95
GM613 Trim-away Knife £3.95
GM614 Stainless Steel Scalpel & Blades £5.50
GM615 Plastic Scalpel & Blades £5.95
GM616 Disposable Knife Set (3) £1.95
GM617 Pick-Up Tool £6.95
GM618 Magnifier Tweezers £4.25

GM620 Flexible Model Sanders (3) £2.95
GM621 Locking forceps Curved £7.50
GM622 Hot Wire Cutter for Scenic Modelling £19.95
GM623 Wires for Hot Wire Cutter (5) £4.95
GM624 Swivel Top Pin Vice £6.95
GM625 Curved Tweezer Reverse Action £4.95
GM626 Straight Tweezer Reverse Action £4.95
GM627 Blunt End Tweezer Reverse Action £4.95
GM628 Mini Hobby Hammer £3.95
GM629 Cutting Discs (10) £4.95
GM630 Screw Top Mandrels (3) £4.75
GM631 Slitting Discs (10) & Mandrel £5.50
GM632 Budget Needle File Set £6.25



GM633 Glass Fibre Pencil 4mm £4.75
GM634 4mm G/Fibre Refills (10) £7.50
GM635 2mm Glass Fibre Pencil £9.95
GM636 2mm G/Fibre Refills (5) £6.95
GM637 Modelling Scissors £5.95
GM638 Cutting Broaches 0.6-2.0 £16.50
GM639 150mm (6") Steel Rule £3.50
GM640 Archimedian Drill Stock £6.95
GM641 HSS Jbbrs Drills 0.5 (5) £3.95
GM642 HSS Jbbrs Drills 0.8 (5) £3.95
GM643 HSS Jbbrs Drills 1.0 (5) £3.95
GM644 HSS Jbbrs Drills 1.2 (5) £3.95
GM645 HSS Jbbrs Drills 1.5 (5) £3.95
GM646 HSS Jbbrs Drills 1.8 (5) £3.95
GM647 HSS Jbbrs Drills 2.0 (5) £3.95
GM648 Microbox Drills 0.3-1.6 £10.95
GM649 Microbox HSS Twist Drill Bits 61-80 £10.95
GM650 HSS Jbbrs Drills 0.3 (5) £3.95
GM651 HSS Jbbrs Drills 0.4 (5) £3.95
GM652 HSS Jbbrs Drills 0.6 (5) £3.95
GM653 HSS Jbbrs Drills 0.7 (5) £3.95
GM654 HSS Jbbers Drills 0.9 (5) £3.95

GM657 Five in One Angle Gauge & Tool £9.95
GM660 Pick n Place Twin Pack £8.95
GM664 Economy Sprue/Plastic Cutter £4.95
GM666 Clip On Magnifying Eye Glass £6.95
GM669 Pin Pusher with Depth Stop £10.95
GM670 Deluxe Paintbrush Set £12.95
GM683 Soft Grip Knife Set with Blades £6.95
GM684 Spare Blades for GM683 £1.50
GM693 Value Model Railway Drill £9.95
GM694 Mains Powered Value Drill £16.95
GM695 Model Railway Screwdriver Set £4.95
GM696 Masking Tape 6mm x 18m (2) £2.25
GM697 Masking Tape 10mm x 18m (2) £2.95
GM698 Masking Tape 18mm x 18m (1) £2.95

RAZOR SAWS

GM671 4 in 1 Saw Set £19.95
GM672 Razor Saw Superfine £11.95
GM674 Razor Saw Fine £11.95
GM675 Razor Saw Medium £11.95
GM676 Aluminium Mitre Box £16.95
GM677 Fine Woodcraft Saw £11.95
GM678 Flush Cutting Saw £15.95
GM679 Universal Razor Saw £12.95

SOLDERING STATION

GM661 Complete Soldering Station £29.95

GM662 Spare Tip £2.95

SOLDERING IRONS & BITS

GM680 15W 230V Soldering Iron £16.95
GM681 25W 230v Soldering Iron £17.95
GM682 40W 230v Soldering Iron £19.95
GM685 15W No.6 Tip £3.95
GM686 15W No.8 Tip £3.95
GM687 25W No.6 Tip £3.95
GM688 25W No.7 Tip £3.95
GM689 25W No.8 Tip £3.95
GM690 40W No.6 Tip £3.95
GM691 40W No.7 Tip £3.95
GM692 40W No.8 Tip £3.95

SOLDERING ACCESSORIES

GM01 Low Melt Solder 70 degrees (20g) £4.45
GM02 Solder 180 degrees (20g) £4.15
GM03 White Metal Flux £6.25
GM04 Brass Flux £6.25
GM05 Non Acid Safety Flux £6.50
GM06 Solder Wire 145 Degrees £4.95
GM659 Desoldering Pump £3.95

ELECTRICS

SWITCHES

GM501 Slide Switch DPDT £1.70
GM502 Slide Switch DPDT (C/off) £1.70
GM503 Toggle Switch SPST £2.35
GM504 Toggle Switch DPDT £2.65
GM505 Mini-Toggle DPDT (C/off) £3.15
GM506 Mini-Toggle DPDT £2.75
GM507 Mini-Toggle SPST £2.45
GM508 Mini-Toggle SPDT £2.45
GM509 Mini-Toggle SPDT (C/off) £2.45
GM510 Mini-Toggle for Point Motors £2.70
GM511 Mini-Toggle for G Point Motors £3.65
GM512 Push to Break Black (5) £5.95
GM513 Push to Make Black (5) £2.85
GM514 Push to Make Blue (5) £2.85
GM515 Push to Make Green (5) £2.85
GM516 Push to Make Red (5) £2.85
GM517 Push to Make White (5) £2.85
GM518 Push to Make Yellow (5) £2.85
GM519 Rotary Switch 1 Pole 12 Way £2.85
GM520 Rotary Switch 2 Pole 6 Way £3.75
GM521 Rotary Switch 3 Pole 4 Way £3.75
GM522 Rotary Switch 4 Pole 3 Way £3.75
BPGM501 Slide Switch DPDT (25) £12.95
BPGM502 Slide Switch DPDT (C/off) (25) £12.95
BPGM503 Toggle Switch SPST (25) £34.95
BPGM504 Toggle Switch DPDT (25) £42.95
BPGM505 Mini-Toggle DPDT (C/off) (25) £44.95
BPGM506 Mini-Toggle DPDT (25) £42.95
BPGM507 Mini-Toggle SPST (25) £34.95
BPGM508 Mini-Toggle SPDT (25) £34.95
BPGM509 Mini-Toggle SPDT (C/off) (25) £39.95
BPGM510 Mini-Toggle for Point Motors (25) £44.95
BPGM513 Push to Make Black (25) £9.95
BPGM514 Push to Make Blue (25) £9.95
BPGM515 Push to Make Green (25) £9.95
BPGM516 Push to Make Red (25) £9.95
BPGM517 Push to Make White (25) £9.95
BPGM518 Push to Make Yellow (25) £9.95

WIRE

GM09RB Twinned Wire Red/Black (10m) £5.95
GM10 Wire Red/Black/Green (10m of each) £5.95
GM11BK Wire Black 7 x 0.2mm (10m) £2.15
GM11BL Wire Blue 7 x 0.2mm (10m) £2.15
GM11BN Wire Brown 7 x 0.2mm (10m) £2.15
GM11GN Wire Green 7 x 0.2mm (10m) £2.15
GM11GR Wire Grey 7 x 0.2mm (10m) £2.15
GM11O Wire Orange 7 x 0.2mm (10m) £2.15
GM11P Wire Pink 7 x 0.2mm (10m) £2.15
GM11PP Wire Purple 7 x 0.2mm (10m) £2.15
GM11R Wire Red 7 x 0.2mm (10m) £2.15
GM11W Wire White 7 x 0.2mm (10m) £2.15
GM11Y Wire Yellow 7 x 0.2mm (10m) £2.15
BPGM11BK Black Wire 7 x 0.2mm (100m) £7.95
BPGM11BL Blue Wire 7 x 0.2mm (100m) £7.95
BPGM11BN Brown Wire 7 x 0.2mm (100m) £7.95
BPGM11GN Green Wire 7 x 0.2mm (100m) £7.95
BPGM11GR Grey Wire 7 x 0.2mm (100m) £7.95
BPGM11O Orange Wire 7 x 0.2mm (100m) £7.95
BPGM11P Pink Wire 7 x 0.2mm (100m) £7.95
BPGM11R Red Wire 7 x 0.2mm (100m) £7.95
BPGM11W White Wire 7 x 0.2mm (100m) £7.95
BPGM11Y Yellow Wire 7 x 0.2mm (100m) £7.95

GENERAL ELECTRICAL ACCESSORIES

GM12 Pair Connecting Leads (Pin/Bare Wire) £4.65
GM14 Crimped Pin Terminals (6) £2.95
GM15 Ring Terminals (6) £1.95
GM16 Pair Connecting Leads (Pin/Pin) £4.95
GM28 Crocodile Clips Red/Black Pair £1.75
GM29 Knob for Rotary Switches & Pots £2.85
GM40 1.5a Rectifier £4.95
GM41 Thermal Cut-Out 1 Amp £3.95
GM42 Thermal Cut-Out 2.5 Amp £3.95
GM74 1a Diodes for PCU1 & SS1 (20) £2.45
GM75 PS6 6-Way Din Plug/Socket £3.15
GM77 12-Way Poly Terminal Block £1.95
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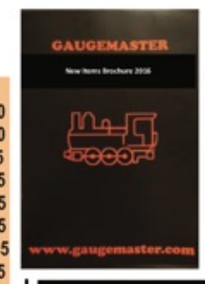

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39-620 Brake 3rd SECR Dark Lake
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371-136 31319 in BR railfreight triple grey petroleum sector
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A3002 4472 "Flying Scotsman" in LNER Grass green with unstreamlined corridor tender
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A3005 60035 "Windsor Lad" in BR green with early crest and unstreamlined non-corridor tender
A3006 60077 "The White Knight" in BR green with late crest and unstreamlined non-corridor tender
A3007 60103 "Flying Scotsman" in BR green with late crest and unstreamlined corridor tender

See the full announcement at www.hattons.co.uk/recordbreakers

Class A4 4-6-2
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A4001 2509 "Silver Link" in LNER silver with streamlined corridor tender
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TC11502 Diag. 115 Corridor Third in LNER Teak
TC11503 Diag. 115 Corridor Third in BR carmine & cream
TC11504 Diag. 115 Corridor Third in BR carmine & cream
TC11505 Diag. 115 Corridor Third in BR maroon
TC11506 Diag. 115 Corridor Third in BR maroon
TC17501 Diag. 175 Brake Corridor Comp. in LNER Teak
TC17502 Diag. 175 Brake Corridor Comp. in LNER Teak
TC17503 Diag. 175 Brake Corridor Comp. in BR carmine & cream
TC17504 Diag. 175 Brake Corridor Comp. in BR carmine & cream
TC17505 Diag. 175 Brake Corridor Comp. in BR maroon
TC17506 Diag. 175 Brake Corridor Comp. in BR maroon
TC18601 Diag. 186 Open Third in LNER Teak
TC18602 Diag. 186 Open Third in LNER Teak
TC18603 Diag. 186 Open Third in BR carmine & cream
TC18604 Diag. 186 Open Third in BR carmine & cream
TC18605 Diag. 186 Open Third in BR maroon
TC18606 Diag. 186 Open Third in BR maroon

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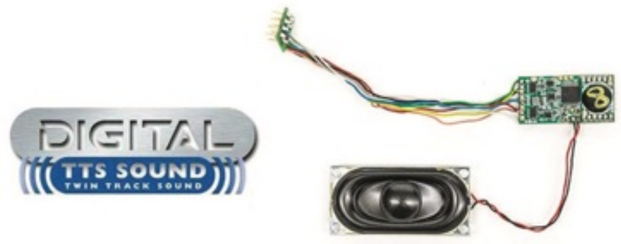

R8101 Class 31 diesel
R8102 Class 37 diesel
R8103 Class 47 diesel
R8104 Class 60 diesel
R8105 Class 66/67 diesel
R8106 Class A3 steam locomotive
R8107 Class A4 steam locomotive
R8108 Class A1 steam locomotive
R8109 Class 6000 'King' steam locomotive
R8110 Class 4073 'Castle' steam locomotive

AA15 'Toad' 20T Brake Van
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R6823 56866 in GWR grey
R6824 W68571 in BR livery

Class 8P Princess Coronation 4-6-2
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R3509TTS 46235 "City of Birmingham" in BR green - TTS Sound fitted
R3553 6231 "Duchess of Atholl" in LMS Crimson Lake
R3555 46256 "Sir William Stanier F.R.S." in BR Maroon

Wainwright Class H 0-4-4T
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R3538 308 in South Eastern and Chatham Railway lined green
R3539 31518 in BR black with late crest
R3540 1324 in Southern Railway olive green

Hitachi IEP Class 800
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R3514 800004 in GWR green (5-car set)
R3579 800002 in Hitachi Test livery **(SOLD OUT)**

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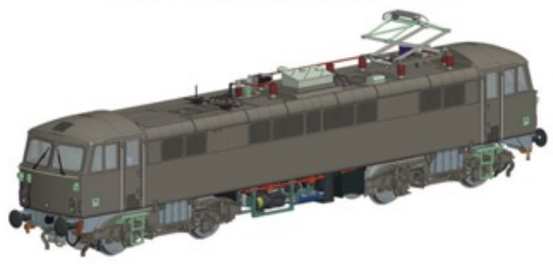

R3580 87035 'Robert Burns' in BR Blue
R3582 87010 'King Arthur' in Intercity Swallow livery

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R4777 BSO brake second open W9353 in BR blue and grey
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H1411 58xx 5801 in BR unlined green G W R
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H1415 14xx 1432 BR lined green late crest
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4D-009-HAT07 55022 in Original Network South East livery
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R3499 Class 49xx 4-6-0 6947 "Helmingham Hall" in BR Green late crest - Railroad Range (list £94.99) . . . . . BARGAIN . £57

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R3419 Class 700 "Black Motor" 0-6-0 693 in Southern Railway black (list £124.99) . . . . . BARGAIN . £69

R3468 Class 7P6F Rebuilt Battle of Britain 4-6-2 34077 "603 Squadron" in BR Lined Green late crest £144.50

R3285TTS Class A4 4-6-2 4469 "Gadwall" in LNER Garter Blue TTS Sound - Railroad range (list £99.99) . . . . . BARGAIN . £70

R3311 Class V Schools 4-4-0 30908 "Westminster" in BR Green early crest (list £134.99) . . . . . BARGAIN . £74

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R3299 'Going Home' train pack - 70th Anniversary of the end of WWII Black 5 4-6-0 5156 in LMS Black and 3 x LMS Period 3 Coaches - Ltd Ed (list £289.99) . . . . . BARGAIN £150

R3400 Golden Arrow Last Steam Run Train Pack Rebuilt 'West Country' 4-6-2 34100 "Appledore" in BR green and three Pullman coaches - Ltd Ed £253

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Train sets - DCC

R1126 Mixed Freight DCC digital train set Class 08 0-6-0 BR diesel electric loco, steam loco & 4 wagons £165

DCC controllers

R8214 DCC Elite unit digital controller. £205

Peco Products - Track - Code 100 Streamline

SL-100 Pack of 25 1 yard (91.5cm) length of Code 100 Wooden-sleeper nickel silver flexible track £66
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Track - Code 75 Finescale

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N Gauge

Peco Products - Track - Code 55 Finescale

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Any or Multiple Scales

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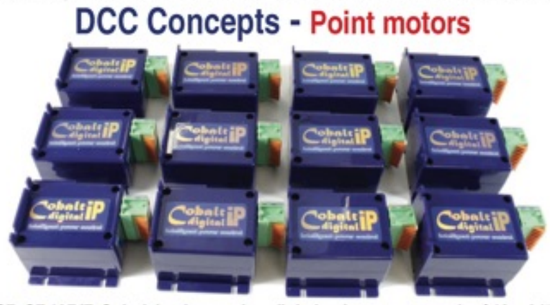
36-568 6 pin DCC decoder Back EMF and Railcom. £24.60

DCC Concepts - Point motors



DCP-CB12DIP Cobalt ip slow-action digital point motor - pack of 12 . .£177

Gaugemaster Controls - Point motors

PM-1 Seep point motor accessory switch £4

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DCR-8PIN-HarnessMini Box of 10 8-pin (harness) 2-function 1.1Amp small & thin decoder back EMF £99
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DCR-8PIN-HarnessMini Box of 5 . . . . . £50

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NCE - DCC controllers

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31-728 Class 3700 City 4-4-0 3708 'Killarney' in Great Western green £118.96
32-881 Class 4MT Fairburn 2-6-4 tank 42105 BR lined black early emblem - weathered £110.46
32-178A Class 5MT Crab 2-6-0 13174 in LMS lined black £123.21

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NEW

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31-635A Class 64xx 0-6-0PT pannier tank 6424 in GWR green £81.55

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31-015 Class 7F 2-8-0 13810 in LMS black NEW £125.76

NEW

31-014 Class 7F 2-8-0 89 in Somerset & Dorset Railway black NEW £125.76
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35-075 Class E4 Brighton tank 0-6-2 579 LB & SCR umber (list £109.95) ... BARGAIN £80
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31-321DS Class J11 0-6-0 64377 in BR black early emblem - weathered and DCC sound fitted £203.96
32-359A Standard Class 4MT 2-6-4T 80092 in BR black early emblem .. £110.46
32-509 Standard class 5MT 73109 in BR lined black early emblem and BR1B tender (list £129.95) ..... BARGAIN £89

32-858 Standard Class 9F 2-10-0 92189 in BR black late crest & BR1F tender - weathered £140.21

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30-575 The Railway Children Train Pack GWR 57xx Pannier in GNSR , 2 x GNSR Coaches & Scenecraft Oakworth Station Building £114.71

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32-120 Class 08 Shunter 13287 in BR Plain Green Early Emblem £84.96
32-044 Class 20 D8028 in BR Green Indicator Discs & Tablet Catcher ... £93.46
32-331 Class 25/1 25043 in BR Green full yellow ends - weathered £89.21
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30-049 The Permanent Way DCC train set Digital Sound £233.70

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39-576 BR Hawskworth Auto Trailer Maroon £58.61
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36-603 Box of 10 (list £34) ..... BARGAIN .. £24.80

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4D-003-012 Class 52 diesel loco D1026 "Western Centurion" in BR blue full yellow ends - weathered £113

4D-022-003 Class 68 68010 in Chiltern Railways £123.72
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4F-021-009 12 ton box van 611432 in LMS NEW £9.50
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OOJ94-SP1 Austerity 0-6-0ST No. 65 in NCB yellow - Ltd Ed for RMweb NEW ... £99

H1416 Class 14xx 0-4-2T 1409 in BR Unlined green late crest . £99

H1406 Class 14xx 0-4-2T 1420 in GWR Unlined green G W R lettering . £99

NEW

H1415 Class 14xx 0-4-2T 1432 in BR Lined green late crest - Heavily weathered NEW £99

H1413 Class 14xx 0-4-2T 1444 in BR Lined green early emblem £99

H1409 Class 14xx 0-4-2T 1470 in BR Lined black early emblem £99

NEW

H1405 Class 48xx 0-4-2T 4807 in GWR Wartime black G W R lettering - Lightly weathered NEW £99

NEW

H1403 Class 48xx 0-4-2T 4871 in GWR Unlined green Shirtbutton logo - Lightly weathered NEW £99

NEW

H1411 Class 58xx 0-4-2T 5801 in BR Unlined green G W R lettering - Lightly weathered NEW £99

NEW

H1407 Class 58xx 0-4-2T 5802 in GWR Unlined green G W R lettering - Lightly weathered NEW £99

H1402 Class 58xx 0-4-2T 5814 in GWR Unlined green Great Western lettering - Lightly weathered £99

H1408 Class 58xx 0-4-2T 5816 in BR Lined black BRITISH RAILWAYS (Gill Sans) £99

H1410 Class 58xx 0-4-2T 5819 in BR Unlined black early emblem . £99

OOJ94-003 Class J94 Austerity 0-6-0ST 8064 in LNER black original bunker £82

EFE - Buses

NEW

12122 Harrigton Cavalier 'Southdown' NEW £29.33

Gaugemaster Controls - Track underlay

GM200 5 metres of realistic grey ballasted OO gauge underlay £19.50

Heljan - Steam locos

1300 Class 1361 0-6-0ST 1361 in GWR photographic grey - Limited edition of 250 £124

1301 Class 1361 0-6-0ST 1363 in GWR green shirtbutton emblem £124

1302 Class 1361 0-6-0ST 1364 in GWR green £124
1303 Class 1361 0-6-0ST 1365 in BR black early emblem £124
1323 Class 1366 0-6-0PT 1367 in BR black early emblem £124

1324 Class 1366 0-6-0PT 1368 in BR black late crest £124

1321 Class 1366 0-6-0PT 1369 in Great Western green - as preserved £124

Diesel locos

1603 Class 16 North British Type 1 D8407 in BR green wtih full yellow ends - Ltd Ed of 750 (list £134.95) ..... BARGAIN £72
1604 Class 16 North British Type 1 D8409 in BR green grey roof - Gloss finish - Ltd Ed of 750 (list £134.95) ..... BARGAIN £72

BARGAIN

2660 Class 26/0 diesel D5300 in BR green semi gloss finish (list £119.95) ..... BARGAIN . £59
2661 Class 26/0 diesel D5301 in BR green (list £119.95) ... BARGAIN £61

BARGAIN

2664 Class 26/0 diesel D5302 in BR green small yellow panels (list £119.95) ..... BARGAIN £61

All items in stock when advert created. Prices valid until **07/06/17**. Errors excepted.

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UK P&P £4 per order
£2 per single diecast item
£7 guaranteed Next Day delivery
(Orders before 2pm)

2665 Class 26/0 diesel D5312 in BR green - weathered (list £129.95) . . . . . BARGAIN . £65

2663 Class 26/0 diesel D5317 in BR green small yellow panels (list £119.95) . . . . . BARGAIN . £61
3523 Class 35 Hymek D7054 in BR two tone green yellow warning panels . £101

Electric locos

7600 Class 76 EM1 Woodhead electric 26020 in BR black early crest - Ltd Ed for Olivias Trains £160
9007 Metropolitan Bo-Bo electric 11 "George Romney" London Transport maroon £108
9008 Metropolitan Bo-Bo electric 12 "Sarah Siddons" in Metropolitan (As currently preserved) £108

DMUs

8923 Class 128 DPU 55991 in Royal Mail Letters red (list £119.95)BARGAIN£59
8992 Class 128 DPU in BR Blue small yellow panels and Midland style fronts M55990 (list £119.95). . . . . BARGAIN £52
8991 Class 128 DPU in BR green small yellow panels & Midland style fronts M55989 (list £119.95). . . . . BARGAIN £69
8990 Class 128 DPU in BR green speed whiskers and Midland style fronts M55987 (list £119.95). . . . . BARGAIN £69
8922 Class 128 DPU W55992 in BR blue yellow ends & no branding 'Scooby Doo' - weathered (list £129.95) . . . . . BARGAIN £59

Wagons

1150 4-wheel A tank 3274 in Esso silver Esso Petroleum lettering £20.50
1150 Pack of 4 (list £99.80) . . . . . BARGAIN £76

Man-made scenic structure - railway-related

89121 21.5 metre (90ft) Motorised turntable - ready for installation. Upgraded 89111. For HO/OO scales. DCC ready. £199

Hornby - Steam locos

R3459TTS Class 2P Fowler 4-4-0 40626 in BR Black early emblem - TTS sound fitted (list £154.99) . . . . . BARGAIN . . . £105
R3277 Class 38xx 4-4-0 "County Of Devon" in Great Western Railway green - Railroad range (list £89.99) . . . . . BARGAIN £60
R3498 Class 3F Jinty 0-6-0T 19 S&DJR Blue - Railroad Range (list £44.99)BARGAIN £25

R3455 Class 4000 'Star' 4-6-0 4013 "Knight of St Patrick" in GWR Green NEW £127
R3334 Class 415 Adams Radial 4-4-2T 30582 BR black late crest (list £119.99)BARGAIN. £82
R3333 Class 415 Adams Radial 4-4-2T 30584 in BR black early emblem (list £119.99). . . . . BARGAIN £82

R3499 Class 49xx 4-6-0 6947 "Helmingham Hall" in BR Green late crest - Railroad Range (list £94.99) . . . . . BARGAIN . £57
R3313 Class 4F 0-6-0 4323 in LMS Black (list £99.99) . . . . . BARGAIN £58

R3460TTS Class 4F 0-6-0 44198 in BR Black late crest - TTS sound fitted (list £139.99) . . . . . BARGAIN £100

R3314 Class 4F 0-6-0 44341 in BR Black early crest (list £99.99) . . . . . BARGAIN . £58
R3276 Class 4P Compound 4-4-0 1072 in LMS Black Fowler tender - Railroad range (list £84.99). . . . . BARGAIN £45
R3463 Class 52xx 2-8-0 5231 in BR Black early emblem (list £139.99)BARGAIN . . £83
R3409 Class 6000 King 4-6-0 6002 "King William IV" in BR Green late crest (list £181.99). . . . . BARGAIN . . . £109
R3278 Class 6P Patriot 4-6-0 45518 "Bradshaw" BR Green early crest - Railroad range. . £64.80

R3420 Class 700 "Black Motor" 0-6-0 30346 in BR Black late crest (list £124.99) . . . . . BARGAIN . £69

R3421 Class 700 "Black Motor" 0-6-0 30698 in BR Black early emblem (list £124.99) . . . . . BARGAIN . £69

R3419 Class 700 "Black Motor" 0-6-0 693 in Southern Railway black (list £124.99) . . . . . BARGAIN . £69

R3468 Class 7P6F Rebuilt Battle of Britain 4-6-2 34077 "603 Squadron" in BR Lined Green late crest £144.50

R3288 Class 9F 2-10-0 92220 "Evening Star" in BR Green late crest . . . £89

R3086 Class A1 4-6-2 4472 "Flying Scotsman" in LNER apple green - Railroad Range (list £94.99) . . . . . BARGAIN . £55

R3284TTS Class A1 4-6-2 4472 "Flying Scotsman" in LNER Green TTS Sound - Railroad range (list £119.99)BARGAIN . £85
R3060 Class A1 4-6-2 60163 "Tornado" in British Railways Apple Green (Railroad Range) (list £99.99) . . . . . BARGAIN £68

R3336 Class A3 4-6-2 4472 "Flying Scotsman" in LNER Green - NRM Special Edition (list £169.99) . . . . . BARGAIN £124
R3312 Class A3 4-6-2 60062 "Minoru" BR Green early emblem (list £154.99)BARGAIN. . . £94
R3371 Class A4 4-6-2 4468 "Mallard" in LNER garter blue - Railroad range £74.06

R3395TTS Class A4 4-6-2 4468 "Mallard" in LNER Garter Blue - TTS sound fitted - Railroad Range (list £132.99)BARGAIN . £85

R3285TTS Class A4 4-6-2 4469 "Gadwall" in LNER Garter Blue TTS Sound - Railroad range (list £99.99) . . . . . BARGAIN . £70
R3338 Class B1 4-6-0 61310 in BR Apple Green (list £155.99)BARGAIN . . . £87
R3432 Class B12/3 4-6-0 61580 in BR black late crest £136
R3447 Class B17 4-6-0 2842 "Kilverstone Hall" in LNER Lined Apple Green (list £159.99). . . . . BARGAIN £99
R3318 Class B17/6 4-6-0 61646 "Gilwell Park" in BR Green early emblem (list £131.99). . . . . BARGAIN £74
R3495 Class D49/1 4-4-0 62760 "The Cotswold" in BR early crest - Railroad Range £66

R3415 Class J15 0-6-0 65477 in BR Black early emblem (list £126.49) . . . . . BARGAIN . £75
R3380 Class J15 0-6-0 7510 in LNER Black (list £109.99) . . BARGAIN £76
R3243B Class K1 2-6-0 62064 in BR Black late crest (list £129.99)BARGAIN £82

R3461 Class L1 Thompson 2-6-4T 67702 in LNER apple green BR number (list £154.99) . . . . . BARGAIN . £89

R3171 Class P2 2-8-2 2001 'Cock O' The North' in LNER Green (Railroad range) (list £94.99) . . . . . BARGAIN . £68
R3424 Class Q6 Raven 0-8-0 3418 in LNER Black Gill Sans lettering (list £154.99). . . . . BARGAIN . . . £105

R3411 Class S15 4-6-0 827 in Southern Railway wartime black (list £154.99) . . . . . BARGAIN . £88
R3457 Class T9 4-4-0 116 Southern Railway olive green (list £149.99)BARGAIN. £104

R3311 Class V Schools 4-4-0 30908 "Westminster" in BR Green early crest (list £134.99). . . . . BARGAIN . £74
R3279 County Class 4-6-0 1016 "County Of Hants" BR Green early crest - Railroad range £69.50
R3584 Ex-Industrial 0-4-0 'Godfrey & Mitchell Coal Merchants' 'No.9' NEW. . £28
R3500 The Sir Nigel Gresley Collection £480
R9289 Thomas & Friends - 4-4-0 No.2 Edward the blue engine (list £87.99)BARGAIN £60
R9290 Thomas and Friends - 2-6-0 No.5 James the red engine (list £82.49)BARGAIN £55

R9292 Thomas and Friends - 4-6-0 No.3 Henry the green engine (list £98.99) . . . . . BARGAIN . £65

Train packs

R3299 'Going Home' train pack - 70th Anniversary of the end of WWII Black 5 4-6-0 5156 in LMS Black and 3 x LMS Period 3 Coaches - Ltd Ed (list £289.99) . . . . . BARGAIN £150

R3400 Golden Arrow Last Steam Run Train Pack Rebuilt 'West Country' 4-6-2 34100 "Appledore" in BR green and three Pullman coaches - Ltd Ed £253
R3401 The Bristolian Train Pack - Ltd Ed (list £304.99) . . . . BARGAIN . . . £195
R3501 Virgin Trains East Coast train pack Class 91 91124 & Mk4 DVT 82219 in VTEC - Ltd Ed of 1000 (list £229.99) . . . . . BARGAIN . . . £145

R3300 Winston Churchill's Funeral Train Pack Battle of Britain class 4-6-2 34051 "Winston Churchill" in BR green Late crest, 2 Pullman coaches & SR Baggage car - Ltd Ed. £222.21

Diesel locos

R3065 Class 06 Shunter 06008 in BR blue (Railroad Range) (list £32.99)BARGAIN £19
R3490 Class 08 08673 in InterCity - Railroad range (list £44.99)BARGAIN . . £28
R3484 Class 08 shunter 13363 in BR green red con rods. £118

R3392TTS Class 40 40164 in BR blue - TTS sound fitted - Railroad Range (list £99.99). . . . . BARGAIN . £74
R3491 Class 42 Warship D805 "Benbow" BR green - Railroad Range (list £64.99). . . . . BARGAIN £39
R3482 Class 4DH Sentinel DH16 MSC (Manchester Ship Canal) (list £65.99)BARGAIN . . . £40

R3483 Class 4DH Sentinel in Crossley and Evans (list £65.99) . . . . . BARGAIN . £40

R3497 Class 55 Deltic D9016 in BR green - Railroad Range (list £65.99) . . . . . BARGAIN . £41
R3479 Class 60 60066 in DB Schenker/Drax Powering Tomorow silver. . £149.50
R3486 Class 66 66185 "DP World London Gateway" DB Schenker (list £98.99)BARGAIN. £59

R3388TTS Class 67 67004 "Cairn Gorm" in Caledonian Sleeper - TTS sound fitted (list £184.99) . . . . . BARGAIN £104

DMUs

R3476 Class 153 153327 in Arriva Trains Wales £88

EMUs

R3340 Class 2-HAL 2 Car EMU 2603 in BR green full yellow ends (list £130.25). . . . . BARGAIN . £62
R3341 Class 2-HAL 2 Car EMU 2677 in BR blue (list £130.25)BARGAIN . . . £62
R3215 Class 373 Eurostar 4 car EMU new (post-2014) Eurostar (list £169.99)BARGAIN . . £94

Train sets - analogue

R1183 "Master of the Glens" Train Set Class P2 2-8-2 "Cock O' The North" in LNER green and three LNER teak coaches (list £184.99). . . BARGAIN. . . £110
R1151 Caledonian Belle trainset 0-4-0 steam loco in blue 4 wheel coach & open wagon (list £49.99) . . . . . BARGAIN. . . . £35
R9283 Thomas the Tank Engine starter Train Set (list £64.99)BARGAIN . . . £45

Train sets - DCC

R1172 e-Link Majestic train set A1 Pacific Peppercorn Class in Experimental blue & BR Class 47 (list £299.99) BARGAIN £230

R1126 Mixed Freight DCC digital train set Class 08 0-6-0 BR diesel electric loco, steam loco & 4 wagons £165

R1125 Somerset Belle train set Class 3F 0-6-0 S&DJR 0-6-0 steam loco & 3 wagons - DCC control (list £199.99) . . . . . BARGAIN. £115

R1184 Western Express digital train set eLink TTS sound Hall steam loco (list £329.99) . . . . . BARGAIN £199

Coaches

R4765 Collett corridor brake third (left hand) W4936W in BR maroon NEW. . £38
R4764 Collett corridor brake third (right hand) W4935W in BR maroon NEW. £38
R4766 Collett corridor composite (left hand) W6138W in BR maroon NEW . . £38
R4767 Collett corridor composite (right hand) W6137W in BR maroon NEW . £38

R4763 Collett corridor third class W5147W in BR maroon NEW £38
R4131C ex-LMS 68' 12-wheel restaurant car M232M in BR maroon NEW. . . £38
R4517B Gresley non-vestibuled suburban composite in LNER teak. £40
R4814 Mk1 BSK brake second corridor E34734 BR crimson and cream - Railroad Range NEW. £19
R4812 Mk1 CK composite corridor E15303 BR crimson and cream - Railroad Range NEW £19
R4813 Mk1 SK second corridor E25002 BR crimson and cream - Railroad Range NEW. . . £19

Wagons

R6802 10 ton brake van 55891 in Southern Railway brown NEW. £17
R6798 20-ton tank wagon - "Hornby 2017" NEW. £13
R6799 4-wheel horse box 42231 in LMS maroon NEW. £19
R6783 BR 20 Ton Coke Hopper Wagons - Three Wagon Pack £46.50
R6797 Breakdown Crane and match wagon in BR red - Railroad Range NEW. . . £24
R6367 Coal train pack - pack of 3 open wagons in EWS - Railroad Range (list £19.99). . . . . BARGAIN. . . . £14

R6724 Drax 102t biomass hopper in Drax 'powering tomorrow' - Produced for Drax power station - Limited to 1000 - Available only from Hatton's £83
R6801 ex-LMS 20t brake van M730587 in BR bauxite NEW. £17
R6800 ex-LMS horse box M42521 in BR Maroon NEW £19

R6803 Father's Day gift open wagon NEW £13
R6791 OTA timber wagon in blue parallel stanchions NEW £22
R6792 OTA timber wagon in EWS maroon tapered stanchions NEW. £22
R6831 RailRoad Triple Pack - Box Vans NEW £19
R6804 Three plank open wagon "Field and Mackay, Ludlow" NEW £11
R6805 Three plank open wagon "Granomac, Criggion" NEW. £11
R6806 Three plank open wagon in GWR bauxite NEW. £11
R6807 Three plank open wagon in NE grey NEW. £11

DCC accessory decoders

R8247 DCC accessory decoder (for points and motors) £40

DCC controllers

R8214 DCC Elite unit digital controller. £205
R8213 DCC Select unit (boxed) £90

Point motors

R8243 Surface Mounted point motor £8

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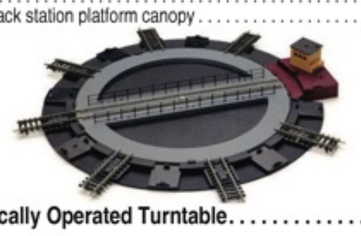
Spares

R8100 Pack of ten Split spoked wheels **NEW** £13

Man-made scenic structure - railway-related

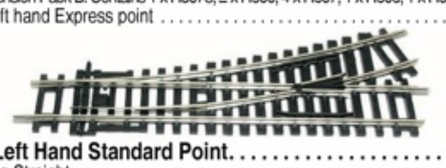
R083 Buffer Stop £1.80
R083 Box of 6 ..... £9.50
R334 Double-track station platform canopy £19



R070 Electrically Operated Turntable..... £64

Track & Points

R605 Circle of 8 1st radius double curve (8 make a circle) £15
R607 2nd radius double curve track (8 make a circle) £2.25
R607 Circle of 8 ..... £18
R609 3rd radius double curve track (8 make a circle) £2.60
R609 Circle of 8 ..... £20
R8262 Double 4th radius curve (8 make a circle) £3
R601 Double Straight £2.10
R601 Box of 24 ..... £47
R8222 Extension Pack B. Contains 1 x R8073, 2 x R600, 4 x R607, 1 x R606, 1 x R083 ... £24
R8077 Left hand Express point £14.50



R8072 Left Hand Standard Point..... £9
R603 Long Straight £3
R8078 Right hand Express point £14.50
R8073 Right Hand Standard Point £9
R621 Single 970mm length of flexible track £3
R621 Pack of 24 ..... £66
R600 Standard Straight £1.35
R600 Box of 24 ..... £31

Oxford Diecast - Buses

76MW6001 Bristol MW6G Royal Blue £16

Peco Products - Spares

SL-10 Metal rail joiners/fishplates (for code 100 rails inc Hornby, Peco & Peco Streamline). For OO, HO & O gauge - Pack of 24 ..... £2.20

Buildings - railways

LK-20X Double length overall arched station roof £21

Man-made scenic structure - railway-related

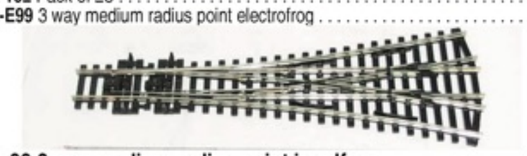
LK-55 76ft Well type turntable..... £39

Track - Code 100 Setrack

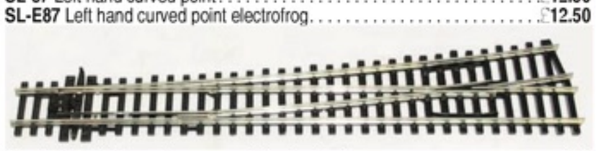
ST-245 Setrack curved double radius left handed point insulfrog £14
ST-244 Setrack curved double radius right handed point insulfrog £14
ST-241 Setrack No.2 radius left handed point insulfrog £9
ST-240 Setrack No.2 radius right handed point insulfrog £9

Track - Code 100 Streamline

SL-100 Pack of 25 1 yard (91.5cm) length of Code 100 Wooden-sleeper nickel silver flexible track £66
SL-100 Single £3
SL-102 1 yard (91.5cm) length of Nickel Silver concrete-sleeper flexible track £3
SL-102 Pack of 25 ..... £70
SL-E99 3 way medium radius point electrofrog £26



SL-99 3 way medium radius point insulfrog £26
SL-90 Double slip insulfrog £32
SL-87 Left hand curved point £12.50
SL-E87 Left hand curved point electrofrog £12.50



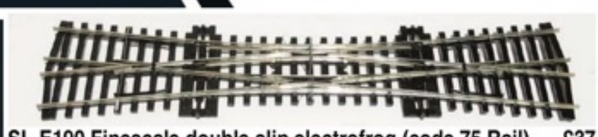
SL-E89 Left hand large point electrofrog..... £12
SL-89 Left hand large point insulfrog £12
SL-96 Left hand medium point £10

SL-E96 Left hand medium point electrofrog £10
SL-E92 Left hand small point electrofrog £9.50
SL-E86 Right hand curved point electrofrog £12.50
SL-E88 Right hand large point electrofrog £12
SL-95 Right hand medium point £10

SL-E95 Right hand medium point electrofrog £10
SL-91 Right hand small point £9.50
SL-E91 Right hand small point electrofrog £9.50

Track - Code 75 Finescale

SL-100F Pack of 25 1 yard (91.5cm) length of Nickel Silver Finescale flexible track £72
SL-100F Single £3
SL-E199 3 way finescale medium radius point electrofrog £28



SL-E190 Finescale double slip electrofrog (code 75 Rail) .. £37
SL-E189 Finescale left hand large point electrofrog £12.50
SL-E192 Finescale left hand small point electrofrog £10
SL-E188 Finescale right hand large point electrofrog £12.50
SL-E191 Finescale right hand small point electrofrog £10
SL-114 Pack of 24 finescale rail joiners for Peco SL-108F bullhead track **NEW** £5

N Gauge

Dapol - Train packs

2S-011-001D Class A1 4-6-2 4472 "Flying Scotsman" in LNER apple green four Gresley teak coaches - DCC and light bars fitted. £220.64

2S-011-005 Class A3 4-6-2 4472 "Flying Scotsman" in LNER apple green (as preserved) four Gresley teak coaches in maroon - light bar fitted..... £198.90

Wagons

2F-036-021 4-wheel bulk grain hopper 42314 in GWR NEW £13
2F-036-022 4-wheel bulk grain hopper 42314 in GWR - weathered **NEW**..... £14

Graham Farish - Steam locos

372-312 Class 21C1 Merchant Navy 4-6-2 35028 'Clan Line' BR green late crest. £135.96
371-987 Class 64xx 0-6-0 Pannier Tank 6412 in BR Lined Green late crest £80.71
371-986 Class 64xx 0-6-0 Pannier Tank 6417 in BR Black early emblem. .£80.71
372-079 Class B1 4-6-0 1040 'Roedeer' in LNER lined black £110.46
372-401 Class J39 0-6-0T 64960 in BR black early emblem & flat sided tender .. £80.71

Train packs

370-430 'Capital Connection' Network SouthEast train pack..... £178.46

Diesel locos

372-980 Class 24 97201 "Experiment" in BR Research RTC red & blue - weathered NEW £110.46

DMUs

371-504 Class 101 2-car DMU in BR green small yellow panel..... £144.46

371-876DS Class 108 2 Car DMU in BR blue - DCC sound fitted £229.46

EMUs

371-702 Class 350/1 Desiro 4 Car EMU 350 101 London Midland (list £169.95) **BARGAIN** .. £99

Train sets - analogue

370-130 'The Night Mail' train set Class 47 and Mk1 post coaches..... £169.96

Coaches

374-044 BR Mark 1 BG in Royal Mail Letters NEW..... £25.46
374-193 BR Mark 1 BSK in Network SouthEast **NEW** £25.46
374-194 BR Mark 1 BSK in Regional Railways **NEW** £25.46
374-166 BR Mark 1 FK in Network SouthEast **NEW** £25.46
374-167 BR Mark 1 FK in Regional Railways **NEW**..... £25.46
374-043 Mk1 BG full brake Laboratory 23 in RTC (Railway Technical Centre) - weathered **NEW** £28.01
374-195 Mk1 BSK brake second corridor Laboratory 12 in RTC (Railway Technical Centre) - weathered **NEW** £28.01

374-016 Mk1 SO second open in Network SouthEast NEW . £25.46
374-017 Mk1 TSO second open in Regional Railways **NEW**..... £25.46

Metcalfe - Buildings - general

PN926 Parish church - card kit **NEW** £10

Bridges, Tunnels & Walls

PN140 Four arch double track viaduct in red brick - card kit **NEW** £11

Oxford Diecast - Commercial vehicles

NSHL01ST Scania Highline Nooteboom 3 axle Semi Low Loader Stobart Rail .. £11.50

Peco Products - Spares

SL-310 Rail Joiners/Fishplates for N & OO9 gauge (24 per pack)..... £2

Track - Code 80 Setrack

ST-6 Setrack left hand point insulfrog £8.50
ST-5 Setrack right hand point insulfrog £8.50
ST-300 Starter Track Set £46

Track - Code 80 Streamline

SL-300 Pack of 25 1 yard (91.5cm) length of Wooden-Sleeper Nickel Silver Flexible track £64
SL-300 Single £3
SL-E396 Left hand medium point electrofrog £9
SL-396 Left hand medium point insulfrog £9.50
SL-395 Right hand medium point insulfrog £9.50

Track - Code 55 Finescale

SL-300F Pack of 30 1 yard (91.5cm) length of Finescale Nickel Silver flexible Wooden Sleeper track £84
SL-300F Single £3

SL-E399F 3-way finescale turnout £28
SL-E390F Finescale double slip electrofrog £35
SL-E396F Finescale left hand medium point electrofrog £10
SL-E392F Finescale left hand small point electrofrog £9
SL-E395F Finescale right hand medium point electrofrog £10
SL-E391F Finescale right hand small point electrofrog £9

O Gauge (1:43 Scale)

Corgi Collectables - Cars

VA01316 Austin Mini Se7en Deluxe, Farina Grey, The 4th Oldest Surviving Mini **NEW** £22

Dapol - Steam locos

7S-010-011 Class A1X Terrier 0-6-0T 32636 in BR black late crest £191.25
7S-010-009 Class A1X Terrier 0-6-0T 643 "Gipsyhill" LB&SCR marsh umber brown.... £191.25

Wagons

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5351 Class 53 D0280 'Falcon' in BR two tone green small yellow panels. .. £550

Peco Products - Track - Code 124 Bullhead Streamline

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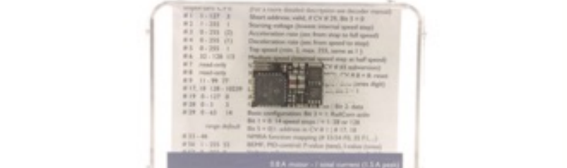
SL-E790BH Double slip (8 degree angle). Electrofrog. £85



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Point motors

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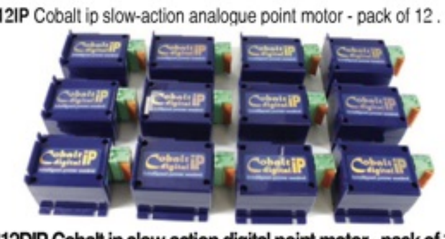

DCP-CB12DIP Cobalt ip slow-action digital point motor - pack of 12 ..£177
DCP-CB6DIP Cobalt ip slow-action digital point motor - pack of 6 ..... £94

Switches & Levers

DCP-CBS12 Cobalt S - Lever all accessories - unpainted x 12 ... £165

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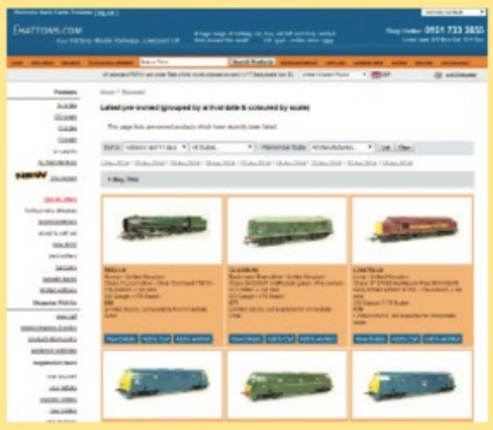

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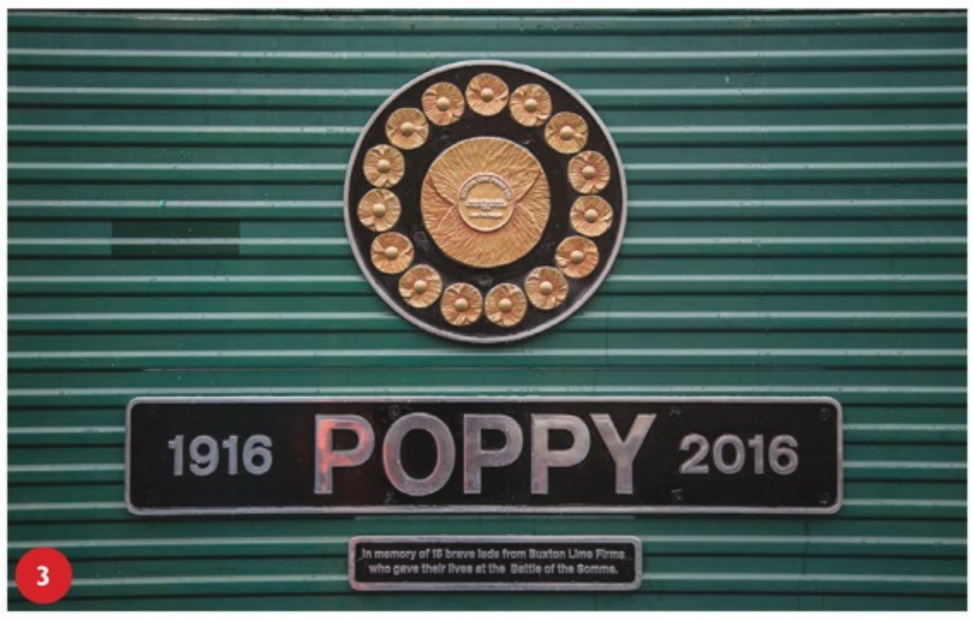

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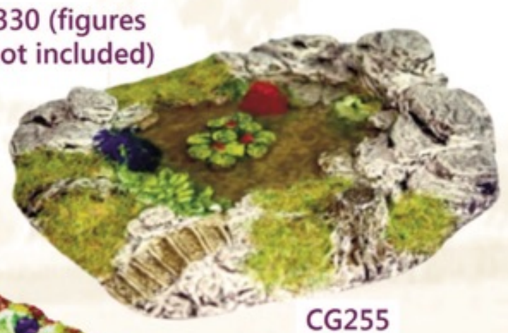
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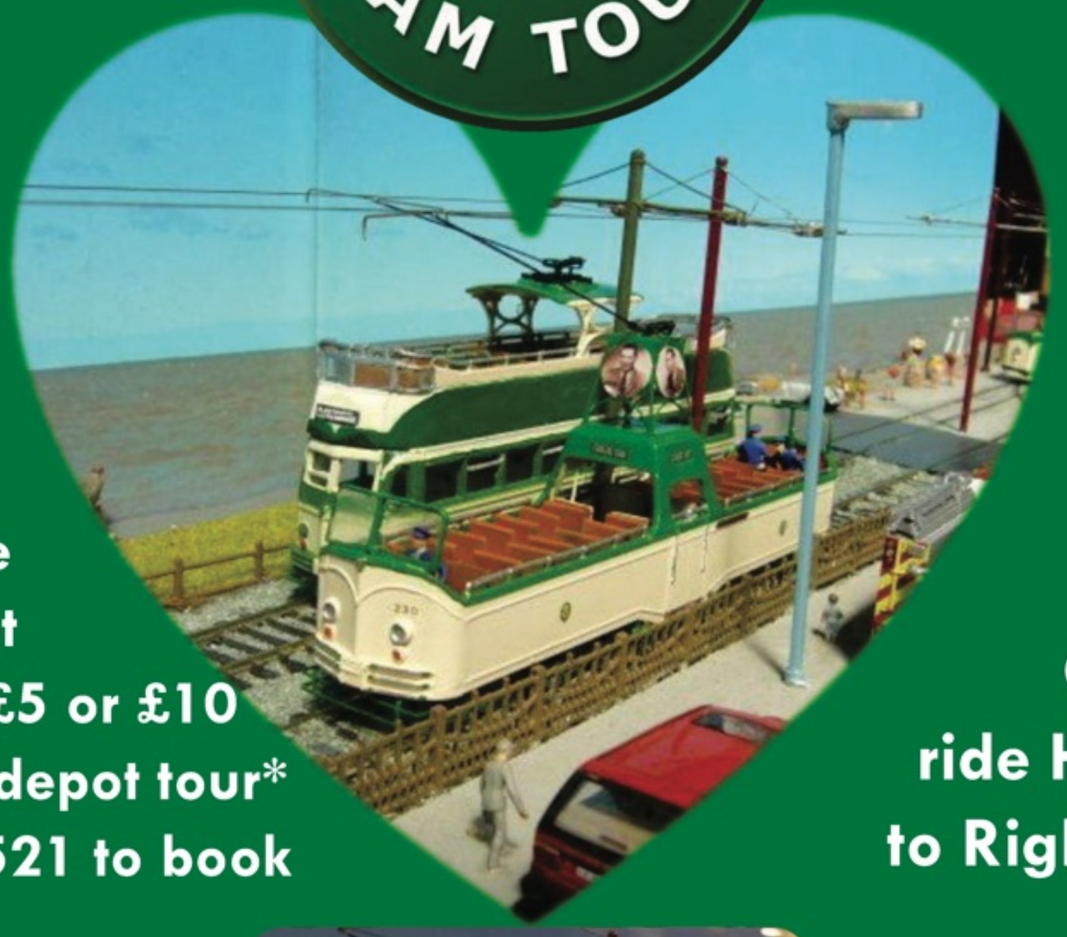

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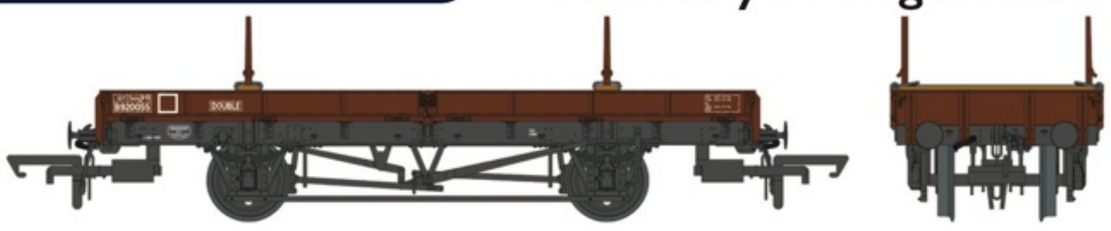

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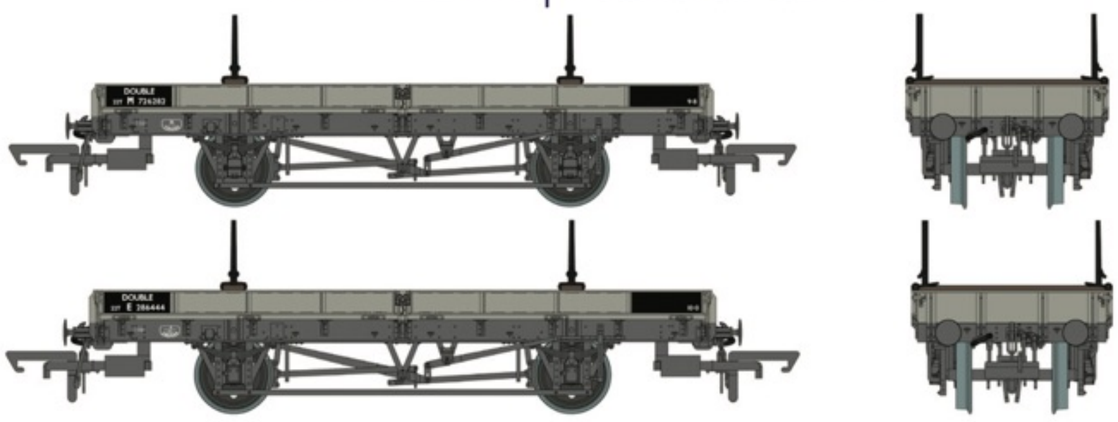

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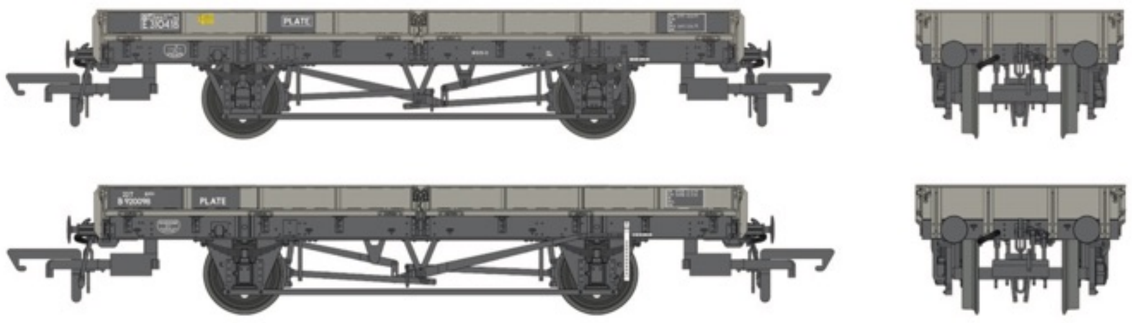

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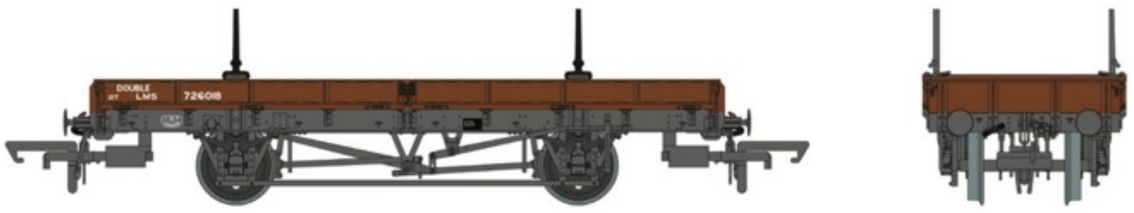

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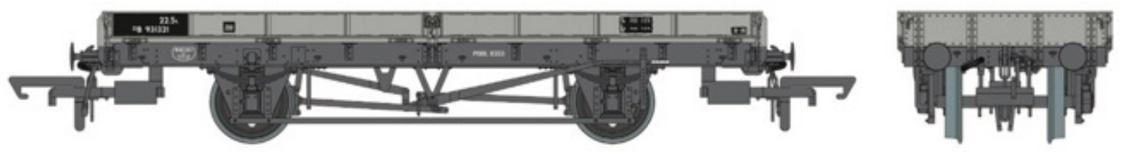

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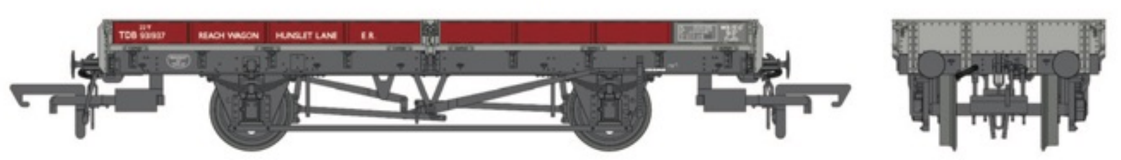

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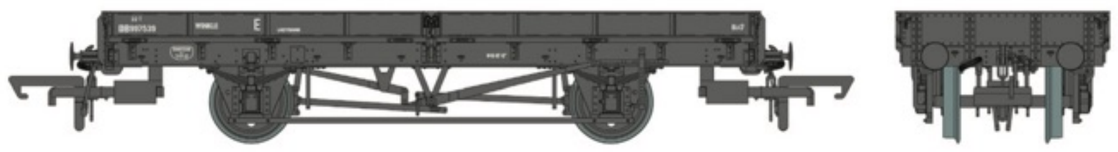

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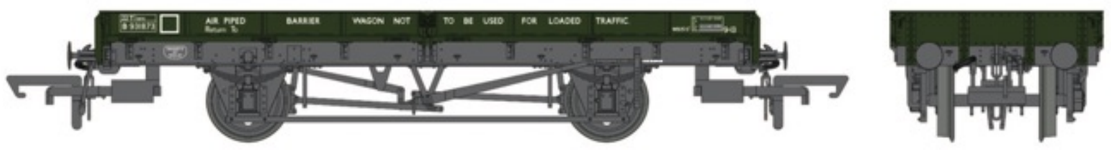

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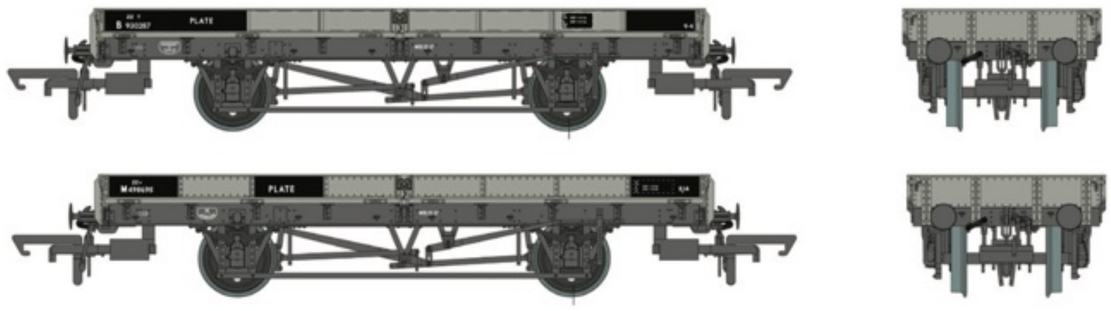

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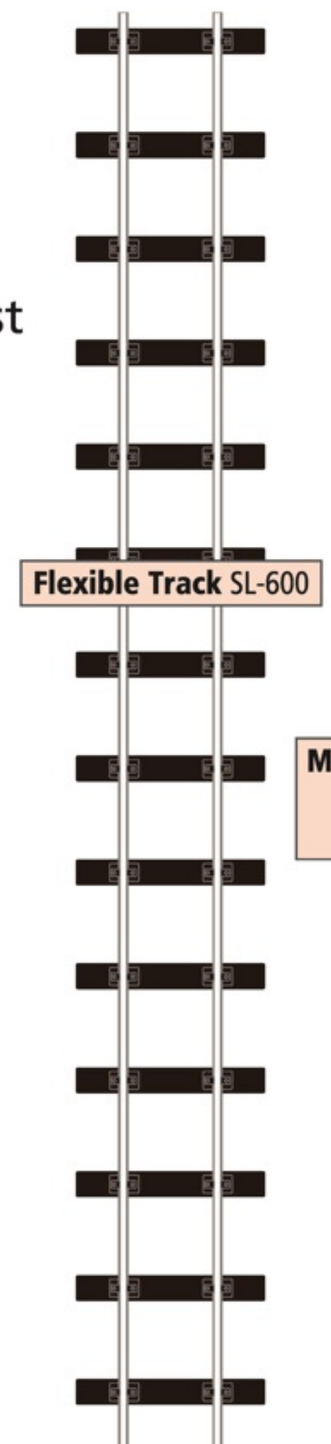

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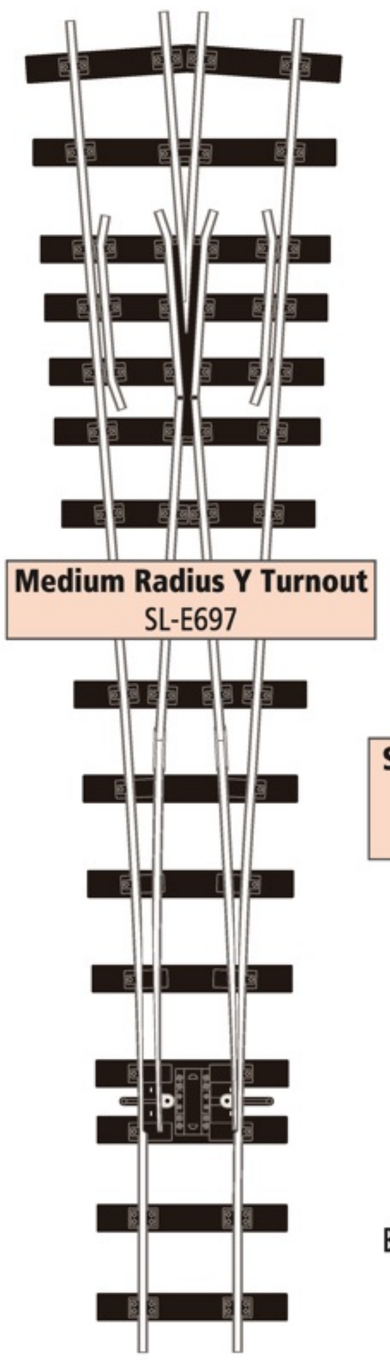

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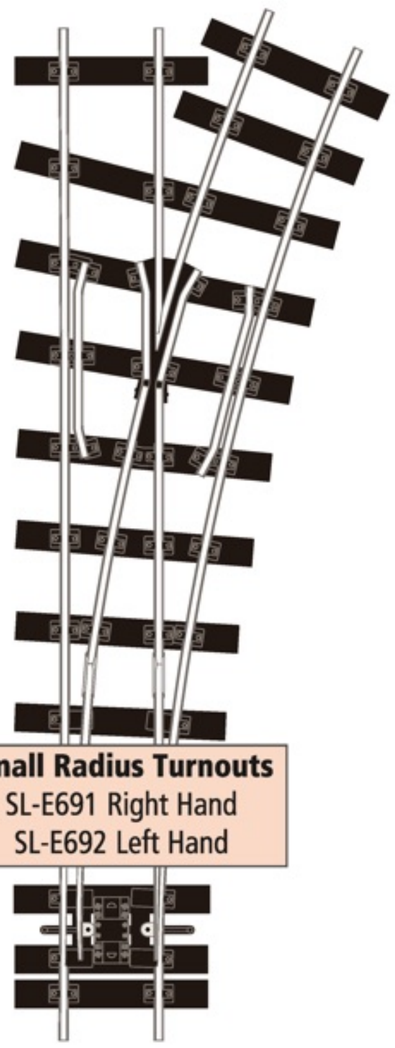

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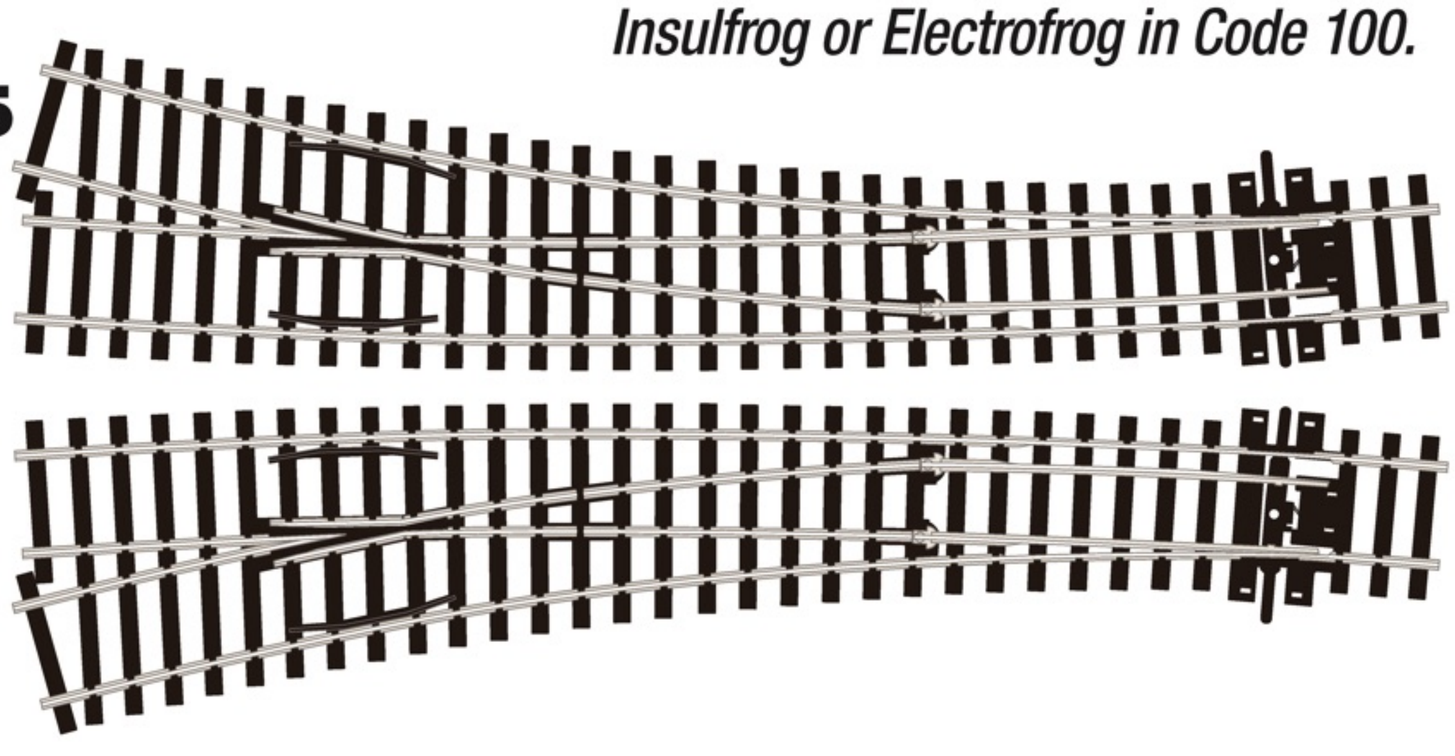

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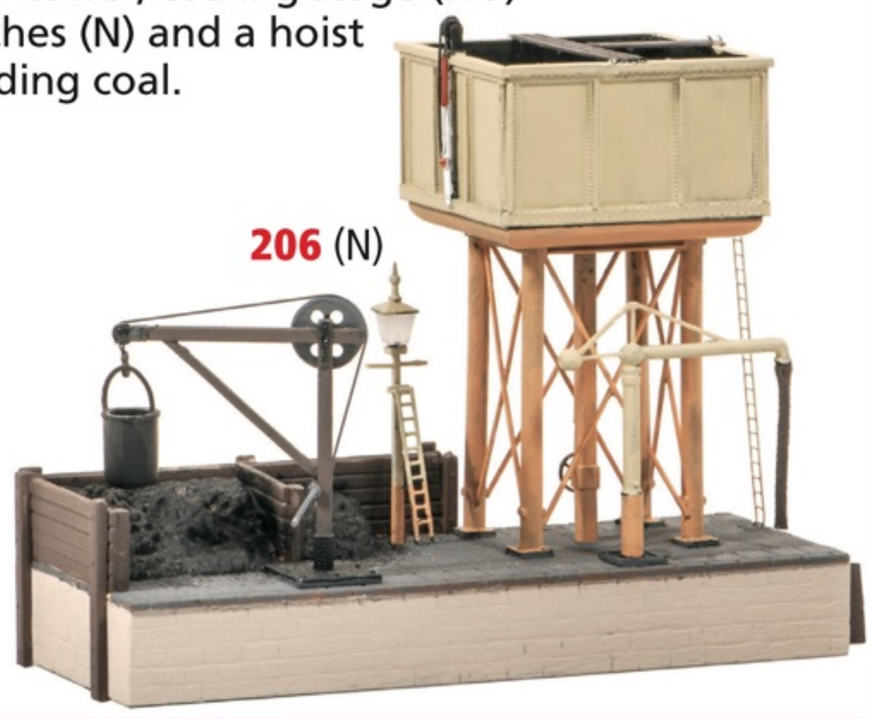

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RAILWAY MODELLER

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Published on the second Thursday of the preceding month.

An exciting journey

Welcome to the 800th edition of RAILWAY MODELLER which through either fate or fortune has fallen during my tenure. Celebrating our publishing milestones with a lot of fuss was not something my predecessors undertook readily, as you will read about in our free special booklet telling the story of the magazine. Rather, Messrs Freezer and Brewer marked the passing of the magazine's centuries with just a dignified paragraph in their editorials, much as the etiquette of their day would have dictated, for it was for others to congratulate us on our longevity of service, not ourselves.

For me though, etiquette aside. This really big milestone is something to shout about and share with you – our readers, contributors and advertisers – for without your valuable support and custom over the decades, such a noteworthy achievement as this would never have been accomplished.

Accordingly we have prepared the special booklet to record and remind ourselves of the many ways in which RAILWAY MODELLER has advanced as the hobby and things like print and imaging technology have changed over time.

It's an easy-going read with a touch of nostalgia and levity which takes us from the black on white days of letterpress, through to today's highly colourful digital world. Divided into consecutive decades, it also includes snippets of favourite layouts, products and advertisments of the day: plenty that older readers will remember fondly, whilst younger readers will probably stare in disbelief at some of the quaint and antiquated ways of the past.

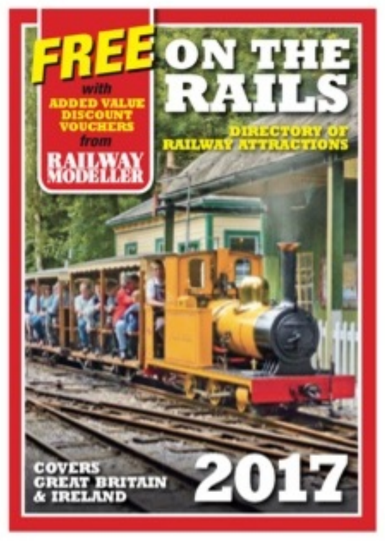
But the 800th celebration is not just about the past, it also looks towards the future. A lot of correspondence we receive from readers frequently asks for articles suitable for beginners and returnees to the hobby, whilst other potential hobbyists tell us that the layouts we feature are to such a high standard of technical achievement and realism that they feel put off: what they wish to see is something which is in tune with their own abilities.

So with this in mind we have introduced an expanded Railway Modelling Explored section which will include back-to-basics type articles and at least one reader's layout built to the sort of standards with which new starters can associate. Arranged over six consecutive pages, each month's instalment can be cut out of the magazine and trimmed for filing in a ring binder if desired.

This month also sees the inclusion of our annual *On The Rails* holiday guide, which now has more entries than ever before. Heritage railways are increasingly popular subjects for layouts, and in recognition of this we have a bumper *Plan of the Month* feature which proposes four such layouts based on fully operational heritage lines in the UK.

Thank you for joining us on the occasion of our 800th issue. I hope you enjoy what we have prepared and that you will continue with us into the future on an exciting journey through the world of model railways.

Steve Flint



Modelling heritage and preserved railways could well be a popular topic in the future. Our annual *On The Rails* guide lists hundreds of such sites you can explore over the summer holidays.

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We welcome submissions on all aspects of railway modelling, be they layout projects or suggestions, constructional articles, advice and encouragement for beginners, prototype features or what-have-you. We prefer material to be sent through the post to the address below left, on CD-R or flash card if digital images are involved, but a short synopsis of the article and a few sample jpeg photographs can be emailed in the first instance to **railway-modeller@btconnect.com**
In both cases, please remember to include your full name, address and contact details with your correspondence.

and

For all enthusiasts modelling overseas railways.

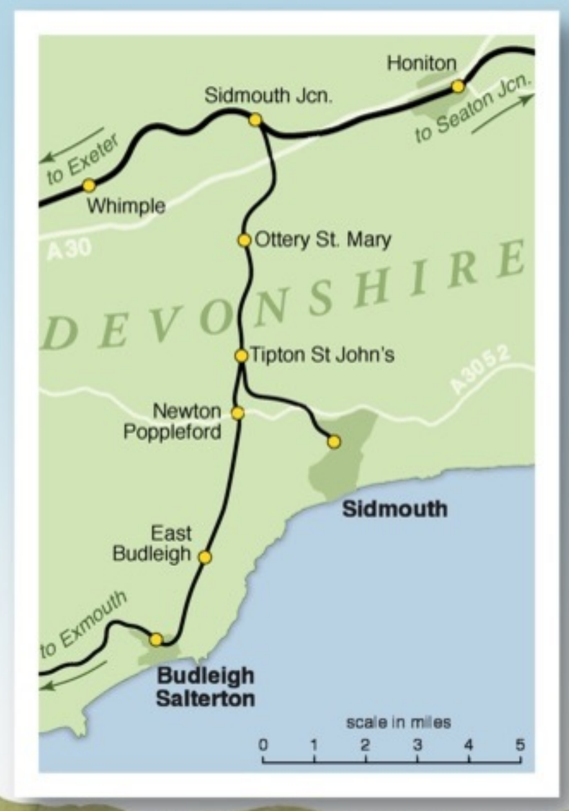
CONTINENTAL MODELLER

Published on the third Thursday of the preceding month.

Railway of the Month

Photography by Paul Bason

The branch train for Sidmouth Junction departs behind M7 No.30676, consisting of a Maunsell brake and an ex-SECR 10-compartment coach, a type that saw service on a number of south-west branches at this time.



Sidmouth

The terminus of this Regency resort, modelled in 4mm scale

In common with its western Dorset terminus at the resort of Lyme Regis, the station serving Sidmouth was rather inconveniently sited for the hotels and guest houses lining the shore of Lyme Bay in eastern Devon. True Southern Railway/Region devotee **RICHARD HARPER** *put his memories of the branch in steam days to good use when constructing this extensive recreation of the station in 4mm scale, set during 1959 and 1960. The layout will be on display in the town's museum in August.*

I think I am right in saying that the last article in RAILWAY MODELLER that described a layout based on Sidmouth appeared in June 1973 and was submitted by a Mr C Potter. It must have struck a chord with me then, because when I subsequently decided to build my own layout for exhibition purposes and, by chance, came across photographs of Sidmouth station, I just had to take a much closer look.

For those unfamiliar with this delightful East Devon town, Sidmouth grew to prominence as an exclusive health resort in the early 1800s. The railway was built by the Sidmouth Railway Company. It opened in 1874 and was operated by the London & South Western Railway, terminating at a location 200' above the sea and about a mile from the town. Closure came in 1967; to passengers on 6 March and freight on 8 May.

I am lucky enough to remember the days when steam engines were in daily use and have always been a Southern/BR Southern Region devotee. As I wanted to run trains as I remembered them I opted for a 1959/1960 time period.

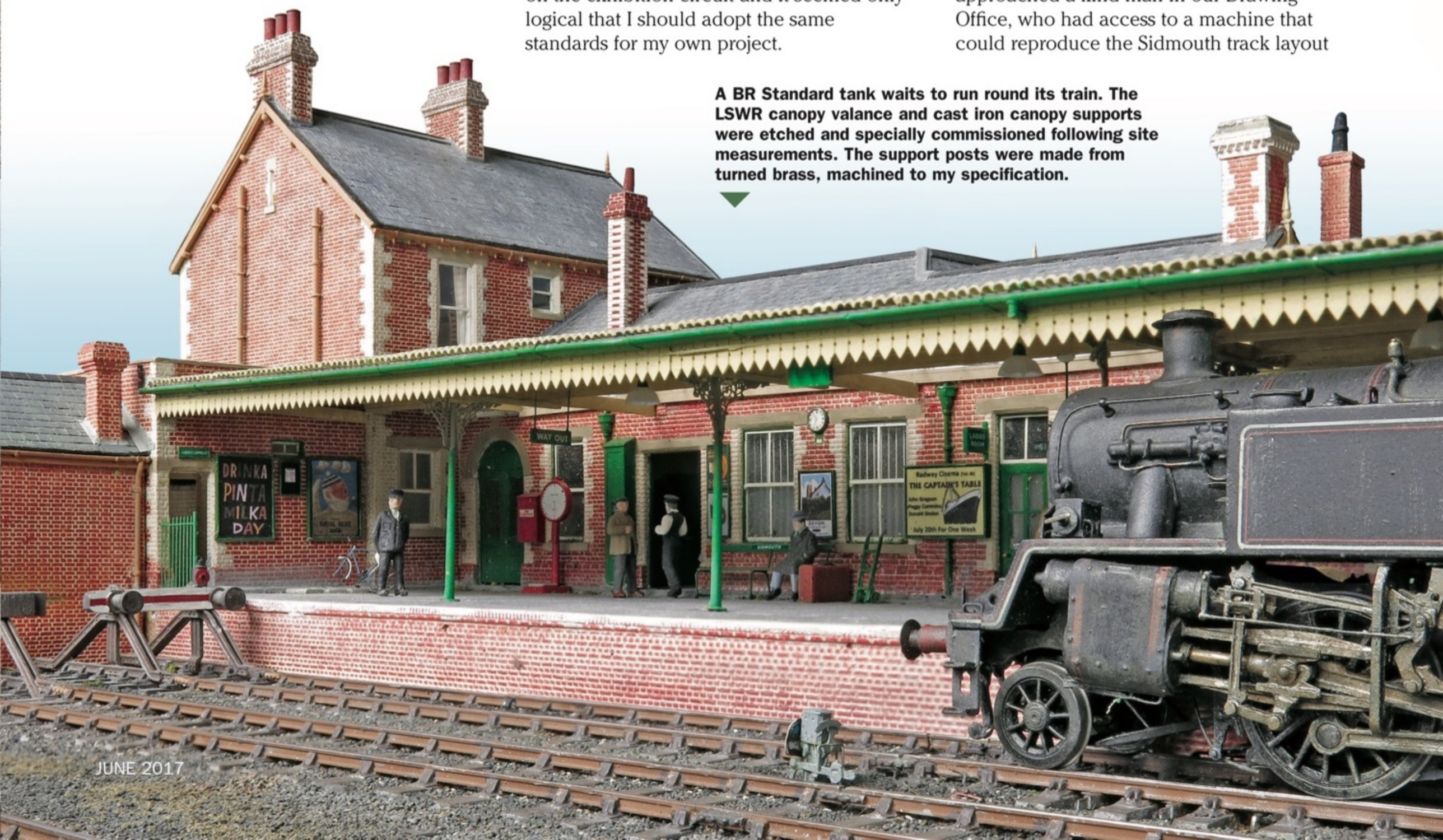
So, why P4? I joined Leamington & Warwick Model Railway Society at the beginning of 1986, having modelled steam outline only in OO up to that stage. A new exhibition layout was being started at that time, called *Walford Town*, a modern image diesel layout but in EM. This move to a wider gauge and finer wheel standards seemed to improve the overall appearance of the layout, so when the *Walford Town* team decided to move on to something new, LNWR North London in 1908, the decision to go to P4 was not difficult. Our resulting layout, *Clarendon*, has proved very popular on the exhibition circuit and it seemed only logical that I should adopt the same standards for my own project.

Design considerations

Unfortunately for Mr Potter, space for his layout was very limited, so some significant compromises had to be made in terms of what he could and could not include. I have been luckier in this respect.

Having established early on that the main platform would only accommodate a seven coach train it seemed to me that I could produce a scale model of the station, the goods yard and include all the buildings down to and including the signal box. Just beyond the box there was a headshunt and former gasworks siding. I estimated that the orientation of the siding would have to be modified, the headshunt shortened and the distance between the box and the scenic break, where the line enters the fiddle yard, truncated.

An Ordnance Survey map was purchased. I approached a kind man in our Drawing Office, who had access to a machine that could reproduce the Sidmouth track layout



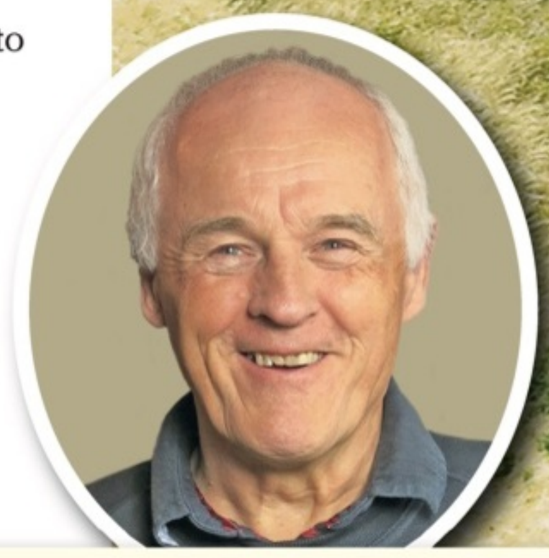
A BR Standard tank waits to run round its train. The LSWR canopy valance and cast iron canopy supports were etched and specially commissioned following site measurements. The support posts were made from turned brass, machined to my specification.

to scale. I deduced from this that the whole could be accommodated within about 26', if I limited my longest train to five coaches. This restriction has been lifted by one coach to six as I have now squeezed a very short extension piece into the fiddle yard. I established that the station, station forecourt and goods yard could be accommodated in a width of 4'. The question then arose as to whether I should compress the width to make the baseboards more manageable. Fortunately, I chose not to.

A large number of comments have been received at exhibitions, which seem to indicate that the overall impression of space meets with approval. It has however meant that the main board is 6' x 4' (I wanted to avoid having to split the platform awning or, indeed, the station trackwork) and requires careful handling. The second board is 4' square. Thereafter the layout tapers down to 2' wide. Birch-faced ply construction was employed for strength and rigidity, 25mm ends, 6mm tops, 4mm sides and strengthening cross-pieces. Support legs are a mixture of conventional cross-braced units with height-adjustable feet, together with a number of triangular cone units.

Research continues

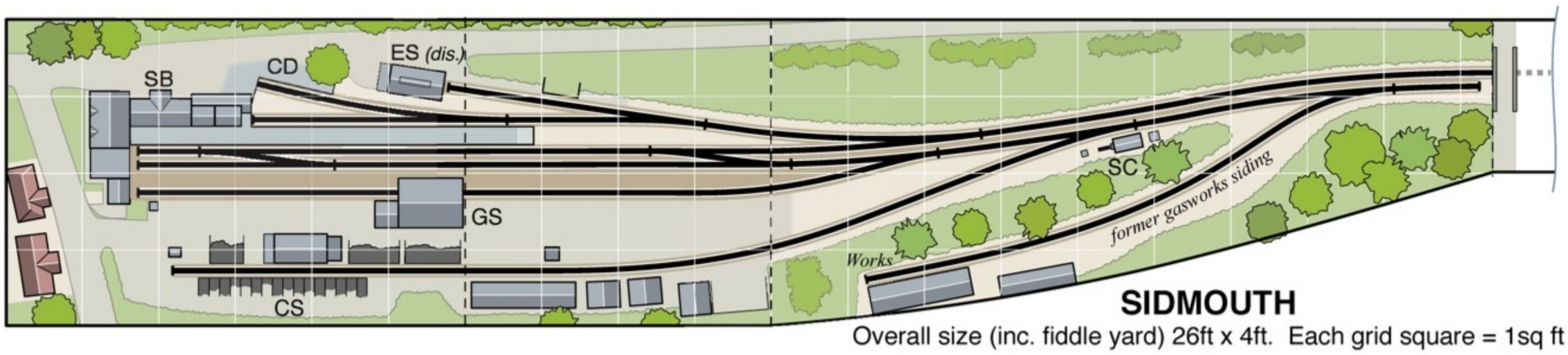
At the same time as board construction was under way I set about searching for as much relevant background material and photographs as I could find.



"– I have been working on *Sidmouth* for over 10 years, at least –"
Richard Harper

▲ The branch train returns to Sidmouth from the main line behind M7 0-4-4T No.30044, built from a Martin Finney kit. As the signalman is still leaning out of the window it would seem that he has forgotten to collect the token from the fireman.

Bulleid Pacific No.34104 *Bere Alston* arrives in Sidmouth on an excursion from Plymouth. The date is 3 August 1959 and the only time that one of these engines came to the town, other than *Sidmouth* itself for the naming ceremony on 27 June 1946.



SIDMOUTH

Overall size (inc. fiddle yard) 26ft x 4ft. Each grid square = 1sq ft

These tasks are made somewhat easier if an actual prototype is chosen as a subject, particularly if some of the buildings are still standing. In Sidmouth's case the station house, part of the station building (somewhat modified), part of the canopy, the goods shed and some smaller buildings in the former yard were still *in situ* and the subject of an extensive photographic and measuring exercise by me, during a number of site visits.

I joined both the Southern Railways Group and the South Western Circle. From the former I obtained a detailed copy of the Sidmouth track plan, and from the latter I purchased good drawings of the goods shed, the former engine shed, the weighbridge hut and two road bridges. I was rather keen to lay my hands on drawings of the station house and station building but these have rather eluded me. I found out that Newton Abbot Library had a copy of the original builder's general arrangement plan prepared by the LSWR. I was provided with a

The attractive station buildings from the road side. With the site so far away from sea level in both axes, a taxi is hopeful of a fare.

photocopy, which has proved to be a great deal better than nothing! I prepared my own constructional sketches for buildings where no official information was available.

Trackwork and electrics

Being in possession of a 26' long roll of paper with a track layout on it, care of my pal in the Drawing Office, I started to wield the scissors. Having trimmed the roll down I aligned and glued the track plan carefully onto the newly constructed boards. I then purchased three standard B8 points from the P4 Track Company (now C&L) as well as a few track panels and LSWR chairs. Once these were completed I decided to try making my own track and pointwork using ply sleepers instead.

Having established very quickly that it is so much easier to make wood look like wood than it is with plastic, I opted to continue in this vein. To facilitate this approach I obtained a number of suitable point and straight track templates from the Scalefour Society, along with sleeper material, chairs and the necessary jigs. For underlay I used traditional cork. Point actuation is by means of Circuitron Tortoise motors mounted under the baseboards via C&L Tortoise adaptor plates.

All signals, including ground signals and two trap point blades

The station house still exists, standing at the top of the hill on the B3176 road to Exeter. It is now a private house.

These residences along Alexandria Road, which are also still extant, were opposite the goods yard entrance.

BR Standard Class 3 2-6-2T No.82019 has arrived with the branch train. After the ex-SECR 10-compartment coaches were taken out of service, the branch train was made up from two Maunsell brakes, in this case Set 24.

are actuated using servos, purchased at a very reasonable price over the internet, and are operated by MERG control boards. I am a hopeless electrician and assembled the MERG boards and Programmer with considerable trepidation. To my complete surprise and great relief they all worked exactly as they should. Being fairly powerful little items you just need to think about the robustness of your signal linkages and test all

The goods shed housed a 2T-rated crane. The windows for this building and the engine shed were custom-etched in brass.

programmed moves in order to avoid damage.

Writing this text perhaps gives the impression that all the work described above took no more than a few months. In reality I have been working on *Sidmouth* for over 10 years, at least. Winter nights tended to be quite productive and momentum increased once I retired. Whilst boards may be out in a cold shed, with luck there is a warm corner somewhere in the house where items of stock and buildings can be constructed.

Structures

My buildings started with the former weighbridge hut and moved on to bigger things via the signal box, which was exhibited at Scaleforum in 2008. Whilst making these, I commissioned the etching in brass of window frames for the former engine shed and goods shed, strips of valancing for the station canopy and the filigree brackets atop the canopy support posts. The original posts at the station end were cast iron, represented on my model by specially turned brass rods to which the etched brackets were soldered. All these items were produced as a result of drawings and dimensions taken during the site surveys.

Nearly all my buildings followed conventional construction methods, using styrene sheet for the carcasses and embossed styrene for external brick surfaces. Care was taken to avoid warping by laminating the sheets properly and by internal strengthening. For larger surfaces I tended to use Limonene rather than Butanone because I felt it was easier to ensure an overall coverage of fluid. The slower drying characteristics of the former help to avoid dry spots. Roof slates were applied individually using paper chads.

For tiling and corrugated asbestos I chose items from the Wills range, whilst corrugated iron roofing was represented by corrugated aluminium sheet. Guttering was made by scribing a channel in styrene sheet, using an old needle file with broken-off end. Styrene strip was used to represent the downpipe fixings with brass rod for the pipes.

Ed. – Richard will be expanding on his building construction methods in a future issue of RAILWAY MODELLER.

Miller & Lilley's premises catered for general merchandise, coal and cement block-making. No.82019 brings in another 16T of coal.

Stock and operation

The locomotive stud now totals some eight engines. The branch services are in the hands of M7 0-4-4Ts, plus Ivatt or BR Standard Class 3 2-6-2Ts. My one indulgence is a solitary Bulleid West Country, No.34104 *Bere Alston*, which appeared on the branch once in August 1959 on an excursion from Plymouth. This engine was the only one of its type to appear in Sidmouth, other than No.21C110 *Sidmouth* itself for the naming ceremony in 1946. All engines are either sprung or compensated.

Coaches are generally kitbuilt, Comet Bulleids and Roxey Maunsells. The exception is one of the branch P Sets, comprising two of the rather fine Hornby Maunsells and a number of the BR Mk.Is, which use old Mainline coach carcasses, to which Comet coach sides were attached along with extra detailing.

Freight traffic was generally limited to coal, agricultural and building products. However, a factory was set up by J P White on the site of the demolished gasworks, fitting out Volkswagen vans as campers or caravanettes. Base vehicles were

M7 No.30025 stands on the former shed road. The structure shown here was built following a fire in the first wooden version in 1900. Originally, an engine was stabled here overnight and could avail itself of a turntable just outside the shed. The shed was closed in the early 1930s, motive power being supplied from 72A Exmouth Junction.

The author's first structure was the weighbridge hut near the entrance to the goods yard.

transported to Sidmouth in ex-SR and BR CCT vans, traffic which I replicate by means of Parkside bodies on Masokits underframes and much-modified Lima vehicles.

All rolling stock is either sprung or compensated, and is fitted with sprung buffers and the almost imperceptible Alex Jackson (AJ) couplings. Uncoupling is effected by means of manually-actuated electromagnets placed beneath the track at relevant positions, marked in such a way that only the operator can see.

The layout is worked by an operator/signalman and another in the fiddle yard, each adhering to a numbered sequence. As I subscribe to the view that an exhibition layout should entertain the paying public, the service frequency is necessarily more intense than on the prototype. I try to have something moving all the time, whilst attempting to reproduce a believable sequence of events and at realistic speeds.

Conclusion

Building *Sidmouth* has been a demanding and a most rewarding experience, and results from (a) time spent on research into the prototype and how others have built their models; (b) pure trial and error at the modelling table; and (c) my membership over many years of an excellent model railway club, where the interchange of ideas, expertise shared and encouragement to improve have been invaluable.

There was a service to and from Exmouth (note the different headcode). Set 24 is on this service behind No.30025.

Forthcoming Exhibitions

***Sidmouth* is due to be exhibited at Kennaway House in Sidmouth, Devon (postcode EX10 8NG), on 22 to 24 August. See Societies & Clubs or www.kennawayhouse.org.uk for details.**

Scale Drawings

NBR Class B 0-6-0

This long-lasting goods locomotive designed by W P Reid, later classified as J35 is drawn by **BRIAN MEREDITH**, *based on an original by W Hardin Osborne.*

Penned by the redoubtable William P Reid, CME of the North British Railway from 1903 until his retirement in 1919, the 0-6-0s that were to become J35s under the LNER classification were introduced in 1906.

The locomotives were developed as a result of increasingly heavy traffic, especially in the Fife coalfields, and were marked improvements on Reid's predecessor Holmes's J36s – good though those locomotives were themselves. The first few featured piston valves, but later machines had slide valves, which proved to be more efficient. The cylinders were 18½" diameter by 26" stroke; they had 5' diameter coupled wheels and boilers pressed to 160lbs.sq.in. Weight of the loco was 50T.

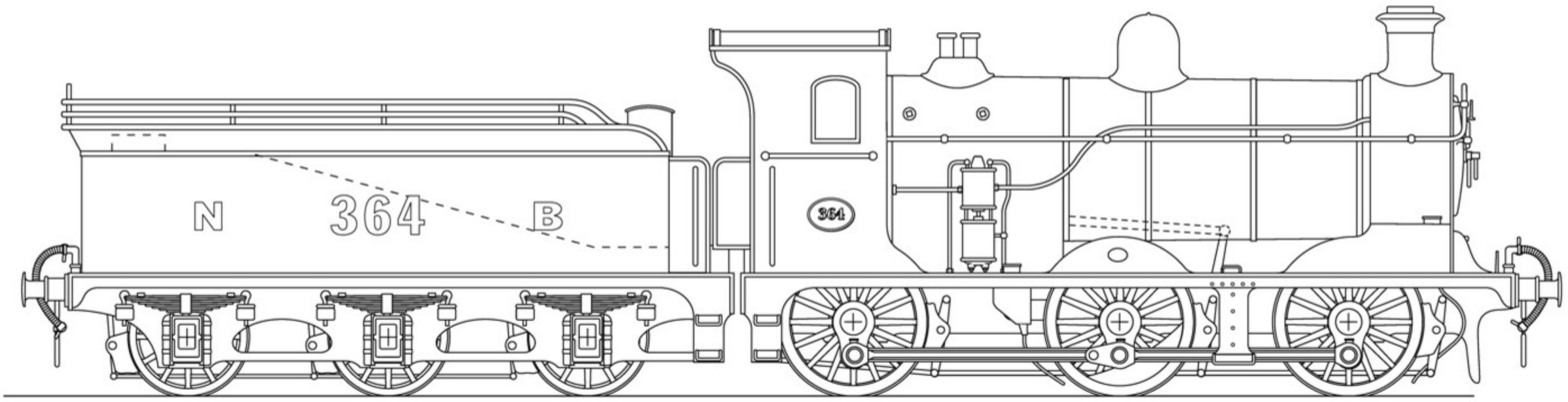
In all, 76 were constructed between 1906 and 1913, both in house at Cowlairs works and 40 from the famous Glasgow builders North British – not to be confused with the railway company which ordered them, of course. Although goods working was their main forte, some were fitted with Westinghouse air pumps for occasional (mostly seasonal) passenger work.

During LNER days, the class lost its saturated boiler pool for superheated ones, as the former required replacement: this took place between 1923 and 1942. The locomotives were sub-classified under the LNER depending on type of valves and other variations; most became J35/4.

Six machines were withdrawn

North British B Class 0-6-0 No.124 raises the echoes at Portobello Junction in pre-Grouping days. Built at Cowlairs Works and introduced to traffic in February 1912, the machine that became BR No.64532 spent its entire nationalised life at St Margaret's shed in Edinburgh. Withdrawal came in November 1961.
Photo: Mike Morant collection

LNER No.9226 was built by Cowlairs in November 1912 and is pictured at what is believed to be Eastfield shed in Glasgow circa 1925. Later numbered 4526, and 65426 under British Railways, withdrawal came from Carlisle Canal shed in March 1958.
Photo: Mike Morant collection



Scale: 4mm = 1ft. (1:76)

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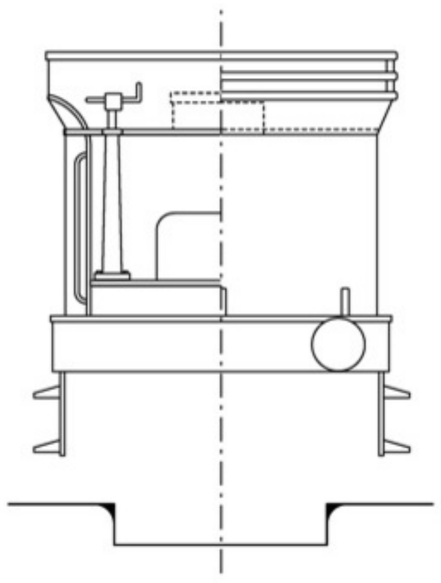
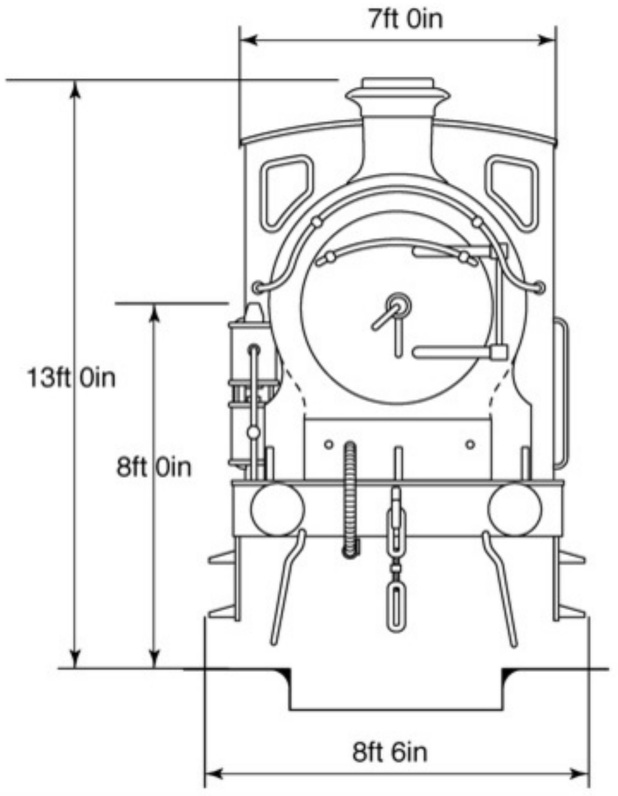
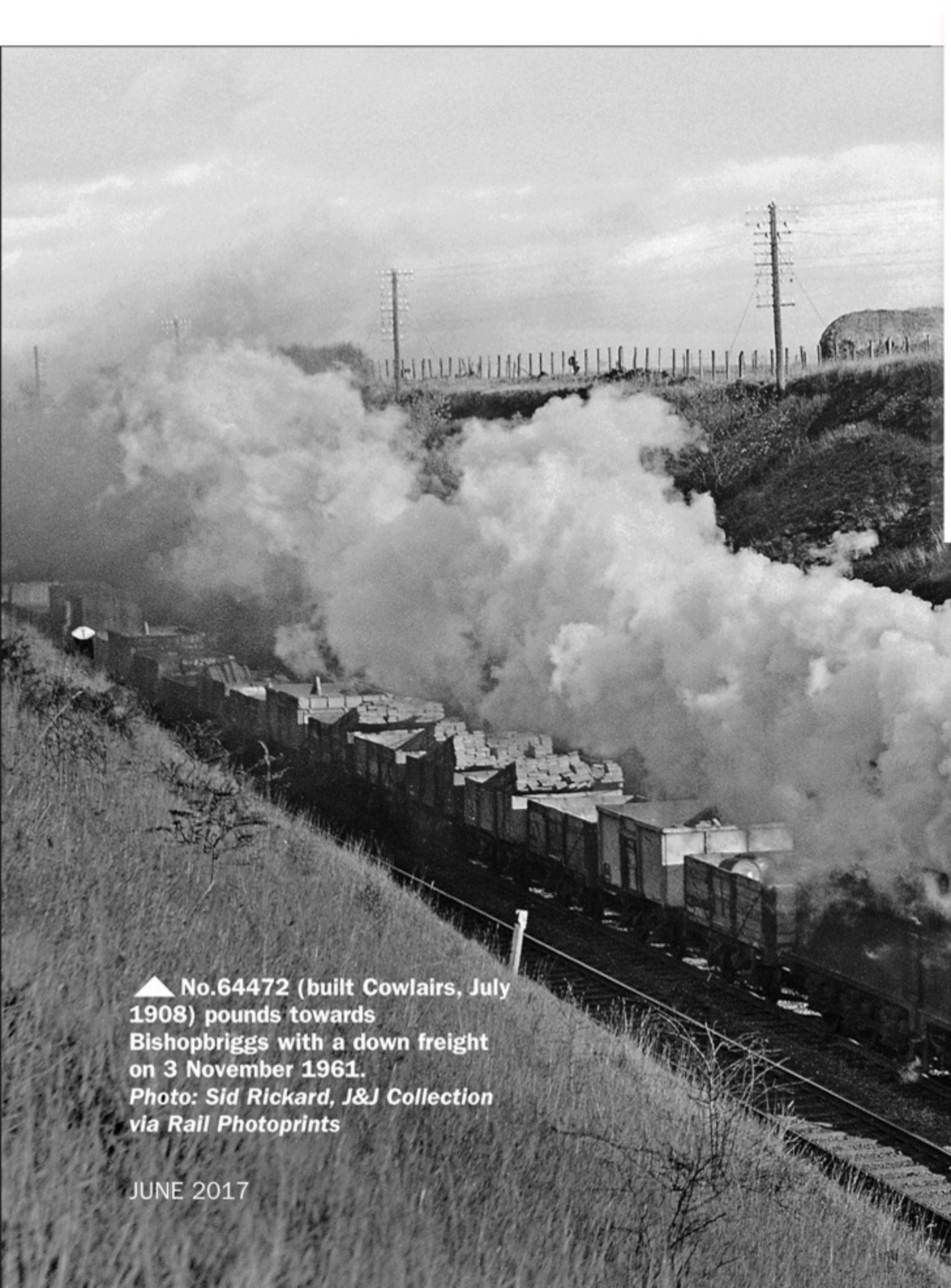






No.64472 (built Cowlairs, July 1908) pounds towards Bishopbriggs with a down freight on 3 November 1961.
Photo: Sid Rickard, J&J Collection via Rail Photoprints

No.64501 was one of the North British-constructed J35s, entering service in December 1909. Seen at Stirling in 1951, the loco was withdrawn in 1959.
Photo: Rail Photoprints

before the formation of British Railways, but the rest soldiered on across the former NB until the early 1960s; the last 14 were taken out of traffic in 1961, with none surviving to preservation.

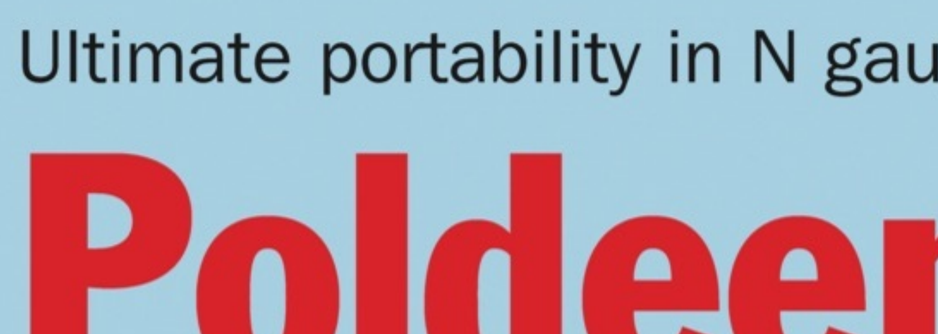
When introduced they were black with yellow lining, although some sources give red lining. Polished brass number plates were fitted.

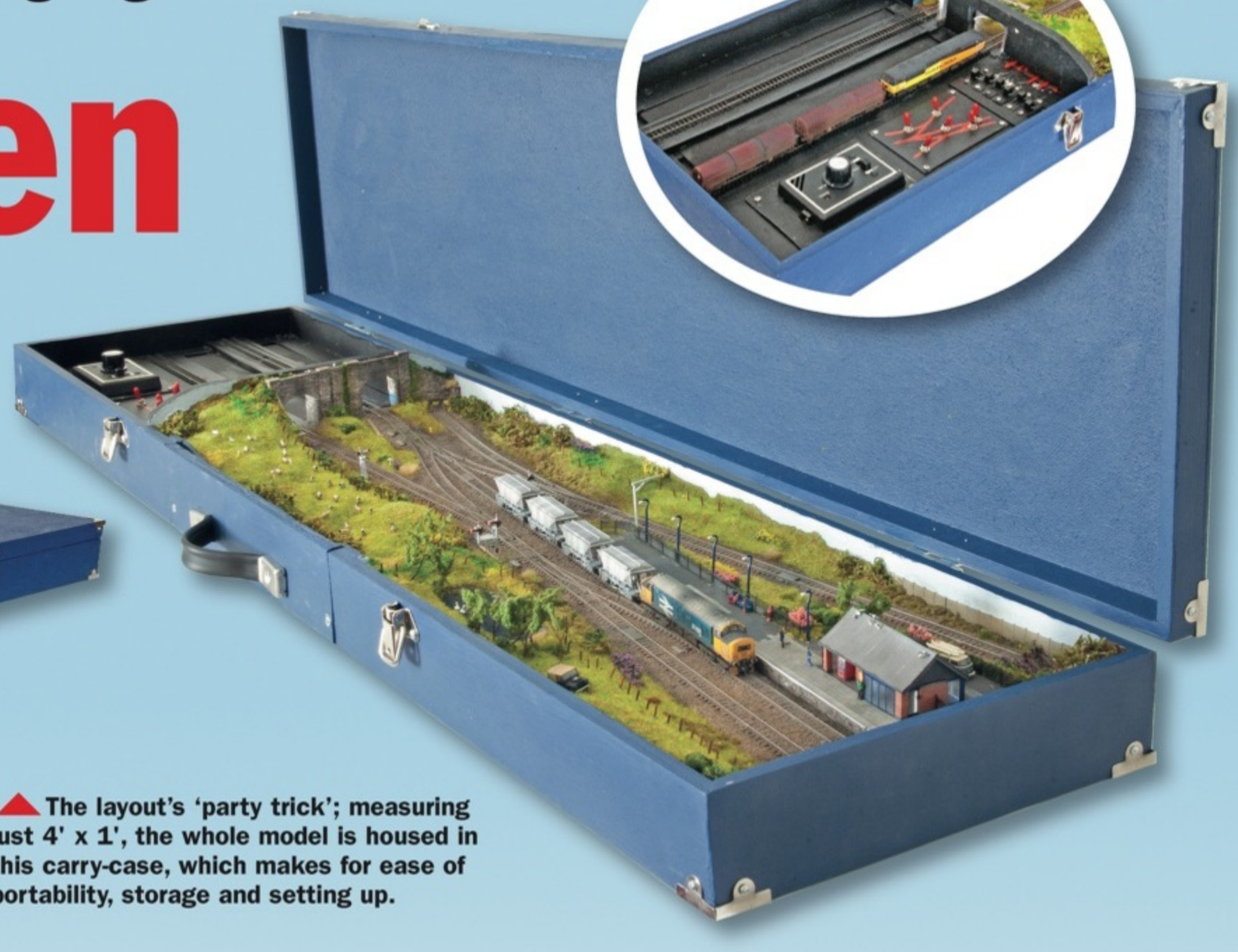
Ultimate portability in N gauge

Poldeen

A railway in a carry case described by **DAVID GREENWOOD**

Photography by Craig Tiley





The layout's 'party trick'; measuring just 4' x 1', the whole model is housed in this carry-case, which makes for ease of portability, storage and setting up.

I returned to model railways around four years ago when my sons become old enough to take an interest in model trains. The first train set grew rapidly, quickly followed by another one. Soon I was building a fully scenic DCC OO gauge shunting layout with lighting and a fiddle yard. It was then I discovered those everyday constraints which hold us back from our dream layouts: even this smallest of 4mm scale projects was proving to be too big for a busy home, a full time job and family life.

This situation led me into N gauge modelling and an impulse purchase in my local model shop just after Christmas 2014. I was offered a bundle of items which had recently been sold to the shop owner by a widow. Her late husband had been accumulating the parts and was building his layout when he passed away.

In this bundle was a part-finished layout 'in-a-box' and all the bits to finish it including several pairs of Peco code 55 points and lengths of flexible track, a Gaugemaster Combi controller, rolls of cork, a few Ratio items, and numerous other modelling items. Also included, was a folder of magazine clippings and hand-drawn diagrams which indicated his plan – a very condensed version of the former station at Ashburton. He had also given a name to his track plan as well: it was entitled *Poldeen*.

I had effectively acquired a layout 'kit' from my fellow modeller, and given the circumstances, it seemed appropriate that I should complete it as he had envisioned, so I decided to build the box as he had intended and keep the name and basic overall concept.

Finishing the layout took around five months, working in 30-60 minute sessions as a relaxation activity late in the evenings. The advantage of such a small layout is that great progress can be made in little time – for instance ballasting the whole layout took around an hour and a half; the track wiring only a couple of hours, and so on.

Initially I re-arranged the track plan to fit the space available using AnyRail 5 track planning software. I had decided to move the layout into the modern era, so I needed room to fit a Class 66 into the headshunt; a 66 takes up considerably more length than a GWR pannier tank.

I also extended one of the two kick-back sidings into a branch line which supposedly

DRS-liveried No.37 409 *Lord Hinton* heads out of the station with a brace of china clay bogie tank wagons.

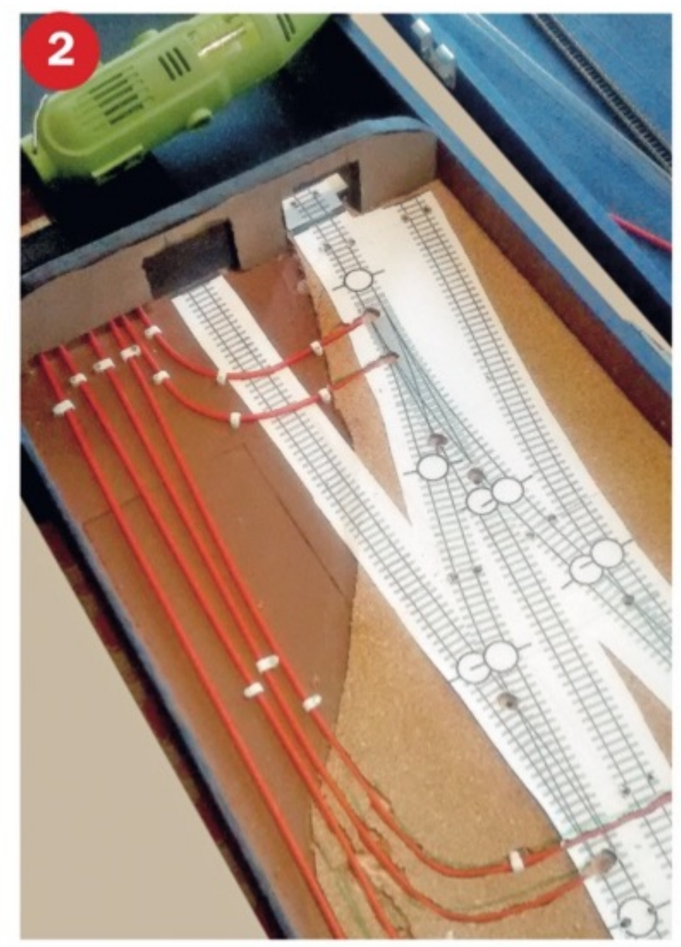
A First Great Western Class 153 single railcar (Dapol) prepares to depart from Poldeen with a main line connecting service.

heads offstage for the docks, creating greater operational potential.

I then finished the layout box, cut holes for the control panel, and primed all the timber with emulsion paint tester pots (see photo 1). When dry I glued cork sheets over the majority of the scenic area, with the exception of the docks branch, to give a slight downward gradient. I was then able to print the Anyrail track plan out full size and glue it in place as a guide. I then cut channel recesses into the cork and fitted the parts for wire-in-tube point operation (see photo 2). All the plain track was then cut to length using a slitting disc in a multi-tool, and then it and all the points was fixed down using Copydex adhesive.

The wire-in-tube system consists of 0.8mm steel piano wire running through thin plastic tubes. The wire is connected between the tiebar of the point and a slide switch which is wired so that frog polarity changes simultaneously with the movement of the tiebar. I found that I needed to leave a little slack in the tube, to give the wire enough play, and not fix it down too tightly as the throw of an N gauge point is considerably less than the throw of the slide switch.

Having previously worked with DCC, I wired this 12V dc layout with a continuous feed and return 'bus' such that all the

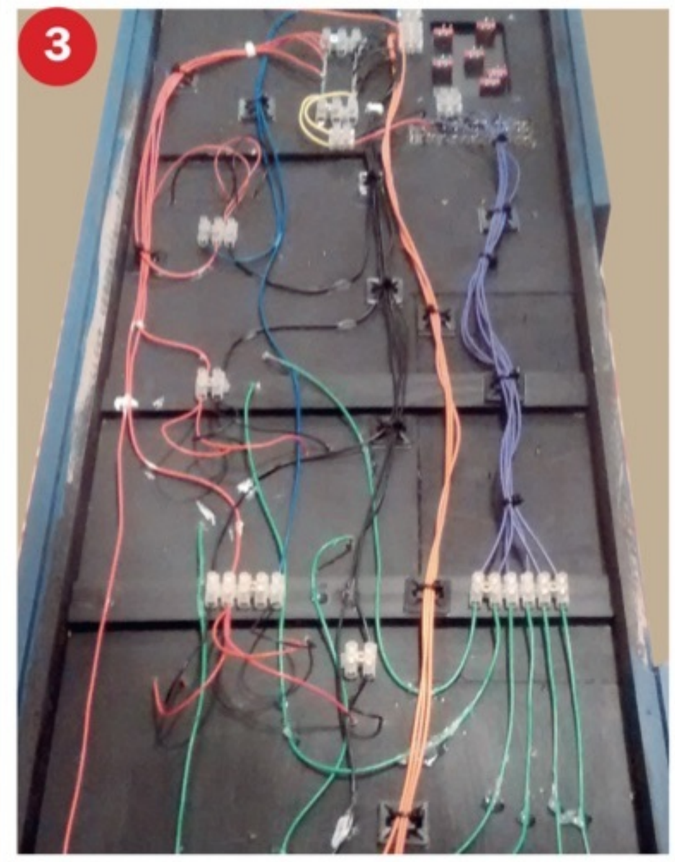


A view of the modern-style station building, complete with seagulls on the roof! Note the vending machine and CCTV notice.

trackwork was effectively connected up as one electrical section, but added isolating sections in all the sidings. Effectively, each individual section of track and the toe (leading end) of every point has a power feed – either via a switch on the panel if it needs to be isolated, or connected to the feed and return bus wires if not.

Underneath the board space is limited, so all wiring is colour coded, cut as short as possible to remove trailing wires and neatly glued and cable-tied into groups (see photo 3). Once the wiring was complete and tested a back panel of 3mm hardboard was screwed in place to ensure the underside of the box was secure and the wiring fully protected.

I have been using the Dapol Easi-shunt coupling system for some time and consequently, I installed the Dapol magnets at appropriate points around the layout, however I cut each magnet in half. Out of the packet, the Dapol magnets require around seven to eight sleepers to be removed, which looks a bit unrealistic, but at half-length, they work just as well (so long as you stop the trains accurately) being much less visible and needing only the removal of three to



four sleepers. I have found the Dapol system provides really satisfactory 'hands-free' shunting. I have added the couplers at the end of cuts of two to three wagons, having tried the couplers on every item of stock, but this resulted in too much accidental uncoupling.

Only when I was satisfied that the track was laid, wired and tested, and all the uncoupling magnets were functioning properly did I tackle the ballasting. Peco light

Poldeen Overall layout size 4' x 1'. Each grid square = 1' x 1'.

A de-branded EWS-liveried Class 08 busies itself with a spot of shunting between passenger services.

With its Mainline blue livery almost completely obscured beneath a layer of dirt, a Class 60 rolls into the platform with BDA wagons loaded with strip coil.

grey ballast was brushed in place dry, then thoroughly wetted with water from a household spray bottle rescued from the recycling box. The wetting helped the glue – a traditional 50:50 mix of PVA and water, and a drop of washing up liquid – flow easily into the ballast when applied from a pipette.

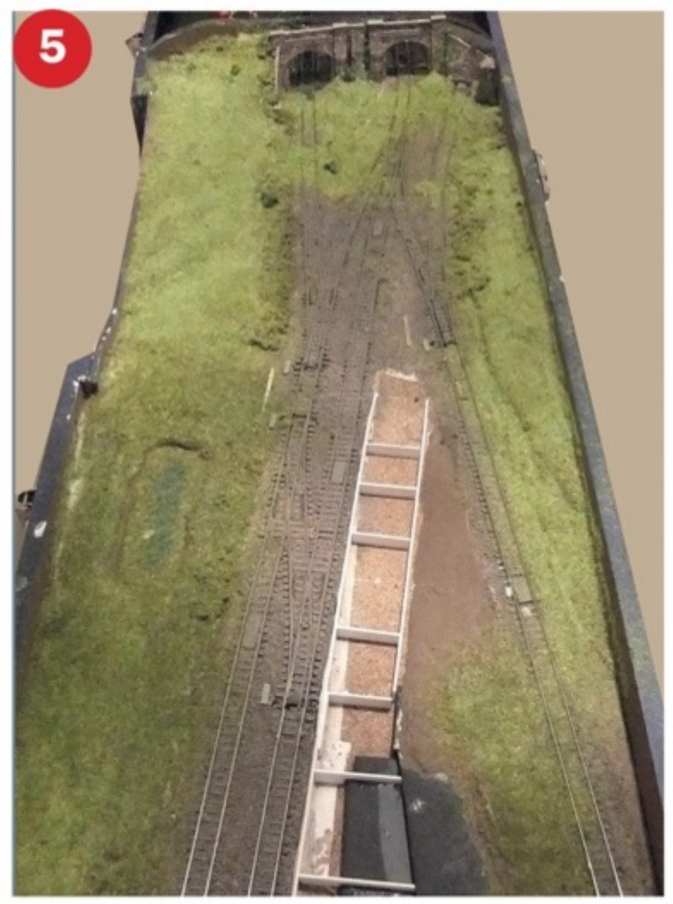
One of my main considerations when trying to build a realistic layout is colour scaling; it is a subtle concept, but I have often felt that the best-looking layouts at shows almost seem to have a 'faded' palette with the colours somewhat lighter than in reality, likewise layouts which use bright greens, and un-weathered buildings can look more toy-like. To this end, all the ballasted track was sprayed with sleeper grime, mixed nearly 50:50 with very light grey to achieve a much lighter effect.

Contours were built up using layers of 5mm foamboard covered with plaster bandages and DAS clay (see photo 4). Static grass fibres were added using a home-made tool constructed from a 50p tea strainer and a $3.99 battery powered fly-swatter.

All of the structures on the layout, such as the bridges and platform (see photo 5), and the station building are made from the online-purchased Scalescenes kits (www.scalescenes.com).

These were all printed onto inexpensive photo paper using my basic home inkjet printer. I have found the key to getting a good result from these kits is to secure the print thoroughly with several coats of matt varnish (I use Games Workshop Purity Seal) and to use solvent-free glue to assemble the model. Even so, I still needed to touch up a few edges with paint at the end of the build, and I often hide a few smudges with some airbrushed weathering.

The signals are non-working Ratio kits. I wanted to capture the look of the refurbished semaphores which can be seen on many lines in the modern era. To achieve this I cut all the parts of the kit away from the supplied post and re-attached them to lengths of 1.5mm diameter plastic rod to represent the tubular steel posts on the prototype. Other details such as a gradient marker, mile post and buffer stop lights were made from bits of plastic strip.



Rolling stock is now all from the newer ranges from Graham Farish and Dapol. The majority of my stock has been purchased second-hand either via eBay or model shops. I find it very satisfying to repair non-runners or strip the paint and re-spray items to suit my needs, I feel much happier modifying a loco which I haven't paid full price for. All stock has been weathered and had details added wherever possible.

Being loosely based in Cornwall post 2010, operation is largely based around freight trains arriving, doing a small amount of shunting then departing down the branch to the offstage docks. In between the freight trains, branch passenger trains serve the station, usually in the form of Class 153 Sprinters. MoD trains and engineering workings also make use of the run-round loop and sidings at Poldeen. Recently I have also been developing a selection of 1980s stock and I may occasionally relocate the layout to Scotland around 1986, replacing the sprinters with a Class 26 and Mk.I coaches, and the china clay trains with timber-loaded OTAs; after all it is my layout.

It has been a hugely satisfying project which has given me hours of enjoyment in its completion. The end result is a layout which has enough interest for me and my sons at home, it only takes a couple of minutes to set up and can then be stored away in a cupboard. I took *Poldeen* to my first exhibition at the Thorncombe show in 2015 where it generated a great deal of comment amongst the visitors with the small size and self-contained box design being of particular interest.

All in all, having acquired the layout in such untimely circumstances, I hope that I have done justice to the original owner's enthusiasm and ideas.

Presumably on hire from London Midland, a Class 153 readies itself for departure as a DRS Class 47 heads towards the docks with an FNA nuclear flask wagon in tow.

The North Level Railway

7mm narrow gauge in a small space.
Built and described by **LEN PARSONS**.

Photography by Ray Lightfoot

Way back in 1977, while attending a model railway exhibition at the Ernulf School in St Neots Cambridgeshire, I came across a layout entitled *The Glen Aros Light Railway*. It was set on the Isle of Mull off the west coast of Scotland and built to 7mm scale narrow gauge (O-16.5) standards by members of the Bedford & District Model Railway Club. So inspired by the encounter that afterwards, I joined the Bedford club, and have modelled in 7mm scale ever since.

The beginnings of the *North Level Railway* layout were however triggered some time later, following a visit to the Expo Narrow Gauge show at Swanley in Kent. There, I came across a bundle of six Peco O-16.5 points which I acquired on the spot.

I decided that the layout would have the following features; 12V dc operation, a station, engine shed, goods shed, goods yard and a private siding to a quarry. I had some spare baseboards, 4' x 1'6", of which two, plus a 3' fiddle yard board, could fit the space I had available. I started to build the layout, then a home move from Bedford to March in Cambridgeshire slowed up its construction. It turned out to be a smart move, as during a visit to a local model shop my attention was drawn to a notice about forming a model railway club in the town. I attended the meeting and the March & District Model Railway Club was formed, which I became a member.

On restarting construction I fell out of favour with the quarry idea and relocated the layout to the Fens around north Cambridgeshire. Here the railway would have been needed to carry fruit and vegetable produce to market, requiring lots of ventilated vans.

The Glen Aros Light Railway started the author off in 7mm scale narrow gauge modelling; it featured in the April 1977 issue of RM.

NLR No.10 arrives with a couple of bogie coaches in tow, which were made by splicing two Peco coach kits together.

Activity in the engine yard, as No.1 *The Duke* approaches the station with a couple of four-wheel coaches, built from Chivers kits. Diesels are all freelance, on commercial chassis.

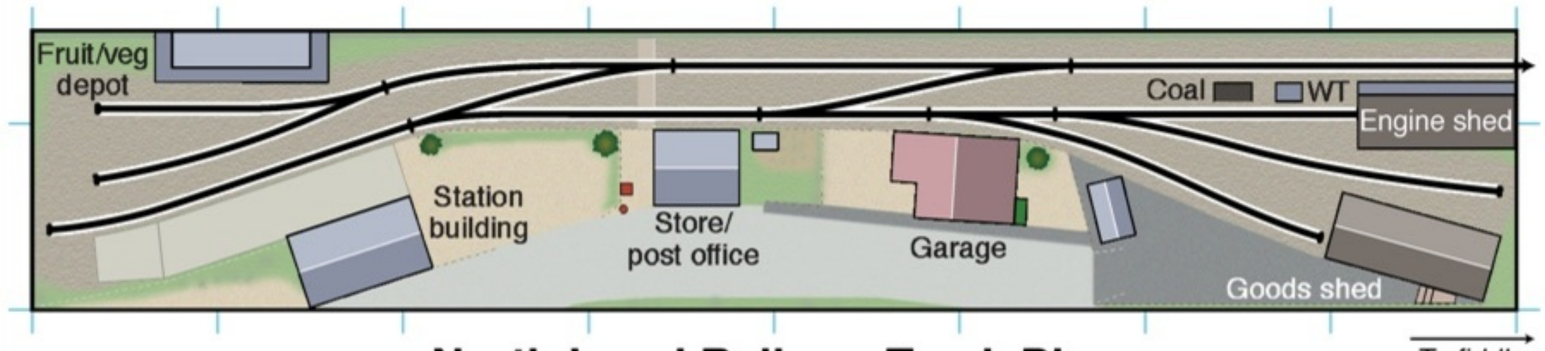
7mm narrow gauge trains

O-16.5 is still mostly the preserve of kit- and scratchbuilders, so my motive power department consists of some kitbuilt steamers and freelance diesels which use Hornby or Bachmann OO gauge chassis. There are many ways in which locos can be derived for the scale, and much can be gleaned from the publications of the 7mm narrow Gauge Association www.7mmnga.org.uk. *[Ed. – see also our own Peco Library publication – Your guide to modelling narrow gauge railways, ISBN 978-0900586033, available direct from ourselves].*

Passenger vehicles consist of a pair of bogie coaches made by splicing together two Peco four-wheel coach kits, two unaltered Peco four-wheel coaches, plus a freelance workmen's coach. I also have a set of three Chivers On30 four-wheel coaches which are very nice but I found the handrails on the verandas rather delicate, so replaced them with brass wire.

The buildings were all scratchbuilt except the motor garage which is a

As well as produce out, the town served by the NLR gets its general supplies in by rail, although road competition is hotting up.



North Level Railway Track Plan

Overall size of scenic section 8' x 1' 6". Each grid square = 1' x 1'.

The lean-to locomotive shed hides the exit to the cassette-type fiddle yard.

Classic Commercials kit, suitably shortened to fit the space available. Road vehicles come from the Oxford 1:43 scale models, and I have some from ABS Models and Duncan's Models kits to finish.

The fiddle yard consists of a series of cassettes; long ones for passenger and freight trains, and short ones for locos. They plug into each other via brass tubes and rods soldered to the ends of the rails which provide both correct alignment and electrical continuity, so no additional wires to connect.

I operate the layout without a timetable or sequence, passenger and freight trains simply alternate. There are two types of freight trains, one for the goods shed and coal road, the other to the fruit and vegetable lineside store.

Thanks must go to my former club Bedford & District MRC for the help and advice, and also my present club March & District MRC.

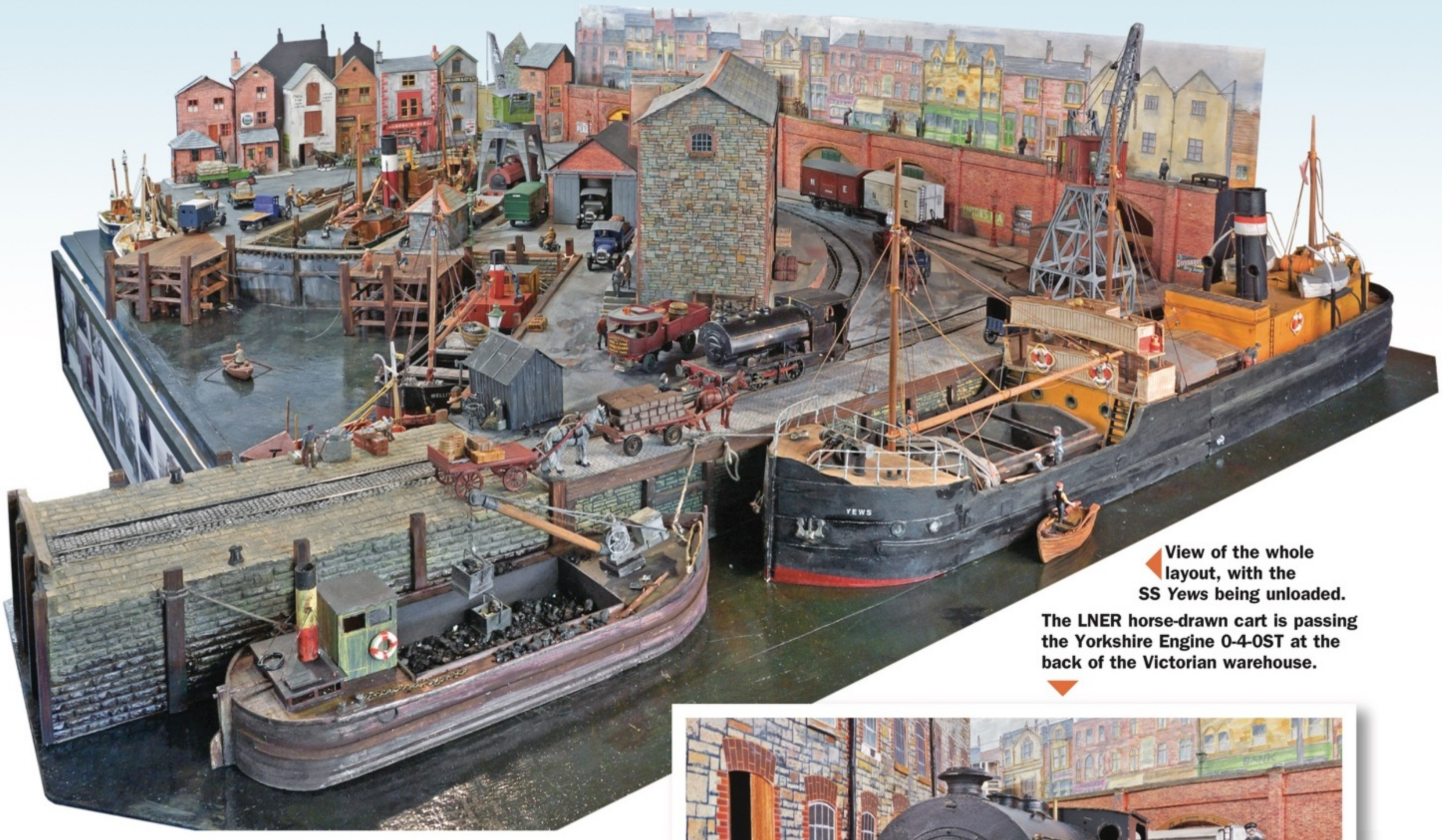
That's about it for the *North Level Railway*. I hope it might inspire someone to have a go at 7mm narrow gauge themselves, just like *The Glen Aros Railway* did for me, albeit now 40 years ago!

Forthcoming Exhibitions

See *The North Level Railway* at the **Sleaford** MRC exhibition on 3 June and at **Whittlesey** on 15 July 2017. See Societies and Clubs for details.

When The Boat Comes In...

St George's Dock



View of the whole layout, with the SS *Yews* being unloaded.

The LNER horse-drawn cart is passing the Yorkshire Engine 0-4-0ST at the back of the Victorian warehouse.

Tynesider **ALAN GRAY** *distilled his interest in shipping and shipmodelling with this new O gauge layout, set in and around a graving dock representative of the numerous examples which once could be found in the north-east. The facility is serviced by a fleet of industrial steam locomotives.*

Photography by Rebecca Flynn

Having built ship models for my *St George's Quay* layout (RAILWAY MODELLER September 2009) I was wondering what else I would do with them, when I was given a book containing a picture of a steam trawler in a dry dock. These were sometimes called graving docks and there were plenty of them on the Tyne; some of them are preserved at North and South Shields, so I made a visit and took some photographs.

Information was obtained from friends and two fellow club members, who worked in Sunderland Docks, were especially helpful. I was then ready to start a new layout.

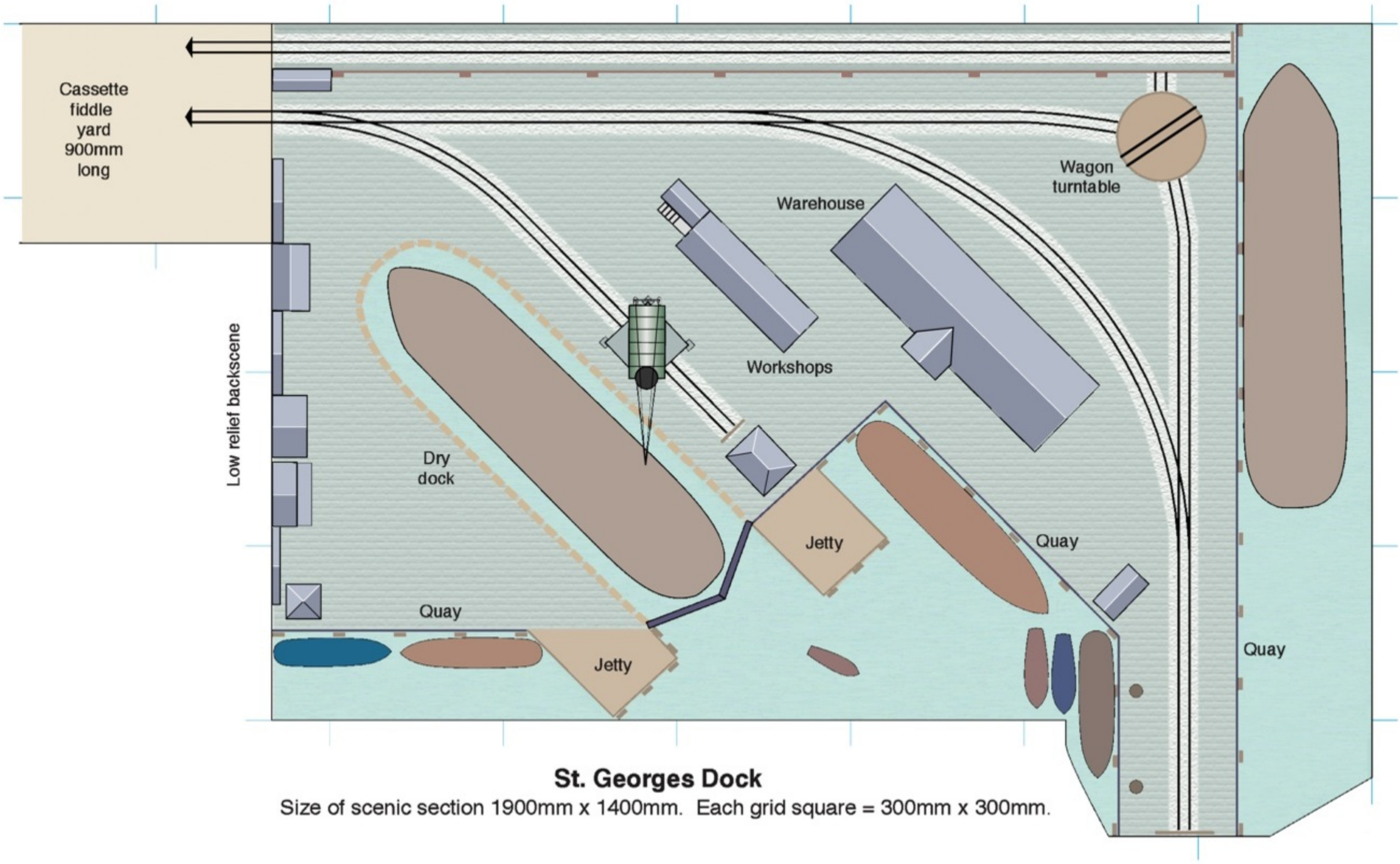
Smaller baseboards

As old age creeps up, and lifting and carrying becomes more difficult, I opted this time for two baseboards measuring 41" x 33" for the raised railway/wharfside sections. They were shaped at the front so the main dock would fit at an angle and were made of 4mm and 6mm plywood with pattern makers' dowels to align them.

The legs are all separate items and are bolted in place beneath the main boards prior to erection. The two lower 9" plain board sections representing the sea at the side and front of the main boards (see plan) are supported by angle brackets attached to the main legs.

The plain track used is Peco with three homemade points built on copperclad sleepers. These have recently been fitted with H&M point motors which greatly reduce the amount of walking around the layout.

The wagon turntable is hand-operated using the 'ropes' fitted to it. The track was



St. Georges Dock

Size of scenic section 1900mm x 1400mm. Each grid square = 300mm x 300mm.

infilled with card and modelling clay to represent the setts between the tracks.

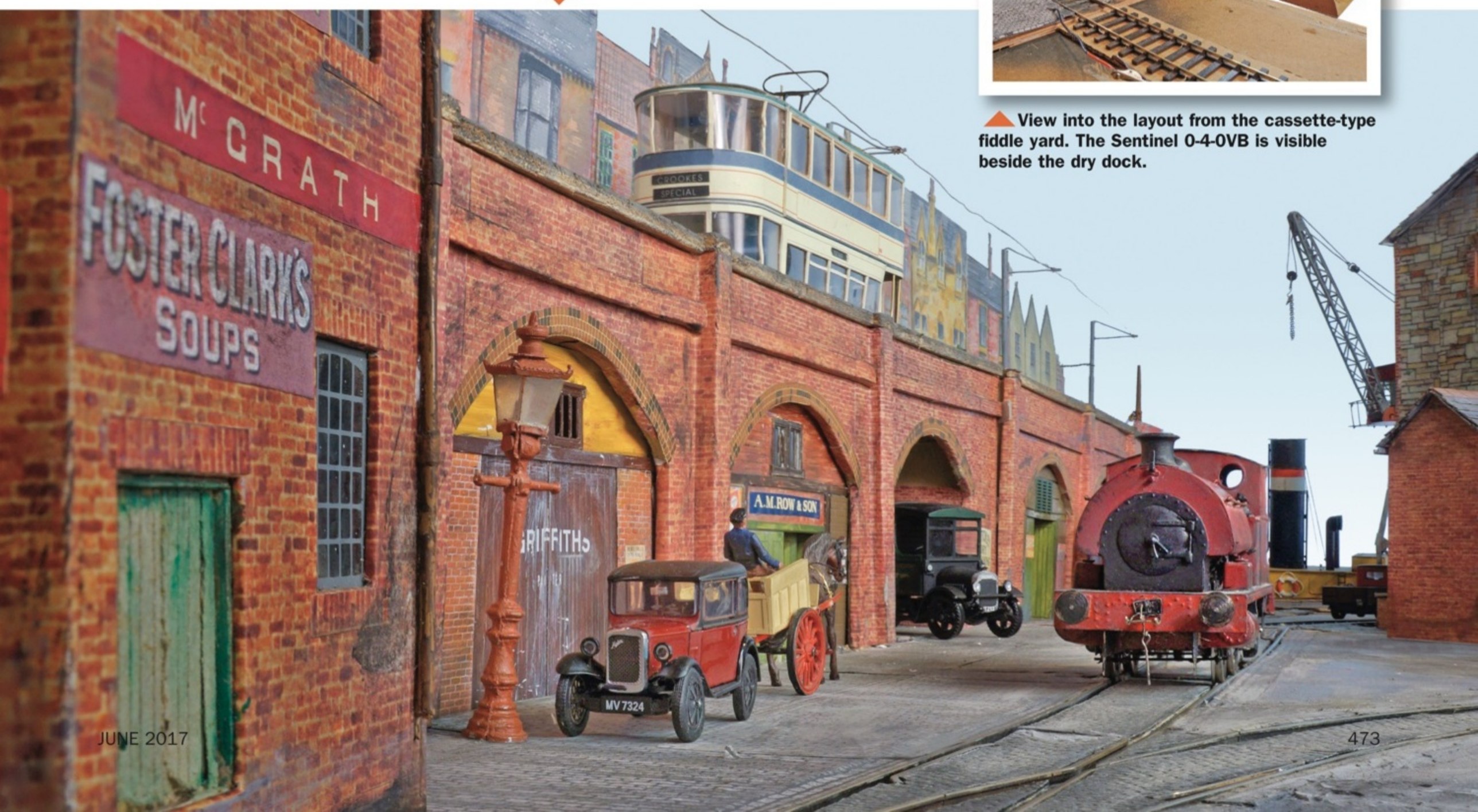
Locomotive control is by an analogue Modelex controller.

Structures and backdrop

An Alphagaphix Victorian warehouse kit was obtained and extended to stand in the centre of the layout with a scratchbuilt more modern warehouse next to it. The buildings down one side of the layout were also scratchbuilt, although the pub is another Alphagraphix example.

The Hawthorn Leslie 0-4-0ST heads for the fiddle yard past the Austin Seven. The cardboard tramcar (Sheffield colours) runs along the street.

View into the layout from the cassette-type fiddle yard. The Sentinel 0-4-0VB is visible beside the dry dock.



The Alphagraphix warehouse and scratchbuilt crane are visible at one end of the layout. The Yorkshire Engine 0-4-0ST is on its way to collect some vans. The tramcar is on its way up the street.

Most of the left-hand side of the layout is seen in this view; fishing boats, trawler in the dry dock and a coaster. The Victorian warehouse dominates on the right.

The backscene was created using railway arches with plasticard stone walling and a clip-on painted town scene, mostly painted from Beamish Museum scenes, or taken from 1930s photographs.

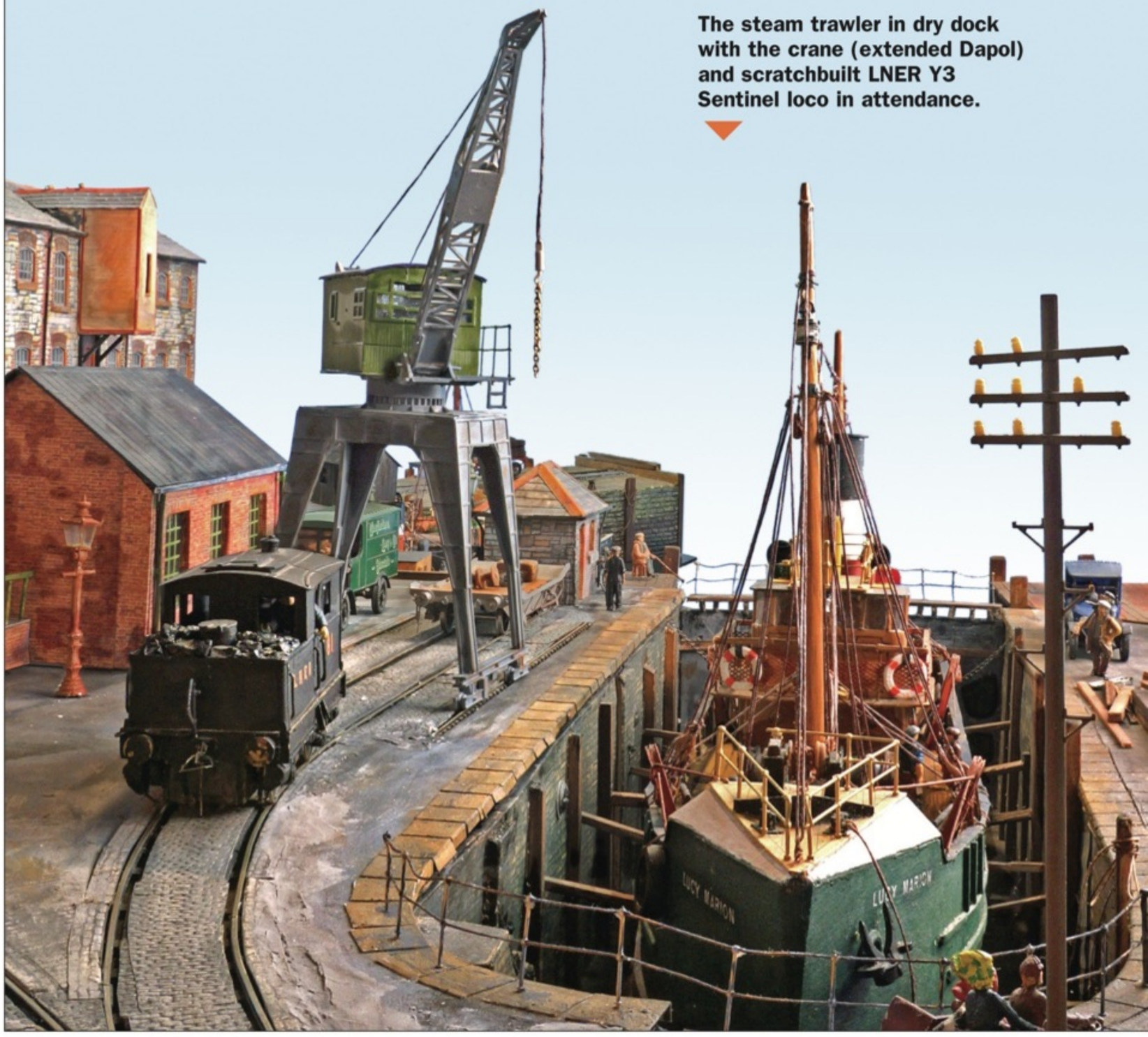
One of the cranes is a much-extended Dapol kit whilst the other one was scratchbuilt. Lots of lorries plus horses and carts have been acquired, as docksides were very busy with road and rail transport when ships were loading and unloading.

Tramcars and shipping

Tramcars were made from Alphagraphix card kits. One has a Terry Russell motor while the other was fitted with a Hornby 0-4-0 mechanism with one set of wheels extended by inserting a spacer. Fortunately, tram research is easy, as Beamish Museum is only 10 minutes from my house!

Fishing boats, drifters, the herring boat and north-east cobles were taken from my *Quay* layout as was the collier *Yews*, which was built from scratch using plans in books written by Charles V Waine. The small cargo boat was modelled with the aid of the March 2009 RAILWAY MODELLER article about the Clyde Puffer, written by James Pottinger, complete with scale drawings to 3mm scale.

There is also a small steam barge with a crane that was used for bunkering ships on the Tyne in the 1920s and 1930s. This was copied from a photograph dated 1928, showing the almost completed famous Tyne Bridge with two bunkering ships in the foreground. The waterline steam trawler in the dry dock needed a hull-shaped base to stand on with supporting timbers in place to make it look authentic.



The steam trawler in dry dock with the crane (extended Dapol) and scratchbuilt LNER Y3 Sentinel loco in attendance.

Locomotives and stock

These came from a variety of sources and are typical of quayside traffic in the 1930s.

- X Class Peckett 0-6-0ST, built from a Mercian Models kit, black.
- Hawthorn Leslie 0-4-0ST, built from an Agenoria Models kit, red.
- Barclay 0-4-0ST, scratchbuilt, green.
- Yorkshire Engine 0-4-0ST, built from a Mercian Models kit, black.
- LNER Y3 Sentinel 0-4-0VB, scratchbuilt body on an Atlas chassis.
- Andrew Barclay 0-4-0CT, scratchbuilt using plans of one supplied to Consett Iron Works in Co. Durham. (The company apparently had over 20 different crane tanks on the site.)

Goods stock consists mostly of vans being loaded from ships and a NER machinery wagon for the dry dock.

Pit props and timber were often unloaded from collier ships coming back from the Baltic, so some open wagons would be required.

Operation

The track is arranged in a triangle with the wagon turntable as one of the angles. Vans and wagons are brought in from the fiddle yard and reversed on the quay pier so that

A scratchbuilt Andrew Barclay saddle tank waits on the quayside beside the hut which hides the point motor.

situated under the layout; calls of seagulls, and general dockside sounds are played on a CD made from a BBC download.

Conclusion

The first railways were built primarily to carry goods and coal, and all my recent model railways have had this theme. Railways were rough, dirty and dangerous places in the 1920s and 1930s, so I have tried to convey this in my models. Dirt, grime and neglect are evident all around and this is what I try to achieve in modelling this era.

Thanks to all my fellow modellers at Birtley Model Railway Engineers for all their help and willingness to attend exhibitions with me. We have travelled many miles and visited some interesting places, meeting many fellow modellers. Finally thanks to my wife Katie for putting up with railways (six at the last count) and me!

they can be loaded and pushed onto the turntable. Here they are turned 90° (it would probably be a good idea to motorise this) and then pulled back to the fiddle yard by another loco.

The dry dock is served by another siding to bring in various supplies. Steam sounds are supplied through speakers situated under the layout; calls of seagulls, and general dockside sounds are played on a CD made from a BBC download.

Vessels registered in North Shields (SN) and Sunderland (SD) at the quayside. The X Class Peckett 0-6-0ST passes in the background.

An Andrew Barclay crane tank waits on the pier end for its next job. A Whitby registered herring boat and cobles are unloading.

The SS *Yews*, scratchbuilt in wood, card, plastic (and anything else) is almost empty as the Barclay saddle tank waits on the quay.

Variations on a Parkside theme

DUNCAN REDFORD *builds a 4mm scale model of the prototype Great Western MINK D long wheelbase goods van using the Parkside Dundas PC38 kit.*

▲ **The kit (ref.PC38) as supplied, the basis for the project.**

◀ **The finished replica of the prototype MINK D; a unique model of a unique prototype.**

Photography by the author

The Parkside 4mm scale kit for the Great Western MINK D can be used to build either of two basic diagrams: V9 with the 20' wheelbase and V11 with the 18' wheelbase (as supplied).

All had twin louvres at each end, but while the V9 and V11s up to 1911 had clasp brakes, after 1911 the V11s were turned out with two V hangers per side and four-shoe brakes, as well as tierods joining W irons.

The 1905 prototype vehicle was different in that it had plain ends without any end louvres.

So the basic Parkside kit can be made up in four ways:

- As it comes, representing a V11 wagon with clasp brake gear.
- With modification, a V11 wagon with twin V hangers and four-shoe brakes.
- With modification, the production run V9 with a 20' wheelbase.
- With modification, the prototype V9 No.71945.

I decided to build the prototype MINK D No 71945, because I had a spare set of Coopercraft V4 standard Mink ends loafing around the workbench!.

MINKS – GW merchandise vans

Covered goods wagons are the familiar railway freight vehicles which modellers often refer to colloquially as 'box vans' and all historical railway companies had their own designs and types.

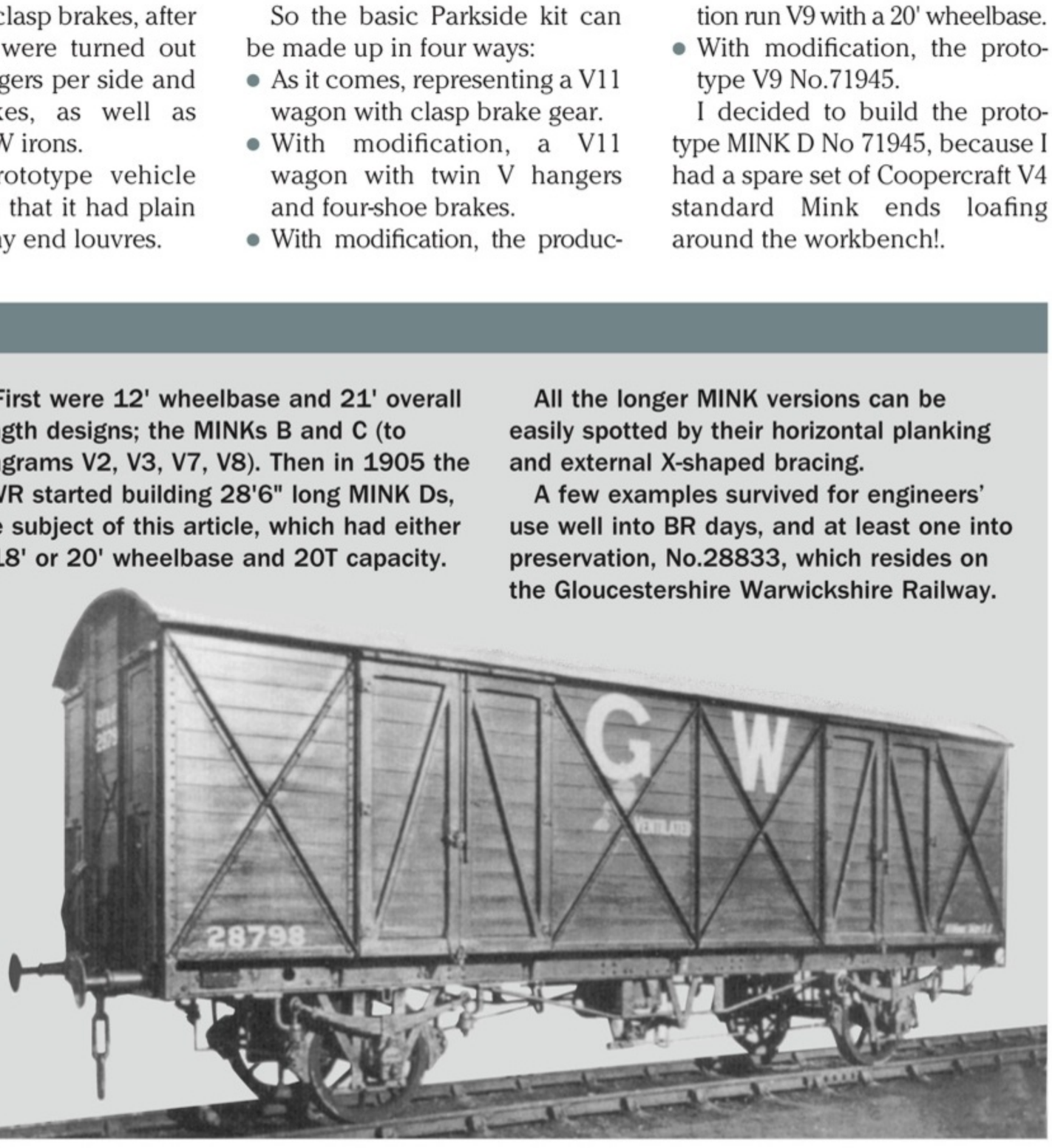
The Great Western Railway, under its telegraph code classification system, coded its fleet of covered goods wagons as MINKs.

Numerous designs appeared within the history of the railway and by the first decade of the 20th century, as well as producing a range of 9' wheelbase vacuum fitted open wagons and vans (to diagrams 03, 09, 010, 015, V4, V12, V14, and V16), it was also constructing longer wheelbase vans incorporating twin pairs of double doors per side.

First were 12' wheelbase and 21' overall length designs; the MINKs B and C (to diagrams V2, V3, V7, V8). Then in 1905 the GWR started building 28'6" long MINK Ds, the subject of this article, which had either a 18' or 20' wheelbase and 20T capacity.

All the longer MINK versions can be easily spotted by their horizontal planking and external X-shaped bracing.

A few examples survived for engineers' use well into BR days, and at least one into preservation, No.28833, which resides on the Gloucestershire Warwickshire Railway.

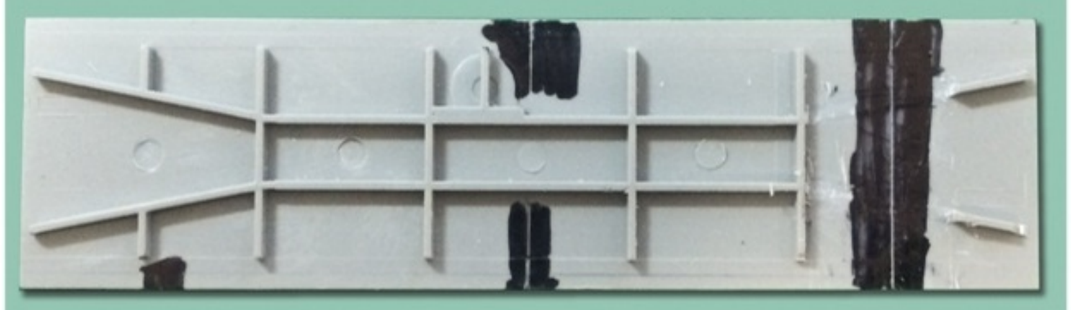


MINK D goods van No.28798 built to diagram V9 in 1906. A model of this can be built directly from the kit.
Photo: GWR Goods Wagons by Atkins, Beard and Tourret: ISBN 978 0 86093 657 2

What you will need

- 1 x Parkside ref.PC38 GWR Mink D kit.
- 1 pair of Coopercraft plain V4 ends from kit 1008 (mine were spare as I'd converted my V4 kit to a V14 with twin end bonnets).
- One pair of MJT GWR/RCH compensating wagon W irons ref.2299S.
- 1 pair MJT ref.2953 coupling hooks (supplied in a pack of 20).
- 2 x etched brass replacement V hangers (mine came as extras on D&S W irons supplied by the EM Gauge Society and had been sculling around the spares box for eons, but many etched kit suppliers sell them).
- 1 x ABS Models ref.F323 GWR clasp brakes for 3'1" wheels (supplied as a pack of eight).
- 1 x ABS Models ref.F316 GWR 20½" long buffers for fitted stock (supplied as a pack of 12). [Of course you don't have to use ABS Models' items, there are many other firms such as MJT which can provide alternatives.]
- 1 x ABS Models ref.F335 GWR upright vacuum pipes (supplied in a pack of 12).
- 1 x ABS Models ref.FU05 wagon vacuum cylinder and cranks (supplied in a pack of four).
- The DC brake handles and supports from ABS Models ref.F340 DC1 brake gear, or ref.F315 DC3 brake gear.
- Approx. 10" of 0.45mm straight brass wire.
- Approx. 2" of 0.7mm straight brass wire.
- 1 set of Brassmasters axle spacing gauges (supplied as either OO gauge or EM/P4, see suppliers box for website address). These are, to my mind, essential for anyone using replacement W irons.
- Assorted small files and tweezers.
- Craft knife with a new blade.
- 0.5mm, 1.0mm and 2.5mm drills and a pin vice.
- Superglue, Plastic solvent (Plastic Weld/MEK etc).

1

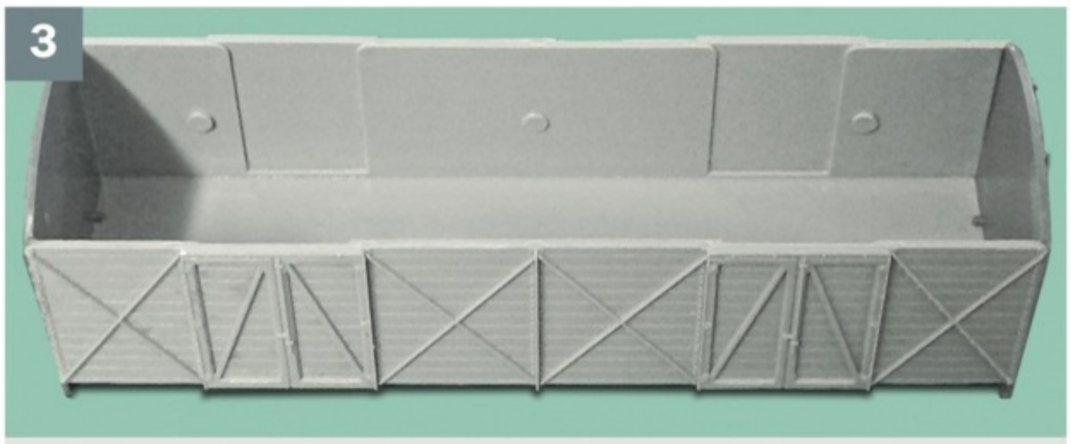


The first job is to modify the floor to allow for the longer wheelbase. Remove about 15mm of the diagonal underfloor bracing from one end and smooth with files. Then mark the middle of the floor. This gives you the datum line to measure off a scale 10' (40mm) for the position of the datum W iron. I use a black marker pen to make a nice wide band and then scribe the exact line needed on it.

2

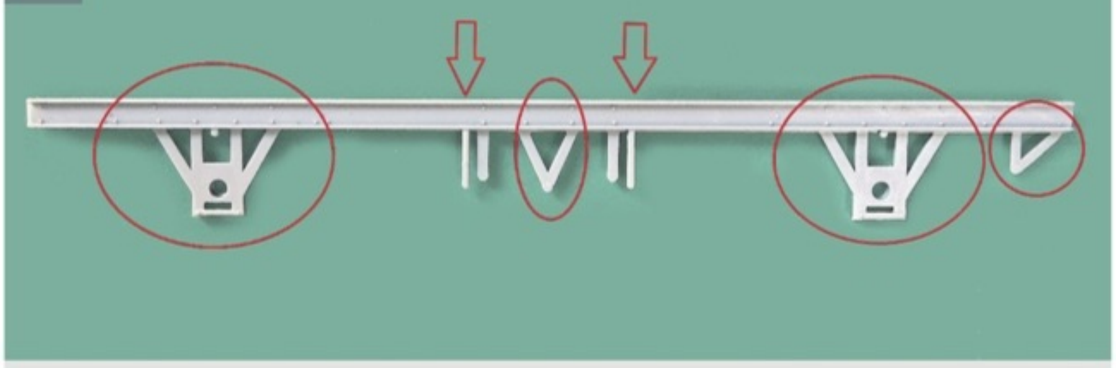
The difference between the ends can be clearly seen. At left is the end from the Coopercraft 1008 V4 kit, and right is the Parkside end supplied in the kit. If you are using replacement buffers you may need to carve away the buffer base plates on the wagon ends, using a sharp craft knife or scalpel.

3



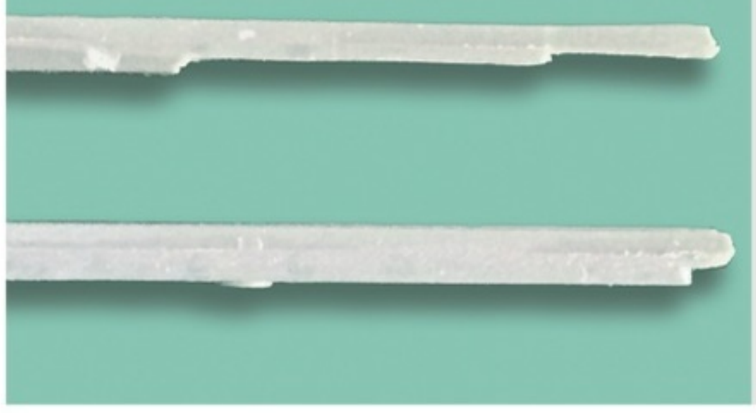
The body, with the replacement Coopercraft ends, can then be assembled around the floor. Take care to get the bottom planks lined up between the ends and the sides.

4



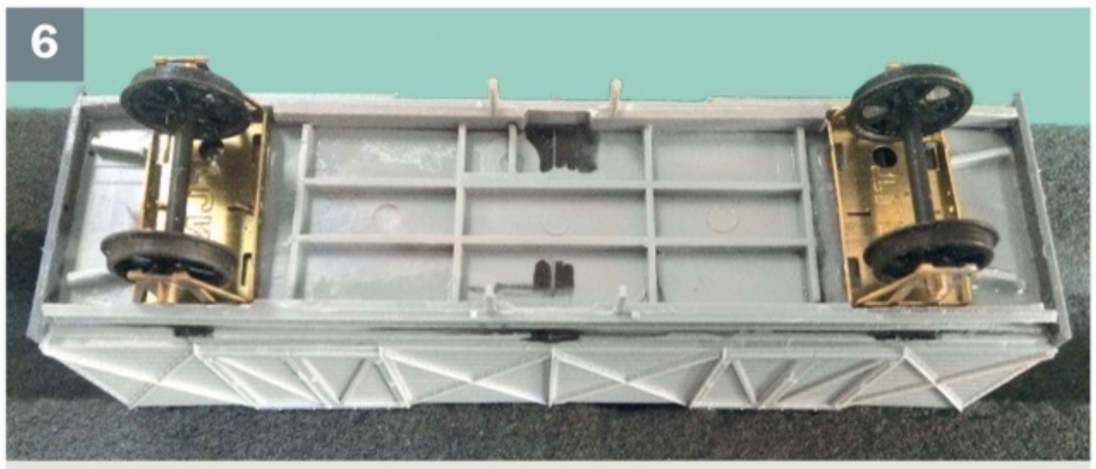
The surgery to the solebars can now start. Remove both W iron assemblies, the arrowed step supports (there aren't any steps on Mink Ds) and the DC brake bracket, and the V hanger. All you should have left are the two shorter supports for the truss rods on either side of the V hanger.

5



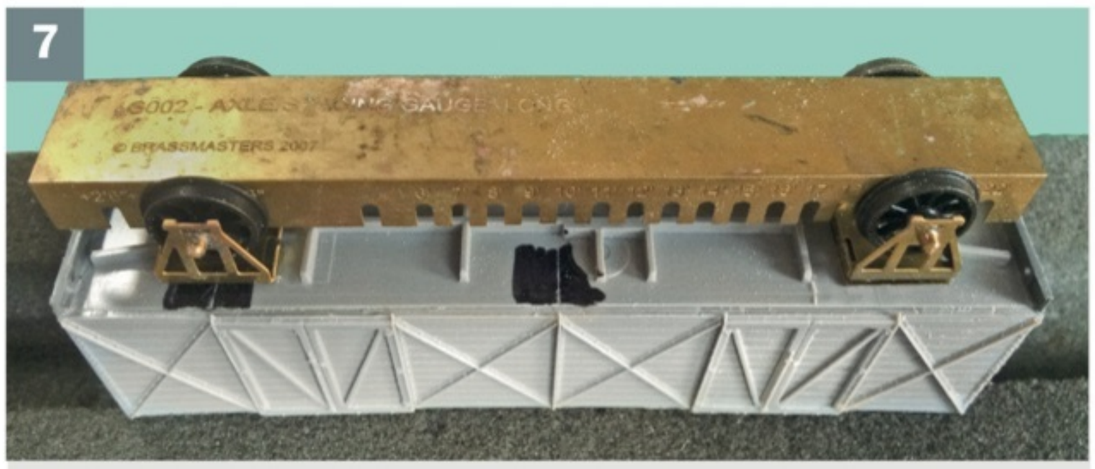
The solebars also have to be thinned down with a file to make space for the replacement W irons as well as, at one end of the wagon, the DC brake gear brackets. Here you can see at the bottom an unmodified solebar, while above it is a modified one. Make sure you modify the solebars so that the DC bracket is at the left-hand end of one solebar and the right-hand end of the other. You also need to thin the solebars down with the file where the V hangers were to so that the new etched brass ones will be outside the trussrods. You can now also fold up your replacement W irons and decide if you are going to compensate the wagon or not. You can fold up etched W irons to make the chassis rigid, but sometimes it is better to compensate as this helps mitigate any errors in squareness (and above all flatness) in construction. Compensation is not as difficult as it sounds, especially if plastic surgery to your wagon involves changing the axleboxes or moving the position of the W irons as this is the bulk of the hard work. While I don't always compensate short wheelbase kits (those under 10') I do try to do all long wheelbase ones. My preferred W irons are made by MJT as they can effectively be folded up without any need for soldering – just use a smear of superglue to hold the brass top hat bearing in place.

6



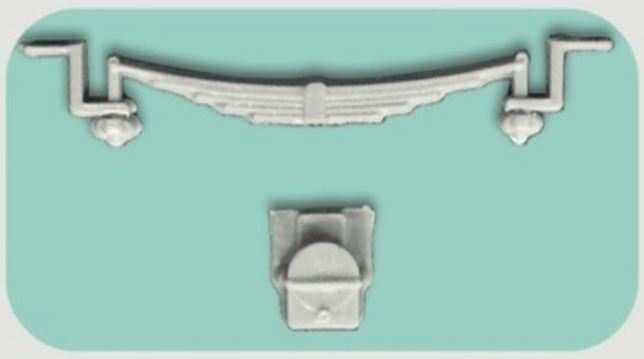
The modified solebars and the replacement W irons can now be trial-fitted to make sure you've filed away enough from the insides. I found I had to remove about 0.5mm from each end of the solebars to get them to fit between the buffer beams at this stage too. If you are having one of the W iron units as a compensated one, make sure there is enough space on each side for it to rock. I also use a Peco serving cradle to help hold everything still – vans do roll around on their roofs after all! You can also see the slot filed to allow the replacement V hangers very clearly in the upper solebar.

7



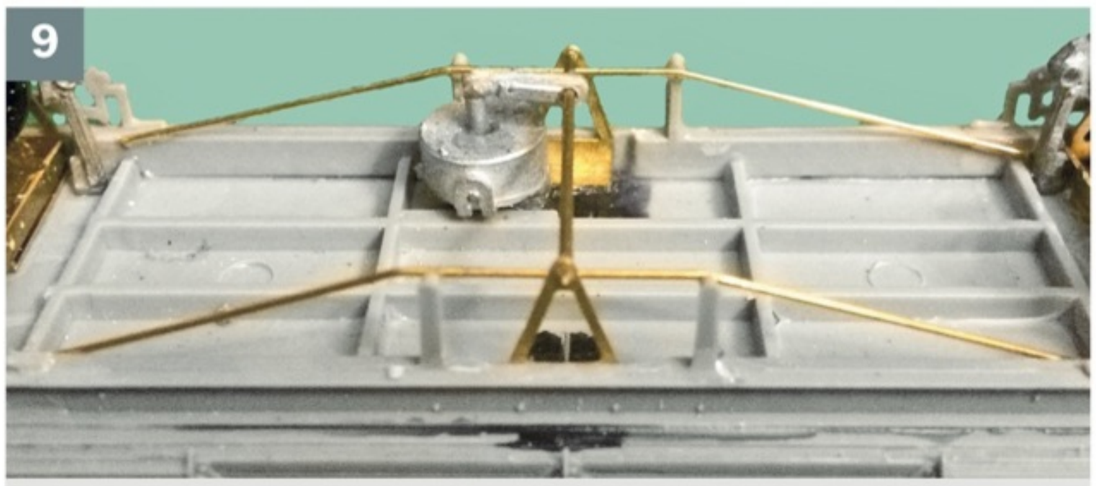
When you are happy with the fit, remove the solebars and place to one side and reach for the Brassmasters axle spacing jig. Fit the wheels and w-irons into the correct slots (0' and 20') and then line up your datum W iron with the line you marked on the chassis floor. I make the fixed W iron unit the datum as it is possible to dribble drops of superglue at the base of the W iron's legs with the axle spacing jig in place. After a few minutes the superglue should have set and you can lift up the other end and put a drop of glue in the middle of the wagon floor where the W iron base plate will sit (if compensated) or on each of the W iron support legs (if rigid). If compensating the wagon be careful not to use too much superglue to fix the rocking W iron or you'll end up with a rigid wagon after all! Then do a last check in the fit of the solebars, making sure the rocking axle can still rock, and if all is good glue the solebars in place with solvent.

8



With the new W irons and solebars fixed in place you can add the rather nice Parkside mouldings of GWR axleboxes and springs that come with the kit. The ones for the rigid W iron can be fixed right away, although the hole in the axlebox for the brass top hat bearing might need opening out with a 2.5mm drill to get the axlebox and spring in the right place. Secure to the W iron with a small amount of superglue and use plastic solvent to fix the spring hangers to the solebars. The axlebox and spring moulding for the rocking W iron will need a bit of modification if the rocking W iron is to live up to its name. You can either cut away the axlebox from the spring (as seen in the photo) or you can cut the spring away from the hangers. I chose to cut the axlebox away simply because I felt that trying to get the very small and fragile spring hangers in the correct position would try my patience far too much. With the axlebox separated from the spring, the spring assembly is large enough to be moved into place easily with tweezers. Do not secure the spring moulding to the rocking W iron, only fix it to the solebar with solvent and make sure that the rocking W iron will still rock. Open up the hole in the back of the axlebox so that it will fit over the brass top hat bearing and if need be, file a small amount off the top of the axlebox to make sure that the rocking W iron still rocks with the axlebox in place. Fix to the W iron with a small amount of superglue. Now is also the time to fit the clasp brakes to each wheel. If you are using replacement whitemetal castings you will need to trim them to fit. Make sure each wheel still turns freely once the brakes are positioned; this is especially important at the rocking W iron.

9



Now it is time to fit the replacement V hangers; join them with 0.7mm brass wire, having threaded on the vacuum cylinder crank and fix with superglue. Trim the 0.7mm wire so that it is just proud of the V hangers to represent the nut holding it in place. With these in place the vacuum cylinder can be fitted (I had to file a groove in the bottom of it to clear one of the floor ribs) and then the truss rods can be folded up from 0.5mm wire and glued to the supports and to the back of the solebar – keep the glue away from the rocking W iron!

10

Last, it is time to fit the details to each end. The buffer baseplates will need to be removed if you are using replacement metal buffers (if you haven't cut them off already) by gently carving them away with a very sharp craft knife. Then open out the holes for the buffers to suit your replacements and superglue the buffers in place. Fit the coupling hook, again using superglue (the MJT ones were a tight push fit into the slot). Finally, drill a hole about 1mm to the right of the left end stanchion and just below the top of the second from bottom plank – as seen above. This is to take the vacuum pipe casting. Glue it in place making sure it is parallel to the stanchion.

Some thoughts on how to model the other variations

To model the production V9 with end louvres, simply use the ends supplied in the kit and then proceed as per the step-by-step sequence. The late production (post-1911) V11 with four-shoe brakes and double V hangers is a bit harder. However, the Parkside kit for the GWR Bloater fish van has an 18' wheelbase and four-shoe brakes with double V hangers, so you could use the solebars and brake gear from this kit to do the job. Parkside is very happy to supply individual sprues from its kits on request, normally at £1.00 per sprue plus P&P.

Then you will need to add axleguard tierods from either 0.5mm brass wire or plastic rod, behind the bottom of each W iron (if you use replacement etched W irons you can solder the brass wire instead).

Suppliers and reference

Brassmasters: www.brassmasters.co.uk/axle_gauges.htm
Dart Castings/MJT: www.dartcastings.co.uk/mjt.php
ABS/Fourmost Models: 39 Napier Rd, Hamworthy, Poole BH15 4LX.
Parkside Dundas: www.parksidedundas.co.uk/

GWR Goods Wagons revised edition, by A G Atkins, W Beard & R Tourret (published by Oxford Publishing Company, ISBN 978-0-86093-657-2), pp.400-403.

CRAIG TILEY *suggests four very different schemes that celebrate the preservation era as a genre worth modelling.*

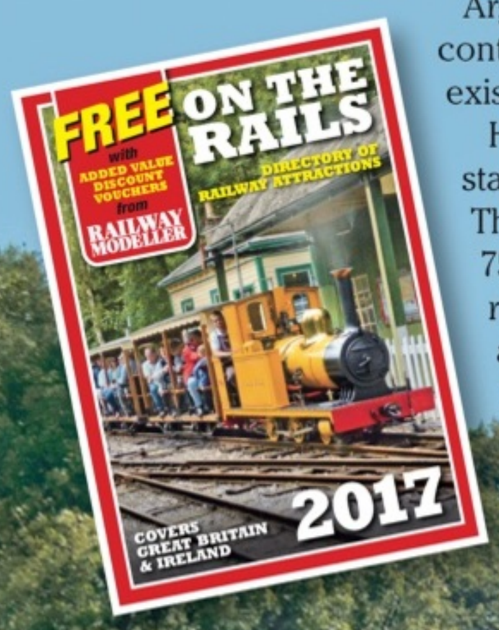
Modelling preserved railways

The interests of most railway modellers are nostalgia-driven. Therefore it stands to reason that – given the age demographic of the hobby – there is a preponderance of layouts representing the BR steam, steam/diesel transition and BR blue eras.

However, as fascinated as I am by these periods of British railway history, I was born too late to have experienced them first-hand. Instead, my earliest railway memories are of outings during the late 1980s to preserved railways such as the Watercress Line in Hampshire and the Severn Valley Railway in the West Midlands. Throughout the years since I have enjoyed a steady diet of journeys on preserved railways around the UK, and it is this that has shaped my own modelling interests.

Like many railway modellers, I have always enjoyed doodling track plans and dreaming up layout schemes, just as an exercise in its own right. These have covered all sorts of eras, locations and prototypes – but it's always the ideas based on preservation schemes that really get my creative juices flowing.

There are sound practical opportunities to modelling a preserved scene; many heritage railways are situated along former branch lines, but utilise large locomotive types. Therefore you can replicate a relatively modest station in a manageable space, and legitimately run express passenger locomotive types on just a few coaches. Or at the other end of the scale, the embryonic preservation setups provide the basis of running small industrial locomotives on just a single coach or brake van.



Arguably the biggest advantage to modelling the contemporary preservation era is research – everything exists for you to explore, study and document first-hand.

Here we have presented a selection of plans based on standard gauge preservation sites around the country. These have been drawn for OO utilising Peco code 75/100 geometry for the pointwork; primarily short radii items but also medium and long radii as appropriate. The grid squares equate to 1' x 1' squares for OO gauge; 6" x 6" for N and 21" x 21" in O.

For further ideas and inspiration, why not refer to our 2017 *On the Rails* guide – free with this issue – to help plan visits to preserved railways this summer.

Heritage railways present opportunities to see unusual motive power on passenger diagrams, such as this pairing of Ruston & Hornsby 0-6-0DH No.429 and BR Class 07 0-6-0DE No.D2994 at Bitton on the Avon Valley Railway.

Sidings filled with unrestored locomotives and items of rolling stock are a common sight on many preserved lines. Such cameos are full of modelling potential.

A scene that encapsulates railway preservation in the UK: on a hot summer's afternoon during a gala weekend on the Bluebell Railway, Bulleid light Pacific 21C123 *Blackmore Vale* departs a busy Horsted Keynes station, with visiting industrial 0-6-0ST *Sir Berkeley* standing alongside. *All photos this page: Craig Tiley*

Bodmin General

▲ **Photographed from the station platform, No.5552 is seen shunting stock with the Beacon Road bridge in the background. The engine shed just visible on the right.** ***Photo: Phil Barnes***

Situated in Cornwall, Bodmin General was constructed by the Great Western Railway as a branch junction terminus; one line connecting with the GW main line at Bodmin Road (a distance of 3½ miles) and another line to Boscarne Junction (a distance of 3 miles). The latter was opened in 1888 and connected with the existing LSWR-owned Bodmin & Wadebridge Railway.

▲ **The station buildings appear largely in original condition. The carmine and cream BR Mk.I provides refreshment facilities.** ***Photo: Mark Lynam***

Passenger services ceased during the late 1960s, with freight traffic continuing between Bodmin Road and Wadebridge until 1978. Following subsequent closure of the route, the line from Bodmin Road (now Parkway) to Boscarne Junction, via Bodmin General, was purchased for preservation. The first open day was held in 1986, with passenger trains commencing between Bodmin General and Bodmin Parkway from 1990, and the line to Boscarne Junction from 1996.

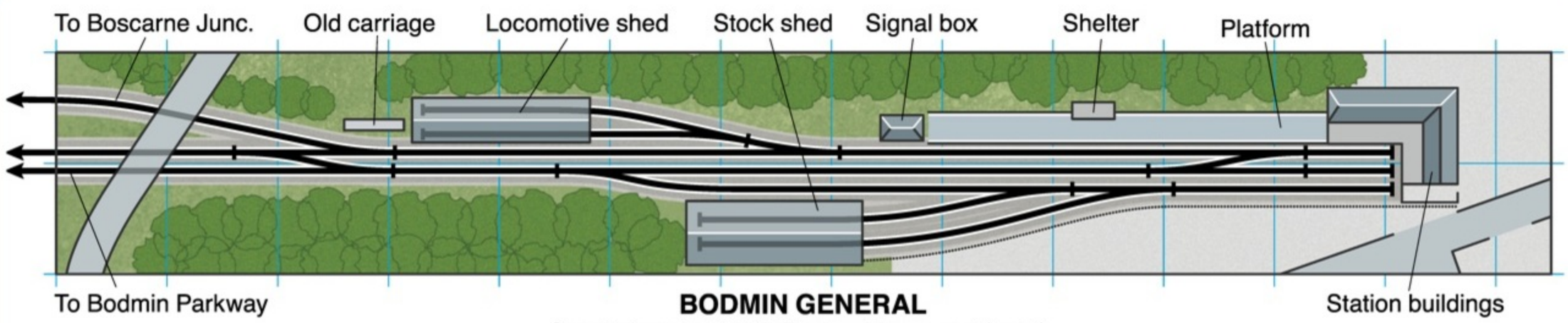
Bodmin General station exists with much of the infrastructure and track layout exisiting as per its original BR(W) condition. However, the locomotive shed was demolished c.1974, with a modern structure built in its place. A stock shed was also constructed on the site formerly occupied by the goods shed, this structure also having been demolished.

Passenger services have been handled by a variety of locomotive types during the preservation era, both steam and diesel. Notable examples of steam traction include; Beattie 2-4-0WTs Nos.30585 and 30587, ex-GWR small Prairie 2-6-2T No.5552, ex-GWR 2-8-0T No.4247, ex-GWR 0-6-0PT No.4612 and the pair of Port of Par Bagnall 0-4-0STs – *Alfred* and *Judy*. Moving to the other end of the spectrum, new-build A1 Pacific No.60163 *Tornado* is due to visit the railway this summer. Nearly all of these locomotives are available as ready-to-run items in 4mm scale.

▲ **Photographed from Beacon Road bridge, a former BR Type 3 leaves the station with a rake of carmine and cream Mk.Is. Note the BR Mk.III parked on the left outside the back of the running shed, which is used to provide volunteer accommodation.** ***Photo: Mark Lynam***

Notes on the plan

The station layout has been drawn to scale, which works out at 13' 6" for the scenic section. Some selective compression could be undertaken to reduce this by 18" – 2', without any detrimental effect on train lengths or operational scope. Beacon Road bridge forms a natural scenic break at the station throat end of the plan, providing a foil to the two branches as they run off the scenic section. In reality the two lines diverge away from each other but it would be practical to keep them parallel after the bridge to enable them to run into a shared fiddle yard.



BODMIN GENERAL

Scenic length: 13' 6". Each grid square 1ft x 1ft.

Ropley

Ropley station was originally an intermediate station on the Mid-Hants line, a secondary route operated by the London & South Western Railway to connect Alton and Winchester. Although ostensibly a branch line, it was on occasions used as a diversionary route for main line services between London and Bournemouth.

Closed in 1973, the line was reopened between Alresford and Ropley by preservationists in 1977. Titled 'The Watercress Line', the railway currently runs for 10 miles between Alresford and Alton (with a main line connection at the latter).

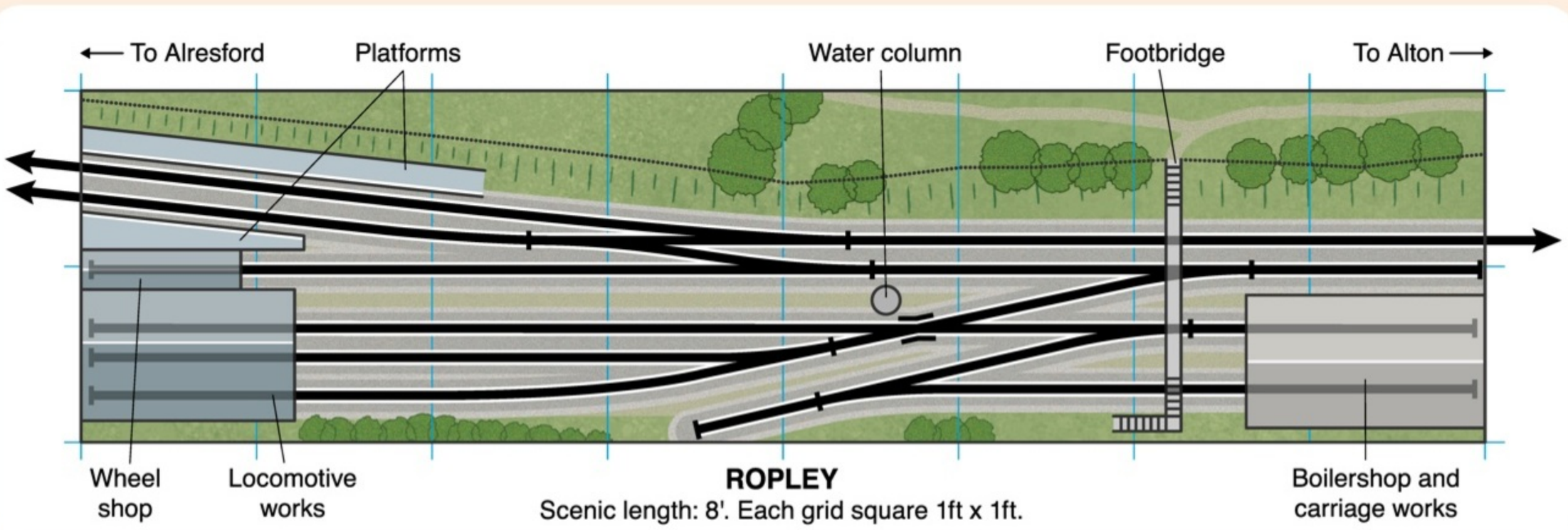
Ropley station has been developed over the last four decades to become the railway's main engineering headquarters. There is an extensive running shed where locomotive restorations and overhauls are undertaken, together with a wheel-drop facility and separate boiler and carriage workshops. Recent additions to the site include part of the former Kings Cross station footbridge, which connects the north side of the station site with the shed yard.

The station has up and down platforms, providing a passing point for the railway's passenger services, which usually consist of five-coach trains. A variety of motive power has been used over the years, including many types appropriate to the route, such as Maunsell Moguls (classes N and U), Urie S15s, Bulleid Pacifics and T9 No.30120. In recent times A4 Pacific No.60019 *Bittern* was overhauled for main line use at Ropley and based there for a while between railtour duties. At the time of writing the locomotive roster includes BR Standard Class 4 Mogul No.76017, Ivatt 2MT 2-6-2T No.41312 and Stanier 5MT No.45379. All these locomotive types are available in OO as ready-to-run models from either Bachmann or Hornby.

▲ Taken from the restored section of the former Kings Cross footbridge, this December 2013 view shows much of what would be featured on the model as suggested. Note the shipping containers to the left.

Notes on the plan

The proposed track plan utilises part-relief versions of the large running shed and wheel



drop building (at the western side) and the boiler/carriage shed (at the eastern side) to act as visual blocks for the ends of the scenic section. This means that only the ends of the station platforms will need to be modelled. Restricting the scenic section to this part of the station site also keeps the overall length to a very manageable 8'.

The end-to-end scheme would require fiddle yards at each end to enable through running of trains to represent the Alresford to Alton operation. To replicate five-coach trains each of these fiddle yards would need to be around 6' long, but this could be reduced by running shorter formations.

A similar concept has been adopted by Tim Everett, who is constructing an exquisite preservation-era model of Ropley station in 2mm scale. Various models in OO based on the preserved Ropley station have also been constructed over the years.

Visiting for a gala event, Hughes 2-6-0 No.13065 drifts into Ropley with a down demonstration freight. The adjacent line is a siding, used to store items of stock. To the right is the wall of the boiler shop and carriage works.
Photo: Phil Barnes

Bulleid light Pacifics Nos.34046 *Braunton* and 34007 *Wadebridge* make a spirited departure for Alton. Note the difference in track colour and ballast provision between the running and shed lines, and the vegetation around the interlaced points. *Photo: Phil Barnes*

With the wheel drop shed just visible to the left, Maunsell U Class No.31806 departs with an up train for Alton, whilst BR Standard Class 5 No.73096 stands alongside prior to returning to the shed yard.
Photo (and opposite): Craig Tiley

Locomotion – The NRM at Shildon

As far as visual contrasts go, there is not much that can rival the stark juxtaposition of elegant Victorian steam locomotives displayed outside the bold and modern outline of the musum structure at Shildon, completed in 2004.

An annexe of the National Railway Museum at York, Locomotion primarily houses locomotives, rolling stock and other exhibits that belong to the National Collection. The museum is located alongside the Tees Valley Line that runs between Bishop Auckland and Darlington. There is a main line connection with the museum site, which is used to exchange exhibits between York and Shildon, and also to receive main line locomotives for special events.

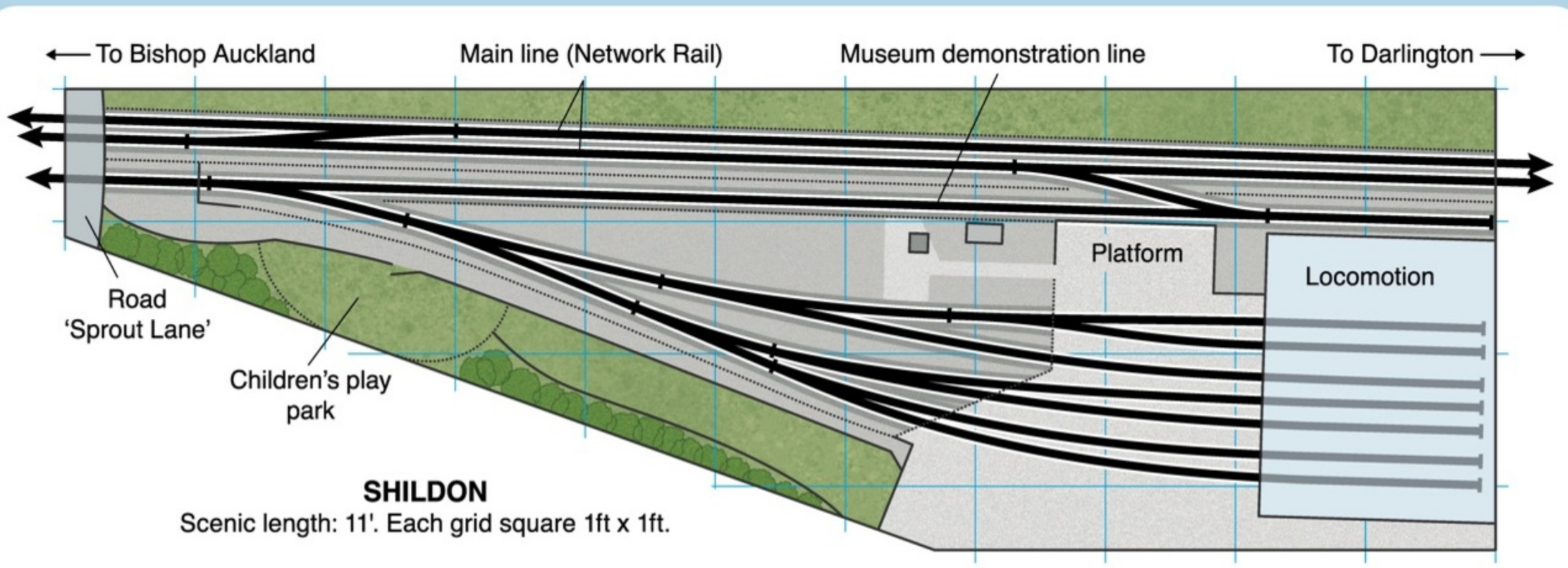
The museum site also features a 1km running line, which is operated as a passenger shuttle with a specially adapted BR 20T brakevan. Small industrial locomotive types are the usual motive power, but special events have seen larger locomotives (including A4 Pacifics!) performing these duties.

Viewed from Sprout Lane road bridge, a Northern Rail Class 156 runs past the museum on the approach to Shildon station on 10 April 2017. The rail connection with the museum is just visible in the background. ***Photo: Rebecca Flynn***

Photographed from the short platform just outside the entrance to the museum building (with the main line visible behind), Robert Heath & Sons Ltd 0-4-0ST No.6 (built 1885) is being used for rides along the demonstration line in this August 2006 view. Note the former BR 20T brakevan – with specially converted verandahs – being used to provide passenger accommodation. ***Photo: Craig Tiley***

Notes on the plan

The museum structure is huge and would be impractical to model in full. Therefore, only part of the structure has been suggested; the full front elevation and a sufficient section of its length (about 18") to enable it to act as a visual block for the main line that runs off the scenic section behind. This would also allow some items of stock to be displayed inside if desired, together with a representation of the interior detail. Sprout



SHILDON
Scenic length: 11'. Each grid square 1ft x 1ft.

Looking from the museum apron towards Sprout Lane bridge. Note the level crossing gates to allow for shared road/rail access. The fencing divides the museum from the main line. ***Photo: Rebecca Flynn***

The museum's impressive frontage, with a preserved LMS brake van and HAA hopper parkied outside. Extensive use is made of inset track: see RM January 2012. ***Photo: Rebecca Flynn***

Lane road bridge provides an ideal scenic break at the other end of the model.

The apron outside the front of the museum is used to display exhibits for special events, and this would be a key feature of the layout – it providing an ideal setting for modellers who own examples from the National Collection In Miniature range marketed by Locomotionmodels.com (including the prototype Deltic, Great Northern Atlantic No.251 and the forthcoming Stirling Single).

Similarly, the museum's 'Great Goodbye' event of February 2014 could be faithfully recreated using the Hornby set of all six preserved Gresley A4 Pacifics.

The plan is drawn to scale, with only the representation of the main line connection deviating from the actual configuration; in reality this connection is situated at the other end of the museum building, but it adds to the operational scope of the layout to have this included 'on scene'.

The main line operation is largely confined to two-car DMUs, for which short fiddle yards could be used at each end. Operation of this could even be controlled by an automated shuttle.

The museum passenger shuttle could be operated using a single brake van (adapted from the venerable Airfix/Dapol plastic kit or Bachmann model), together with almost any preserved locomotive of your choosing.

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A line up of East Coast Main Line motive power on display outside the museum in 2016; Deltic No.D9002 ***The King's Own Yorkshire Light Infantry*****, A4 No.60009** ***Union of South Africa*** **and A3 No.60103** ***Flying Scotsman.*** ***Photo: Martin Creese***

Beamish Museum

▲ **Vulcan Foundry-built 0-4-0ST *Vulcan* is pictured whilst being serviced outside the regional museum store, coupled to the single four-wheel coach used for passenger rides.** ***Photo: Steve Flint***

Rowley station and its short passenger line forms one of the parts of the extensive museum site at Beamish, the North of England Open Air Museum in County Durham. The compact station site was developed in the 1970s to demonstrate a 'typical' small passenger and goods facility as operated by the North Eastern Railway.

The site includes a mix of original and relocated structures from around the north-east; the station building was originally from nearby Rowley, the 1896-built signal box from Carr House near Consett, the goods shed from Alnwick, the coal drop from West Boldon, the weighbridge from Glanton and the coal office from Hexham.

At one end of the site is a large corrugated building with the wording 'Beamish Waggon and Iron Works, est.1857' – this is a regional museums store but includes two covered sidings that house the locomotives and passenger stock used on the railway.

The running line extends for a short distance away from the station (less than ¼ mile) – which means that conceivably a 4mm model of the entire setup could be created without any compression!

Train operations consist of wagon shunting demonstrations in the station yard and a passenger shuttle out and back along the running line. Locomotives tend to be small industrial designs, whilst former NER/LNER classes have been used on occasions – including the sole-surviving Y7 0-4-0T.

Peripheral features that would add particular interest to such a model are the adjacent town with tramway, and fairground, in the field alongside the goods sidings.

▲ **Taken from one of the two footbridges that cross the Rowley station site, this view encompasses almost the entire track layout, with just the short running line extending behind the camera position.**

Notes on the plan

The regional museum store building provides an ideal scenic block for one end of the scenic section, which has been suggested as part-relief, with sufficient depth to accommodate a loco or short coach inside on one of the covered sidings. The station layout has been drawn to scale, athough the siding serving the coal drops has been shortened to keep the depth of the scenic section sensible.

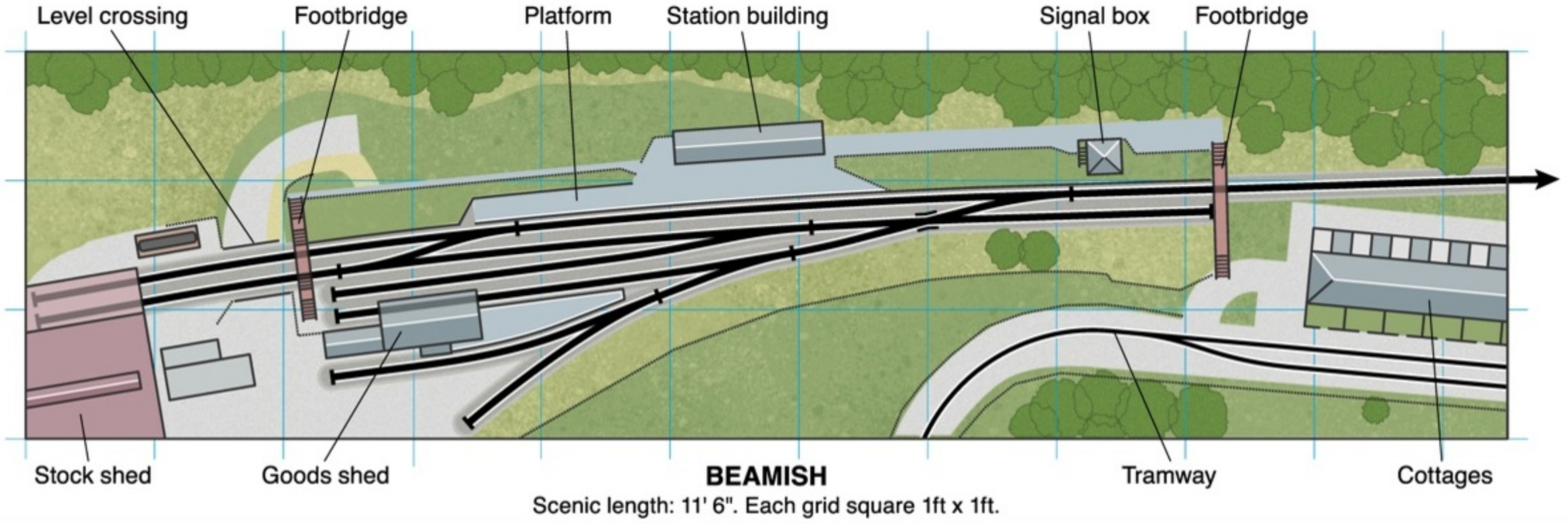
The end of the running line is hidden behind the row of town cottages, which themselves have been moved closer to the station site. The section of tramway (which could be modelled as a static feature) has similarly been moved across with the cottages, bringing this slightly closer to the station site than is the case in reality.

The layout could be self-contained, as per the prototype, although connecting the running line to a short fiddle yard, or even a portable cassette, could be considered to provide additional variety for the stock used.

Short passenger coaches – particularly of North Eastern design – are not readily available as ready-to-run items, but a Ratio GWR four-wheel coach kit could be used to deputise as a vehicle of broadly similar outline and length.

Proprietary models of motive power in keeping with that used by the museum could include the Bachmann J72 0-6-0T, Hornby Peckett 0-4-0ST or Dapol/Hornby/DJ Models J94 0-6-0ST.

▲ **Andrew Barclay 0-4-0ST No.22 performs shunting demonstrations around the station yard in this August 2006 view. The station building is visible behind.**
Photo (and above left): Craig Tiley



Scenic length: 11' 6". Each grid square 1ft x 1ft.

One of the founder members of Redditch MRC, the late John Jones, is seen preparing his layout for the 1972 show.

Oakenshaw is one of the more recent RMRC OO gauge exhibition layouts, reflecting a BR North Eastern Region through station.

A 9F passes over the canal on *Oakenshaw*, as an original LMS Patriot approaches on the opposite track. *All photos via the author*

A half-century for Redditch Model Railway Club

One of the many clubs formed in the 1960s, the West Midlands-based Redditch MRC is 50 this month. Secretary and Exhibition Manager* GUY CRADDOCK *traces the club's activities up to the present day.

Redditch Model Railway Club was formed in June 1967, thanks to the efforts of a group of model railway enthusiasts from the town who shared some common interests. An inaugural meeting took place on 1 June 1967.

Twelve people attended the gathering which took place at the White Hart Pub in Redditch. One of the founding members present that day was Mick Clements: he took on the mantle of club treasurer from day one. He is still our club treasurer to this day, and we all wonder if that's a record for any model railway club? Following the inaugural meeting a large double lock-up garage was found in the town centre which became our first club room.

In 1970 the club relocated to an attic room in the Smallwood Alms House block, Mount Street, Redditch and this became its home for the next 27 years; crucially it allowed the creation of a large permanent layout.

In the late 1980s the club changed the emphasis of its activities, changing from permanent layout building to the building of our first real exhibition layout – *Arrowmouth* – which is based on the Hest Bank area in the 1960s.

It was first exhibited back in March 1992 and, thanks to a refresh of the scenery and trackwork, is still on the exhibition circuit.

After the construction of *Arrowmouth* the club went on to build *Gorcott*, a slightly smaller Settle & Carlisle-based layout. As well as homing in on the north-west in the 1960s, club projects have also taken on a Somerset & Dorset Joint Railway theme, again thanks to the enthusiasm for this historic line by Mick Clements. To date four S&D-based exhibition layouts have been built. The latest is *Chilcompton*, which is a true-scale representation of the real station on the S&DJR.

In 2004 the club took the brave decision to create a totally new model railway exhibition at the Cocks Moors Woods Leisure Centre in Kings Heath in South Birmingham. This was an ideal venue, being close to the M42/M40 motorways. The first exhibition there was in September 2005, and it was well received by visitors, but after five years the event was no longer viable so we decided to concentrate on staging shows in Redditch.

Finding a home for a model railway club has always been a challenge, and it is not getting any easier. In 1997 we had to leave the Smallwood Alms House and took residence in a former Methodist church. It gave us a base, but we didn't have much space to build new layouts: nor was it permanent for the club became homeless again in 2006 due to demolition of the building.

Members Derek Collett and Pete Hancock get *Oakenshaw* ready for the 2016 show.

The council threw us a lifeline with the offer of one of its Enterprise Units, the only snag was it costs a commercial rent and business rates are levied – a lot different from the free double garage we started out with in 1967! However, we now have lots of space to build new layouts and recent ones have included *Dagnell End*, *Oakenshaw* and our latest, *Smallwood*.

The latter will make its exhibition debut at our 50th Anniversary show, over the weekend of 16 and 17 September, details of which can be found on our website.

The club has grown from strength to strength during its 50 year history and the current membership stands at 30. We are always keen to welcome new members from around the West Midlands area. Our club meeting nights are every Tuesday and Thursday evening from 1900 – 2230.

In the first instance and to get information on how to get there, contact myself Guy Craddock, club secretary, by sending an email via our website www.redditch-mrc.com

Milk traffic for Dentdale

In the third of this series looking at traffic workings on the Settle & Carlisle in the late LMS period, and how they can be modelled in 4mm scale, **IAN NUTTALL** *turns to dairy produce, an important source of revenue for the railway in this upland rural landscape.*

Photography by the author

I attended my first proper model railway exhibition in the mid-1960s, a grand day out by train from Cleethorpes to the Harrogate Show; I was at an impressionable age.

My recollections of a wonderful day out all round always include a particular train I admired which featured a reasonably lengthy rake of six-wheel milk tanks, Hornby Dublo inevitably in that Hobson's choice era, hauled by a GWR Hall Class and tailed by a GWR full brake coach, possibly an Anbrico or Exley kit. This train had immediate appeal; I do believe the layout was *Bathampton*, but as I am delving back 50 years into my memory bank, I could be mistaken. However I do know I was impressed.

Since then I have seen sense and have chosen to follow a Midland/LMS persuasion, yet the idea of replicating a milk service lingered. For my burgeoning S&C layout (Stage 1, *Dentdale* RM November 2013, and Stage 2, *Dent Station* nearing completion…) I investigated the possibilities of running milk traffic.

History

In the lifespan of the Settle & Carlisle Railway, dairies arrived on the scene relatively recently; the Express Dairies depot opened at Appleby in 1931, whilst, along the Wensleydale branch, the Leyburn Dairy came into operation six years later. Both were perfect for my 1937-47 modelling period.

I have sourced a superb archive photo, via RMWeb, showing a rotary churn-cleaning machine at Appleby, in front of which is Express Dairy Manager John Crosby and Jack Steadman, the company's first paid employee; history indeed. Jack worked there continuously for 44 years, retiring in 1975. Oh to have had the chance to pick his brains.

Appleby soon became the hub where all local farmers sent their milk; records show that farms as far away as Teesdale used this facility. Eden Valley eggs were also packed on site, a justification if I needed one for my LMS 12T fitted ventilated van lettered 'Westmorland Farm Eggs'.

At its peak Appleby Dairy took in 385,000 litres of milk per day from 400 farms, and employed 250 people which made it the town's biggest employer. Sad to relate, it closed in 2009.

There was also a creamery at Hawes, the home of Wensleydale cheese; Wallace & Gromit would approve. However, in the 1930s, the local farmers there had a far from smooth ride; dealings with the newly formed Milk Marketing Board were not harmonious. Sense prevailed eventually, or was it more a question of economic survival? Whatever it was, Hawes provided another obvious source of milk traffic, and was only six miles from the S&C at Garsdale.

The creamery at Northallerton, where the Wensleydale branch meets the East Coast Main Line, was created in 1905, thus pre-dating all the others by over 25 years. The majority of its traffic would head due south to Finsbury Park, but I'm sure some would venture west to reach the cities of cotton-rich Lancashire via the S&C. The Northallerton depot, too, was closed, in 2010.

Traffic

Such was the output from the dairy at Appleby that it generated its own dedicated

LMS Jubilee No.5562 *Alberta*, a Leeds Holbeck stalwart, heads south with a milk train from the dairy in Appleby. Time was crucial, so all vehicles needed to be able to travel in passenger trains, and at the same speed as would coaches.

Protected by the LMS ground signal for Dent's down layby siding, Express Dairies milk tank No.44190 (from LMS Lot No.705 built in 1933) stands in isolation. This was built from the splendid David Geen kit, featuring the distinctive tank wrapper and end cowl. It also has four tank bolsters which may have been boosted to six in later years. It is an advanced kit with lots of potentially tricky stages, but your efforts and perseverance will be rewarded as it oozes quality and character; it is definitely several notches above an off-the-shelf alternative, albeit it at a price. I have had the transfers in stock for years, too long to recall the source, but I found Humbrol 24 a close match for the body and solebar colour once judicious weathering had been applied. The David Geen kit is still available, as I purchased a second one at the 2016 Wells Show, which should have covered David's bar bill for the weekend in one fell swoop!

A tale of two milk tanks. Both are the latest Hornby release, although I suspect I will never be able to buy them again for the £9.00 each I paid new only a few years ago at the Bristol Show. The right-hand one is as bought with added details and refinements, whilst I changed the left wagon to the earlier version with four bolsters and differently-mounted tensioning rods. All Express Dairies tanks were numbered in the 44170 to 44249 series, and built in small batches between 1931 and 1946 as set out lucidly with plans and photographs in *The Illustrated History of LMS Coaching Stock volume 1* by David Jenkinson and Bob Essery (published by OPC, ISBN 0 86093 450 0) which is a veritable mine of information.

In keeping with the passenger status of milk traffic the brake van had to comply. This is one option, an ex-MR clerestory full brake in LMS post 1933 simple livery. The coach uses Branchlines etched brass sides married to a Ratio chassis and roof and, by comparison with most of my stock, is rather clean.

Not all vehicles were milk tanks; this ex-NER van represents one appropriate alternative. It is a D&S etched kit with as fully a detailed finish as I could manage. D&S proprietor Danny Pinnock advised me that in my era it would be turned out in standard LNER coach teak and that a 2 would have been added to the front of the original NER number, hence my 2177. Other possible numbers include 2234 to 2237 and 2248 to 2252; all these were lettered 'MILK'. Many of these were based at Northallerton, using the East Coast Main Line to reach Finsbury Park in North London, whilst they were also ideal to head through Wensleydale to reach the S&C. They could carry either milk churns for local trips or packed cheese which was processed at Northallerton, Leyburn and Hawes creameries. It is certainly a different, and I believe handsome, vehicle; they lasted until the 1950s.

A second option for the 'tail end Charlie' of the milk train; an LMS D1778 panelled 50' brake. These date from 1925 to 1928 and renumbered 30400 to 30548 in 1933. More details and photos are in *LMS Coaches, an Illustrated History* by Essery & Jenkinson (published by OPC; ISBN 0 902888 83 8); yet another well thumbed 'bible'. For this coach I bought a set of etched brass sides which had been painted exquisitely by Malcolm Binns. I fixed these over a suitably butchered Mainline LMS 57' coach which I upgraded in an effort to match the excellence of the sides. I didn't have the heart to weather it and ruin, possibly, a work of art.

An LNER passenger-rated long wheelbase ventilated van, which makes an ideal stablemate for my ex-NER version. Again it is a D&S etched kit turned out in weathered teak livery; it makes another characterful, non-mainstream addition to my Wensleydale milk train.

I bought this van when Airfix was going strong in the early 1980s. I was attracted to its distinctive livery and was pleasantly surprised to find it does exist, although, for prototype accuracy, I have replaced the chassis with one from Parkside to replicate the axleboxes with J hangers, and I have included full brake gear. I have a second of these using the Ratio LMS 12T ventilated van as a basis, again replacing the chassis and using transfers in the POWSides range. These vans are fine for transporting churns or cheese – or indeed eggs as advertised.

services: 'Milk For London', it proclaimed on the side of each tank wagon, and so it was – and at express speeds.

All milk tanks were built to travel in passenger trains, although it was realised relatively early on in the 1930s that four-wheel tanks travelled too roughly, churning milk *en route*; hence six-wheel wagons became the norm. In a similar vein, the earlier batches of six-wheel vehicles were mounted on four bolsters. Use of six bolsters was found to provide an even smoother ride, so later batches received this upgrade, or alternatively the four bolsters were made more substantial. I have all three variations.

When just a few tanks needed immediate dispatch they could be added to any London-bound express which stopped at Appleby (David Jenkinson, in his seminal *Rails In The Fells*, mentions that the wartime timetable made provision for up to five milk tanks to be added at Appleby…). I have included this option on *Dentdale*, but only one wagon in my case, which I have put

immediately behind the locomotive, although I do have photographic evidence of tanks at the rear.

The best single source I have found is *Steam Over The Roof Of England* by Michael Welch (published by Runpast Publishing; ISBN 1-870754-15-8) featuring milk tanks on the rear of a four-coach Hellifield to Carlisle local in 1956, two studies of Appleby Dairy in 1965 and 1967 – by which time the milk trains went north to Carlisle then down the West Coast Main Line; why? Another picture shows two milk tanks at the head of a southbound piloted 12-coach express at Cotehill in 1938; marvellous. Also *Footplate Tales of the S&C* by Mitchell & Fox (Castleberg; ISBN 1871064074) boasts a superb, full matching Express Dairies milk tank train at Appleby Dairy in the 1930s; it is hauled by 2P 4-4-0 No.472, a model of which I have.

Thanks to various kits, in particular several etched ones from D&S, I have been able to replicate a service which has originated in Wensleydale carrying churns and cheese in the vans, in addition to milk in tanks. I suspect that D&S kits, excellent though they are, are akin to hen's teeth nowadays, so you may have to compromise/adapt in this area.

So, in a nutshell, you can add milk tanks to the front or rear of express passenger trains; an entire train may be formed of milk tanks (Express Dairies for the S&C); vans, too, may be included provided they are passenger rated and, finally, odd ones may be spotted in mixed freight trains, but these will be empties returning to the dairy. I hope the comprehensively captioned photos illustrate the modelling possibilities; indeed very much a part of daily operations on the S&C.

A third, and final, suggestion for the milk train brake van; a Slater's ex-MR six-wheel clerestory full brake. I had been looking out for one of these for years, so when Slater's released it as a kit I thought I would have several; it had instant appeal. However I found the beading on the side mouldings to be a tad too chunky. A shame as that on the ends is much finer, and so much better for it. An article in *MRJ* attempted to address the problem, but I decided to stick with my single vehicle for the time being.

A bit of a 'rogue entry' as it is a GWR twin tank in the spurious Mid Devon Dairies livery; we used to run it on *Nempnett Thrubwell* (RM April and Cup Winner 1984). I inherited it from friend, and fellow Butcombe Junction member, Simon Fosbury, who commented on its Jidenco origins, "Never again; Jijunko would be more apt!" They were indeed hard work and, at times, bordered on the impossible. Hey-ho, we all like a challenge. It is not short of 'presence' and am more than happy to be a naughty boy and run it, erroneously, on *Dentdale* to remind me of heady days with the Butcombe Junction Group, but I do wish Simon had fitted metal wheels as I am forced to perform regular 'crud checks'!

LMS Patriot No.5538 *Giggleswick*, one of the four regular Holbeck Patriots in my era, departs Dent on the up main line with an express from Glasgow, destination St Pancras. One milk tank has been added at Appleby; it will be due at Cricklewood as soon as possible. Of the photos I have seen there seems to be no fixed pattern as to whether the tanks are marshalled immediately behind the loco, or added as 'swingers' at the rear. I suspect it boils down to which is the more convenient for the milk tank's particular journey.

Previous articles

Limestone traffic for Dentdale – RM October 2015
Coal traffic for Dentdale – RM April 2016
See also *Milk trains and creameries* by Matt Pinto in the December 2012 issue.

Talking Points

Topical issues from the world of model railways

The great coal staithe conundrum – a search for the truth

Steve Flint chairs a debate on this small but significant layout feature which almost everyone models

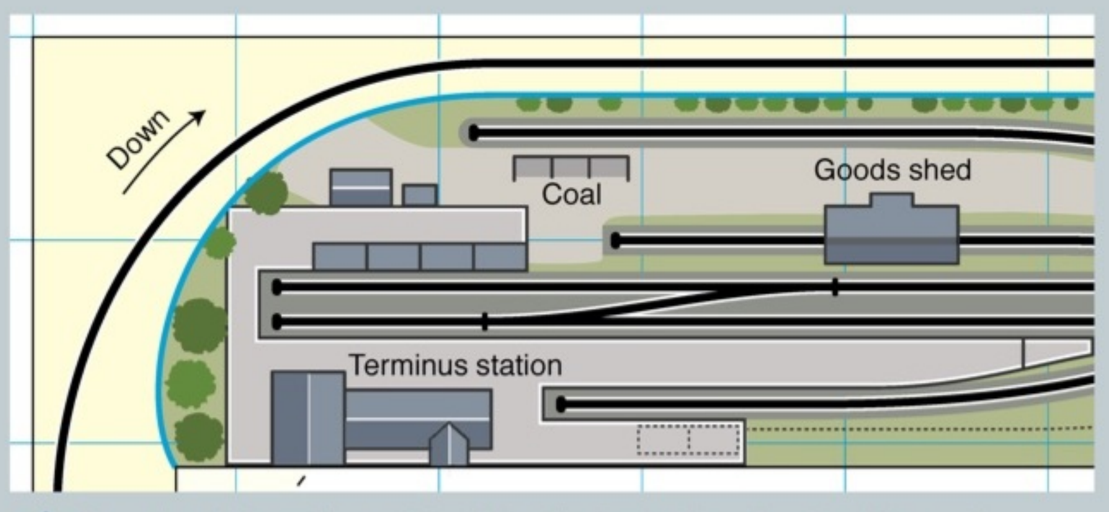
The study of coal merchants' sidings and their correct configuration in a prototype goods yard is not a new topic. I'm sure it has been discussed many times before, but I was surprised what a veritable can of worms it could be following the publication of one of my suggested layout plans.

This latest round of the discourse began with our regular *Plan of the Month* feature in the February 2016 issue: therein was a 'double-deck' layout plan for a complete branch line that featured two through stations and a terminus.

I had rather hoped that the double-deck concept might provoke some interest, but as is often the way with such things, it was the drawing of the coal staithes in the goods yard with their back wall against the track which triggered a response.

Mr James Porter wrote promptly;

'...in Fig.1 Steve depicts the coal bins backing directly onto the delivery siding, the implication being that bins were loaded from behind. I'm afraid that this is one of the great model railway myths.'



An extract from the original double-deck plan showing the coal staithes backing onto the track.

The scene at Gullane c.1960, clearly shows a staithe backing up to the siding and a wagon with no apparent access. Would that have been unloaded by propping its doors open? *Photo: G N Turnbull*

His letter went on to advise that coal wagons were nearly always unloaded straight onto a merchant's road vehicle, weighing and bagging the coal as the merchant went.

After a little rummaging through a few photos we found a shot to support Mr Porter's point. This showed some 16T minerals being unloaded directly onto a flatbed lorry at Currie Coal siding on the Balerno branch. We printed this together with an abridged version of his letter in the April 2016 letters. After all, if modellers are promulgating a myth, we need to get to the truth.

Shortly afterwards a letter from Mr Nick Holliday pinged its arrival in the inbox;

'...there are examples *[of coal bins with their backs against the track]* in the south-east, but the practice seems virtually unknown elsewhere… In the past I have asked for photos showing coal bins in the area north of a line running from the Wash to Exeter, but nothing has been forthcoming…'

We printed Mr Holliday's letter in the May 2016 issue and waited to see if anybody could help us in this myth-busting quest.

Setting the coals alight

Some time later Mr Tom Kirtley dropped us a line which showed signs of promise; it offered an alternative view and a plea to ensure that lovely word 'staithe' is retained in the English language. Mr Kirtley suggested some practical and realistic answers on the topic, but still no prototype photographs, so we rustled up supporting material from our layout photography archive, expanded Tom's words a little, and turned his letter into an article entitled *Coal sidings* which appeared in the January 2017 issue. That really set the coals alight.

Mr Roger Norman from Manchester was unimpressed by Tom's preference for the word staithe, and wrote;

'Informative as Tom Kirtley's article on coal sidings was, he is totally incorrect in calling coal bins staithes. This erroneous description was first perpetuated by Hornby many years ago, and has been ignorantly followed by model manufacturers and modellers ever since… Staithe has a very specific meaning relating to loading

ships; it has nothing to do with the storage of coal in sidings.'

James Porter also responded to Mr Kirtley's article, reinforcing his original comments about unloading straight onto road vehicles.

'… Most coal bins where they existed were situated in such a way as to be of the least inconvenience to the railway company and certainly not backed up to public sidings. If the sidings were private it may be a different matter… one thing that stuck me was how far the coal would have to be thrown if the bins were loaded from behind… Propping the wagon door at 90° was strictly prohibited by railway company regulations…'

Nick Holliday also wrote back offering the results of some recent research he had undertaken;

'…I have identified roughly 100 locations in two of Chris Leigh's books *[covering Britain's railways from the air]* and although positive identification is rather difficult in many locations, I could only make out 25% of them possessing coal pens with only 7% having them positioned close to the tracks. Overall, I would suggest that the number of goods yards having bins close to the tracks is less than 10% of the whole, with the distribution being mainly on former Southern and Great Eastern lines... As for his *[Tom's]* insistence on the use of the word staithe… his citing of an 1829 dialect dictionary in which the concept of a railway was probably un-thought of is rather obscure… it obviously has two disparate meanings… the more usual one being the timber structure used to allow the loading of coal into boats… why use a term that is possibly incorrect, when the simpler coal bin or pen would be a much clearer one?'

Photographic evidence

We now had a collection of strong views, and all the points expressed were equally valid. I even began a search for photographic evidence myself, poring over many photographic albums, but prototype pictures of the traditional modeller's rendition of a coal staithe, with its back wall to the track, were proving to be very elusive. The goods sidings at Gullane, near Edinburgh, turned up one example, but the vast majority of coal siding views (and such views were few and far between) suggested that unloading wagons straight onto merchants' vehicles was the most likely scenario.

Both Mr Kirtley and Mr Porter also undertook some picture research of their own, and a couple of them – both for and against the argument – are shown here. In the meantime James Porter added one other thought to the mix;

'…I began to wonder why the positioning of coal bins in front of the delivery siding had gained such currency among the modelling fraternity. I have seen this on any number of layouts, some of them very famous and by well known and experienced modellers… As a trained historian I believed there must be an origin to the myth and as I have been unable to locate any prototypical origin, I began to peruse railway modelling publications and believe I have found the source.

The coal yard at Brackley c.1950. No storage arrangements in sight. ***Photo: Robert Porter collection***

SOUTHERN RAILWAY

NOTICE.

THE SOUTHERN RAILWAY COMPANY give notice that propping up or otherwise fixing Wagon Doors for the support of Coal Weighing Machines, or for loading or unloading, or any other purpose, is STRICTLY FORBIDDEN in their Yards or Sidings, and that if any accident shall happen during shunting, or otherwise, IN CONSEQUENCE OF THE WAGON DOORS BEING USED FOR SUCH PURPOSES, THE COMPANY WILL NOT ACCEPT RESPONSIBILITY FOR ANY INJURY OR DAMAGE THAT MAY BE DONE.

The Company's servants have authority to take such steps that may be necessary to enforce the observance of the foregoing regulation.

BY ORDER.

A Southern Railway notice prohibiting the propping of wagon doors issued c.1925 (courtesy John Arkell, HMRS private owner wagon steward).

The culprit is a small booklet that has encouraged and inspired generations of railway modellers, including my late father, for the past 58 years. I refer, of course, to the famous Peco booklet, *60 Plans for Small Railways*. In this booklet every layout depicting the use of coal bins has them positioned backing on to the delivery siding and this configuration has, consequently, been passed from generation to generation, either through direct knowledge of the book or through the observation of other layouts and it appears that in this case the caveat – look at the prototype – has been forgotten…'

So was C J Freezer the source of the myth? After all Mr Porter's analysis offers a logical explanation. It also chimes with Mr Norman's comments about another model manufacturer, Hornby, also propagating the legend.

Is the conundrum solved?

Well almost, but like many studies of an historical nature, conclusive proof one way or the other can be hard to uncover, and the search for more evidence must continue. However, the balance of evidence so far suggests that the traditional modeller's portrayal of a coal siding with its staithe backed up to the siding, is far less common than in reality.

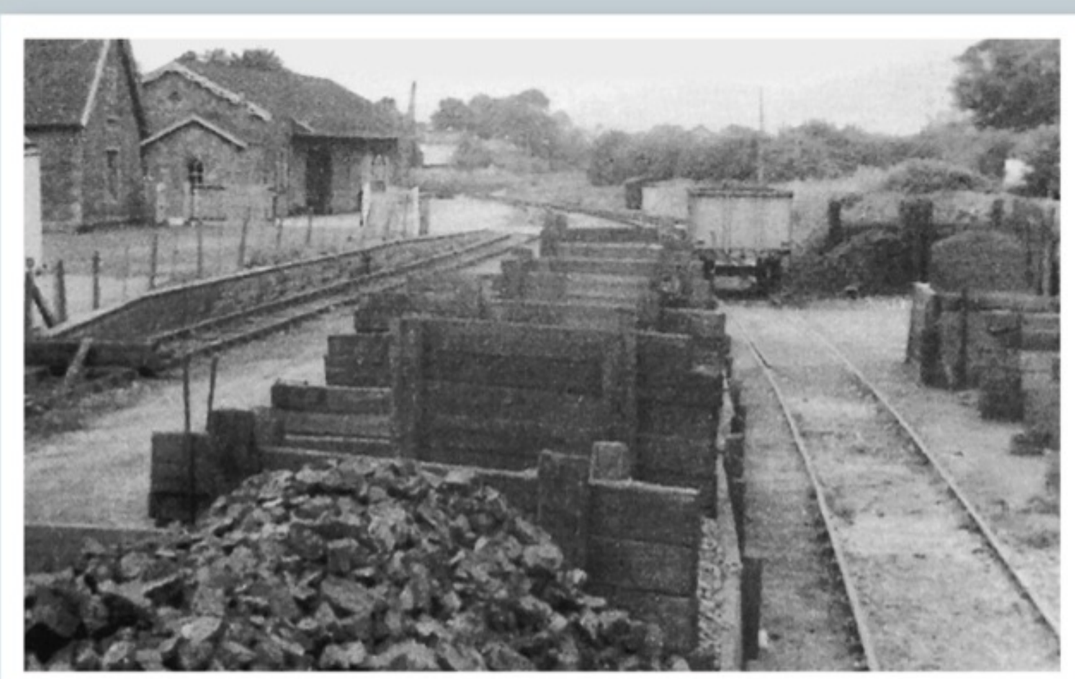
If layouts are to be authentic, then those who model a prototype location must construct what actually existed at the site; whilst those who model a fictitious station can apply a degree of modeller's licence if they wish.

As for the choice of what to call the storage rig itself, be it staithe, bin, pen or even chamber: these are all essentially colloquial expressions, and as such I think they can all be acceptable names for describing the place in which to pile up the coal on our layouts.

Being from the north-east originally myself, I'll choose staithe, naturally. As a child, the place where we kept our domestic coal was called a bunker, but if you're playing golf, or hiding from the enemy, a bunker is not for storing coal!

Thanks to all those who contributed to the debate; James Porter, Nick Holliday, Tom Kirtley and Roger Norman. Thanks also to John Arkell, HMRS Private Owner Wagon Steward for the image of the SR safety notice.

If RAILWAY MODELLER readers can unearth any more photographs of railway coal sidings themselves, we'd be delighted to see them.



Some interesting looking coal staithes in the yard at Cheddar station in this undated photograph. ***Photo: courtesy Mr Brian Hillier/*** **Great Western Journal No.54,** ***via Tom Kirtley***

Modelling the branch lines around Kington – 1

Photography by Joe Moss or as credited

Byway to Llangunllo

In this two-part feature, **GEOFF FORSTER** *looks back at the long-gone country routes in West Herefordshire and puts the case for his latest layout, a small through station just inside the Welsh border.*

I suppose most railway modellers have at some stage dreamt of building an extensive main line system, but due to a lack of space, time or funds they, like myself, have to settle for something far simpler, most often a branch terminus to fiddle yard arrangement. But wait a minute, there is an alternative, namely the diminutive branch line through station.

Long time readers of this magazine may well remember the simple circular and oval layouts constructed by Ian Futers in his 4mm days. Ian chose the Scottish borders for the location of his layouts and most featured nothing more than a basic wayside station, a siding or two, and short trains. His approach inspired me to consider similar themes, but with a Western Region slant. A circular layout was out of the question for me, so a through station I would have to fit between two cassette decks or sector plate fiddle yards. It's an arrangement that had never really appealed to me, for I had always considered two storage areas to be a waste of good modelling space, but as you shall read later, I ended up being proved wrong on that score.

Leominster to Titley Junction

Rather than follow the popular trend and model a picture postcard GWR seaside terminus, I wanted to create something different. No pristine green locomotives pulling chocolate and cream coaches for me. There is another side to the old Western which is often neglected in model form, where filthy black tank engines went about their daily work, hauling equally filthy and run down passenger coaches, or handing the daily pick-up goods train which in later years would only run as required.

I focused my attention on this aspect and in particular, the network of lines that once skirted the county of Herefordshire and its borders with Mid Wales: the Leominster & Kington Railway being just one of them. I had already researched the area and its railways whilst constructing my previous layout *Penhydd* (RM April 2012), which was set in the mid-1950s, and have continued with the same theme for my new layout *Llangunllo* – see Fig. 1.

Fig. 1

The branch to Kington was 13 miles 28 chains long, and left the North and West main line at Kington Junction, just north of Leominster. It wound its way through the lovely Herefordshire countryside, crossing the rivers Lugg and Arrow, before entering the old Welsh county of Radnorshire. The first closures began in 1951, when passenger services between Kington and New Radnor were withdrawn, along with those to Presteign. Four years later, the passenger service between Kington and Leominster suffered the same fate, but goods traffic lingered on until 1964. The line was originally built with the intention of providing an alternative route between the West Midlands and South Wales, the coastal resort of Aberystwyth, and beyond, but like so many other over ambitious schemes, it came to an abrupt end in a field on the outskirts of New Radnor.

Kingsland station looking towards Kington Junction. Modelling all those buildings, and structures from scratch would certainly keep the would be modeller occupied. Of course kits could be adapted to suit, such as the Wills (CK16) station building, minus its canopy, and the Ratio (503) platform mounted signal box. The station platforms along the line were relatively short, so longer trains would have had to draw forward as required.

Kingsland

The first station to be reached on leaving Leominster was at Kingsland, which featured a single platform on the up side, a large station building, a station masters house, and a signal box. Just beyond the Pembridge end of the platform was a short loop with an attractive lineside goods shed alongside. A short kickback siding off the loop served a loading dock and a small cattle pen and another siding into the goods yard led off from the far end of the loop.

A map of the area dated 1928 also shows a sawmill with several sidings, complete with an overhead travelling crane – see Fig. 2. For

The view from Kingsland looking towards Pembridge, showing the loop and attractive goods shed just crying out to be modelled. The two open wagons are stabled alongside the loading dock and cattle pens.

how long the crane survived, I don't know, and the railway is long gone, but to the best of my knowledge the timber yard is still there. I've always thought that Kingsland would make an interesting layout, whether modelled in full to include the saw mill sidings, or in simplified form with just the public goods sidings as shown by the signal box diagram – see Fig. 3.

I came rather close to modelling Kingsland myself, in a space measuring 244 cm x 61cm, excluding cassette decks.

Just as an aside, a little further up the line in the Pembridge direction a siding led off to RAF Shobdon, which is now a private aerodrome. Originally an army camp, Shobdon had its own station, which served as a reception point for hospital trains from Southampton during WW2. The first train to arrive was carrying injured troops who had been evacuated from Dunkirk.

With the aid of a little modellers' licence, it would be possible to change the course of history, and assume the camp was kept open as an active base well into the 1970s. Had that been the case, then part of the branch could have been given a stay of execution well into the diesel era, and generated all sorts of interesting traffic. There was also a small private platform between the camp and Pembridge called Ox House, which served Shobdon Court, the home of William Bateman-Hanbury, who was a successful financier and formed the company that built the L&KR.

Through station modelling

There are several advantages in modelling a through station; to begin with trains seem to

Fig.2

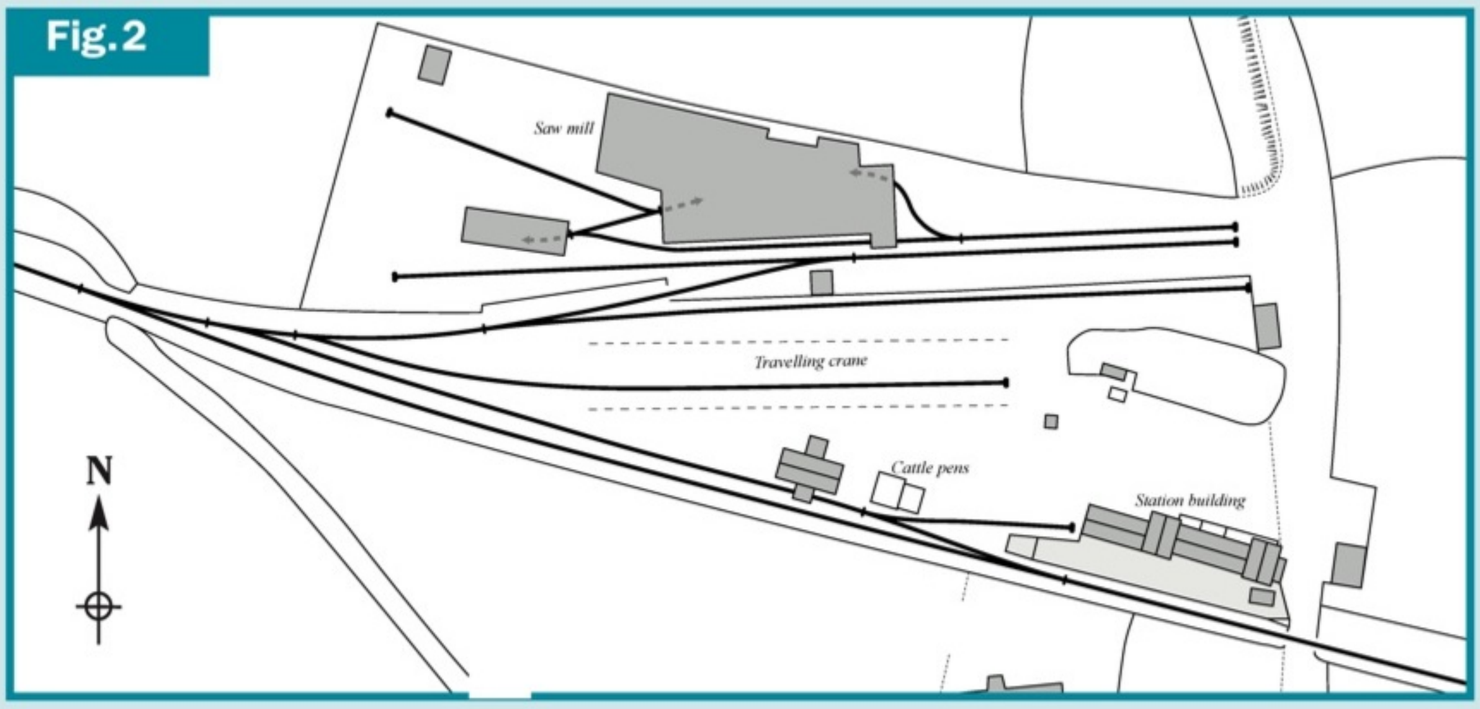
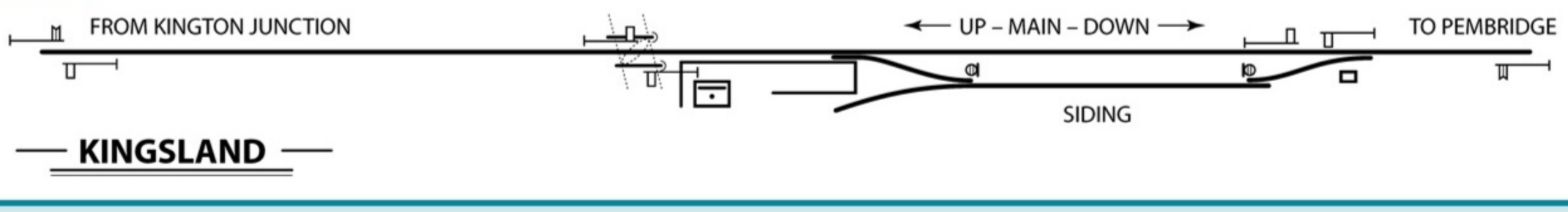


Fig. 3



Another view of Kingsland goods yard; there are a few more sidings beyond those open wagons, some of which served a sawmill. The latter could be modelled in half relief, as a part of the backscene, or not at all, should space be limited.

The up, and down line between Pembridge and Titley Junction is the one nearest to the signal box on the extreme right. Both loops are clearly visible, and just beyond the wagons in the distance, another siding branched off into the goods yard. Once again there is plenty to interest the modeller: notice the unusual trap point, and the whitewashed bricks on the corner of the goods shed wall. They were probably painted during the blackout, to prevent the unwary from walking into the wall. Other things to note are the uneven sleeper ends, and the lack of a ballast shoulder.

be travelling between different places, rather than just shuttling to and fro between terminus and fiddle yard.

I suppose that might sound silly, but having now constructed a simple through station, albeit one served by two cassette decks, I have found it to be far more satisfying to operate. Specialised and interesting goods stock, such as tank wagons, Presflos and similar, can be justified as they are just passing through the scene, so no unloading facilities need modelling. There might not be much track, but you can make up for that by modelling it more accurately. For those who would like to try their hand at building their own track, such a simple layout would be an ideal choice for doing just that, especially in one of the finer scales. Small details such as point rodding, facing point locks and correct signalling, all help to create an atmospheric, and interesting scene. The end result will be a model of a railway, rather than a model railway. The new Peco bullhead track and points will be just right for branch lines like this.

Pembridge

From a similar 1928 plan of Pembridge (see Fig. 4) you will see that the track layout was rather unusual in that the through line looks like a loop, and sidings one and two are loops themselves, as shown by the signal box diagram (Fig. 5). There is a kick-back siding off the number two loop to serve the goods shed and another long siding which branched off the other end of number two loop to run the length of the goods yard.

If staying true to the prototype was desirable and space was available, then Pembridge could be best modelled in circular form, as it would need a fair length to model accurately. Alternatively it could be portrayed in simplified form by modelling a condensed version, which might be similar to the signalling diagram, or by adding an overbridge across the loop sidings and running line to act as a scenic break, as a sort of 'bitsa' station scheme. A traverser would be used at this end to access all the tracks, the other end of the line being served by cassettes or just a simple sector plate.

Titley Junction

The line passed on through Marston Halt and on to Titley Junction. Here the route continued through to Kington and New Radnor, whilst branches peeled away for Presteign and Eardisley, where a junction was made with the Midland Railway route between Three Cocks Junction and Hereford.

This branch was an early casualty, being closed in 1940. In fact it had been closed even earlier and had the distinction of having its track lifted twice: firstly in 1917 when its rails were rumoured to have been shipped to France to help the war effort. Afterwards the GWR was persuaded to reopen the line, partly as a new sanatorium was opening near Almeley, and partly as the local farming community had also been lobbying the Ministry of Agriculture to have the line reinstated. Eventually their wishes

Fig. 4

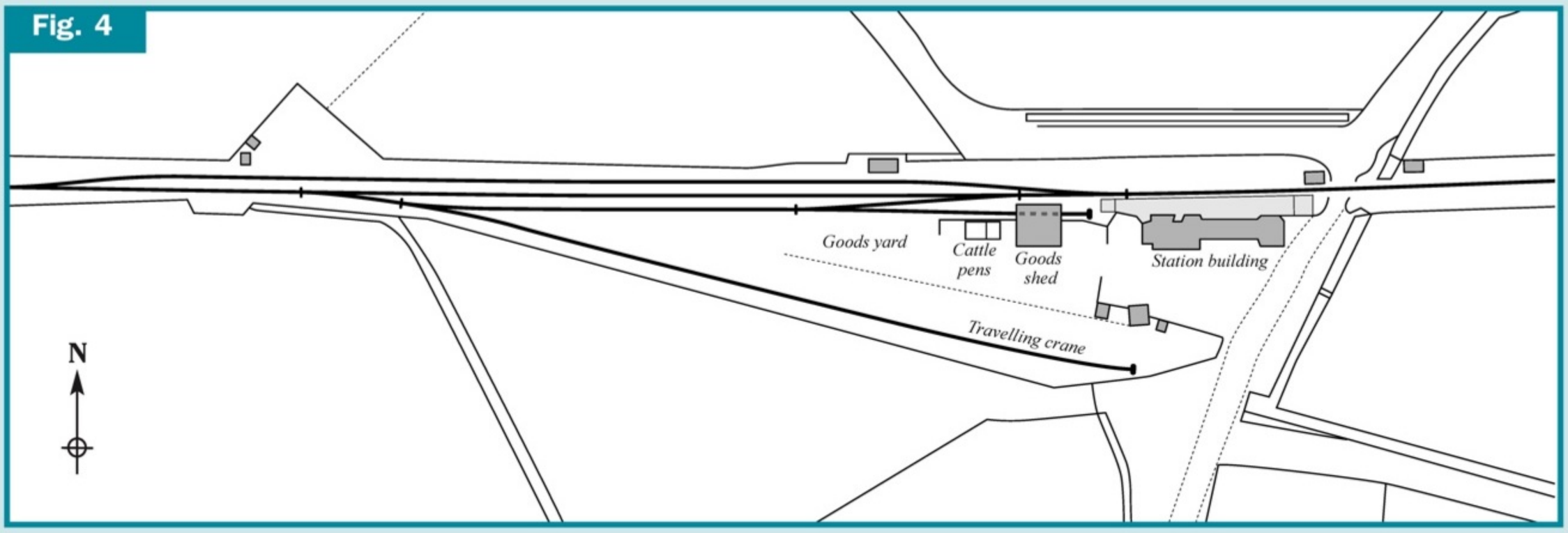


Fig. 5

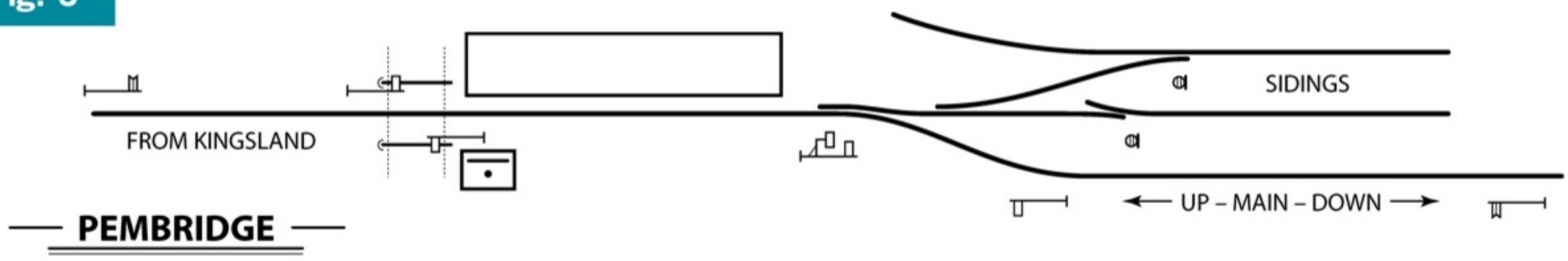
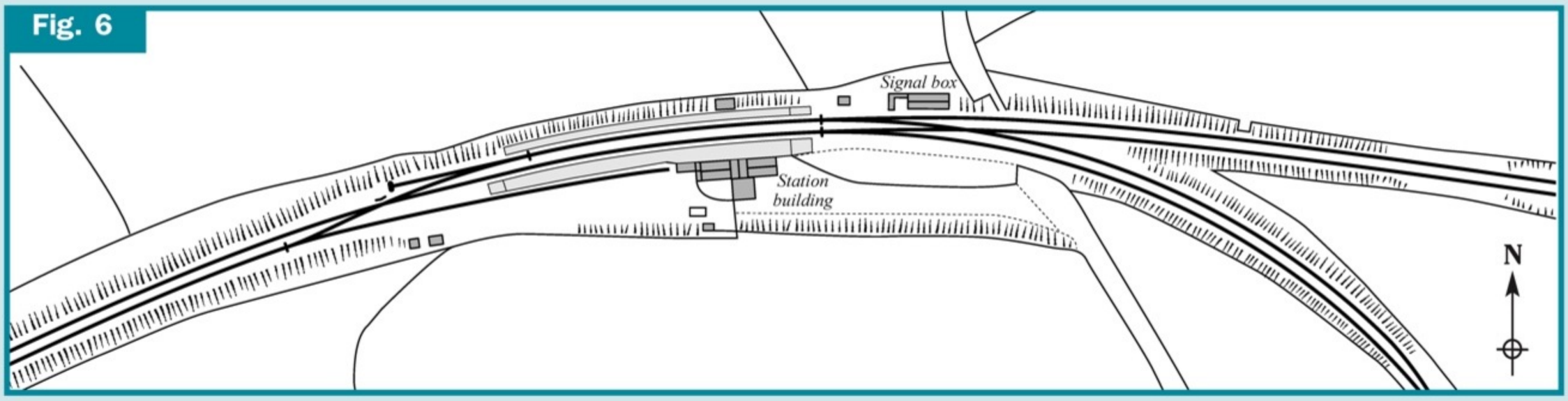


Fig. 6



were granted and the line reopened for goods traffic between Lyonshall and Almeley in September 1922. By 1930, however, the branch was again under threat from closure.

Titley Junction, as seen from another 1928 map (Fig. 6) boasted several sidings, crossovers, a 60-lever signal box and at one point handled 30 trains a day.

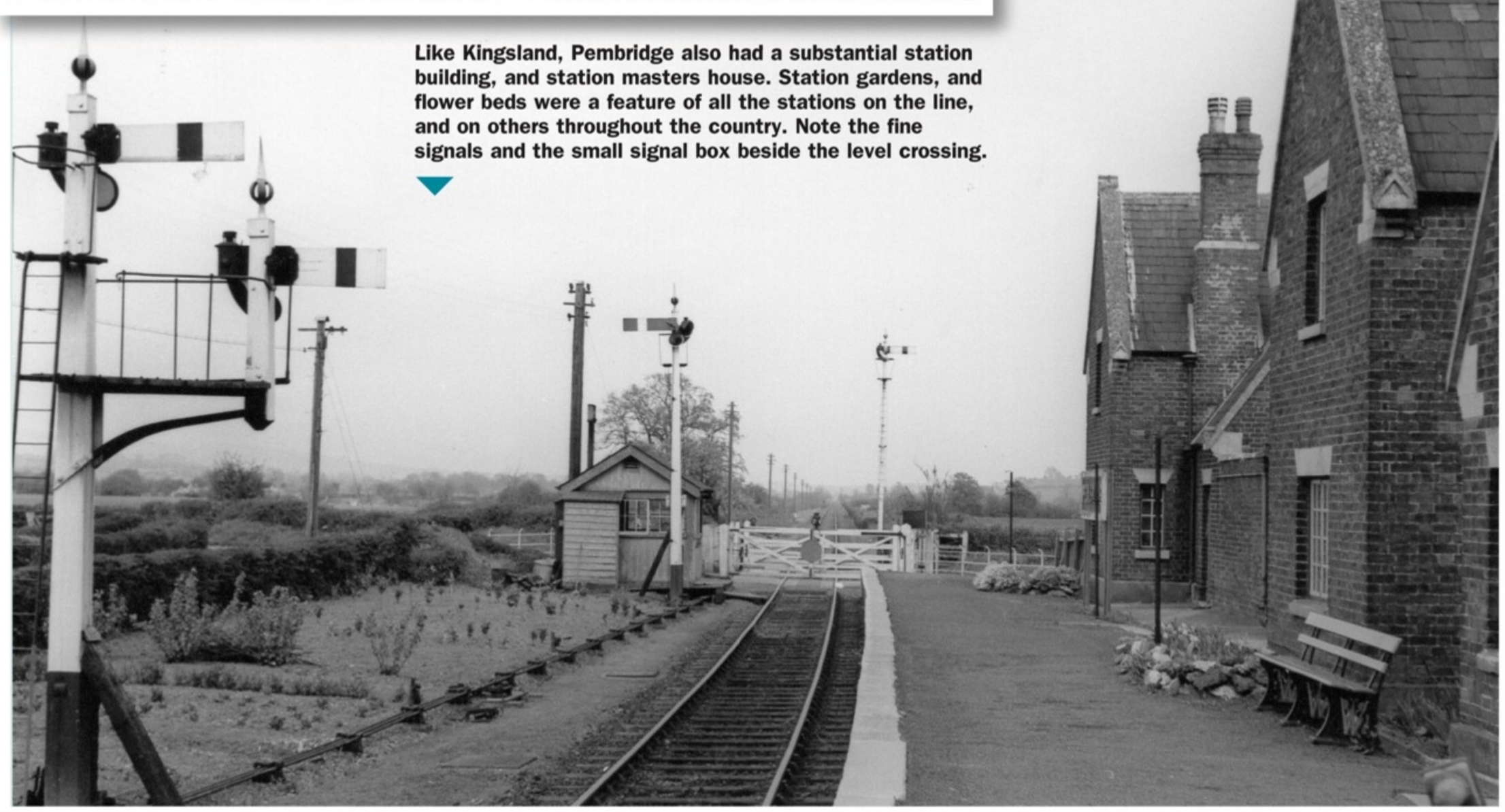
Titley could be described as being the heart of the 'Kington Railways', and would be an interesting subject to model for those with plenty of space, and a love of country branch lines. The station building has now been restored by its present owners, and a short length of track has been laid. Though not currently open to the public, it is possible to view the site by prior appointment.

Goods traffic in the locality

At one time the Old Radnor Trading Company used the Radnor route to send lime from their quarries at Dolyhir. Farm produce, including livestock, and sugar beet from Pembridge when in season made up most of the other outgoing traffic. With coal, and general goods being brought in from far and wide. As previously mentioned, there was a saw mill at Kingsland which provided more traffic, and RAF Shobdon would have needed supplying as well. So all in all there is plenty of scope for goods traffic in the locality

Locomotives and rolling stock potential

Small tank engines of classes 14xx/57xx/58xx/74xx covered most services, with 2251 0-6-0 tender engines also making the odd appearance. Dean Goods engines were known to have visited the area in earlier years, along with Class 517 tank and 1701 Class saddle tank engines. Short trains were the norm, a B set being used for passenger services. Most of the locomotives classes and the rolling stock required to model any of the stations in the area is readily available in 4mm scale, either in ready-to-run form, or kits. If anyone were to favour something else rather than a (G)WR theme, a little modellers' licence could be put to good use.



Like Kingsland, Pembridge also had a substantial station building, and station masters house. Station gardens, and flower beds were a feature of all the stations on the line, and on others throughout the country. Note the fine signals and the small signal box beside the level crossing.

Pembridge had a larger goods shed than the one at Kingsland, and featured Gothic arches and ornamental keystones. Sugar beet was handled there during the season, so such a large shed would have been very useful. Note the weighbridge and its office, and how spacious the yard was: land was inexpensive in the countryside.

Pembridge level crossing, and signal box would make a lovely diorama for the space-starved modeller.

The west end of Titley Junction, as seen here looking towards Kington.

The substantial Titley Junction station building, complete with running-in board. Collett 0-4-2T No.1420 is seen passing through after a trip to Presteign in 1964. *Photograph: Ben Ashworth*

Looking east towards the junction. The routes to Presteign and Leominster ran as parallel single tracks for about a mile before diverging.

Consider that the line survived longer, then maybe it would have come under the control of the BR London Midland Region, as happened with the Cambrian, and other lines in Wales. So it's possible that Ivatt 2-6-0s and examples of the smaller BR Standards could appear. Even Class 24/25 diesels might have been spotted a little later, along with a diesel multiple unit or two.

Next month...

I am hoping that this article has given you food for thought, and that you might have been inspired to consider a branch line through station instead of the typical terminus layout. I hope too that I have convinced you of the attraction of the railways in this part of rural England.

Next month I will be taking a brief look at the Titley Junction and Presteign branch, and how it inspired me to imagine a 'might-have-been' extension that would have continued through to Llanbister Road on the former LNWR route to South Wales, passing through the hamlet of Llangunllo on the way.

Further reading

The Facility of Locomotion, The Kington Railways by J B Sinclair & R W D Fenn, ISBN 0-9518644-0-8.

Branch Line Byways volume one by G F Bannister, ISBN 0-906899-23-0.

Adapting New Radnor by Paul Marshall-Potter, RAILWAY MODELLER September 2010.

Historical Ordance Survey map information sourced from The National library of Scotland: see www.maps.nls.uk/

Finally a big thank you to the Signalling Record Society, for allowing its signal box diagrams to be used.

An O gauge shunting scheme for hobby newcomers and returnees

The Webb's Wharf project – 2

MICHAEL WATTS *brings us up to date with the story of his 'Shows you how' project.*

Photography by Adrian Colenutt and the author

Regular readers will recall the beginnings of this project in the January 2016 issue of RAILWAY MODELLER *[Ed. – backnumbers can be obtained from our Technical Advice Bureau]* which is now complete and making occasional appearances on the exhibition circuit. To bring the story of *Webb's Wharf* to its natural conclusion I will now cover the finishing touches.

Recap

Webb's Wharf was designed as a small exhibition model to demonstrate what could be done in 1:43.5 scale (standard O gauge). This was targeted especially to newcomers and those who feel that they have no space in which to house a layout at home.

This model was to have a relatively small scenic section of about 6' x 2' plus one or two fiddle yards. In addition, the intention was to show that regular, readily available proprietary buildings and kits could provide a realistic feel for an imaginary semi-industrial scene. This would facilitate construction without the need for scratchbuilding skills and the time such work takes – something which many beginners feel they haven't got. Similarly, proprietary Peco trackwork (code 124) was used together with Cobalt slow-action point motors. Control would be analogue via traditional two cab control again, basic stuff, relatively low cost, straightforward, and with well documented wiring.

Buildings

I had previously seen Skytrex O gauge kits (above right) at various shows and had been impressed, but back then I was working in N and HO. I explored the Skytrex online catalogue and discovered that the firm could supply much of what I needed: lineside structures; equipment; industrial buildings; platform and canal edging – wonderful. I spent a few hundred pounds on the resin cast structures which come partly coloured and require assembly and painting to finish.

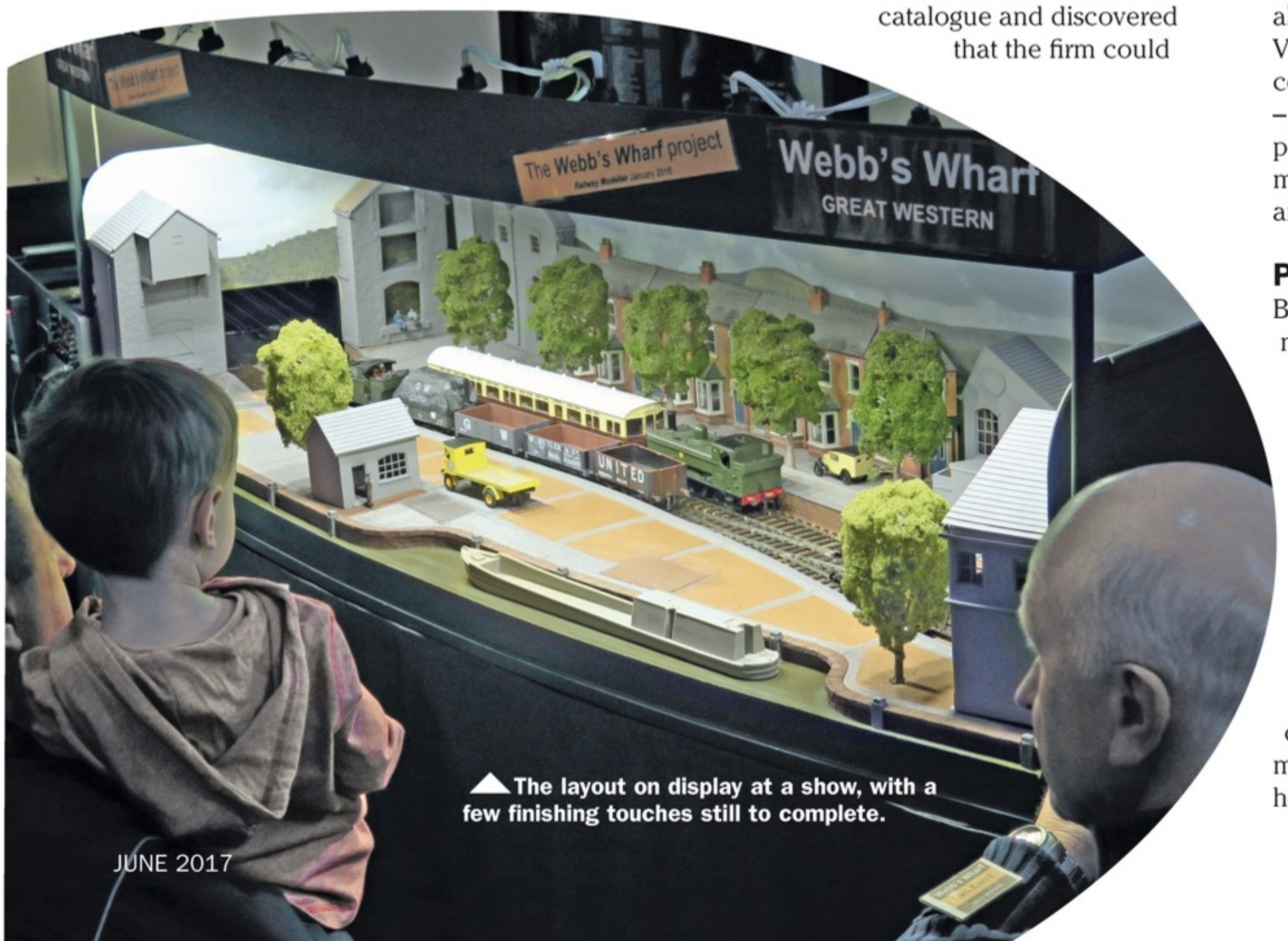
For many years Bachmann has imported fully-finished buildings in N and OO gauges. It was a revelation to me that O gauge buildings also were available. A terrace of Victorian/Edwardian artisans' houses and a corner shop were bought at a very good price – just to help visualise the scene and for planning you understand. Unfortunately these models seem to have been discontinued and are not on the Bachmann website.

A typical Skytrex kit – a corrugated store. A cast resin structure with resin and/or whitemetal fittings – here the latter. Straightforward, illustrated instructions included, and excellent support from Skytrex. Cyanoacrylate adhesive is recommended, and it works well. I first abrade the surfaces with fine (250 or 400) wet & dry carborundum paper. Either put a small amount of adhesive on one surface and bring parts together, or align the parts and allow capillary action to draw adhesive into the join. The latter allows a more precisely aligned join, but do use a thinner grade of adhesive.

Plan first

But, before spending any money, a full-size mock up plan was made using a B grade pencil on old wallpaper. Card templates of all the prospective buildings were arranged to provide a practical and reasonably realistic presentation. Both Bachmann and Skytrex give the relevant dimensions on their websites, so it was possible to make the mock ups to the same sizes.

Here then (beginning overleaf) are some photographs and extended captions that address the various issues in constructing the Skytrex kit buildings and modifying Bachmann semi-relief houses/shop.



▲The layout on display at a show, with a few finishing touches still to complete.

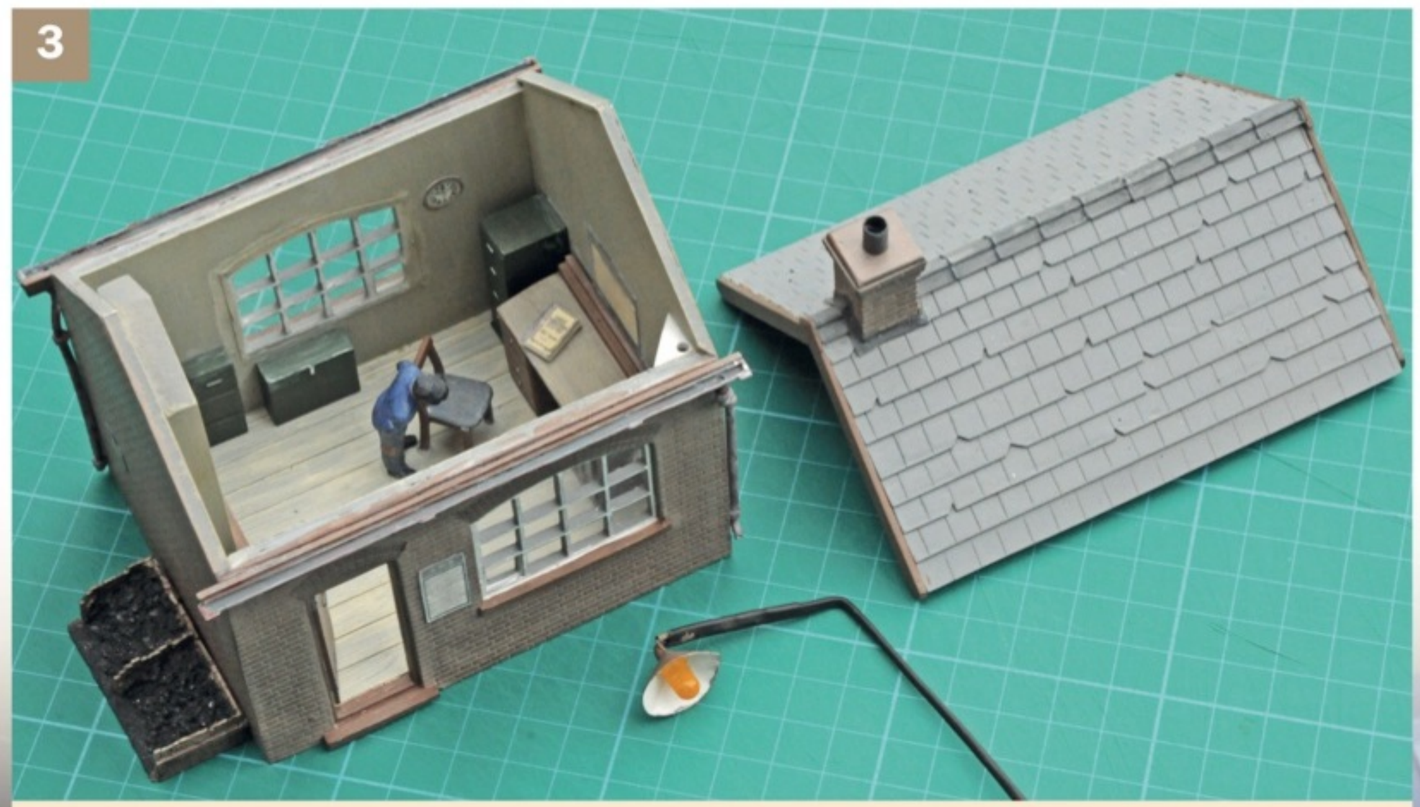
1

Three buildings – left to right, weighbridge/canal-side office, boiler house, shelter for weighbridge scales (this latter item was handbuilt from Plastikard and Plastruct and provided a simple and straightforward entry in scratchbuilding). The office is partly painted but yet to be weathered. The boiler house is in Halford's grey undercoat spray, similarly the shelter but with the ironwork frame in dark grey. Most, but not all, cast resin parts need to be cleaned of the casting mould release chemical – see step 3.

2

Resin casting cleaning kit and primer: Cif and old toothbrush for cleaning parts prior to assembly; Halford's (light) grey primer spray; Poundland's dark grey primer spray. Always use primer since it shows up casting blemishes and provides a good key for either acrylic or enamel paints. Blemishes can be filled with Humbrol Model Filler (sets quickly), sanded smooth, and re-primed. I prefer acrylic paints because clean-up is easy with tap water, especially if using an airbrush where jet cleaning is urgent and critical.

3



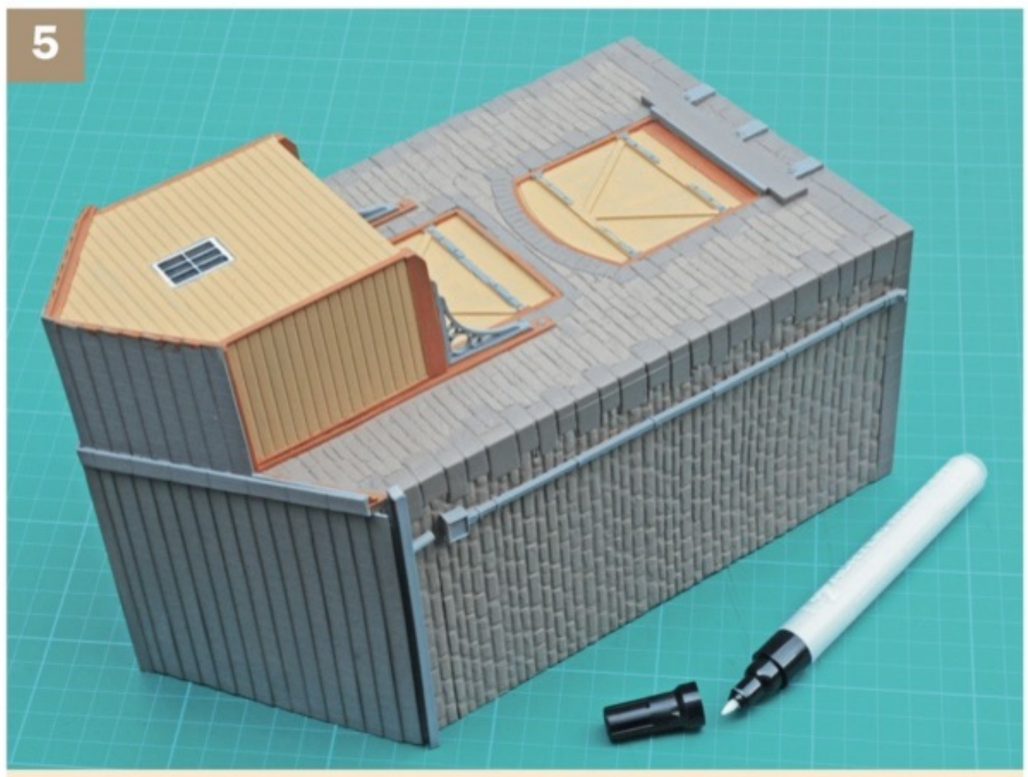
Office fittings also from Skytrex. Each part was undercoated and painted before fixing with cyanoacrylate. Wall signs, clock, etc, are printouts onto card from website illustrations, and matt varnished. Office fire coal staithe is 1:76 scale Unit Models resin casting. Lamp is white LED to be installed internally over desk, supported by triangular corner bracket. The LED was painted with thinned orange acrylic to mimic tungsten lighting; the lamp shade was made from thin card. Under-baseboard power supplied by two AA batteries with 470 ohm series resistor to reduce brightness and current to 1mA for long battery life.

▲ The proscenium arch style of presentation helps the scene to stand out, particularly in the darker depths of a show venue stairwell.

4

Skytrex warehouse assembled and part-painted. This kit was a semi-relief building which I extended with a tile effect Plastikard roof and side panels of brick embossed Plastikard, all reinforced with thick plain Plastikard. Both acrylic and enamel paints from Phoenix Precision GWR No.1 light stone, and No.3 dark stone; Tamiya XF-52 Dark Earth, and a darker mix. Also consider Dulux, etc, low-cost sample paints (some have a rough texture), and acrylics from Ryman the stationers. Note the slightly different grey colour of the corner stone and arch, and wall stone.

5



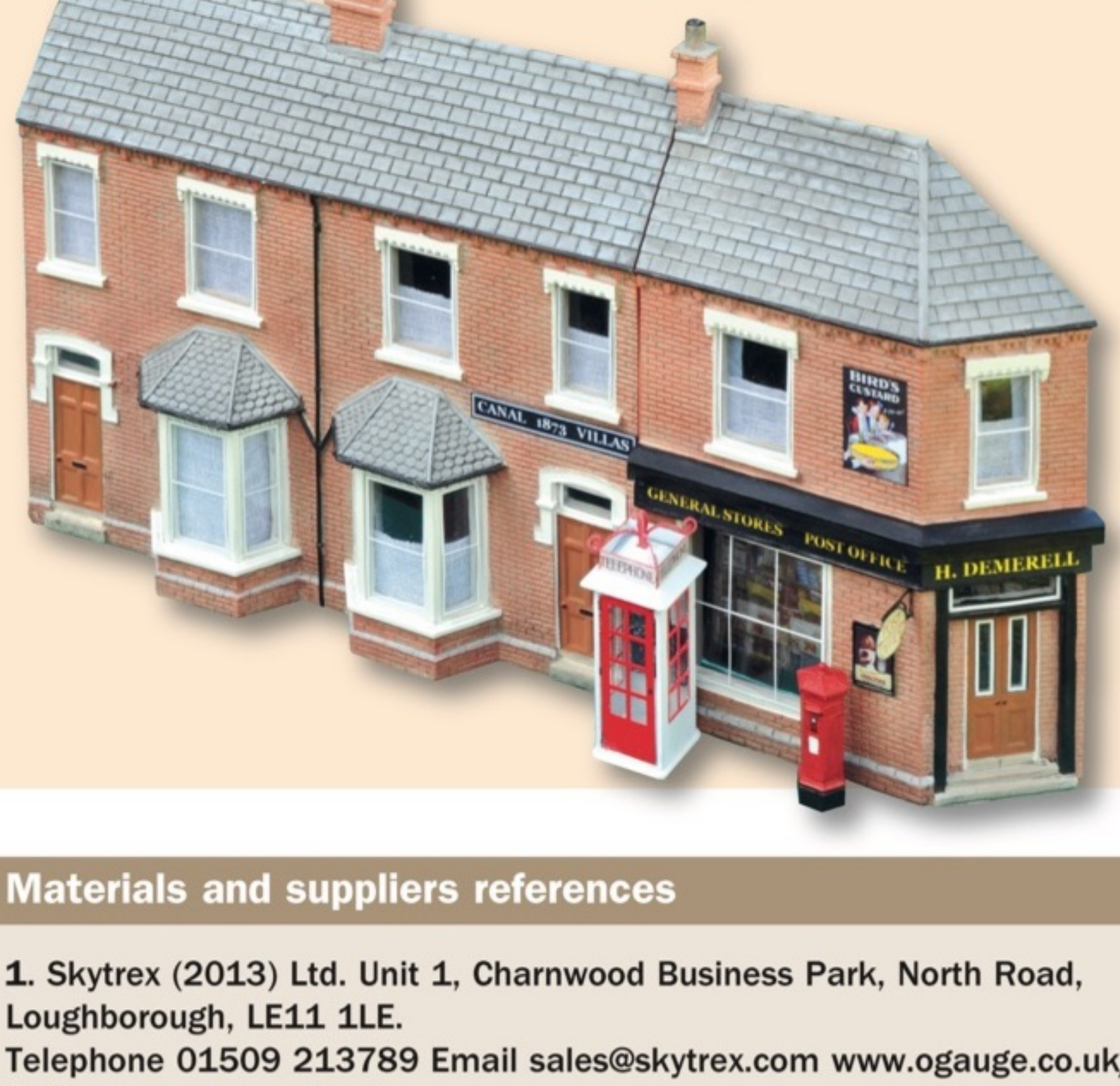
Skytrex recommended a paint pen for traditional English (and GWR) white window bars. An excellent product, and very easy to use, even for fine application. Paint pens come in a range of sizes and colours, I obtained mine from Graff City in Abergavenny. Blind windows were first painted matt black, followed by the white window bars – amazingly simple and convincing for industrial buildings. Other windows will be glazed with abraded transparent sheet to appear dusty/dirty. Roof and detail painting yet to be completed, and then weathered overall.

6

Text signs were created on a computer with regular Microsoft Word, and the Post Office sign and advertisements were downloaded from the huge range of websites available. Size and quality of the latter were adjusted using Photoshop Elements, and then printed at Image Quality onto thin card. The surface was painted with oil-based, clear, matt varnish as a seal – water-based acrylic varnishes will deface the inkjet image. When thoroughly dry, they were cut with a scalpel and steel rule, and secured to the buildings with matt varnish as the adhesive.

7

The Bachmann buildings were excellent value, complete, detailed, and painted. A few tweaks made them at home on *Webb's Wharf*. Doors painted No.3 dark stone, new headings for Post Office/corner shop, Canal 1873 Terrace title. Obligatory net curtains, full-length window drapes were fitted, and black backing to limit the view. The Victorian post box is Langley, and the K1 1925 telephone kiosk is Scale Link. Three pairs of houses plus corner shop will be joined as the terrace, and weathered using water tainted with dark acrylic paints – even brush washings!



Materials and suppliers references

1. Skytrex (2013) Ltd. Unit 1, Charnwood Business Park, North Road, Loughborough, LE11 1LE.
Telephone 01509 213789 Email sales@skytrex.com www.ogauge.co.uk/
2. Cyanoacrylate adhesive
Hafixs Industrial Products. Unit 10, 9–23 Park Royal Road, London, NW10 7LQ.
Telephone 020 8969 3034 Website www.hafixs.co.uk
3. Graff City. Unit 5, Mill Street Industrial Estate, Mill Street, Abergavenny, NP7 5HE.
www.graff-city.com/index.php

Tan-y-Llyn

STEVE FLAY *takes us on a Welsh Highland journey in 009 and explains how to make lightweight rock formations and realistic water effects.*

Photography by Steve Flint

I have a great interest in all railways, but narrow gauge railways, and the well known Welsh narrow gauge ones in particular, form my main focus.

My previous layout, *Tan-y-Coed*, which featured in the December 1998 issue of RAILWAY MODELLER, proved to be a popular and successful layout on the exhibition circuit for about 12 years. It attended over 30 exhibitions and won Best in Show at two of them. I had continuously enhanced it over the years, which included sound and night scene, but I had gone as far as I could without spoiling it. So in 2008 I decided to sell it to a private

Echoes of the Aberglaslyn Pass as *Blanche* leads Peco bogie coaches through the spectacular rockwork. The scenic effects were built from dense-particle insulation board.

buyer from Shropshire, and all the rolling stock was sold to the OO9 Society for resale. The original plan was to move up a scale to O-16.5 and the sale of *Tan-y-Coed* would fund the new project.

However, for various personal reasons, there was to be a five year gap before a new layout was conceived, and despite a lot of thought about converting to O-16.5, I still warmed to recreating Welsh scenery in OO9. More railway and landscape could be included in the same space, though a completely new layout and all new rolling stock would be required. I cursed myself for selling all my original rolling stock. However, five years on and how things have changed, there are now the excellent, and ever-increasing ready-to-run Peco and Minitrains OO9 ranges available.

Planning

The new layout had to be designed with certain criteria and exhibition use in mind:

- a terminus station and town scene;
- a rural station;
- realistic Welsh mountain scenery;
- An Aberglaslyn Pass-type scene with small and longer tunnels;
- river, waterfall, lake, bridges;
- smooth running locomotives and rolling stock;
- smart presentation;
- operation and control panel to be at the front; and
- sufficient scenic interest for non-railway viewers.

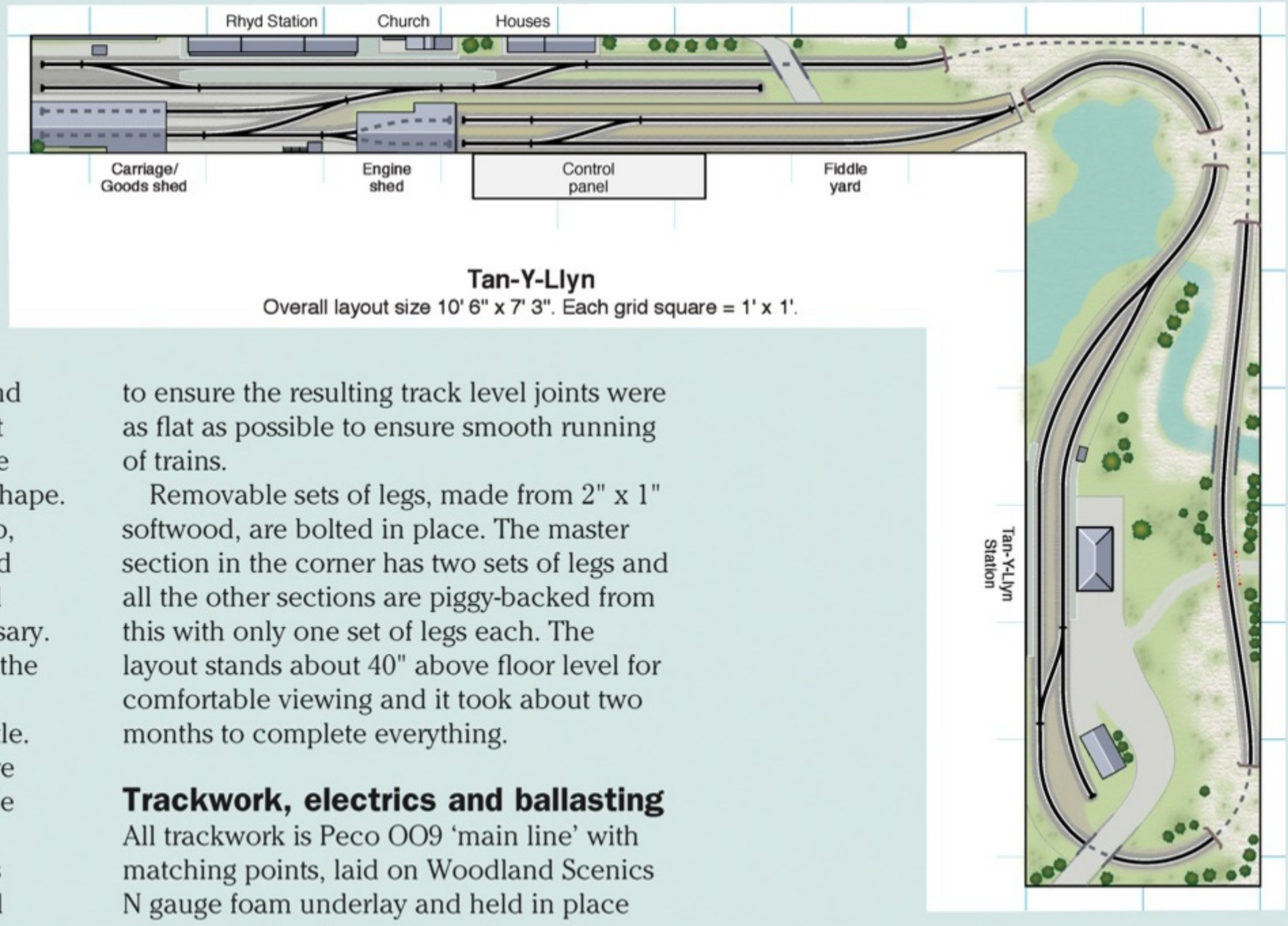
This was followed by a few months of planning and research to create a suitable track plan. Once finalised, I then had to decide which areas would have below track level scenery; for example, embankments, lakes, underbridges etc. The resulting plan was a large 'L' shape, about 10' x 7', the size and shape being determined by a large space that was available in a new and modern log cabin that was built in my garden.

Box section boards

These had to be designed as sectional box modules to allow parts of the layout to incorporate below track level scenery. Five separate boards were needed. Three of the five sections, the terminus station, town scene and up to the first mountain scene are about 40" x 12" and were each constructed from an upper and lower rectangular framework of 2" x 1" softwood, glued and screwed for strength with 2" x 1" upright pillars fitted at the corners and along the sides to join the two frames into a box shape. These box modules each had scenic top, front and end formers, and a back board added from 9mm MDF cut to shape and attached with glue and screws as necessary. Large holes were cut in various parts of the backboards which would be hidden by scenery, so as to lighten the weight a little.

The other mountain scene sections are both about 36" x 24" in size and form the short part of the 'L' shape. The lower framework was built as per the previous sections, but this time the track bed and station area only were jig-sawed to shape and glued and screwed to appropriately positioned 2" x 1" pillars, rising up from the framework below. Side, end and front 6mm MDF formers were shaped and fitted to reinforce the box shape. Wooden dowels were used for accurate alignment at section joints, all being held firmly together with suitcase-type catches. A lot of care was taken to ensure the resulting track level joints were as flat as possible to ensure smooth running of trains.

Removable sets of legs, made from 2" x 1" softwood, are bolted in place. The master section in the corner has two sets of legs and all the other sections are piggy-backed from this with only one set of legs each. The layout stands about 40" above floor level for comfortable viewing and it took about two months to complete everything.



Tan-Y-Llyn
Overall layout size 10' 6" x 7' 3". Each grid square = 1' x 1'.

Trackwork, electrics and ballasting

All trackwork is Peco OO9 'main line' with matching points, laid on Woodland Scenics N gauge foam underlay and held in place with track pins. Copper-coated paxolin sleepers replaced the plastic ones at board joints, laminated to gain the same height as the underlay foam and then superglued to the end of the MDF track bed. The rails were laid across the joint and soldered to the copper sleepers before being cut with a slitting disc resulting in firm and properly aligned track joints.

A control box and panel was constructed and screwed in place on the side of the second town section and wiring was started. I had decided to stick with analogue operation and therefore there is a lot more wiring involved. Two Gaugemaster walkabout controllers are able to be used across all the layout, and 13 sections were created, wired with two-way centre-off switches for full cab control using one common return. All the sidings have on/off isolating sections. Both controllers were also wired into separate Gaugemaster ultrasonic track cleaners which undoubtedly improves reliable running.

Points are fitted with SEEP point motors used in conjunction with a Gaugemaster CDU to ensure a positive blade movement. Push button switches, laid out on a mimic diagram, make for easy operation. Computer

Prince **waits in the loop with a freight train as** ***Blanche*** **approaches, slowing down for the horseshoe curve at the end of the layout.**

'D' type plugs and sockets were used to take wiring looms across baseboard joints.

Once all the wiring was completed and thoroughly tested, all rail sides were painted with enamel rust colour and, when dry, the rail tops were cleaned of any excess paint with a rubber track cleaner. When completely dry, Green Scene ballast was secured in place in the usual well-documented PVA/water method.

Making rock faces

These can be notoriously heavy if traditional plaster casting/bandage methods are used. On *Tan-y-Llyn* I made use of 25mm thick Celotex™ insulation board to represent the crags. This material is a cavity wall insulation product now widely used in the building industry and is very lightweight and easy to carve to shape.

The silver backing was firstly removed and basic sections were cut to the required shape. The material can be cut and scribed with a small serrated kitchen knife; the density of the foam allows all cuts and small scratches to retain their detail in a very realistic way. The waterfall and surrounding rock face, for example, was created from one piece about 15" x 7". When I was satisfied with the carving, a paintbrush was used to brush off any excess material and dust, and then the whole piece was vacuumed off before painting. Although it was a messy process it was worth the effort: a sample of rock face using this method is shown in photo A.

For the larger mountain section above the lake, this hides the rear track which is within the hillside which was made removable to allow for track maintenance and cleaning, as shown in photo B.

Five layers of Celotex were laminated together by removing the intermediate silver backing layers and gluing the sections together with Evo-Stik woodworking PVA, which is stronger than hobby PVA glue. The rear of the same section showing the laminations can be seen in photo C.

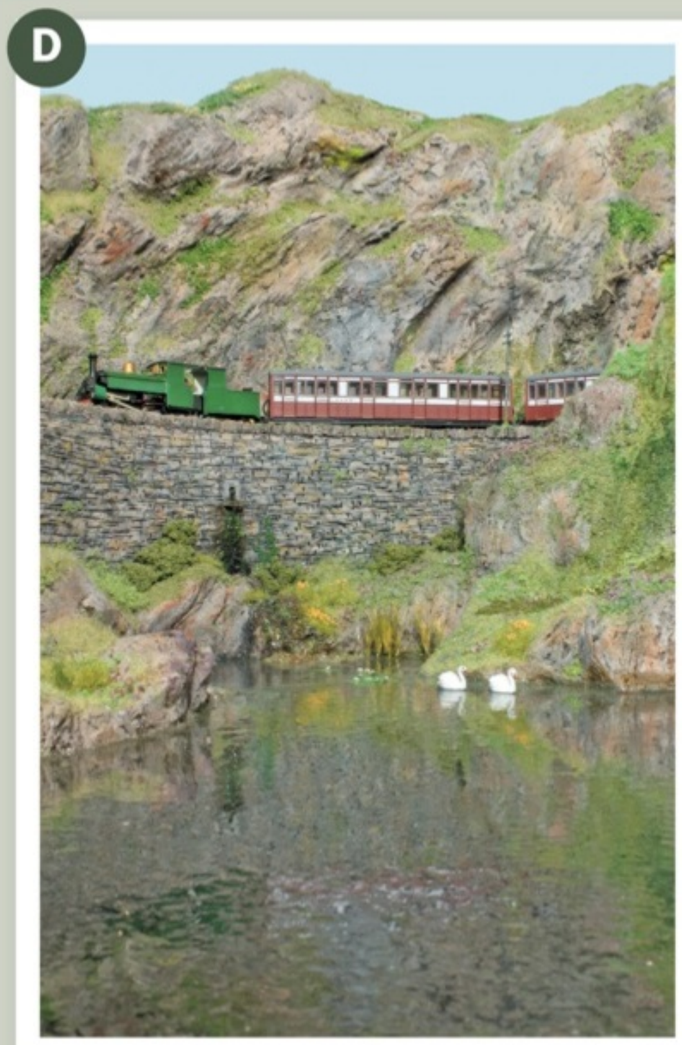
The assembly was then carved as one piece to fit the location. This was time consuming, carving with a trial and error method, offering it up to the layout several times until the desired shape and effect was created. This meant working with small sections at a time until the whole piece was finished. I then sealed the whole area with a base colour of emulsion paint. I found that Dulux Soft Truffle was the most appropriate colour to represent the Welsh geology and used about 10 of the small match pots for about 55p each: this was still much cheaper than buying a larger can!

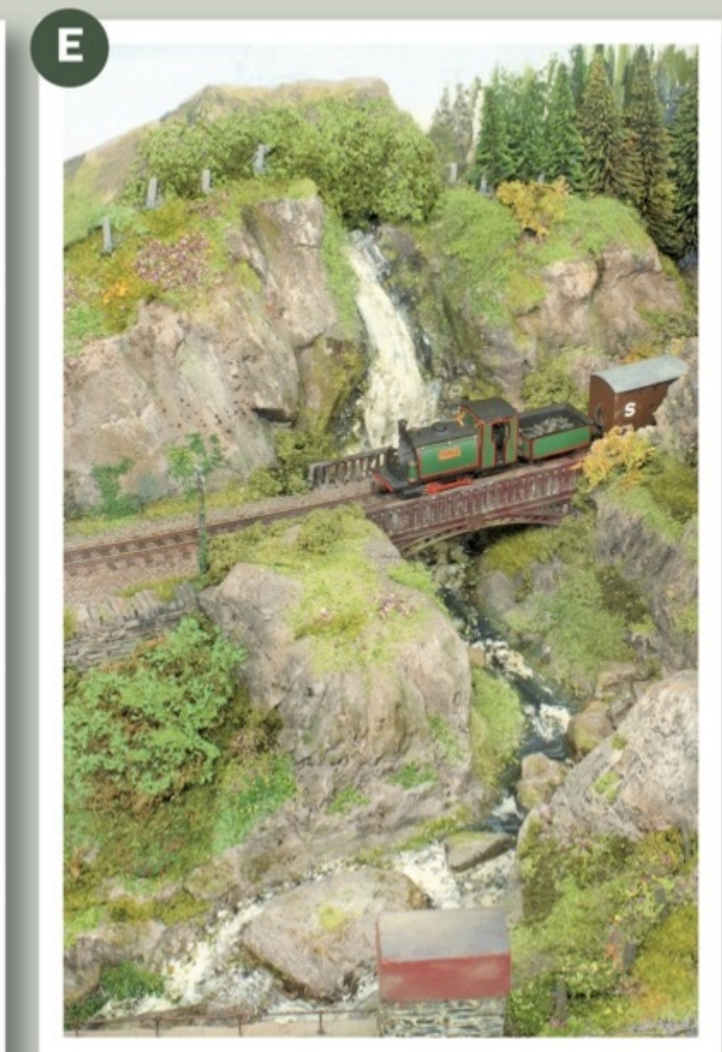
Once the base coat had completely dried, the crags were sprayed with a 70/30 mix of water, black acrylic paint and a few drops of washing up liquid. This was liberally sprayed onto the base coat with an old household plastic spray bottle, the black pigment seeping into all the craggy detail areas and only slightly darkening the base colour. When thoroughly dry, a second spray coat was lightly applied, this time a brown mix using burnt sienna to give some added tonal

How the water effects were created

The water effect in the lake and down the rapids uses Woodland Scenics Realistic Water, a water-based product that can be poured or brushed on. The lake base was MDF painted with acrylics to a very dark green in the deep water areas and graduated lighter colours towards the shore line and shallow areas. The Realistic Water product was then brushed on and dried in about two hours. More coats were added to create some depth and there are about 12 coats at present! I have created a flat water effect to enable reflections of the surrounding scenery and trains as seen in Photo D. The boulders in the rapids were carved from offcuts of Celotex and painted as per the mountains. Small pieces of real grit, obtained from the Aberglaslyn Pass itself, were fixed in place, around the shoreline, with the same method as chippings and screed above.

The water effect in the rapids was created with small amounts of Realistic Water poured in at the base of the waterfall and allowed to flow down the rapids and find its own level. After a couple days the process was repeated to build the depth. The waterfall was painted with neat white acrylic paint and brushed over with many coats of the Realistic Water – see photo E.





Two freights meet at Tan-y-Llyn station. All the structures were scratchbuilt from card, and covered in DAS clay into which the stonework was scribed.

interest to the overall effect. In each case less than a cup full was required for an area of about four square feet.

The rock face was then dry-brushed with the Soft Truffle emulsion, and a palette of various light greys and browns brought out the highlights. Weathering powders were also brushed on a few days after drying. I had some photographs of the Aberglaslyn Pass and tried to match the colours as much as possible. Real chippings and screed were spread on appropriately and held in place with PVA glue and soaked with a 50/50 mix of PVA glue, water and a few drops of washing up liquid. 24 hours later it was almost rock hard and was further dry-brushed with surrounding matching colours to blend in.

Ground cover

To add basic vegetation, various colours and textures of the Green Scene's excellent products were affixed with PVA glue. Static Grass was also added later with an applicator to enhance the effect even more. Hedges were made from rubberised horsehair covered with green fibre material, teased out and held on with PVA glue. It was then covered with hairspray and various shades of green flock sprinkled over. it was sprayed again to hold in place. The backscene was hand-painted with acrylics to match the colours and tones of the corresponding 3D scenery.

Structures

I used the internet to research images of typical buildings in the North Wales region and designed these features into sketches of the proposed models at scale size. Sometimes I made a quick mock-up in thin card or paper to check if it would look right on the layout.

All of the buildings were scratchbuilt from 2mm artists' backing card. Windows and doors were drawn on and cut out with a very sharp craft knife. Thin layers of DAS modelling clay covered the card walls, up to about 2mm thick and fixed with PVA woodwork glue. Whilst the DAS was still damp, and no more than about 20 minutes after applying, the clay was scribed with a craft knife to represent typical stone walls. Plastic corner quoins were also used on some of the buildings which gives a prototypical and sharp corner. Each structure was then left to dry for 24 hours, resulting in a rock hard finish. Meanwhile, Peco or Wills plastic moulded windows or doors were sprayed with an appropriate colour and, when dry, glazed with clear styrene sheet. These assemblies were then glued into position and the walls painted a base mortar colour followed, when dry, by various shades of stone/grey watery acrylic paint, mixed with the Soft Truffle emulsion paint on a palette. A drop of the all-essential washing-up liquid was added to make the paint flow better and, using a small thin brush, the colours were flecked across the scribed walling to depict individual stones. Various shades of browns were also mixed and painted on to bring out the realism. Weathering powders were brushed on to simulate the ageing process.

The slate roofs were represented by overlapping strips of thin grey card that have had the individual slates measured and cut half way across the width This was a long and time-consuming process but is very effective when completed. Some slates were distressed to show broken or slipped examples, and the whole roof was finished off with some individual slates painted differing shades of grey to add a realistic colour. The roof was then weathered with moss and lichen colours where necessary.

On average, each structure took about 20 hours to complete and there are seven of them. The skew road bridge and station road bridge were also built with the same methods, again about 20 hours' work for each project. The engine and carriage sheds were built with removable roofs for access and servicing of the tracks, and a cut-away on the viewing side to show the interior.

Stone walling

Dry-stone walling was made from profiled foamboard glued into position with PVA woodwork glue and covered in DAS clay, using the same method as the buildings.

***Blanche* prepares to leave the terminus, which is flanked by a low-relief chapel and cottages painted onto the backscene.**

Shed buildings have removable sections both for ease of access and to display the interiors.

However, to represent the lack of mortar in dry-stone walls the base coat was painted black. When dry, the individual stones were painted on in the same method as the buildings. At present there is about 10' of walling on the layout which includes the large retaining wall around the lake. So again, a labour of love to produce!

Rolling stock

There is a mixture of kitbuilt and, more recently, a lot of R-T-R rolling stock at present. *Blanche* was made from a Parkside Dundas kit and an unused Ibertren chassis and *Prince* was given to me as a dud engine. It has been repaired and is now operational, but has a very old Minitrains chassis, so not the smoothest of runners. The Baldwin 2-6-2T is a superb Minitrains locomotive, as is the Gmeinder 0-4-0 diesel and 0-4-0T steam locomotive. These are all very smooth runners and can glide along very slowly without stalling. Most of the passenger stock is from the new Peco range. There are also two second hand Parkside Dundas bogie coaches, painted green and cream. All the freight stock is either Peco or Roco.

I have a lot of kits to be built, including an 0-4-0 *Palmerston*-type Langley kit which has an unused Ibertren chassis, and an outside framed Minitrains 0-4-0 chassis. This will have a scratchbuilt Hunslet style body. I also have about 10 Parkside Dundas passenger and freight vehicle kits to build, which I have had for two years, but assembly has taken a back seat whilst the layout was built.

Future

Some exhibition halls have poor lighting so I am planning to build a lighting gantry and incorporate LED strips and lightweight pelmets. I would also like to include some working signals and maybe some sound effects, both scenic and locomotive. There are many more trees to be made and lots of other scenic enhancements to be added, like animals and birds.

I am very pleased with the progress so far and have really enjoyed the model making process and trying out the new techniques used on *Tan-y-Llyn*.

Exhibitions

The panels on the viewing side are painted willow green and similar colour cloth curtain surrounds the layout, attached with Velcro. This gives a smart and presentable appearance and is easily removable. Even though I am still working on the scenery, which is almost completed, I have already attended quite a few exhibitions including the final Narrow Gauge South West show in February this year.

The unusual set up of the fiddle yard and control panel at the front allows the layout to fit into a corner of a room at a venue, with the whole layout as the operator sees it, visible to the public.

The Gmeinder diesel and its skips are positioned in the front-mounted fiddle yard – a novel arrangement which means it must be tidy!

Forthcoming Exhibitions

The layout is booked to appear at The Moors Valley Railway Model Railway weekend at Ringwood on 15 & 16 July, and the Dorset Model Railway Exhibition at Wimborne on 23 & 24 September. It is available for other shows; exhibition managers interested in *Tan-y-Llyn* can contact Steve via the RAILWAY MODELLER editorial office.

The Minitrains Baldwin 2-6-2T arrives with a rake of bogie and four-wheel stock, as the crew of the slate train discuss the next move.

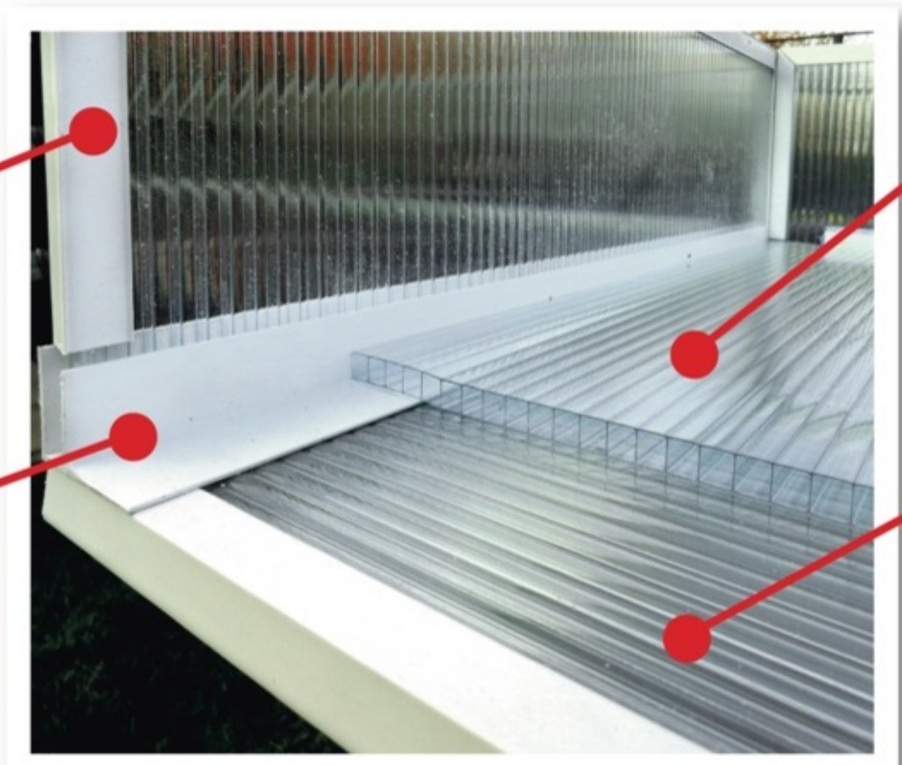
Lightweight baseboards – 2

Roofing sheets for baseboards

The second article in this short series looks at some very unusual layout foundations made from plastic roofing material by **DAVE HOLAH**.

Photography by the author

Section through baseboard showing roofing sheet layers protective edging



I had been experimenting with polycarbonate roof sheet for baseboard construction when the March edition of RAILWAY MODELLER appeared with a plea in the correspondence pages for some radical ideas on the topic

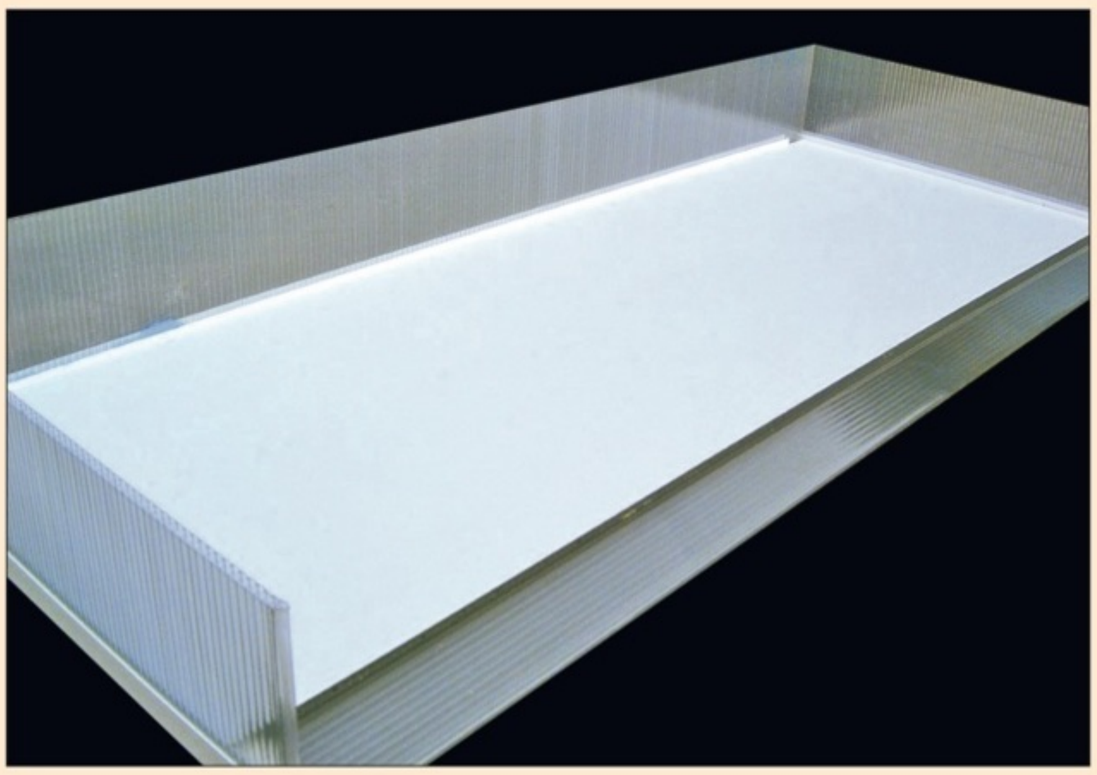
My layout *Wansfield* is inspired by the Nene Valley Railway's Wansford station and yard. I'd been toying with the idea of a lightweight, relatively portable OO gauge railway that could sit on top of an ironing board stand and be stowed away when not in use. During a shopping visit to Cambridge Engineering Design and Plastics, I acquired some off-cuts of polycarbonate twin-wall roofing sheet and it was with this to hand that the idea of this novel baseboard design came about.

The benefits of the polycarbonate twin wall are numerous; it is lightweight and strong, and the flutes which give it its rigidity can be used for wire-in-tube point control and as conduit runs for electrical wiring. However the sheets do flex in one plane, presumably to cater for variations in roof profiles so a degree of reinforcing is necessary.

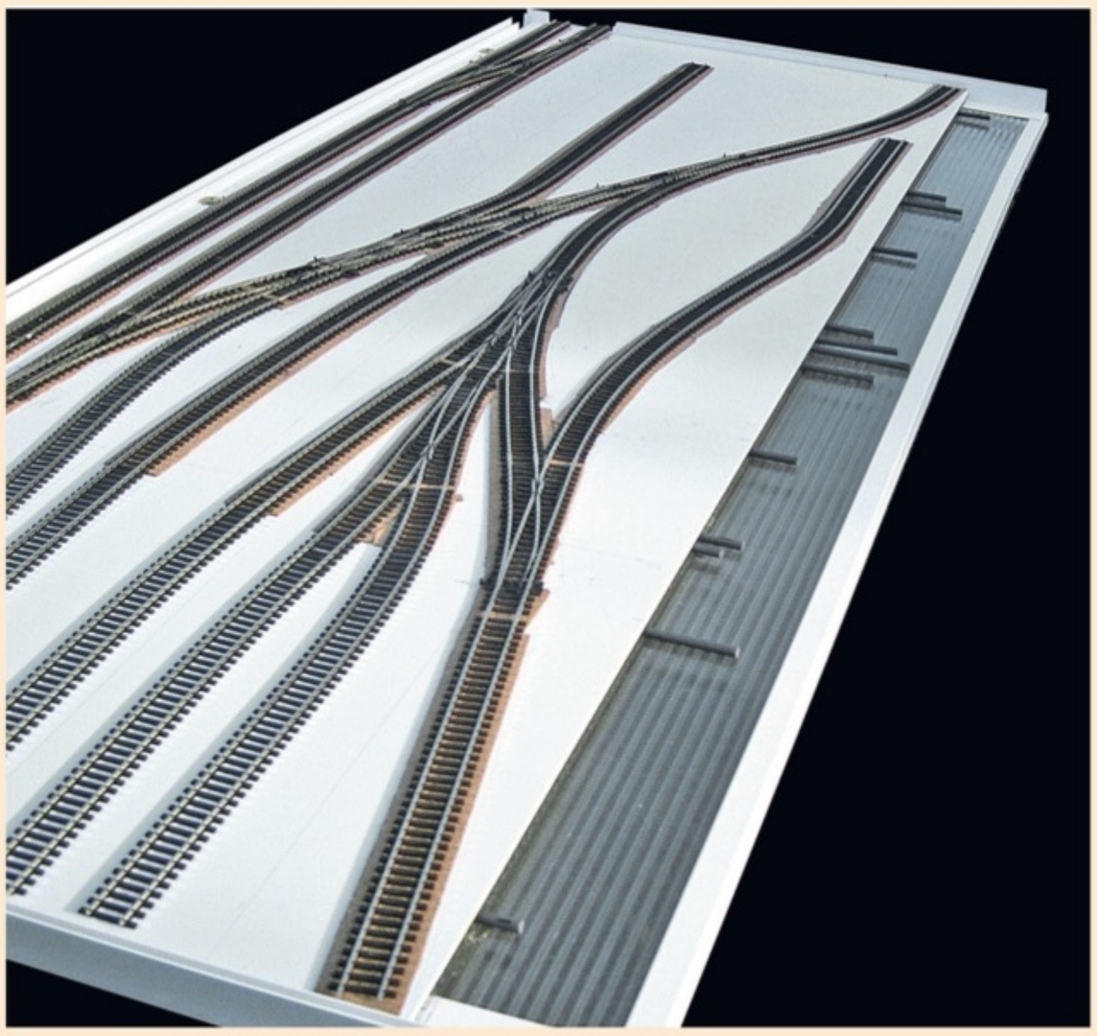
My board was constructed from 10mm transparent polycarbonate twin-wall material to a size of 1700mm length and 600mm wide. The flutes run across the width of the layout to allow positioning of the rodding controls for the points (remember when selecting and cutting the sheet to get the flutes in the direction you want).

This was reinforced with two full-length sections of the twin-wall glued along the underside, one piece only partly under, so as to create an overlap area to

Another close up of the construction showing how both longitudinal and transverse rigidity is maintained by fixing the two layers of roof sheet at right angles to each other.



Now with the working surface of 4mm foam mounting board affixed to the top sheet. This will act as the trackbed, although cork underlay to help create a ballast shoulder was used in places (see next photo).



The partly constructed layout with track laid and points connected up to the push-rod actuators. Provision for fiddle yard connections is included at both ends but only one end is connected at present.

the front of the board as a working area for the control panel and point rodding. A contact adhesive such as Evo-Stik was used; strong solvent-based adhesives are best avoided as many melt the polycarbonate.

I also wanted some back and side walls around the perimeter of the full board to act as a frame. These were also cut from the twin-wall sheet so that flutes ran vertically and were fixed to the base using some right-angled fixing strips which is made for use with the twin-wall in roofing applications. These were obtained from B&Q.

I now had a rigid base frame – it was hardly a 'baseboard' as I had no top surface to which the track could be fastened.

So, keeping to the theme of lightweight construction and avoiding the use of wood, the question of a suitable top covering for the twin-wall was addressed by covering the entire surface with 4mm foam mounting board, as can be seen in the photograph (left).

Track laying could now begin: track and point positions were marked out and cork underlay stuck down; previous experience had showed that a rubberised adhesive such as Copydex worked well on foamboard, so I used this again.

The trackwork consists of Peco code 100 with corresponding insulfrog points. The tricky part was to align the point tiebars with the relevant control rods, which are 5mm plastic rods which fit snugly along the flutes and are connected to the point tiebars with panel pins. Wire runs are also made along the flutes. You will also see that I used white channel as end caps to the finishing on the wall edges, rather than leave the flutes exposed (it keeps dust and spiders out!).

I hope that you find this interesting and it proves that there really is an alternative to wood. The layout has to have its own supports of course, which in my case is an old ironing board frame, and it resides in my garage most of the time.

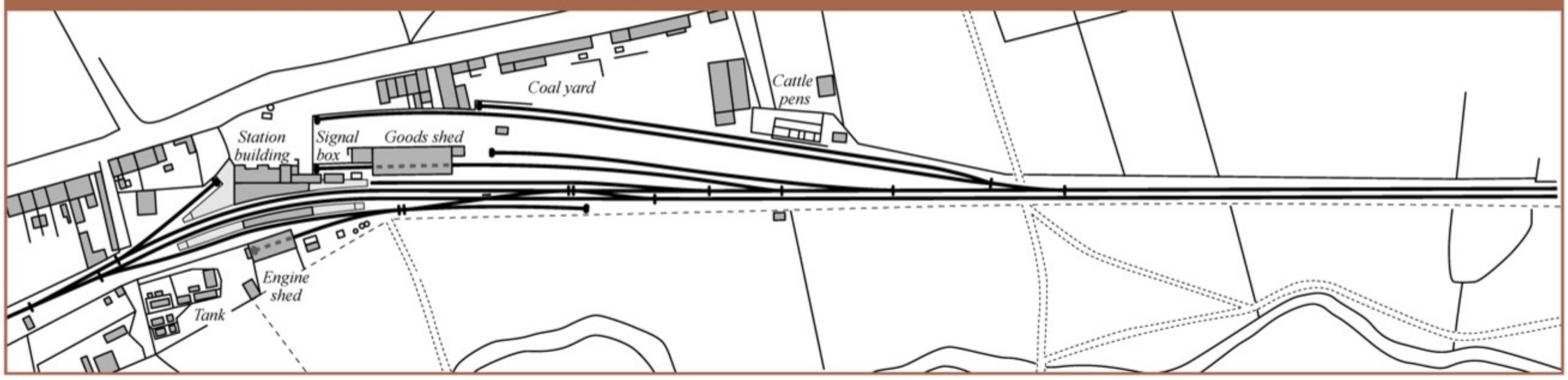
Although this means of construction might not be suited to very large layouts which require lots of baseboard surface, it is indeed strong and lightweight, and ideal for micro-style layouts which are very popular.

Although it began as an experiment it has been a success, and as you can see from the photos it is certainly capable of supporting a railway. My next experiment will try out triple-wall sheeting, which is both deeper and even stronger, and should allow point motors to be included within the baseboard structure.

Built to OO gauge standards, the layout is based loosely on Wansford station on the Nene Valley Railway heritage line. Being a depiction of a preservation site means that just about any locomotive can be operated.

This view of the layout seen from above shows the extended control ledge to the right on which the push-rods for the points are located along with the mimic control panel and numerous isolating switches.

The track plan of Bridport from an old OS map c.1940



In at the deep end

FRANK DINEEN *regales us with the tale of his Bridport Town layout and reveals some of the unorthodox methods he chose for its construction.*

Photography by Steve Flint

During the 1950s a young Frank Dineen spent his formative years in Beaminster in Dorset, working for a while as Chief Staff Photographer on the *Bridport News*.

"The Wip-Wop as the locals knew it," he recalls jauntily.

"Despite being born a Londoner, I regard West Dorset as my real home. I now live in Havant and did toy with building the local station as it was in the 1920s, but there was no real contest. Bridport it had to be."

He considers he jumped straight in at the deep end with this project. "Prior to *Bridport*, my only experience of building a layout was in the 1980s. It was very basic, used exclusively ready-to-run equipment, and did not involve any research whatsoever."

"When I started the layout I was an absolute tyro, though ignorance is a good starting point, as my maternal grandfather used to say: you're not loaded down by any preconceptions."

So how and where did Frank begin?

"By good fortune Havant College was running an evening class entitled How to go Railway Modelling. I enrolled and learnt a little, but the instructor was an EM specialist. I didn't relish that, as I would have to re-gauge my locos and stock."

It did, he admits, encourage him to try out the finer Peco code 75 track. "So the class time was not wasted."

Back in his designated railway room three storage units were purchased from Homebase and installed along one wall. These formed the layout supporting structure which when joined together gave a total usable length of 12'6".

"Naturally I had to curtail the length of the goods sidings in order to keep within the footprint."

The layout width had then to be investigated. He explained that to get near to a realistic depiction of the station, the boards needed to be around 3' deep.

"Some ingenuity was called for, factors to be considered," he said firmly, adding that the boards would need to be as light and as strong as possible.

"In my experience, a plywood top transmits a surprising level of train noise."

The goods shed was totally home-made, a balsa shell covered with textured stone plasticard. This I consider to be my '*pièce de resistance*'. The signal box – a huge structure by comparison with the station building – was a proper kitbash job: bottom half and roof Hornby, top half Knightwing. Incidentally, the adhesives I use for modelling as required are; polystyrene cement, PVA, photo mount spray adhesive, and Cascamite.

BRIDPORT – 00

Just visible in this early BR-period view is the fireman emerging from between the B set and what appears to be an 8750 Class 0-6-0PT on arrival at Bridport from Maiden Newton. ***Photograph: John Alsop collection, via www.disused-stations.org.uk***

The services to Bridport in steam days relied on the standard make up of 45xx and a B set. On Sundays a 14xx and autocoach was used, and a 57xx would handle freight. All my locos have been renumbered according to those actually operating. I have been criticised concerning the black roofs on my B set. This was a wartime precaution and this is 1946. It will be a while before things get back to normal. Goods? Mostly GWR, an eclectic mix of ready-to-run and kitbuilt. I have tried my best to ensure that there are no vehicles that are out of period or unlikely to have come so far west.

His solution was simple. "I made three rectangular frames from 2" x ½" planed timber, each screwed and glued together and filled with slabs of 2" expanded polystyrene which were secured to the frames with PVA."

These were held together with 3" plate hinges and the whole lot sits squarely on the top of the storage cabinets. "The entire board can be lifted easily by two people if the need arises, though essentially the layout is fixed."

To avoid wire runs on the underside, Frank used copper tapes stuck to the top surface. "All connecting wires are thus hidden under the scenery, and holes for point motors were cut into the polystyrene without damaging the inherent strength of the boards."

Research

Even though the real line to Bridport didn't close until 1975, nothing remains of it today, so Frank began some research of his own.

"An approach to Bridport museum elicited some useful shots of the station building."

One shot included a bicycle parked against the building immediately under a window. By measuring up a friend's bike Frank was able work out the relative dimensions of the building.

"I was astonished just how small it was, about the height of an average bungalow. I drew up a plan and created a basic structure in balsa then covered it with moulded stone sheets."

In 2006, whilst staying with his wife in nearby Charmouth, Frank was able to photograph what remained of the surrounding houses. "That wasn't easy," he admitted, since what had been a lightly used railway track was now a very busy bypass. "Vehicles kept getting in the way!"

Back home it was a simple task to evaluate the dimensions of brick-built premises from the photographs. "I just counted the brick courses," he explained, "but with stone or painted buildings it helps if you can find a datum: a modern street name board attached to one of the painted houses gave me some key measurements."

All the non-railway buildings were constructed entirely of thick card, with card corner gussets for added strength. He also said he would eschew moulded slate roofs. "Far too coarse in my opinion, slate roofs are best built up carefully row by row in paper. For me printed brick and slate paper is the best option."

On the topic of track laying, Frank admitted that this was an area which needed a serious re-think. "Yes, I expect you have guessed it, track pins do not stick into expanded polystyrene." He used double-sided tape, but that didn't work very well either. "If I was starting again I would cover the polystyrene top with a layer of cork tiles or cork underlay into which tracks pins will grip somewhat better."

There's still much to do, including wiring up the sidings and changing to Sprat & Winkle couplings. Frank avowed that he hasn't the ability or the mind set to create a model to Pendon standards, but he does admire those who do.

"I set out to create an image of a place I recall from my youth. That's Bridport."

He does have a beef though…

"Why do I find it so difficult, nay impossible, to find photo-realistic backscenes representative of the south coast: a land of rolling hills, small fields and woodland aplenty. Surely a market exists?"

Further reading

The Bridport Railway **by B L Jackson & M J Tattershall, Oakwood Press (ISBN 0 85361 520 9).**
Yeovil to Dorchester**, by Vic Mitchell & Keith Smith, Middleton Press (ISBN 978 0 906520 76 5).**
The Bridport Branch **by Gerry Beale, Wild Swan Books – see review, p532 (ISBN 978 0 953877 18 8).**

Through the Railway Room door…

Photography by Steve Flint

Pencarne

ANDY PETERS *describes his most recent layout housed in his newly-built garden shed and reveals how he unashamedly exploited his modeller's licence to create lots of operating potential.*

Men and their sheds, so the old saying goes. Following retirement and a house move – something popularly called down-sizing – I needed somewhere to build and keep my layouts. So the idea of a shed in the garden came about.

The shed was professionally built for me, but to my specification, as I had been unwell and I couldn't undertake the work myself. It was built on a 6" concrete base, with fully treated 4" x 4" cross timbers laid first, then the 4" x 4" shed base timbers on top of that. An underfloor was provided from 12mm tongue and groove, on top of which I specified a layer of 50mm polystyrene sheet for insulation (for a warm, and damp and draught free floor) held in place with a 50mm x 50mm timber frame around the perimeter. The inner floor – a layer of 12mm ply sheet – was then fixed on top giving a nice flat smooth floor surface. The external timber walls of the shed were also insulated with 50mm layer of Celotex™ foam followed by a 6mm internal ply lining. The roof is pitched but joists were fitted to provide a support for a flat ceiling also made from 6mm ply. 400mm of loft insulation was added above the ceiling for extra warmth.

The windows are single glazed with glass panes, but these have been 'double glazed' with 2mm thick sheets of clear Perspex, sealed all round with clear mastic. A steel reinforced door with extra lock was fitted for an extra bit of security.

An electric supply was installed by a qualified electrician who also supplied the necessary safety certificate. There is one master switch for the shed covering all the power points, so that when I leave I know that there is no soldering iron/transformer/heater etc., left switched on. I installed an alarm system, a smoke alarm, and a fire

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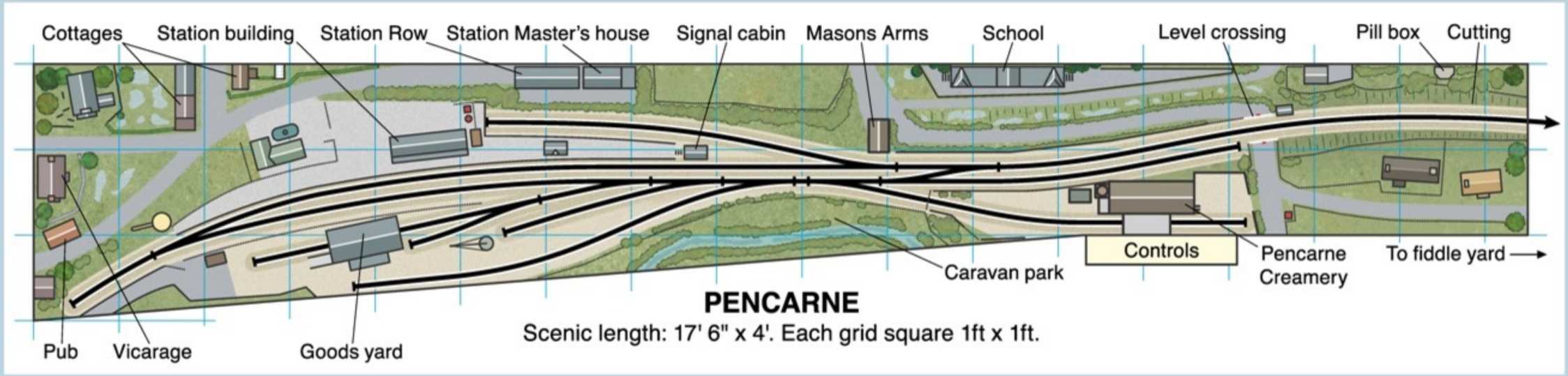


PENCARNE

Scenic length: 17' 6" x 4'. Each grid square 1ft x 1ft.

The original baseboards were re-used, reconfigured such that the main terminus station board is 6' long and 3' wide at the village end, narrowing to 2'6" wide at the other end. The middle board is again 6' long and reduces from 2'6" wide down to 2' wide at the other end. The third board is 5'6" long and 2' wide, throughout. This gives a scenic section 17'6" long.

Off scene, there is a small board with a 90° corner which then fits across the end shed wall to form the fiddle yard area.

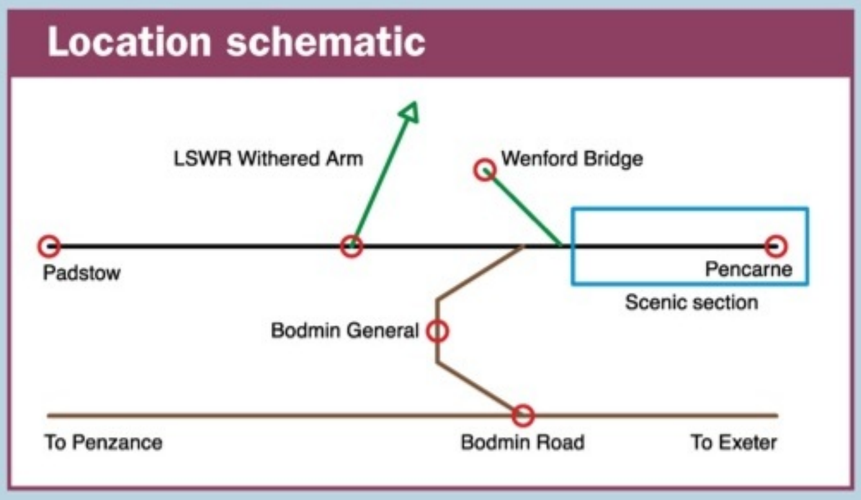
My good friend George Tait scratchbuilt the creamery. To the left is the lever frame for operating the layout's solenoid point motors.

The daily milk tank service is most usually hauled by my Dapol model of the North British Class 22.

The rebuild

Converting from a through junction into a terminus was not as difficult as it may sound. The original alignment of the double track main line ran across the area which is now the station forecourt. This was turned into the village scene. The original branch platform and loop became the main terminus platform and run round loop. A stretch of the old main line was used for the bay platform.

Location schematic



The railway is DCC, under the command of a Gaugemaster Prodigy 2. Trackwork uses Peco code 75 throughout and was painted with Railmatch sleeper grime and weathered black before ballasting with fine buff ballast from the Woodland Scenics range. Dropper wires from each section of rail are connected to a main DCC bus bar, so as not to rely on any of the rail joiners for electrical continuity.

Points and signals are under traditional analogue control, activated via the appropriate Peco switches mounted in a lever frame. Points are adapted, as per the maker's instructions, for live frog action, and powered by Gaugemaster PM1 point motors and a Gaugemaster T1 16VAC transformer. Dapol Western Region lower quadrant signals are used.

So where is Pencarne?

Pencarne is fictitious, but based in Cornwall where I've assumed three routes split away just after the cutting, as shown in the schematic plan of the area. The main route is ex-Great Western via Bodmin Road and Bodmin General, but with a branch linking to the ex-LSWR line to Padstow that results in all

through traffic to Padstow having to reverse at Pencarne. There is a local Bodmin Road shuttle service, connecting with the GW main line which uses the bay platform and consists of either an auto train or a DMU. The Wenford Bridge branch bears off to the right and handles the china clay traffic, again which has to reverse in the station. All this provides extra operating potential, along with Boscarne Engineering and Bolventor MoD, also on the Wenford Bridge branch.

The Padstonian

I have even imagined that Padstow grew in importance and its docks saw holiday cruise ships and ferry sailings to the Isle of Man and southern Ireland. This brought about the introduction of The Padstonian passenger service from the West Midlands. Starting at Wolverhampton it ran to Padstow Harbour, via Exeter and Bodmin, so this train also has to reverse at Pencarne. In my period, normally a Hymek or Warship would be in charge, but sometimes a Bulleid could be added at Exeter.

Freight operates in much the same way as the passenger services, with through or terminating trains for plenty of shunting in and around the yard, including the exchange of full/empty china clay wagons. Milk for the creamery comes from Helston Dairies and is a daily service.

Scenic panorama

Many of my previous projects, especially the micro-sized ones rarely included much scenery beyond the boundary fence. This time I had the space to lose the railway into the landscape as much as possible. I wanted to create an attractive scene which reflected the world beyond the railway as realistically, and Pendon-like, as possible. This required a lot of forward planning. I started in the village corner with Prospect Hill and its church on the top, the landscape then flowed down through the rest of the village in three levels.

I do like the ready-to-use resin models which are widely available these days; the church, the Wheatsheaf Pub, The Masons Arms, the green tin building of Warleggen's Agricultural Sales, the pill box, and the chapel at the top of School Lane are all from the Hornby Skaledale range. The low relief school and the vicarage opposite the church are from Bachmann's Scenecraft range,

▲A view across the goods yard to the station and village beyond. the goods shed, crane and coal bins are from Peco/Ratio range.

▲A Pencarne to Padstow service runs over the level crossing into the station. Southern Region stock is in the charge of an M7.

▲Most of the vehicles are from the Oxford Diecast range. People are set into little cameos for more realistic poses.

The Skaledale chapel, at the top of School Lane, and its surrounding trees help to disguise an abrupt corner in the backscene.

whilst the station building and signal box are from the same firm's Highley range.

Almost all the rest of the buildings were custom made for me by fellow Gresley & Wychnor club member Trevor Toone and include the mixed terrace with Post Office, the village general store, the detached house (opposite), the row of grey cottages, the detached cottage behind the station, and the white thatched cottage at the top of St Georges Hill. The dairy was made by my friend George Tait from plasticard covered in PVA and sand to give a rough effect.

Personalised backdrops

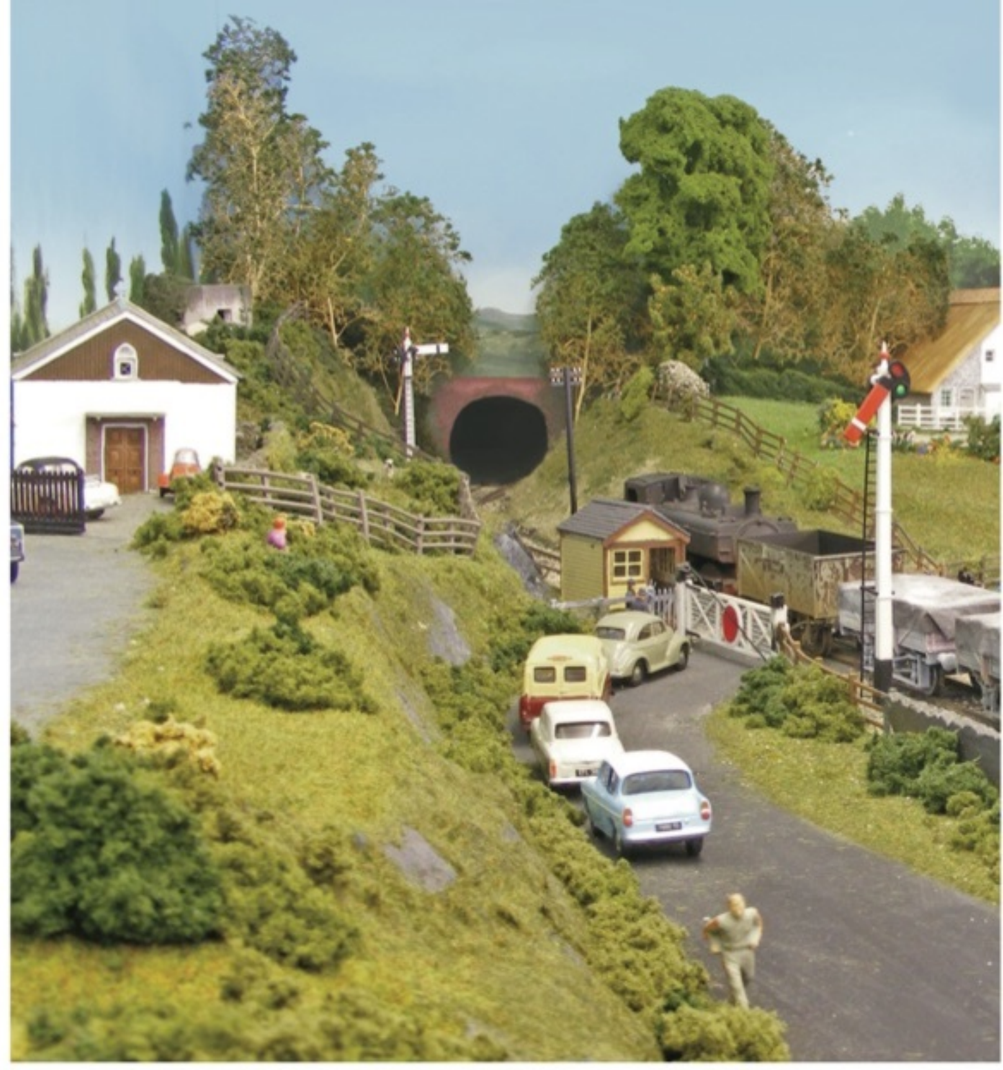
This is one aspect I get asked about when friends call to see the layout. I like to paint my own and over the years I consider my methods have improved. Although my backscenes are far from the crisp photographically reproduced varieties, each one is unique to the corresponding layout .

I use white-faced MDF cut to size by my local builders' merchant. After a clean I give the top half a light spray with Halfords Ford Olympic Blue, remembering that skies are always paler/whiter towards the horizon. I have to hand a can of white primer, ready to aim at any area where I may have overdone the blue. The primer can also be used to blow in some clouds gently (but not solid white balls). I then work in any background hills, trees etc, using artist's acrylic paints; a palette of mainly brown, green, yellow ochre and blue. It's always worth experimenting on some scrap board first before tackling the main backdrop. *[Ed. – see RAILWAY MODELLER November and December 2013 for a detailed description of Andy's methods.]*

Running the trains

For the running sequence I took the advice offered by John Flann who built *Hintock*, and who has narrated his projects on his website: www.hintockbranch.com/

He advocates the use of playing cards to generate a random sorting sequence for goods wagon operation. This ensures that very few rakes of wagons repeat themselves during an operating session.



A view towards the scenic break from above the station. Motorists queue patiently as a Pannier heads for Bodmin Road. *Photo: author*

Most of the stock is gradually being converted to Kadee type couplings and there are magnets hidden under the track at strategic places to provide hands-free operation during shunting.

I've worked out a daily timetable of services, though to be honest, I very rarely stick to that and run whatever the fancy takes me on the day, though still using John Flann's goods stock random sorting system.

That's *Pencarne*, it has been fun to build and operate, but time moves on and a new project beckons. I'll close with another old saying: watch this space.

On occasions the Padstonian can also be in the charge of a Western, but today Bulleid West Country light Pacific No.34007 *Wadebridge* is heading the service.

Ottilie's fold-away layout

RAILWAY MODELLER Shows You How

ANDREW and OTTILIE HICKS *show how to turn a boxed train set into an absorbing model railway which can provide a great way for family members to enjoy some quality time together.*

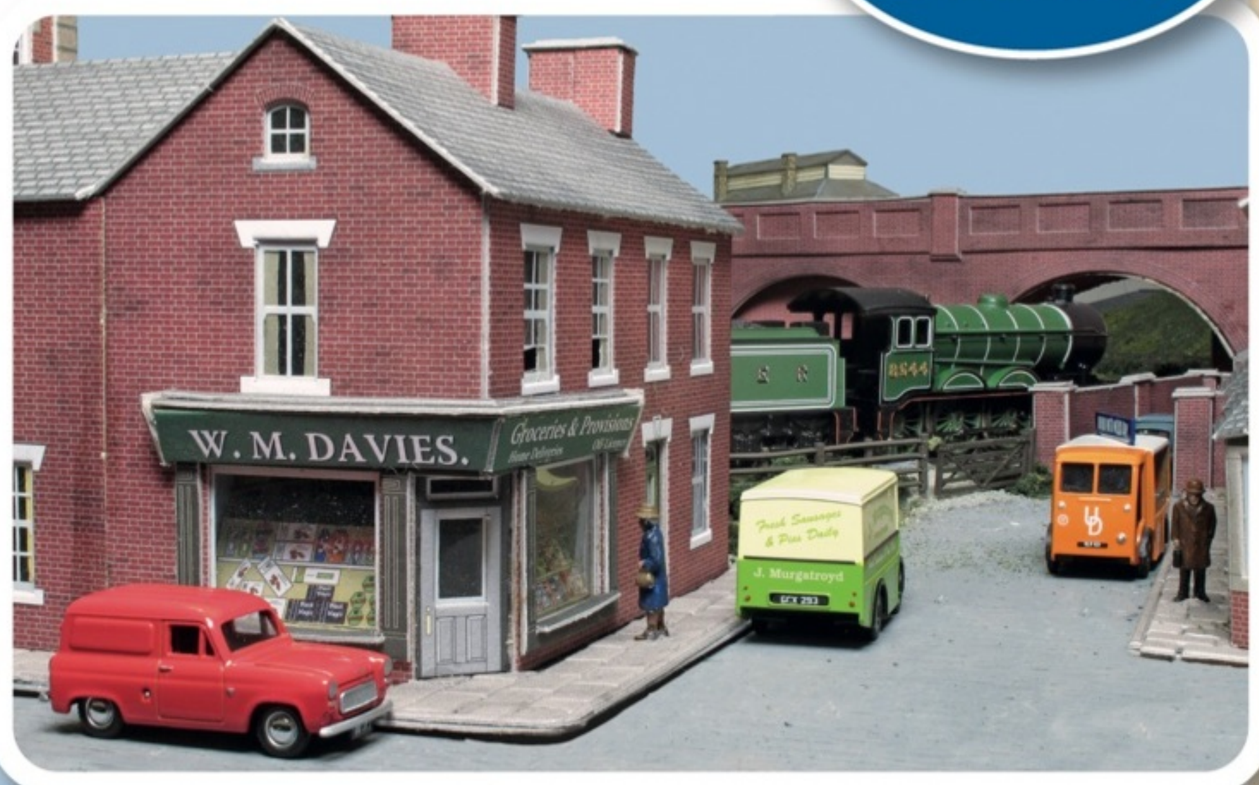
Blame Fred," declared Andrew when he was asked about how this layout came to be, Fred being godfather to Andrew's son Peter.

"Yes," Andrew continued, "having missed several birthdays Fred decided, in a fit of extravagance, to present Peter with a Hornby Flying Scotsman *train set. He knew of my interest in all things steam and railway and assumed it to be genetic. Well almost; he had the right idea but the wrong child."*

Andrew clarified what he meant. "Peter is interested in mathematics, music and Liverpool FC but emphatically not trains. Peter's sisters Iona and Ottilie, on the other hand, being much smarter, soon figured that an interest in model railways might be rewarded with unlimited Dad time and occasional presents of a four-wheeled kind."

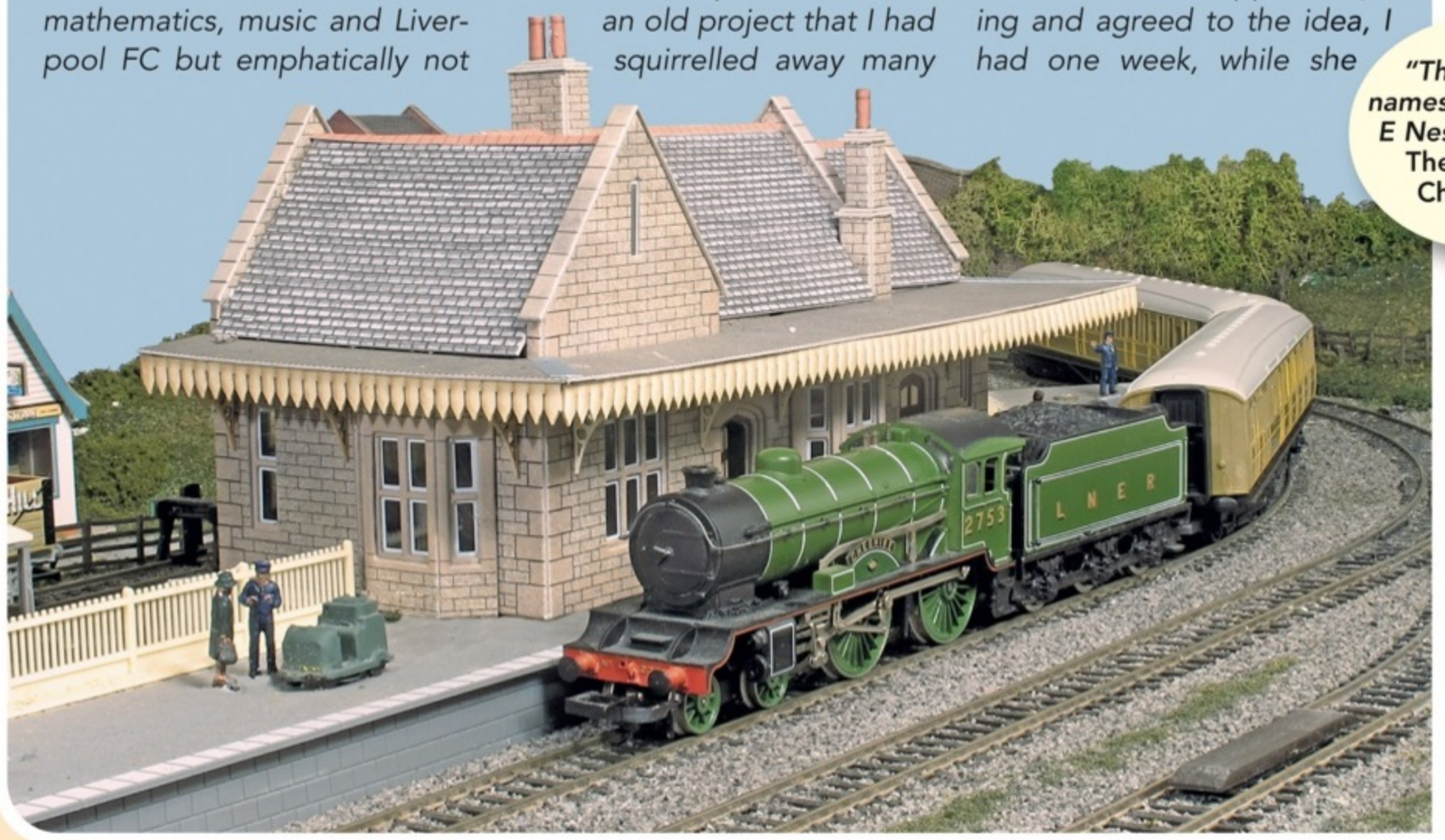
He added that it took him slightly longer to persuade his wife Katie to allow him to mount the railway on a baseboard. "In the interests of it being quicker and easier to put away, and to protect it from getting damaged."

He also told Katie that it wouldn't cost very much either. "I had some spare track from an old project that I had squirrelled away many years previously – who hasn't? – and I came up with a folding box design that would pack away quite neatly under a bed. Once Katie had stopped laughing and agreed to the idea, I had one week, while she

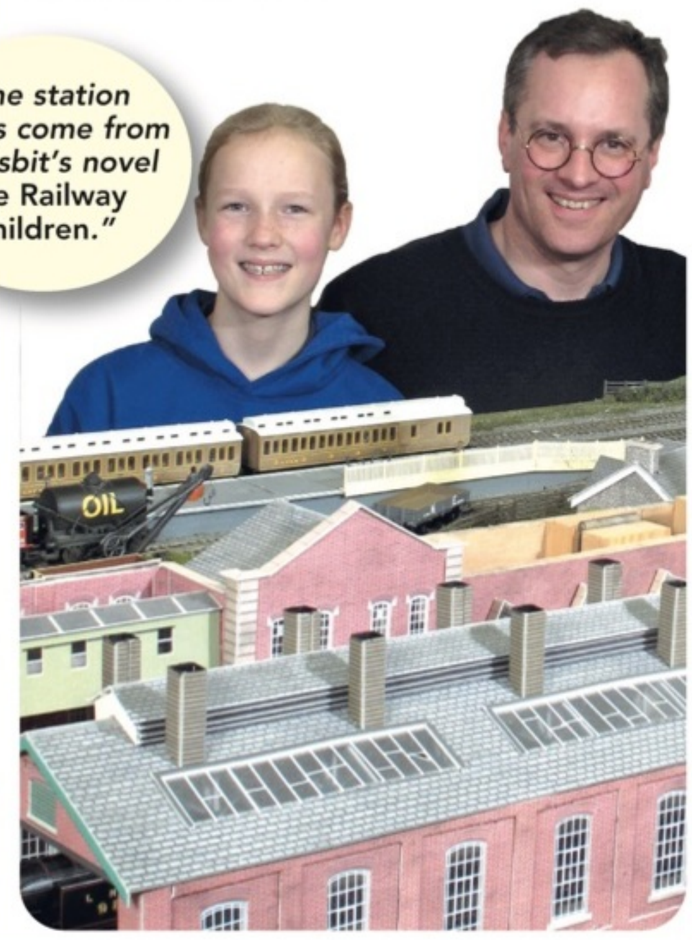


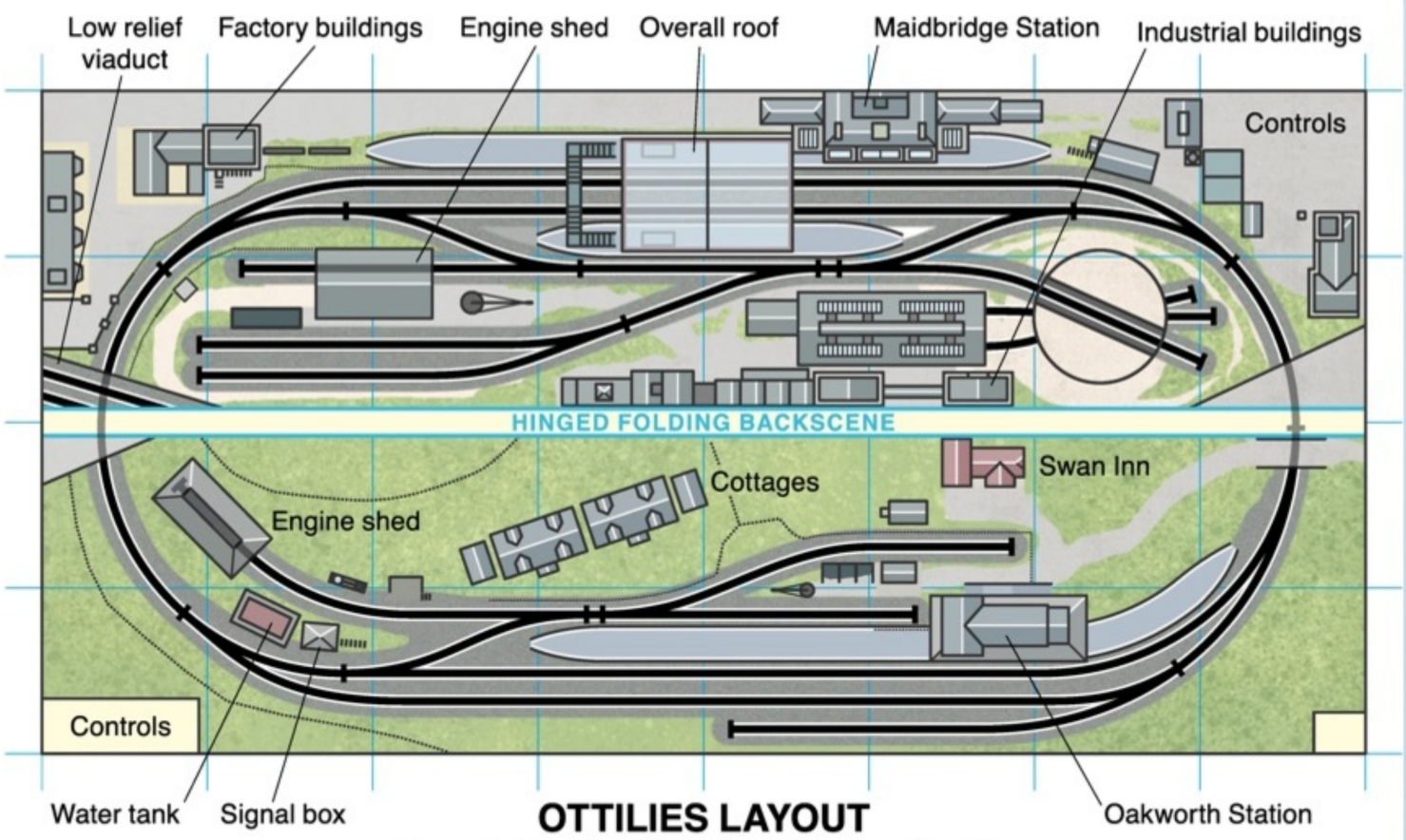
A Hornby B17 heads under the low relief viaduct which acts as a scenic break between the two halves of the layout.

Hornby D49 No.2753 *Cheshire* arrives at Oakworth station.



"The station names come from E Nesbit's novel The Railway Children."





OTTILIES LAYOUT

Overall size: 8' x 4'. Each grid square 1ft x 1ft.

took the kids to see their cousins, to knock up the boards, fix down the track and get it all wired."

The fold away design

Laid out fully the railway occupies 8' x 4'. The backscene runs down the centre line. It is an integral part of the baseboard structure and has hinges at the top so the whole assembly folds in half. It then divides across the middle to make two boxes which then have plywood fascias bolt onto the open sides to make them rigid. Packed away each box is only 4' x 2' x 1', so take up little storage volume, although the fold-up legs which we fitted later added a little to the overall storage requirement.

Andrew explained that, even since his own childhood, the basic circular or oval model railway plan that is supplied as part of a boxed train set is somewhat problematic. "They seem to have been designed to have the maximum number of trains running continuously, but with no thought for train storage or operational variety."

He decided to do something different. "We have only one circuit but lots of sidings and passing loops, and rather than a station on one side and a fiddle yard on the other I felt two stations would be more fun, as long as each had enough siding capacity."

In order to fit a steam locomotive depot on the layout we made the turntable the main access to and from the shed building.

The layout can hold up to three passenger trains and three goods trains, and each side has its own controller so the railway can be operated by two people.

"Enough to keep a couple of kids quiet and busy for hours," he chuckled.

"Either controller can be switched to any of the four quadrants. So one person can be driving a train round the circuit while the other is shunting." The electrical wiring was kept as simple as possible, with switched two-rail power sections, rather than DCC. Points are all manually changed and are used as supplied, relying on the self-isolating action to switch the track power on and off to the respective sidings or loops, "This keeps separate switches to a minimum and thus very simple to understand."

Initially the fold-up layout sat on the dining table, but later it was transferred to Ottilie's bedroom where Andrew provided it with its own supports.

"The legs fold like a gate-leg clothes drying rack – two 'W' shapes that join together to go along one side and the two ends. There are a pair of loose crossbars that hook between them to support the length of the railway along the other side and down its spine. These are reinforced with metal shelf-hanger bars. The whole thing looks flimsy at first but locks together with the baseboard into a rigid box-like structure."

Quality time together

One of the priorities was to keep costs down and buy second-hand where possible. Another was that the girls, especially Ottilie, should be involved as much as possible in its construction and detailing. "All models are compromises between making something as real as possible and keeping things practical."

Andrew asserted that while this layout is perhaps more of a toy than a model, they have tried to make it as realistic as possible, and to learn about what steam railways were like and how they worked.

"Part of the joy of working on a project like this is the opportunity to talk, listen, ask questions, and to spend quality time together just filling in all the small details that describe life in a bygone era. It is also fun to look for details when visiting preserved railways and recreated Victorian and Edwardian towns like Ironbridge or Beamish."

"The decision to focus on the LNER in the 1930s, and an approximate Yorkshire location was not an easy one," Andrew revealed. "It meant getting rid of some of the mixed rolling stock and locos already accumulated, but it gave the opportunity to learn more about the railway companies and the different types of trains."

"As Ottilie pointed out, all stations have names, and so the question was what ours

The folding backscene structure can be seen running across the upper part of this view.

When folded, buildings on one side slot into the gaps between those on the other side.

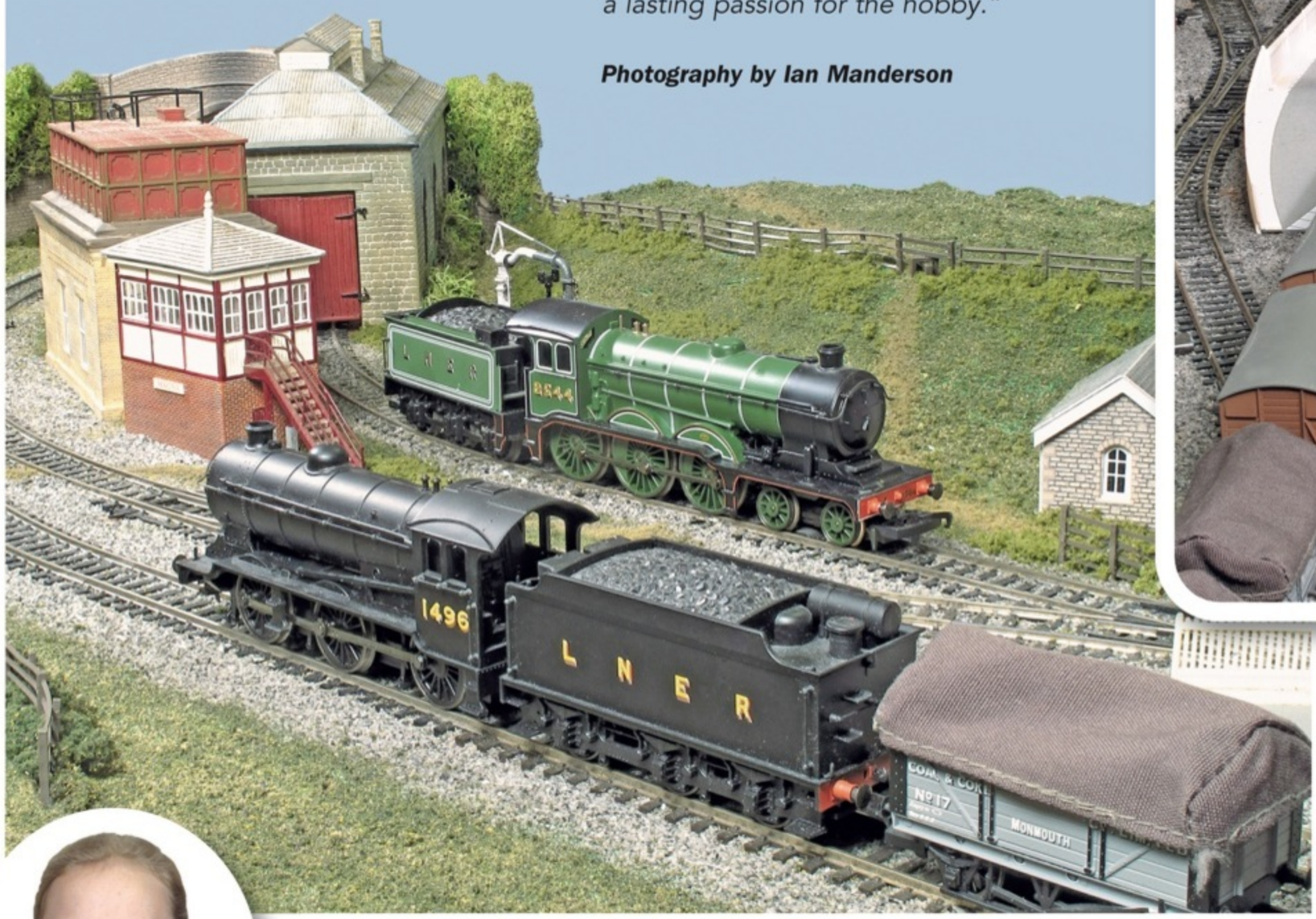
The supporting legs are all gate-leg folding sections which store away easily when required.

should be called? Having settled on the LNER and Yorkshire, it was but a short hop into the pages of E Nesbit's The Railway Children *to arrive at the names of 'Oakworth' for the country station and 'Maidbridge' for the town station."*

Andrew said that with our social and industrial history all around us, it's just a matter of becoming absorbed and entertained by it all. "Then, for our youngsters railways stop being about the fantasy of Thomas the Tank Engine and become something real and tangible."

Soon all three will be teenagers, and will become interested in other things, he suggests. "Perhaps the railway interest will pass, but it has been great fun along the way, and maybe, the experience will leave a lasting passion for the hobby."

Photography by Ian Manderson



▲ **Looking along Maidbridge station from just above the controller position. Most of the structures are made from card kits, notably Metcalfe and Superquick.**

◀ **A freight train hauled by a Bachmann J39 departs Oakworth station. The buildings in view are resin items.**

Ottilie says...

"It all began on my 6th birthday, I went into our dining room and there, laid out on the table, was a big wooden board with a railway running around it. The layout was divided down the middle by a backscene to create two scenes. One side had a country station with just platforms; the other was to be a busy industrial town. It was completely magical and I will never forget that moment.

The railway is put up during the summer holidays and each year we add something. It is kept in my bedroom and fits over my bed on a frame which my Dad made.

On the countryside scene there are hills, trees and cottages. On the town side scene are engine sheds and factories. The tunnel between the two sides is disguised by road bridges and a half-modelled viaduct that runs behind the buildings on the town side. Some of the buildings are higher than the backscene so when the layout is folded for storage, we had to ensure that they slotted into the gaps between them on the other. A couple of the buildings are removable, where this was not possible.

Most of the buildings are cardboard kits but a few of them are cast resin. Many of them I had a part in making and some were changed to make the low relief industrial background for the town. My main job on the buildings was to fit the windows and doors, notably on the Swan Inn.

Making the scenery was really fun. We cut polystyrene tiles to make the contours of the hills and then covered them with cloth dipped in plaster to make the surface. We painted the ground a base colour of green for grass, and grey for paths and roads, then added layers of Woodland Scenics powders and foliage. Grass is not just one shade so we blended greens with yellows and browns to get a softer effect. Adding foliage for brambles, nettles, undergrowth and hedges makes it seem much more real.

From the project I have learnt that railways were originally built to carry freight, mostly coal, which was the main source of energy in the 19th and 20th centuries. In a goods yard you would expect to find a coal staithe and a weighbridge as well as other sidings, a crane, and perhaps a goods sheds in larger towns. Weighbridges are used to weigh lorries before and after loading, so the coal merchant knows the quantity taken.

Engines also need more than just an engine shed. You would always find a water tank and crane as well as a coaling stage and sometimes a turntable for tender engines. I have also learnt that passenger steam engines have large wheels for speed, whilst goods engines have smaller wheels for more pulling power. Tender engines can go further because they carry more water and coal. Tank engines are used for shunting and short trips and operate in either direction, so don't need turntables.

The railway is not quite finished; we still have to add signals. But it is a really special thing, and has been great fun to build together. It is fun showing it to people and sharing it. Even Peter joins in, occasionally."

Fitting loco accessory details

The majority of ready-to-run locomotives are supplied with accessory packs with extra details to be fitted by the modeller. However, there will be many who shy away from adding these parts for fear of damaging their models. Here **CRAIG TILEY** *gives a few helpful pointers to encourage those with lesser experience to have a go themselves.*

The extra details supplied with any given proprietary locomotive model varies depending upon the manufacturer and prototype; some come with just one or two additional parts – such as bufferbeam pipework, or perhaps a screw coupling. Others may be supplied with a whole plethora of parts including items such as etched plates, headcode discs, fire irons, lamps and so on. Regardless of what details are supplied, however, the process of fitting them – together with the tools and materials required – is largely common to all models.

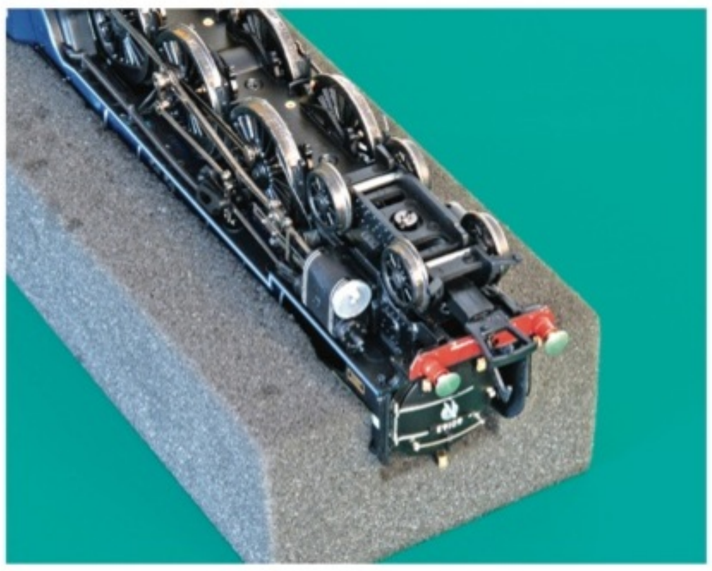
Here I will demonstrate the fitting of parts using the Bachmann model of new-build A1 Pacific No.60163 Tornado *(ref.32-550C).*

Choosing the most appropriate adhesive is an important factor to consider; Bachmann recommends a PVA-based adhesive. However an impact adhesive (such as Evo-Stik) could also be used, provided that it is applied sparingly. Liquid polystyrene cement is sometimes suitable (depending upon the type of plastics used), whilst cyanoacrylate provides a strong join but can damage surrounding paintwork and glazing. A further option is JML Laser Bond (see Reviews, RM December 2016), although this requires traces of the gel to remain visible around the join to enable it to be cured with a UV torchlight.

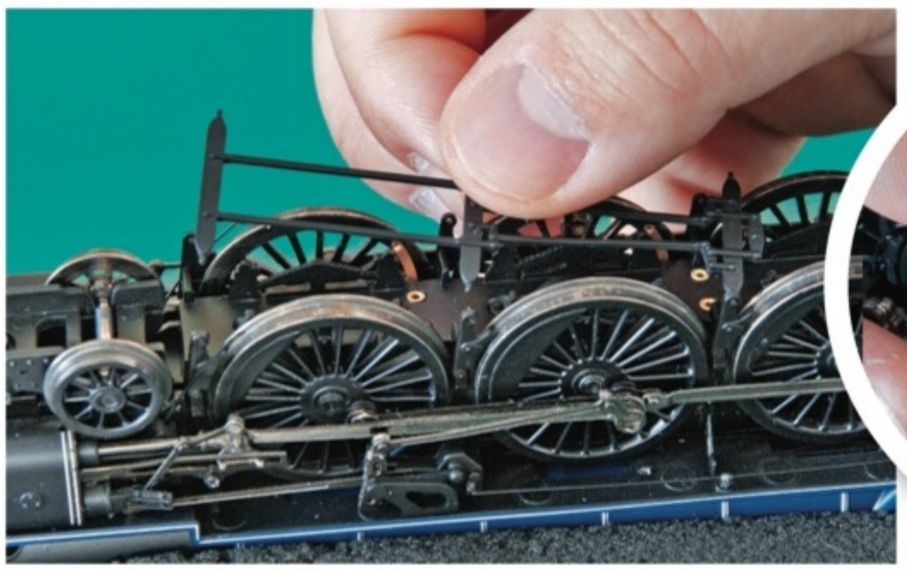
A selection of different adhesives has been used here to demonstrate the different options that are available.

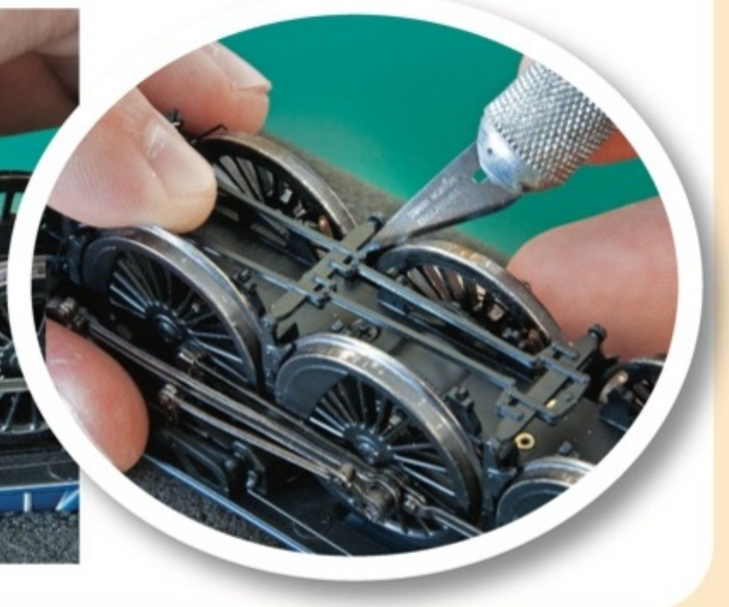
Fitting the detail parts

1 **There isn't a set order for adding detail parts but I try to leave the more vulnerable parts (such as headlamps) until last. Here I started with the brake rigging, for which a Peco Locomotive Servicing Cradle (ref.PL-70) has been used to support the upturned model.**

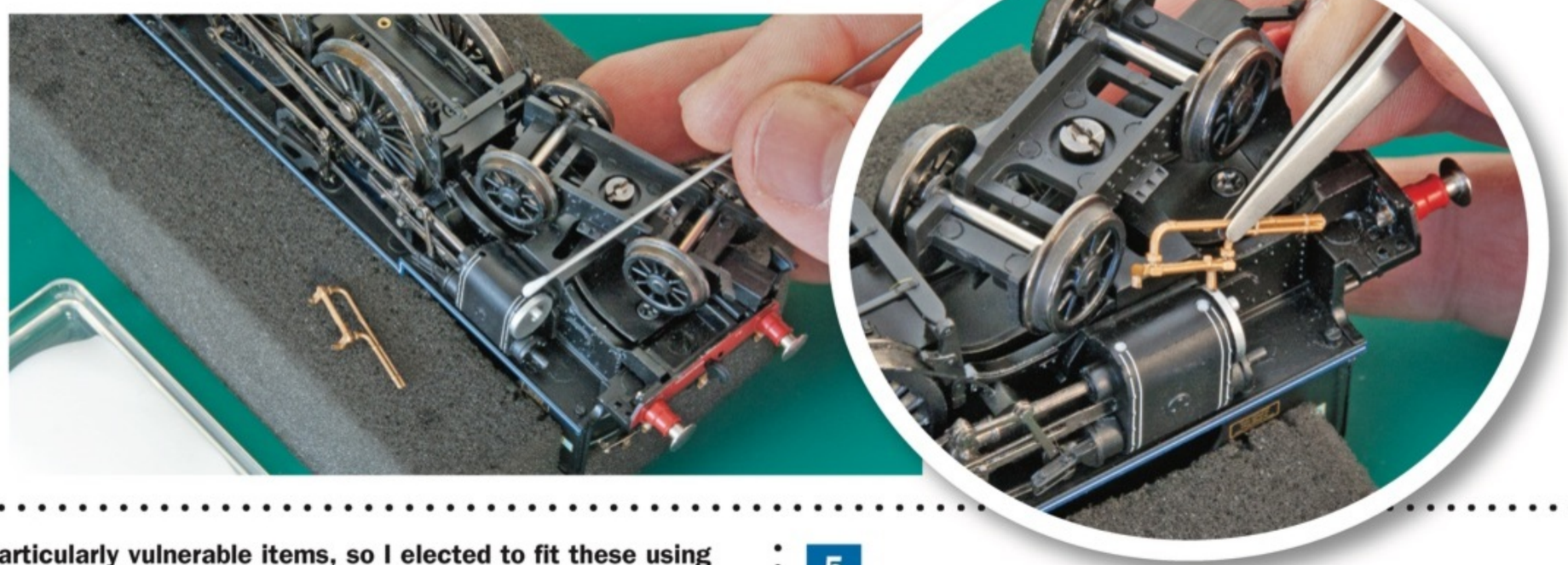


2 **There are small lugs on the brake rigging moulding that correspond with holes located below the brake shoes. I slot the lugs in along one side first. Sometimes the lugs may need trimming or filing slightly to achieve an easy fit. To attach each lug along the other side I use the back of a blade of a modelling knife to ease out each brake shoe gently in turn so that the lugs can be sprung into the holes (inset). Only gentle pressure should be needed. The brake shoes should retain the brake rigging in place, but small spots of adhesive can be added if desired.**

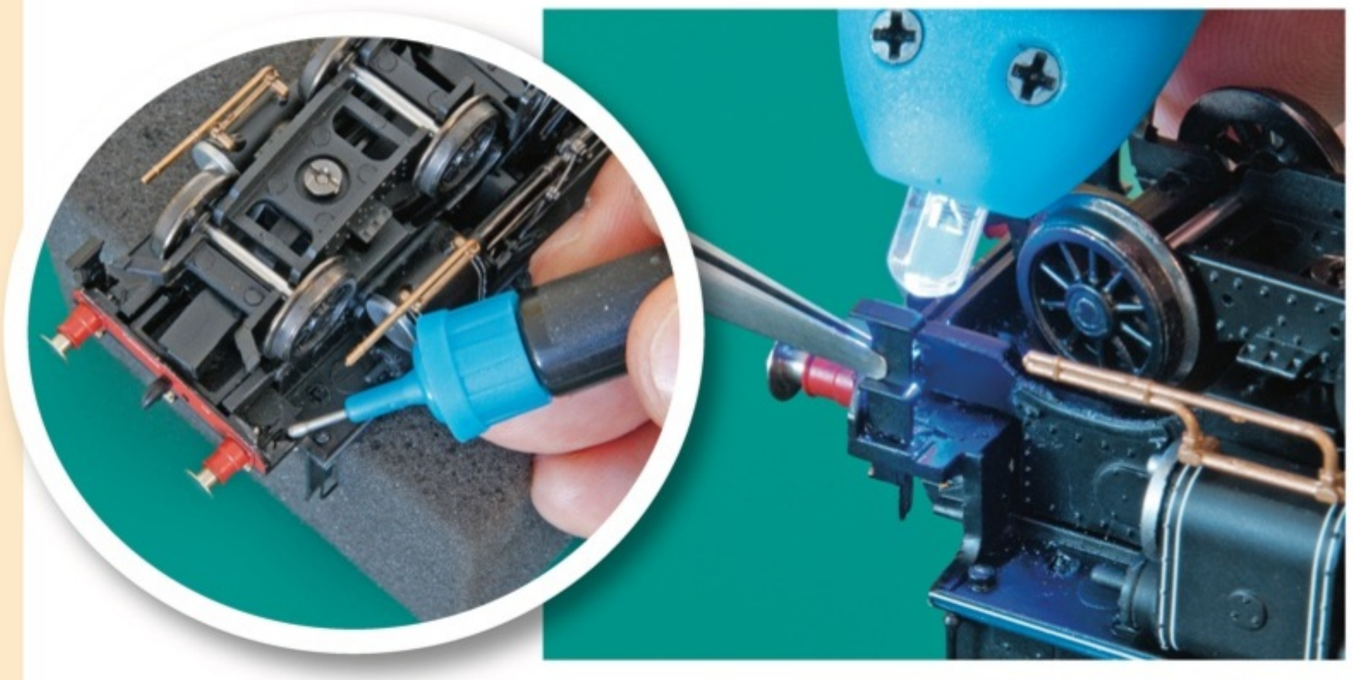




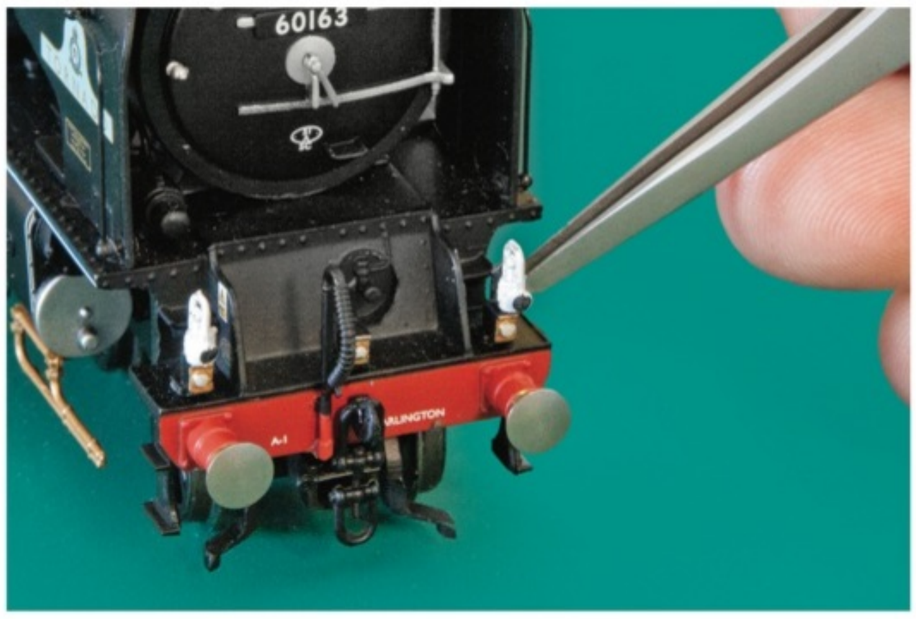
3 I added the cylinder drain cocks next. I did a dry run first to ensure the lugs fitted cleanly into the holes; these can be gently reamed out with a round needle file if the fit is too tight. Tiny spots of PVA glue were then dropped onto the holes using a length of scrap wire, before fitting the parts in place using tweezers (inset).



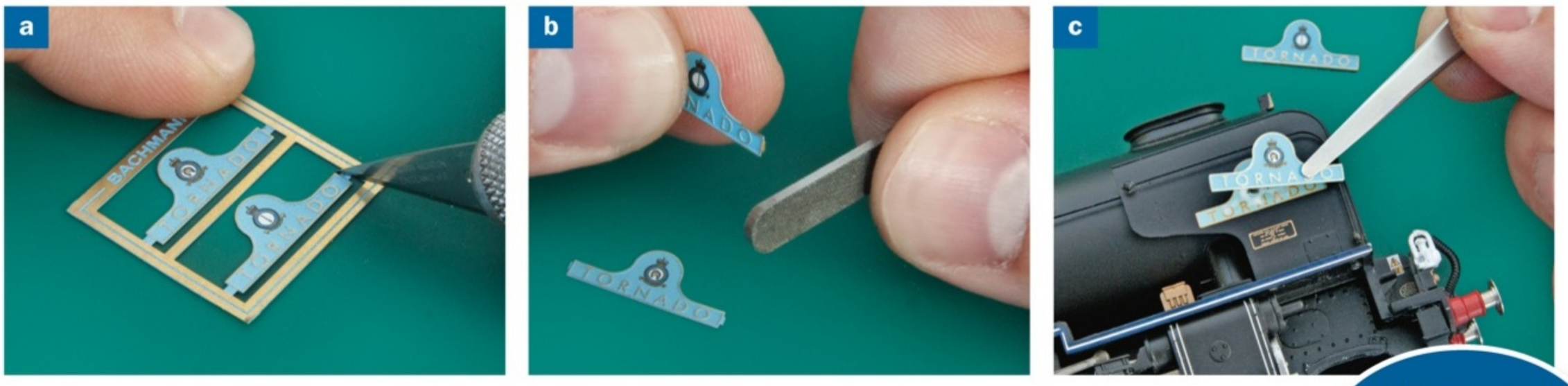
4 Front footsteps are particularly vulnerable items, so I elected to fit these using JML Laser Bond (see panel). First a small quantity of the clear gel was applied around the area of the join (inset). Then, with the steps held in place with tweezers, the UV torchlight on the glue applicator was used to cure the gel. The resultant join is commendably strong.



5 With the model placed the right way up on the work surface, the front details were then added; headlamps, a screw coupling and a vacuum pipe. Spots of impact adhesive were used to fix these items *in situ*.



6 The final items to attach were the etched plates, which cover the printed versions on the model. The plates need to be cut from the fret using a knife (photo a), taking care not to distort the thin brass plates. The ends of the plates then need careful cleaning up with a flat needle file (b). Spots of PVA were placed onto the smoke deflector before setting the etched plate in position using tweezers (c).



With all the detail parts fitted, consideration needs to be given to the locomotive packaging; it is often the case that the clear blister carrying trays that support the models in the cardboard sleeves do not make allowance for the fitting of detail parts. With this particular model, I needed to remove small sections of the blister tray to provide adequate clearance for the cylinder drain cocks and cab doors.

RAILWAY MODELLER Shows You How

RAILWAY MODELLING *Explored*

Projects, hints and tips for beginners from Railway Modeller readers and staff

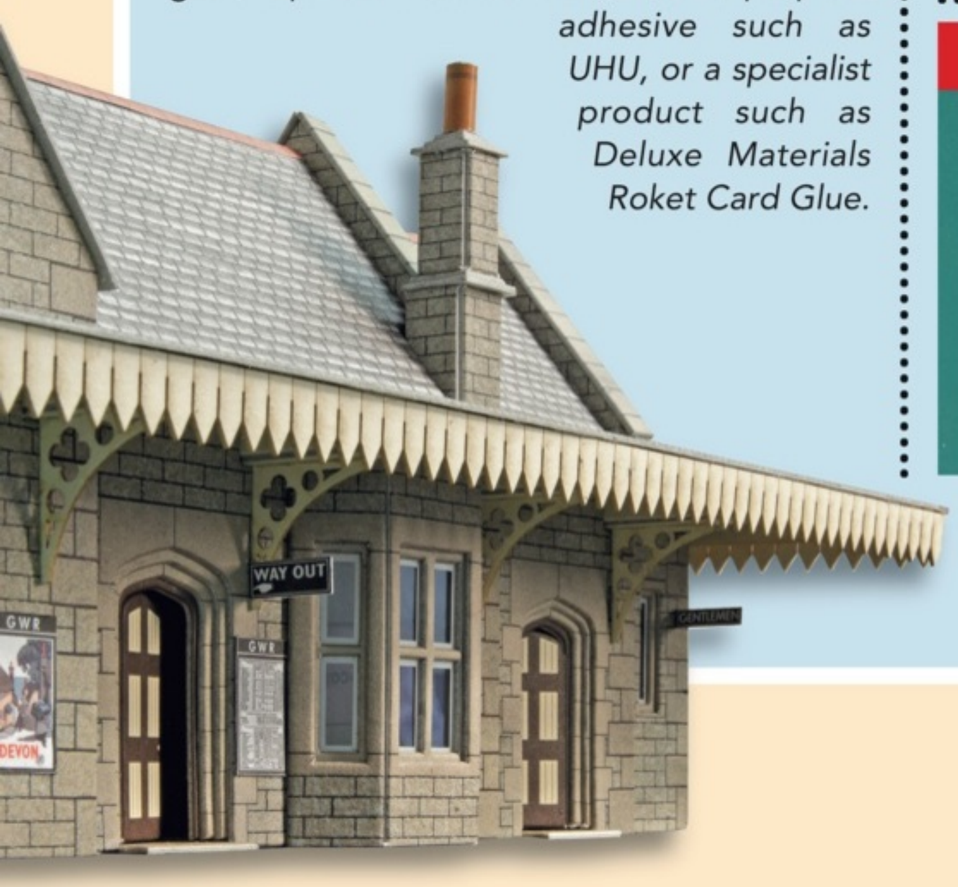
Getting started with card kits

Card structure kits represent an ideal introduction to model construction for newcomers to the hobby. **CRAIG TILEY** *provides a few 'tricks of the trade' to help ensure you can achieve top quality results – every time.*

Featuring part-cut and fully-printed components, card structure kits can be assembled with just the minimum of tools and materials. They are ideal for modellers of lesser experience and, in most cases, with little more than an evening's work, you can have a finished model to be proud of.

The techniques involved with card kit construction can be mastered quickly and easily. However, there are some 'tricks of the trade' that can be adopted to assist with certain aspects of card kit construction, a selection of which we have presented here. The techniques described are applicable across most makes of card kits, although there are some differences between products from different manufacturers; for instance, Metcalfe Models kits feature pre-cut components, whereas some older ranges of kits (such as Bilteezi) require more in the way of cutting out of the parts and scoring of fold lines.

To get started with your first card kit, all you need is a good quality modelling knife (with a new blade), scissors (for cutting out glazing for windows), a steel rule, a suitable cutting surface (such as a cutting mat) and glue; options include PVA, an all-purpose adhesive such as UHU, or a specialist product such as Deluxe Materials Roket Card Glue.



1. Cutting parts from the sheet

For pre-cut kits, the parts need to be released from the sheet by cutting through the score lines. Use a cutting mat underneath the sheet and make each cut using a series of gentle passes with the knife – do not put too much pressure on the blade. Always make cuts with the knife moving away from the hand you are using to hold the sheet firm, as demonstrated.

2. Scoring parts for folding

If parts need to be folded to form corners, use a steel rule to guide the knife along the line marked on the part. Score the outside of the part and be careful not to cut too deeply.

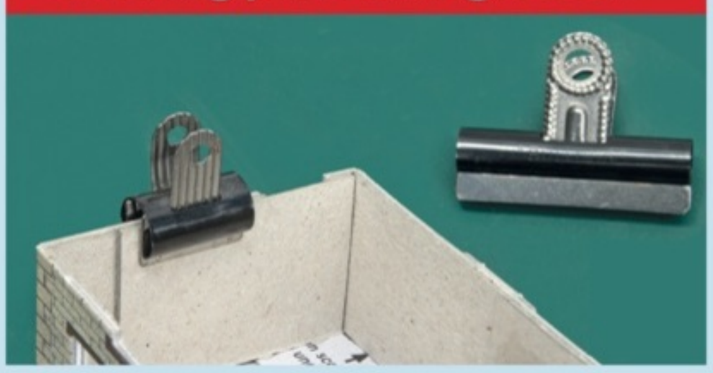
3. Folding small parts accurately

Use the edge of a steel rule to assist with folding small components. This helps to ensure a clean fold can be achieved without inadvertently bending or deforming the part.

4. Gluing parts together

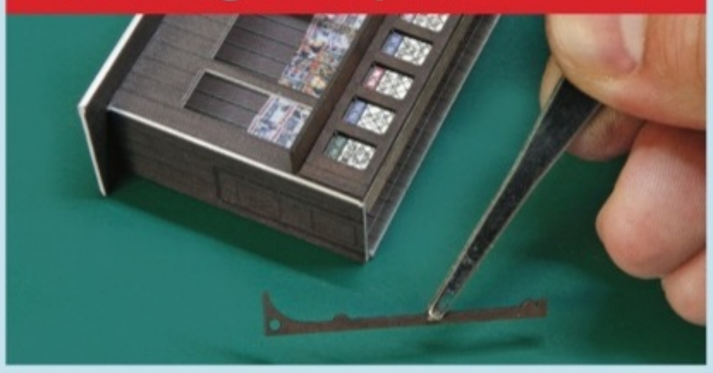
Whichever adhesive you choose to use, a fine-tipped nozzle or applicator helps to control the flow of glue onto the parts. This will result with a much tidier-looking model, without any unwanted excess glue visible around the joins. Illustrated here is a Metcalfe Models applicator (ref.MT907), filled with PVA. Deluxe Materials Roket Card Glue is supplied with its own fine tipped nozzle.

5. Holding parts while glue sets



Bulldog clips (or even clothes pegs!) are useful for holding parts firmly together whilst the glue sets. Much of card kit construction involves laminating pieces together to build up depth, so a set of these will prove invaluable.

6. Holding small parts



When fitting smaller components, use tweezers to pick them up and place them in position on the model. Tweezers are also useful for making fine adjustments to the positioning of small parts before the glue sets.

7. Rolling chimney pots

Many of the card structure kits available will require chimney pots to be rolled from printed paper parts. To produce perfectly round pots, roll the paper around the shaft of an appropriate-sized drill bit.

8. Painting exposed edges

Arguably the single most worthwhile enhancement that can be made to a completed card kit is the touching in of exposed edges of card. Colouring pencils, water-colours or acrylic paints can be used.

Comment

Observations and opinions on railway modelling

Richard Bardsley

Flights of Fancy

One of my many interests in this great hobby is modelling the 1950s North American railway scene – model railroading as they call it over there.

There are many obvious physical and aesthetic differences between UK and American railways, but there are some historical similarities in how railways developed on both sides of the Atlantic.

Most notable is the fact that other than the modern passenger system, Amtrak, which is partially government funded, the railroad companies were never nationalised in the way that British railway companies were in 1948. The consequence of this was a huge proliferation of independent railroad companies each sporting their own unique branding and stock livery.

Moreover, unlike Britain's railways prior to privatisation, hardly any of the American railroads built their own rolling stock, particularly locomotives. The huge demand for steam, and then diesel and electric locomotives, was satisfied by independent companies, who supplied their designs as off-the-shelf products which were customised to the specific requirements of each railroad.

As such, very similar designs and classes of locomotives could be seen far and wide, but in a huge variety of individual railroad colours. It follows then that amongst this huge number of real railroads, large and small, an imaginary one, dreamt up for the purpose of modelling and given its very own branding colours, will not look out of place. Indeed many American modellers adopt this approach and build an imaginary railroad – they call it freelancing.

Here in the UK, only a minority of us model a real UK railway location; mostly we prefer the flexibility of the might-have-been branch, or diversionary line off a real route. We call such layouts fictional depictions, but whilst the routes are imaginary, the locomotives and stock never are. We invariably feature the stock of a very real railway company; usually British Railways, British Rail, or one of the Big Four companies. Hardly ever do we adopt the freelance approach which is so popular in the States. In fact I would go so far as to say that freelancing is utterly frowned upon in the UK.

freelancing is utterly frowned upon in the UK

I'm someone who grew up with Revd Awdry's Isle of Sodor railway and its eclectic mix of colourful motive power influenced by numerous UK locomotive designs, so you can probably see where I'm coming from with this essay. We do like to be so serious with our modelling, but I find it curious that so few of us have ever thought to build a fictitious standard gauge railway using nothing but our imagination.

There is one big exception however, devotees of narrow gauge railway modelling build many layouts that are totally fictitious, and mix and match locomotives from various sources to good effect.

I think taking that approach can be huge fun. Not some silly flight of fancy at all; 'imagineered' railways are just as serious and prototypical as the real ones.

Independent locomotive builders were actually quite numerous in the UK and many supplied British railway companies, though ultimately all of the latter usually preferred to construct their own in-house products. The likes of the GWR, for instance, were not in the habit of building locos or stock for anyone else, and by the time of the 1923 Grouping, the four big railway companies began to standardise their designs, each emerging with a distinctive house style and appearance.

This continued through the British Railways years, with even more standardisation. Only in the last 25 years following privatisation have we seen the products of independent, and overseas, locomotive and train builders operate in the UK under several different railway franchises – typically the General Motors Class 66, and numerous of the DMU and EMU classes. Taking this one step further it would be easy to devise our very own TOC franchise in miniature and concoct a suitable brand identity and livery. Anyone for *Bardsleyrail?*

The closest I have come to this myself, is an imaginary Welsh railway company with a varied range of stock and unique 'designs' of locos. That was several years ago and it was published in the August 2004 RAILWAY MODELLER under the title of *Great Western might-have-beens* as the period modelled was after the Grouping, so they all wore corporate Swindon livery!

So here is a call to standard gauge UK modellers, why not consider inventing your own Isle of Sodor. Just think about picking and choosing all your favourite locomotives and rolling stock and inventing your own railway. Why stop with UK designs? Buy in European locomotives, even Japanese ones. In many ways, we are all involved in a fantasy game, so why not take it to another level?

***Richard Bardsley** models in various scales, especially N gauge, and is the present chairman of the N Gauge Society.*

A line up of freelance locos built in N gauge for Richard's imaginary Welsh railway company.

Readers' Letters

All correspondence published here are the opinions of the authors only and not RAILWAY MODELLER. We cannot consider for publication any letter not accompanied by the writer's full name and address, although we do not publish the latter except in the case of appeals. This also applies to letters which are emailed to: railway-modeller@btconnect.com

Correspondence to any of our contributors must be addressed to them c/o RAILWAY MODELLER, Underleys, Beer, Seaton, Devon EX12 3NA.

More photos identified

In response to your request for information about the unknown photographs on page 435 of the May 2017 RAILWAY MODELLER, I am certain that photograph C is of Godalming Old Station. This long closed station was always called 'Godalming Old' to differentiate it from the currently open station which was called 'Godalming New'. As I lived in Godalming in the mid-1970s, I can just remember one of the old goods yard's building being used as a furniture store at this time.

The history of the railway in Godalming is quite interesting. The Old station was opened in October 1849 as the terminus of the line from Guildford, but was physically bypassed when the LSWR opened the line to Havant in January 1859. The Old station and yard were a spur off the main line in Farncombe cutting at Godalming Goods Junction. As neither Godalming New nor Farncombe had goods yards, the Old station acted as the goods depot for both stations. The Old station was in use by BR as late as January 1969, but now no trace is left.

There are some good photographs of Godalming Old in the Middleton Press book *Southern Main Lines – Woking to Portsmouth*, together with more details of the railway in that area.

MARTIN WHITE

Mystery Photo C in the May issue is of Godalming Old station. This was the terminus of the LSWR line from Woking through Guildford. When the line was continued to Portsmouth in 1859 the current station was opened and the old station was bypassed but remained in use as a goods depot on a short spur from the new main line. It was demolished in the 1970s.

TREVOR WILTSHIRE

The photo (A) on page 435 of RAILWAY MODELLER May 2017 is of Mickleover station looking towards Eggington Junction. The photographer is standing on Station Road bridge with his back to The Great Northern pub.

Mickleover was situated on the Derby Friargate to Eggington Junction line and the buildings are still extant but the trackbed is now a footpath.

There is a N gauge layout of the station on the exhibition circuit and it was due to be appearing at the Derby exhibition at the beginning of May. The layout has also appeared in one of the model railway magazines some time in the last year or so.

PHILIP EDWARDS

I believe that I can supply a little more information on Photo B.

This photo appears in the 1977 publication entitled *The Scottish Railway Book* by John Thomas published by David & Charles (ISBN 0 7153 7324 2). It is on the cover and on page 6 in the introduction. The caption is: "A clutch of James Stirling's 2-4-0s of The Glasgow & South Western Railway at St Enoch station, Glasgow, in 1879, the year in which the station was completed although it had been in use since 17 October 1876. The station was the first public building in Scotland to be lit with electricity. When this picture was taken Crompton was in the process of installing a self-contained generating system powered by a 16hp steam engine. Note in the background the lighting standards as yet without lamps."

JOHN ROXBURGH

Ed. – perhaps the only remaining mystery surrounds the evident paucity of Godalming residents who bought our 2017 Special, it needing two attempts at publication for the photograph to be identified!

Neely – very nearly Ely indeed

Photo: Paul Bason

How appropriate to find, on my arrival back from the March MRC exhibition, the April RM and the description of *Neely,* which I had just enjoyed viewing at the show. This was particularly so for me as I frequently make a change of trains at the real Ely – from up Cross Country to down Abellio (for Wymondham). This allows about 35 minutes of observations of the workings at the junction itself.

Terry Metcalfe's layout is a first rate interpretation of the modern (and much changed from my youth) layout at Ely. It was the only place I ever saw our breakdown crane from Cambridge moving, when rushing to Kings Lynn — hauled by a 31 – to attend a pitch-in. Normally it sat in light steam outside the DMU shed at Coldhams Lane.

On a different tack I must agree with all your correspondents regarding motors and accessibility. My own collection covers both modern as well as Hornby Dublo and Triang powered items and I know which respond best to use over the long term, at my age I just hope the modern Bachmann and Hornby items will see me out…!

SIMON JAMES

Painting scouts… and Timothy West

Regarding the article on figure painting in the April RM, and especially colours of scout uniforms. These would depend on the era, and ages, of the scouts being depicted.

Assuming the models were of boys aged 11 and older, I will try to explain those changes.

From the beginnings the shirt was usually khaki, worn with the traditional scout hat, shorts and long socks. However the shirt could be dark blue, green or grey in some groups, as could the shorts – to match the shirts. In the late 1950s there was an option to wear a green beret, not a sand-coloured one as the article implies.

From 1947 Senior Scouts aged 15 to 18 wore a maroon beret. Adults only wore a green one.

Things changed in about 1967 when the uniform changed to green shirts, long 'mushroom' coloured trousers and green beret. For venture Scouts (16 to 20 year olds) and adults the shirt was beige.

By the 1980s no headgear was required by any section of the movement. In about 2001 the present uniform of green shirts and dark blue trousers was adopted. Explorer Scouts (14-28) and adults wear a lighter beige shirt.

The scarf colour depended on the groups; many wore green, but by no means all!

This issue if further complicated by the Sea Scout and Air Scout groups, together with the traditional, early style uniforms still worn by the 'Baden-Powell Scouts' organisation.

BRIAN WALLS

I was interested in Ian Thompson's article on painting figures in the April RM.

My only addition to the process would be to apply pin-pricks to the faces to pick out the eyes as I have always found this to be simple but very effective. I attach a photo to illustrate this with the captain (Dart Castings) of my latest modelling work in progress, a tender/ferry vessel. I think he looks a bit like Timothy West!

BOB PETCH

Ingenuity and railway modelling

Thank you for taking an interest in my conversion of the 'Traders Trolley' kit from the January RM, and for publishing my photo and words in RM issue 799.

Whilst looking at the letters page in 799 and seeing the kitbashing efforts of the three of us that you selected, it made me think a little as to just how diverse and adaptable the world or model railways and railway modellers actually is.

I am sure that if we stop and think, we can all think of the most wonderful and ingenious models and adaptations that have appeared in our hobby, certainly since the end of WW2, at a time when it was a necessity to be creative and 'ingenious' – the materials and models simply didn't exist. If we look at the likes of John Ahern, Peter Denny, P D Hancock to name but three of possibly the most ingenious modellers of their time; what they made, from the materials to hand, was quite mind blowing for many of us.

I also began to think a bit more about ingenuity and what famous people might have contributed to the world of model railways, had they been railway modellers in their own days!

My interest in aviation made me think of Frank Whittle, Barnes Wallis and AVRO chief designer Roy Chadwick; I am sure readers will have their own hereoes. What might Sir James Dyson of vacuum cleaner fame develop if he were a railway modeller?

COLIN ELSHAW

A Stanier Mogul in OO gauge from various sources

With the recent introduction of the Bachmann Stanier Mogul, I thought you might be interested to see the model I built about five years ago. The body was from a Hornby Stanier 8F 2-8-0. It was shortened, the boiler lowered on the frames, the top feed removed and a new combined dome/top feed fabricated, then fitted onto a modified Hornby Fowler 2-6-4T chassis. The tender is from an old Triang 3F 0-6-0, detailed.

ALAN F BROOKES

DCC computer software and Apple Macs

Why is it that almost all DCC computer interface software is only available for use on Microsoft Windows operating systems. I have used Bachmann's Dynamis for some time now. I like it, and I find that out of all the DCC systems on the market which I've tried, it's the one that suits me best. So the introduction of the Dynamis Ultima, and now the firm's Rail Control software looked promising for computer connectivity.

However I use Apple Mac computers, so I contacted Bachmann but was told that the firm has no plans to bring out a Mac version of this software.

Surely there must be many other railway modellers out there who, like me, use Apple Macs, so aren't the likes of Bachmann, Hornby and other DCC firms, being rather narrow minded in not catering for Apple Mac users?

ROY LACEY

Lowestoft Miniature Railway

I am researching the detailed history of the Lowestoft Miniature Railway, a 10¼" gauge line which ran in the well-known Suffolk coast resort and port of Lowestoft. It operated between 1948 and 1974, at first on the South Pier, and later from 1955 on the Esplanade near the Royal Hotel.

Only three locomotives seem to have been employed during that time: H C S Bullock's 4-6-2 No.1003 *Tamar Queen*, Trevor Guests's 4-6-0 No.45059 *Sonia*, and 4-4-2 No.1865 by David Curwen.

I would be very grateful for any information about the railway, especially photographs or postcards of the railway and its locomotives. All costs refunded.

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Model railway show aids school

In response to recent articles and letters about model railways in schools, I would like to share details of another school which has, in recent times, promoted our hobby.

Weston on Trent Primary School in South Derbyshire has hosted a model railway event on the second Saturday in November. What is unusual about this event is that it has been run by the school staff to raise money for school funds. From humble beginnings in 2012, the event grew year on year, and last year's show featured over 20 layouts in various scales. In total the exhibition has contributed almost £5,000 towards school funds and helped to pay off a loan on the school's new building.

Free admission is granted to the school's pupils and the show regularly attracts a good percentage of the school community, as well as the wider model railway enthusiast. One of the pupils was an exhibitor at one show. and other pupils have also shared, or begun their model railway interest as a result of attending an exhibition.

Organising all the shows has also led me into the world of exhibiting myself. I built my first ever exhibition layout, *Skaleby West*, for the first show in just nine months and it has since been exhibited at every Weston show, as well as attracting invites to other shows in the local area.

All this demonstrates just how many schools are active in the model railway world; you just need to know where to look.

ANDREW BREWIN

Dean Goods still in use 50 years on!

Regarding the image of the February 1967 cover on page 89 of the RAILWAY MODELLER Special 2017.

This refers to my article on my model railway *Kingscroft to High Storrs* which I had constructed in the spare bedroom of our house in Wimbledon.

I thought readers might like to know that the Dean Goods featured in the photograph is still in regular use on my present model railway (started in 1973!), though the loco has long since had a new chassis, motor and other improvements.

HOWARD BURCHELL

Curves and cant

I found the article by Nigel Digby interesting and instructive. However he did not mention a potential problem that the application of cant can cause when a loco with a rigid chassis is being run.

The problem is of continuity of electrical collection from the outer rail of the curve as the loco climbs up to and descends from the canted section. With a rigid chassis the driving wheels on the inside rail are all in contact with the rail, but the outer driving wheels are on a gradient, and it may occur that only one wheel stays fully in contact with the rail: not a satisfactory arrangement for reliability of electric supply.

I suggest that before permanently applying cant to your curves, carry out some trials with your locos to see how they perform at the transition point.

ROGER STAPLETON

Maths Grade F?

So, F W Webb was at Crewe from 1871 to 1903 was he – Reviews, May p436 Bachmann's LNWR 0-6-2T Coal Tank – which you thought was over half a century. Call me old-fashioned, but it seems more like 32 to me…

E COURT

[Ed. – 32 is indeed correct, our steam powered calculator needs descaling.]

Fitting Kadee buckeye couplings to the Dapol 08 in O

It might be of interest to your readership to note that, for the first time in a British-designed model, the Dapol Class 08 diesel shunter has provision for fitting Kadee couplings. If you look underneath the locomotive, you'll notice a pair of holes in the metal base casting at each end. These fit the outer holes in all Kadee draught boxes *[the couplers' enclosures – Ed.]* but I found that the correct one is the No.746 long shank type in the NG range of 7mm couplings.

I found it necessary to cut off the air compressor cylinders at the front – refitting later with a screw through the centre hole of the draught box and a hole in a 1" square of thin black plastic (from a CD-ROM case) used to remount the cylinders. Also the pipework under the buffer beams needed removing and replacing later as the curved uncoupling horn prevents insertion of the assembled coupling.

JOHN BROADLEY

Snippets…

Under the knitting – 1

I have been quick to criticise poor modelling on N gauge layouts, especially ones with overhead masts and no wires. So, fair play: *Deansmoor [by Jon Dean, May issue, Ed]* is brilliant. At last, a realistic WCML layout with 'knitting' so well done and plausible.

ALASTAIR REID

Under the knitting – 2

I refer to the article on *Deansmoor* in the May 2017 issue of Railway Modeller, in particular the photo on page 401. I'm intrigued to know as to when Regional Railways operated one or more Class 37s with at least one buffer missing? On an N gauge model buffers are evidently ornamental but in 1:1 scale I would expect the absence of any buffer to be a 'red card' failure.

ANDREW PROCTER

Rivet counting

I would like to add a comment in support of the more relaxed approach to the hobby as Geoffrey Heckford suggested (RM April 2017). A friend of mine volunteering on the Ffestiniog Railway helped repair corroded side tanks on a double Fairlie. They were rebuilt by welding, but cosmetic rivets were added afterwards.

Someone not involved with the railway then studiously looked over their work before saying "you've got the wrong number of rivets" which was followed by peals of helpless laughter. I admire perfectionists in many different walks of life, but there are times when the approach is misguided!

IAIN CLIMIE

Paint by post

Model paint has been banned from post with some relaxation a couple of years ago for postage within the UK. However companies like Phoenix now don't post internationally at all. This is of great concern as here in Australia most model shops only stock the standard Tamiya and Humbrol paints. The regulations seem to allow small quantities of nail varnish and alcohol through, yet Royal Mail only permits water-based paints. I urge Royal Mail to change its rules.

MICHAEL McMULLAN

Help a home

I'm currently employed as an activity co-ordinator in a care home in Linlithgow, and we are hoping to start building a model railway for use by the residents. Would readers be able to assist us in procuring items?

RAYMOND STEWART
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07882 771 109

Great Western Castle 4-6-0

Newly retooled in N from Graham Farish

A stalwart of the old Graham Farish range (before it became part of Bachmann) was the ever popular Great Western Railway Castle Class, first introduced in 1982 – see Reviews, September that year – and now re-released as an all-new model in 2017.

The Castles were powerful four-cylinder 4-6-0s, built at Swindon works from 1923 under CME Charles Collett for express passenger work. The design was developed from the Star Class, which the Castles were originally intended to supplement and replace on heavier trains. The last examples were built for British Railways Western Region in 1950, bringing the total to 171 examples; testimony to the success of the design.

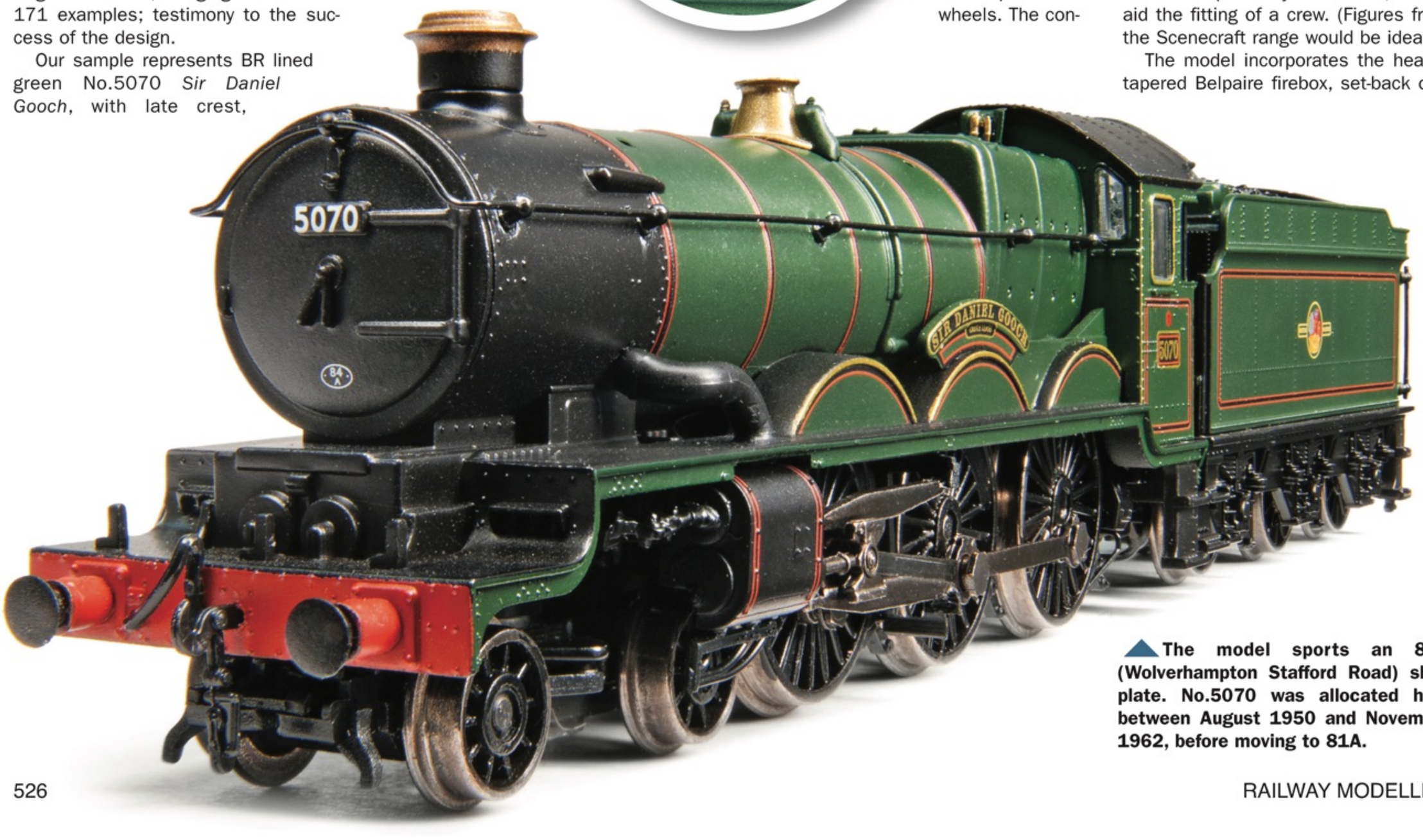
Our sample represents BR lined green No.5070 *Sir Daniel Gooch*, with late crest, which was built in 1938 and one of the handful of class members not named after castles within the Great Western's territory. It was withdrawn in 1964 and scrapped.

Also available are Nos.5044 *Earl of Dunraven* in lined GWR green with the 1934 monogram (the 'shirt button'), 5041 *Tiverton Castle* in BR green with early emblem and 5029 *Nunney Castle* in lined green with GREAT WESTERN spelled out on the tender.

Our sample has clocked up several hours running on my home layout over a number of days, proving to be a very smooth and reliable runner. It has no traction tyres and tips the scales at 70g, so it can only manage four modern Farish Mk.I coaches over the curved 1:30 gradients used. On the level it can manage at least twice that, and runs very smoothly at slow speeds, including through pointwork thanks to pickups on all coupled and wheels. The contact is through the axle bearing, so there are no delicate or shiny wipers on show.

All testing was done using analogue control. Only 5029 *Nunney Castle*, is factory-fitted with DCC and sound, with the others being DCC ready. The Castle is the first loco in the Graham Farish range to use Bachmann's new 'Next18' decoder, which allows for features such as lights and sound in a much smaller space than the normal six- or 21-pin decoders previously used. The decoder and speaker (or blanking plug and empty space in the case of our sample) are housed in the tender body, which unclips easily for access, and to aid the fitting of a crew. (Figures from the Scenecraft range would be ideal.)

The model incorporates the heavily tapered Belpaire firebox, set-back out-



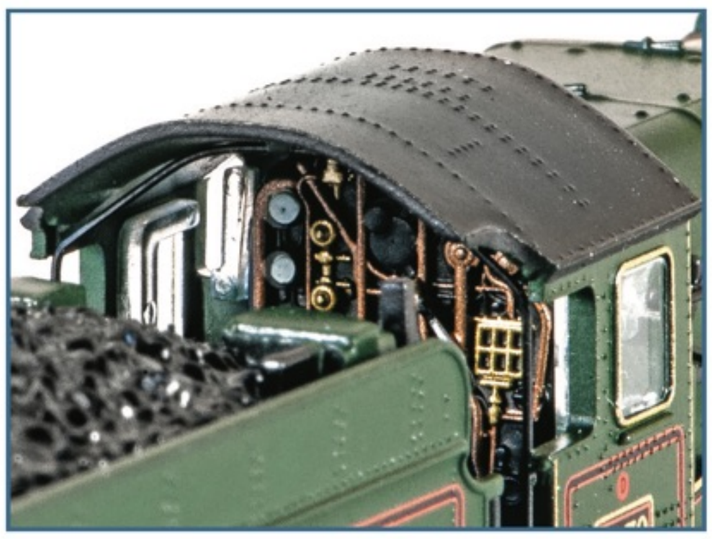
▲ **The model sports an 84A (Wolverhampton Stafford Road) shed plate. No.5070 was allocated here between August 1950 and November 1962, before moving to 81A.**

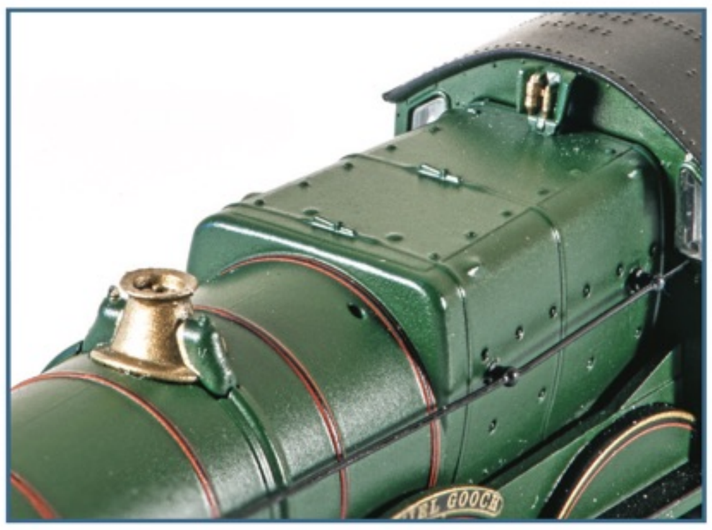
VINTAGE VIEW

Great Western Castle 4-6-0

A rather filthy No.5070 is pictured at its then-home base of 81A Old Oak Common on 24 November 1963. It was allocated there from November 1962 until March 1964, when it was withdrawn.

Photo: Colour-Rail





side cylinders and curved steam pipes that on paper should all look 'odd', yet somehow contribute to what is undeniably a purposeful and well balanced looking locomotive. There is daylight between the boiler and running board just behind the smokebox, with representations of the inside motion between the frames on close inspection. The cab features flush glazing and a working fallplate that rests on the front of the tender without impeding flexibility. The tender is itself a good model of the stepped-sided 4000 gallon prototype. It features a cast metal coal load for weight and a fine representation of the water scoop between the rear and centre axles. BR green livery is applied to the usual high standard, with convincing 'copper' used for the chimney cap and 'brass' for the safety valve cover.

The gap above the front bogie is overscale to allow sufficient movement on 'train set' curves (2nd radius minimum). This does expose the screw and arm attaching it to the loco, but this isn't noticeable from normal elevated viewing angles. The bogie wheels are 6mm diameter, which scales out accurately enough to represent the 3'2" diameter wheels used on the prototype. Couplings are in NEM pockets and there is cosmetic coupling hook and chain details in the detailing bag that can be fitted by the modeller to either or both buffer beams if the functional coupling is not fitted. Cylinder drain cock pipework is the other optional detail, but would restrict the minimum radius.

Another improvement, aside of the loco itself, is the inclusion of a much more in-depth and clear instructional booklet than seen previously, which covers maintenance, lubrication and DCC fitting instructions.

The re-introduction of the Castle Class will be welcomed by GWR modellers, who have been lacking any express locos since the old Farish King and Castle class models were retired in the early 2000s. The new version joins a multitude of other GWR freight and mixed traffic locos that have been released in the meantime, meaning that most of the popular classes are now available ready-to-run. This, along with a full complement of Western Region diesel hydraulics and Collett and Hawksworth coaches, means it is a good time to model the Great Western and BR(W). *David Malton*

▲ The handsome lines of Collett's design show up well in this view into the well-detailed cab interior.

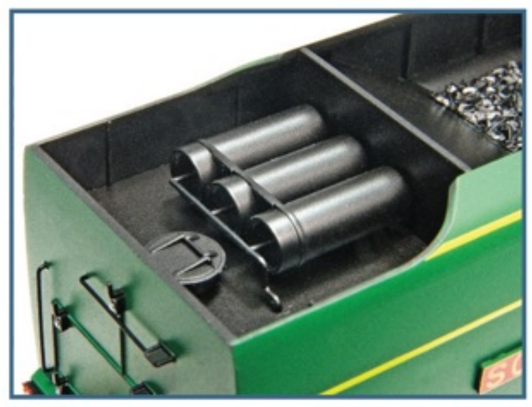
Sample supplied by

GRAHAM FARISH,
Bachmann Europe plc, Moat Way,
Barwell, Leicestershire LE9 8EY.
www.bachmann.co.uk

PRICE
ref.372-032 – £139.95

Air-smoothed Merchant Navy Pacific brand new from Hornby

OO



As mentioned in the News pages last month, stocks of the brand new Hornby SR Merchant Navy Pacifics are in the shops – so we borrowed one from ours here at Pecorama for a closer look.

We chose No.21C1 *Channel Packet*, modelled by Hornby as representing the real thing when outshopped from Eastleigh in early 1941. Thus the Southern ownership plate on the smokebox door is correctly of an inverted horseshoe shape: this superstitiously 'unlucky' orientation was changed to a full ring on No.21C3 of September that year, and the first two machines were altered soon afterwards – in February 1942 in the case of 21C2 *Union Castle*, and by its repaint into SR green from wartime black in December 1945 in regard to 'flannel jacket'.

All the characteristics of this distinctive prototype as introduced have been captured by Hornby: the 'cast' tender lettering, cabside numerals and number on the slope of the front footplating, later moved down to the vertical segment as of December 1945. The air-smoothed casing has no smoke deflectors, as per the original, and the peak at the top of the casing forward of the chimney is spot-on. (Ineffectual smoke dispersal led to vestigial deflectors, faired into the front edges of the casing, as tried out on later machines during the mid-1940s.)

Detail parts supplied for the purchaser to fit include buffer beam details, cylinder drain cocks, front steps and brake pull rods; fitment of some of these parts will depend on layout curvature, and thus bogie swing.

Performance is smooth and silky, straight from the box. Being shop stock, *Channel Packet* was spared the usual Pecorama loft layout treatment; weight is a handy 530g, so the model should be in keeping with the 'mixed-traffic' duties under which the real things were made – circumventing wartime steel restrictions. DCC users will find an eight-pole socket and blanking plug in the tender, and Hornby has allowed space under the weight therein for a 28mm circular speaker should sound be part of the modeller's wishes. For display, or again if curvature is not an issue, the tender can be close-coupled to the engine if required.

In addition to this model, Hornby has produced No.21C3 *Royal Mail* in SR malachite green; and two BR versions, both with early emblem: No.35028 *Clan Line* and 35023 *Holland-Afrika Line*, the latter with a factory-fitted TTS Sound decoder.

These 'merchants' have been a long time coming, but to our eyes at least they've certainly been worth the wait.

Sample loaned by

THE MODEL SHOP,
Pecorama, Underleys, Beer,
Seaton, Devon EX12 3NA.
www.pecorama.co.uk

PRICE
ref.R3434 – £179.99.

Brand new BTH Class 15 from Little Loco Co

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It is heartening to note the arrival of a brand new manufacturer in the ready-to-run field in O gauge; doubly so that the manufacturer, Little Loco Co, has chosen a less widespread and well-known prototype, namely the BTH Class 15.

Introduced in 1957 as part of the pilot scheme for dieselisation of British Railways, the Bo-Bos led relatively humdrum lives in and around east London, on freight and empty stock work. Four were retained after the locomotives' withdrawal in the early 1970s for carriage warming duties, of which No.8233 has made it to preservation. Purchasers of the model can achieve discount membership of the Class 15 Preservation Society; Little Loco Co recently handed a cheque to society officers for £7,500 as a result of sales of the models – see News, this issue.

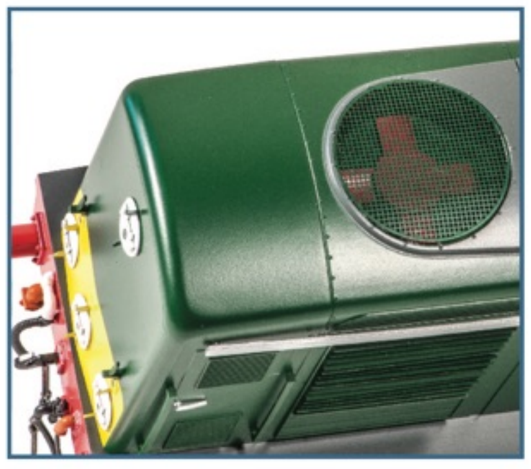
Drawings of these characterful machines were included with the March 1986 issue of RM. Placed on an enlarged copy of it, the LLC model passed with flying colours. Full cab detail is visible through the flush-glazed windows – both control desks have been modelled very finely – drawhooks and buffers are sprung, buffer beam pipework is factory-fitted, and handrails are moulded in a springy engineering plastic. The below-frame steps are made from thin metal. The headcodes discs can be folded in half if the full Royal Train code – all four deployed – is not desired.

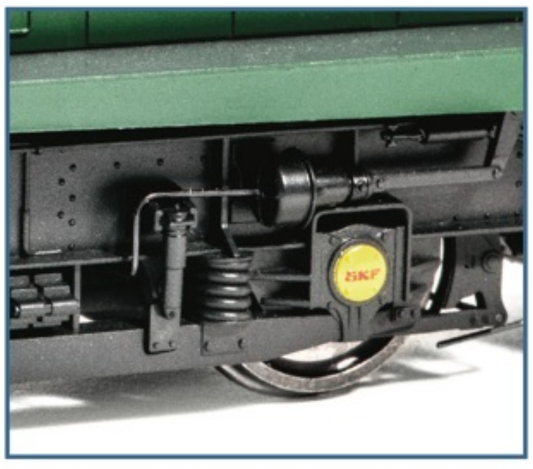
The model weighs around 1.5kg, and is driven on all axles by a centrally-mounted motor via two flywheels. Locomotives are available for 12V dc, or factory-fitted with digital sound, as per our sample. Amongst the many features of the latter are configurable marker lights on the ends – a first in any scale – braking via Function 2, horns (two-tone and low), and configurable performance depending on hauling or light engine. 'Theatrical' sounds such as a guard's whistle, flange squeal and door open/slam are also included. The instructional gives the full list and the CVs' factory settings.

A small fret of etched shedcode plates and works plates, plus waterslide transfers for the BR crests, numerals and overhead live wires flashes are supplied within the packaging for the modeller to apply. A blanking plug for the PluX 22 socket is included with the DCC sound-fitted examples.

In addition to our sample, Little Loco Co is offering versions without small yellow panels, and full yellow ends, as well as the preserved D8233.

Announced in May 2016, and delivered within a year – these words are being typed before Easter 2017 – that's impressively quick work from Little Loco Co.





Sample supplied by

LITTLE LOCO CO,
The Old Casino,
28 Fourth Avenue, Hove,
East Sussex BN3 2PJ.
www.littleloco.co.uk

PRICE
DCC sound-fitted – £475.00

Somerset & Dorset 7F in LMS finish from Bachmann

00

Following its introduction (see Reviews, February 2011) and rerelease as No.53808 with Deeley-pattern tender (February 2013), the Bachmann Somerset & Dorset 7F 2-8-0 now returns in LMS finish as No.13810.

Bachmann chose to model the reboilered quintet which emerged from private builder Robert Stephenson & Hawthorn in 1925, to augment the six Midland originals of 1914. This is understandable, given that both preserved machines are from this five. Differences such as the MR sextet being right-hand drive has precluded the firm from modelling these, so it is fortunate that the LMS reboilered two of the RS&H locomotives by 1932; the other three were so treated in 1953 to 1955 under BR, retaining their larger diameter boilers throughout the 17 years that they were on the LMS books prior to nationalisation.

The two locomotives concerned were Nos.9679 and 9680; the 11 2-8-0s were renumbered 13800 to 13810 in 1932 due to the construction of more of the 'Austin Seven' 0-8-0s. On the formation of BR they received their 53800 to 53810 numbers by which the class is best known. Thus here we see the last of the line in model form.

This version sees a return to the standard LMS 3500-gallon tender as trailed by the first release – a model of the same locomotive later in its life, with weathering. The adjustable drawbar is featured, as is common with Bachmann tender locomotives of recent years. Buffer beam details and a speaker enclosure are supplied in the packaging for the modeller to install if desired. There is a 21-pin socket and blanking plug within the tender for DCC users.

Staying with the tender, it is interesting to note that the Whitaker tablet catcher, which was the cause of much praise in 2011, is missing from this model: prototype photos of the class in LMS days do indeed show No.13810 (as 9680) attached to a tender without one. Perhaps one of Bath MPD's portable catchers was used.

Mechanically the locomotive is identical to its predecessors, and fine in motion or at rest. Given the Barwell firm's 3F and 4Fs, plus the forthcoming 1P 0-4-4T, the time is ripe for a refreshing model of the Somerset & Dorset, minus its star turns of the BR period.

Sample supplied by

BACHMANN EUROPE plc,
Moat Way, Barwell,
Leicestershire LE9 8EY.
www.bachmann.co.uk

PRICE ref.31-015 – £147.95

More Master Piece Figures loco crews

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There are three new sets of locomotive crew figures from Master Piece Figures, as before bespoke-crafted in lead-free pewter to fit defined ready-to-run locomotives in 4mm scale.

From left in our photo are –

- ref.FF108, for the new Hornby W4 Peckett 0-4-0ST; available in civilian dress as here, or in railway denim; it is best to fit the figures from the left-hand side of the locomotive due to the detail on the right.
- ref.FF119, for the Hatton's/DJ Models Great Western 14xx 0-4-2T; the driver is posed with his left arm towards the controls and his right elbow raised, the fireman is leaning back towards the bunker with his left arm over the cab doors.
- ref.FF120, for the 2016 magazine-commissioned USA 0-6-0T; the figures are best posed at the cab doors due to the internal detail.

All have been well finished; unpainted versions are also available.

Master Piece Figures has sets under development for the Hornby Merchant Navy (see p528), plus the forthcoming Oxford Rail Dean Goods, the Hornby H Class 0-4-4T and the Bachmann LBSC Atlantic, for when these eagerly anticipated models are delivered.

Samples supplied by

MASTER PIECE FIGURES,
28 Chiltley Lane, Liphook,
Hampshire GU30 7HJ.

PRICES
Per pair of figures: painted £10.00, unpainted £5.00.
Please add £2.00 to cover P&P for up to four packs of figures, and make cheques payable to M R Hill.

Latest sector-era diesels from Bachmann

00

Two new 1980s/1990s period models from Bachmann are pictured here, newly released to the shops.

The Class 47 represents No.47 348 in the civil engineers' grey & yellow 'Dutch' scheme, with Immingham depot plaques. Built as D1827, it entered service in March 1965. It took on the modelled livery in 1991, and was scrapped at Booth's of Rotherham in February 1998, still in these colours.

Our sample is replete with digital sound factory-fitted, using the tried and trusted ESU LokSound v4 decoder. The decoder supports two- or four-digit addresses, can be programmed either on a dedicated track or 'on the main' (ie anywhere else on the layout), and automatically detects the speed steps set on the controller (14, 28 or 128). It can be operated on 12V dc layouts without modification: the engine is heard starting up, and increasing revs as the loco moves away, but on cutting the throttle or changing direction the sound is extinguished unrealistically. To enjoy the full suite of sounds available, DCC is a must.

There are 12 separate sounds, accessed by the function buttons on the controller, as follows:

F0, latch	lights on/off
F1, latch	sound on/off
F2, trigger	horn 1
F3, trigger	horn 2
F4, latch	brake dump
F5, latch	triple pump
F6, trigger	coupling sound
F7, latch	shunt speed, on/off
F8, latch	cab light
F9, latch	flange squeal
F10, latch	Spirax valve
F11, latch	failed start
F12, trigger	volume level

Some notes to the above: latch means that the sound/light effect remains active until the button is pressed again, whilst trigger operates only as long as the button is pressed. The Spirax valve noise replicates the characteristic sound emanated from the locomotive when condensate is being removed automatically (without requiring power) from the air reservoirs. 'Shunt speed' reduces the speed step increments, making the loco more controllable in yards etc; pressing F12 cycles the model through its pre-set volume levels; the relevant CV within the decoder can also be set by the user to the desired sound level.

The instruction sheet provides further at-a-glance information on the decoder's preset capabilities, and the full set of CVs and their values is available from the Bachmann website.

Performance from the box is good, and as above the characteristics of the decoder – minimum starting voltage, acceleration/deceleration rates, top speed etc – are adjustable.

The model is supplied with a range of detail parts, including two 'three-piece' (one moulding each) snowploughs, etched BR symbols and depot plaques, buffer beam details and so on. Slimline tension-locks are also included in the packaging, as is a blanking plug to replace the decoder's attachment if the loco is to be silenced semi-permanently.

The other slice of late-period British Rail is the Class 37/4 as No.37 422 *Robert F Fairlie* in weathered Regional Railways finish. The livery is well applied, with nothing amiss noted on our sample; the weathering extends to the cab windows, where the area 'swept' by the wipers is pristine. The bonnet-top aerials are appreciably fine, so take care when taking the model out of its packaging. Etched nameplates and crests are included within the paperwork supplied with the model, and the detail parts bag consists of buffer beam items and snowploughs, the latter as with the 47 representing the three-piece type as one moulding, which clips into the NEM pocket occupied by the tension-lock coupler.

Performance is also first class, as expected, and there are switches underneath the fuel tank to allow the cab lighting to be extinguished, and also the directional tail lights if the loco is hauling a train. DCC users will find a 21-pin socket on top of the chassis block, as indicated in the instructional.

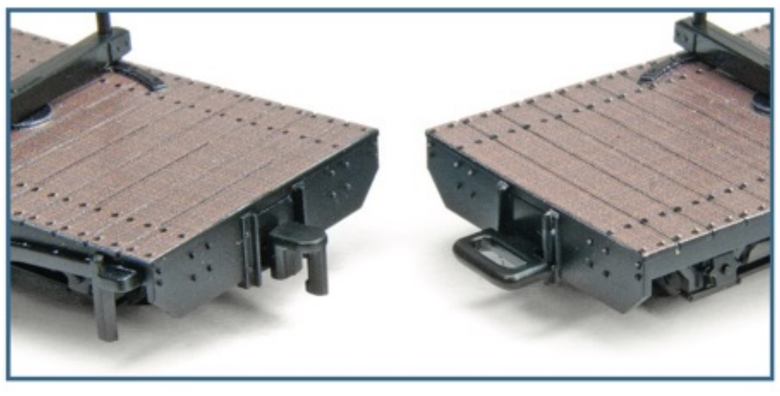
Sample supplied by

BACHMANN EUROPE plc,
Moat Way, Barwell,
Leicestershire LE9 8EY.
www.bachmann.co.uk

PRICES
Class 47 (ref.31-661DS) – £239.95
Class 37 (ref.32-376A) – £144.95

Close couplers and bullhead fishplates from Peco

009 & 00



In the April edition we reviewed the new Peco slate wagons for 009, which are fitted with semi-permanent loop-and-pin couplers, given that the regular 009 couplers only need to be at the end of a rake. Peco has made these couplers available separately, for any wagons with NEM pockets in this scale, into which the ordinary hook and loop couplers are clipped. Thus for modellers operating, for example, fixed rakes of Peco flats or bolsters, these could prove handy and realistic options. They can be used with the Peco vans and opens modelled on the L&B prototypes, but only if the vacuum brake pipes are removed, otherwise they will get in the way of the couplers. The Peco skips do not have NEM pockets.

They are probably best avoided if seeking to run fixed rakes of wagons in N gauge – such as HAA hoppers in a Merry-Go-Round train for example – due to the potential of buffer-locking, especially on tight curves.

The couplers are moulded in a slippery engineering plastic, and are supplied in sufficient quantity to deal with 12 wagons per pack.

Also new is a pack of 24 nickel-silver rail joiners (ref.SL-114) for the Peco bullhead track (ref.SL108F). The joiners have bolt detail cast into them to represent actual fishplates; the manufacturer recommends that chair detail be pared back before installation, and if loose they should be tightened to the rails with pliers. Further, if joining bullhead to the flat-bottom code 75 Streamline, the SL-110 joiners already in the range should be used.

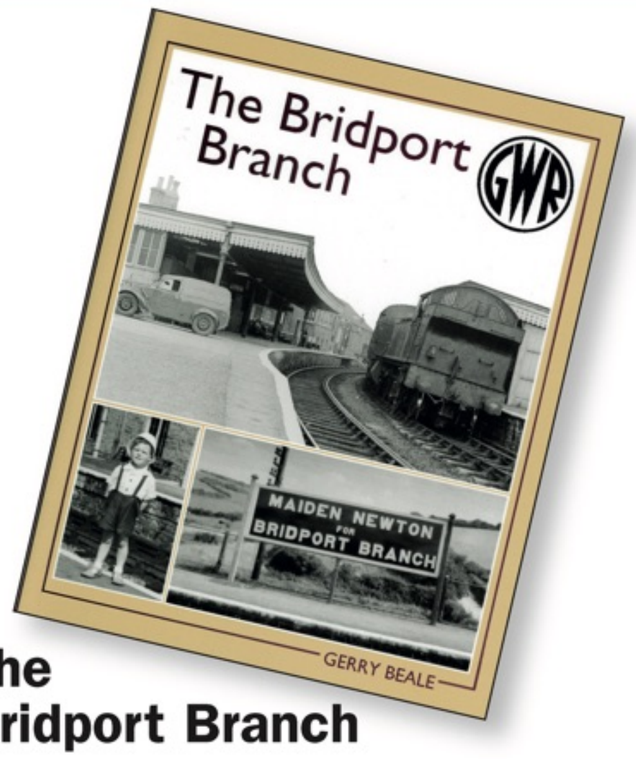
All reviews by Tim Rayner

Sample supplied by

PECO,
Underleys, Beer, Seaton, Devon EX12 3NA.
www.peco-uk.com

PRICES
009 couplings – £3.85 per pack
Bullhead rail joiners – £5.50 per pack

Book Reviews



The Bridport Branch

Gerry Beale

As was the case for many branch lines in Britain, the Bridport Railway was promoted by local businessmen who wanted to encourage trade by tapping into the growing railway network developing across the UK at the time. The Great Western Railway, however, provided the trains and operated the railway right from the beginning. The branch left the Wilts, Somerset & Weymouth line at Maiden Newton, and headed west and south-west for 9¼ miles to Bridport. The hoped-for tourist development at West Bay, Bridport's coastal connection, were never realised so passenger services ended on the section between Bridport and the coast in 1930, although occasional goods trains, mostly gravel from the beach, lasted into the 1960s. So from 1930 onwards Bridport station was the passenger terminus, and this is how things lasted until closure.

This book recalls the early history of the line of the 19th century, with plenty of background information pertaining to the influences that lead to the line being proposed, constructed and opened. The GWR period is followed by nationalisation, after the war, and transfer of the branch to the Southern Region of British Railways in 1950, and the inevitable run-down of services through the 1960s, and on into the years of the simple single line railway.

The author presents a wonderful collection of black and white images from the early years, including some very rare pictures dating almost back to the opening of the branch, as well as those documenting the changes throughout the 20th century. Not just the trains, there are several images of the infrastructure and people, the former being particularly useful to modellers. A number of early OS maps help place locations into context. It all makes for an absorbing read, and you wish you could jump on a train tomorrow and sample the line for yourself.

Dr Beeching didn't always get his way. Although proposed for closure in the 1960s, this branch, thanks to the lack of suitable public transport at the time, lasted until 1975 and it is a shame that the preservationists were unable to rescue it, it being set in the lovely West Dorset landscape and in a now-popular tourist area, so instead it has slipped away into history. But not quite forgotten, as West Bay station still stands and at the time of writing serves teas and coffees to locals and tourists, and even remnants of Bridport station, including the platform edging stones, now grace the station of Beer Victoria, situated at the home of Peco, over the border in East Devon!

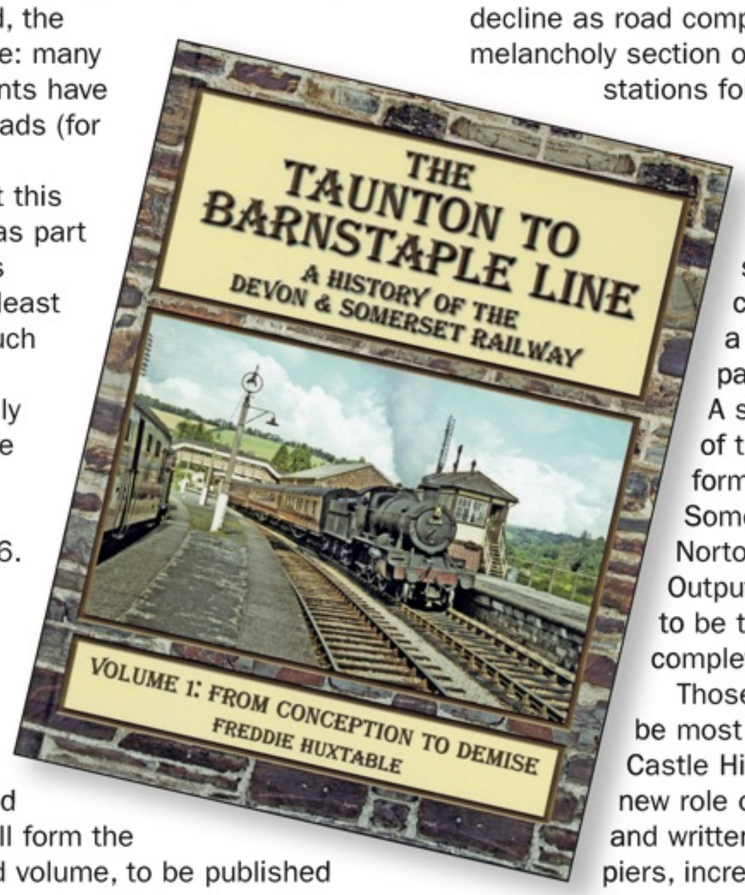
Wild Swan Books Ltd,
3A Upper Lambridge Street, Bath BA1 6RY.
www.wildswanbooks.co.uk

280mm x 225mm 154pp
Hardback £37.50
ISBN 978 0 953877 18 8

The Taunton to Barnstaple Line

Freddie Huxtable

The Victorian stonemasons who built the Castle Hill Viaduct at Filleigh in 1871 – a vital part of the Devon & Somerset route to Barnstaple, between South Molton and the market town on the River Taw – could not possibly have conceived that their handiwork would be an equally vital part of today's North Devon Link Road, the A361. Yet it is the case: many former railway alignments have been converted into roads (for bypasses and other improvements etc), but this reuse of railway piers as part of a new road bridge is considered unique, at least in the UK. This and much more besides can be gleaned from this wholly absorbing history of the line from Taunton to Barnstaple, which was closed in October 1966.



Freddie Huxtable neatly subtitles his book *Volume 1, From conception to demise*, so signalling and stock, passenger and goods services and much more besides will form the contents of the second volume, to be published soon. He sets out the geographical nature of the route of the line, which skirted the southern fringes of Exmoor on its way west, taking in towns such as Wiveliscombe and Dulverton, the latter later becoming the railhead for the Exe Valley line through Tiverton to the GWR main line at Stoke Canon. He also studies the many proposals for railways in the region, some of which were constructed (eg the Lynton & Barnstaple) and some not (such as the plan to link Combe Martin to the rail network). The construction of the D&SR is illustrated with many historic photographs, some of which are rare; the line was originally broad gauge, but narrowed in May 1881. Of particular interest is the inclusion of selected sections of the 1882-1884 two-chain survey of the D&SR, which occupies pages 100 to 129. Developments under the GWR are studied in detail, such as the provision of double track at the east (Norton Fitzwarren) end of the line; lengthening of some station loops etc.

Under British Railways the line began its steady decline as road competition took its hold. A melancholy section of the book shows some of the stations following rationalisation – Morebath is a particularly sombre sight, designalled and single of line – and post-closure views of the stations standing trackless. The conclusion of Volume 1 contains a survey of the route today, part-overgrown and part-Tarmaced. A short section of the eastern end of the route has been revived, forming a part of the West Somerset Railway's developments at Norton Fitzwarren to enable High Output Ballast Trains and WSR trains to be turned on the triangle of lines, completed in August 2012.

Those who know the NDLR well will be most interested in the photo of Castle Hill viaduct being prepared for its new role on p213 of this well-researched and written volume: the spindly-looking piers, increased in height by 10' are shown supporting the concrete deck of the road bridge, a task they continue to carry out today. The background to this excellent book's cover photo is a close-up of the stones that do such a sterling job of keeping North Devon going in 2017.

Lightmoor Press,
Unit 144B Lydney Trading Estate,
Harbour Road, Lydney,
Gloucestershire GL15 5EJ.
www.lightmoor.co.uk

280mm x 220mm 232pp
Hardback £25.00
ISBN 978 1 911038 15 3

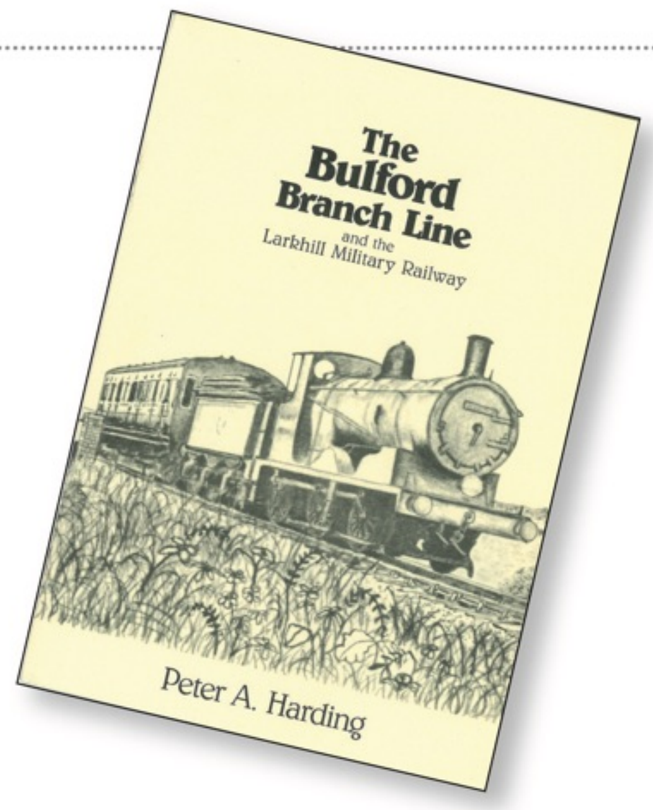
The Bulford Branch Line and the Larkhill Military Railway

Peter A Harding

This is an updated version of the author's 1991 original, now out of print for some while. In addition to the extra material, improvements in printing technology means that the overall reproduction is markedly improved. The revamped station at Grateley, on the ex-LSWR main line between Andover and Salisbury, and from where the Bulford line set off for the military camps on the Plain, is however not shown, the 1991-period view from the original sitting somewhat awkwardly now under the chapter heading 'The Present Scene'.

Opened in 1902 as far as Amesbury, and to Bulford in 1906, the seven-or-so miles branch was immediately in huge demand during WW1, where the scattering of bases around Larkhill were served by further extensions; come peacetime the railway saw less traffic, and closed in 1928.

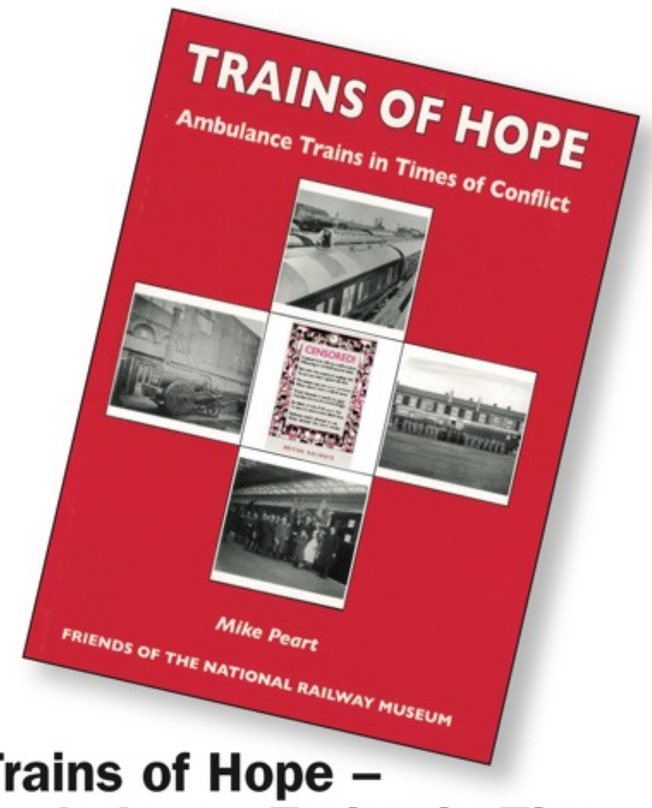
On the main branch, the second global conflict saw an upturn, but the 1950s ushered in the cessation of passenger traffic (1952), save for military specials; these, goods and railtours ended in 1963. Little remains today, although Peter has pictured some of the traces of the line, in 2016, including the Larkhill system nearly 90 years after closure. It would be worth obtaining a copy, if possible, of the original as not all the photos therein have made it to this new version.



Given the interest in military railways, such as the Longmoor system, this book – and its predecessor – will be of great interest to those who find railways on Salisbury Plain so absorbing.

Published by the author,
'Mossgiel', Bagshot Road, Knaphill, Woking,
Surrey GU21 2SG.

210mm x 148mm 32pp
Softback £4.50 inc. P&P
ISBN 978 0 9509414 7 9



Trains of Hope – Ambulance Trains in Times of Conflict

Mike Peart

With some 18 months still to go before we mark the centenary of the 1918 Armistice that ended WW1, a book such as this is a timely reminder of what the railways did to provide for the safe return of the wounded, not just from the Western Front but in previous and subsequent conflicts. Some civilian incidents are covered, too, in the historical build-up to 1914, such as the SER's Staplehurst derailment in 1865 – which Dickens survived – which prompted the Kent-area competitor railway, the LC&DR, to establish a couple of well-equipped ambulance coaches, to attend any mishaps.

As the book makes clear, the first 'ambulance train' was the makeshift one which followed the accident which marred the opening of the Liverpool & Manchester, carrying the mortally-wounded William Huskisson MP to Eccles. It was during the middle of the 19th century, during conflicts in the Crimea and the American Civil War (misleadingly titled in the book as the War of Independence) that medical progress caught up with the mechanisation that made their provision so necessary in the first place. During the Boer Wars, a specially-built train, instigated by HRH Princess Christian, was built by BRCW and shipped to South Africa, and a second one, incorporating developments learned from experience with the first, was ready by 1915. By that year the organisational and logistical requirements for large-scale movement of casualties – and PoWs – had been understood, and by the end of the war 30 complete ambulance trains for overseas use had been provided by the railway companies, either new or converted. The book features interior and exterior views of many, which will be of great assistance to modellers. In addition to the trains themselves, there are records of stretchers, stretcher racks and other ancillaries.

There was more of the same between 1939 and 1945 – evacuations, Dunkirk and so on – but by now the railways had got the system off to a T: no fewer than 538,558 special trains were run between September 1939 and August 1945, which goes some way to explaining why the railways were in such a bad way when hostilities ceased. The story moves on to Cold War aspects in occupied West Germany, but it is really with the Great War that the book makes its greatest impact.

Despite the horrors of WW1, the author points out that 89% of the British Army survived, due in no small way to the part played by the ambulance trains and those who staffed them. They too, deserve to be remembered, and this book does them fine justice.

The Friends of the National Railway Museum,
National Railway Museum, Leeman Road,
York YO26 4XJ.
www.nrmfriends.org.uk/shop.html

296mm x 210mm 64pp
Softback £6.00
ISBN 978-0-9576788-6-6

British Rail Scene – The 1970s and Early 1980s in Photographs

Andy Sparks

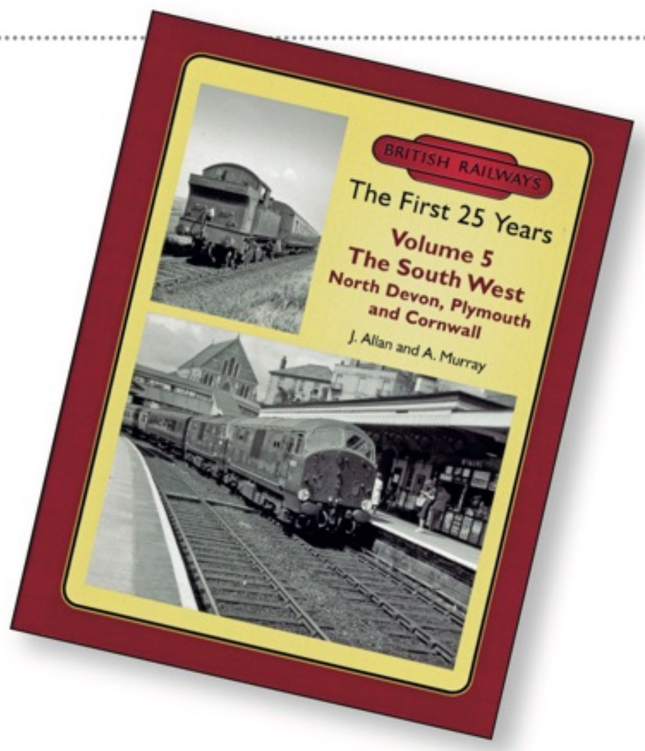
Many who remember the Bradford Barton diesel albums from the 1970s will appreciate this new book, with its wonderfully atmospheric black and white images, portraying scenes since lost forever, all in their tonal magnificence.

Inspired by the master of black and white railway photography, Colin T Gifford, the author set out as a young enthusiast in the early 1970s to record as much of the railway he could find, not just the locomotives and trains, but the often-overlooked aspects of the railway such as the human interest, and ancient infrastructure still hanging on in to the new era. Therefore images such as young enthusiasts taking a 'brass rubbing' of a Deltic nameplate, a graffitied footbridge here and a broken window there, and steam-era paraphernalia, redundant and unwanted, are all here, as well as the locos and trains, supported by extensive captions telling the story behind each image.

For those enthusiasts who focus just on the trains and go out of their way to avoid getting people into their photos, this book will be a salient lesson in how to take an alternative view of the railway, and dare to include subjects otherwise shunned. It's great to turn around and look back to an era that is becoming ever-more popular, and this book in particular will certainly stir the memories.

The History Press,
The Mill, Brimscombe Port, Stroud, Gloucestershire GL5 2QG.
www.thehistorypress.co.uk

225mm x 250mm, 96pp
Softback £19.99
ISBN 9780750970136



British Railways The First 25 Years, Volume 5 The South West – North Devon, Plymouth and Cornwall

J Allan and A Murray

The fifth in the series, this new volume takes us further west into the outer-reaches of Devon and Cornwall. Organised as if the reader was the traveller, this collection of wonderful black and white images takes you on a journey towards the setting sun, starting in the former Southern territory of North Devon, and skirting along the Atlantic coast round to Plymouth. Staying on the Southern lines we then head across to Callington and North Cornwall, and those now almost mythical holiday destinations of Bude, Wadebridge and Padstow. Heading up the line to Wenford Bridge with all of its bucolic imagery now so well known, we are soon wrenched away on to the former GWR main line and its south coast branches, ending our travels at St. Ives.

Each picture is accompanied by an informative caption, helping to put colour into the otherwise monotone image. Not that the pictures themselves are dull in any way, being reproduced to a very high standard, sharp and well balanced. This is a book in which you will be absorbed, and take you back to an age long gone.

Lightmoor Press,
Unit 144B Lydney Trading Estate, Harbour Road,
Lydney, Gloucestershire GL15 5EJ.
www.lightmoor.co.uk

280mm x 220mm 192pp
Hardback £22.50
ISBN 9781911038146

DVD Reviews

Class 37 Hauled: 1

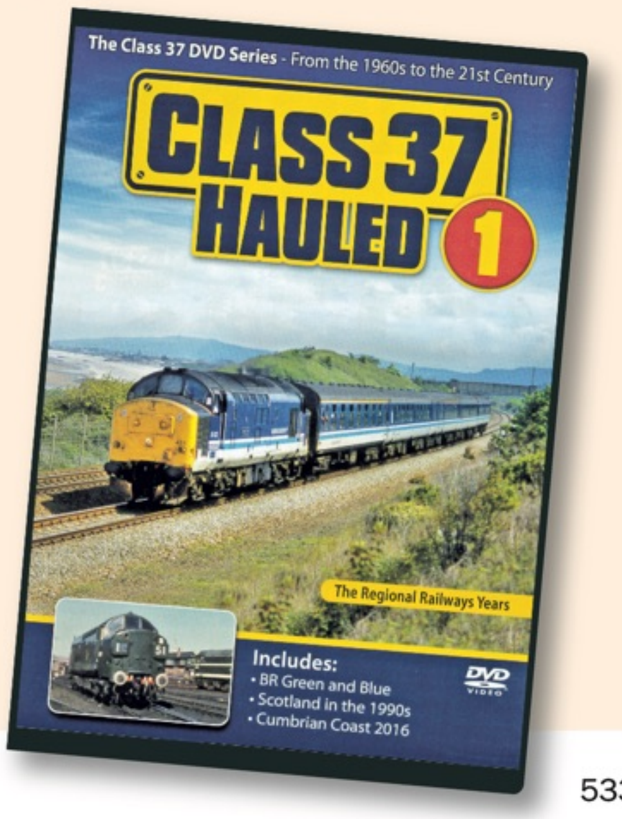
There is no doubt that the English Electric Class 37 diesel electric locomotives of British Rail have become a firm favourite with enthusiasts, and as they enter their sixth decade of service on the railways, this programme, the first of a series, celebrates the variety of work that they have been employed in, and continue to do .

In this programme a mixture of early colour ciné film from the 1960s and 70s is blended with more contemporary scenes from the 1990s onwards, right up to the present date. Their use on Regional Railways passenger service in the north-west and Wales is a focus for study, as is their work in Scotland and along the Cumbrian Coast. The earlier ciné film shows a wide variety of traffics operated by the class, sporting both BR green and corporate blue liveries.

The production quality is very high, even allowing for the age of some of the ciné film, and good research backs up an interesting and informative narration. A further two programmes in the series are anticipated for 2017, so followers of the class will be treated to more archive and current video footage later this year.

Videoscene,
PO Box 243, Lytham FY8 9DE.
www.videoscene.co.uk

DVD, 90 minutes, £14.95



NEWS FROM RAILWAY MODELLER

Please send news items and images to:
Peco Publications & Publicity Ltd, Beer, Devon, EX12 3NA
Telephone: 01297 20580 Fax: 01297 20229
Email: rm-newsdesk@btconnect.com

York Show round up

Easter wouldn't be Easter without the York Model Railway Show and 2017 saw the 55th event in the city since the late Mike Cook inaugurated it in 1962.

The organisers reported a 10% rise in numbers through the door despite the weekend weather being glorious – a situation which can often see lots of people heading for the coast instead of an indoor event.

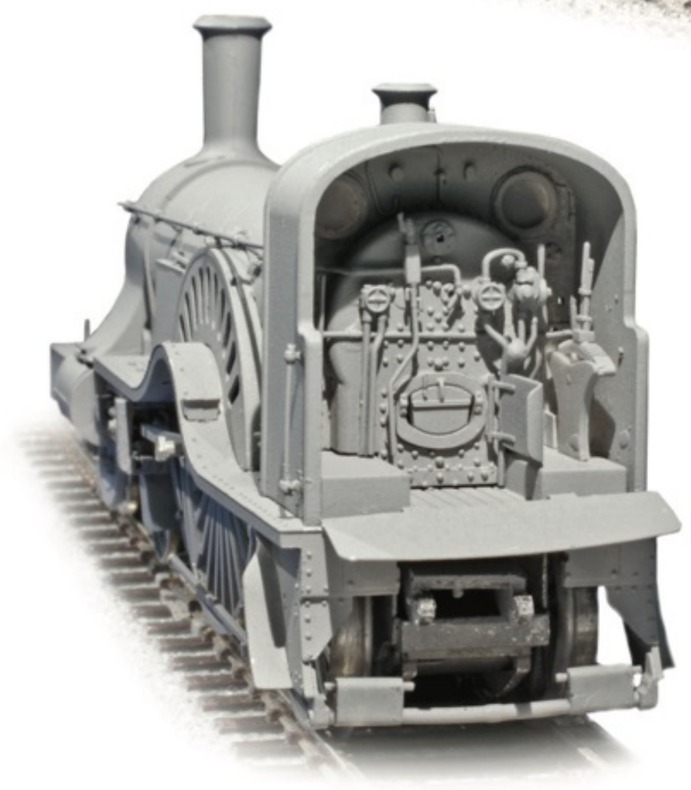
Established enthusiasts of course wouldn't consider such an option, and they were not disappointed in choosing the indoor attraction in preference to a paddle off the beach at Scarborough.

As well as an outstanding display of layouts, several retail traders and manufacturers brought along examples of their soon to be released new models, of which the previously announced Locomotionmodels GNR Stirling single was one.

This model had been feared cancelled as a consequence of the international currency exchange rate changes, but Brian Greenwood of the NRM/Shildon-based retailer advised that following some financial reassessments, and the dropping of one of the tender options, the model is once again available to pre-order via the Locomotionmodels web site www.locomotionmodels.com

Realtrack Models was also displaying several production models of its exciting new Class 156 two-car DMU. Proprietor Charlie Petty claimed that the models featured a level of detail never seen in the UK market. This included having both carriages powered on the rear bogies, each incorporating a fully hidden low profile micro-geared drive train. "Internal detailing is unsurpassed, even the toilets are fully fitted," Charlie said.

Five models/livery variants are being produced, each limited to a production run of 200. Priced at £200.00 per train, they are supplied as DCC-Ready with a 21 pin decoder socket. Orders can be secured with a £50.00 deposit via the website:
www.realtrackmodels.co.uk



The first tooling sample of the much-anticipated Stirling Single in 00 received lots of attention over the course of the three days. It is being manufactured by Rapido Trains exclusively for Locomotionmodels.com.

Also on display was a 3D printed sample of Rails of Sheffield's proposed Dynamometer car model, further details of which are opposite.

Sutton Locomotive Works attended the York Show again to promote the next batch of its superlative Class 24 model. Proprietor Phil Sutton held a 'secret ballot' to identify which of the new versions he was planning would prove to be the most popular.

Two best in show prizes are presented at the York Show each year, both memorial awards. The first is the Bernard Richmond Memorial Trophy presented to a layout with an overseas flavour, this being Bernard's interest. This year it was presented to Roger Epps for his layout *Dettingen*.

The Mike Cook Memorial Award is presented to the layout which the current organising team consider he would have enjoyed the most. This year it was won by Chris Mead for his Wartime maritime layout Overlord.

Next year Easter falls at the end of March and the Show will be open on Saturday 31 March, Sunday 1, and Monday 2 April 2018.
www.yorkshow.org.uk

York Show manager, Malcolm Scrimshaw (second from right), presents the Mike Cook Memorial Award to Chris Mead for his 00 gauge layout *Overlord*.

Malcolm Scrimshaw also presented the Bernard Richmond Memorial Trophy, this year awarded to Roger Epps for his German HO layout.
All photos: Steve Flint

On display at the York Show was a factory-decorated sample of the forthcoming Class 156 in 00 from Realtrack Models, which is also being manufactured by Rapido Trains.

Rails of Sheffield reveals development of exclusive LNER dynamometer car model in 00

The established model railway retailer, Rails of Sheffield, has revealed that it is developing a 4mm scale ready-to-run model of the LNER dynamometer car that recorded the world record-breaking run by Gresley A4 Pacific No.4468 *Mallard* on 3 July 1938. The vehicle is preserved as part of the National Collection and it is currently on display at the NRM in York. (A detailed Scale Drawings article about the vehicle was published in our July 2013 issue.)

The model, which is being developed in conjunction with the Canadian manufacturer, Rapido Trains, will be available in two versions initially; presented as No.23591 in c.1938 condition and as No.905202 in post-1946 condition – both presented in LNER teak livery. The latter version represents the condition of the vehicle during its use for the 1948 locomotive exchange trials.

"Exceptional interior and underframe detail" is promised, including depictions of the recording equipment and the additional speed recording wheel between the bogies. It is planned to have a decorated sample on display at this year's Warley show in November (a 3D-printed prototype is illustrated here), with delivery of production models planned for late-2017/early-2018. Retail prices are £125.00 each, with reservations invited for a £50.00 deposit.

The dynamometer car model is one of a new line of exclusive products that the retailer is planning to release as part of a new 'Rails Exclusive' range.

See the retailer's website for further details:
Rails of Sheffield
21 – 29 Chesterfield Road,
Sheffield S8 0RL
Tel: 0114 255 1436
www.railssheffield.co.uk

The prototype vehicle is currently on display at the NRM in York. ***Photo: David Malton***

Heljan reveals plans for BR Class 50 and later headcode Class 20 in 0

The Danish manufacturer, Heljan, has revealed that it is developing a model of the English-Electric/BR Class 50 in 0 gauge. Representing examples of the class in refurbished form, up to six livery options will be produced. (It is likely that large logo BR blue and Network SouthEast will be amongst these.)

Introduced from 1967, the class of 50 locomotives initially saw use on express passenger services along the West Coast Main Line between Crewe and Scotland. The class underwent a refurbishment programme at Doncaster Works between 1979 and 1984. The refurbished locomotives were distinguishable by a number of external differences that included the addition of a high-intensity front headlight and alterations to the arrangement of grilles and louvres on the bodysides.

50 010 ***Monarch*** **is pictured at Bath Spa c.1983.** ***Photo: Tim Rayner***

D8310 at Hull Dairycoates on 26 April 1968. ***Photo: Railphotoprints***

The specification of the model is expected to follow previous Heljan releases, with features including a pair of five-pole flywheel-fitted motors, directional lights and screwlink couplings.

The manufacturer has also announced that it is developing a second version of its Class 20 model. Originally released in 2010 with disc headcodes, the new variant will feature the later four-character headcode boxes.

Due for release later in 2017 (SRP £599.00), the proposed versions are: ref.2010 – BR green with small yellow panels and four-character headcodes pre-fitted; 2011 – BR green with full yellow ends and four-character headcodes pre-fitted; 2012 – BR blue with full yellow ends (pre-TOPS style with double arrows on the cabsides) and four-character headcodes pre-fitted; 2013 – BR blue with full yellow ends (TOPS style with double arrows on the bodysides) and 'domino' headcodes pre-fitted; 2014 – weathered BR blue with full yellow ends (TOPS style with double arrows on the cabsides) and '0000' headcodes pre-fitted; 2015 – Railfreight 'red-stripe' grey. For more details:
www.heljan.dk

Digital versions of all Peco Publications now available

All Peco publications are now available to purchase as digital downloads for tablets and mobile devices.

These include the latest additions to the Peco Modellers' Library; *Your Guide to N Gauge Railway Modelling* and the *2017 Railway Modeller Special*. Also available is the current Peco Catalogue, together with the ever-popular range of track plan books.

To find out more visit the website (see below) and click on the 'Peco Digital Editions' line (in the top left list under the Peco logo) and follow the links to the Apple iTunes or Android stores.
www.pecopublications.co.uk

In brief

Model railways, narrow gauge steam and vintage transport at Bala!

The Bala Lake Railway will be holding its second model railway show at Ysgol y Berwyn, the secondary school in Bala on 27 & 28 May 2017. The show will feature up to 15 layouts in N, OO and O gauges. A free vintage bus service will be in operation to connect the venue and the Bala Lake Railway's Bala station, where steam-hauled services will be departing at 45 – 50 minute intervals to Llanuwchllyn. The local vintage tractor club will also be hosting the Bala Lake Festival of Transport adjacent to Llanuwchllyn station over the weekend (separate entry charges apply). For further details including opening times and admission prices for the exhibition, see Societies & Clubs or go to:
www.bala-lake-railway.co.uk

Chichester 'Steam on Sunday' event

The Chichester & District Society of Model Engineers will be holding a 'Steam on Sunday' open afternoon on 21 May (1400 – 1700) at its site in Blackberry Lane, Chichester, West Sussex PO19 7FS. Train rides will be available, whilst garden and model railways will also be running.
www.cdsme.co.uk

Heljan L&B 2-6-2T in 009 update

Heljan has advised that some of the first stocks of its new Lynton & Barnstaple 2-6-2T models in 009 (see Reviews, RM April 2017 and RM May 2017), are due to arrive in late May with the remainder arriving arround four weeks later. As a result of large demand, a re-run of these models has been ordered by the manufacturer, for which delivery is anticipated during late August.
www.heljan.dk

Wirksworth wagon correction

In the news pages of our April 2017 issue, we reported on a limited edition OO gauge wagon that has been commissioned by the Ecclesbourne Valley Railway Association to celebrate 150 years since the opening of the Duffield to Wirksworth branch. It was stated that the model was being manufactured by Dapol. This is incorrect; the models are in fact being made by Bachmann Europe Plc. Our apologies for the error. For more details:
www.evra.org.uk

Long-awaited Bulleid diesel from Kernow in OO gathers pace

Kernow Model Rail Centre has seen significant recent progress with the development of its exclusive OO gauge models of the Bulleid 1Co-Co1 diesel locomotives, plans for which were first announced by the retailer a few years ago.

Chris Trerise advises that development was hampered by a lack of detailed drawings, but an approach by a customer in January 2016 led to a full set of works drawings being made available. Progress since has accelerated significantly, with the CAD work signed off in December 2016 and the production of the first engineering prototype in February. This sample is illustrated here; it should be noted that certain livery details are to be corrected and some smaller details are still to be added. These will be present on the second sample, delivery of which is expected around the time this issue goes on sale.

Four versions are being produced; one each of Nos.10201 and 10202 in BR black with early emblems, together with two of No.10203, finished in BR black with early emblems and BR green with late crests. The tooling will allow for the detail variations between prototypes.

The current anticipated price for each version is £169.99, and pre-orders are invited. See the retailer's website for more details.

Kernow MRC has also released three more exclusive Bachmann OO gauge commissions. Each limited to 512 models, this latest trio comprises: Class 37 No.37 261 in DRS livery (carried by the prototype between 2005 and 2012); Class 47/7 No.47 706 in 'shabby' ScotRail livery with NSE branding and weathered finish; and a Toad brake van in BR departmental green. The locomotives are available DCC ready, DCC fitted or DCC sound fitted. For more details, including prices:
Kernow Model Rail Centre
98A Trelowarren Street, Camborne, Cornwall TR14 8AN
Tel: 01209 714 099
www.kernowmodelrailcentre.com

Bulleid 1-Co-Co-1 diesel in OO

Bachmann DRS Class 37 in OO

Bachmann Class 47/7 in OO

Departmental 'Toad' in OO

Dapol announces BR 20T brake van in O

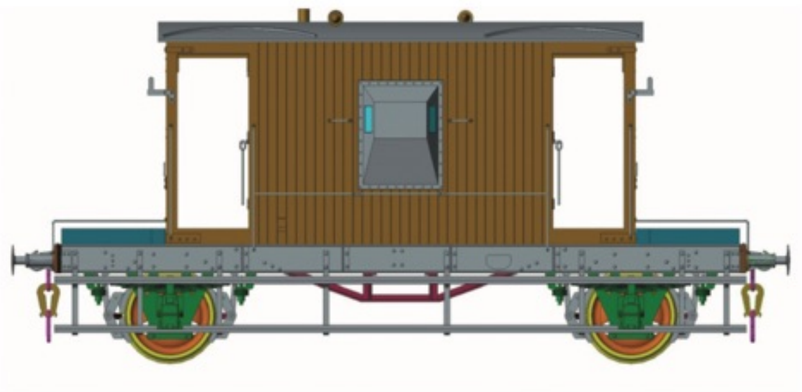
Following the recent release of several new ready-to-run models based on BR designs (see Reviews, RM May 2017), Dapol has announced that to complement these it is to develop models of the BR standard 20T brake van.

The Chirk-based manufacturer will initially be producing the main series of vehicles encompassing Diagrams 1/504 (vacuum through piped) and 1/506 (unfitted) manufactured between 1951 and 1957 totalling some 2,300 vehicles. Dapol also plans to produce the last batches of Diagrams 1/506 and 1/507 totalling 1,830 units, these having roller bearing axleboxes in place of the oil type and Oleo self-contained buffers.

The models are set to feature an ABS body, die-cast metal chassis (for added weight), sprung metal buffers and couplings (instanter link or screw link as approprate), die-cast wheels with steel tyres and pin-point brass bearings. The option of interior lighting and sound is also being considered.

Prices £79.95 each, eight versions will be available, including un-numbered models in grey and bauxite colours. Tool making is due to start soon, but a delivery date has not been confirmed.

The manufacturer has also released pictures – one of which is published here – showing the first engineering prototype for its forthcoming Fowler 3F 0-6-0T in O gauge (see News, RM April 2017). For more details:
www.dapol.co.uk


CAD image of BR 20T brake van

Fowler 3F 0-6-0T EP sample in O

EXHIBITION FOCUS

Free admission to Newcastle exhibition celebrating coal and limestone carrying railways

The North of England Institute of Mining and Mechanical Engineers will be hosting an exhibition of coal and limestone carrying model railways in Newcastle upon Tyne on the weekend of 17 & 18 June 2017. The event is being organised by the Newcastle Centre of The Stephenson Locomotive Society (SLS).

Layouts set to feature at the event include John Cook's much acclaimed 4mm scale model *Kepier Colliery* (pictured, see RM August 2008); *St. George's Pit* (O) by Alan Gray; *Croft Depot* (P4) by Duncan Wilcock; *Middle Peak* (EM) by Graham Hudson and the North East & Borders Group of the EM Gauge Society; *Braddyll Colliery* in N – a new N gauge layout by Joan Lowes and *Marine Park Yard* (OO), which was created by prolific modeller Ian Blenkinsopp and is to be exhibited by Les Paul. An extra feature will be 16mm narrow gauge live steam by Colin Laidler from the NEIMME.

Additional attractions at the show will be an extensive display by David Fraser on North Eastern Railway High Level Coal Staiths, whilst David Dunn will be showing photos from his own archive together with examples from the huge Armstrong Railway Photographic Trust collection.

The venue is the NEIMME, Neville Hall, Westgate Road, Newcastle upon Tyne, NE1 1SE. It is situated close to the Central Station. Admission is free of charge although donations towards expenses will be gratefully accepted. It should be noted that the building is not currently wheelchair accessible. See Societies & Clubs for more details including opening times.

Heritage train travel between venues at Great Central model event

The Great Central Railway, in conjunction with the Soar Valley Model Railway Club, will be staging its annual model railway and engineering exhibition between Friday 16 – Sunday 18 June 2017.

Over 70 layouts are booked to attend (including *Bath Green Park, pictured*), together with more than 50 traders, demonstration stands and model engineering displays.

The event will follow the now customary format of a large marquee housing the majority of exhibits at Quorn & Woodhouse station, with other attractions, stands and exhibits on display at the railway's Loughborough and Rothley stations.

Tickets (priced £20.00), include entry to all of the exhibition venues and all day travel on the railway. The railway will be operating throughout the event, giving visitors the opportunity to ride on the UK's only double track heritage railway behind steam and diesel traction.

See Societies & Clubs for more details including opening times. For more information, go to:
www.gcrailway.co.uk

See *Sidmouth* at Railex 2017

Taking place on the late May Bank Holiday weekend of 27 & 28 May 2017, Risborough and District Model Railway Club will be presenting its 13th annual Railex Model Railway exhibition at Stoke Mandeville Stadium in Aylesbury.

This year's show promises "the traditional Railex combination of quality layouts in all major scales along with the very best in specialist trade".

Readers who enjoyed reading about Eddie Field's 009 rendition of *Devil's Bridge* in our April 2017 issue, will be interested to know that this will be one of around 20 layouts in action at the event. Richard Harper's fabulous depiction of *Sidmouth* (see p454, pictured) will also be in attendance. Notably, the weekend will be the final exhibition appearance of Gordon and Maggie Gravett's *Pempoul* before it is retired.

To complement the layouts there will be in the region of 50 specialist manufacturers, traders and demonstrators.

As with previous years, there will be a free vintage bus running from Aylesbury railway station to Railex and return on both the Saturday and Sunday, linking with Chiltern Railways services from London Marylebone and Princes Risborough. The vintage bus will run up to every half hour on Saturday and hourly on Sunday.

For further information (including details of parking, admission prices and opening times), see Societies & Clubs or go to:
www.railex.org.uk

In brief

All change for 2017 Chatham show

After running one of the largest 'club' shows in the country for the past 30 years, the Chatham & District Model Railway Club has completely revamped the format of its customary annual exhibition with a new, smaller event, which is being held on different dates and at a new venue. However, the organisers are keen to reassure the show's loyal visitors that the new format will continue to present high quality layouts that showcase the very best from the railway modelling hobby. Taking place on 3 & 4 June 2017, the venue is The Victory Academy, Magpie Hall Road, Chatham, Kent (ME4 5JB). For more details including admission prices and opening times, see Societies & Clubs or go to:
www.chatham-mrc.com

New owners for *Rowland's Castle*

The ownership of this popular 00 gauge layout, which was constructed by Peter and Julie Goss and featured extensively in RM (see RM November and December 2008), has been passed to The Rowland's Castle Heritage Centre, which is located at the castle itself! For more details:
www.rowlandscastleheritagecentre.org.uk

25th Toy Train Festival at Alresford

Taking place at Perins School, Pound Hill, Alresford (SO24 9BS) on Saturday 17 June 2017, the 25th 'Alresford Festival of Toy Trains' will feature more than 20 layouts (including Clockwork, Hornby Dublo and Tri-ang 00), together with a large number of sales tables. There will also be a BBQ, real ale and music. Open 1030 – 1630, for further details including admission prices:
www.alresford-toy-trains.org.uk

5" gauge wagon book from the HMRS

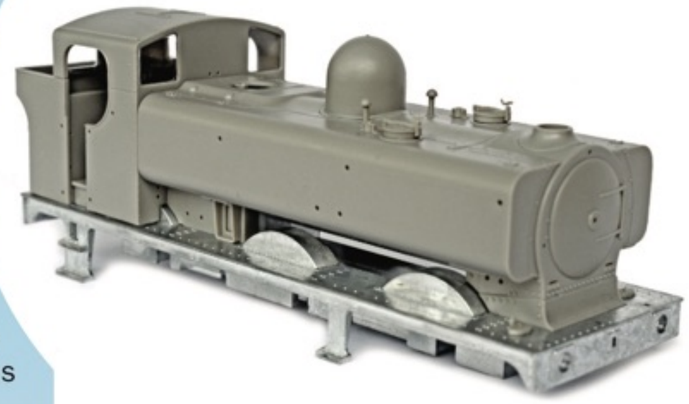
The Historical Model Railway Society is publishing a book on the topic of 5" gauge wagon construction. Written by Doug Hewson, an experienced 5" gauge modeller, the book will cover open wagons, mineral wagons, vans and brake vans – mainly examples built after 1923. With 320 pages and over 900 photographs, there will also be 35 separate A2 and A3-sized drawings included. The extensive prototype information contained in the book is expected to be of interest to modellers working in the smaller scales. For more information, or to place a pre-order:
www.hmrs.org.uk

New layout to see at Pecorama

There is a brand new display amongst the permanent exhibition of model railways at Pecorama, the popular tourist attraction in Devon. Completed in time for the main 2017 season, *Bostin Parkway* (pictured) is a new 00 gauge scene located in the present day Midlands. It features dual-level running lines, together with modern and traditional buildings and a day/night lighting sequence.

The high level running line utilises the recently introduced Peco Overhead Catenary system, whilst the business and retail park showcases structures created from the Wills Modern series of kits.

A detailed feature on the layout is planned for publication later in the year. For further details about the attractions at Pecorama, which is open daily throughout the summer, go to:
www.pecorama.co.uk



Progress with '8750' 0-6-0PT from Minerva in 0

Minerva Model Railways has received the first test shots from the tooling for its forthcoming 0 gauge GWR '8750' Class 0-6-0PT.

As first announced in our November 2016 issue, the manufacturer plans to release both the 57xx and '8750' variants of the prototype, with models catering for various detail differences including cab styles and riveted or welded pannier tanks. A selection of GWR green and BR black liveries is to be produced, available either DC, DCC ready, DCC-fitted and DCC sound-fitted. Prices start from £265.00 for DC versions. A set of etched cabside numberplates and shed plates to suit the Minerva models has been produced by Narrow Planet.

Delivery of the first batch of models is on target for July 2017. For more information, and details of how to pre-order:
www.minervamodelrailways.co.uk

Progress with SECR 'Birdcage' stock and Warflats in 00 from Bachmann

Bachmann Europe Plc has received factory decorated samples for its forthcoming models of South Eastern & Chatham Railway 'Birdcage' coaching stock and War Department Warflats. From all-new tooling and to be released as part of the manufacturer's Branchline (00) range, plans for these models were first announced in our May 2013 issue.

Three diagrams of the SECR 60' wooden-bodied coaches are being produced (priced £64.95 each); Brake Third, Brake Composite (pictured) and Composite, each available in SECR dark lake, Southern Railway olive green and BR crimson liveries.

Three versions of the Warflat bogie flat wagon are being developed; WD khaki drab with tank load, WD bronze green with tank load (both priced £49.95) and BR grey (price £36.95). All models are due for release later in the year. For further details:
www.bachmann.co.uk

Little Loco Co donates £7,500 to Class 15 Preservation Society

Following the delivery in January this year of stocks of its debut R-T-R O gauge locomotive model – the BTH Type 1 Bo-Bo/BR Class 15 – the Little Loco Company has fulfilled its promise to make a donation from the sale proceeds to the Class 15 Preservation Society.

The C15PS is currently restoring the sole surviving example of the class on the East Lancashire Railway, where the opportunity was taken at a recent gala weekend to present a cheque for £7,500 to members of the society's committee. The C15PS plans to use the donation to progress with restoration of the locomotive chassis.

Our review of one of the Class 15 models is published on p529 of this issue.

www.littleloco.co.uk

Dan Snow opens new railway extension at Exbury Gardens

TV presenter and historian Dan Snow is seen here alongside Lionel de Rothschild with his niece, Marie-Louise (or Mariloo) at the controls of the locomotive, also called *Mariloo*, a 2-6-2 engine with tender, on the occasion of the opening of the new railway extension at Exbury Gardens and Steam Railway on the 11 April 2017. A full report of this very special event will be published in our July issue.

3D-printed body for Hawksworth 16xx 0-6-0PT

Tom Wright has developed a 3D-printed body based on the BR(W) class of Hawksworth 16xx six-coupled pannier tanks, designed to fit a shortened Bachmann Branchline 64xx 0-6-0PT chassis. (The chassis has the correct wheelbase but slightly oversize wheels.) A kit chassis could be used if preferred.

The body (ref.W104) is obtainable via Shapeways, a Dutch online 3D-printing agent. It is supplied unpainted and without detail fittings; the model pictured utilises detail parts acquired from a 64xx donor model, together with plates from Narrow Planet and transfers from Modelmaster.

www.shapeways.com/shops/modelwright

Laughter Lines...

"Actually darling, I think Eileen & Geoff have had quite enough of the intricacies of Walschaerts valve gear for now..."

Coming next month

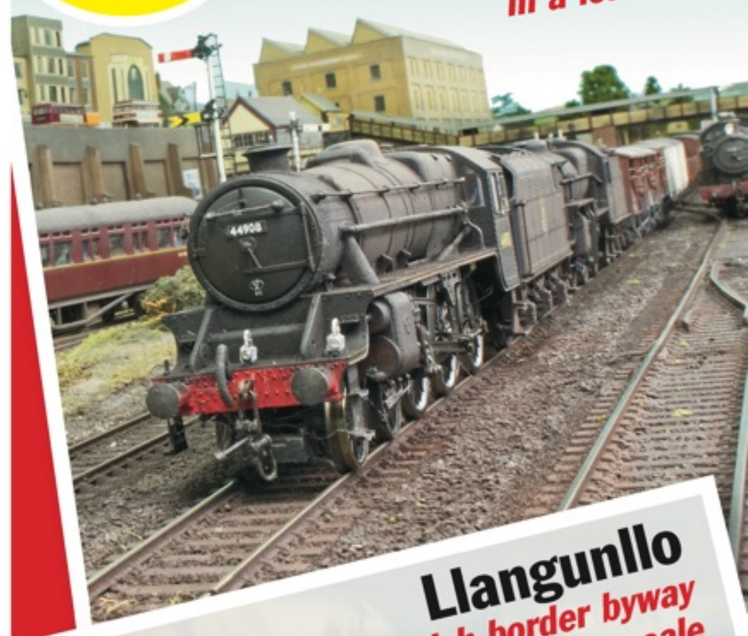
July 2017–

Out Thursday 8 June

Railway of the Month

Mereton Junction

GWR & LMS joint line in a loft in 00

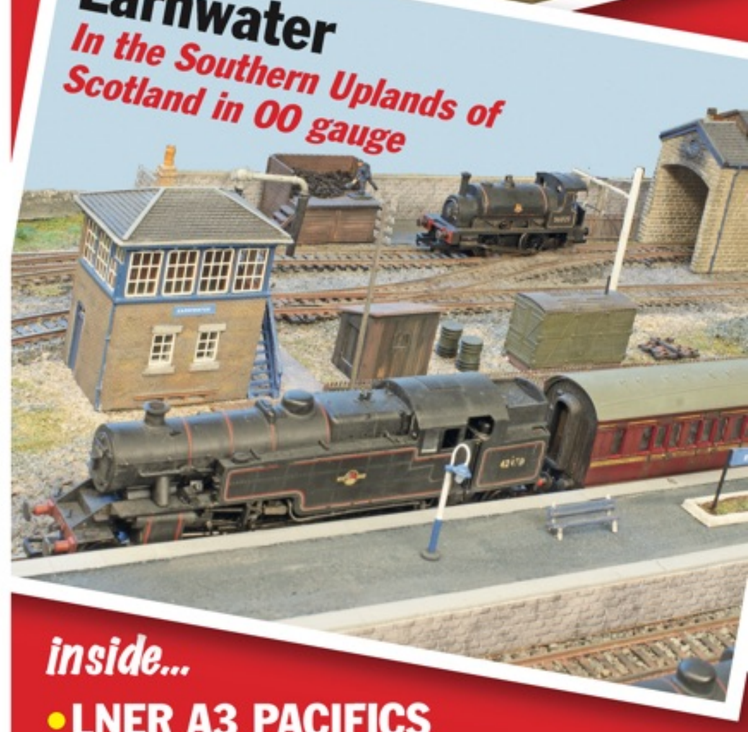


Llangunllo

Welsh border byway in 4mm scale

Earnwater

In the Southern Uplands of Scotland in 00 gauge



inside...

- **LNER A3 PACIFICS**
  Scale Drawings of these Gresley masterpieces
- **LIGHTWEIGHT BASEBOARDS – 3**
  Working with polystyrene box sections
- **OPERATING WHITCHURCH**
  Controlling this O gauge through station as per the prototype

plus all the regular features ....

Societies & Clubs

Compiled by Ingrid Rose

The following announcements are included in good faith from information provided by the organisers. As cancellations are sometimes inevitable, anyone travelling a long distance should contact the organiser first. Entries include the organiser's town and telephone number wherever possible. The publishers cannot accept any responsibility for cancellations or errors. RAILWAY MODELLER is published on the second Thursday of the preceding month and copy via email to rm-clubs@btconnect.com or by post is required six weeks prior to publication date.

August issue deadline: June 1st

EVENTS

May

Saturday 13 May
BURGESS HILL
Organiser: Burgess Hill MRC.
Venue: Burgess Hill Girls, Keymer Road, Burgess Hill, RH15 0EG.
Open: 10[illegible] Postponed
Admission: adults £5.00, children £3.00, family (2+2) £13.00.
Amenities: free parking, refreshments, raffle. Wheelchair access.
Features: 13+ layouts, trade & Societies.
Contact: www.burgesshillmrc.org.uk

Saturday 13 May
HEYWOOD, Lancashire
Organiser: Heywood MRG.
Venue: Club Rooms, Unit 3, Park Works, River Street, Heywood, OL10 4AB.
Open: 1000 - 1600
Admission: free: donation appreciated.
Amenities: refreshments, free parking.
Features: open day. Layouts in N gauge to O gauge, bring your locos to run. DC or DCC (not DCC N).
Contact: www.hmrg.co.uk

Saturday 13 May
LUTTERWORTH
Organiser: Lutterworth Railway Society.
Venue: The Wycliffe Rooms, George Street, Lutterworth, Leics, LE17 4ED.
Open: 1000 - 1630
Admission: adults £5.00, children £2.00, family £9.00.
Amenities: refreshments. Parking close by. Disabled access.
Features: layouts, traders, Societies.
Contact: Harold Dunkley 01788 310354 mobile 07504 969447 www.lutterworthrailwaysociety.co.uk

Saturday 13 May
PORTSMOUTH
Organiser: Victory Model Railway Club.
Venue: Admiral Lord Nelson School, Dundas Lane, Portsmouth, PO3 5XT.
Open: 1000 - 1600
Admission: adults £4.50, concessions £3.50, children £1.00, family (2+2) £9.00.
Amenities: wheelchair friendly, refreshments, free parking.
Features: 10+ layouts. 5+ traders.
Contact: www.victorymrc.org.uk

Saturday 13 & Sunday 14 May
BRACKNELL, Berkshire
Organiser: The EM Gauge Society.
Venue: Bracknell Leisure Centre, Bagshot Road, Bracknell, RG12 9SE
Open: 1030 - 1730 Saturday
1000 - 1630 Sunday
Admission: members £6.00, visitors £8.00, children £2.00, family (2+2) £16.00. Ticket valid for both days.
Amenities: on-site parking. Catering and licensed bar.
Features: expoEM. 10+ layouts, demonstrations, lecture programme, 40+ traders. EM Gauge Society stand, members sales stand & test track.
Contact: www.emgs.org

Saturday 13 & Sunday 14 May
GLENROTHES, Fife
Organiser: Glenrothes MRC.
Venue: The Lomond Centre, Woodside Way, Glenrothes, Fife, KY7 5RA.
Open: 1000 - 1700 Saturday
1030 - 1630 Sunday
Admission: adults £4.00, over 60s £3.00, children £2.00, family (2+2) £11.00.
Amenities: refreshments, disabled access, free parking.
Features: 8+ layouts, trade support.
Contact: Angus Stewart 01334 475311 www.glenrothesmrc.org.uk

Saturday 13 & Sunday 14 May
SALISBURY, Wiltshire
Organiser: Salisbury & South Wilts Railway Society.
Venue: Michael Herbert Hall, South Street, Wilton, Salisbury, SP2 0JS.
Open: 1000 - 1630 both days.
Admission: adults £4.00, children £2.00, under 5s free.
Amenities: light refreshments. Disabled access but short flight of stairs up to stage area. Free local car parks.
Features: 12+ layouts. Trade support, garden railway short walk from hall.
Contact: 07768 448369 exhibition@sswrs.org.uk www.sswrs.org.uk

Saturday 13 & Sunday 14 May
SCUNTHORPE, North Lincolnshire
Organiser: Scunthorpe Modern Image Railway Group.
Venue: St Pauls Church Hall, Ashby High Street, Scunthorpe, DN16 2JR.
Open: 1000 - 1700 Saturday
1000 - 1600 Sunday
Admission: adults £3.50, concessions £3.00, children £2.00, family (2+3) £9.00.
Amenities: refreshments, free parking, disabled access.
Features: 10 modern layouts in various scales. Trade stands, demonstrations.
Contact: peterfawcett125@yahoo.co.uk www.smirg.co.uk

Saturday 13 & Sunday 14 May
SOMPTING, West Sussex
Organiser: Sompting and District MRC.
Venue: Sompting Village Hall, West Street, Sompting, West Sussex, BN15 OBE.
Open: 1000 - 1700 Saturday
1000 - 1630 Sunday
Admission: adults £3.00, children £1.50.
Amenities: refreshments, free parking, wheelchair and buggy access.
Features: OO and N gauge layouts. Trade stands. Hands on children's layout.
Contact: info@somptingdistrictmrc.co.uk www.somptingdistrictmrc.co.uk

Saturday 13 & Sunday 14 May
SWINDON
Organiser: The Bassett Lowke Society.
Venue: STEAM - Museum of the Great Western Railway, Fire Fly Avenue, Swindon, SN2 2EY.
Open: 1000 - 1700 Saturday
1000 - 1600 Sunday
Admission: free with a paid ticket to the STEAM Museum.
Amenities: refreshments, free parking.
Features: vintage tinplate coarse-scale railways in gauges O, 1 and larger. 20 traders.
Contact: info@bassettlowkesociety.org.uk www.bassettlowkesociety.org.uk

Saturday 13 & Sunday 14 May
YEOVIL, Somerset
Organiser: Yeovil Railway Centre.
Venue: GWR Transfer Shed, Yeovil Railway Centre, Yeovil Junction Station, Stoford, Yeovil, Somerset, BA22 9UU. Follow signs to Yeovil Junction from town centre or A37 Yeovil-Dorchester road.
Open: 1000 - 1600 both days.
Admission: adults £3.00, children (5-15) £1.00. 1 child free with each paying adult.
Amenities: shop, light refreshments, free parking.
Features: 13 visiting layouts in popular gauges plus the Centre's own OO gauge layout. Trade support.
Contact: recorded information 01935 410420 www.yeovilrailway.freeservers.com

Sunday 14 May
BARTON LE CLAY, Bedfordshire
Organiser: Beds & Bucks Narrow Gauge Modellers Group In association with The OO9 Society.
Venue: Barton le Clay Village Hall, Hexton Road, Barton Le Clay, Bedfordshire, MK45 4JY.
Open: 1030 - 1630
Admission: OO9 Society members £4.00, non members £4.50.
Amenities: full disabled access, parking, full range of refreshments.
Features: open day. 12+ layouts. Modelling display, trade stands, OO9 Society stand.
Contact: Brian Key 01908 615287 briankey@sky.com http://009bedsandbucks.webplus.net

Sunday 14 May
OLDBURY, West Midlands
Organiser: Warley MRC O Gauge Group.
Venue: The Clubrooms,1F Pearsall Drive, Oldbury, West Midlands, B69 2RA.
Open: 1100 - 1600
Admission: free.
Amenities: refreshments.
Features: open day. Club and members O gauge layouts together with demonstrations and limited trade presence.
Contact: www.warley-mrc.org.uk

Saturday 20 May
BENFLEET, Essex
Organiser: St Mary's Model Railway Club (Benfleet).
Venue: St. Mary's Church Hall, 376 High Road, Benfleet, SS7 5HL.
Open: 1000 - 1600
Admission: adults £3.00, accompanied children free.
Amenities: refreshments.
Features: 8 layouts, 1 trade stand.
Contact: Robin French 01277 225206 robinsnest.french@btinternet.com

Saturday 20 May
BLOXWICH, West Midlands
Organiser: Bloxwich (St John's) MRC.
Venue: St John's Methodist Church, Victoria Avenue, Bloxwich, Walsall, WS3 3HS. Central to bus services.
Open: 1000 - 1630
Admission: adults £4.00, 5-15s £2.00.
Amenities: limited parking, wheel chair access/disabled facilities, refreshments.
Features: 15+ layouts, demonstrations and trade (new and pre-owned sales).
Contact: John Hill 07970 390258 bloxwichstjohnsmrc@orangehome.co.uk

Saturday 20 May
ELY
Organiser: Ely and District MRC.
Venue: City of Ely Community College, Downham Road, Ely, CB6 2SH.
Open: 1030 - 1630
Admission: adults £5.00, children (5-18) £3.00, under 5s free.
Amenities: disabled access to all areas except the stage in main hall. Ample free parking. Refreshments.
Features: 15+ layouts. Demonstrations, 4mm loco clinic. 5" gauge live steam passenger carrying track and steam traction engine, Fenland Light Railway display. Trade, Societies.
Contact: Derek Buck 01480 454857 crofters@ntlworld.com www.elymrc.org.uk

Saturday 20 May
MIRFIELD, West Yorkshire
Organiser: Mirfield Team Parish Music Guild.
Venue: Mirfield St. Mary's Parish Community Centre, Church Lane, Mirfield, West Yorks, WF14 9HU.
Open: 1000 - 1600
Admission: adults £4.00, children £2.00.
Amenities: refreshments, free parking, wheelchair access.
Features: 20 layouts in various gauges, trade support, Societies.
Contact: 01924 495929 Mrs.Dransfield@btinternet.com

Saturday 20 May
TUNBRIDGE WELLS
Organiser: Dakota Dibben.
Venue: The Great Hall, Southborough Primary School, Broomhill Park Road, Southborough, Tunbridge Wells, TN4 0JY.
Open: 1000 - 1630
Admission: adults £5.00, children £2.00, families (2+2) £12.00.
Features: model railway exhibition.
Contact: 07595 255150

Saturday 20 & Sunday 21 May
FOUR MARKS, Alton, Hampshire
Organiser: Four Marks Scout Group.
Venue: Four Marks Village Hall, Lymington Bottom, Four Marks, Alton, Hampshire, GU34 5AA. Free vintage bus service from Medstead & Four Marks railway station.
Open: 1000 - 1700 Saturday
1000 - 1600 Sunday
Admission: adults £4.00, children £2.00, family (2+2) £10.00.
Amenities: refreshments.
Features: 9+ layouts, trade, Societies.
Contact: 01420 563853

Saturday 20 & Sunday 21 May
MANCHESTER
Organiser: The Lancashire & Yorkshire DCC MRG & Museum of Transport Manchester.
Venue: Museum of Transport Manchester, Boyle Street, Cheetham Hill, Manchester, M8 8UW. Free heritage bus between Corporation Street and venue.
Open: 1000 - 1630 both days.
Admission: adults £7.00, concessions £6.00, accompanied under 16s free. Includes museum entrance.
Amenities: refreshments.
Features: 12+ layouts. Trade stands, demonstrations, seminars.
Contact: Ian Pemberton 07561 179117
ian_pemberton@hotmail.com
www.lydcc.org.uk
www.gmts.co.uk

Saturday 20 & Sunday 21 May
MIDDLESBROUGH
Organiser: Middlesbrough MRC.
Venue: Newport Settlement Community Centre, Union Street, Middlesbrough, TS1 5NQ.
Open: 1000 - 1700 Saturday
1000 - 1600 Sunday
Admission: adults £6.00, concessions £5.00, children £4.00, family (2+2) £12.00.
Amenities: refreshments, disabled access, parking.
Features: 10+ layouts, trade support.
Contact: Carl Ellis 01642 802892
www.mboromrc.com

Sunday 21 May
CHICHESTER, West Sussex
Organiser: Chichester and District SME.
Venue: Blackberry Lane, off Bognor Road, Chichester, PO19 7FS.
Open: 1400 - 1700
Admission: free; trains rides £1.00 each.
Amenities: light refreshments.
Features: Steam on Sunday. Train rides behind a selection of steam, electric and diesel powered locomotives. Garden railway. New *Drive a Train Yourself* model railway; several circuits of track; each with its own controller and donation box.
Contact: www.cdsme.co.uk

Sunday 21 May
DIDCOT, Oxon
Organiser: The German Railway Society.
Venue: Didcot Civic Hall, Britwell Road, Didcot, Oxfordshire, OX11 7JN.
Open: 1000 - 1630
Admission: adults £5.00, children £3.00, families (2+2) £12.00.
Amenities: 100 free parking spaces.
Features: Globalrail. 14 layouts. Trade stands. Societies.
Contact: http://grs-uk.org

Sunday 21 May
NORTHOLT, Middlesex
Organiser: Northolt MRC.
Venue: Northolt Village Community Centre, Ealing Road, Northolt, UB5 6AD.
Open: 1400 - 1700
Admission: free.
Amenities: refreshments.
Features: train rides on a continuous raised track. 3½" and 5" gauge locos. 660' long.
Contact: www.northolt-mrc.org.uk

Sunday 21 May
STOW ON THE WOLD
Organiser: Action Medical Research.
Venue: St Edwards Hall, Stow on the Wold.
Open: 1030 - 1630
Admission: adults £2.50, under 16s free.
Amenities: refreshments.
Features: layouts.
Contact: info@action.org.uk

Friday 26 & Saturday 27 May
BANGOR, Co Down
Organiser: First Bangor MRC.
Venue: First Bangor Presbyterian Church Halls, Upper Main Street, Bangor, Co Down, BT20 4AG.
Open: 1900 - 2130 Friday
1000 - 1630 Saturday
Admission: adults £5.00, concessions £3.00, children £2.00, family (2+2) £10.00.
Amenities: refreshments, disabled access.
Features: 20+ layouts, static displays.
Contact: 02891 457740
http://firstbangormrc.co.uk

Saturday 27 May
BRIDLINGTON
Organiser: Bridlington (Area) Railway Modellers and Train Enthusiasts Society (BARMATES).
Venue: Christ Church Hall, Quay Road, Bridlington, East Yorkshire, YO15 2AP.
Open: 1000 - 1600
Admission: adults £3.00, concessions £2.50, children £2.00.
Amenities: refreshments, parking nearby.
Features: 11 layouts. Trade support.
Contact: David Harrison 07811 254080
bridmodelrail@hotmail.co.uk
www.bridmodelrail.org.uk

Saturday 27 May
NORTHOLT, Middlesex
Organiser: Northolt Model Railway Club.
Venue: Northolt Village Community Centre, Ealing Road, Northolt, Middlesex, UB5 6AD. Off the A40 at A312 towards Harrow then right at Northolt Clock.
Open: 1030 - 1700
Admission: adults £3.00, children & senior citizens £2.00, family (2+2) £5.00.
Amenities: light refreshments.
Features: 8+ layouts. Live steam rides, static displays, trade stands.
Contact: www.northolt-mrc.org.uk

Saturday 27 May
ST OSYTH, North Essex
Organiser: St Osyth N Gauge Show.
Venue: St Osyth Village Hall, Clacton Road, St Osyth, CO16 8PE.
Open: 1100 - 1630
Admission: adults £4.00, concessions £3.00, children £2.00, family (2+2) £8.00.
Amenities: refreshments. Limited parking onsite, free parking in neighbouring streets. Full disabled access.
Features: 10+ N gauge layouts. Trade stands, Societies.
Contact: http://stosythngaugeshow.co.uk

Saturday 27 & Sunday 28 May
AYLESBURY, Buckinghamshire
Organiser: Risborough & District MRC.
Venue: Stoke Mandeville Stadium, Stadium Approach, Aylesbury, Bucks, HP21 9PP. Free vintage shuttle bus from Aylesbury railway station car park.
Open: 1030 - 1730 Saturday
1000 - 1700 Sunday
Admission: adults £9.00, children £5.00, family £18.00. 2 children admitted free with each paying adult on Sunday only.
Amenities: free parking at stadium and chargeable parking in the adjacent Stoke Mandeville hospital but it is recommended that visitors use the Friars Croft car park (£3.00 all day Saturday and £1.00 on Sunday) located in the town centre (to the rear of Morrisons). Disabled access.
Features: Railex 2017. 20 layouts. 50 trade stands, displays, Societies.
Contact: David Lane 01296 437475
railexmanager@rdmrc.org.uk
www.railex.org.uk

Saturday 27 & Sunday 28 May
BALA, Gwynedd
Organiser: Bala Lake Railway.
Venue: Ysgol Y Berwyn Secondary School, Bala, LL23 7RU (on the A4212). Free vintage bus connecting venue with Bala Lake Railway's Bala station.
Open: 1030 - 1700 Saturday
1030 - 1600 Sunday
Admission: adults £4.00, seniors £3.50, up to two accompanied children free.
Amenities: refreshments, disabled access, free car parking.
Features: up to 15 layouts, many with a local flavour. Trade stands. Frequent steam train service from Bala station connecting with the Bala Lake Festival of Transport (separate organiser and entry fee) featuring vintage and classic vehicles.
Contact: 01678 540666
info@bala-lake-railway.co.uk
www.bala-lake-railway.co.uk

Saturday 27 & Sunday 28 May
BROCKENHURST, Hants
Organiser: New Forest MRS.
Venue: Brockenhurst Village Hall, Highwood Road, Brockenhurst, Hants, SO42 7RY. 10 minutes walk from station.
Open: 1000 - 1700 Saturday
1000 - 1630 Sunday
Admission: adults £4.50, children 5-16 £3.00, family (2+2) £12.00.
Amenities: refreshments, free parking, full disabled access.
Features: layouts, trade stands, displays.
Contact: www.nfmrs.org

Saturday 27 & Sunday 28 May
HAYLE, Cornwall
Organiser: Hayle MRC & Duchy Railroaders.
Venue: Hayle Day Care Centre, Commercial Road, Hayle, TR27 4DE.
Open: 1000 - 1700 Saturday
1000 - 1600 Sunday
Admission: adults £4.00, children £2.00, family (2+2) £9.00, under 5s free.
Amenities: refreshments. Parking. Disabled access.
Features: Spring exhibition. Layouts in various scales, trade stands.
Contact: 01209 712261
roger.lean@hotmail.co.uk
www.haylemrc.org.uk

Saturday 27 - Monday 29 May
ROBERTSBRIDGE, East Sussex
Organiser: Rother Valley Railway Supporters' Association.
Venue: Robertsbridge Village Hall, Station Road, Robertsbridge, TN32 5DA.
Open: 1000 - 1700 each day.
Admission: adults £3.50, accompanied children free. Return next day for free using the previous day's ticket.
Amenities: refreshments. Disabled access. Free parking.
Features: 12 layouts, sales stands. Museum and information centre.
Contact: www.rvr.org.uk

June

Saturday 3 June
HULL
Organiser: Hull Miniature Railway Society.
Venue: The Walton Street Leisure Centre, Goathland Close, Walton Street, Hull, HU3 6JB.
Open: 1030 - 1600
Admission: adults £2.00, 5-15s £1.00.
Amenities: free off street parking. Disabled access. Light refreshments.
Features: layouts include: *Cayton Bay* (OO), *Coal Hill West* (N), *Driffield* (OO), *Filey* (OO), *Hoglington* (N), *Hollym Gate* (OO), *Mill Lane* (O-16.5), *Moorton Bottom Yard* (OO9), *Shifting Sands* (O9), *West Wood Park* (O). Trade stands. Demonstrations, Societies.
Contact: www.hullmrs.org

Saturday 3 June
LAKE, Isle of Wight
Organiser: Sandown Railway Enthusiasts Club.
Venue: Lake Community Centre, New Road, Lake, Isle of Wight, PO36 9LA. Bus routes 2, 3 & 8 stop nearby.
Open: 1000 - 1600
Admission: adults £2.50, accompanied children free.
Amenities: pay & display car park. Disabled access. Refreshments.
Features: layouts, displays, traders.
Contact: Terry Jones 01983 638917
terryvista@talktalk.net

Saturday 3 June
LEAMINGTON SPA
Organiser: Gauge 1 Model Railway Association.
Venue: The Warwickshire Exhibition Centre, The Fosse, Leamington Spa, CV31 1XN.
Open: 1000 - 1700
Admission: members £10.00, non members £12.00, under 16s free.
Amenities: refreshments.
Features: G1MRA 70th Anniversary Show. The Gauge 3 Society 16mm Association with *Mwch Grumblyn,* 16mm Association & G Scale Society: *Timpdon Real Steam*, 16mm on 32mm track, Bassett Lowke Society with Gauge 1 display. Gauge 1 layouts include: *Dobson Bridge, Surrey Oval, Stanley Midland,* Tinplate exhibition track, *Studleigh Gauge (*1 stud contact), *St.Petroc (*2 rail electric). Trade stands. Talks.
Contact: www.g1mra.com

Saturday 3 June
LEICESTER
Organiser: Lionel Collectors Club UK.
Venue: Trinity Methodist Church Hall, Narborough Road, Leicester, LE3 2RD.
Open: 1000 - 1600
Admission: adults £3.00, children free but must be accompanied.
Amenities: entrance is up a few steps from street. Light refreshments. Limited car park, but street parking available.
Features: annual American classic toy train show. 8+ layouts of American 3 rail-standard gauge, O gauge and a 2 rail S gauge. Some 2nd hand on sale.
Contact: Chris Pratt 01403 269439
enquires@lccuk.org.uk
www.lccuk.org.uk

Saturday 3 June
SLEAFORD, Lincolnshire
Organiser: Sleaford & District MRC.
Venue: St George's Academy, Westgate, Sleaford, NG34 7PP.
Open: 1000 - 1600
Admission: adults £4.00, children (5-14) £3.00, under 5s free, family (2+2) £10.00.
Amenities: free parking on site, refreshments, wheelchair friendly venue.
Features: 12+ layouts in all scales. Trade support.
Contact: 01529 307041
mark.bamford@btinternet.com

Saturday 3 June
WEST CAMEL, near Yeovil
Organiser: West Camel MRS.
Venue: Davis Hall, West Camel, near Yeovil, Somerset, BA22 7QX.
Open: 1000 - 1530
Admission: adults £3.00, children £1.00.
Amenities: disabled access, light refreshments.
Features: open day. 10 club layouts, trade stands.
Contact: charliebishop@hotmail.co.uk

Saturday 3 & Sunday 4 June
BLACKBURN, Lancashire
Organiser: East Lancashire Model Railway Charitable Organisation (ELMRO).
Venue: Accrington Road Community Centre, Accrington Road, Blackburn, Lancashire, BB1 2AF.
Open: 1000 - 1600 both days.
Admission: adults £5.00, OAPs / students / children £3.00, family (2+2) £12.00.
Features: charitable railway exhibition.
Contact: Kevan Jones 07767 682802
ELMRO 07585 672627 / 07914 713038
http://elmro.org

Saturday 3 & Sunday 4 June
BURTON UPON TRENT, Staffs
Organiser: DEMU Showcase 2017.
Venue: Burton Town Hall, King Edward Place, Burton upon Trent, DE14 2EB. 5 minutes walk from the railway station.
Open: 1000 - 1700 Saturday
1000 - 1600 Sunday
Admission: tickets are valid for the whole weekend. Adults £8.00, DEMU members / children under 16 £5.00, family (2+unlimited children) £20.00.
Amenities: recommended parking in the station car park.
Features: diesel and electric themed layouts: *Acton Parkway* (OO), *Alderford* (OO), *Cripple Sidings* (OO), *Deadmans Lane* (OO), *Fenwick TMD* (OO), *Hewisbridge* (OO), *Lofthole Oil Terminal* (N), *Loftus Road* (OO), *Lymebrook Yard* (N), *Sheepcroft* (EM), *Shelvington* (P4), *The Sidings* (OO), *Troutons* (OO), *Vopak Terminal* (OO), *Werrington Road* (OO). Trade stands. Demonstrations. Societies.
Contact: www.demu.org.uk

Saturday 3 & Sunday 4 June
CHATHAM, Kent
Organiser: Chatham & District MRC.
Venue: The Victory Academy, Magpie Hall Road, Chatham, Kent, ME4 5JB.
Open: 1000 - 1700 Saturday
1000 - 1600 Sunday
Admission: adults £6.00, accompanied under 16s free.
Amenities: disabled access, free parking, refreshments.
Features: new exhibition in new venue. 15 layouts, including several on debut, 20+ traders, Societies/demonstrators.
Contact: 07552 777718 before 2000
info@chatham-mrc.com
www.chatham-mrc.com

Saturday 3 & Sunday 4 June
SHILDON, Co Durham
Organiser: Shildon MRC.
Venue: The NRM Locomotion Museum, Shildon, Co Durham, DL4 2RE. Shildon station 100 yards. On Arriva bus routes.
Open: 1000 - 1700 both days.
Admission: free.
Amenities: free parking. Refreshments, Disabled access.
Features: 20+ layouts, 25+ traders. Local groups and modelling displays. Steam locomotive rides (small charge).
Contact: Rob Arrand 07720 975208
robertedwardarrand@yahoo.co.uk
www.shildonmrc.com

Saturday 10 June
BURTON UPON TRENT, Staffs
Organiser: 7mm Narrow Gauge Association.
Venue: Burton upon Trent Town Hall, King Edward Place, Burton upon Trent, Staffs, DE14 2EB. Close to station.
Open: 1030 - 1630
Admission: adults £5.00, 7mm NGA members £3.00, partners & children free.
Amenities: licensed bar, refreshments. Pay and display car parking nearby.
Features: layouts: *Appleton Dene* (O-16.5), *The Pipeyard* (O-16.5), *Arfer Yard* (O-16.5), *Madeleina* (On30), *Slindon Vale Railway, Norewood for Slindon* (O-16.5), *Rumbow Edge* (O-16.5), *Adamant Cement Works* (O-16.5), *Mill Lane* (O-16.5), *The Wagon Lift at St Petrock Quay* (O-16.5/32mm), *Caanan Valley* (On30), *Snowy River* (On30), *Hambleton, Stoneybrook and Swale* (O-16.5). Demonstrators. Traders. Societies.
Contact: 01332 441326 (evenings)
www.7mmnga.org.uk

Saturday 10 June
FELIXSTOWE, Suffolk
Organiser: Felixstowe Area N Gauge Model Railway Group.
Venue: Trinity Methodist Church, Orwell Road, Felixstowe, Suffolk, IP11 7AN.
Open: 1000 - 1630
Admission: adults £4.00, concessions £3.00, accompanied children free.
Amenities: light refreshments, wheel chair friendly, free on street parking.
Features: 10+ layouts, trade stands, 2nd hand stall, tombola, group information stand. Layouts include: *Clintons Bend, Saneham Tye, Obertonberg, Midsummer End, Loco Box, Padnal Town,* tram layout, group modular layout.
Contact: Facebook: Felixstowe Area N Gauge Group
Chris Shum 01349 277211
www.felixstowengauge.org.uk

Saturday 10 June
HEYWOOD, Lancashire
Organiser: Heywood MRG.
Venue: Club Rooms, Unit 3, Park Works, River Street, Heywood, OL10 4AB.
Open: 1000 - 1600
Admission: free: donation appreciated.
Amenities: light refreshments. Ample free parking.
Features: layouts in gauges N to O, bring your locos to run. DC or DCC (not DCC N).
Contact: www.hmrg.co.uk

Saturday 10 June
HILLINGDON, London
Organiser: Hillingdon Railway Modellers.
Venue: Yiewsley Baptist Church Hall (side entrance), 74 Colham Avenue, Yiewsley, Hillingdon, London, UB7 8HF. West Drayton (12 minutes walk). Local bus services 222, 350, U1, U3 & U5.
Open: 1000 - 1600
Admission: £4.00.
Amenities: refreshments.
Features: test track open day. Bring your O, OO or N gauge locos and trains to run on 3 test tracks. DC and DCC available, but no live steam. Expert help is on hand from knowledgeable club members if you have any problems with your models.
Contact: Peter 020 8368 4090
www.hillingdonrailwaymodellers.co.uk

Saturday 10 June
KNOWL HILL, Reading
Organiser: Marlow, Maidenhead & District Model Railway Club.
Venue: Knowl Hill Village Hall, Bath Road, Knowl Hill, Reading, RG10 9XB.
Open: 1000 - 1630
Admission: adults £4.00, children 5-14 £2.00, under 5s free, family (2+2 or more) £10.00.
Amenities: refreshments.
Features: layouts, traders, Societies, demonstrations.
Contact: www.mmdmrc.org.uk

Saturday 10 June
WIRRAL, Merseyside
Organiser: World of Motion.
Venue: Hulme Hall, Bolton Road, Port Sunlight, Wirral, CH62 5DH.
Open: 1030 - 1530
Admission: adults £4.50, children £1.00.
Amenities: parking, refreshments.
Features: Merseyside Hobbies and Model Railway Exhibition. Many club and Society layouts in various gauges plus full trade support. Model ship displays, model aircraft and vehicle displays, toy collectors stands, plus much more. Vintage bus rides by local preservation societies.
Contact: Albert Pyper 0151 678 4656
mobile 07906 060427

Saturday 10 & Sunday 11 June
BAKEWELL, Derbyshire
Organiser: Chesterfield Railway Modellers.
Venue: The Agricultural Business Centre, Bakewell, DE45 1AH.
Open: 1000 - 1700 both days.
Admission: adults £5.00, concessions £4.00, family £12.00.
Amenities: large pay and display car park. Fully disabled friendly.
Features: up to 15 working layouts. Full trade support.
Contact: David Harding 01246 271099
bakewellexhibition@chesterfieldrailway-modellers.co.uk
www.chesterfieldrailwaymodellers.co.uk

Saturday 10 & Sunday 11 June
BLAENAVON
Organiser: Pontypool & Blaenavon Railway.
Venue: The Railway Station, Furnace Sidings, Garn yr Erw, Blaenavon, NP4 9SF.
Open: 1100 - 1600 both days.
Admission: adults £3.00, children & concessions £2.00. Free entry with a valid return ticket on the Pontypool & Blaenavon Heritage Railway.
Features: 10+ layouts.
Contact: 01495 792263
pbmrc@torfaen.plus.com
http://pontypool-and-blaenavon.co.uk

Saturday 10 & Sunday 11 June
BORTH Y GEST, near Porthmadog
Organiser: Paul Towers.
Venue: Church Room (below church), Borth y Gest, near Porthmadog, Gwynedd, North Wales, LL49 9LU.
Open: 1100 - 1700 Saturday
1030 - 1600 Sunday
Admission: adults £2.00, children under 12 free if accompanied by a responsible adult. Dogs with dog walkers welcomed.
Amenities: light refreshments. Disabled access.
Features: layouts. Previously owned sales. Come and have a chat in a club-room atmosphere. Layouts: one OOn3 and four or five OO9. Guest layouts: one gauge O industrial and one Lone Star.
Contact: Paul Towers 01766 514889

Saturday 10 & Sunday 11 June
DOULTING, Somerset
Organiser: Shepton & District MRS.
Venue: Doulting Village Hall, Near Shepton Mallet, BA4 4PL.
Open: 1030 - 1630 Saturday
1000 - 1600 Sunday
Admission: adults £4.00, children under 12 free (must be accompanied by an adult), 12-16s £2.00.
Amenities: wheelchair access, parking, refreshments.
Features: layouts: *Cotehele* (O-16.5), *Tormouth Quay* (OO), *Brockleigh* (N), *Wiveliscombe* (OO), *Shunting Puzzle* (OO), *Milehouse Trams* (4mm scale/9mm gauge), *Fourtee Colliery* (TT), *Devonport Road* (OO), Gauge One display. 3 trade stands, 2 Societies. Demonstration table: various short demonstrations by club members. Free entry to clubrooms at the East Somerset Railway, BA4 4QP, during the show. Running on *Binegar* (OO) and possibly on new layout, *Shepton Mallet, High Street* (OO). Some of *Midford* (N) will be on static display.
Contact: John Perrett 01761 232950
jp.perrett@btinternet.com
https://sheptonmrs.wordpress.com

Saturday 10 & Sunday 11 June
GATESHEAD, Tyne & Wear
Organiser: North East of England Group, N Gauge Society.
Venue: Masonic Hall, Alexandra Road, Gateshead, NE8 1QZ. Near Gateshead Civic Centre & Metro interchange.
Open: 1000 - 1700 Saturday
1000 - 1600 Sunday
Admission: adults £3.00, children £1.50, family £5.00.
Amenities: disabled access, free parking, refreshments.
Features: *Morpeth, Moorside, Newlingham*, club layout, visiting layouts, Thomas and friends, trade support.
Contact:
Ian Holmes 01325 480686
i.d.holmes@btinternet.com
neil.walker64@btinternet.com

Saturday 10 & Sunday 11 June
GLASGOW
Organiser: Strathclyde O Gauge Group.
Venue: Pollokshaws Burgh Halls, 2025 Pollokshaws Road, Glasgow, G43 1NE. Opposite Pollokshaws West station, 5-10 minutes walk from Shawlands station. Bus 3/57A (First) & 3 (McGills) pass the door. Follow the signs for the Pollok Country Park & Burrell Collection from M77, J2 or M8, J22 – the halls are on the opposite side of the road.
Open: 1000 - 1600 Saturday
1100 - 1600 Sunday
Admission: adults £6.00, accompanied children free.
Amenities: free off street parking. Café.
Features: GlasGOw 2017. Variety of layouts, a test track, demonstrators, traders, bring & buy.
Contact:
Bob McLay 0141 637 4189
wcampbell23@yahoo.co.uk.

Sunday 11 June
WILBARSTON, Market Harborough
Organiser: Corby & District MRS.
Venue: Wilbarston Village Hall, Carlton Road, Wilbarston, Market Harborough, Leicestershire, LE16 8QD
Open: 1000 - 1600

Admission: adults £4.00, concessions £3.00, children £2.00, family £10.00.
Features: exhibition.
Contact: www.cdmrs.co.uk

Friday 16 - Sunday 18 June
QUORN, Leicestershire
Organiser: The Great Central Railway & Soar Valley MRC.
Venue: Across 3 stations along the GCR.
Open: 1000 - 1700 Friday
1000 - 1700 Saturday
1000 - 1600 Sunday
Admission: adults £20.00, includes all day travel & entrance to all venues.
Amenities: parking next to Quorn Station, LE12 8AG. Refreshments at all stations.
Features: layouts in all gauges/scales. 70+ layouts, 50+ traders, demos, model engineering. Quorn & Woodhouse station: main event arena. Loughborough station: 16mm live steam, G gauge and Railwayana traders. Rothley station: model engineering, gauge 3 and GCR's garden railway. Travel on the real thing between stations, an intensive timetable will be in operation across the weekend.
Contact: 01509 632323
www.gcrailway.co.uk

Saturday 17 June
ALRESFORD
Organiser: Bob Leggett.
Venue: Perins School, Pound Hill, Alresford, SO24 9BS.
Open: 1030 - 1630
Admission: adults £6.00, children £2.00, family £14.00. Early entry to sales hall (0900) £10.00.
Amenities: BBQ, real ale.
Features: 25th Alresford festival of toy trains. 20+ layouts including: Hornby O electric and clockwork, Victorian Triang layout, Dublo 2 and 3 rail, Wrenn, Continental O gauge, Tri-ang OO, TT and Big Big, Italian HO trains, Minitrix Scenic N gauge, Trix, LEGO, Lone-Star OOO, Brio, Airfix OO gauge, Gamages 1953 Terminal Station. Gauge 1 clockwork, Bowman live steam with LGB, gauge 1 outside. 85+ sales tables, music.
Contact: 01962 733 475
bob.leggett@tesco.net
www.alresford-toy-trains.org.uk

Saturday 17 June
ARMITAGE, Staffs
Organiser: Trent Valley North American Modellers.
Venue: Armitage with Handsacre Village Hall, Shropshire Brook Road, Armitage, Staffs, WS15 4UZ.
Open: 1000 - 1600
Admission: adults £6.00.
Amenities: refreshments. Free parking
Features: 13 North American themed layouts. O scale theme with several O and On30 layouts. Trade stands.
Contact: Nick Palette 07850 017222
info@tvnam.co.uk www.tvnam.co.uk

Saturday 17 June
HAZEL GROVE, Stockport
Organiser: Hazel Grove & District MRS.
Venue: Methodist Church Hall, Wesley Street, Hazel Grove, Stockport, SK7 4JQ.
Open: 1000 - 1600
Admission: free: donations welcome.
Features: open day. Work in progress & layouts in operation. Demos. Trade.
Contact: www.hgdmrs.org.uk

Saturday 17 June
HUCCLECOTE, Gloucester
Organiser: Hucclecote Methodist Church.
Venue: Hucclecote Methodist Church, Carisbrooke Road, Hucclecote, GL3 3QP.
Open: 1000 - 1700
Admission: adults £4.00, children free.
Amenities: refreshments.
Features: layouts in a variety of prototypes and scales.
Contact: John 01452 617357
info@hucclecotemc.org.uk

Saturday 17 & Sunday 18 June
GAINSBOROUGH, Lincolnshire
Organiser: Gainsborough MRS.
Venue: Florence Terrace, Gainsborough, Lincolnshire, DN21 1BE.
Open: 1330 - 1800 both days.
Admission: adults £4.00, senior citizens/children £3.00, family (2+2) £10.00
Features: large O gauge model railway. An opportunity to see how the London and North Eastern Railway was actually run in the heyday of steam. Dozens of trains, formed from over 180 locomotives and over 400 items of rolling stock running on a total of over half a mile of track.
Contact: B Hodkinson 01427 610475
gmrscontact@gmail.com
www.gainsboroughmodelrailway.co.uk

Saturday 17 & Sunday 18 June
LEEDS
Organiser: Middleton Railway Trust.
Venue: Middleton Railway, The Station, Moor Road, Hunslet, Leeds, LS10 2JQ.
Open: 1000 - 1700 both days.
Admission: exhibition/engine house/platform only: adults £4.00, children £2.00, family £10.00. Exhibition/engine house plus unlimited train rides: adults £7.00, children £3.00, family £18.00.
Amenities: shop/café. Exhibition and train ride have disabled access.
Features: models set amongst the real thing in the engine house. Full size steam train. 'Driver for a fiver'. 11 layouts in a variety of scales: O, OO, N & OO9. Layouts include: *Chesil Exchange* (O), *Isle of Man, Blwch Teganau* (OO9), *Leeds Weeklyn Hill* (OO), *Three Bridges & Dalwood* (OO9), *Crampton Tyney* (O). Vintage Tri-ang OO, hands on layouts in the play room. Trade stands. Leeds Transport Historical Society. Second hand tables.
Contact: ian.dobson9015@btinternet.com
Ian Dobson 01274 613687 (eves only)
Facebook: MiddletonRailwayOfficial
www.middletonrailway.org.uk

Saturday 17 & Sunday 18 June
MERE, Wiltshire
Organiser: Mere & District Railway Modellers.
Venue: Mere Lecture Halls, Salisbury Street, Mere, BA12 6HA.
Open: 1000 - 1600 both days.
Admission: adults £4.00, accompanied under 12s free.
Amenities: disabled access, free car parking, refreshments.
Features: layouts: *Mere Abbas* (O), *Crackington Quay* (7mm NG), *Hintendorf* (7mm NG), *Cheddar S&DJR* (P4), *Three Bridges by the Sea* (OO), *Beckenvick* (HO), *Red Hook Bay* (HO), *Devil's Bridge* (OO9), *Bottle Kiln Lane* (OO9), *The Pavilion (Trams)* (OO9), *Stamford East* (N), *Welton* (N). Demo. Trade support.
Contact: Tom Snook 01747 861977
tomsnook29@hotmail.co.uk
www.mererailwaymodellers.co.uk

Saturday 17 & Sunday 18 June
NEWCASTLE UPON TYNE
Organiser: Newcastle Centre of the Stephenson Locomotive Society.
Venue: The North of England Institute of Mining and Mechanical Engineers, Neville Hall, Westgate Road, Newcastle upon Tyne, NE1 1SE.
Open: 1000 - 1700 Saturday
1000 - 1600 Sunday
Admission: free - donations welcome.
Amenities: the building is not wheelchair accessible.
Features: exhibition of coal & limestone carrying model railways: *Kepier Colliery* (OO), *St. George's Pit* (O), *Croft Depot* (P4), *Middle Peak* (EM), *Braddyll Colliery* (N), *Marine Park Yard* (OO). 16mm narrow gauge live steam. Exhibition: *North Eastern Railway High Level Coal Staiths* by David Fraser. Archive photographs by David Dunn from his collection and The Armstrong Railway Photographic Trust.
Contact: www.facebook.com/events/1831718570444893/

Sunday 18 June
CHICHESTER, West Sussex
Organiser: Chichester and District SME.
Venue: Blackberry Lane, off Bognor Road, Chichester, PO19 7FS.
Open: 1400 - 1700
Admission: free; train rides £1.00 each.
Amenities: light refreshments.
Features: Steam on Sunday. Train rides behind a selection of steam, electric and diesel powered locomotives. Garden railway. *Drive a Train Yourself* model railway: several circuits of track, each with its own controller and donations box.
Contact: www.cdsme.co.uk

Sunday 18 June
NORTHOLT, Middlesex
Organiser: Northolt MRC.
Venue: Northolt Village Community Centre, Ealing Road, Northolt, UB5 6AD.
Open: 1400 - 1700
Admission: free.
Amenities: refreshments.
Features: train rides on a continuous raised track. 3½" and 5" gauge locos. 660' long.
Contact: www.northolt-mrc.org.uk

Saturday 24 June
BRAINTREE, Essex
Organiser: Braintree & Halstead MRC.
Venue: Bocking Arts Theatre (formerly The Institute), 15 Bocking End, Braintree, Essex, CM7 9AE. Behind the Argos store.
Open: 1000 - 1600
Admission: adults £4.00, accompanied children (5-15) £2.00, children under 5 free, family (2+2) £10.00.
Amenities: no access to the stage area for wheelchair users (reduced price avalible). Refreshments. Parking 200 metres.
Features: 18+ layouts including N, OO, EM & O gauge. Model shop stands, second hand train traders. Demonstrations.
Contact:
www.braintree-halsteadmrc.co.uk

Saturday 24 June
ENFIELD, Middlesex
Organiser: Enfield Town MRC.
Venue: St. Paul's Centre, Enfield Town, EN2 6PR. Corner of Church Street and Old Park Avenue. Both Enfield Chase and Enfield Town stations are near. Many bus routes serve the area.
Open: 1030 - 1700
Admission: adults £3.00, accompanied children under 16 free.
Amenities: refreshments, public car parks.
Features: club and visiting layouts. Trade stands.
Contact: 01992 639361
www.enfield-Town-mrc.org.uk

Saturday 24 June
IPSWICH
Organiser: Ipswich Transport and Model Festival.
Venue: Ipswich Transport Museum, Cobham Road; The Ipswich Railway Modellers Association HQ, Norfolk Road; Scograil Model Railways; The Ipswich Model Engineering Society, Foxhall Road. A free historic bus service links the sites.
Open: 1000 - 1600
Admission: all attraction entry ticket: adults £9.50, accompanied children £1.00.
Amenities: refreshments at most venues. Not all venues are completely disabled friendly.
Features: collection of preserved vehicles and additional special attractions at the Transport Museum, model railway shows at Ipswich Railway Modellers Association and at Scograil Model Railways. 5" gauge train rides and an extensive Gauge 1 model railway to see at Ipswich Model Engineering Society.
Contact:
www.ipswichtransportmuseum.co.uk

Saturday 24 June
KING'S LYNN
Organiser: King's Lynn MRC.
Venue: Gaywood Community Centre, Gayton Road, King's Lynn, Norfolk, PE30 4EL.
Open: 1000 - 1600
Admission: adults £5.00, children aged 5-15 £2.00, under 5s free.
Amenities: refreshments.
Features: layouts in various scales. Trade stands.
Contact: Simon Cuthell 07789 934033
klmrclub@gmail.com

Saturday 24 June
MINSTEAD, Hampshire
Organiser: The Minstead Modellers.
Venue: Minstead Village Hall, Minstead, near Lyndhurst, Hampshire, SO43 7FX.
Open: 1000 - 1630
Admission: adults £4.00, seniors & children £3.00, family (2+2) £11.00. In aid of Hampshire and IoW Air Ambulance.
Amenities: wheelchair friendly, but no access to stage or The Canteen; assistance will be provided if required. Free parking. Refreshments. Bar 1200-1500.
Features: 12 layouts. Trade stands.
Contact:
Andy or Ryan Lamb 02380 332609

Saturday 24 June
PLYMOUTH
Organiser: Plymouth & South East Cornwall Model Railway Club.
Venue: Abbey Hall, Catherine Street, (behind St Andrews Church, Royal Parade), Plymouth, Devon, PL1 2AD.
Open: 1000 - 1600
Admission: adults £3.00, children £1.50, family (2+2) £8.00.
Amenities: refreshments. Close to City Centre parking. Disabled access.
Features: 6+ layouts in various gauges. Trade support.
Contact: email@pandsecmrc.co.uk
01752 551516 24hr answerphone
http://pandsecmrc.co.uk/

Saturday 24 & Sunday 25 June
BLACKPOOL
Organiser: Blackpool Heritage Tram Tours.
Venue: Blackpool Transport, Rigby Road, Blackpool, FY1 5DD.
Open: 1000 - 1700 Saturday
1000 - 1600 Sunday

Admission: adults £5.00, children/seniors £4.00.
Amenities: wheelchair accessible.
Features: model tram and bus layouts, sales stands. Heritage tram and bus shuttle plus pre-booked depot tours.
Contact:
j.d.whitehouse2@tesco.net
John Whitehouse 07840 707653

Saturday 24 & Sunday 25 June
KIRKBY STEPHEN
Organiser: Stainmore Railway Company Ltd.
Venue: Kirkby Stephen East Station, Station Road, Kirkby Stephen, CA17 4LA,
Open: 1000 - 1700 both days.
Admission: free. Charges for train rides.
Amenities: disabled access, parking, refreshments.
Features: model railway exhibition. Layouts, trade stands.
Contact: Dave Burrows 07580 120951

Saturday 24 & Sunday 25 June
PERTH
Organiser: Perth & District MRC.
Venue: Dewars Ice Rink, Glover Street, Perth, PH2 0TH.
Open: 1000 - 1730 Saturday
1000 - 1700 Sunday
Admission: adults £7.00, children £3.50, family (2 +2) £16.00.
Amenities: free parking. Full disabled access, buffet/bar service.
Features: 100+ stands including 42+ layouts in gauges O to N. Trade support. Demons, Societies and seminars. Layouts: *Laurencekirk* (OO), *Ballyconnell Road* (3mm), *The Maxwell Colliery Loading Point* (OO), *Outwell Village* (OO), *Whiteacres* (OO), *Wolfe Lowe* (OO), *Lower Exbury* (P4), *Dubbieside* (P4), *Blair Atholl to Drumochter* (OO), *Thornbury Hill* (OO), *Los Mochos* (On30 USA), *Cold Blow Lane, SE14* (OO), *Mill Road* (OO), *Wainthrop Bridge* (EM), *Clifton and Lowther* (N), *Westfield Shed* (OO), *Arbroath* (OO), *Cadham Bay* (OO), *Elderslie Station* (O), Stoddart Lock (N), *Molasses Junction* (HO USA), *Feather River* (HO USA), *Forthside* (OO), *Glendevon* (OO), *Fleckenkirk* (N Continental), *New Westminster* (HO USA), *Lammermuir* (N), LEGO Trains, *Chocolate & Cream, The Schoolboys' Dream* (O), *Trains of Yesteryear* (OO), *Glenalmond 2*, *Tetfield-Under-Bolt* (N), *Poulton-on-Fylde* (OO f/s), *29th Street Wharf* (HO USA), *Ellonwood Falls* (N Canada), *Alloa* (OO), *Cala na Creig* (OO), *Clapton Junction* (T), *Craster* (O), *Airthrey Park* (OO).
Contact:
Stan Moug 07588 754959
exhibitionmanager@perthmrc.com
www.perthmrc.com

Friday 30 June & Saturday 1 July
WRENBURY, Cheshire
Organiser: Wrenbury & District MRC.
Venue: Wrenbury Village Hall, Cholmondeley Road, Wrenbury, Cheshire, CW5 8HG.
Open: 1900 - 2130 Friday
0930 - 1630 Saturday
Admission: free.
Amenities: refreshments.
Features: open doors event. Progress on the club's 3 layouts, examples of modular boards, display cabinets and visiting layouts. Wooden train set for the younger visitors. Sales stand. 2 sit-on traction engines on Saturday.
Contact:
www.wrenburymodelrailwayclub.btck.co.uk

MEETINGS

Thursday 1 June
RCTS - Milton Keynes
Diesels in the 60s by David Percival.
Venue: 1930. The Methodist Church Hall, Silver Street, Stony Stratford.

Thursday 1 June
Lutterworth Railway Society
Leicestershire Signalling by Alan Green.
Venue: 1930. United Reform Church, George Street, Lutterworth, LE17 4EF.
Contact: Dave Hanger 01455 203 307
www.lutterworthrailwaysociety.co.uk

Thursday 1 June
The Great Central Railway Society (Sheffield)
BR Standard Locomotives at Work - Part 4 by Ashley Shimwell.
Venue: 1930. The Harlequin, 108 Nursery Street, Sheffield, S3 8GG.
Contact: Bob Gellatly 01909 565763
gcrs@talktalk.net
www.gcrsociety.co.uk

Monday 5 June
Mirfield Railway Enthusiasts Society
Rail Routes From Leeds by Steve Armitage.
Venue: 1930. Navigation Tavern, Station Road, Mirfield, West Yorkshire, WF14 8NL.
Contact: Pete Whitworth 01924 498451
choochoopete@outlook.com

Monday 5 June
Peak Rail Association (Sheffield)
Old Flames by Granville Dobson.
Venue: 1930. The Harlequin, 108 Nursery Street, Sheffield, S3 8GG.
Contact: Dave Sharp 0114 274 5478
d.sharp@sheffield.ac.uk
www.peakrail.co.uk/sheffieldbranch

Tuesday 6 June
RCTS - Watford
The Railways of Gloucestershire – Part 2 by Bernie Holland.
Venue: 1900. Beechen Grove Baptist Church, Clarendon Road.

Tuesday 6 June
SEG - South Hampshire Branch / LRTA - Southern Area
Members Digital Slides.
Venue: 1930. Eastleigh Railway Institute, Romsey Road.
Admission: £3.00.
Contact: John Goodrich 023 8067 0028
www.southernelectric.org.uk

Tuesday 6 June
The Enfield Transport Circle (TETC)
150 Years of the Hatfield & St Albans Railway by Jeff Lewis & Alastair Cameron.
Venue: 2000. First Floor Meeting Room, The Drill Hall Sports Club, 1 Old Park Avenue, Enfield, Middlesex, EN2 6PJ.
Admission: £3.00.
Contact: Roger Elkin 020 8363 0697
rogerelkin@btinternet.com
k.h.crane@hotmail.co.uk

Monday 12 June
SEG - Sussex Branch
The Story of the Cross Rail by Phil Hinde.
Venue: 1930. The Deall Room, Southwick Community Centre, BN42 4TE.
Admission: visitors £3.00.
Contact: www.southernelectric.org.uk

Monday 12 June
Lincoln Railway Society
55 Years of Chasing Railways by Ken Horan.
Venue: 1930. St Hugh's Church, Harewood Crescent, North Hykeham, Lincoln, LN6 8JG.
Admission: £3.00.
Contact: 01522 698085
grahamlightfoot1948@gmail,com

Tuesday 13 June
RCTS - Hitchin
Steam on Shed by David Percival.
Venue: 1930. Tilehouse Street Baptist Church, Upper Tilehouse Street.

Wednesday 14 June
RCTS - Cardiff
Another SLS/Alan Jarvis Evening of Photographs by Gerry Nichols.
Venue: 1930. Old Church Rooms, Park Road, Radyr.

Thursday 15 June
Marlow & District Railway Society with RCTS - Bourne End
55 Years of Railway Photography by Dr Les Nixon.
Venue: 1915. Bourne End Community Centre, Wakeman Road, Bourne End, Bucks, SL8 5SX.
Contact: 01494 638090
www.mdrs.org.uk

Thursday 15 June
Lutterworth Railway Society
Out and About with Bruce by Bruce MacCormick.
Venue: 1930. United Reform Church, George Street, Lutterworth, LE17 4EF.
Contact: Dave Hanger 01455 203 307
www.lutterworthrailwaysociety.co.uk

Thursday 15 June
RCTS - Shipley
My Steam Day Memories by Ken Horan.
Venue: 1930. Saltaire Methodist Chapel, Saltaire Road.

Thursday 15 June
Mid Hants Railway - Sussex Group
A Narrow Gauge retrospect by David Vaughan.
Venue: 1930. Southwick Community Centre, Southwick, Sussex.
Admission: £3.00.
Contact: M.E. Stroud 01273 550818

Friday 16 June
Great Western Society - Taunton
Happy Snappers Chasing Trains by Peter Triggs.
Venue: 1930. Village Hall, Stoke St. Mary, near Taunton.
Contact: 01823 334188

Monday 19 June
RCTS - Shenfield
Scottish Steam by David Kelso.
Venue: 1930. Shenfield Parish Hall, 60 Hutton Road.

Tuesday 20 June
The Grimsby & Cleethorpes Railway Group
Railways of the Peak District by Les Nixon.
Venue: 1930. The No.1, Station Approach, Cleethorpes, DN35 8AX.
Contact: dendalerailevents@gmail.com
Dennis Parkinson 0770 203 4455
www.gcrsociety.co.uk

Tuesday 20 June
North Yorkshire Moors Railway - South Yorkshire Area Group
The Story of The Reunion of all 6 A4s by Stephen Davis.
Venue: 1930. The Railway, West Street, Doncaster, DN1 3AA.
Contact: Peter Barsby 07944 884538

Wednesday 21 June
Launceston Railway Circle
Visit to The West Somerset Railway.
Venue: 1045. Bishops Lydeard station.
Contact: Roger Webster 01566 779896
rogerwebster@hotmail.com

Wednesday 21 June
Thorncombe Rail Activities Club
Yet More Steam in the 60s by Alan Reeve.
Venue: 1930. Thorncombe Village Hall, TA20 4NE.
Contact: su7882@eclipse.co.uk

Thursday 22 June
RCTS - Thames Valley Branch
Observations at Reading.
Contact: Tv-fixtures@rcts.org.uk

Saturday 24 June
TLRS - East Midlands Area
Modelling - bring along what's on your workbench.
Venue: 1400. 6th Beeston Scout Hut, Middle Street, Beeston, NG9 1GA.
Contact: Dave Hanger 01455 203307

Monday 26 June
RCTS - Brighton
The Mid-Hants – Its History and Operation by Brian Dalton.
Venue: 1930. Brighton Railway Model Club, London Road Station, Shaftsbury Place.

Monday 26 June
Nantwich & Market Drayton Railway Society
The Standard 2 '82045' Project by Chris Proudfoot.
Venue: 2000. King's Head Inn, Shrewsbury Road, Market Drayton, TF9 3EH.
Contact:johnslynn147@virginmedia.com
www.the-gingerbread-line.co.uk

Tuesday 27 June
RCTS - Welwyn Garden City
The History of Doncaster Station by Bryan Longbone.
Venue: 1400. The Methodist Church, Junction of Ludwick Way and Colegreen Lane.

Friday 30 June
Somerset & Dorset Railway Trust Dorchester Area Group
Lines to the North Cornwall Coast by Bob Bunyar.
Venue: 1930. Colliton Club, County Hall, Dorchester.
Admission: £2.00.
Contact: heather.foster1@btinternet.com
Peter & Heather Foster 01305 262121

CLUB NEWS

Sidmouth MRG. A new club covering the Sid Valley in Devon. Meetings on the 2nd Wednesday evening of the month at St Teresa's Hall, Connaught Road, Sidmouth, EX10 8TT.

A general model railway group, with interests from 16mm narrow gauge, gauge O garden railways, 4mm scale through to OO9 to N gauge scales. Visitors and guests welcome (especially if you are visiting the area on holiday). www.cadhris.com/sidmouth or email via SidmouthMRG@gmail.com.

Opportunity Yours

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Replies to box numbers should be sent to:
Peco Publications, Beer, Seaton, Devon EX12 3NA

Trade

Retailers' Announcements

YORK - MONK BAR MODEL SHOP LTD. *2 Goodramgate (by Monk Bar)*. Large selection of new model railways, Scalextric, plastic kits, diecasts, etc. *Tel: 01904 659 423.*

HULL - EAST YORKSHIRE'S ONLY SPECIALIST model railway shop. Model Railways bought, sold and exchanged. *53A MODELS, 430 Hessle Road, Hull.* (Closed Mondays). *www.53amodels.co.uk. Tel: 01482 227 777.*

PASTIMES, GLASGOW – Buy and sell obsolete and new railways and diecast. *126 Maryhill Road, Glasgow, G20 7QS. Tel: 0141 331 1008.*

COLWYN BAY, CLWYD MODELS. Opening times: Thursday, Friday + Saturday 10-1pm, 2-5pm**.** Second hand model railway books, videos, layouts, diecast bought, sold and exchanged. *447, Abergele Road, Old Colwyn. Tel: 01492 518 709.*

PLUS DAUGHTERS OF BASILDON ESSEX. N gauge specialist for the UK, Continental and American Modeller. New and second hand, bought, sold or exchanged. *PLUS DAUGHTERS, 8 Britannia Court, Burnt Mills Industrial Estate, Basildon, Essex, SS13 1EU. Tel: 01268 726 211 www.plusdaughters.co.uk*

MODEL EXCHANGE. *Tel: 07580 065 017 website: www.themodelexchange.co.uk* BUY*EXCHANGE*SELL TOYS.

WARWICK-METROPOLIS TOYS, 41B SMITH STREET CV34 4JA. 2nd hand OO, Scalextrics, die-casts. *Tel: 01926 400 311 www.metropolistoys.co.uk*

GATESHEAD - POOLEY'S PUFFERS *382a Jedburgh Court, Team Valley Trading Estate, NE11 0BQ Tel: 0191 4910202, mobile 07976519178*
web: www.pooleyspuffers.com
email: pooleyspuffers@btopenworld.com
OO & N gauge new and quality second hand model railways. Now stocking BACHMANN, HORNBY, PECO, GAUGEMASTER, DAPOL, METCALFE, PARKSIDE, WILLS & RATIO. Good range of accessories and diecast road vehicles. Monday - Saturday 10am - 5pm. When attending weekend exhibitions the shop will be closed. Please phone Fri/Sat for opening times. Sunday: Closed. Credit cards accepted. Part exchange welcome.

EDWINSTOWE (NORTH NOTTS)-EDWINSTOWE TRAINS 'N' THINGS @ BENHAMS, 45 High Street, NG21 9QR – New/Second Hand model railways/diecast etc: at competitive prices; N & OO gauge plus much more. *Come and visit us at Robin Hoods Village www.benhamsonline.com*

DINGWALL (ROSS-SHIRE)-SPORTS & MODEL SHOP, 66 High Street, Dingwall, IV15 9RY. PLASTICS-METALS-SCENICS. OO and N scale, PECO, Hornby, Bachmann, Metcalfe, Wills, Ratio & Dapol. *Tel: 01349 862 346.*

LANCASHIRE – MODEL RAILWAYS AND DIECAST SHOP. We buy and sell obsolete and new diecast and railway items. *Tel: 01282 867 711.*

RHYL MODEL RAILWAYS, 44 Wellington Road, Rhyl LL18 1BN. Open Mondays-Saturday 10am-5pm. *Tel 01745 798460. www.model-railways-rhyl.co.uk*

Trade Sales Products

O GAUGE ETCHED KITS. Locomotives, Carriages and Wagons. Connoisseur Models on line catalogue, www.jimmcgeown.com or send 2nd class address label for free printed catalogue. 1 Newton Cottages, Nr Weobley, Herefordshire, HR4 8QX.

LOCOMOTECH MOTORIZING KITS FOR PECO AND SOUTH EASTERN FINECAST TURNTABLES. Standard (3.5rpm) £27.99, Deluxe (2 rpm) £34.99, U.K. postage £3.25. 12V motor. Enclosed all-metal gearbox. NEW - AUTOMATIC INDEXING - stops automatically at each exit. (Currently only for PECO LK-55/LK-555) Indexing Standard £57.99, Indexing Deluxe £64.99. Reviewed by Railway Modeller May 2016. *More information and order online at www.locomotech.co.uk Telephone orders: 01903 871149.*

3D PRINTED DOCKYARD/INDUSTRIAL/ TRAMWAY INSET TRACK and WW1 narrow gauge locomotives and wagons in various scales and gauges. All produced to order, direct from RECREATION21 at http://www.rue-d-etropal.com, email recreation21@hotmail.co.uk for more information.

Trade Sales Books

SPECIALIST IN OUT OF PRINT RAILWAY books, timetables, photographs, official publications and relics. Lists welcome. Visitors by appointment. *BARRY JONES, 28 Marine Crescent, Worthing, BN12 4JF. Tel/Fax: 01903 244 655.*

MIDDLETON PRESS, PUBLISHED 29 APRIL, Lincoln to Doncaster, tourist railways of France. Reprinted Tamworth to Derby. Branch lines around Spalding. Albums £18.95 each free P+P (UK). Mail order service. Cheque, Visa or Mastercard. Write or telephone for latest brochure. *MIDDLETON PRESS, Easebourne Lane, Midhurst, West Sussex, GU29 9AZ, telephone: 01730 813 169, email: info@middletonpress.co.uk www.middletonpress.co.uk*

RAILWAY BOOKS BOUGHT AND SOLD. NEW AND PRE-OWNED. Credit cards welcome. Free UK postage. *A large selection at www.lindatinkerrailwaybooks.co.uk telephone: 01335 330 965.*

RAILWAY MODELLER BACK NUMBERS – for more information on which issues are available, please contact: *Technical Advice Bureau, PECO, Underleys, Beer, Seaton, Devon, EX12 3NA, England, telephone: 01297 20580.* Price for UK Residents £3 per issue, Europe £3 per issue plus £2 postage sent Airsaver Post and rest of the World £3.00 per issue plus £3 postage sent Airsaver Post. Airmail – please enquire.

Trade Services

WHITEMETAL AND BRASS KIT BUILDING SERVICE, QUALITY LOCOMOTIVES AT REALISTIC PRICES. For costs plus current delivery dates, please phone *01325 382 452* or write to: *DAVID TEMPLE, 28 Walworth Crescent, Darlington, County Durham, DL3 OTX.*

TRAMWAY MODELLING SERVICES, KITS AND MECHANISMS ASSEMBLY and/or motorising service, including under-floor mechanisms (e.g. Corgi Balloons, Brush Railcoaches & Felthams). *Please telephone or write to: ALAN KIRKMAN, 17 Park Road, Sutton Coldfield, West Midlands, B73 6DB. Tel: 0121 354 3201.*

CUSTOM AND STANDARD DECALS. PLASTIC AND METAL KIT BUILDING, modification and scratch building service. Locos, Rolling stock, track, structures and scenic items. Any scale. *See www.aardstorm-models.com*

BASEBOARDS IN TIMBER PLYWOOD OR MDF – ANY SIZE AND SHAPE, legs or trestles, any height, flat packs available. *Phone for quote. Tel: 01795 479 736.*

WHITEMETAL KIT BUILDING AND CHASSIS BUILDING SERVICE. Commissions undertaken. *For information contact: IAIN STORIE, Flat J Teviotdale Court, Hawick, Borders, TD9 8HZ. Tel: 01450 370 405.*

KIT BUILDING SERVICE, LOCOS, ROLLING STOCK, QUALITY WORK AT REASONABLE PRICES. *Contact: JOHN NOWELL, 28 Victoria Road, Tuebrook, Liverpool, L13 8AW. Tel: 0151 259 5957, email: johnnowell@blueyonder.co.uk www.tuebrooktrains.co.uk*

Wanted (Trade)

This section is reserved for the use of traders only.

WE VALUE YOUR USED MODEL RAILWAYS very highly. Best prices paid for good condition modern 00 and N Gauge second hand items. Send us your list of surplus items in any gauge or make (s.a.e. please) for our quotation by return post. We also buy tinplate of all kinds, Dinky Toys, Corgis and Lesneys. We will travel anywhere to collect. *RAILWAY ROUNDABOUT, The Walnut Tree, Egremont Street, Glemsford, Suffolk, CO10 7SA. Tel: 01787 280 452.*

MODEL RAILWAYS WANTED - cash waiting for British & American N & OO/HO scales plus Continental HO model railway equipment. British and American 0-Scale also considered along with interesting items of railwayana. (Closed Mondays). *53A Models, 430 Hessle Road, Hull. 01482 227 777. www.53amodels.co.uk*

AIRFIX/FROG/REVELL and other makes of unmade Second-hand plastic kits wanted. Aircraft especially wanted. Any quantity. *KINGKIT, Unit 8, Cedar Court, Halesfield 17, Telford, TF7 4PF. Tel: 01952 586 457.*

WANTED - TRAIN COLLECTIONS O, OO, N. Always calling in areas SOMERSET, DEVON, CORNWALL, S-WALES, WILTS, HAMPSHIRE, most places in UK covered. Will dismantle layouts any size. Interested in British N gauge Farish, Mintrix, Peco, OO Bachmann, Hornby, Mainline, Lima, Wrenn, Tri-ang. Damaged, scrap locos, Peco points, track work, buildings, cars, people, books, diecast, EFE buses. Cash paid, friendly service offered. *R.FOSTER 15 Rosebery Avenue, Yeovil, Somerset BA21 5LW. Tel 01935 424165 email russelltrains@aol.com*

MODEL RAILWAYS ALWAYS WANTED, including Hornby Dublo, Wrenn, Trix, Lima, Bachmann, Steam, Modern Image, OO, O, N gauge, kits and kit built. Send lists or give me a call. *BARRY JONES, 28 Marine Crescent, Worthing, BN12 4JF. Tel/Fax: 01903 244 655.*

MODEL RAILWAYS WANTED - All Gauges including N, OO, O Gauge. Large collections to surplus items. British/American and Continental boxed or unboxed, no problem. Spares and track also purchased. We will also buy any diecast. *Send list or telephone: MJH MODELS, S'Agaro, Goring Road, Woodcote, Reading, RG8 0QE. 01491 681 262 email: mjhtoys@aol.com*

WE CARE A GREAT DEAL MORE! We realise that your collection large or small is a prized possession, so we will always give our highest price, we will respond quickly to receiving your list and collect, dismantle and remove your items efficiently because we care. Whatever you have to sell from single items to large collections. Give us a call and prepare to be amazed! *S&J MODELS, 20, Winnington Lane, Northwich, Cheshire, CW8 4DE. Tel: 01606 872 786.*
Email: sjmodels@tiscali.co.uk
Website: www.sandjmodelrailways.co.uk

THINKING OF SELLING YOUR MODEL RAILWAY COLLECTION? If so contact me for an immediate evaluation, distance no object, collections large or small. *PAUL CULL, telephone: 01302 481 274 or mobile: 07767 356 890 or send list to: The Bungalow, Dentons Green Lane, Kirk Sandal, Doncaster, DN3 1JP.*
Email: simonecull06@tiscali.co.uk

HORNBY & BASSETT-LOWKE O GAUGE TRAINS, wagons, coaches and accessories. Anything considered. Top prices paid for single items and/or complete collections. *Tel: 01993 840 064 (Oxon) 0797 991 0760.*

MODEL RAILWAYS WANTED – ANY GAUGE, ANYWHERE. ALWAYS BEST CASH PRICES PAID. Layouts dismantled. Just call Mark on: 01924 824 748, 07850 029 331 anytime. Send your lists to*: GOING-LOCO, 38 Potovens Lane, Lofthouse Gate, Wakefield, WF3 3JF.*
Email: a1ybr@hotmail.com

ALWAYS WANTED BY TRI-ANGMAN- collections, layouts, seeking, Tri-ang, Hornby, Dublo, Wrenn, Bachmann etc. Will collect across most of the UK. More than fair prices paid. *Tel: 07966 333 605 email: Laurence@tri-angman.co.uk*
www.tri-angman.co.uk

WANTED-SOUTH EAST AREA, model railway items N gauge to O gauge. Please send list to: *John Willcocks, Unit 15, Harris Arcade, Station Road, Reading, RG1 1DN. Telephone: 0118 961 8017. Email: j.w.toys@btinternet.com*

WANTED-MODEL RAILWAY ITEMS, FROM ANYWHERE IN THE UK, single items to whole collections, any gauge, we pay cash and will beat any genuine offer on collections. We also buy diecast models + vintage toys. *Tel: 01209 718 562 or 07876 457 114, email: harvey.instance@sky.com*

HORNBY DUBLO WANTED – LOCOS, COACHES, WAGONS AND ALL RELATED ITEMS. From single items to whole collections, cash paid, distance no object. TONY COOPER. *Tel: 01254 234 017.*

MODEL RAILWAY COLLECTIONS URGENTLY REQUIRED – SMALL & LARGE, any scale and any condition. British, European and American collections all required. Nationwide collections, distances no object. Contact us today for a quick and friendly service. *Telephone: 01302 371 623, mobile: 07526 768 178, email: anoraksanonymous@googlemail.com*

WANTED WANTED MODEL RAILWAYS, ALL MAKES, ALL SIZES from N Gauge, 00 scale to G Scale and larger, will travel all UK. We also dismantle layouts, over 30 year's experience. *Send lists to DEREK BARNETT,*

6 Vale Gardens, Penkridge, Staffs, ST19 5LQ. Tel: 01562 750 076 daytime, or text me 07721 333 521 anytime and I will ring you back, email footplate@btconnect.com

WANTED TOP PRICES PAID! BUY-SELL-EXCHANGE ANY GAUGE, MAKE OR AGE. Also Specialists in diecast Lorries, cars, buses and railwayana. Friendly, fast, professional service from our family run business, established for over 40 years. "We are a real shop not just a phone number" Distance no object, from single items to lifetime collections, instant settlement by your preferred payment method. See our main advert. Deal with confidence from a name that you can trust. *Rails of Sheffield 21/29 CHESTERFIELD ROAD, SHEFFIELD, S8 ORL. Tel: 01142 551 436. www.railsofsheffield.com*

WE BUY ANY TRAINS.COM – ALL GAUGES, ALL MAKES. Hornby/ Bachmann, OO, O, and N gauge. Top cash prices paid, collected, layouts dismantled. *Please send list to CLAIRE CLARKE: 14 Stourbridge Road, Lloyd Hill, Wolverhampton WV4 5NE email: claireaclarke@aol.com telephone: 01902 342 722.*

MODEL RAILWAYS WANTED – N GAUGE, OO GAUGE, O GAUGE – ANY MAKE. Free valuations, home visits, layouts dismantled. Fast friendly, courteous service. *Contact MARTIN: 01623 473 376, lists to: modelpower@sky.com*

DIESELS WANTED – OO, N GAUGE, O GAUGE, HELJAN, LIMA, DAPOL, HORNBY, FARISH, PLUS ROLLING STOCK. *KEITH'S MODEL RAILWAYS, telephone: 0116 277 8634 email: shak.marge@yahoo.co.uk*

WE BUY ALL YOUR MODEL RAILWAY COLLECTIONS – ANY GAUGE, LOCOS, ROLLING STOCK, KITS ETC. *For a fast friendly professional service telephone VINCENT: 07721 087 810 or email vincelonergan@hotmail.com or send your list to VINCENT – DORSET RAILS, 24 Normandy Way, Dorchester, Dorset, DT1 2PP.*

Holiday Accommodation

HOLIDAY LET AVAILABLE IN BEER, DEVON NEAR PECORAMA. Portland Heights is a stunning property offering a balcony with spectacular views overlooking Lyme Bay. Sleeps 6. Available all year round. *All bookings made through JEAN BARTLETT COTTAGE HOLIDAYS, website: www.jeanbartlettcottageholidays.co.uk or telephone: 01297 23221.*

COSY BRICK & FLINT COTTAGE, NORTH NORFOLK, SLEEPS 4. CLOSE TO SEVERAL PRESERVED RAILWAYS, the Mid Norfolk, the Poppy Line, Bure Valley and the Wells and Walsingham Light Railway. *Full details of Teapot Cottage, Helhoughton at www.norfolkholidayhomes.agency 01485 534267.*

Private

Private Sales

HORNBY DUBLO EMU 2 CAR SET. GOOD BOXES. GOOD CONDITION £325 ONO. Also Wrenn 5 bell EMU set, good condition £225 ono. *Tel: 0118 973 1029.*

LARGE COLLECTION MODEL RAILWAY ITEMS, INCLUDES LOCOMOTIVES, STOCK with many buildings and scenic accessories, all available separately, covers 2mm, 3mm, 4mm and 7mm scales. *Contact: 01283 546 673 for full list (Staffordshire).*

Property for Sale

Cut the expense of moving house by advertising your property in the RAILWAY MODELLER or CONTINENTAL MODELLER for just 15p a word its great value for money!!

Clubs and Societies

GREAT EASTERN RAILWAY SOCIETY. Railways in East London and East Anglia from the 1800's to today. Quarterly Journal and News magazines, publications and meetings. *SAE for details to: GERS, 24 Bacons Drive, Cuffley, Potters Bar, EN6 4DU, web site www.gersociety.org.uk*

Wanted Clubs and Societies

NARROW GAUGE STOCK WANTED BY THE 009 SOCIETY, collections, loco's, rolling stock, readymade BEMO, LILLIPUT, ROCO etc or kit and scratch-built. *Contact: 009 Society, 5 Quarry Road, Colehill, Wimborne, BH21 2NP. Email: members-sales@009society.com for society details see www.009society.com*

Wanted Private

(This column is reserved for readers who are private Model Railway enthusiasts or collectors and require items purely for their own personal use).

TRIX TWIN AND TRIX EXPRESS. Avid collector. TTRCA No26, anything will be considered. Please phone anytime, will collect. *Tel: 01736 754 200. Mobile: 07969 499 586.*

HORNBY DUBLO, TRIANG, OO, TT, WRENN, Dinky, Corgi and Spot-on wanted. Preferably in mint boxed condition to expand my private collection. Large or small collections purchased. Can collect; cash paid. *TONY OAKES, 69 Ashcroft Avenue, Shavington, Crewe, CW2 5HW. Tel/Fax: 01270 652 773.*

COLLECTOR PURCHASES QUALITY BRITISH OO COLLECTIONS, plus 009 ON30 kit-built O fine-scale LMS/LNER. *Phone for a friendly discussion: 0114 250 8009, email: ellnitty@hotmail.com*

BASSETT-LOWKE & TRIX, wanted by retired collector seeking single items or whole collections, particularly pre 1960 models, will collect, please telephone any time. *Telephone: 01344 842 440.*

RAILWAY PHOTOGRAPHS-original 35mm slides (or negatives) any railway subject, steam to blue diesel era. Good price for quality material. *JOHN TURNER, 01482 227 777 or 01652 632 370 (evenings).*

CHESHIRE, NORTH WALES & MERSEYSIDE. Wanted Model Railways preferably Hornby & Trix for my private collection, layouts dismantled. *Email lists to: cdo14@icloud.com or call 07974 116 014.*

OO & O GAUGE TRAINS WANTED, Hornby, Bassett-Lowke, Wrenn, Triang, Ace, Lima etc. Any condition, quantity. Will travel. *Private offers only please. Tel: 01425 271 340.*

N OR OO GAUGE, British outline Model Railways sought by collector, Wrenn, Hornby, Bachmann, Farish etc. Will travel to collect. *Tel: 01702 461 214 after seven, 07399 73 44 94, daytime. Send lists to: psdavis17@talktalk.net*

HORNBY O GAUGE LMS Princess Elizabeth & Southern L1. Both 20 volt electric. *Tel: 01993 840 064 (Oxon) or 0797 991 0760.*

RAILWAY RELICS LOCOMOTIVE PLATES. Station signs, clocks, posters, hand lamps, signalling, would collect. Top prices. *Dale, East Barn, Loads Road, Holymoorside, Chesterfield, S42 7HW. Tel: 01246 569 263.*

WRENN RAILWAYS WANTED, LOCOS, COACHES AND WAGONS. Single items or whole collections, distance no object. Immediate cash settlement. *TONY COOPER, 26 Warmden Avenue, Baxenden, Accrington, Lancs BB5 2PR. Tel: 01254 234 017.*

WANTED TRIANG TT GAUGE BY PRIVATE COLLECTOR, other TT makes, Wrenn OO and Trix OO also considered. Good price paid will travel.
Tel: 01980 862 387 or
Email: rob@hamptonmail.freeserve.co.uk (Wiltshire).

WRENN 1966 TO 1992-items wanted by collector preferably boxed, single or complete collections. *Please telephone: 0773 0957 800/01582 401 053 or visit my website www.wrennspecialist.co.uk*

CASH PAID ON COLLECTION OF YOUR UNWANTED MODEL RAILWAYS, small or large collections OO or N gauge. Hornby, Lima, Bachmann, Farish etc. We will come to you and dismantle if needed. *Please contact STEVE on: 01909 487 938 or send lists to: 27 Prince Charles Road, Worksop, Nottinghamshire, S81 7ES or email: steve37425@hotmail.co.uk*

IS THERE CASH IN YOUR ATTIC? I will collect and pay best cash prices for model railway items, from single items to complete collections. *Call GEOFF, for a no obligation chat on: 07986 936 058 or email me on: cash4trains@live.co.uk*

KIT ITEMS, WHITEMETAL, BRASS OO & O, DJH, Wills, Millholme, Alan Gibson etc. Engines, coaches, wagons, unmade, part made, engines working or not. Kit spares – will travel. *Tel: 01302 481 274.*
Mobile: 07767 356 890.
Email: simonecull06@tiscali.co.uk

WANTED MINIC MOTORWAY LORRIES AND RM GREEN AND RED DOUBLE DECKER BUSES, of the same models. *Tel: 01303 489 890.*

LIMA DIESELS WANTED & ROLLING STOCK. *Tel: 01302 481 274 & mobile: 07767 356 890.*
Email: simonecull06@tiscali.co.uk

TIMPO WILD WEST AND WW2 TRAINS. Also 1950/70's plastic toy soldiers, Knights, Cowboys, Forts, by Herald, Lone Star, Charbens etc. Britains garden. Catalogues, display adverts, tractors. *Tel: 01455 286 510.*

G SCALE AND OTHER GARDEN RAILWAYS WANTED. Gauge 1, SM32, Bachmann, LGB, Piko, Accucraft, Roundhouse etc. Locomotives, rolling stock, track, points and accessories all required. *Tel: 01302 371623 email: sophiecull99@gmail.com*

WANTED: - BONDS O'EUSTON ROAD OO GAUGE PRE-WAR 0-6-2 & 0-4-4 TANK LOCOS, 4-4-0 tender locos, rolling stock, wooden buildings and track. *Telephone: 01279 505 306, email: jeffcarpenterguitar@gmail.com*

WANTED – CHINESE MADE HORNBY UN-REBUILT BATTLE OF BRITAIN, body from Tangmere, 73 Squadron SQDN, 605 Squadron, Manston etc. Must be in good condition. *JOHN PEACOCK, telephone: 01725 517 216.*

MYLOCOSOUND STEAM – BASIC MODEL, NOT DCC OR CHIP. *Tel: 0191 415 1009.*

Swapmeets • Sales • Fairs

The following announcements are included in good faith from information provided by the organisers.
As cancellations are sometimes inevitable, anyone travelling a long distance should telephone before doing so.
All advertisements include the organiser's town and telephone number.
The publisher of RAILWAY MODELLER cannot accept any responsibility for cancellations or errors.

May 2017

14 May (Sun) 10.30am-3pm
COVENTRY – 150 STALLS, The Connexion, Ryton on Dunsmore, Coventry CV8 3FL. Lots of stalls full of new and used model railways – many at bargain prices. Adults £3, Seniors £2.50, Children £1.
Tel: 01604 846 688 www.bpfairs.com

21 May (Sun) 10.30am-3pm
DONCASTER RACECOURSE, the Lazarus Exhibition Centre, Leger Way, Doncaster DN2 6BB. More than 300 stalls of toys, trains and models. Adults £4, Seniors £3.50, Children £1.
Tel: 01604 846 688 www.bpfairs.com

21 May (Sun) 10.30am-2.30pm
IPSWICH – Ipswich Hotel, Old London Road, Copdock, Ipswich, IP83JD. Admission £2.50 per person, Children free. Tables £26 per 6ft length.
Telephone JOHN PARSONAGE: 07881 555 283 or DENNIS PAYNE: 07812 389 022.

24 May (Wed) 6pm-8pm
SOUTH CROYDON, St John's Community Hall, Upper Selsdon Road, Selsdon, South Croydon CR2 8DD. Close to Superstore, near to Selsdon Park. Admission £1. Contact: JOE LOCK.
Tel: 07866 641 215.

27 May (Sat) 10.30am-3pm
SANDOWN PARK – 500 STALLS, Europe's No1 Toy Collectors Fair, Sandown Exhibition Centre, Sandown Park Racecourse, Esher, Surrey, KT10 9AJ. Adults £6, Senior Citizens £5.50, Children £2. Hundreds of stalls selling everything you want in model railways. Come and see why Sandown is Britain's best loved Toy Show.
Tel: 01604 846 688 www.bpfairs.com

28 May (Sun) 10am -2pm
ASHINGTON TOY & TRAIN COLLECTORS FAIR, Ashington Community Centre, Foster Lane, Ashington, West Sussex RH20 3PG.
Telephone for further information PETE: 01424 846 676 or DAVID: 07742 609 865.

28 May (Sun) 10.30am-2.30pm
CORNWALL – LOSTWITHIEL Community Centre PL22 0HE. Contact: MARK.
Tel: 01637 871 412- 07887 888 670.

June 2017

1 June (Thurs) 7pm-9pm
THEYDON BOIS, Theydon Bois Village Hall, Coppice Row (B172), Theydon Bois, near Epping, Essex CM16 7ER. Close to M25 J26 and M11 J5. Admission £1. Contact: JOE LOCK.
Tel: 07866 641 215.

3 June (Sat) 10.30am-3pm
CHESTER, The Cheshire Country Sports Club, Plas Newton Lane (near Upton) Chester CH21 1PR (off A41). Approximately 3 minutes from junction 12 of M53 and junction 41 of A55. Admission £2. TONY OAKES FAIRS.
Tel: 01270 652 773 & 07825 631 323.

3 June (Sat) 10am-3pm
EXETER TRAIN & TOYFAIR, Matford Centre, Matford Park Road, EX2 8FD. 200+ tables, admission £2. Superb venue, free parking, refreshments. Organised by RAY HEARD.
Tel: 01823 480 097.
Email: rayheard66@btinternet.com

3 June (Sat) 10.30am-3pm
LLANDUDNO TOY & TRAIN SALE – GREAT NORTH WALES SHOW! Venue Cymru, Promenade, Llandudno LL30 1BB. BUY*SELL*EXCHANGE, 70 tables, catering on site. MANY TOP DEALERS. Admission: £2, Children/Cons: £1.50.
Tel: 01643 702 757 & 07966 694 579
www.chrisdyerfairs.co.uk

4 June (Sun) 10am-2pm
COLCHESTER, LANGHAM COMMUNITY CENTRE, School Road, Colchester, Essex CO4 5PA. Next event: 8th October. SRP TOYFAIRS.
Tel: 01322 662 729 or 0773 999 8012
www.srptoyfairs1.co.uk

4 June (Sun) 1pm-4pm
FALKIRK – Graeme High School, Callendar Road, Falkirk FK1 1SY. Entry £1, under 12 free. BRIAN McLAREN.
Tel: 01324 624 102
www.mclaren-models.com

4 June (Sun) 10.30am-2.30pm
HAYDOCK PARK RACECOURSE, The Exhibition Centre, WA12 0HQ (M6 Junc 23 – 1 mile) Up to 85 tables. Adults £2, Children 50p. BARRY STOCKTON.
Tel: 0151 334 3362
www.barrystocktonfairs.co.uk

4 June (Sun) 10.30am-3pm
HEREFORD TOY AND TRAIN SALE, Hereford Leisure Centre, Holmer Road, HR4 9UD. 70 tables, parking, café. BUY*SELL*EXCHANGE*. Admission £2, Cons: £1.50.
Tel: 01643 702 757 & 07966 694 579
www.chrisdyerfairs.co.uk

4 June (Sun) 10am-2pm
MANSFIELD, The John Fretwell Sporting Complex, Sookholme Road, Sookholme, Mansfield, Nottinghamshire, NG19 8LL.
Tel: 01246 767 876 or 07751 613 640.

4 June (Sun) 10am-3pm
PUDSEY CIVIC HALL, on Leeds to Bradford Ring Road LS28 5TA. STEELE PROMOTIONS.
Tel: 0161 283 1255.

9 June (Fri) 7pm-9pm
ALFRETON LEISURE CENTRE, DE55 7BD. Superb range of rail & diecast, free parking and refreshments. Next event: 8th September. Contact: MALC.
Tel: 07951 072 790.

11 June (Sun) 10.30am-3pm
MACRON STADIUM – 280 STALLS, The Premier Suite, Macron Stadium, Bolton, Lancashire BL6 6SF. Adults £3.50, Senior Citizens £3, Children £1. OO and O gauge for sale from dozens of specialist dealers.
Tel: 01604 846 688 www.bpfairs.com

11 June (Sun) 10am-2pm
RAYLEIGH, ESSEX, The Sweyne, Park School, Sir Walter Rayleigh Drive, off London Road, SS6 9BZ. Next event: 30th July. SRP TOYFAIRS.
Tel: 01322 662 729 or 0773 999 8012
www.srptoyfairs1.co.uk

11 June (Sun) 10.30am-3pm
SOUTH DUBLIN TOY & TRAIN SALE, The Talbot Hotel, Stillorgan, Dublin (alongside N11 Wexford Road). Major Show for trains, cars and commercials and with major dealers. Superb venue with massive free car park and all day catering. Easy & level access at this 4* star hotel. Up to 80 tables. Admission €4.
Tel: 0044 1643 702 757 & 0044 7966 694 579 www.chrisdyerfairs.co.uk

13 June (Tues) 6.30pm-8.30pm
ODIHAM/HOOK, Community Centre, Ravencroft, Hook RG27 9NN. Second Tuesday monthly.
Tel: 01380 725 322, anytime.

17th June (Sat) 10.30am-4.30pm
25th ALRESFORD FESTIVAL OF TOY TRAINS 2017, Perins School, Pound Hill, Alresford SO24 9BS. 20+ layouts including Hornby O Electric and Clockwork, Victorian Triang Layout, Dublo 2 and 3 Rail, Wrenn, Continental 0 Gauge, Tri-ang OO, TT and Big Big, Italian HO Trains, Minitrix Scenic N Gauge, Trix, LEGO, Lone-Star 000, Brio, Airfix OO Gauge, Gamages 1953 Terminal Station. Gauge 1 Clockwork, Bowman Live Steam with LGB Gauge 1 outside, 85+ sales tables, music, BBQ, Real Ale. Adults £6, Children £2, Family £14, early entry to sales hall 9am (£10.00).
Tel: 01962 733 475 bob.leggett@tesco.net
www.alresford-toy-trains.org.uk

17 June (Sat) 10.30am-3pm
CARMARTHEN TOY & TRAIN SALE, Carmarthen Leisure Centre, Llansteffan Road, Johnstown, Carmarthen, SA31 3NQ. 60 tables, free parking, great range of dealers. BUY*SELL EXCHANGE. Admission £2, Cons £1.50.
Tel: 01643 702 757 & 07966 694 579
www.chrisdyerfairs.co.uk

17 June (Sat) 10am-3pm
GATESHEAD INTERNATIONAL STADIUM, Neilson Road, Gateshead NE10 0EF (Just off Felling by pass, A184). Admission £3, Concessions £2. Future date: 9th September.
Tel: 0750 403 5955
email: jim_corr73@hotmail.co.uk

17 June (Sat) 9am-3pm
MAIDSTONE, at Lockmeadow Market Hall, Barker Road, Maidstone, Kent ME16 8HR. Admission £2.
Tel: 01732 840 787 or 01622 298 159.

17 June (Sat) 10am-2pm
NOTTINGHAM BLUECOAT ACADEMY, (on ring road, 1 mile north of University) NG8 5GY. Good access, free parking, refreshments. Next event: 19th August. Contact: MALC.
Tel: 07951 072 790.

17 June (Sat) 10.30am-3pm
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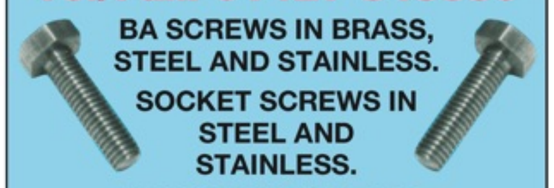

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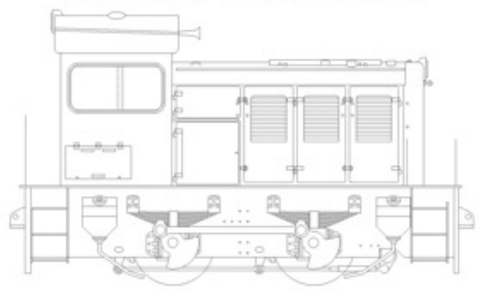

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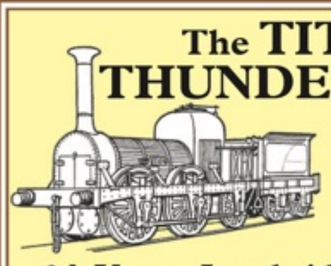

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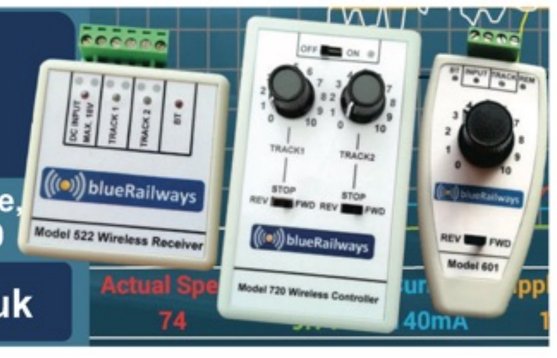

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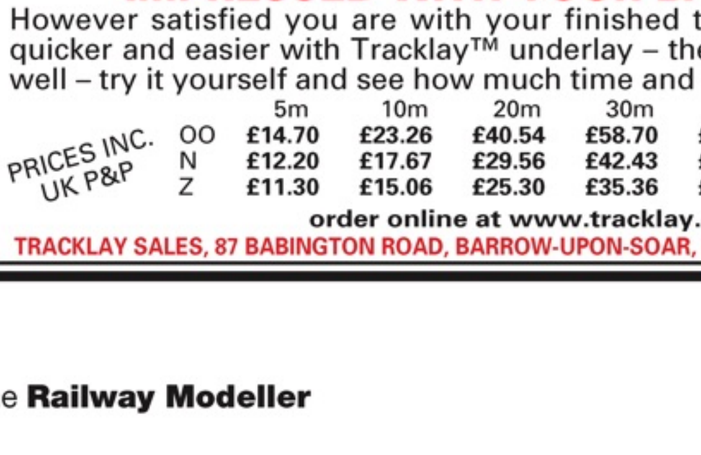

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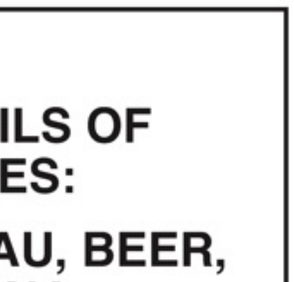

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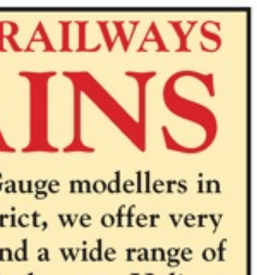

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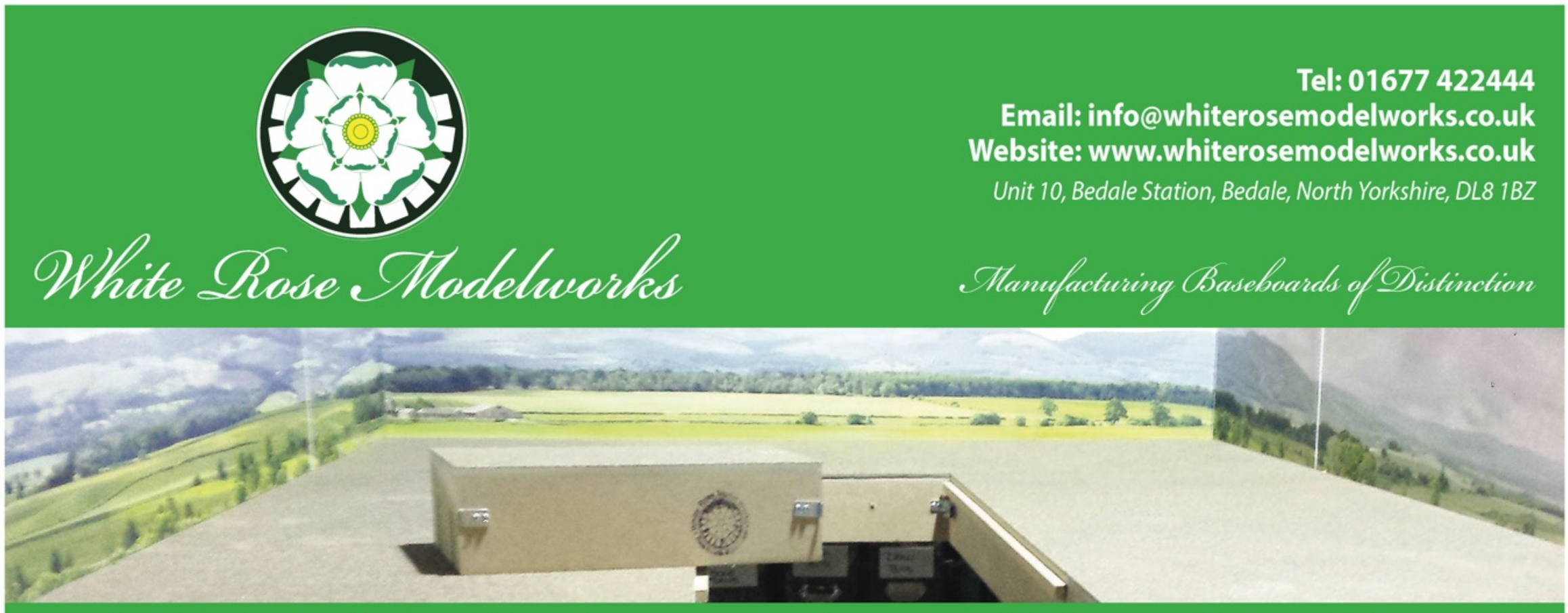

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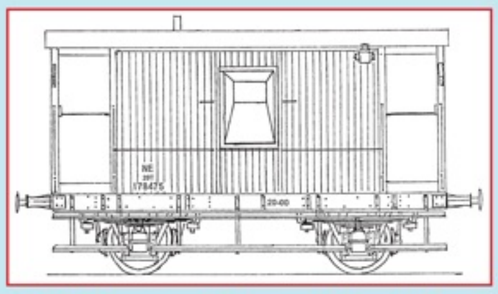

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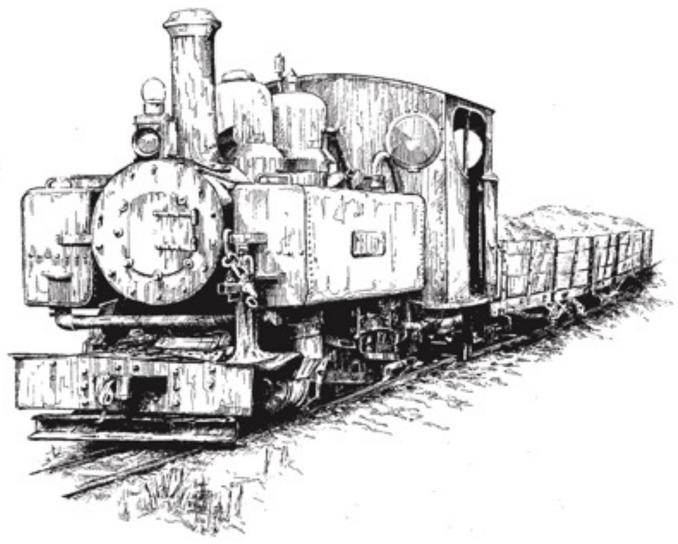

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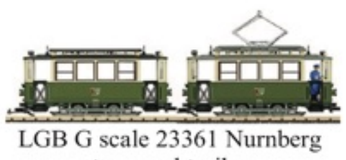

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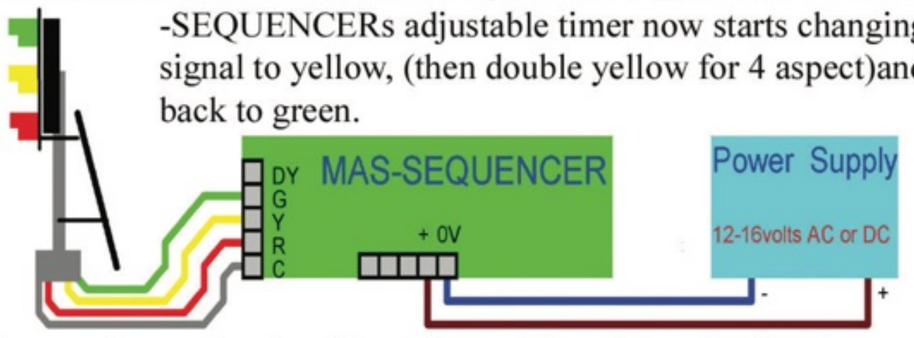

The diagram shows the simplicity of the wiring. A terminal is also provided for Manual override to red for stations and junctions. Lines with more than one signal use IRDASC-4 units to control the other signals. A single wire from the MAS-SEQUENCER to the IRDASC-4 synchronises the aspects of the signals. Units are compatible with conventional and DCC control.

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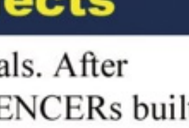

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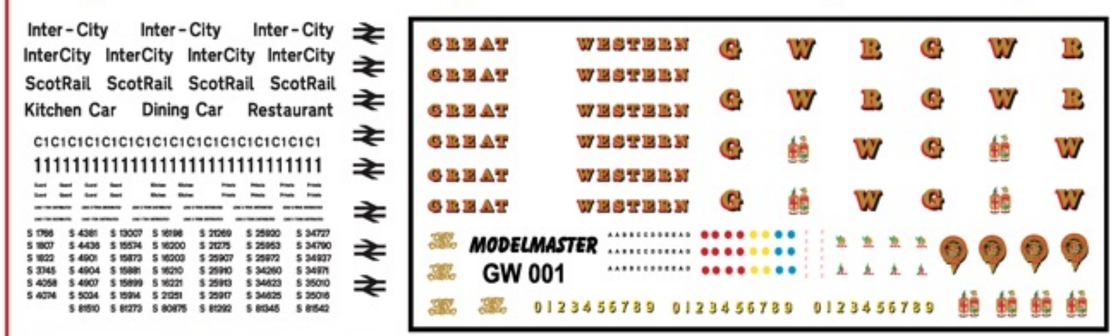

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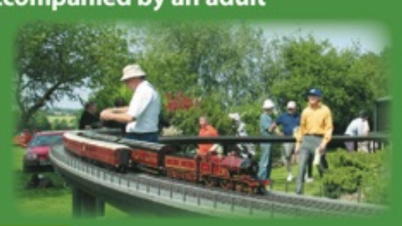

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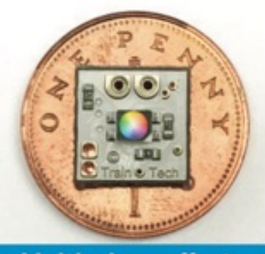

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8 individually coloured cores of wire in an outer casing

EQUIPMENT WIRE
Cols: rd,yl,bl,bk,wh,gn,pu, or,gy,pk,br

	10m	100m
EW07/0.2 Multistrand wire 1.4amp 7 strands of 0.2mm wire in plastic sleeving; ideal N & 00	£1.50	£8.40
EW07/0.2 as above in bi-colour [striped]	£2.00	£15.99
EW16/0.2 Multistrand wire 3amp 16 strands of 0.2mm wire, ideal 0 & 00	£2.25	£16.99
EW24/0.2 Multistrand wire 5amp 24 strands of 0.2mm wire, ideal 0 & DCC	£3.25	£25.50
EW32/0.2 Multistrand wire 6amp 32 strands of 0.2mm wire, ideal DCC rd,bk	£4.25	£34.00

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SP/DP-single/double pole,
ST/DT-single/double throw
CC5 Connectors to fit below (saves soldering) 8p each

	each 1+	20+
SMT1 on/off SPST	£1.20	£1.10
SMT2 on/on SPDT	£1.20	£1.10
SMT3 on-off-on SPDT	£1.25	£1.15
SMT4 on-on or on-off DPDT	£1.30	£1.20
SMT5 on-off-on DPDT	£1.40	£1.30
SMT6 [on]-off-[on] SPDT for points	£1.60	£1.50
SMT7 [on]-off-[on] DPDT	£1.90	£1.80
Lever covers for identification and grip Rd,yell,bl,bk,gn,wh,grey	18p each	

DC CONTROLLER REPAIRS £35.00

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7/40; 32AWG;
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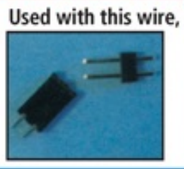

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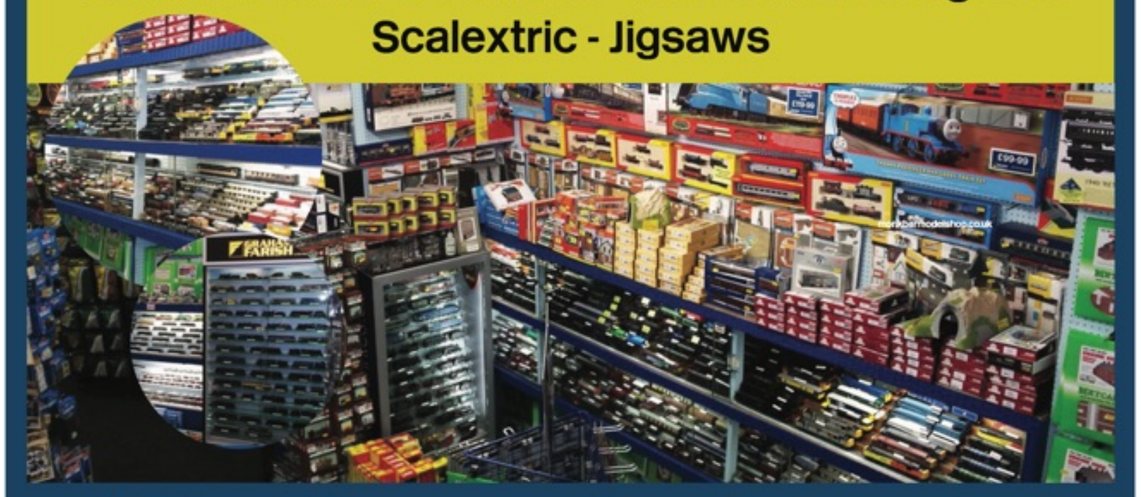

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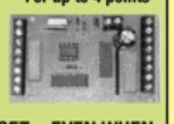

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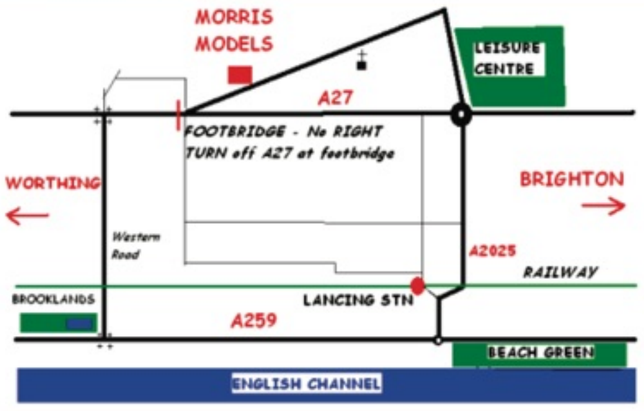

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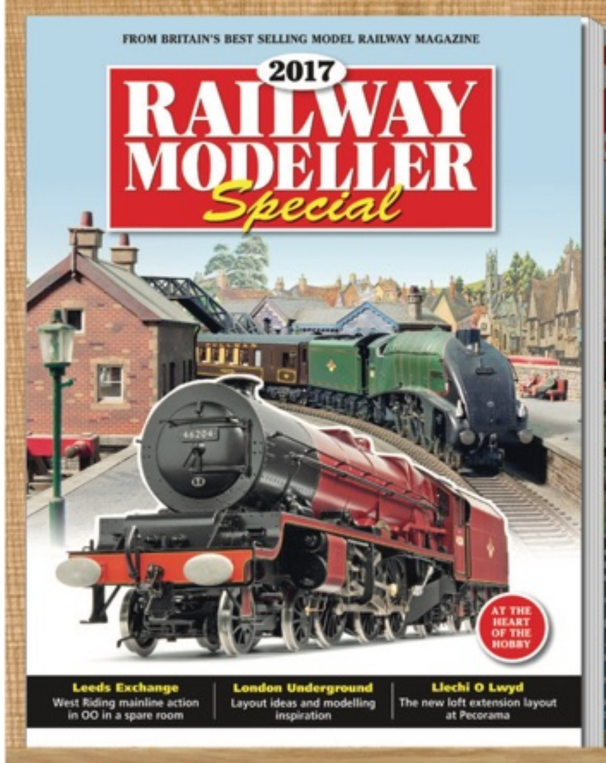

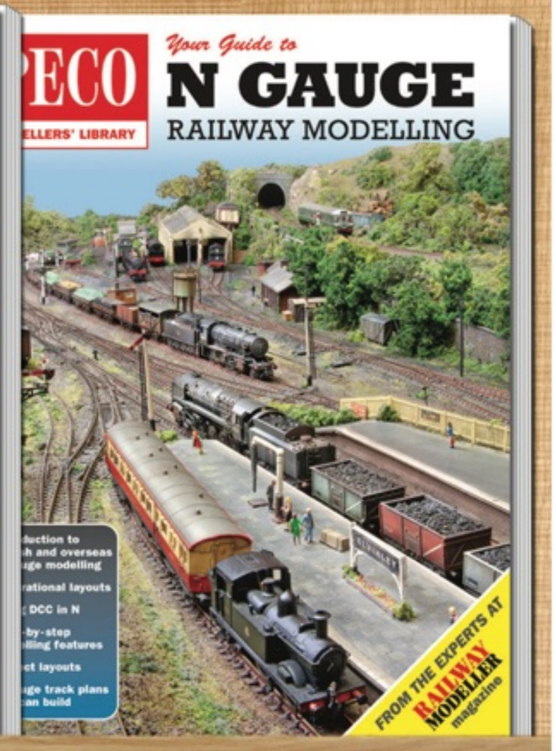

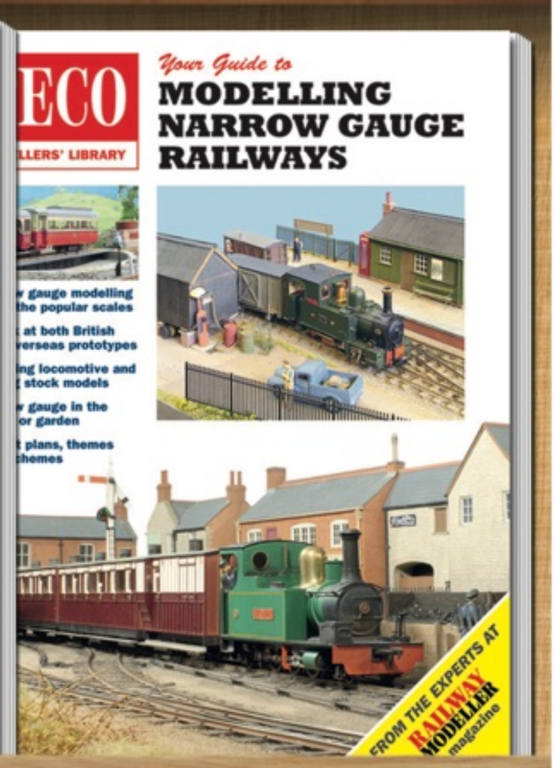

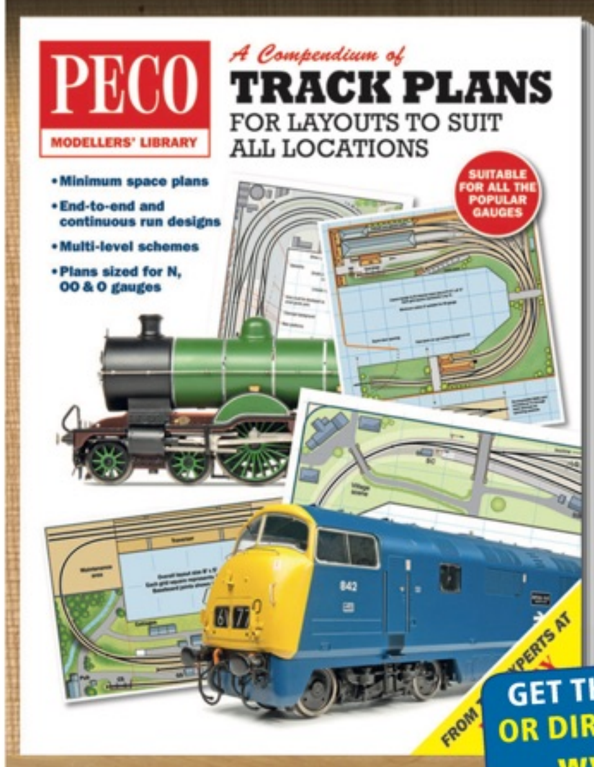

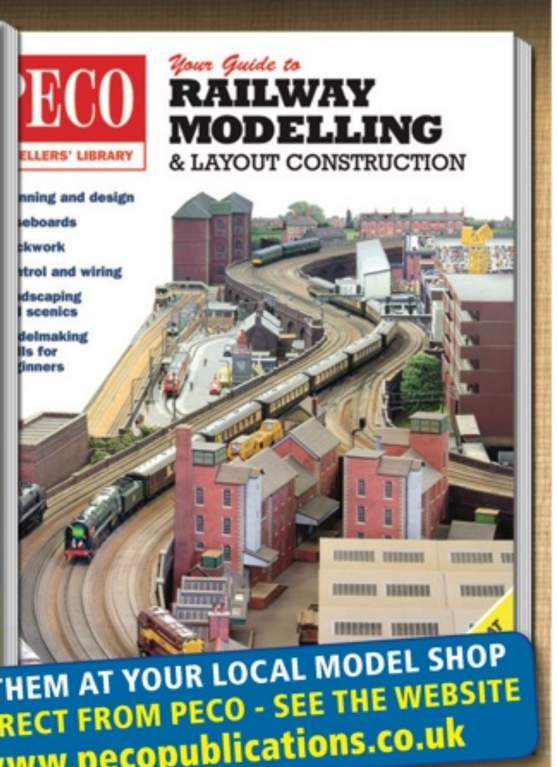

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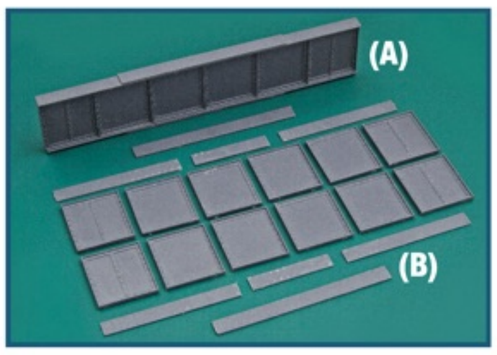
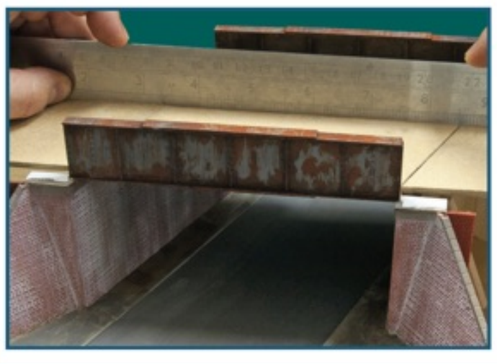


This illustration demonstrates one 135mm long girder complete (A) and in parts as supplied (B).

The square panels are assembled as pairs, back-to-back with the splice plates and flanges cut to size and by using multiple kits any length girder can be achieved with ease.

This image shows the under side of an assembly of girders, supporting cross girders (not supplied, made from 20thou styrene sheet material) and the track bed.

With the girder assembly built and painted it is now carefully placed on the completed abutment kit (a steel rule is used to check it's exactly level).



This rail overbridge spans a relatively small road. Wider bridges can be constructed to achieve other specific scenic requirements such as wider roads, rivers, canals or other railway lines — it's that versatile!

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Squires will be exhibiting at the following shows in 2017 – Diary updated as bookings are confirmed.

May 14 - STAFFORD G Rail 2017 G-Scale Soc Show, Stafford County Showground, Weston Rd, Stafford **ST18 0BD**. FREE Parking. Sun 10-5. Squires Stand for all Scales.
May 20/21 - MIDDLESBOROUGH Model Rail Exhibition, Settlement Community Centre, Union Street, Middlesborough **TS1 5NQ**. Sat/Sun 10-5.
June 3 - DONCASTER Gauge 'O' Guild Summer Show, The Dome Leisure Centre, Doncaster Lakeside, Bawtry Road, Doncaster, South Yorkshire **DN4 7PD**. Sat 10-4.
June 3/4 - DONCASTER NORTHERN MODEL BOAT SHOW Doncaster Deaf Trust, Leger Way, Doncaster **DN2 6AY**. Sat 10-5, Sun 10-4. Free Parking. Camping on site (chargeable) & Restaurant.
June 3/4 - SHILDON, M/Railway Exhibition, Locomotion Museum, Shildon **DL4 1PQ**. Sat/Sun 10-5. *Free Car Parking and Free Entry to Museum and Exhibition - Yes Free!!!
June 10/11 - GLASGOW 'O' Gauge M/Rway Ex, Pollokshaws Burgh Hall, Pollokshaws Rd, Glasgow **G43 1NE**. Sat 10-4, Sun 11-4. Free Parking, close to Stations.
June 24/25 - PERTH Model Railway Exhibition, Dewars Ice Rink, Perth **PH2 0TH**. Sat 10-5.30, Sun 10-5
July 1/2 - GUILDFORD 50th Model Steam Rally & Exhibition, Guildford Mod Engineer Soc, Stoke Park, London Rd, Guildford, Surrey **GU1 1TU**. Sat 10-6, Sun 10-5.
July 9 - CARN BREA West Cornwall Model Railway Group's, MR Exhibition, Carn Brea Leisure Centre, Station Road, Pool, Redruth, Cornwall **TR15 3QS**. Sat 10-4.30.
July 29/30 - North Shields RAILEX NORTH EAST, John Spence Community High School, Preston Rd, North Shields, Tyne & Wear **NE29 9PU**. Sat 10-5, Sun 10-4.30.
Aug 5/6 - SOUTHWOLD Waveney Valley Model Railway Exhibition, Saint Felix School Southwold **IP18 6SD**. Sat 10-5, Sun 10-4.30. **Plenty of FREE Parking.**
Aug 12 - BEXHILL MR Exhibition, St. Richards Catholic College, Ashdown Road, Bexhill-on-Sea, East Sussex **TN40 1SE**. Sat 10-5. ***FREE Car Parking on site!***
Aug 12/13 - SKIPTON Mod Rail Exhib, Skipton Academy (Formerly Aireville School) Gargrave Road, Skipton **BD23 1UQ**. Sat 10-5, Sun 10-4. www.skiptonrailsoc.org.uk
Sept 2/3 - TELFORD GUILDEX 2017, O Gauge Exhibition and Trade Show, The Telford Exhibition Centre, St. Quentin Gate, Telford **TF3 4JH**. Sat 10-5, Sun 10-4.
Sept 9/10 - SWINDON Railway Festival STEAM Museum of the Great Western Railway, Fire Fly Avenue, Swindon **SN2 2EY**. Sat/Sun 10-5. Tel: 01793 466646. Email enquiries: steammuseum@swindon.gov.uk
Sept 16/17 - AYR Model Railway Exhibition, The Citadel Leisure Centre, Ayr **KA7 1JB**. *Modern Venue with easy access & FREE car parking.* Sat 10-5, Sun 10-4.
Sept 23/24 - HALIFAX Model Railway Exhib, North Bridge Leisure Centre, Halifax **HX1 1XH**. Sat/Sun 10-5.
Sept 23/24 - WORTHING Mod Rail Exhib, Durrington High School, The Boulevard, Durrington, Worthing, W Sussex **BN13 1LA**. Sat 10-5, Sun 10-4. *FREE Parking*
Oct 7/8 - SHILDON, M/Railway Exhibition, Locomotion Museum, Shildon **DL4 1PQ**. Sat/Sun 10-5. *Free Car Parking and Free Entry to Museum and Exhibition - Yes Free!!!
Oct 7/8 - FAREHAM Fareham & District Model Railway Exhibition, Fareham Leisure Centre, Park Lane, Fareham, Hampshire **PO16 7JU**. Sat 10-5.30, Sun 10-16.30.
Oct 7/8 - FOLKESTONE Folkestone, Hythe & District Model Railway Exhibition, The Leas Cliff Hall, Folkestone, Kent **CT20 2DZ**. Sat 10-5.30, Sun 10-5.
Oct 14/15 - ALDERSHOT Farnham Model Railway Club Exhibition, Connaught Leisure Centre, Tongham Road, Aldershot, Hants **GU12 4AS**. Sat 10-5, Sun 10-4.30
Oct 21 - CHICHESTER M/Railway Ex, Boy's H/Sch, Kingsham Rd, Chichester, W.Sussex **PO19 8AE**. 10-5.
Oct 28/29 - STOCKPORT Hazel Grove & District Model Railway Society Exhibition, Hazel Grove Recreation Centre, Jacksons Lane, Hazel Grove, Stockport, Cheshire **SK7 5JX**. Sat 10 -5, Sun 10-4.
Oct 28/29 - LEEDS Leeds Mod Railway Soc, Model Railway Exhibition, The Grammar School, Alwoodley Gates, Harrogate Road, Leeds **LS17 8GS**. Sat 10-5, Sun 10-4.30.
Oct 28/29 - ABERDEEN Model Railway Exhibition, Hallmartk Hotel, Aberdeen Airport, Aberdeen **AB21 7DW**. Sat 10-5, Sun 10-4. **New Venue - www.facebook.comAberdeenModelRailwayclub**
Nov 4/5 - ANGMERING W.Sussex Area Group N Gauge Society "All Scales Model Railway Exhibition", The Angmering School, Greenwood Drive, Station Rd, Angmering, **BN16 4HH**, Sat 10-5 Sun 10-4 *Now 2 Day Show - Short Walk Angmering Station - Features various scales not just N Gauge!!!**
Nov 11/12 - SPALDING Model Railway Exhibition, Springfields Event Centre, Camelgate, Spalding **PE12 6ET**. Sat 10-5, Sun 9.30-4.30.
Nov 11/12 - TELFORD IPMS SCALE MODEL WORLD 2017 The Telford Exhibition Centre, St. Quentin Gate, Telford **TF3 4JH**. Sat 10-6, Sun 10-4. Free Entry for IPMS Members.Coming to IPMS Telford? Why not try Sunday? The show is less busy AND a lot easier to get to our stand!!!! :-)
Nov 17-20 - WAKEFIELD 56th Model Railway Exhibition, Thornes Park Athletics Stadium, Horbury Road, Wakefield **WF2 8TY**. Fri 5.30-9. Sat 10-5.30. Sun 10-4.30.
Nov 18/19 - WORKINGTON Model Rail Show, University of Cumbria, Energus Building, Blackwood Rd, Lillyhall Estate, Workington, Cumbria **CA14 4JW**. Sat 10-5, Sun 10-4. **4th Year at this NEW VENUE**
Nov 25/26 - BIRMINGHAM Warley National Model Railway Exhibition Hall 5, NEC Birmingham **B40 1NT**. Sat 9.45-6, Sun 9.45-5. **50th Exhibition** Advance Ticket Holders gain entry 9.15am both days.

EXHIBITIONS & SHOWS IN 2018

Jan 21 - GUILDFORD Astolat Model Railway Exhibition, The Surrey Sports Park, University of Surrey, Richard Meyjes Road, Guildford, Surrey **GU2 7AD**. Sun 10-5. www.astolatmrc.co.uk
Jan 27/28 - KENDAL Model Railway Exhibition Leisure Centre, Burton Rd, Kendal **LA9 7HX**. Sat/Sun 10-5.

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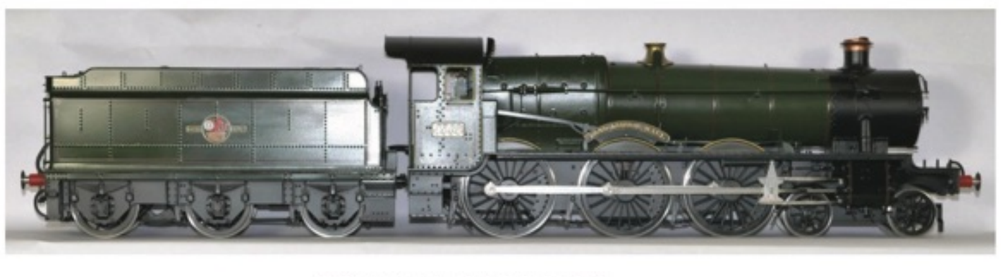

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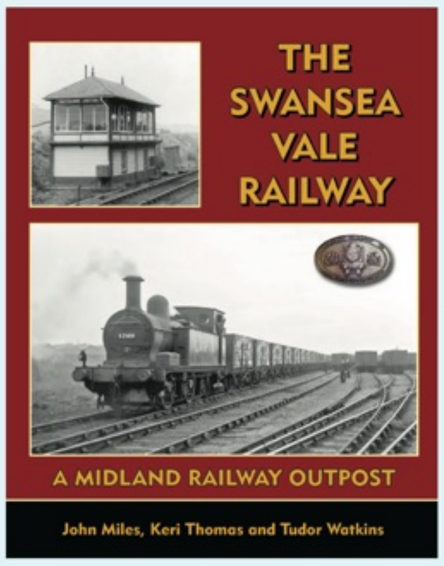

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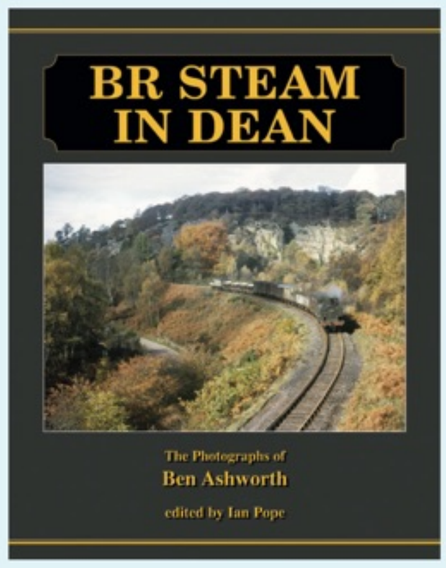

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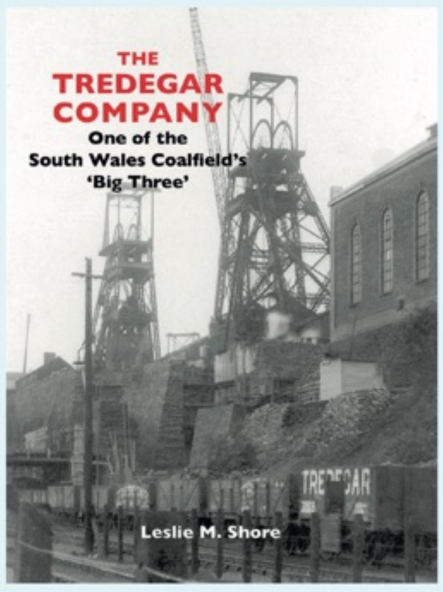

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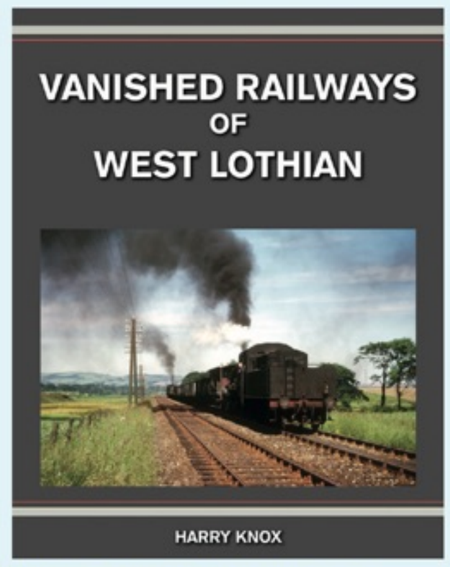

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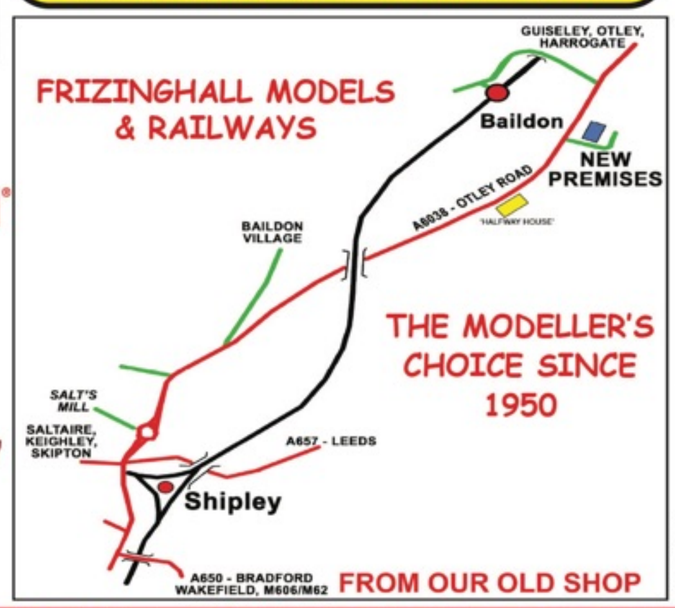

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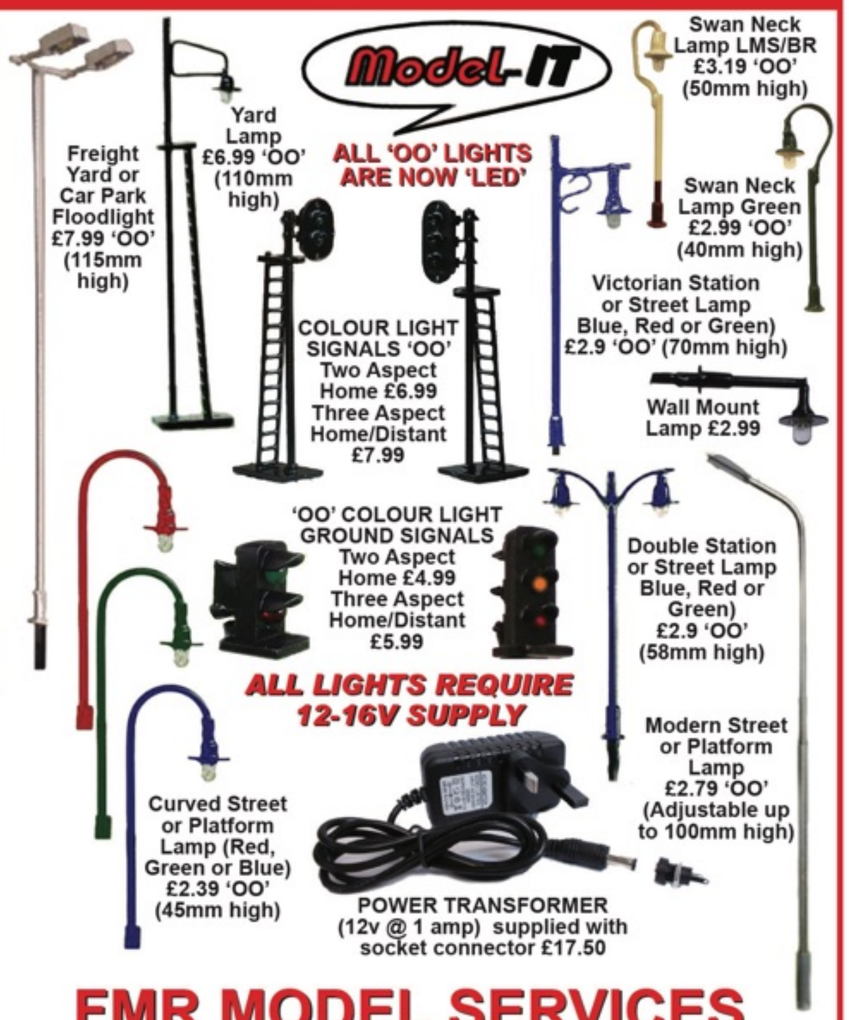

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The North Gwent Railway Modellers' OO gauge layout 'Ludlow'. Photo by Craig Tiley.

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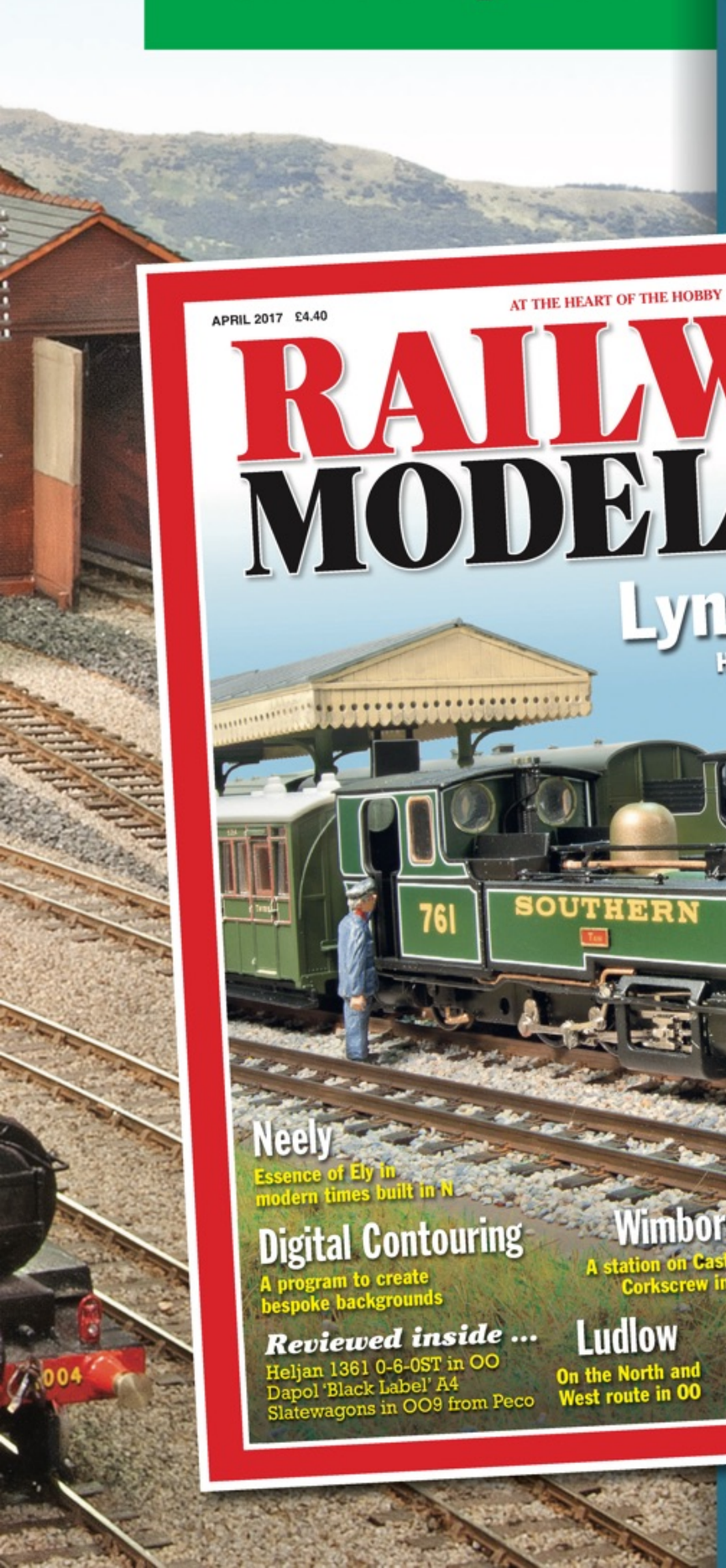

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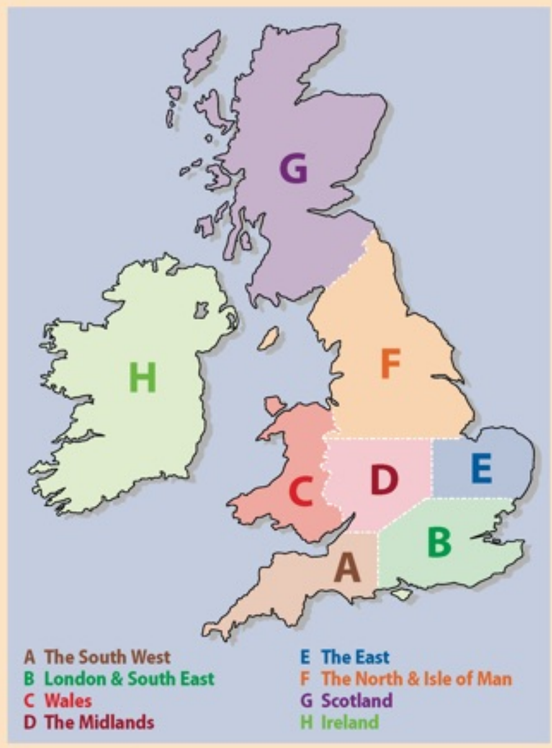

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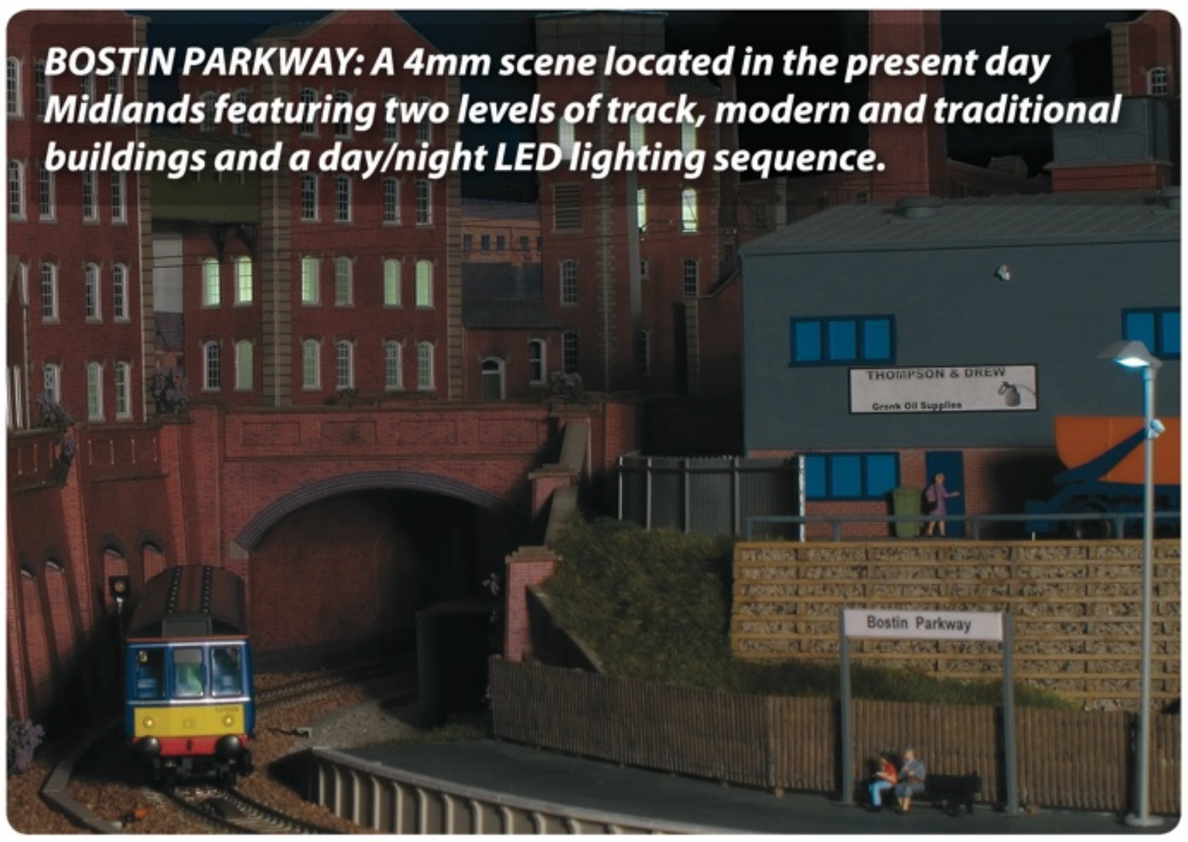

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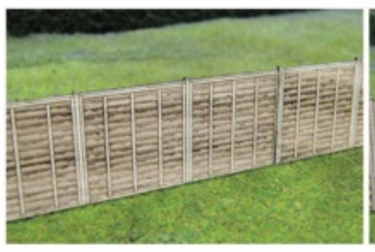

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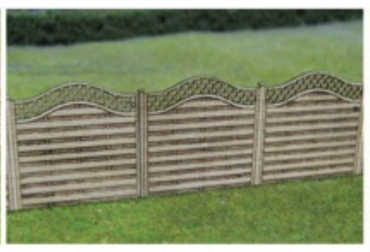

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