

**BRITAIN'S
LEADING
Model Railway
Magazine**

DECEMBER 2018 £4.60

AT THE HEART OF THE HOBBY

VOLUME 69 No 818

RAILWAY MODELLER

THE GREAT
MODEL RAILWAY

CHALLENGE

**NOW SHOWING
Fridays 8pm on**

CHANNEL 5

Northbridge

Modelling the preservation scene of today in OO



LNER J6 0-6-0

Kitbuilding a Gresley
workhorse in 4mm scale

An automated level crossing

Arduino control of an
accessory in 4mm scale

Tooting Trams

Cars and conduits in
South London in OO

Little Burton

A Midland/North Staffs joint line
layout in 4mm scale

Reviewed inside ...

Heljan GWR Large Prairie in O

Revolution Trains Cargowaggon twins in N

Hornby LNER Toad E brake van and more in OO

Wrenton

Scenic N gauge layout
inspired by a north
Essex village

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RAILWAY MODELLER

Contents

December 2018 vol 69 No.818

982 **Northbridge** Railway of the Month

Duncan Retford describes how a group of Warley Model Railway Club members built an exhibition layout in OO inspired by the preservation scene. See it at the NEC.

990 **Dunlakin** Plan of the Month

A layout suggestion for an N gauge through station, based on the project built by Terry Tasker, which could represent any manner of periods and regions.

992 **Little Burton**

Clive Baker returns to a favourite theme – the railways around Burton upon Trent – for this third EM essay, set in the 1950s and 1960s.

998 **LNER Class J6 0-6-0** Scale Drawings

Products formerly in the Nu-Cast range are being revamped by South Eastern Finecast and Branchlines; Tony Wright constructed this recent re-release in 4mm.

1003 **Automating a level crossing**

Awkward angles added to the difficulty of this OO project by Peter Dawson to make his level crossing work realistically, but servos and an Arduino saved the day.

1006 **Neverscreech Junction**

A scratchbuilt castle forms the centrepiece of this OO layout behind John Ainsworth's railway room door, set on the Somerset Levels in the late 1940s.

1010 **Talking Points**

Topical issues from the world of railway modelling. This month, editor Steve Flint evaluates viewers' opinions of *The Great Model Railway Challenge* ahead of the final.

1012 **Wrenton**

Roger Beckwith expanded his love of architectural modelling in N gauge to create this layout, very much Great Eastern in character but where Rule 1 applies.

1018 **A Warley Medley**

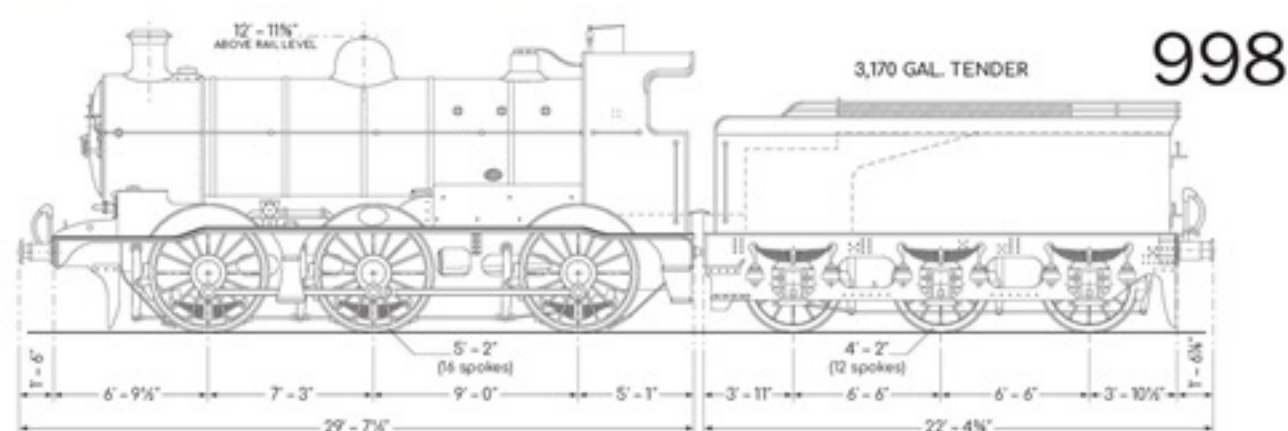
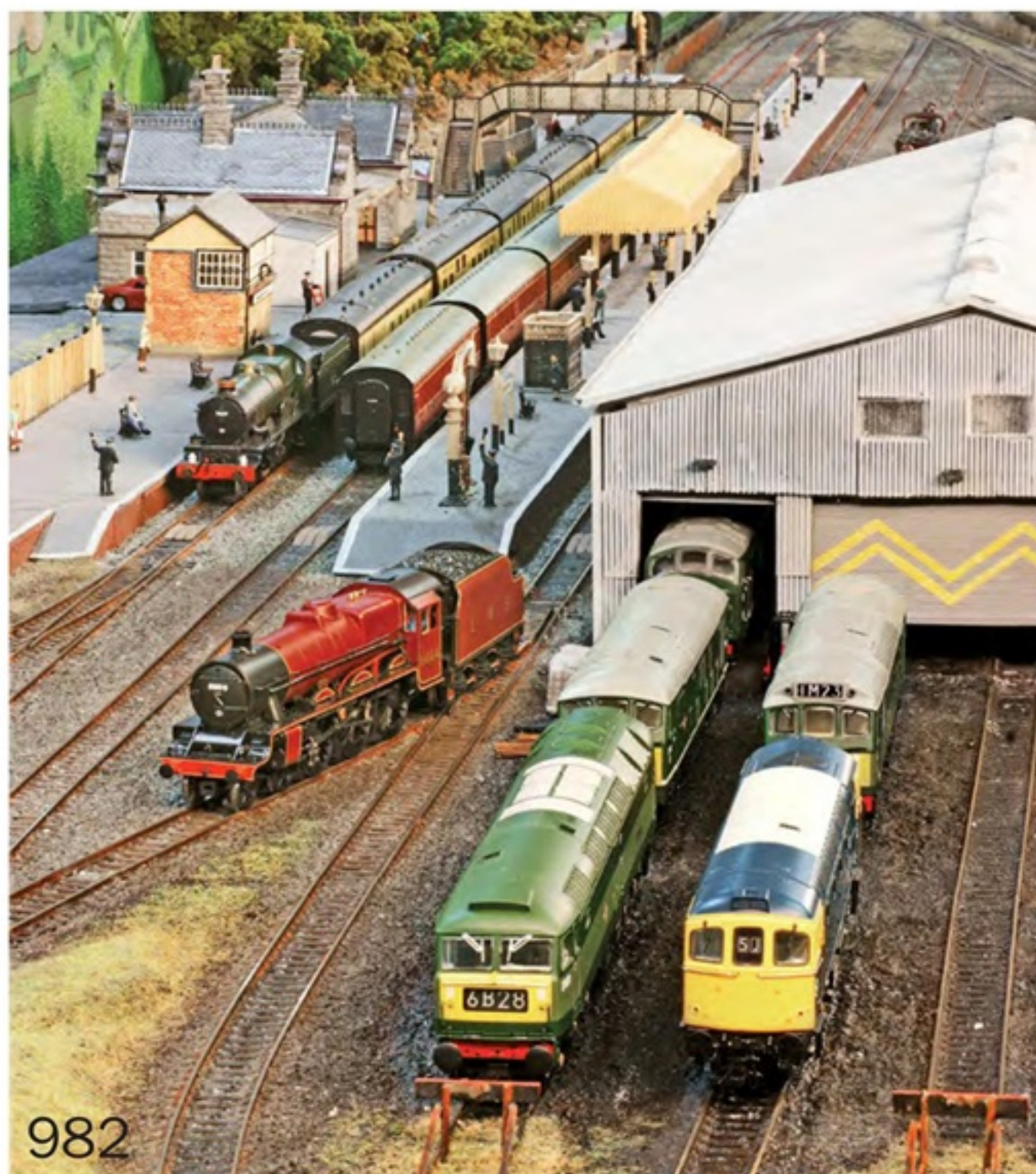
Steve Flint looks ahead to the principal UK model railway exhibition – the Warley National at the NEC – with a taster of some of the exhibits booked to attend.

1024 **Llantrevellyn**

Tyneside-based enthusiasts Adam Saunders and Thomas Doomey looked to north Wales for the spur behind this OO9 terminus in a modest space.

1028 **Derwent Road**

There are echoes of the Leighton Buzzard Light Railway in this O9 layout by Bill Flude, which mixes industry and preservation. See it at the NEC.



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1010



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RAILWAY MODELLING *Explored*

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

1043 **Sixpenny Handley**

Richard and James Handley built a 6' x 2' 00 gauge terminus featuring an area of baseboard on which interchangeable scenes are placed.

1048 **A grounded van body**

Craig Tiley shows you how to get the best out of our free cover-mount kit, installing it realistically into the modelled landscape.

1050 **Custom transfers for a TV star!**

One of the Hornby Class 800 IEP units was branded with custom-made transfers for a starring role in *The Great Model Railway Challenge*. Craig Tiley demonstrates how they were applied to the model.



1050

WHAT'S
ON THE
COVER



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Cover photography by Steve Flint

1032 **Creating Crioch – 2** **Project of the Month**

In the second part of his trilogy on the construction of a small layout in 4mm scale, Peter Fletcher tackles building construction, trackwork and electrics.

1034 **Tooting Trams**

John Howe set his latest OO tramway layout in south London: the prototypes' conduit method of current collection saved him having to install overhead wires!

1038 **Lower Exbury**

Having acquired this 4mm scale layout from another exhibitor on the circuit, Alison Barker decided it needed another figure – a Modelu scan of herself...

1051 **Comment**

Opinions and observations across the field of railway modelling. This month, Chris Morris recalls how the Warley MRC decided on a change of venue, to the NEC.

1052 **Readers' Letters**

1054 **Latest Reviews**

This month leads off with the Heljan GWR large Prairie in O gauge; plus Hornby OO recent releases including the new-tooling LNER Toad E brake van, the 'Fifteen Guinea Special' train pack, the Devon Belle observation car with lighting and much more; former commissions the GNR 4-4-2 and BR Mk.I horse box now in the main Bachmann OO range, plus a brand new Type BA container; the Cargowaggon 'twins' in N from Revolution Trains; Hunslet 2-6-2T *Russell* ready-to-run in OO9 from Fourdees; the return of the former Tower Models 1:76 scale bus kits, now available from Peco; and more.

1060 **Christmas cards & calendars, and Book Reviews**

1062 **News**

Including the chance to see a heat-winning layout from *The Great Model Railway Challenge* on the Peco stand at the Warley show at the NEC; ready-to-lay EM gauge track, commissioned from Peco by the EM Gauge Society; Accurascale and Realtrack making PCA cement wagons in OO and N respectively; diesels at Pendon (for one weekend only!) in December; a kit for the LNER B3 4-6-0 in 4mm scale is announced; Highland 'Baby Sulzers' confirmed from Sutton's Locomotive Works in 4mm; poppy headboards from Fox Transfers; and more.

1070 **Societies & Clubs**

The biggest and best guide to the exhibition scene in the UK.

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Limited Edition Dapol Westerns announced! See page 6a for more information.

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Freightliner Powerhaul.....£114.70

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371-398 - Class 66 66779 'Evening Star'
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374-512 - Hawksworth Brake Second
Corridor (BSK) BR Maroon.....£31.41

374-537 - Hawksworth Second Class
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Composite BR Maroon.....£31.41

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We stock....



HORNBY

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R3555 - Princess Coronation 46256 'Sir
William A Stanier' BR Maroon.....£184.50



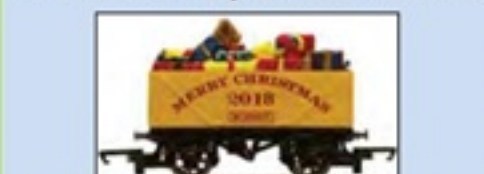
R3667 - GWR 2721 Class 0-6-0 Pannier
Tank 2779.....£40.50



R4781B - Mk3 Trailer Standard (TS)
GWR green 42250.....£31.50
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GWR green 42200.....£31.50
R4781D - Mk3 Trailer Standard
(TS) GWR green 42129.....£31.50
R4781E - Mk3 Trailer Standard (TS)
GWR green 42581.....£31.50



R6834 - LNER Dia.064 Toad E 20T
Brake Van BR Grey.....£19.80



R6889 - Hornby Christmas Plank
Wagon 2018.....£15.99

Sales Area Exclusive Model



32-390DB - Class 37 37704
EW&S.....£140.20

DCC Sound Decoders

We have available DCC sound
decoders either from Legomanbiffo,
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Decoder.....£17.80
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Package.....£247.95
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Feedback.....£51.95
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Controller.....£75.95
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Controller.....£31.95
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GM704 - Village Backscene.....£8.25
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GM706 - Industrial Backscene.....£8.25
GM707 - Housebacks Backscene.....£8.25
GM708 - British Town Backscene.....£8.25

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long)**

GM751 - Small Valley Backscene.....£5.25
GM752 - Small Country Backscene.....£5.25
GM753 - Open Field Backscene.....£5.25
GM754 - Small Village Backscene.....£5.25
GM755 - Cloudy Sky Backscene.....£5.25
GM756 - Small Industrial Backscene.....£5.25
GM757 - Small Housebacks
Backscene.....£5.25
GM758 - Small English Town
Backscene.....£5.25



GM20 - Spring Grass Mat
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100cm x 75cm.....£8.50
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Tarmac Road (1m).....£7.75
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Tarmac Road Universal Curves (2).....£7.75
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Single Sheets **£11.75 Shop Only**
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36" x 24" (3ft x 2ft) per roll
1/16 Roll **£5.00 each** **2 for £9.00**
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Peco Points We will allow **£2.35** for each small or
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Fine Scale points also required.
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CMC Exclusive
207012 Medium Grade Ballast Grey (OO & O).....£3.00
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2070131 Fine Grade Ballast Salmon (N & OO).....£3.00

Any 2 bags for £5.00

Bags 500g approx.



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N Gauge Ballast Spreader.....£11.00
OO Gauge Ballast Spreader.....£11.00
(Please note only fine ballast to be used with the ballast spreader)

Special Offer

Ballast spreader £10 when
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Western Limited Editions

**A trio of Dapol OO gauge Westerns exclusive to Cheltenham Model Centre
Available for pre-order - due to arrive early 2019.**

**See the dedicated page on our website for more information about each loco and the Clear View
Screens fitted to D1006 & D1039**



**New, exclusive tooling!
Unique to D1039**



A CAD drawing
showing the Clear View
Screen as fitted to
D1039.

**D1039 'Western King' BR Maroon Small Yellow
Panel With Experimental Rotary Windscreen Wiper**

Limited Edition of 350

Standard - £159.99

DCC Fitted - £186.99

DCC Sound Fitted - £284.99

Between March 1964 - November 1964 D1039 was fitted with an experimental Clear View Screen designed by George Kents Ltd. It was hoped this style of wiper would perform better than the standard wipers being used on Westerns at this time. This model will represent the loco as it was when fitted with this style of windscreen wiper.



**New, exclusive tooling!
Unique to D1006**



A CAD drawing
showing the Clear View
Screen as fitted to
D1006.

**D1006 'Western Stalwart' BR Maroon Small
Yellow Panel With Experimental Rotary
Windscreen Wiper**

Limited Edition of 350

Standard - £159.99

DCC Fitted - £186.99

DCC Sound Fitted - £284.99

This model will represent D1006 as it was between July 1966 - February 1967. D1006 was the second Western to be fitted with a Clear View Screen after improvements had been made over the original used on Western King. An earlier version that was fitted to D1006 had also had some modifications to improve visibility.



D1000 'Western Enterprise' BR Maroon Small Yellow Panel

Limited Edition of 300

Standard - £151.99

DCC Fitted - £178.99

DCC Sound Fitted - £276.99



Special Pre Order Offer

**If you order one of each of these Limited Edition Westerns
you get £5 OFF each loco!**

* Offer valid until December 31st 2018. Offer only valid if ordering all three locos. For full Terms and Conditions please see our website.

Each model will feature....

Etched name & number plates provided by Extreme Etchings

Numbered Limited Edition Certificate

Specially designed box, unique for each loco

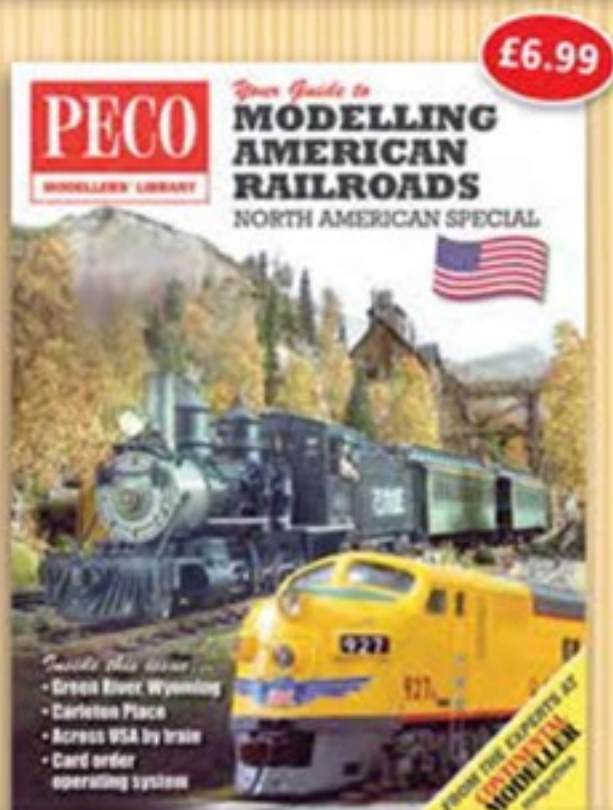
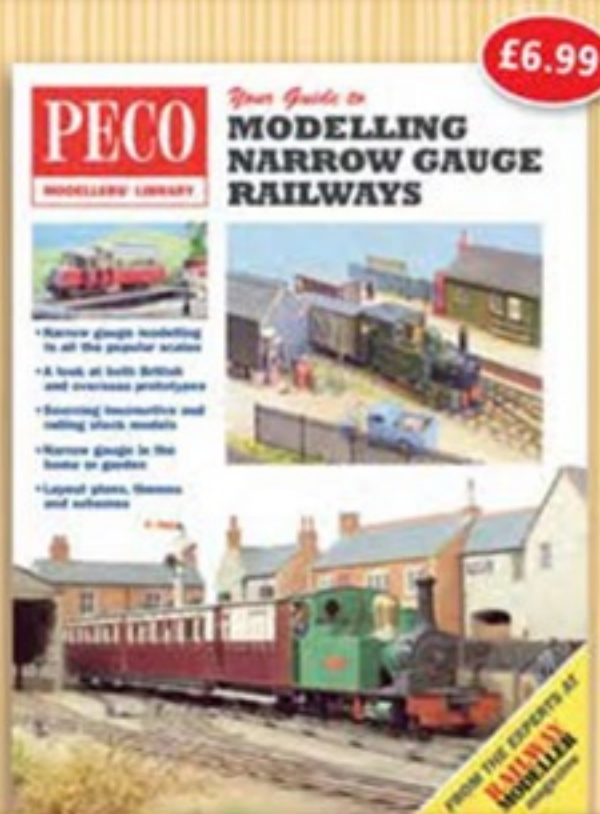
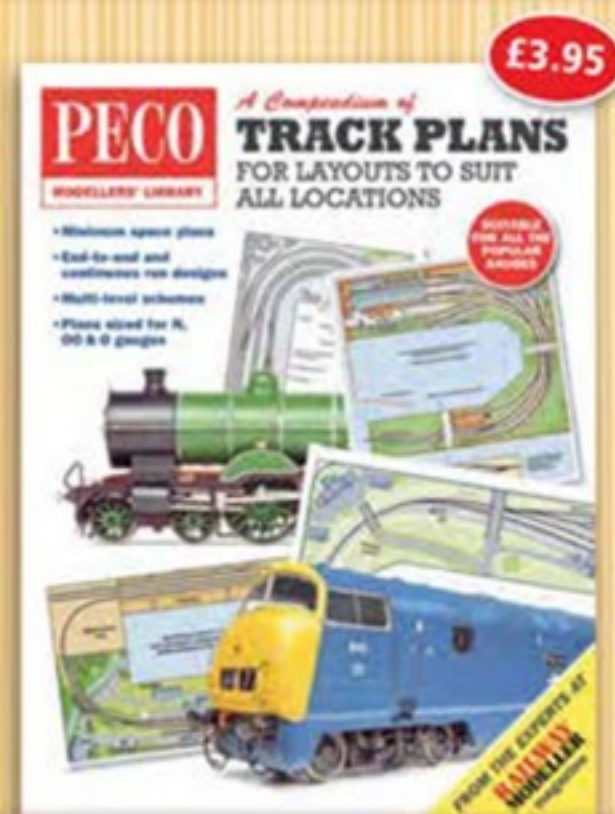
DCC fitted and DCC sound fitted versions available

***We are expecting delivery to be Early 2019. See the dedicated
page on our website for more information!***

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Due March 2019

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Multiple Lighting Options • Standard & Low Emission Body Styles • Etched Grilles



- H4-66-001 66005 in EWS livery
- H4-66-002 66079 in EWS livery "James Nightall G.C."
- H4-66-003 66125 in EWS livery
- H4-66-004 66207 in EWS livery
- H4-66-005 66088 in EWS livery with DB branding
- H4-66-006 66097 in DB Schenker livery
- H4-66-007 66118 in DB Schenker livery
- H4-66-008 66033 in Euro Cargo Rail livery with EWS branding
- H4-66-009 66218 in Euro Cargo Rail livery with DB branding
- H4-66-010 66404 in DRS compass livery
- H4-66-011 66433 in DRS compass livery
- H4-66-012 66301 in DRS plain livery "Kingmoor TMD"
- H4-66-013 66429 in DRS plain livery
- H4-66-014 66502 in Freightliner livery "Basford Hall Centenary 2001"



- H4-66-015 66513 in Freightliner livery
- H4-66-016 66593 in Freightliner livery "3MG Mersey Multimodal Gateway"
- H4-66-017 66621 in Freightliner livery

H4-66-018 66957 in Freightliner livery "Stephenson Locomotive Society 1909-2009"

H4-66-019 66418 in Freightliner Powerhaul livery "Patriot"

H4-66-020 66504 in Freightliner Powerhaul livery

H4-66-021 66528 in Freightliner Powerhaul livery "Madge Elliot MBE - Borders Railway Opening 2015"



- H4-66-022 66704 in GBRf original livery
- H4-66-023 66705 in GBRf original livery with Union Flag "Golden Jubilee"
- H4-66-024 66727 in GBRf/First group livery "Andrew Scott CBE"
- H4-66-025 66731 in GBRf/First group livery
- H4-66-026 66740 in GBRf Europorte livery "Sarah"
- H4-66-027 66756 in GBRf Europorte livery "Royal Corps of Signals"
- H4-66-028 66762 in GBRf Europorte livery
- H4-66-029 66847 in Colas Rail Freight livery
- H4-66-030 66848 in Colas Rail Freight livery



- H4-66-031 66789 in BR Large Logo blue "British Rail 1948 - 1997"
- H4-66-032 66783 in Biffa red "The Flying Dustman"

Digital Ready: £150 Digital Fitted: £165 Sound Fitted: £265

See the full list of specifications and more at: www.hattons.co.uk/66

Forthcoming Releases from Hornby & Dapol

All available to pre-order now at: www.hattons.co.uk

HORNBY 2018 Range Announced - see the full range at www.hattons.co.uk/hornby2018

SR 'Lord Nelson' 4-6-0

Pre-order from £153. TTS-fitted £175.50
Due in Stock: January 2019



R3603TTS 30850 "Lord Nelson" in BR green with late crest - TTS sound fitted

R3634 851 "Sir Francis Drake" in Southern Railway olive green

R3635 30863 "Lord Rodney" in BR green with early emblem

Class 8P Streamlined Princess

Coronation 4-6-2

Pre-order for £171

Due in Stock: February 2019



©Hugh Llewelyn

R3677 6229 "Duchess of Hamilton" in LMS crimson lake - as preserved

R3623 6221 "Queen Elizabeth" in LMS coronation blue

R3639 6244 "King George VI" in LMS maroon

Class W4 Peckett 0-4-0ST

Pre-order for £90

Due in Stock: Dec 2018 to Feb 2019



R3680 'Forest No.1' in Charity Colliery lined green

R3640 882 "Niclausse" in Peckett works leaf green

R3679 74 in Port of London Authority lined blue

Class 800 IET

Pre-order from £243

Due in Stock: Oct 2018 (R3691)

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R3609 800003 'Queen Elizabeth II' 2-car set in GWR green

R3691 800010 "Paddington Bear" 5-car set in GWR green

LNER 20-ton Toad Brake van

Pre-order for £19.80

Due in Stock: December 2018



R6833 140422 in LNER bauxite

R6833A 140526 in LNER bauxite

R6834 E175712 in BR grey

R6834A E1788614 in BR grey

Class J36 0-6-0

Pre-order from £126. TTS-fitted £148.50

Due in Stock: December 2018



R3600TTS 673 "Maude" in North British Railway lined black - as preserved - TTS sound fitted

R3621 851 722 in LNER black

R3622 65311 "Haig" in BR black with early emblem

dapol Forthcoming Items

See the full range of forthcoming items from Dapol at www.hattons.co.uk/dapolpreorders

N Gauge

Class 142 DMU

Pre-order from £115.18

Due in Stock: September/October 2018



ND116A 142065 in Northern Rail livery

ND116B 142081 in Regional Railways livery

ND116C 142025 in Northern Spirit livery

ND116D 142085 in Arriva Trains Wales livery

ND116E 142021 in Tyne and Wear PTE livery

Class 50

Pre-order from £123.21

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2D-002-000 D406 in BR blue - unrefurbished

2D-002-001 50043 in BR blue - unrefurbished

2D-002-002 50040 "Leviathan" in BR large logo blue

2D-002-003 50037 "Illustrious" in original Network SouthEast livery

OO Gauge

Class 43xx GWR Mogul 2-6-0

Pre-order from £135.96

Due in Stock: March 2019



4S-043-001 6336 in GWR green with Great Western lettering

4S-043-002 6385 in GWR green with shirtbutton emblem

4S-043-003 GWR green with BR smokebox numberplate

4S-043-004 7324 in BR black with early emblem

4S-043-005 6364 in BR lined green with early emblem

4S-043-006 7310 in BR lined green with late crest

Class 59

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Due in Stock: Feb/March 2019



4D-005-000 59002 "Alan J Day" in Foster Yeoman livery

4D-005-001 59103 "Village of Mells" in ARC livery

4D-005-002 59206 "John F Yeoman" in DB Schenker livery

4D-005-003 59204 "Vale of Glamorgan" in National Power livery

O Gauge

Class Y3 Sentinel 4wVB

Pre-order from £148.75

Due in Stock: September/October 2018



7S-005-001 42 in LNER black

7S-005-002 68163 in LNER black

7S-005-003 7164 in LMS black

7S-005-004 7160 in LMS black

7S-005-005 68164 in BR black with early emblem

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Partial re-tool covering later built locomotives. 5 variations available either DCC ready, DCC Sound Fitted, Unnumbered and Unnumbered with DCC Sound

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Pre-order prices subject to manufacturer RRP.

00 Gauge (1:76 Scale)

Bachmann Branchline - Steam locos



32-078 Class 56xx 0-6-2T 5637 in GWR green **NEW** £97.71

Diesel locos



32-377A Class 37/4 37401 'Mary Queen Of Scots' in BR large logo blue £117.26



32-392 Class 37/5 37688 'Kingmoor TMD' in Direct Rail Services compass blue **NEW** £135.96



32-651A Class 44 44006 'Whenside' in BR blue - weathered **NEW** £127.46



32-650DS Class 44 D3 'Skiddaw' in BR green small yellow panels - DCC sound fitted **NEW** £203.96

Coaches



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39-677 Mk2F 'Aircon' TSO tourist second open in Intercity **NEW** £46.71

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R3602TTS Pair of Class 43 HST Power Cars 43078 and 43079 in Intercity Swallow - TTS sound fitted £239

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R3341 Class 2-HAL 2 Car EMU 2677 in BR blue (RRP £130.25) **BARGAIN** £62

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R1126 Mixed Freight DCC digital train set Class 08 0-6-0 BR diesel electric loco, steam loco & 4 wagons (RRP £264.99) **BARGAIN** £170

Coaches



R4853 Mk3 FO first open 41099 in Intercity Swallow **NEW** £31.50

Northcord Model Company - Buses



UK6506 ADL Enviro400 MMC - 'First Bristol' **NEW** £48

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Peco Products - Track - Code 100 Streamline



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SL-100 Single £3

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SL-100F Pack of 25 1 yard (91.5cm) length of Nickel Silver Finescale flexible track £72
SL-100F Single £3

N Gauge

Dapol - HSTs



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SL-300 Single £3

Track - Code 55 Finescale



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SL-300F Single £3

O Gauge (1:43 Scale)

Dapol - Wagons



7F-200-006 20-ton standard brake van B952978 in BR bauplaste **NEW** £57.96

Heljan - Diesel locos



5286 Class 52 D1061 'Western Envoy' in BR maroon small yellow panels £509.15



5289 Class 52 D1067 'Western Druid' in BR blue - weathered £509.15

Peco Products - Track - Code 124 Bullhead Streamline



SL-700BH Box of 12 1 Yard O Gauge Flexible Nickel Silver Track (Bullhead Nickel Silver Rail) £75
SL-700BH Single £6.50

Any or Multiple Scales

ESU - Digital controllers



50210 EcoS Command Station DCC V2.1 controller full colour LCD touch screen & dual controllers - 6A output £600

Gaugemaster Controls - Digital controllers



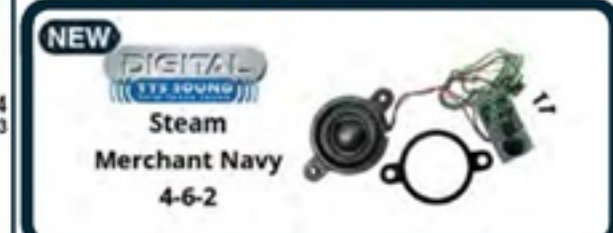
DCC02 Prodigy 'Advance 2' starter DCC controller package £239

Hattons - Digital decoders



DCR-8PIN-Harness Box of 10 8-pin (harness) 4-function 1.1Amp decoder back EMF £120
DCR-8PIN-Harness Single £15
DCR-8PIN-Harness Box of 5 £68

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R8115 TTS DCC Sound Decoder 8 pin plug - 'Merchant Navy' 4-6-2 steam loco **NEW** £38

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524-042 NCE Power Cab 2 Amp Digital DCC controller £154

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PL-11 Side/surface mounted point motor £3

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British Model Railway Awards 2017

OO Gauge (1:76 Scale) Bachmann Branchline - Steam locos



31-127 Class 30xx 2-8-0 ROD 3023 in BR black early emblem (RRP £129.95) **BARGAIN** £69



32-227DS Class 3F Jinty 0-6-0T 7365 in LMS black - DCC sound fitted £182.71



32-078 Class 56xx 0-6-2T 5637 in GWR green **NEW** £97.71
31-531 Class A2 4-6-2 60536 "Trimbush" in BR lined green early emblem (RRP £179.95) **BARGAIN** £121
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Diesel locos



32-789 Class 37/0 37099 "Merl Evans 1947-2016" in Colas Rail Freight £135.96



32-377A Class 37/4 37401 "Mary Queen Of Scots" in BR large logo blue £117.26



32-392 Class 37/5 37688 "Kingmoor TMD" in Direct Rail Services compass blue **NEW** £135.96



32-651A Class 44 44006 "Whernside" in BR blue - weathered **NEW** £127.46



32-650DS Class 44 D3 "Skiddaw" in BR green small yellow panels - DCC sound fitted **NEW** £203.96

DMUs



32-939DS Class 150 150236 in Arriva Trains Wales passenger figures and DCC sound £297.46
30-425 Class 251 Midland Pullman train pack Pullman livery blue - Collectors Edition £490

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39-650 Mk2F "Aircon" FO first open in BR blue and grey **NEW** £46.71



39-650DC Mk2F "Aircon" FO first open in BR blue and grey - DCC fitted interior lighting **NEW** £67.96



39-686 Mk2F "Aircon" RFB restaurant first buffet in Intercity **NEW** £46.71



39-685 Mk2F "Aircon" RFB restaurant first buffet in BR blue and grey - as preserved **NEW** £46.71



39-677 Mk2F "Aircon" TSO tourist second open in Intercity **NEW** £46.71
39-677DC Mk2F "Aircon" TSO tourist second open in Intercity - DCC fitted interior lighting **NEW** £87.96

Wagons



37-805 12 Ton Van BR Bauxite 101 Fertiliser - Weathered **NEW** £18.66



37-806 12 ton ventilated van in British Army green **NEW** £16.96
38-900 BR Mk1 carflat wagon in BR bauxite £31.41



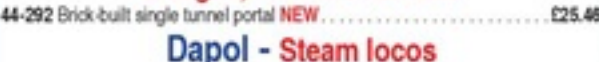
38-901 BR Mk1 carflat wagon in BR Blue **NEW** £31.41
38-902 BR Mk1 carflat wagon in BR blue MotoRail branding **NEW** £31.41

Buildings - general



44-0093 Gents Toilet and Staff Room **NEW** £33.96
44-0086 Industrial Gate House £80.71

Bridges, Tunnels & Walls



44-292 Brick-built single tunnel portal **NEW** £25.46

Dapol - Steam locos



4S-018-002 LSWR Class B4 0-4-0T 90 "Caen" in Southampton Docks brown £93.50

Diesel locos



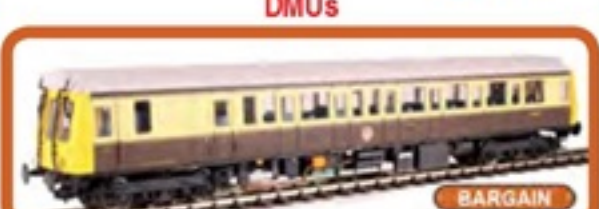
4D-022-008 Class 68 68003 "Astute" in Direct Rail Services compass (RRP £154.95) **BARGAIN** £119



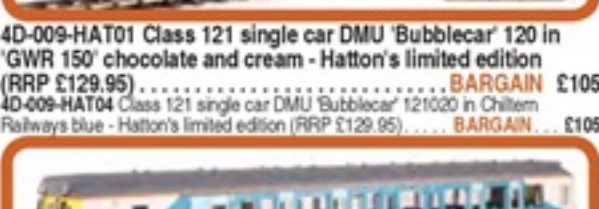
4D-022-008D Class 68 68003 "Astute" in Direct Rail Services compass - DCC fitted (RRP £177.84) **BARGAIN** £140



4D-022-005 Class 68 68006 "Daring" in Scotrail (RRP £145.55) **BARGAIN** £104



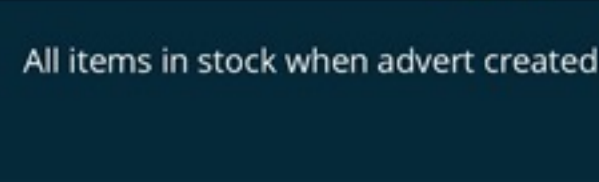
4D-022-009S Class 68 68006 "Daring" in Scotrail - DCC Sound fitted (RRP £295.55) **BARGAIN** £230



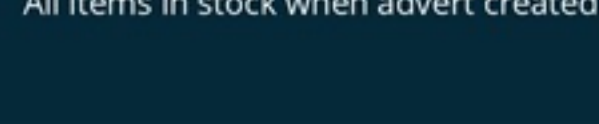
4D-022-011 Class 68 68010 "Oxford Flyer" Chiltern Railways (RRP £154.95) **BARGAIN** £119



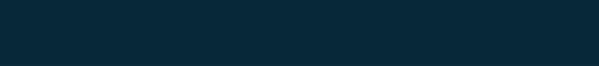
4D-022-003 Class 68 68010 in Chiltern Railways (RRP £145.55) **BARGAIN** £99



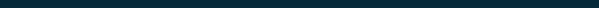
4D-022-004 Class 68 68014 in Chiltern Railways (RRP £145.55) **BARGAIN** £99



4D-022-012S Class 68 68015 in Chiltern Railways - DCC Sound fitted (RRP £295.55) **BARGAIN** £230



OLIV003 Class 73/1 73141 "Charlotte" in First GB Rail purple - Olivias Trains limited edition (RRP £140) **BARGAIN** £84



OLIV002 Class 73/2 73205 "Jeanette" in GB Railfreight blue - Olivias Trains limited edition (RRP £140) **BARGAIN** £84



4D-009-HAT07 Class 121 single car DMU "Bubblecar" 55022 in original Network South East - Hatton's limited edition (RRP £129.95) **BARGAIN** £105



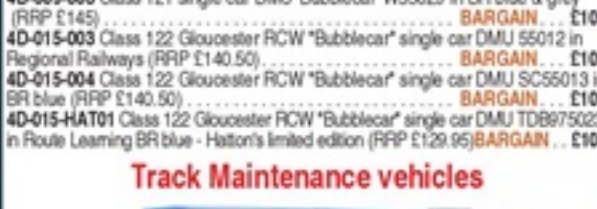
4D-009-HAT05 Class 121 single car DMU "Bubblecar" 55027 in revised Network South East - Hatton's limited edition (RRP £129.95) **BARGAIN** £105



4D-009-HAT06 Class 121 single car DMU "Bubblecar" 960010 in Railtrack "coaching stock" maroon - Hatton's limited edition (RRP £129.95) **BARGAIN** £105



4D-009-HAT03 Class 121 single car DMU "Bubblecar" 960011 in Railtrack blue and green - Hatton's limited edition (RRP £129.95) **BARGAIN** £105



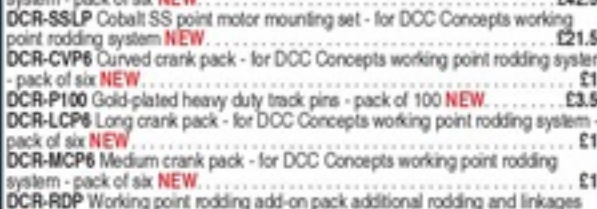
4D-009-001 Class 121 single car DMU "Bubblecar" W55020 in BR green speed whiskers (RRP £145) **BARGAIN** £109



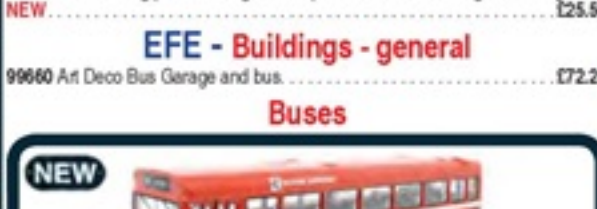
4D-009-004 Class 121 single car DMU "Bubblecar" W55023 BR blue (RRP £145) **BARGAIN** £109



4D-009-002 Class 121 single car DMU "Bubblecar" W55028 in BR green small yellow panels (RRP £145) **BARGAIN** £109



4D-009-003 Class 121 single car DMU "Bubblecar" W55029 in BR blue & grey (RRP £145) **BARGAIN** £109



4D-015-003 Class 122 Gloucester RCW "Bubblecar" single car DMU 55012 in Regional Railways (RRP £140.50) **BARGAIN** £109



4D-015-004 Class 122 Gloucester RCW "Bubblecar" single car DMU SC55013 in BR blue (RRP £140.50) **BARGAIN** £109



4D-015-HAT01 Class 122 Gloucester RCW "Bubblecar" single car DMU TDB975023 in Route Learning BR blue - Hatton's limited edition (RRP £129.95) **BARGAIN** £105

Track Maintenance vehicles



B800 Non-motorised OO Track Cleaner motorised cleaning heads & vacuum in blue £64

Wagons



4F-020-030 8 ton cattle wagon B893325 in BR bauxite - weathered **NEW** £10.50

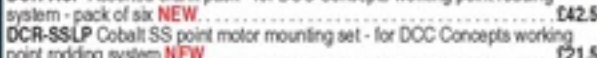


4F-060-018 Grampus wagon DB886708 in Taurton Granite grey - weathered **NEW** £15

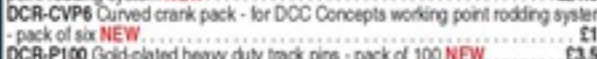
DCC Concepts - Point motors



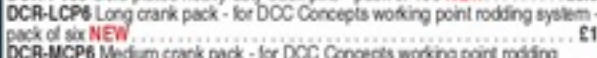
DCR-FWT 0.3mm phosphor bronze wire and 250mm teflon tube - for working point rodding system - pack of ten **NEW** £5.50



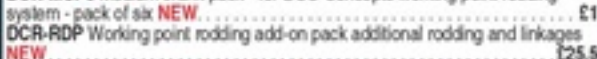
DCR-ACP Assorted crank pack - for DCC Concepts working point rodding system - pack of six **NEW** £42.50



DCR-SSLP Cobalt SS point motor mounting set - for DCC Concepts working point rodding system **NEW** £21.50



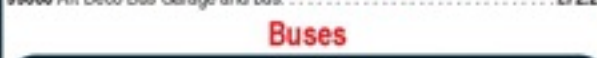
DCR-CVP6 Curved crank pack - for DCC Concepts working point rodding system - pack of six **NEW** £17



DCR-P100 Gold-plated heavy duty track pins - pack of 100 **NEW** £3.50



DCR-LCP6 Long crank pack - for DCC Concepts working point rodding system - pack of six **NEW** £17



DCR-MCP6 Medium crank pack - for DCC Concepts working point rodding system - pack of six **NEW** £17



DCR-RDP Working point rodding add-on pack additional rodding and linkages **NEW** £25.50

EFE - Buildings - general



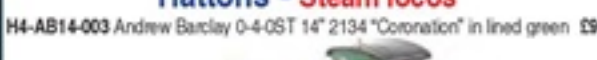
99660 Art Deco Bus Garage and bus £72.21

Buses



25006 Bristol RE flat front "Devon General" **NEW** £25.45

Hattons - Steam locos



H4-AB14-003 Andrew Barclay 0-4-0ST 14 "2134 "Coronation" in lined green £99



H4-P-015 SECR P Class 0-6-0T 27 in SE&CR full lined green (with polished brass) £99



H4-P-012 SECR P Class 0-6-0T 323 "Bluebell" in Bluebell Railway lined blue (2010s) £99



H4-P-002 SECR P Class 0-6-0T 753 in SE&CR full lined green (with brass) £99

Heljan - Steam locos



4781 Class 47xx 2-8-0 "Night Owl" 4705 in GWR green Great Western lettering £154
4782 Class 47xx 2-8-0 "Night Owl" 4707 in GWR green post-war GW lettering £154
4785 Class 47xx 2-8-0 "Night Owl" 4709 in BR lined green late crest - as preserved £154



3920 Class 02/4 Tango 2-8-0 3962 in LNER black flush tender (RRP £184.95) **BARGAIN** £89



3922 Class 02/4 Tango 2-8-0 63975 in BR black late crest flush tender (RRP £184.95) **BARGAIN** £89



3923 Class 02/4 Tango 2-8-0 63982 in BR black late crest flush tender (RRP £184.95) **BARGAIN** £89

Diesel locos



5311 Class 53 D0280 "Falcon" in BR two tone green - Ltd Ed (RRP £125) **BARGAIN** £94

Electric locos



7704 Class 77 EM2 Woodhead electric 27001 "Ariadne" in BR green - Ltd Ed for Olivias Trains (RRP £165) **BARGAIN** £99



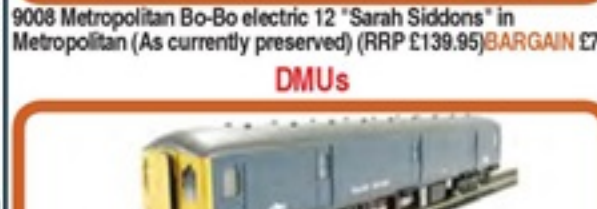
7703 Class 77 EM2 Woodhead electric 27002 "Aurora" in BR black - Ltd Ed for Olivias Trains (RRP £165) **BARGAIN** £99



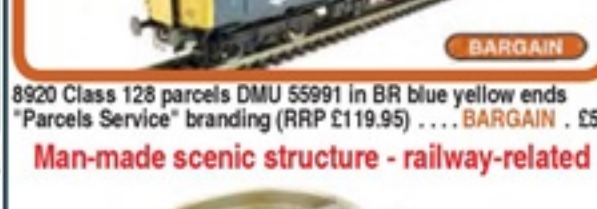
7702 Class 77 EM2 Woodhead electric 27004 "Juno" in BR electric blue - Ltd Ed for Olivias Trains (RRP £165) **BARGAIN** £99



7705 Class 77 EM2 Woodhead electric 27003 "Diana" in BR green half yellow panels - Ltd Ed for Olivias Trains (RRP £165) **BARGAIN** £109



7706 Class 77 EM2 Woodhead electric 27006 "Pandora" in BR electric blue - Ltd Ed for Olivias Trains (RRP £165) **BARGAIN** £109



9007 Metropolitan Bo-Bo electric 11 "George Romney" in London Transport maroon (RRP £139.95) **BARGAIN** £74

DMUs



8920 Class 128 parcels DMU 55991 in BR blue yellow ends "Parcels Service" branding (RRP £119.95) **BARGAIN** £59

Man-made scenic structure - railway-related



89121 27.4 metre (90ft) Motorised turntable - ready for installation. For HO/OO scales. DCC ready £210

Hornby - Steam locos



R3612 80th Anniversary of World Steam Record pack gold-plated Class A4 4468 "Mallard" and commemorative box set £184



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



NEW
R3667 Class 2721 0-6-0PT 2779 in GWR green - Railroad Range
NEW £40.50
R3313 Class 4F 0-6-0 4323 in LMS Black (RRP £99.99) **BARGAIN** £58



R3618 Class 7P6F Rebuilt Battle of Britain 4-6-2 34050 "Royal Observer Corps" in BR green late crest. £144



R3617 Class 8P Rebuilt Merchant Navy 4-6-2 35030 "Elder Dempster Lines" in BR green late crest. £136
R3284TTS Class A1 4-6-2 4472 "Flying Scotsman" LNER Green TTS Sound - Railroad Range £108



R3060 Class A1 4-6-2 60163 "Tornado" in British Railways Apple Green (Railroad Range) (RRP £100.99) **BARGAIN** £68



R3676 Class A4 4468 "Mallard" in LNER garter blue - as preserved. £152
R3004 Class B17 4-6-0 61631 "Serby Hall" in BR Green early emblem - weathered (RRP £131.99) **BARGAIN** £79



R3208 Class V Schools 4-4-0 30915 "Brighton" in BR Black early emblem (RRP £139.99) **BARGAIN** £89
R3550 Class W4 Peckett 0-4-0ST 883 in Lillieshall Co £99.99



R3420 Drummond Class 700 0-6-0 30346 in BR black late crest (RRP £124.99) **BARGAIN** £59
R3421 Drummond Class 700 0-6-0 30698 in BR Black early emblem (RRP £124.99) **BARGAIN** £59
R3419 Drummond Class 700 0-6-0 693 in Southern Railway black (RRP £124.99) **BARGAIN** £69

Diesel locos



R3392TTS Class 40 40164 in BR blue - TTS sound fitted - Railroad Range (RRP £99.99) **BARGAIN** £74



R3653 Class 50 50040 "Leviathan" in BR large logo blue. £144

HSTs



R3685 Pair of Class 43 HST Power Cars 43041 "Meningitis Trust Support for Life" and 43005 in GWR green **NEW** £261



R3602TTS Pair of Class 43 HST Power Cars 43078 and 43079 in Intercity Swallow - TTS sound fitted. £239



R3510 Pair of Class 43 HST Power Cars 43187 and 43188 in GWR green - Ltd Ed £246

Electric locos



R3582 Class 87 87010 "King Arthur" in Intercity Swallow. £144



R3580 Class 87 87035 "Robert Burns" in BR Blue £144

EMUs



R3606 5-BEL Pullman Brighton Belle EMU end vehicles in Pullman umber and cream small yellow panels £160



R3341 Class 2-HAL 2 Car EMU 2677 in BR blue (RRP £130.25) **BARGAIN** £62



R4871 Pack of three centre coaches for 5-BEL Brighton Belle in Pullman umber and cream £144

Train sets - analogue

R1214 East Coast Express Train Set **NEW** £157.50



R1167 Flying Scotsman Train Set 3 x LNER coaches (loco has 3-pole motor). £130
R1210 Santa's Express - Christmas starter train set £47
R9283 Thomas the Tank Engine starter Train Set £55

Train sets - digital



R1126 Mixed Freight DCC digital train set Class 08 0-6-0 BR diesel electric loco, steam loco & 4 wagons (RRP £264.99) **BARGAIN** £170



R1125 Somerset Belle train set Class 3F 0-6-0 S&DJR 0-6-0 steam loco & 3 wagons - DCC control (RRP £210.99) **BARGAIN** £130

Coaches



R4873 LMS Stanier Period III coaches in LMS Coronation Scot crimson lake - pack of three - Railroad Range £64



R4853 Mk3 FO first open 41099 in Intercity Swallow **NEW** £31.50



R4852 Mk3 TGS trailer guard second 44063 in Intercity Swallow **NEW** £31.50



R4851 Mk3 TRFB buffet 40711 in Intercity Swallow **NEW** £31.50
R4781D Mk3 TSO trailer second open 42129 in GWR green **NEW** £31.50
R4781C Mk3 TSO trailer second open 42200 in GWR green **NEW** £31.50



R4781B Mk3 TSO trailer second open 42250 in GWR green **NEW** £31.50
R4781E Mk3 TSO trailer second open 42581 in GWR green **NEW** £31.50



R4860 Pullman J Type "Devon Belle" observation car No.13 in Pullman umber and cream. £60

Wagons

R6838A 20 ton coke hopper in BR grey **NEW** £21
R6830 KFA container wagon 17000 Rail "Hudson" and "Walter" containers **NEW** £31.50



R6834 LNER 20 ton Toad E brake van E175712 in BR grey **NEW** £19.80

Digital controllers



R8214 DCC Elite unit digital controller. £210
R8213 DCC Select unit (boxed). £98

Point motors

R8243 Surface Mounted point motor. £8.50

Man-made scenic structure - railway-related

R670 Electrically Operated Turntable. £54

Track - Code 100 Setrack



R601 Box of 24 Double Straight £47
R601 Single £2



R8072 Left Hand Standard Point. £9.50



R8073 Right Hand Standard Point. £9.50

Northcord Model Company - Buses



UK6506 ADL Enviro400 MMC - "First Bristol" **NEW** £48

Oxford Diecast - Buses

76COM008CC Commer Commando Coca Cola **NEW** £14



76DR005 Duple Roadmaster Ribble **NEW** £14.50
76R6004 Irizar 6 Gallon Travel **NEW** £20



76SB002 Saro Bus - Maidstone and District **NEW** £16

Cars

76MING005 1275GT Glacier White Mini **NEW** £4.50
76AU5005 Austin 1300 Teal Blue **NEW** £4.50
76CT007CC Citroen 2CV Coca Cola **NEW** £4.50
76HE002 Heinkel Kabine Spartan Red **NEW** £4.50
76ETYP014 Jaguar E Type Silver Blue **NEW** £5
76TP006 Triumph 2500 British Racing Green **NEW** £4.50
76CFE007 Vauxhall Friary Estate Dusk Rose/Lilac Haze **NEW** £4.50
76VWY007 Vauxhall Wyvern Metallchrome Blue **NEW** £4.50

Public Service vehicles

76MA006 Mercedes Ambulance East Midlands Ambulance Service **NEW** £8.50

Commercial vehicles

76FCQ005 Ford Cargo Box Van Parcelforce **NEW** £11
76TPU002 Ford Transit Dropside Network Rail £10
76FT033 Ford Transit Mk5 AA **NEW** £5
76VOL4007 Volvo FH4 (G) Nootboom Semi Low Loader Cadzow **NEW** £21

Military ground vehicles



76WOT001 Ford WOT1 Crash Tender Mickey Mouse (Scampton) **NEW** £12.50
76LR003 Land Rover 1/2 Ton Lightweight RAF - Red Arrows **NEW** £5
76LRF002 Land Rover FC Signals Natio Green **NEW** £8.50
76LR004 Land Rover Lightweight Berlin Scheme **NEW** £5
76LR25005 Land Rover Series II SWB Hard Back Civil Defence **NEW** £5

Peco Products - Model railway 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

Track - Code 100 Setrack

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 Woodensleeper nickel silver flexible track. £66
SL-100 Single. £3
SL-90 Double slip - insulfrog. £33
SL-96 Left hand medium point - electrofrog. £10.50
SL-96 Left hand medium point - insulfrog. £10.50
SL-92 Left hand small point - electrofrog. £9.50
SL-92 Left hand small point - insulfrog. £9.50
SL-95 Right hand medium point - electrofrog. £10.50
SL-95 Right hand medium point - insulfrog. £10.50
SL-91 Right hand small point - electrofrog. £9.50
SL-91 Right hand small point - insulfrog. £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-190 Finescale double slip - electrofrog. £38
SL-196 Finescale left hand medium point - electrofrog. £11.50
SL-196 Finescale right hand medium point - electrofrog. £11.50
SL-U1188 Right hand large radius bullhead rail point - unilfrog. £26

Railway publications

PM-208 Guide to O gauge Railway Modelling bookazine - 124 pages **NEW** £6.99

Proses - Track Maintenance vehicles

PTC-004 Non-motorised OO Track Cleaner wet and dry cleaning heads **NEW** £84.56

Ratio - Buildings - railways

532 Coal depot stallions - plastic kit **NEW** £9
525 Coal or timber merchants building - plastic kit **NEW** £21
518 Concrete lineside huts - pack of two - plastic kit **NEW** £5.50
528 GWR style water tower - conical or flat top - plastic kit **NEW** £13
529 Oil Depot - plastic kit **NEW** £13.50

Man-made scenic structure - railway-related

550 Water trough - plastic kit **NEW** £9

Buildings - general

513 Concrete built provender goods store - plastic kit **NEW** £16
519 Large grounded coach body - plastic kit **NEW** £8.50

OO9 Narrow Gauge

Bachmann Branchline - Steam locos



391-028 Baldwin Class 10-12-D 4-6-0T "Hummy" in Ashover Railway black - weathered. £131.71



391-026 Baldwin Class 10-12-D 4-6-0T 590 in Welsh Highland Railway black. £123.21

Peco Products - Track - Code 80 Setrack

ST-400 Setrack narrow gauge starter track pack - first radius. £68

N Gauge

Dapol - Steam locos

2S-008-008 Class A4 4-6-2 4468 "Mallard" in LNER garter blue valances. £128.83

HSTs



2D-019-008 Class 43 HST 4-car book set in GNER blue **NEW** £160.89

Coaches

2P-005-921 Mk3 TFO first open 41044 in GNER blue **NEW** £21.39
2P-005-920 Mk3 TFO first open 41090 in GNER blue **NEW** £21.39
2P-005-932 Mk3 TSO second open 42063 in GNER blue **NEW** £21.39
2P-005-933 Mk3 TSO second open 42064 in GNER blue **NEW** £21.39

Looking for that perfect second-hand model?

www.hattons.co.uk/latestpreowned



Ratio - Buildings - railways

237Ratio Pair of lineside huts - plastic kit NEW £6.50

Man-made scenic structure - railway-related

233Ratio Loading gauge - plastic kit NEW £4.20

Buildings - general

229Ratio Coal depot stables and hut - plastic kit NEW £7

232Ratio Coal or timber merchants building - plastic kit NEW £13

Man-made scenic structure - non-railway

315 Oil Tanks - plastic kit NEW £4.50

212 Water crane and fire devil - plastic kit NEW £8

O Gauge (1:43 Scale)

Corgi Collectables - Cars

VA06713 Triumph Spitfire - Mk3 Saffron NEW £24

VA10509 Triumph TR7 FHC - Triton Green NEW £24

Dapol - Steam locos

7S-007-001 Class 57xx 0-6-0PT pannier 5717 in BR Black early emblem £199.75

7S-024-001D Class 64xx 0-6-0PT pannier 6412 in Great Western green - DCC fitted (RRP £422.89) BARGAIN £315

7S-024-002 Class 64xx 0-6-0PT pannier 6417 in Great Western green shirtbutton emblem (RRP £400) BARGAIN £295

7S-024-003S Class 64xx 0-6-0PT pannier 6435 in BR black early emblem - DCC sound fitted (RRP £550) BARGAIN £395



7S-007-003 Class 8750 0-6-0PT pannier 9659 in GWR green £199.75

NEW



7S-010-016S Class A1 'Terrier' 0-6-0T 672 'Fenchurch' in LBSCR marsh brown - DCC sound fitted NEW £340

7S-010-012D Class A1X 'Terrier' 0-6-0T 32650 in BR lined black early emblem - DCC fitted NEW £212.50

7S-010-012S Class A1X 'Terrier' 0-6-0T 32650 in BR lined black early emblem - DCC sound fitted NEW £340

7S-010-015D Class A1X 'Terrier' 0-6-0T in plain black - DCC fitted NEW £212.50

Wagons

7F-056-014 12-ton ale van of plank sides B870077 in BR bauxite NEW £42.46

7F-057-003 12-ton insulated van B872176 in BR white NEW £42.46

7F-054-003 12-ton meat van B70038 in BR bauxite NEW £42.46

7F-054-002 12-ton meat van B70146 in BR crimson NEW £42.46

NEW



7F-056-013 12-ton van of plank sides B758511 in BR bauxite NEW £42.46

7F-056-015 12-ton van of plywood sides B765401 in BR bauxite NEW £42.46

NEW



7F-200-005 20-ton standard brake van B952042 in BR grey NEW £67.96

7F-200-002 20-ton standard brake van B952182 in BR grey NEW £67.96

NEW



7F-200-006 20-ton standard brake van B952978 in BR bauxite NEW £67.96

7F-200-001 20-ton standard brake van CAO B951771 in BR grey NEW £67.96

7F-200-004 20-ton standard brake van CAP B951224 in BR bauxite NEW £67.96

7F-200-008 20-ton standard brake van in BR bauxite - unnumbered NEW £67.96

7F-200-007 20-ton standard brake van in BR grey - unnumbered NEW £67.96

7F-048-001 HAA MGR coal hopper 350274 in Railfreight red cradle £46.71

Heljan - Steam locos

6100 Class 61xx 'Large Prairie' 2-6-2T 6110 in GWR green Great Western lettering £594.15

6104 Class 61xx 'Large Prairie' 2-6-2T 6132 in BR lined green late crest £594.15

6102 Class 61xx 'Large Prairie' 2-6-2T 6144 in BR black early emblem £594.15

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Diesel locos



2006 Class 20 in BR blue full yellow ends, 1980s style warning flashes and headcode discs - Exclusive to Hatton's (RRP £599) BARGAIN £450

2007 Class 20 in BR Railfreight grey full yellow ends, 1980s style warning flashes and headcode discs - Exclusive to Hatton's (RRP £599) BARGAIN £450

2010 Class 20 in BR green small yellow panels and 4-character headcodes (RRP £599) BARGAIN £340

2007 Class 20 in BR Railfreight grey full yellow ends, 1980s style warning flashes and headcode discs - Exclusive to Hatton's (RRP £599) BARGAIN £450

4201 Class 42 Warship D827 'Kelly' in BR green small yellow panels £550

5288 Class 52 D1023 'Western Fusilier' in BR blue £509.15

5287 Class 52 D1039 'Western King' in BR maroon full yellow ends £509.15

5286 Class 52 D1061 'Western Envoy' in BR maroon small yellow panels £509.15

5289 Class 52 D1067 'Western Druid' in BR blue - weathered £509.15

5352 Class 53 1200 'Falcon' in BR Blue full yellow ends (RRP £699) BARGAIN £390

1041 200xx VBA sliding door van in BR bauxite - late (RRP £84.95) BARGAIN £39

5151 Bogle flat IWB Cargowagon 4647026 in silver and blue - weathered (RRP £189) BARGAIN £89

5150 Bogle flat IWB Cargowagon 4647044 in silver and blue (RRP £189) BARGAIN £89

43R25003 Rolls Royce 25/30 - Thrupp & Maberley Black NEW £21

Peco Products - Track - Code 124 Bullhead Streamline

SL-700BH Box of 12 1 Yard O Gauge Flexible Nickel Silver Track (Bullhead Nickel Silver Rail) £75

SL-700BH Single £6.50

SL-7928BH Left hand point bullhead rail and electrofrog £43

ST-725 Setrack Bullhead 2nd radius standard curve 410mm (16") £6

SL-7928BH Left hand point bullhead rail and electrofrog £43

ST-725 Setrack Bullhead 2nd radius standard curve 410mm (16") £6

SL-7928BH Left hand point bullhead rail and electrofrog £43

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ST-725 Setrack Bullhead 2nd radius standard curve 410mm (16") £6

SL-7928BH Left hand point bullhead rail and electrofrog £43

ST-725 Setrack Bullhead 2nd radius standard curve 410mm (16") £6

Any or Multiple Scales

DCC Concepts - Digital control accessory decoders

DCD-ADS-4SX 8-way accessory decoder for solenoid motors and individual CDUs £58

Point motors

DCP-CB12IP Cobalt ip slow-action analogue point motor - pack of 12 £169



DCP-CB12DIP Cobalt ip slow-action digital point motor - pack of 12 £220

DCP-CB8DIP Cobalt ip slow-action digital point motor - pack of 8 £118

DCP-CBSS-12 Cobalt SS surface mounted point motors controller - pack of 12 £245

DCP-CBSS-2 Cobalt SS surface mounted point motors controller - pack of 2 £46.50

DCP-CBSS-6 Cobalt SS surface mounted point motors controller - pack of 6 £127

ESU - Digital controllers



50210 ECoS Command Station DCC V2.1 controller full colour LCD touch screen & dual controllers - 6A output £600

Gaugemaster Controls - Analogue controllers



COMBI Combi 12v 1Amp Single Track Controller Transformer £34



D Double/Twin track power controller £80

Digital decoders

DCC23 6-pin 2-function 1A (2A peak) decoder (suitable for N gauge) £23

BPDC23 6-pin 2-function 1A (2A peak) decoder - pack of 5 NEW £107

Digital controllers



DCC02 Prodigy 'Advance 2' starter DCC controller package £239

Digital control accessories

BPDC80 Pack of three DCC autofrog polarity reversal switches - for electrofrog points £13.50

Point motors

PM-1 Sleep point motor accessory switch £5

Hattons - Digital decoders

DCR-21Pin-Direct V2 21-pin 6-function 1.1Amp direct plug decoder back EMF £16.50

DCR-4PIN-Direct 6-pin 2-function 1.1Amp direct plug decoder back EMF £17



DCR-8PIN-Harness Box of 10 8-pin (harness) 4-function 1.1Amp decoder back EMF £120

DCR-8PIN-Harness Single £15

DCR-8PIN-Harness Box of 5 £68





GAUGEMASTER Spotlight

DCC Decoders



OMNI Series Decoders



The OMNI range of decoders are the follow up to our popular range of OPTI DCC decoders. With the need for a 21 pin decoder (for use in Bachmann and Heljan locomotives, and some Dapol diesel locomotives) we took the opportunity to refresh the whole range and source a new family of decoders that can solve most scenarios in just three items.

The OMNI range have the ability to do so much more than the leading manufacturer's basic decoder, but they have more features included which are not proportional to the difference in price.

You get so much more for just a few pounds more.

- Back EMF for perfect low speed running
- Consisting (double-heading)
- Special lighting effects (firebox lights, flashing)
- On track programming
- Address locking
- Full Technical Support



DCC18 OMNI Next18 Decoder

Most Suited to N Gauge Locomotives

For use in locomotives with the more recent Next18 socket.

Dimensions: Length 15mm Width 10mm Depth 3mm
Harness Length: 75mm

BEST FOR
NEXT18



DCC27 OMNI 21 & 8 Pin Decoder

(BPDCC27 five pack)

Most Suited to OO/HO Gauge Locomotives

A really versatile decoder for use with locomotives that have 8 Pin or 21 Pin sockets.

Dimensions: Length 22mm Width 16mm Depth 5mm
Harness Length: 75mm

BEST FOR
OO Versatility



DCC29 OMNI Direct Plug Decoder

(BPDCC29 five pack)

Most Suited to OO/HO Gauge Locomotives

A 4 function decoder suitable for direct plug fitting into suitable OO and HO Locomotives.

Dimensions: Length 15mm Width 12mm Depth 10mm

BEST FOR
Small Spaces

Other Decoders



DCC22 Very Small 8 Pin Decoder

Most Suited to OO/HO Gauge Locomotives

Key features of this standard decoder include smooth operation, 14/28 speed steps, plug and play, transponder id-equipped, all mode programming, decoder reset CV, motor isolation protection, advanced consisting, 2 and 4 digit addressing and DCC compatibility. This decoder is rated at 1 amp (2 amp peak) with 2 functions at 0.5 amps.

Dimensions: Length 11mm Width 9mm Depth 3mm
Length with Harness: 65mm

BEST FOR
Size



DCC23 2 Function 6 Pin Decoder

Most Suited to N Gauge Locomotives

Key features of this standard decoder include smooth operation, 14/28 speed steps, plug and play, transponder id-equipped, all mode programming, decoder reset CV, motor isolation protection, advanced consisting, 2 and 4 digit addressing and DCC compatibility. This decoder is rated at 1 amp (2 amp peak) with 2 functions at 0.5 amps.

Dimensions: Length 11mm Width 9mm Depth 3mm

BEST FOR
N Scale



DCC26 Standard 8 Pin Decoder

Most Suited to OO/HO Gauge Locomotives

Fantastic value decoder from our original OPTI Range, available again. 4 function, 1.1 amp decoder with adjustable CVs for motor control, Back EMF, built in lighting effects, supports consisting. It is compatible with DC running, and has a full factory reset function. The decoder can be set with any address from 0-9999.

Dimensions: Length 19mm Width 11mm Depth 5mm
Harness Length: 90mm

BEST FOR
Tight Budgets

Decoder Doctor



DCC15 Prodigy Decoder Doctor

Makes programming and reading back your decoders easy! This device allows you to test decoders before or after installation.

There is a built-in 8 Pin socket, and the Decoder Doctor also comes supplied with an adaptor harness allowing you to also test 6 Pin decoders.

You can also attach it to a test track for testing already fitted decoders.

Power comes from either a 15V power supply (DCC65) or your DCC Main Track output.

PRICES

Code	Description	RRP
DCC18	OMNI Next18 Decoder	£20.95
DCC22	Classic 8 Pin Micro Decoder	£26.95
BPDCC22	Classic 8 Pin Micro Decoder (Five Pack)	£124.95
DCC23	Classic 2 Function 6 Pin Decoder	£26.95
BPDCC23	Classic 2 Function 6 Pin Decoder (Five Pack)	£124.95
DCC26	Standard 8 Pin Decoder	£16.95
DCC27	OMNI 21 & 8 Pin Decoder	£20.95
BPDCC27	OMNI 21 & 8 Pin Decoder (Five Pack)	£94.95
DCC29	OMNI Direct Plug Decoder	£21.95
BPDCC29	OMNI Direct Plug Decoder (Five Pack)	£99.95
DCC15	Prodigy Decoder Doctor	£94.95
DCC30	Four-Way Accessory Decoder	£64.95
DCC31	Accessory Decoder for Kato UniTrack	£15.95

GAUGEMASTER products are available from your local Model Shop or, in case of difficulty, direct from ourselves.

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

tel - 01903 884321 Fax - 01903 884377 email - sales@gaugemaster.co.uk web - www.gaugemaster.com



GAUGEMASTER *Spotlight*

Prodigy Digital Control



Controller Types

Which Prodigy Controller?

Prodigy is compatible with most other DCC systems and manufacturers' DCC Decoders. It's strength is 'simplicity without compromise' and Prodigy systems can grow with your layout, allowing you to use the system at a level appropriate to you, your layout, and style of operation. All Prodigy Walkaround Controllers have backlit displays as standard.

Prodigy Express consists of a Base Station, Walkaround Controller, and Power Supply and is an ideal entry level system for a newcomer. Extra features can be unlocked by using the **DCC14 Prodigy Advance Walkaround Controller**.

Prodigy Advance2 is our best selling DCC Controller. It consists of a Base Station, Walkaround Controller, and a Power Supply, and is suitable for operating most sizes of model railway.

Prodigy Wireless offers all the features of the **Prodigy Advance** unit but this system offers you wireless control, giving you maximum freedom to operate your layout. Its rechargeable handset and radio transmission ensures easy and reliable performance.

DCC Controller Starter Packages

DCC01 Prodigy Express Starter Package

Most Suited for HO/OO/N Scale Layouts



- INPUT: 15-16V regulated DC at 2 amps
- OUTPUT: DCC Signal with 14.5V amplitude
- MAXIMUM CURRENT: 1.6 amps
- MAXIMUM NUMBER OF WALKAROUNDS: 20
- ADDRESS CAPABILITY: 2 Digit or 4 Digit
- SPEED STEPS: 14/28/128
- ACCESSORY FUNCTIONS: 28 (F0 to F28)
- DOUBLE HEADING
- PROGRAM & MAIN TRACK PROGRAMMING
- "READ LOCOMOTIVE" CAPABILITY

BEST FOR
Beginners

DCC02 Prodigy Advance2 Starter Package

Most Suited to HO/OO/N Scale Layouts



- INPUT: 15-14V DC 3.5 amps
- OUTPUT: DCC Signal with 14.5V amplitude
- MAXIMUM CURRENT: 3.5 amps
- MAXIMUM NUMBER OF WALKAROUNDS: 99
- ADDRESS CAPABILITY: 2 Digit (1-127) or 4 Digit (1-9999)
- SPEED STEPS: 14/28/128
- ACCESSORY DECODER AND ROUTE SETTING
- DOUBLE HEADING
- PROGRAM & MAIN TRACK PROGRAMMING
- "READ LOCOMOTIVE" CAPABILITY

BEST FOR
General Layouts

DCC04 Prodigy Advance Wireless Starter Package

Most Suited to OO/HO/N Scale Layouts



- ALL THE FEATURES OF DCC02 PRODIGY ADVANCE
- WIRELESS RADIO CONTROL (UK Approved)
- OUTSTANDING RANGE (80ft Plus)
- BUILT-IN RECHARGABLE BATTERY
- BATTERY CHARGE LEVEL INDICATOR
- OPERATES WIRED & WIRELESS WALKAROUNDS
- PROGRAM & OPERATE WHILE CHARGING
- FREEDOM & MOBILITY DURING OPERATION

BEST FOR
Large Layouts

Accessories

NEW! GO WIRELESS with the Prodigy WiFi



DCC05 Prodigy WiFi

This unit allows you to run your Prodigy-powered layout from your phone or tablet, using one of the recommended apps on Android or iOS. The Prodigy WiFi is compatible with the JMRI Engine Driver and WiThrottle apps.

Full details of our Digital Controller range can be found in the Gaugemaster Full Catalogue **AVAILABLE SUMMER 2018**. It also contains details of our Analogue Controllers, Scenics, Point Control, Electrics and much more in the Gaugemaster range.

It also contains selected items from many of the other brands that we stock.

GM353 Gaugemaster Full Catalogue **£3.95**



DCC80 DCC Autofrog

The DCC Autofrog is a simple switch that automatically changes the frog polarity of your electrofrog point. With the frog powered by the DCC80 it will automatically detect the incoming polarity of the wheels and switch the frog to match. The DCC Autofrog is available as a single item, and also as a handy pack of three.

DCC15 Prodigy Decoder Doctor

Makes programming and reading back your decoders easy! This device allows you to test decoders before or after installation.



There is a built-in 8 Pin socket, and the Decoder Doctor also comes supplied with an adaptor harness allowing you to also test 6 Pin decoders.

You can also attach it to a test track for testing already fitted decoders.

Power comes from either a 15V power supply (DCC65) or your DCC Main Track output.



DCC40 Auto Reverse Module

This useful module allows you to operate a reverse loop or turntable without needing to change the polarity of the track, a common situation that faces modellers with analogue control model railways.

PRICES

Controllers & Handsets

DCC01	Prodigy Express Package	£179.95
DCC02	Prodigy Advance2 Starter Package	£309.95
DCC04	Prodigy Advance2 Wireless Starter Package	£499.95
DCC05	NEW Prodigy WiFi	£99.95
DCC13	Prodigy Advance2 Wireless Walkaround	£199.95
DCC14	Prodigy Advance2 Backlit Walkaround	£149.95
DCC15	Prodigy Decoder Doctor	£94.95
DCC51	Prodigy Wireless Conversion Set	£279.95

Accessories

DCC11	Prodigy Extension Plate	£44.95
DCC49	Prodigy DCC Booster Unit (8 Amp)	£209.95
DCC55	Prodigy Advance Wired Computer Interface	£64.95
DCC60	Spare Plug for Gaugemaster Prodigy	£4.15
DCC62	Prodigy Universal Lead (2m)	£6.25
DCC63	Prodigy Advance Power Supply Unit	£27.95
DCC64	Prodigy Power Pack Lead	£7.75
DCC65	Prodigy Express Power Supply Unit	£27.95
DCC66	Controller Caddy Walkaround Holder	£7.35
DCC71	Prodigy DC Adaptor Plate/Decoder Tester	£10.95
DCC77	Prodigy Walkaround Adaptor	£10.95
DCC80	DCC Autofrog	£6.25
BPDC80	DCC Autofrog (Pack of 3)	£15.95

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tel - 01903 884321 Fax - 01903 884377 email - sales@gaugemaster.co.uk web - www.gaugemaster.com



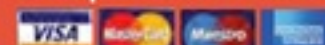
Kernow Model Rail Centre

98A Trelowarren Street, Camborne, Cornwall, TR14 8AN

Call our team: 01209 714099 or visit: www.kernowmodelrailcentre.com

UK POSTAGE & PACKING = £4 PER ORDER
ORDERS OVER £175 = POST FREE

Shop times - Monday to Saturday: 09:30 - 17:00
Sunday: 10:00 - 16:00



NEW RELEASES - OO GAUGE

BACHMANN OO LOCOMOTIVES + VANS + WAGONS + COACHES

31-921 Atlantic H2 Class 4-4-2 Steam No. 32424 "Beachy Head" BR Black E/E	£174.95
32-078 Class 56XX Steam Locomotive No. 5637 GWR Green	£97.99
32-651A Class 44 Diesel Locomotive No. 44 006 "Wherrside" BR Blue, weathered	£127.95
34-332 50ft Ex-LMS Parcel Van BR Blue & Grey	£29.99
37-805 12 Ton Van No. M518977 BR Bauxite ICI Fertiliser branding, weathered	£19.95
37-806 12 Ton Van No. 47555 ARMY Green	£19.00
38-901 BR Mk1 Carlat Wagon BR Blue	£31.95
38-902 BR Mk1 Carlat Wagon BR Blue Motorail	£31.95
39-650 BR Mk2F FO First Open Coach BR Blue & Grey	£46.99
39-650DC BR Mk2F FO First Open Coach BR Blue & Grey, DCC Fitted	£67.99

DAPOL OO WAGONS



4F-026-013 HIA Limestone Bogie Hopper Wagon No. 369006 Freightliner Green	£23.99
4F-026-014 HIA Limestone Bogie Hopper Wagon No. 369012 Freightliner Green	£23.99
4F-026-015 HIA Limestone Bogie Hopper Wagon No. 369018 Freightliner Green	£23.99
4F-026-016 HIA Limestone Bogie Hopper Wagon No. 369019 Freightliner Green	£23.99
4F-026-017 HIA Limestone Bogie Hopper Wagon No. 369026 Freightliner White	£23.99
4F-026-018 HIA Limestone Bogie Hopper Wagon No. 369033 Freightliner White	£23.99

HORNBY OO LOCOMOTIVES + COACHES + WAGONS

R3582 Class 87 Electric Locomotive No. 87 010 "King Arthur" Intercity Swallow	£145.99
R3602TTS Class 43 HST Valenta Train Pack Intercity Swallow, DCC Sound Fitted	£254.99
R3606 Brighton Belle Train Pack Unit No. 3053 early crest	£174.99

R3607 The 15 Guinea Special Train Britannia 70013 "Oliver Cromwell" + 3 x Mk1 Coaches	£269.99
R3614 Patriot Class Steam Locomotive No. 5521 "Rhyll" LMS Black	£144.99
R3633 Patriot Class Steam Locomotive No. 45534 "E. Tootal Broadhurst" BR E/E	£144.99
R3653 Class 50 Diesel Locomotive No. 50 040 "Leviathan" BR Large Logo Blue	£152.99
R3660 Class 56 Diesel Locomotive No. 56 303 DCR Green	£144.99
R3685 GWR Green HST 125 Train Pack	£246.99
R4831 6ft Collett A30 Autocoach No. 190 GWR Chocolate & Cream	£35.99
R4851 Mk3 Buffet TRFB Coach No. 40711 INTERCITY Swallow	£31.99
R4853 Mk3 Trailer First TF No. 41099 INTERCITY Swallow	£31.99
R4854 Mk3 Trailer Standard TS No. 42199 INTERCITY Swallow	£31.99
R4855 Mk3 Buffet TRFB Coach No. 10235 Virgin Trains	£29.99
R4858A Mk3 Standard Open SO Coach No. 12045 Virgin Trains	£29.99
R4858B Mk3 Standard Open SO Coach No. 12087 Virgin Trains	£29.99
R4857 Mk3 First Open FO Coach No. 11097 Virgin Trains	£29.99
R4857A Mk3 First Open FO Coach No. 11074 Virgin Trains	£29.99
R4858 Mk3 Standard Open SO Coach No. 12132 Virgin Trains	£29.99
R4860 Pullman J Type Devon Belle Observation Car No. 13	£64.99
R4873 Railroad LMS Coronation Scot Train Pack	£67.99
R6847 OTA Timber Wagon No. 112188 EWS	£25.99
R6855 20T Tank Wagon No. 109 Pumphreston Oil Glasgow	£16.00
R6864 4 Plank Wagon No. 10 Stonehouse Gloucester	£14.00
R6872 6 Plank Wagon No. 163 John Lancaster	£14.00
R6885 HEA Hopper Wagon EWS, Pack of 3	£39.99

OXFORD RAIL/DIECAST OO WAGONS + LOCOMOTIVE + VEHICLE

76MW5001 5 Plank Mineral Wagon T Bowler London No. 101	£10.95
76MW5002 5 Plank Mineral Wagon Busbys West Kensington No. 16	£10.95
76MW5003 5 Plank Mineral Wagon Coppice Cannock Chase No. 369	£10.95
76MW5004 5 Plank Mineral Wagon Wm Barnard Worcester No. 23	£10.95
76TPU002 Ford Transit Pick Up - Network Rail	£11.95
GV2020 Janus 0-6-0 Industrial Diesel Locomotive "Richard Bennett" ICI	£94.99

GV6015 7 Plank Open Wagon Triple Pack PLA	£26.99
GV6020 7 Plank Open Wagon Triple Pack ICI	£26.99

KERNOW MODELS OO WAGONS



SB006I YCV Turbot Bogie Ballast Wagon DB978021 Civil Engineers Dutch, weathered	£29.99
SB006J YCV Turbot Bogie Ballast Wagon DB978051 Civil Engineers Dutch, weathered	£29.99
SB006K YCV Turbot Bogie Ballast Wagon DB978066 Civil Engineers Dutch, weathered	£29.99
SB006L YCV Turbot Bogie Ballast Wagon DB978101 Civil Engineers Dutch, weathered	£29.99
SB006M YCV Turbot Bogie Ballast Wagon DB978026 Civil Engineers Dutch, weathered	£29.99
SB006N YCV Turbot Bogie Ballast Wagon DB978026 Civil Engineers Dutch, weathered	£29.99



SB006M YCV Turbot Bogie Ballast Wagon DB978026 Civil Engineers Dutch	£29.99
SB006N YCV Turbot Bogie Ballast Wagon DB978060 Civil Engineers Dutch	£29.99
SB006Y YCV Turbot Bogie Ballast Wagon Civil Engineers Dutch Bulk Pack, Pack of 2	£54.99
SB006Z YCV Turbot Bogie Ballast Wagon Civil Engineers Dutch Bulk Pack, Pack of 4	£109.99

BARGAINS - OO GAUGE

BACHMANN OO LOCOMOTIVES

31-426B Class 411 4-CEP EMU Set 7122 BR (SR) Green	£219.99
31-427B Class 411 4-CEP EMU Set 7106 BR Blue & Grey	£219.99
31-980 BR Standard Class 3MT Steam Loco 82020 BR Green LC, weathered	£88.99
32-085 Class 56XX Steam Locomotive No. 6639 BR Black E/E	£72.99
32-119 Class 08 Diesel Shunter No. 08 907 DB Schenker	£73.95
32-482 Class 40 Diesel Loco No. 97 407 "Aureol" BR Blue Departmental, weathered	£113.95
32-937 Class 150/2 2 Car Sprinter DMU No. 150 202 Centro	£99.95

BACHMANN OO WAGONS + VANS + COACHES

34-633 BR Mk1 Suburban Second Brake Coach No. E43190 BR Blue, weathered	£21.99
37-087 7 Plank End Door Wagon GWR Grey	£12.00
37-089 7 Plank End Door Wagon No. 127916 NE Grey	£12.00
37-090 7 Plank Fixed End Wagon No. 127916 NE Grey	£12.00
37-356 13 Ton Steel Sand Tippler Wagon ZCO No. DB746085 BR	£11.00
37-452 16 Ton Slope Side Mineral Wagon "Boston Deep Sea Fishing"	£10.50
37-533 20 Ton ZTO Brake Van No. DB951767 BR Grey & Yellow, weathered	£19.99
37-952 Corflit A Wagon BR Bauxite with BD Container	£11.99
38-044 31 Tonne OBA Open Wagon No. 110521	£15.95
38-551 Midland 20 Ton Brake Van No. M281670	£15.99
39-075C BR Mk1 BSK Brake Second Corridor Coach No. M35322	£26.95
39-082B BR Mk1 BSK Brake Second Corridor Coach No. 35329	£26.95
39-226C Mk1 BCK Brake Composite Corridor Coach No. M21026	£26.95
39-250A Mk1 RFO Restaurant Car No. M5	£26.95
39-276 BR Mk1 GUV No. 96169 Intercity Motorail	£28.99
39-380A Mk2ABSO Brake Second Open No. E9418 BR Blue & Grey	£24.99
39-501 BR Mk1 SLF 1st Class Sleeper Car No. E2054 BR Blue & Grey	£34.99
39-576 BR Auto Trailer No. W228W BR Maroon	£47.99

BACHMANN OO SCENECRAFT

44-0002 Stone Engine Shed with Tank	£34.99
44-0006 Wooden Village Hall	£32.99
44-0009 Container Terminal Crane	£99.99
44-0010 Two Wooden Platforms	£14.99
44-0014 Post War Platform Shelter	£8.99
44-0018 Small Water Tower	£19.99
44-0023 Brick Station Building	£17.99
44-0024 Brick Station Waiting Room Building	£16.95
44-0026 Electrical Relay Room	£14.95
44-0028 Weighbridge	£19.99
44-0035 Wooden Carriage Shed	£34.95
44-0043 Waiting Room and Ladies	£15.95
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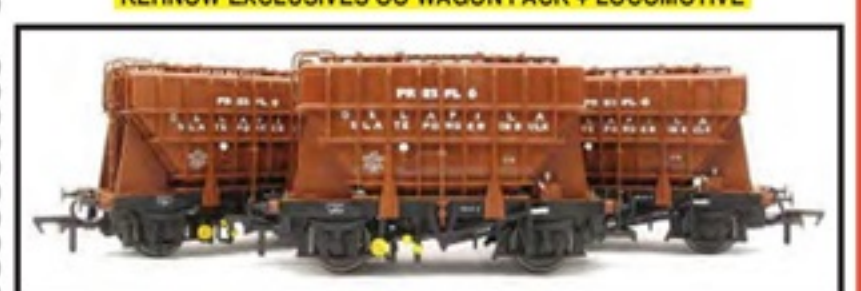
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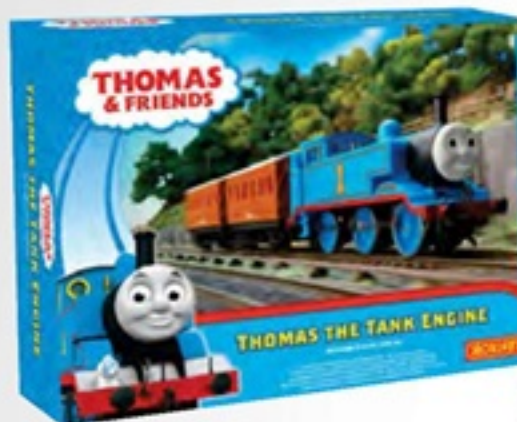
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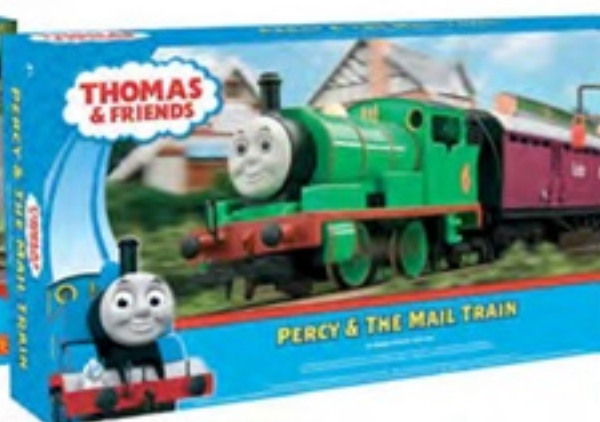
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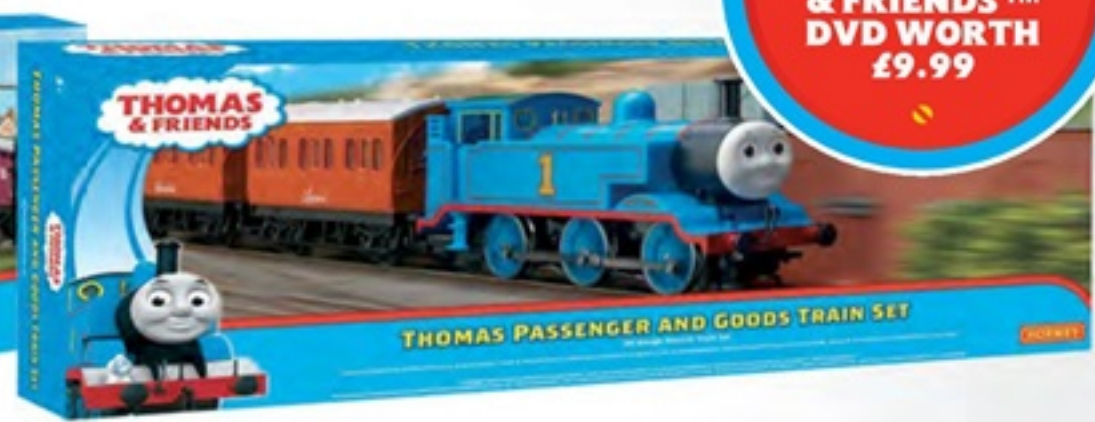
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OS76R002 GWR Signal Box



OS76R004 GWR Engine Shed



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OS76R006 Platform Straight x 2

OS76R007 Platform Ramp x 2

OS76R008 Platform Island x 2

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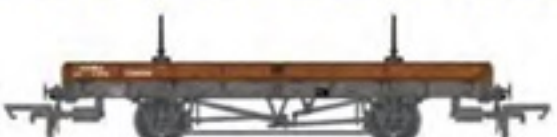


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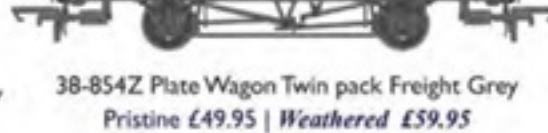
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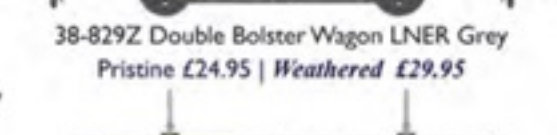
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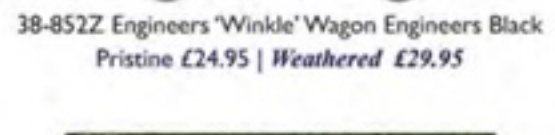
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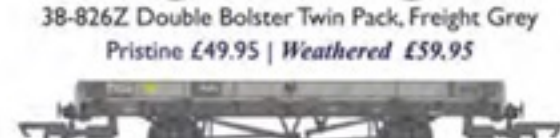
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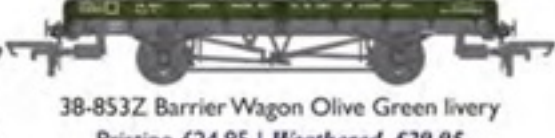
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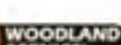
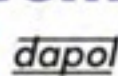
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- 4301 - (V1) GWR monogram pre-numbered as 5355
- 4302 - (V1) GWR pre-numbered as 5320
- 4310 - (V2) BR black w. early crest pre-numbered as 5328
- 4311 - (V2) BR lined green w. early crest pre-numbered as 4358
- 4312 - (V2) BR lined green w. late crest pre-numbered as 5330
- 4313 - (V2) BR unlined green w. late crest pre-numbered as 5306



Class 33/0 V2 - 'OO'

- 3417 - D6504 in green livery
- 3418 - D6518 in green with full yellow ends
- 3419 - D6540 in green with small yellow panels

Class 33/1 - 'OO'

- 3344 - 33114 in Network SouthEast livery
- 3346 - D6580 in green with small yellow panels
- 3358 - 33106 in blue with full yellow ends
- 3359 - 33111 in blue with full yellow ends

Class 33/0 V1 - 'OO'

- 3437 - D6558 in blue with full yellow ends
- 3438 - 33056 'The Burma Star' in blue with full yellow ends
- 3439 - 33009 in engineers grey/yellow

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- 5285 - D1035 'Western Yeoman'
- 5286 - D1061 'Western Envoy'
- 5287 - D1039 'Western King'
- 5288 - D1023 'Western Fusilier'
- 5289 - D1067 'Western Druid'
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- V1 2905 - D2988 in BR/SR green
- V1 2906 - D2991 in 'Eastleigh' works green
- V1 2907 - D2998 in BR blue
- V1 2908 - 07002 in BR blue
- V1 2909 - '07006' in industrial
Powell Duffryn blue/white
- V2 2914 - 2989 in BR blue
- V2 2915 - 07009 in weathered BR blue
- V2 2916 - 07005 'LANGBAURGH' in industrial ICI grey



Class 35 'Hymek' - 'OO'

Expected release: Soon!
SRP £129,95

- 3526 - D7015 in green
- 3527 - D7088 in green with small yellow panels
- 3528 - D7004 in blue with small yellow panels
- 3529 - (D)7001 in blue with full yellow ends
- 3530 - 35017 in preserved engineers grey/yellow



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- 1098 - BR class 33/0 D6501 in green livery with ESSO B-tanks 3332, 3333, 3334 & 3335
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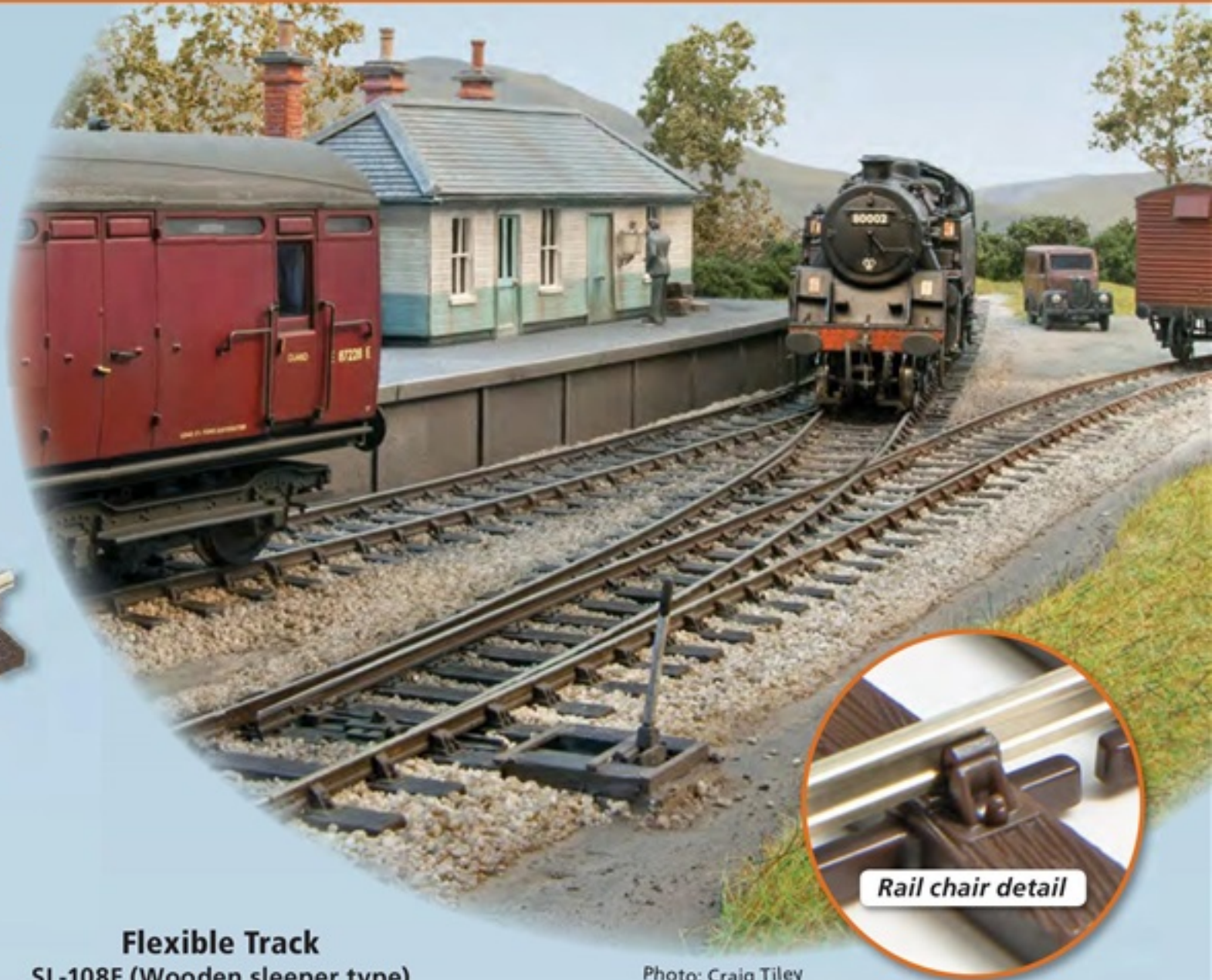
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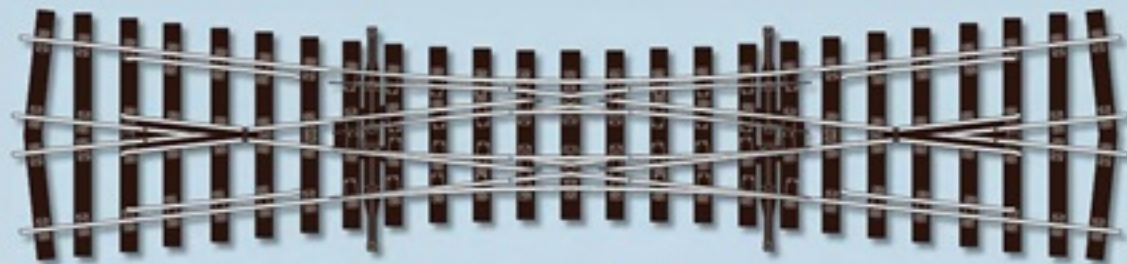
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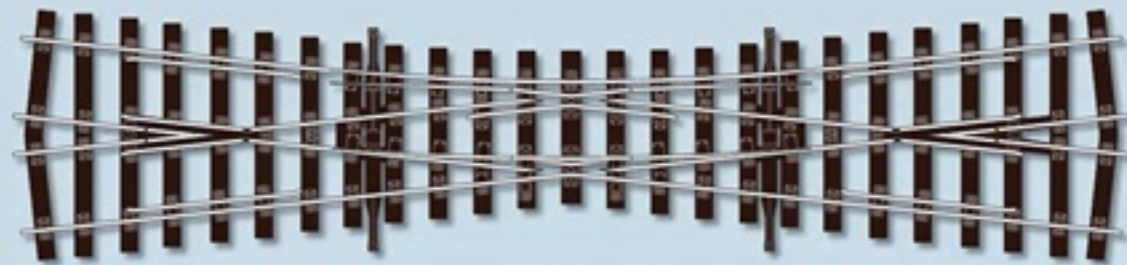


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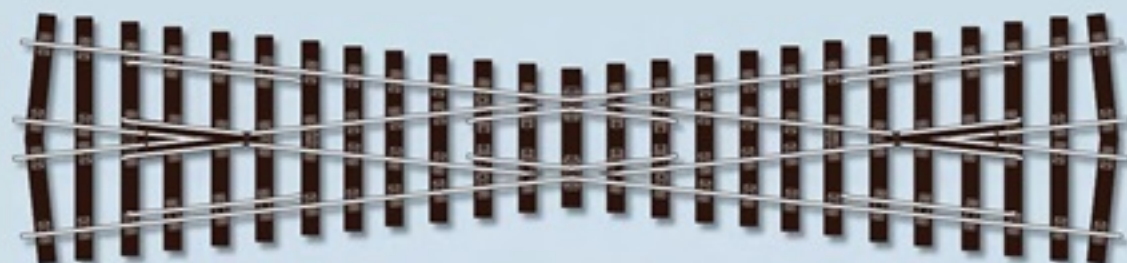


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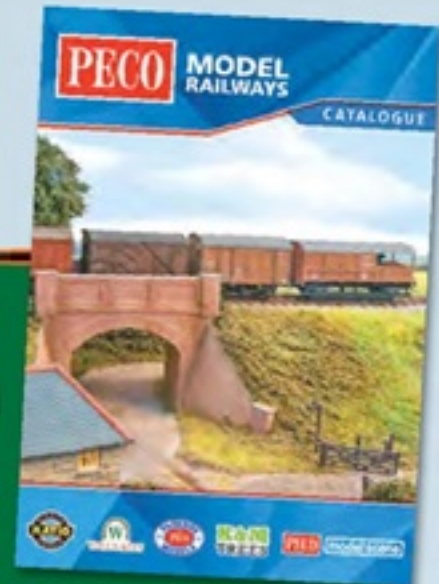
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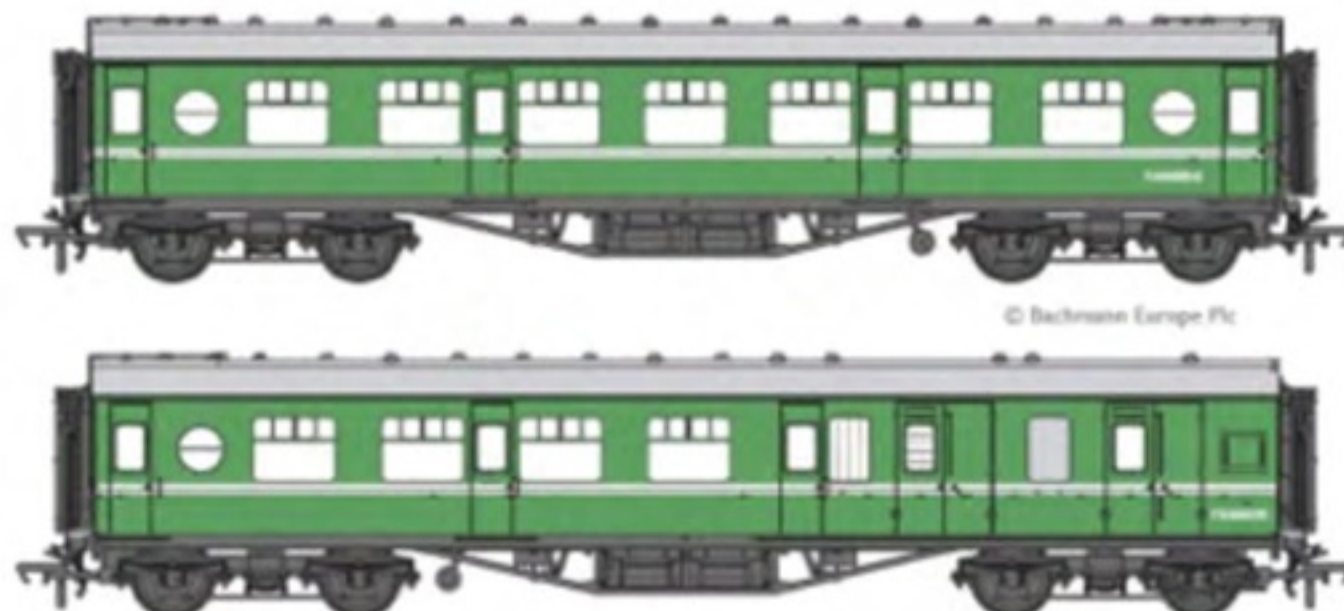
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Welcome from the Editor

You've seen it all on TV, – now visit the national show

This is truly a bumper issue this month. As well as all the regular features, there's our exclusive free gift cover mount; there are ideas aplenty for newcomers to start a layout, plus lots of debate in the aftermath of The Great Model Railway Challenge TV programme. There are also extra pages previewing the UK's biggest annual model railway show at the NEC on 24 & 25 November and a chance to win a free 12 month subscription to RAILWAY MODELLER whilst you're visiting the show.

Let's begin with the free cover mount kit. A simple plastic kit that makes up into a 4mm scale grounded van body for that unfinished corner of the layout. Ever since the early days of railways, the superstructure of redundant carriages and wagons were reused as platform stores and shelters or sold on to private buyers, particularly farmers. Ironically the ubiquitous 12T van body, represented by the kit, often spent far longer stationary in a field than it did carrying goods on rails. If you are new to plastic kits (everyone has to begin somewhere) then this is an easy model with which to make a start. See Craig Tiley's step-by-step guide on page 1048.

If building the kit gets you hooked, take a look at Richard & James Handley's Sixpenny Handley layout on page 1043. Here's an example of an ideal starter layout in OO gauge which does not require a lot of space in the home, and includes interchangeable scenic modules to keep the layout fresh and fun.

Another plan for making a start, this time, in N gauge appears on page 990. Based on a layout by Terry Tasker, it offers the potential to depict

main line trains with large engines and long rakes of carriages or wagons.

Next up, it's the turn of readers to scrutinise Channel 5's The Great Model Railway Challenge which certainly generated lots of bouquets and brickbats. Did you watch it or avoid it? Check out readers' views on page 1010 and don't forget there are two of the winning layouts from the TV

show on display at the NEC later this month. The Peco stand is hosting the Basingstoke Bodgers' episode 3 heat winner, whilst you can see the overall grand final winning railway on the adjacent Bachmann stand – see page 1062 for more details.

We also managed to twist the arm of our publisher to agree to some extra pages to boost this year's NEC Warley National Model Railway Show. As ever, it's the grandest show of its kind in the UK, and the only one where visitors can meet up with all the 'movers and shakers' in the hobby under one roof.

It's an old cliché, I know, but there really is something for everyone at this event – whatever your preferences – so to whet your appetite our show preview appears on pages 1018. And whilst you're in Hall 5, make sure you visit the Warley club's Northbridge layout (our Railway of the Month overleaf) with your copy of this issue: you could be the lucky winner of a free 12 month subscription by spotting the answers to three simple questions on page 988.

So go on, indulge yourself a little, after all it'll soon be Christmas!

Steve Flint



If you're reading this after Friday 9 November, you will know who won the Great Model Railway Challenge 2018 trophy – see the winning team's layout, and this trophy, on the Bachmann stand at the NEC later this month.

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And for all enthusiasts modelling overseas railways.

CONTINENTAL MODELLER

Published on the third Thursday of the preceding month.

Railway of the Month

Photography by Steve Flint

General view looking towards the terminus, with the workshop facilities on the left.



SEE IT AT THE WARLEY NATIONAL



SAT 24 & SUN 25 NOVEMBER 2018

Northbridge

A terminus on the Dalton Valley Railway

DUNCAN PETFORD describes this heritage railway portrayal in OO gauge, devised and constructed by a group of Warley Model Railway Club members, and making its inaugural appearance at the Warley National Model Railway Exhibition at the NEC.

So, what do the members of the Warley Model Railway Club do when they are not busy organising and running the club's national model railway extravaganza at the NEC? Well, we gather together several like-minded individuals, form a group and build layouts – just like other model railway club members do the length and breadth of the country.

Our little group of seven got together in late summer 2015. The like-mindedness of the group members in this case was that we wanted to create what would be for each of us, our first exhibition layout. We all owned quantities of 4mm OO gauge rolling stock, but that was about as far as it went, for we each came to the group with a very wide range of diverse model railway interests.

So the first question was how would we

build a layout that could cover everything from pre-Grouping Highland Railway, Big Four GWR, British Railways steam, and diesel types from the 1970s to the 2010s? The answer is of course: build a heritage railway layout. The Severn Valley Railway is fairly local to us in the West Midlands and seemed like a suitable prototype, but it was problematical for two main reasons.

Firstly, we are all aware of the rivet-counters out there in the wider domain of the hobby and there is nothing less certain than they would gather like moths to a flame if we attempted to do an exact copy of one of the SVR stations.

Secondly, as it was to be an exhibition layout, it had to have entertainment value for the viewers and we reckoned that a layout faithful to the SVR would not provide enough

interest. So we compromised and decided to use the station at Bridgnorth as the basis, but with several twists to catch the eye and to be more visually entertaining.

Thus, *Northbridge* was born, and when the kindly aforementioned rivet counters point out that Bridgnorth is "...not like that!" we can agree and point out politely that it is in fact Northbridge. In the event, apart from the station building faithfully recreated by Jim Smith, whose work has previously featured in this magazine, very little else resembles the Bridgnorth site.

We upgraded the line to double track and added a branch line, all to give more options for train movements. The turntable has been added and sits to the left of the engine shed. We also added a turntable and a goods yard to allow some shunting, both by group

Members' interests are many and varied, including pre-Grouping Highland Railway: a Jones Goods is marshalling cattle wagons.





▲ A three-car Class 108 copes with the off-peak traffic as a Jubilee is prepared for duty. The turntable is a modified Peco/Airfix combination.

members and by the public at shows.

Hopefully with all these options there will always be something moving. Of course there are those out there who appreciate finescale models of sleepy little branch lines operating to authentic timetables which might see one train movement an hour, but our aim is to keep the paying public entertained with lots of train movements. Consequently, consideration for viewer expectations was a key criterion when planning the layout.

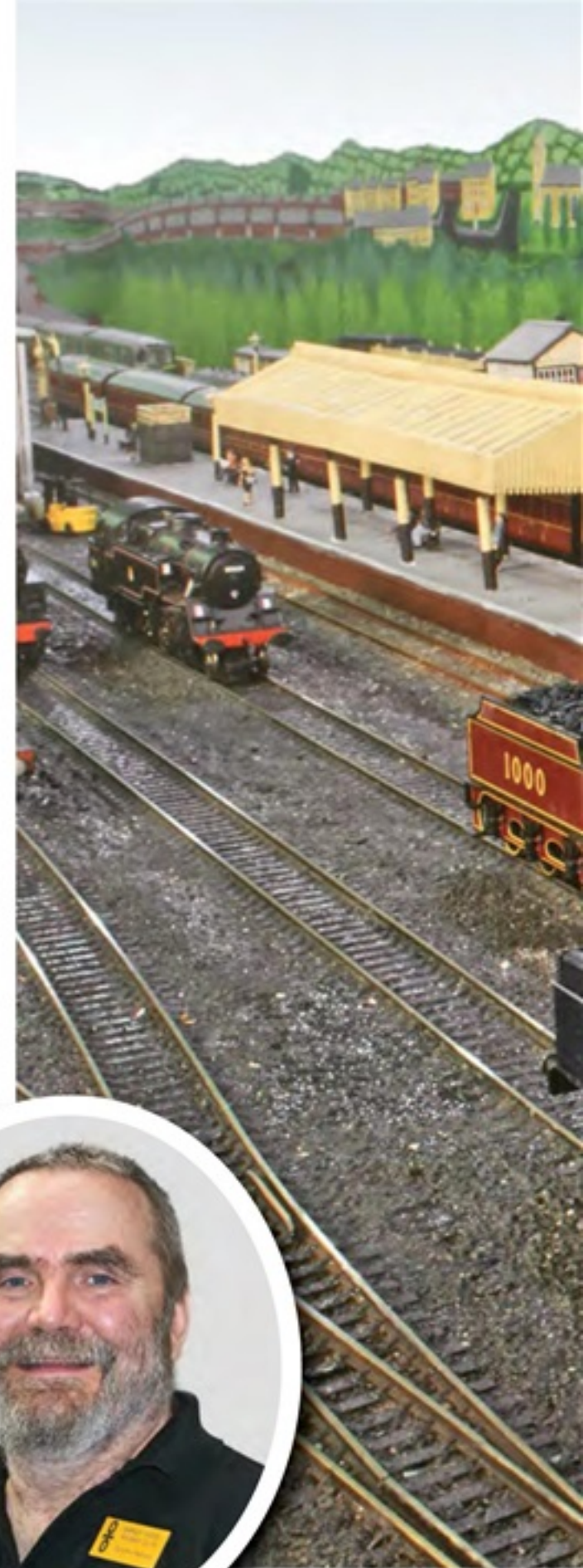
▼ The first rung on the Locomotive Department volunteer's ladder to the footplate is clearing the yard of ash...

Materials and parts used

The layout consists of six 4' x 2' scenic boards made out of 6mm plywood with 2" x 1" softwood bracing, six 4' x 6" scenic extensions, and an 8' long fold-up fiddle yard with eight sidings, all fully rotatable. As older rolling stock is being used we opted for Peco code 100 track and points. We began with SEEP point motors wired traditionally, but as

“ – as it was to be an exhibition layout, it had to have entertainment value for the viewers – ”

Duncan Petford





▲ 4-6-0s of Great Western and LMS origin await departure time from Northbridge. Older 'red team' locos are in the foreground.

we are using a DCC system for train control – a Gaugemaster Prodigy – we changed to Cobalt IP digital point motors which have been fine.

We also initially started with adjustable feet on each supporting leg, but difficulties with setting up and levelling a layout as long as this one lead us to abandon that idea and we came up with a support trestle that allows for adjustment at waist level, eliminating any need for crawling around on the floor.

All scenic work started with 'pink' insulation foam boards being sculpted to

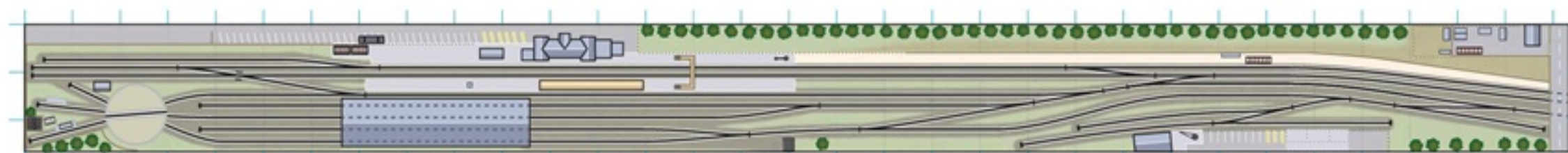
shape and covered with a layer of PVA soaked kitchen roll or, where appropriate, flexible DIY filler. This was painted an earth colour and flock type materials glued down as needed to reflect the different areas, from the soupy, oil polluted, engine shed apron through to the undergrowth of the lush woodland that forms the backdrop to the track for much of its length. The woodland was definitely a labour of love and dedication by two members of our group who produced dozens of trees. Smaller buildings are mostly off-the-shelf examples from Peco, Wills, Lcut, Severn Models and Skytrex, some of them were adapted as required.

The main station building and the engine shed were both scratchbuilt and based on

originals at Bridgnorth. We struck lucky with both, as the SVR had applied for planning permission to alter the two of them and scale plans were readily accessible at the local council planning office.

To make the metal siding (cladding) on the engine shed, an accurate master was first made using a 3D printer. A mould was then made from the master which was then used to cast all the other sections using car body filler.

The turntable started life as a Peco LK-55 kit onto which parts from an Airfix turntable were grafted to give it a more GWR appearance. Staffordshire blue brick walls from plasticard were also added and it was motorised with a Locomotech motor and gearbox.



Northbridge (Dalton Valley Railway) Overall size of scenic section 9700mm x 800mm. Each grid square = 300mm x 300mm.



▲ A Bulleid light Pacific is coaled by the frequently-seen method of loading by mobile crane with a grab bucket on the end of the jib.

Operation

We do try to keep it within reasonable bounds, but trains that were never preserved, such as the Blue Pullman are allowed to visit Northbridge. We can certainly call on a stock list that would make any manager of a present-day British heritage railway green with envy, particularly as ours don't require major fund raising efforts and regular boiler rebuilds!

The stock you will see running comprises many R-T-R items, as well as kitbuilt ones and some scratchbuilt examples. Trains are run in and out of the station primarily where locos are exchanged before running out. The branch line provides extra movements, and many of the shunting manoeuvres that one would associate with a full-size heritage railway are replicated on the model.

Cameos

There are several cameo set-pieces on the layout to give additional visual interest. The idea was that we would display small

sections of the layout year after year to show how the layout was progressing. By 2015 we had little to show beyond the basic trackwork, so a foamboard outline of the proposed engine shed was made to give some idea of what the finished area would look like. Although it was a 'dummy' shed, it was quite a good model in its own right. Anyway, part way through the exhibition it disappeared. One of our group's members, called Mick, aided and abetted by our club

▼ The DVR loco shed at Northbridge is a typical modern structure, scratchbuilt with the aid of a 3D printed master.



chairman, sold the dummy shed to a visitor, even though it wasn't for sale! Needless to say Mick became the target of much ribbing to the point that an entire cameo scene was

The DVR's rake of Great Western-livery Collett coaches is shunted by a Western hydraulic. A Class 121 DMU is on route learning duties.

developed at the fiddle yard end of the layout in which Mick can be seen painting a shed.

In another cameo close by, a rather shady-looking scrap dealer can be seen eyeing up a pile of old rail lengths rusting away in the nettles and bracken. A quick



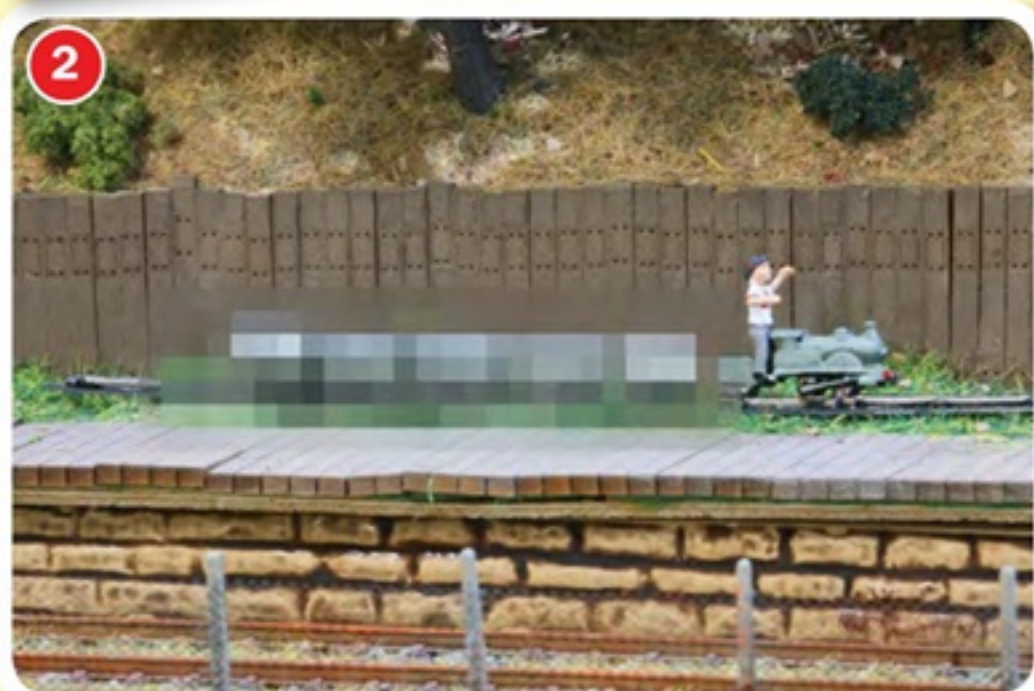
Spot the cameos on
Northbridge
at the NEC and win a
free 12 month
subscription to
RAILWAY MODELLER



This year we've hooked up with the Warley Club and the Northbridge team to give a lucky visitor to the Warley National Model Railway Exhibition the chance to win a free 12 month subscription to the nation's best selling model railway magazine – **RAILWAY MODELLER** – and a special celebratory Dalton Valley Railway mug. All you have to do is spot all three cameos on the layout (illustrated) at the exhibition and answer the accompanying questions.



Qu 1) What words are written on this sign in front of the old railway wagon?



Qu 2) How many carriages are there on the miniature train in this children's playground?



Qu 3) What words are written on the sign to the right of the shady scrap dealers?

Send your answers in via email to railway-modeller@btconnect.com or to the usual RM postal address (see page 981) along with your full name by 30 November 2018. All correct entries received will be placed in a draw and the winner of the free subscription and decorated tea mug will be the first name drawn from the hat.

The competition is not open to Warley Club members and their families, or employees of the Peco group of companies.





▲ One of the joys of modelling a preservation line is that stock which never actually was saved can be run, such as a Blue Pullman.

search online found the excellent little figures (which are from Modelu) and a beaver-tailed AA transit van (Oxford Diecast) which we altered and filled the back with parts from Scale Model Scenery. Incidentally this firm also produced most of the fencing including the security type that protects the camping coaches and the holidaymakers at the centre back of the layout.

Further work

Whilst no model railway is ever 'finished' there were a few items not ready in time for the photoshoot: we hope to have finished by the time of the NEC show. So come along and see if you can spot the additions. The more observant amongst you will notice that we have yet to install any signals. This is

partly due to the usual debate as to what the correct signalling should be, and partly due to time constraints. A proper rake of camping coaches is also in the pipeline, but until they are ready, a rake of Southern stock coaches will have to stand in. We also intend to create more cameo scenes based on the exploits of group members

If you do get along to the NEC show, please come along to see the layout, we'd love to see you, and of course, there's the little spotting competition in conjunction with Peco Publications as detailed in the panel opposite.

[Ed. Duncan has also had all his hair and beard – as seen in his portrait elsewhere in this article – shaved off for charity. You can see how he now looks on page 1068.]

▼ A Class 45 rolls slowly into the four-road engine shed. In the distance, a grounded van body is a useful store of spares.



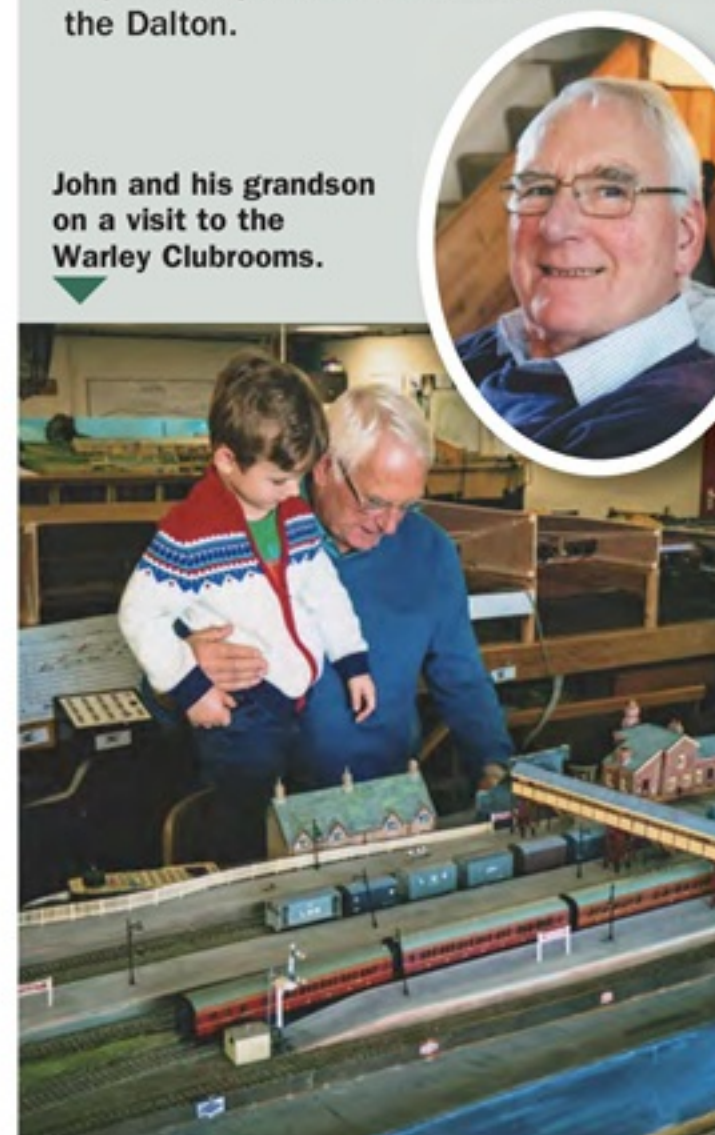
DVR

The Dalton Valley Railway

Whilst preparing this article for RAILWAY MODELLER we were saddened by the news of the passing of our great friend and group member, John Dalton. John was a great proponent of the theme of the layout and we all decided to honour his memory by creating the Dalton Valley Railway.

The backstory to our railway now visualises it running through a valley alongside the river Dalton. The line presently terminates at Northbridge, an ex-GWR station somewhere in the Marches border lands between England and Wales. Who knows some day we may extend the line to cross the Dalton.

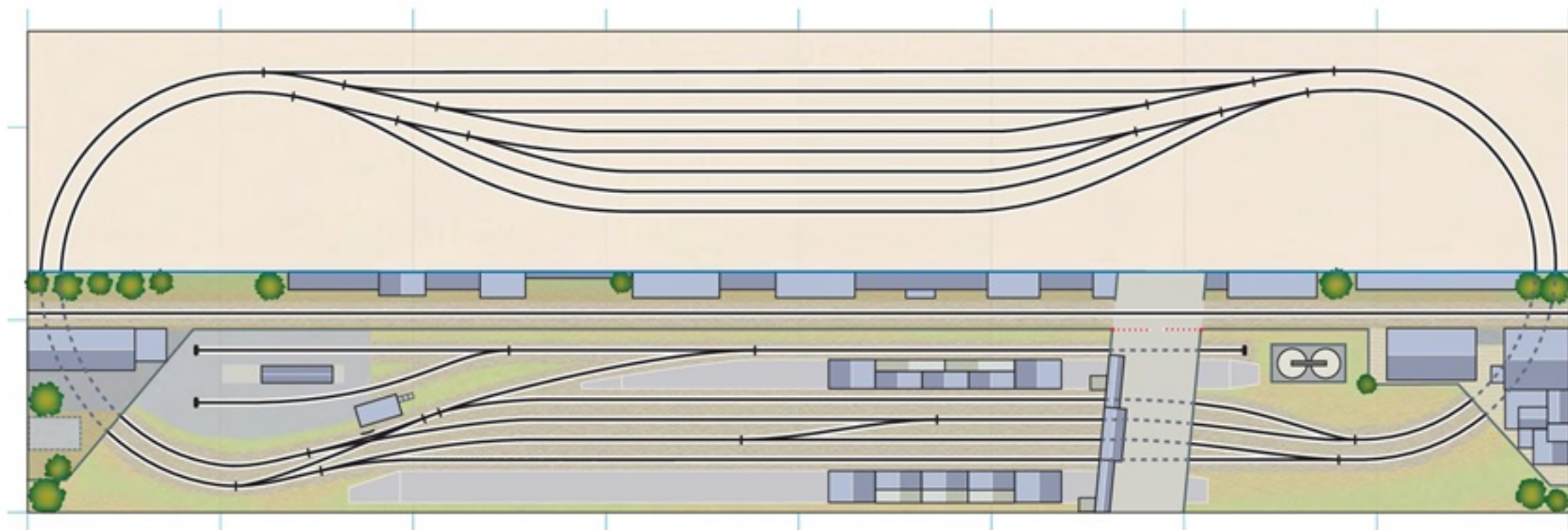
John and his grandson on a visit to the Warley Clubrooms.



Dunnlakin

An 8' x 2' plan based closely on **TERRY TASKER's** N gauge exhibition layout, the name of which should be pronounced in a distinctly northern dialect!

Photography by Steve Flint



Dunnlakin Overall size 8' x 2' 6". Each grid square = 1' x 1'.

N gauge has the distinct advantage that main line railways can be modelled in a comparatively small space. This month's plan is a case in point.

Dunnlakin is based closely on a layout built by Terry Tasker of

Southport which he has taken to exhibitions in the north-west and Scotland. It features a double track oval, half of which is the fiddle yard.

The scenic section portrays a through station with two fast lines

and two platform roads for stopping passenger trains.

A third platform face, the bay platform on the inside, could be utilised for passenger trains, although Terry, in his design, intended it to be a stabling siding

Terry's layout in operation. The top freight line could be replaced with a tram or car system. On the main layout, the installation of a single slip and curved point (beneath the Class 66) would enable trains to enter and exit the bay platform, as shown on the plan.





▲ **Structure modellers will find that the central backboard offers scope for town scenes.**

for locomotives, hence the small refuelling area at the right-hand end of the layout.

By making a minor modification to Terry's design – fitting a single slip and curved point in the top right hand corner of the plan – passenger trains can then run in and out of the bay platform without having to run 'wrong line'.

The station building is arranged on the road overbridge with stairways leading to each platform, both of which are fitted with a canopy. This is a very common arrangement and was used at sites all over the UK, so any region could be readily portrayed without compromising realism.

Indeed, although the photos show the layout in the privatisation diesel era, the format lends itself to virtually any period in railway development.

The hidden sidings are capable of storing reasonable length trains on both up and down lines. So operationally the layout can be run with a procession of trains in both directions.

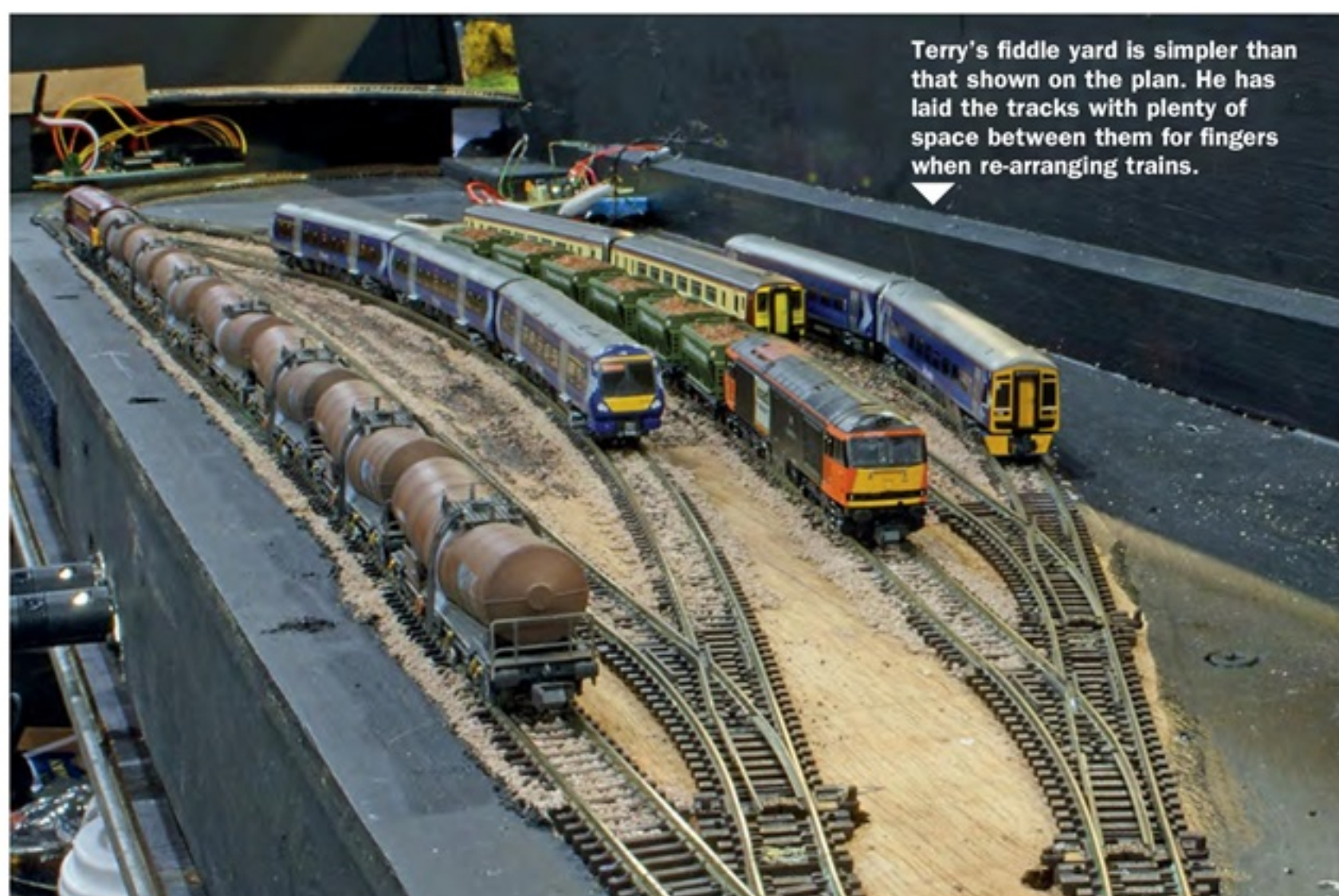
As it stands there is little potential for shunting goods trains, so the plan is very much a 'watching trains' visualisation, although with plenty of potential for town scene development along the back of the scenic section.

Digital control would be very

useful, as several short trains could be readily stored on one fiddle yard track without the need for individual isolating sections, further increasing the variety of trains that can be used.

Making the scenic elements – station buildings, signal boxes

etc – interchangeable would allow the same layout to depict a station with different regional architecture. So, overall an ideal scheme for those modellers who prefer to collect ready-to-run models and need somewhere to run them.



▼ Terry's fiddle yard is simpler than that shown on the plan. He has laid the tracks with plenty of space between them for fingers when re-arranging trains.

Whatever happened to...

Little Burton



Previous versions of *Little Burton* are now long gone, but the concept lingered on until **CLIVE BAKER** built this third impression, depicting a Midland and North Staffordshire Railway Joint line.

Burton upon Trent, once nationally accepted as the centre of the brewing industry, hosted four pre-Grouping railway companies – principally Midland (MR), with London & North Western (LNW), North Staffordshire (NS) and Great Northern (GN) all working into the town. Although the title *Little Burton* may suggest a small layout, it is actually a name of an area of the town, close to the main railway line to the north of the main Midland station.

Opened with the coming of the railway in 1839, the station and goods facilities soon proved inadequate for the huge amount of traffic generated by the breweries; to satisfy demand, the Midland Railway quadrupled the track and built a new passenger station to the south of the original site in 1883. To

accommodate the burgeoning brewery traffic, the MR laid branches to numerous sites, crossing the town's streets at over 30 level crossings; worked by MR locomotives as well as those owned by the brewers, the town became synonymous with delays to road users.

The new station took the form of an island platform in between the up and down fast lines; two bay platforms situated at north and south ends were for the exclusive use of the LNW (south bay) and NSR/GNR (north bay).

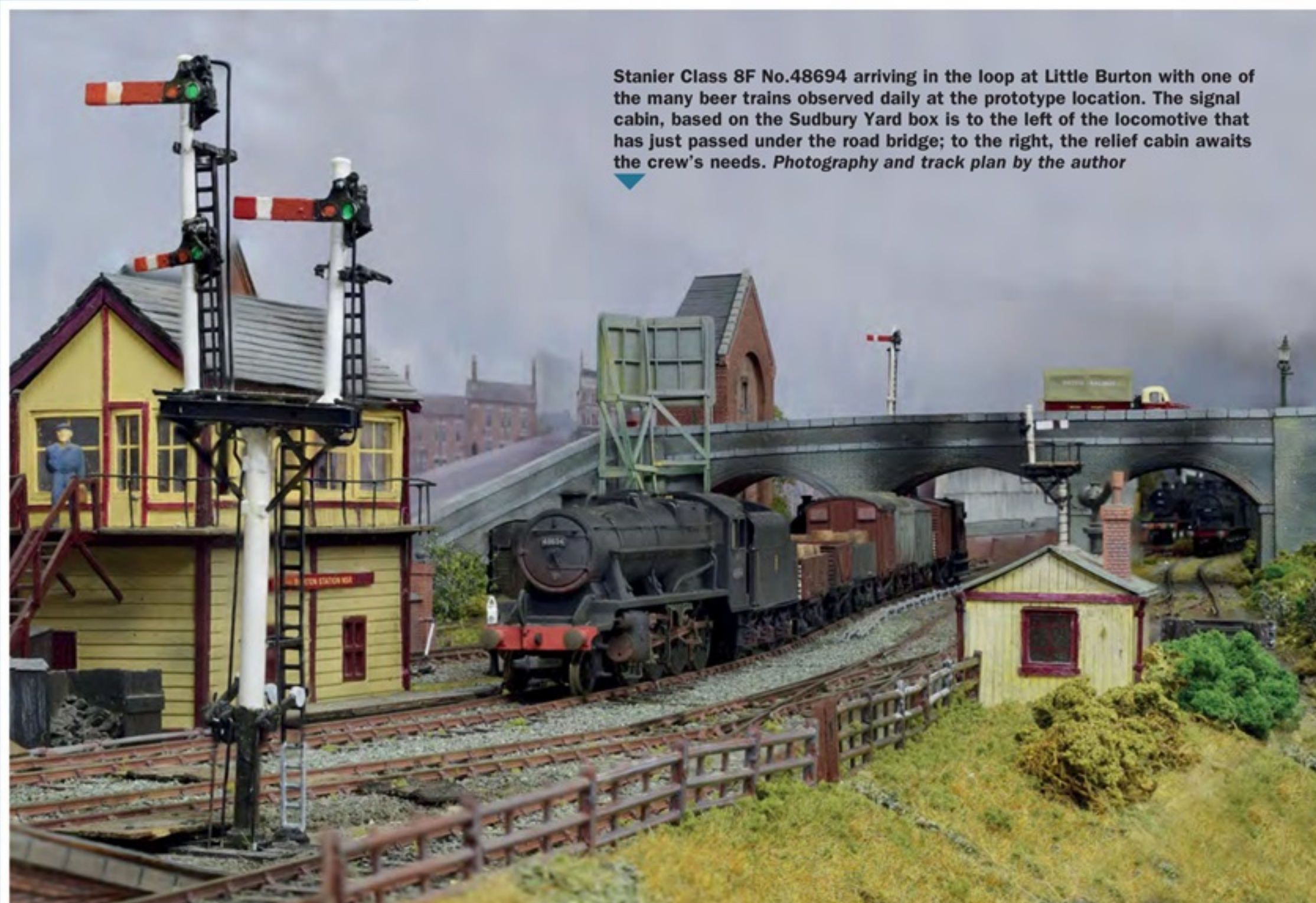
It is the traffic frequenting the north bay that originally inspired the author to create the first version of *Little Burton*, which

featured as Railway of the Month in the December 1985 issue. The second version of *Little Burton* featured as Plan of the Month in the March 2000 issue of RM.

Moving house into a property with inadequate loft space, the second version of *Little Burton* had to fit into the much reduced space. It featured as Plan of the Month in the March 2000 issue and survived intact until the end of 2011. During that intervening period, the author built a portable layout, *Rolleston-on-Dove*. (November 2007 RM) which represented an actual location on the North Staffordshire Railway and left the author with a yearning to delve further into all things NSR. Also in this period he built a small narrow gauge/standard gauge interchange layout called *Coton-on-Dove* (July 2011 RM).

Situated close to the canal and railway line, the cottage, complete with wash-house and stable is passed by Class 3F 0-6-0 No.43608 as it is signalled into the loop on its approach to Little Burton with a trip working.





Stanier Class 8F No.48694 arriving in the loop at Little Burton with one of the many beer trains observed daily at the prototype location. The signal cabin, based on the Sudbury Yard box is to the left of the locomotive that has just passed under the road bridge; to the right, the relief cabin awaits the crew's needs. Photography and track plan by the author

An overall view of the station area. K3 No.61685 departs with the Little Burton section of a fictitious daily service to King's Cross via Nottingham Victoria. Johnson 0-4-4T No.58080 waits in the bay with a train of parcels stock.



Although the previous versions of *Little Burton* are now both long gone, the concept lingered on until the author built this, the third version, meaning that his trilogy of *Little Burton* layouts span almost 40 years of modelling.

Mark III

Theoretically situated to the north of the main Burton station close to the actual area known (to some local people) as Little Burton, *Little Burton* station this time is on a supposedly joint MR/NSR branch. Consequently the main station building is modelled on Trentham, a station deep in NS territory and, coincidentally the selected area was once the site of the NSR engine shed that, following closure, accommodated the exchange sidings for the Eagle Brewery of Truman, Hanbury & Buxton.

The plan

As the track diagram indicates, version three is an L-shaped, storage yard to terminus layout running along the two long sides and one end of the garage, a work bench occupies the other end wall.

The five main scenic baseboards, together with two small extensions (indicated) make up one half of the U, the remaining part of the curve being presently considered off-stage. A drawbridge carries the line across the gap for the access door; at that point the line doubles to join one section borrowed

from *Rolleston* before entering the cassette storage yard.

Garage floors generally slope so that excess water from a car drains away under the vehicular door. To ensure a level track base, the baseboards are all mounted on brackets constructed from Dexion aligned to the brick courses at a height convenient for the author, thus giving uninhibited space below for the boards of the other two layouts that only emerge for exhibitions.

The main objective when formulating the track plan was to achieve an impression of space whilst broadening operational potential. Apart from the curved viaduct section, the situation is urban, so a greater number of tracks in the available space is permissible.

The run round loop stretches almost the full length of three baseboards allowing access not only to the main goods yard and cattle dock, but also to a cold store and brewery that provide extra reasons for freight traffic and shunting in general.

Another objective, the facility to operate the main line independently from the goods yard, had proved a popular feature with version two during the couple of occasions when that layout appeared at exhibitions.

The overall objective, to re-create the Burton railway scene as remembered during trainspotting sessions in the mid/late 1950s and early 1960s, remains. With the building of some LMS and ex-NS rolling stock, the



clock is occasionally turned back; with the layout lacking post war infrastructure, all looks compatible.

Permanent way in EM gauge

When first constructing track to suit EM gauge standards, a formula developed at that time has been applied to all subsequent layouts; for plain track, the now unavailable Ratio plastic sleeper bases support code 75 bullhead rail, and pointwork is assembled, referring to EM Gauge Society templates, from plywood sleepers, the rail soldered to brass rivets representing chairs. Cosmetic chairs would greatly improve the appearance and this addition may happen in the future [Ed. – see also the announcement on page 1062 in the news.]

A healthy stock of the Ratio sleeper bases has been accrued over time, often from bring-&-buy stalls at exhibitions; always satisfied with this product, the author became some what perturbed when, at a recent exhibition whilst operating *Rolleston-on-Dove*, a well-meaning punter

informed him that the chairs represent GWR equipment, the NSR/LMS items having an extra bolt. One reason for adhering to the Ratio product came about because Romford driving wheels of an earlier vintage, fitted to the original kitbuilt locomotives, had a tendency to foul when passing over another manufacturer's chairs.

Most track items have been recycled from earlier layouts, the pointwork being carefully lifted by soaking the ballast whilst applying a palette knife underneath. Once removed, some repairs proved necessary and the opportunity was taken to test the tolerances of crossing points and checkrails before relaying.

Underlay (1/16" cork), cut to the ballast profile, formed a base for granite chippings in the case of main lines, and fine granules with added greenery for sidings and lesser-used locations.

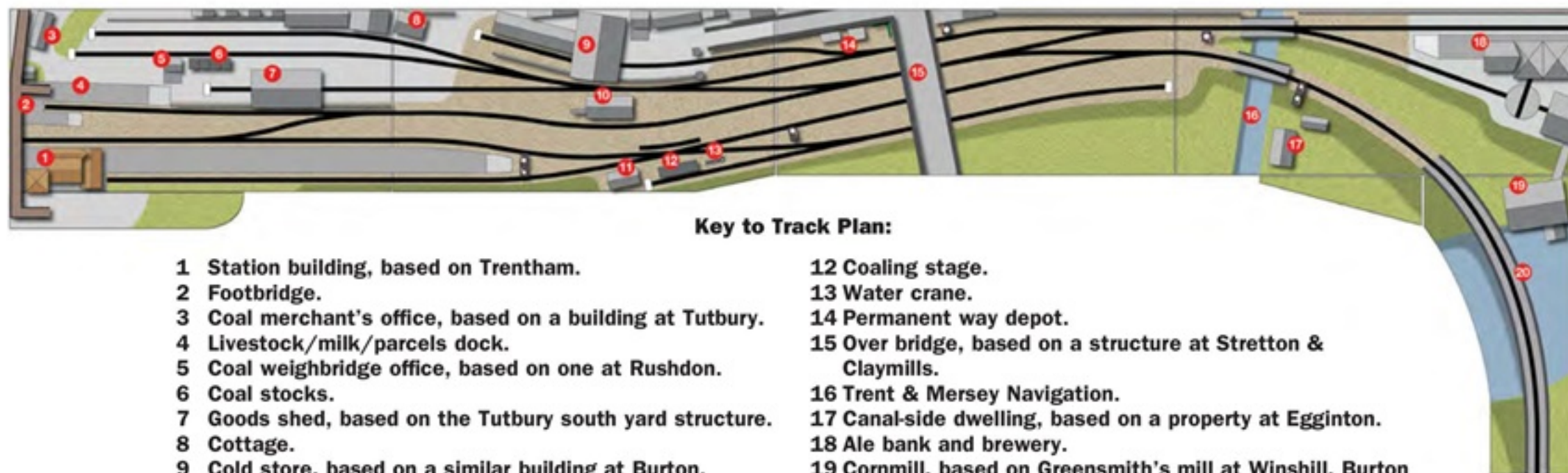
An assembly of Peco point motor, coupled to locking base and polarity switch is linked to each pair of blades. It is vital that each blade seats tightly against the relevant stock

▲ **Standard Class 2 2-6-2T No.84007 awaits departure with the Tutbury Jinny whilst the porter attempts to light the gas lamp. To the rear is the goods shed, emulating the structure at Tutbury, the Jinny's destination.**

rail as the very fine wheel flanges have a tendency to stray into any slight gap.

The main single line curves through 180° in a space of 8'; one portion of this curve, being as tight as 3'6" radius, has created a few problems for certain locomotives. Modifications to the tightest curved track by replacing every third plastic sleeper with one comprising plywood and rivets soldered to the rail to maintain or slightly spread the track gauge proved the most effective.

As no fishplates are used, true alignment at rail joints is vital. As the track for each baseboard became functional, thorough testing began; first with the locomotives and rolling stock most likely to offend before the old faithfuls took to the rails. Generally if the eight-coupled Stanier 8F remained on the track, the others would also.



Key to Track Plan:

- | | |
|---|---|
| 1 Station building, based on Trentham. | 12 Coaling stage. |
| 2 Footbridge. | 13 Water crane. |
| 3 Coal merchant's office, based on a building at Tutbury. | 14 Permanent way depot. |
| 4 Livestock/milk/parcels dock. | 15 Over bridge, based on a structure at Stretton & Claymills. |
| 5 Coal weighbridge office, based on one at Rushdon. | 16 Trent & Mersey Navigation. |
| 6 Coal stocks. | 17 Canal-side dwelling, based on a property at Egginton. |
| 7 Goods shed, based on the Tutbury south yard structure. | 18 Ale bank and brewery. |
| 8 Cottage. | 19 Cornmill, based on Greensmith's mill at Winshill, Burton upon Trent. |
| 9 Cold store, based on a similar building at Burton. | 20 River Trent viaduct, based on Branston viaduct. |
| 10 Signal cabin, based on Sudbury Yard. | |
| 11 Crew relief cabin. | |

Simple electrics

Keep it simple! The author has only basic electrical skills; there is no DCC, just isolating sections at strategic locations. Made up of five baseboard sections, cross-board wiring is minimised by installing a control panel for points, signals and isolating sections on each of the four baseboards. When at home these control panels are front-mounted, but for the exhibition situation, can be moved to the rear.

Points and signals are controlled through centre-off/three position slide switches.

Station structures

Many NS structures are architectural gems often featuring half-timber construction with herringbone pattern brickwork, pantile roofing and ornate bargeboards. Apart from the pantiles on Trentham station the author chose to avoid the ornate complexity.

During the LMS and BR periods, little change occurred to secondary station structures, but a number of NSR signal cabins such as Tutbury North Yard and Stretton Junction in the area of Burton were replaced.

The converted Airfix cabin that was used on the previous versions as a replica of the Burton Station South box, received a new superstructure with gabled roof and lever frame rotated to face the rear and placed between the loop and sidings, and linked by a barrow crossing for token exchanges.

Serving as a builder's merchant store at the location of Tutbury South Yard, the old goods shed provided a prototype for the model. Some shortening proved necessary, and roof lighting was added to break up a large area of tiled roof.

Other structures adjacent to the station include a two-storey coal office, footbridge, weighbridge office, watchman's hut and loco

Little Burton station building is based on that at Trentham; the footbridge provides the scenic break at this end of the layout.

crew relief cabin.

Based on the premises of Thomas Shipton, coal merchant at Tutbury, its building survived until recently so research was made easy; having a narrow footprint, this prototype proved to be an ideal subject to be sited across the corner created where the backdrop turns through a right-angle. Although the footbridge spans the entire baseboard width, positioned against the end backdrop, it only passes over the main line. Based on a similar bridge at Wetmore to the north of Burton station, its purpose is to disguise the end of the line that occurs too close to the baseboard edge.

The weighbridge office is based on that along the Churnet Valley line at Rushton, whilst the two remaining huts/cabins are both freelance.

There has never been a *Little Burton* layout without a canal; to make more of a feature of the railway's predecessor, for this third version it was decided to place a waterways-style dwelling together with stable and wash-house block alongside the towpath. The ideal property presented itself to the north of Burton, alongside the Trent & Mersey Navigation. When preparing the elevations it was realised that some reduction in the dimensions would be required to avoid this imposing structure dwarfing that area of the layout.

At the onset of this layout, the decision

▲ This bird's eye view shows the Trent & Mersey Navigation wending its way beneath the main line and the brewery/corn-mill sidings. The canal-side cottage, right foreground has been loosely based on a similar building at Egginton.

that low-relief buildings would be banned was made. Practicality intervened, but with the proviso that roof gables should not be at right-angles to the panorama and the roof apex must be forward of the backcloth, not merging with it. The Trent Cold Storage building with convex end wall to accommodate the curve of the loop is a new build, based on an actual structure sited to the north of Burton station, close to where Little Burton is said to be. Having its own siding to increase freight potential, the neighbouring yard area comprises two buildings that date back to version one. The row of offices are low-relief but angled to the backcloth and the weighbridge office is modelled on all sides; they act as a reminder that the area remains predominantly MR.

With a healthy stock of triplex card, previously used for mounting pictures, the construction of new structures began by assembling a box shape with windows and door apertures already cut. With embossed styrene sheet – whether planking, brick or tiling – bonded to the carcass, a really strong





◀ Brewery labourers load barrels from ale bank to 'floater'; a low-to-the-ground road trailer, this type made a familiar sight in Burton, hauled by David Brown tractors. The soft focus backscene helps to create the illusion of depth.

basis resulted on which to add the detail, for example window frames cut from 2thou styrene with mullions drawn on to the glazing with a bow pen and guttering, downpipes and other furniture fashioned from styrene, wire and other odds and ends.

Signalling

I've always considered working semaphores to be an essential part of a layout; an early OO layout I built in the 1970s was equipped with Hornby Dublo products 'improved' with ladders and other details passing for LMS square-post, upper quadrant units.

The McKenzie & Holland lower quadrant signals, used to control traffic on the Burton branch of the NSR since its opening, were replaced in 1951 with BR upper quadrant units. I therefore assumed that the decision was made to bring forward the replacement programme into the pre-WW2 era when

signalling the station area and made use of Ratio LMS round-post upper quadrant kits. Away from the station area, earlier MR style lower quadrant types, originally constructed using Model Signal Engineering kits, remain in service.

Having considerable experience in the construction of kits by the above suppliers, a number of hybrids have emerged. Signals are very susceptible to errant elbows when track cleaning or maintenance is underway, so the use of metal for items such as signal posts became desirable. The repeater standing adjacent to the road bridge is one example made using Ratio plastic parts with a taller than average post fabricated from brass tube of two different diameters, the wider diameter at the bottom end supporting the levers. The ladder, constructed from MSE components, made a very sturdy structure once attached to the post.

In most locations, each arm has a lead weight suspended from its control wire

beneath the baseboard, and is activated via a Peco point motor. The staton starter, having three arms, is presently controlled by wire-and-tube from the front of the layout; a situation which will be made difficult should the layout be exhibited.

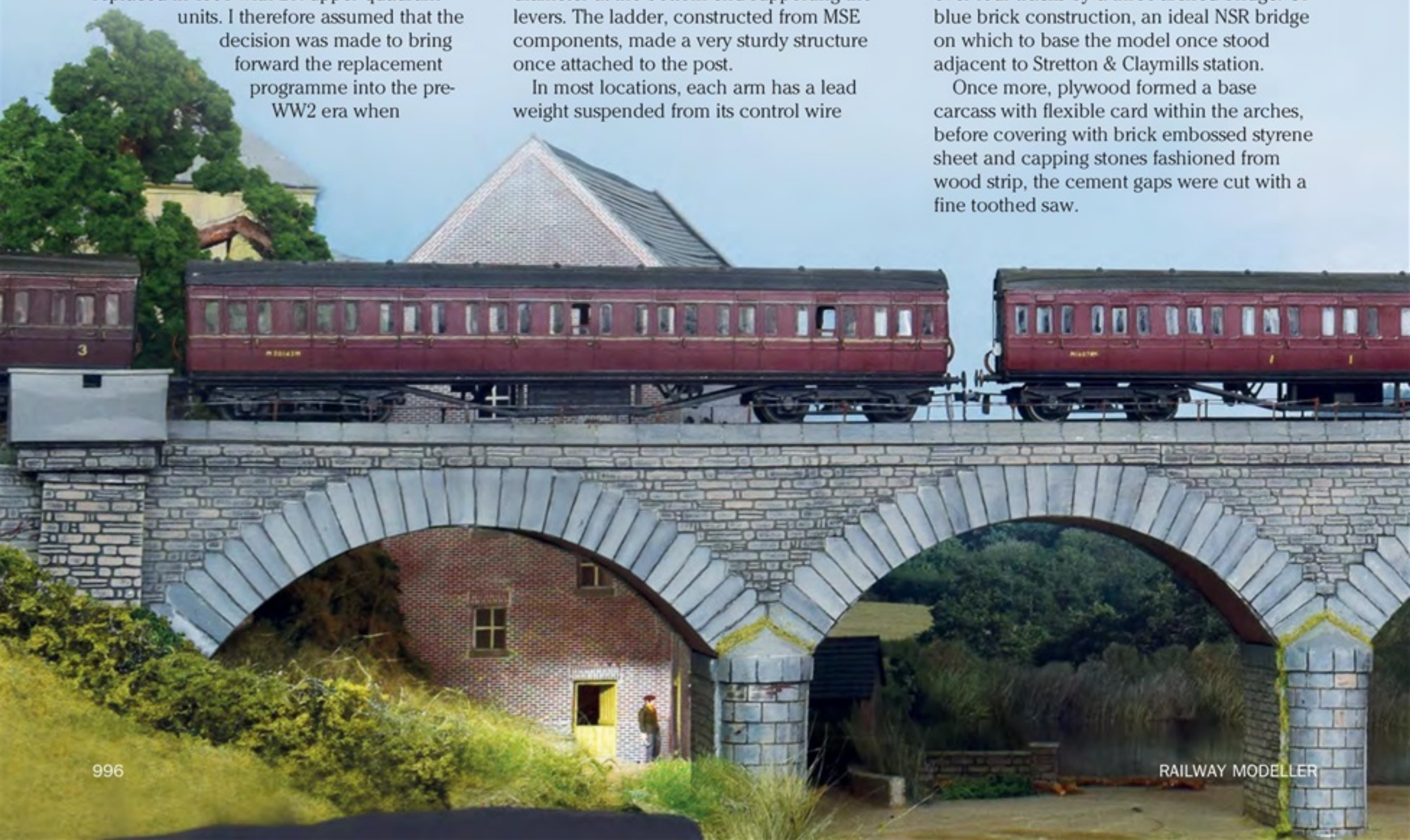
Bridges

The route into *Little Burton* passes over two separate stretches of water; firstly the River Trent, via a five-arch viaduct, and secondly the Trent & Mersey Navigation by a single span. Inspiration for the viaduct came from the MR structure that carries the Burton to Leicester line over the River Trent at Branston. Built on a curve, the model's plywood construction forms a major part of the baseboard's rigidity. In line with its prototype, pillboxes have been added at each end and semi-circular abutments only occur on the side facing the river's current.

Crossing the canal is a far less imposing experience; the very narrow 'cut' is part of a baseboard recycled from version two, but with a new water effect. The actual NS line crossed the navigation close to Stretton Junction, soon after leaving Burton, so a shorter version of that bridge presented itself as a suitable prototype. Consisting simply of I-section cross-members and cast balustrade, all were fashioned from styrene sheet and given a weathered, rusty appearance.

Before entry into the station, a road passes over four tracks by a three-arched bridge. Of blue brick construction, an ideal NSR bridge on which to base the model once stood adjacent to Stretton & Claymills station.

Once more, plywood formed a base carcass with flexible card within the arches, before covering with brick embossed styrene sheet and capping stones fashioned from wood strip, the cement gaps were cut with a fine toothed saw.



Panorama

Photographic backdrops can be very overpowering so images require some digital manipulation to achieve that far-away effect. Lightening each image is a good starting point, followed by reducing the saturation to deaden the colour strength before applying the blur tool enough to remove the sharpness of detail – all creating an impression of distance and recession. When selecting suitable scenes, a vista of middle distance to horizon is preferable as vanishing parallels will be less severe; structures closer to the eye, giving a very angular impression, are not compatible with the actual models.

When preparing the latest panorama, some half-relief buildings were positioned to break-up the scene, thus generating individual views within the whole and disguising the transition between three and two dimensions. Soft landscaping in the guise of trees and bushes also aids this illusion.

With the digital manipulation complete, an online printer prepared a full-size vinyl poster that could be cut and mounted to the rear of the layout; almost 5m in length, only one subtly disguised joint is evident.

Traffic

Mixed goods trains are common and ideal for the modeller who enjoys building a variety of wagons rather than a batch of identical vehicles. A few mineral wagons coupled to cattle and general merchandise vans, with flats carrying farm machinery from the Uttoxeter-based factory of Bamford, and the odd grain hopper were typical elements of freight workings seen during the 1950s.

It is not uncommon for such a rake to be hauled into the loop by a Stanier 8F, only to be returned along the same track by a waiting Fowler 4F. Lengthy coal trains made their way through Burton daily, with motive power ranging from Stanier/Austerity 8F 2-8-0s, Standard 9F 2-10-0s to (prior to 1957) ex-LMS Beyer-Garratt 2-6-0+0-6-2s: this type of

freight train needed to be replicated, so with a large slice of modeller's licence, a recently completed Garratt, assembled from a K's kit, occasionally plods along the single line branch into *Little Burton*.

The private brewery siding at Little Burton also sees traffic shunted by either an ex-L&Y loco or ex-Caledonian Pug (their prototypes both rostered at Burton at different times). The destination is York and B1 Class locos are occasionally rostered, such as No.61066, frequently spotted in the East Midlands.

Apart from replicating the pull-push passenger service between Burton and Tutbury – known to the locals as the Tutbury Jinny – some other regular turns needed to be invented. To this end the author ignored the closures in 1939 of the ex-GNR routes between Uttoxeter and Stafford and Derby Friargate, Nottingham and Grantham and assumed that summer excursion traffic from these routes featured regularly on the NS route. Trains of ageing stock replicate those seen by the author as they made their way to destinations such as Alton Towers, Trentham Gardens, Blackpool, North Wales and, to the east, the Lincolnshire seaside.

Although *Little Burton* station served the NSR and GNR routes, occasional trains from the MR line can also make appearances.

Rolling stock

With many models dating from as early as the 1960s, some locomotives do not perform as well as today's ready-to-run models. However, having spent many hours fine-tuning them to achieve the best possible performance, they are not for replacement.

The latest addition to the motive power depot is BR Standard Class 2 2-6-2T No.84007 the prototypes of which were designed at Derby and delivered new to Burton in 1953, replacing the Johnson 0-4-4Ts on the Tutbury Jinny service. A K's product acquired in part-completed condition, the project proved quite a challenge, but with Romford wheels

and a Mashima motor, it replicates another era in the long life of the Jinny – Burton's favourite passenger train.

The Burton brewery branches abounded in tight curves and all the privately-owned locomotives had, out of necessity, 0-4-0 wheel arrangements. Burton MPD maintained a number of short wheelbase shunters, and one such example, L&Y Pug No.51217, can be seen. It dates back to version one days, and is formed from an improved Kitmaster body mounted on a West Coast Kit Centre chassis. In more recent years this has been joined by ex-Caledonian Pug No.56020 – an Anchorage kit.

Little evidence of ex-NSR rolling stock prevailed on the 1950s Burton scene; one or two non-gangwayed carriages were recorded, parked in sidings, but licence is occasionally granted to allow a scratchbuilt B Class 2-4-0T sporting LMS crimson livery with matching stock to pay a nostalgic visit.

Conclusion

The existing fleet is more than ample to give variety of operation, so more time has been allotted to add detail which should be evident in the accompanying photographs.

Whilst exhibiting recently and admiring the LED lighting effect of a layout across the hall whilst chatting to its owner – who delighted in demonstrating his method of control via an iPad from a distance of some 10 metres – the author realised that his 20-odd locomotives ageing from 10 years to 40 would not be suitable for conversion to more modern and effective means of control.

The lighting issue is in hand, but recalling a situation at a previous show, whilst the author ran his Stanier 8F – a Hornby body mounted on a Comet chassis with Mashima motor driving through a two-stage gearbox – at the slowest speed possible, a member of a well-respected model railway club commented "That's running nice and slowly, it is obviously DCC." I'll stick to my guns!

Class 2P 4-4-0 No.40567, departing Little Burton on its return to Derby Midland, receiving a friendly wave from two men in a boat.



LNER Class J6 0-6-0

The former Nu-Cast range of locomotive kits is being gradually revamped thanks to the joint talents of South Eastern Finecast and Branchlines. **TONY WRIGHT** constructed the most recent one to be thus treated, for the long-lived ex-Great Northern standard goods engine.

Model photography by the author

South Eastern Finecast and Branchlines have acquired the old Nu-Cast range of loco kits and are steadily improving and reintroducing certain types as time allows. The most recent

one is the J6, the subject of this review. At this time there appears to be no ready-to-run one on the horizon, but who knows?

The Class was very long-lived and popular. The first 15 were

introduced by Ivatt on the GNR in 1911, and were known as the 521 Series. Gresley took over in 1912 and had a further 95 built between that date and 1922, known as the 536 Series. There

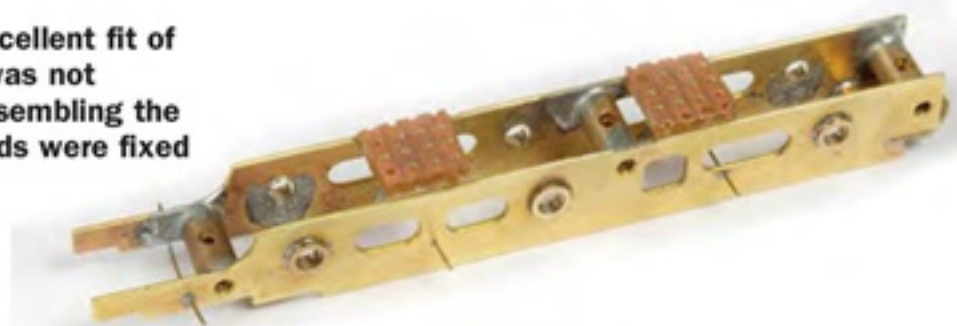
were detail differences between the series, most notably the larger cab and further-forward boiler on the 521 Series and sandboxes above the leading splashers on the 536 Series. There were also

Building the LNER Class J6 0-6-0

1 The original Nu-Cast loco kits had a whitemetal lump for a chassis, but this one has an accurate etched one. The holes for taking the bearings were opened out with an appropriate taper broach. Fixing it in a tap-wrench saved the fingers!



2 Such was the excellent fit of the parts, a jig was not necessary for assembling the frames. The pick-up pads were fixed in place with epoxy.

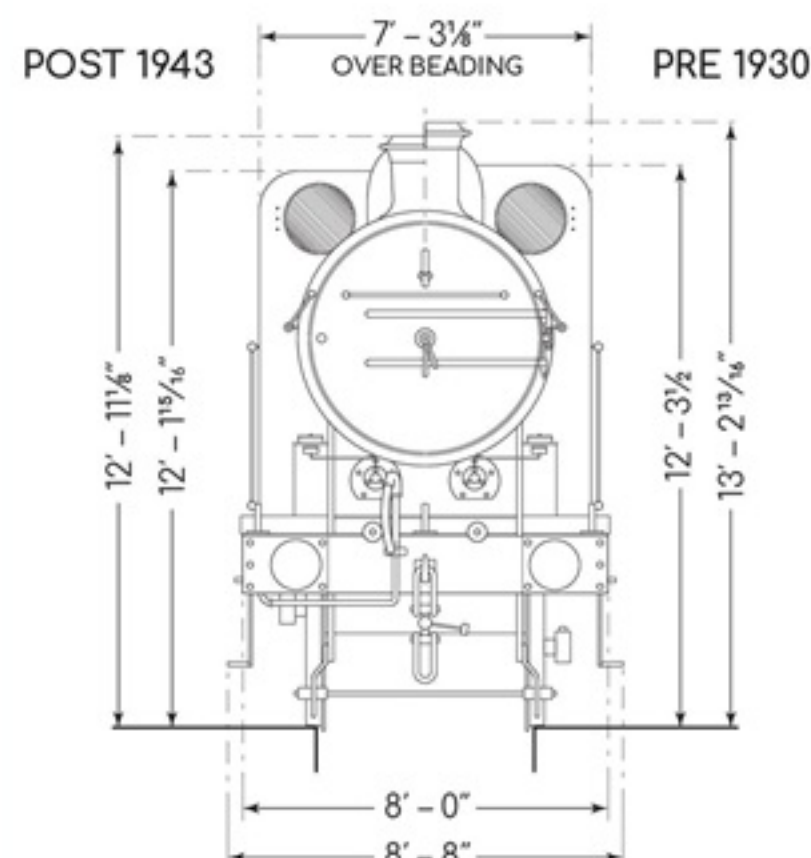


I fitted the recommended SE Finecast motor/gear mount to drive off the centre axle. No brake hangers/shoes were supplied, but I just used a fret from my spares box. A suitable fret can also be obtained from Wizard Models (they might well be supplied in the kit).

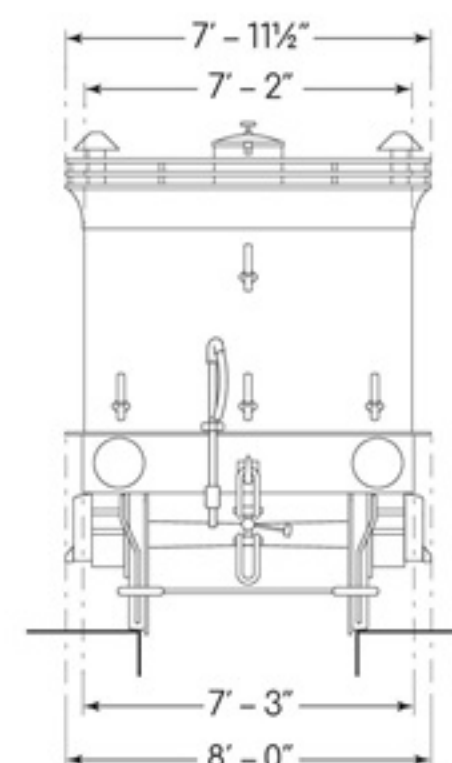
5 The chassis/body-fitting hole in the front footplate did not line up with the front frame spacer. I elongated it to suit using a dental burr in a mini drill.



6 The difference in elongation can be seen here, with the assembled footplate on top of the frames. The 8BA nuts were fixed securely with solder. Splasher clearances were a bit tight (see later).



3,000 GAL. TENDER



many different tender variations. Little alterations were made to the locos in their lives, the most noticeable being a slight reduction in the cab height and chimney to clear the LNER loading gauge, the substitution of Ross-pop safety valves, replacing the Ramsbottom type, the shortening of the handrails at the front of the smokebox and the postwar removal of the water pick-up gear from the tenders. The class could be seen on all manner of freight and local passenger work, even hauling summer season excursions to the coast, made up of many carriages. The final survivors lasted until 1962; a life of 50 years! For most of their lives, they were just plain black, making it easy for painters at least.

Before starting, I scrutinised

the works of the RCTS (Part 5 of the green series), Yeadon's Register (Volume 37, Part B) and as many photographs in my collection as I could find. I also used the appropriate Isinglass drawings. To complete the parts, I acquired a recommended SE Finecast motor/gear mount, six 20mm Markits drivers, axles and crankpins and a set of 14mm spoked tender wheels.

The kit more-accurately makes-up into one of the later (and far more numerous) 536 Series locos. Different parts are supplied for those experienced modellers who'd like to make a 521 Series loco, but a fair bit of modification is required to do that. I chose to build a 536 Series example. The following pictures show how I got on.

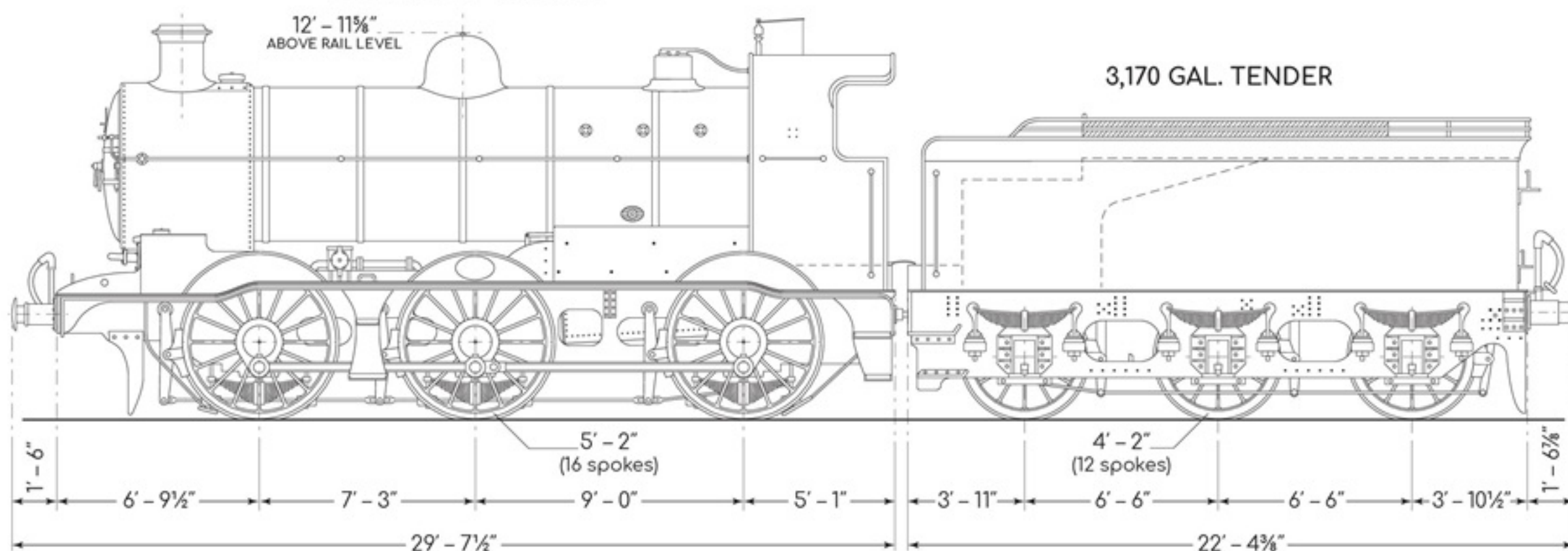


▲ The handsome lines of J6 0-6-0 No.64262 are clearly shown at Darnall Shed in 1954; the loco is in typical workaday condition. Photograph: Keith Pirt, courtesy Book Law Publications

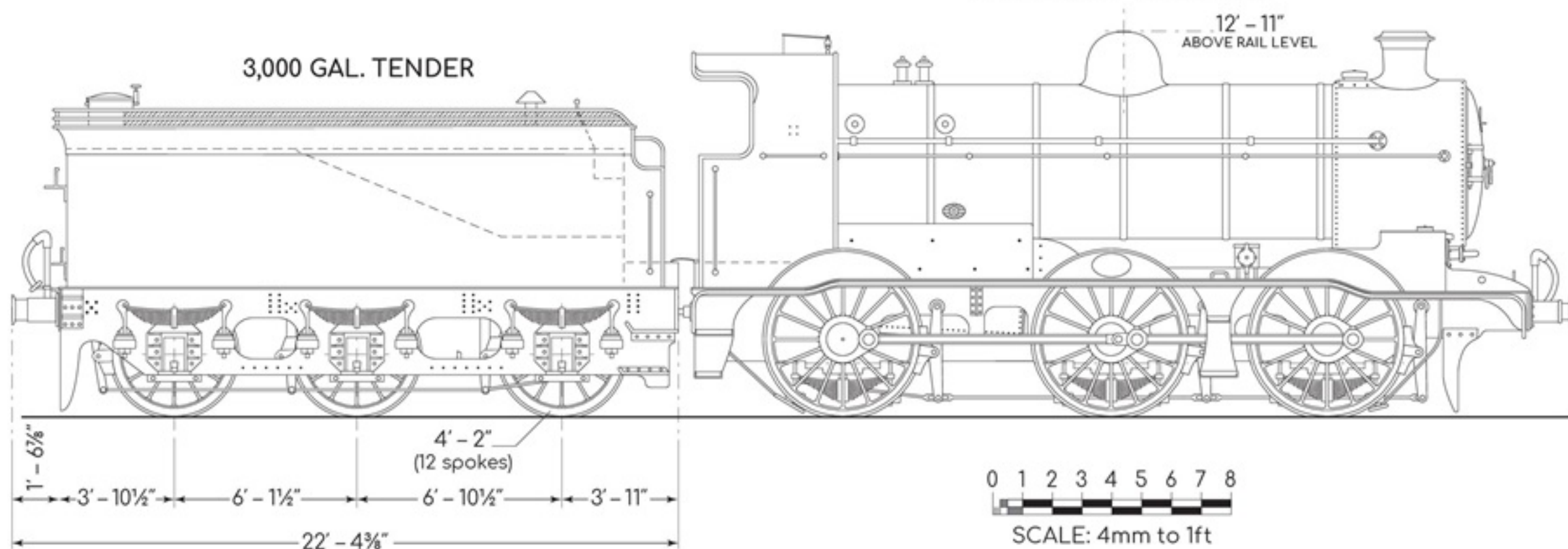
Drawings by Steve Croucher from Isinglass originals, reproduced to 4mm scale

Great Northern Railway J6 0-6-0 series 536

ELEVATION - PRE 1930



ELEVATION - POST 1943



7 I tack-soldered one cabside to the footplate to begin with, ensuring it was vertical in both elevations.



8 After the cab was in place, a fair bit of metal needed removal from inside the firebox for it to fit on the lip of the spectacle plate.



9



10



Though most soldering should be done from the inside, soldering the firebox to the spectacle plate had to be done carefully from the OUTSIDE. Excess solder was first removed with a curved blade, to be followed by cleaning up with a glass fibre pencil.

11 The smokebox/boiler/firebox soldered to the footplate. A fair bit of metal needed removal from inside the splashers; accomplished by using a burr in a mini drill. Metal also needed removal from underneath the boiler to accommodate the gear wheel and motor mount.



12

Even with metal removed, I still had to pad up the body with Peco 1/8" diameter fibre washers, to prevent interference fully and shorting problems.

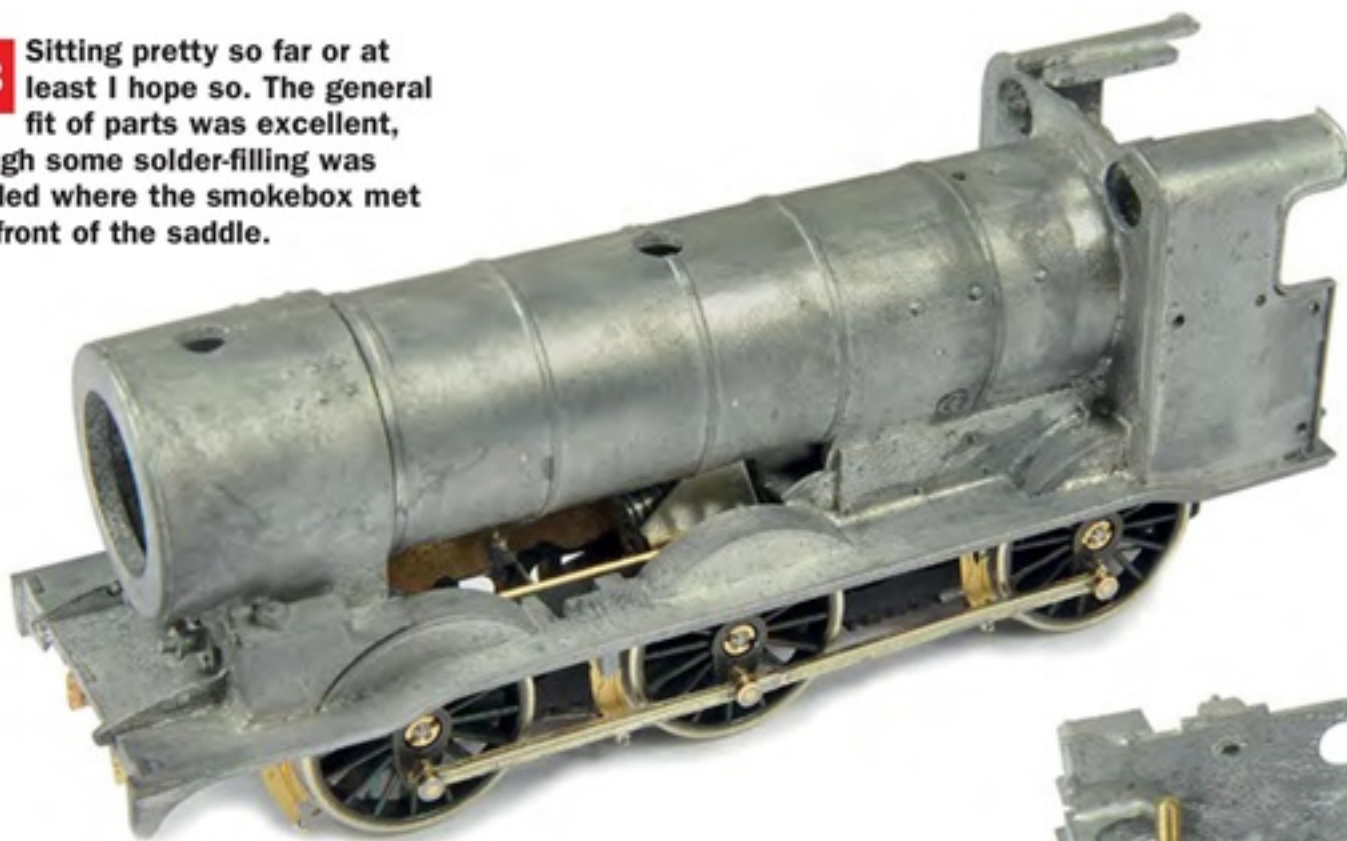


14

Some solder-filling was also needed where the central cab roof section met the cabsides.



13 Sitting pretty so far or at least I hope so. The general fit of parts was excellent, though some solder-filling was needed where the smokebox met the front of the saddle.



15 I always build the tenders at the same time as I build the locos, and this was no exception. A new tender chassis was provided, replacing the whitmetal original. Though 16mm tender wheels would be the correct size for a GNR tender, 14mm wheels made the tender ride at the right height (a Nu-Cast legacy). I fitted plastic-centred wheels to begin with, but these wobbled too much and were subsequently replaced with Romford/Markits all-metal types.



16 The (correct) relative ride-heights of the loco and tender are evident in this view. The loco footplate and tender soleplate should match up in height.



17 Most of the bodywork completed now. The little grabrails above the leading footsteps were soldered in place before the steps themselves were fixed.

18 The completed tender. Though it wasn't universal, as these tenders lost their water pick-up gear post-war, the filler dome and breather cones were removed; as shown here.



19 The neatness of the etched tender chassis is evident here. My coupling system suits Sprat & Winkle semi-auto couplings, hence the brass goalposts front and rear. The screw shackle is a Bachmann product, available as spares.



20 Everything was soldered in place except the chimney and smokebox door, which were fixed with quick-setting epoxy. Refer to prototype photographs for getting the positions of the crossrail and top lamp brackets correct. They varied throughout the locos' lives. I substituted a Markits turned brass whistle. Whitemetal ones on cab roofs never last long!

21



22



Complete and ready for service, after painting. Odd extras such as sandpipes, vacuum brake pipe and injectors were made up from bits of brass and fusewire, soldered in place. An extra handrail was fitted to the left-hand side of the tender, towards the rear post-War. Refer to the recommended sources for coupling the asymmetrical wheelbase tender to the appropriate locos. Most, including all the 521 Series, has a symmetrical wheelbase tender, not catered for in this kit.

23

This is an original Nu-Cast J6, by way of a comparison. It was part-built by Ian Wilson and completed and painted by me.



24



▲ A comparison between the 536 series (at the back) and the 521 series (at the front), the latter I made from a London Road Models kit. The differences will be noted. Both locos and trains are posed on my *Little Bytham* layout.

Suppliers

South Eastern Finecast,
Glenn House, Hartfield Road,
Forest Row RH18 5DZ.
www.sefinecast.co.uk

Branchlines,
PO Box 4293, Westbury
BA13 9AA.
E-mail: sales@branchlines.com

Markits,
PO Box 40, Watford
WD24 6TN.
www.markits.com

Wizard Models,
PO Box 70,
Barton-upon-Humber
DN18 5XY.
www.wizardmodels.ltd

Isinglass,
27 Grange Road, Toddingon,
LU5 6BZ.
www.isinglass-models.co.uk

Bachmann Europe Plc,
Moat Way, Barwell LE9 8EY.
www.bachmann.co.uk

Automating a level crossing

Photography by the author

PETER DAWSON explains how he mechanised his four-gate level crossing. Although Peter used an Arduino micro-controller and servo motor as a drive system, the assembly could be manually operated via a conventional wire-in-tube arrangement if this electronic option is not for you.

In my article in the June 2018 issue of RAILWAY MODELLER I described how I made a four-gate level crossing to fit on a curved section of my layout. I ended the article by stating that I wasn't sure of the best way to operate the gates automatically, so for a while I opened and closed them manually.

Although I used my own cast resin crossing gates, this method is suitable for use with commercially moulded gates such as the LK-55 set from Peco.

The level crossing with GWR Castle Class 4-6-0 No.5011 Tintagel Castle passing through. Some further lineside fencing has yet to be installed to complete the scene.

My first idea had been to use pulleys and string. I had plenty of pulleys, and string is easily obtainable. However it just didn't work out quite right. Other ideas had involved gear wheels and even speedometer cables, but again without any success.

Having the road crossing the track at an angle was another problem. It meant that two of the gates on the same diagonal needed to turn further than the other two gates; 100° at the obtuse angles and 80° at the acute angles as shown in Fig. 1. Had the crossing been 90° to the track, all gates would have moved equal distances. Finding a simple solution to the dilemma stumped me for quite a while.

Enter my son's comments. He'd recently built a 3-D printer and offered to motorise the crossing for me. As he is an airline captain who also builds his own light aircraft, I felt I didn't need to argue, and within a few days a box full of plas-

Fig. 1. Gate rotation angles

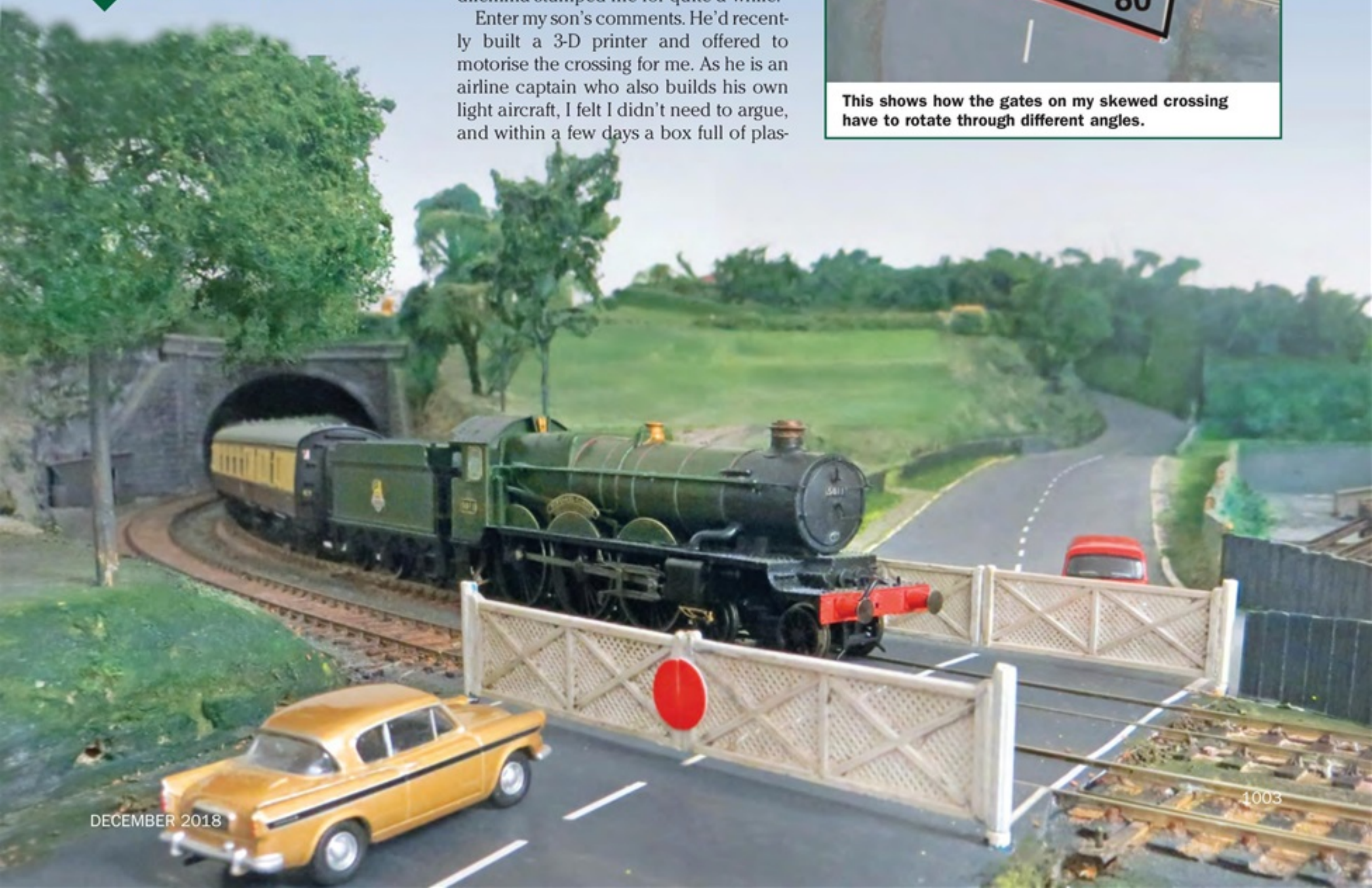
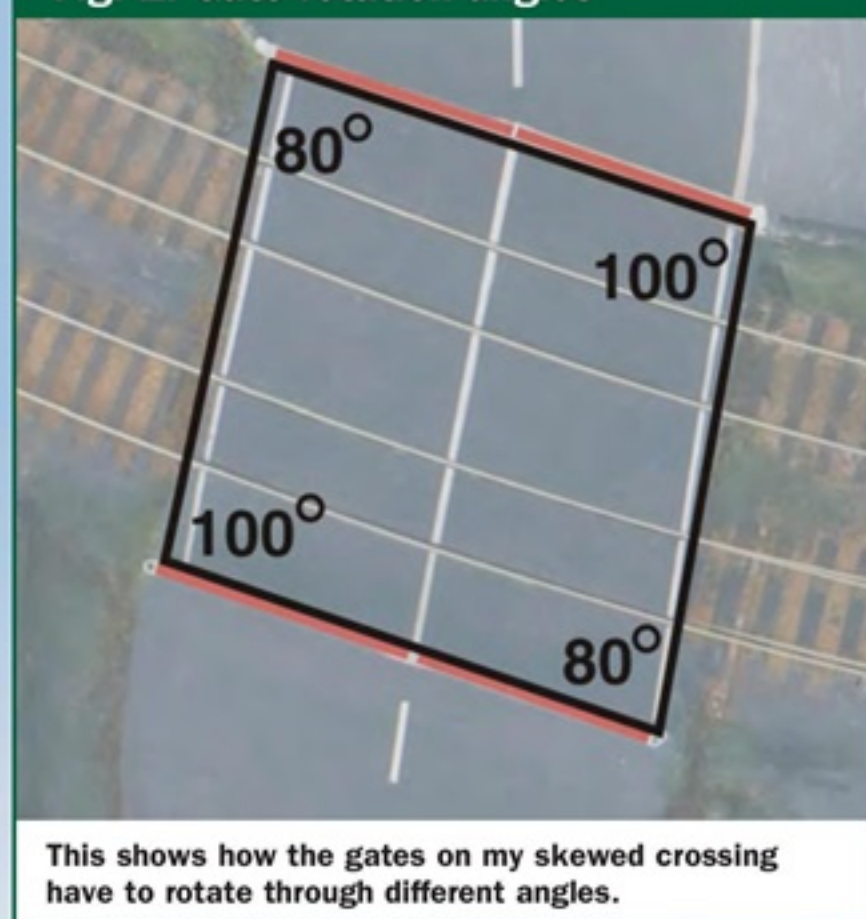


Fig. 2. The prototype mock-up



To prove the design, my son produced this mock-up of my level crossing together with a full set of 3-D printed horns and bearings. Brass and/or plasticard can also be used to make these items.

tic components, some servos, and an Arduino microcontroller arrived in the post together with a mock up model, all as seen in Fig. 2. It was a prototype mechanism.

The four gates were all produced on his 3-D printer and looked very good, but unfortunately not Western Region 1950s era! His mechanism was slightly oversize but when assembled it worked perfectly with the Arduino and a micro servo motor. All four gates moved together, in spite of the difference in rotation angles. At last I had a workable design.

At first glance, it does appear rather complicated, but the servo, wires, and plastic ends are basic model aircraft components available at any aero model shop. The blue plastic mouldings, known as 'horns' in aero modelling, are available too, but these were all created by my son on his 3-D printer, and they vary slightly in length. The longer the horn, the longer the arc it will pass through for a given angle of rotation, resulting in more movement being applied to the 'push rod'. He calculated the lengths for each horn to achieve the correct amount of movement necessary at the individual gates, which saved me a lot of working out.

The push rods are simply lengths of metal rod which fit into adjustable sockets, called clevis fasteners, attached to the horns as seen in Figs. 3 & 4. To accommodate the mechanics my original crossing baseplate was removed and used as a template for a new slightly larger base. It was a start, and a few days later we'd condensed the mechanics to fit within the confines of the

new base plate. Two 'worms' eye views Figs. 3 & 4 show how the system works. The red dotted lines illustrate the position of the four gates up above ground, Fig. 3 with the road closed and Fig. 4 with the road open.

The upgrade to an automatic gate meant relocating the solenoid motor on the adjacent cross over point, but all in all the change was worthwhile.

How it works

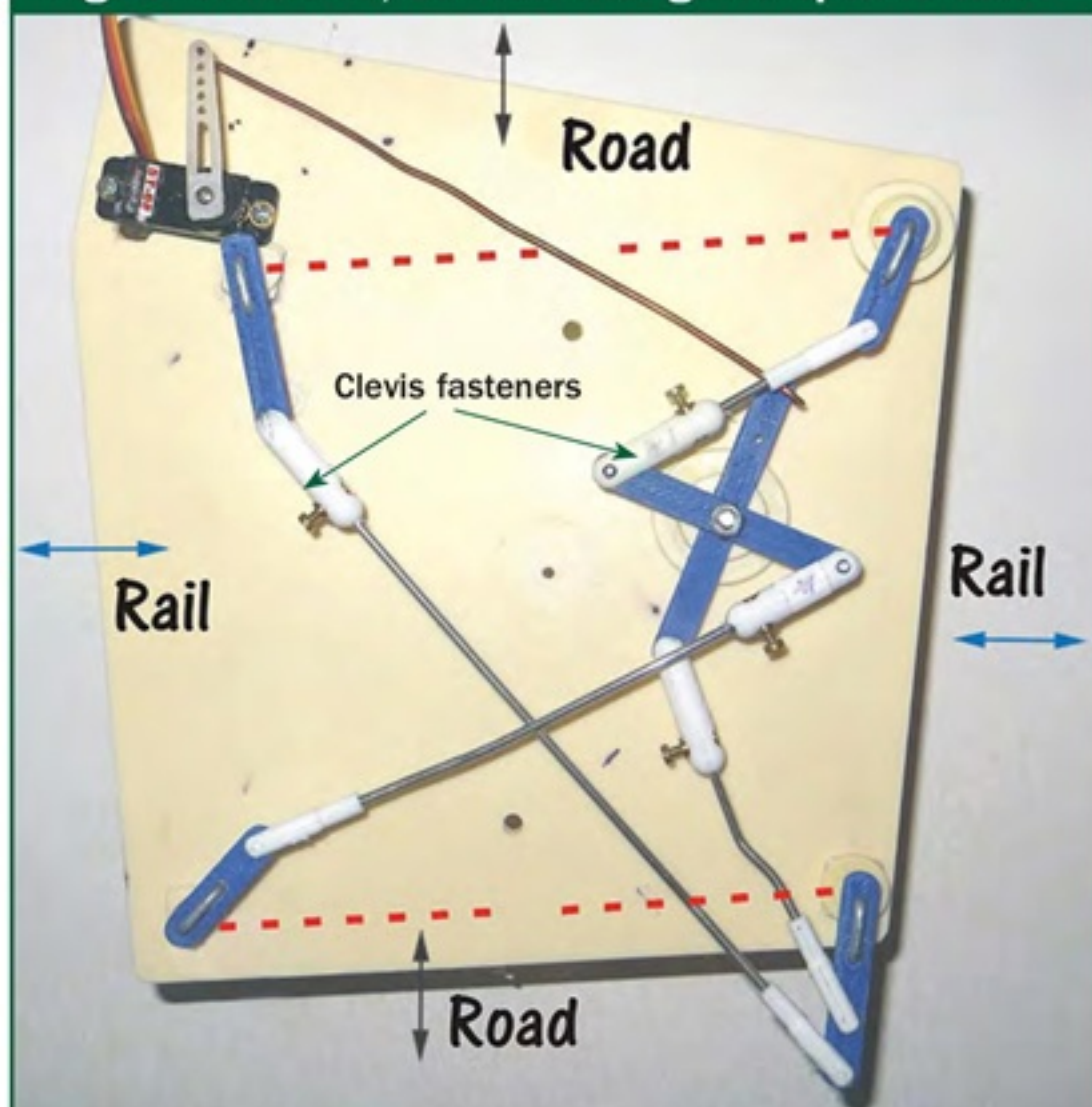
Initial movement starts at the servo and motion is transferred via the copper wire to the central 'hub' beneath the module. The copper wire was a temporary easy-to-bend template later replaced with some steel rod. From there, two rods supply just enough push to rotate two of the gate horns through 80°, the other two rods simultaneously push the adjacent gates through 100°. Needless to say, reversing the servo returns the gates to the original closed to the road position.

Servo controller

Servo motors require an input signal to move them from one position to another. The magnitude of this signal dictates the start and stop positions of the motor and thus the operating arm. There are several electronic devices which can be used to set the start and stop position, usually called a servo controller board. In my case I utilised the tiny Arduino microcontroller board supplied by my son along with the 'prototype' crossing mechanism.

The servo connections to the Arduino board are shown in Fig. 5. Note that the Arduino requires an auxiliary power supply of between 5V and 12V dc. A simple

Fig. 3. Underside, as seen with gates open to rails



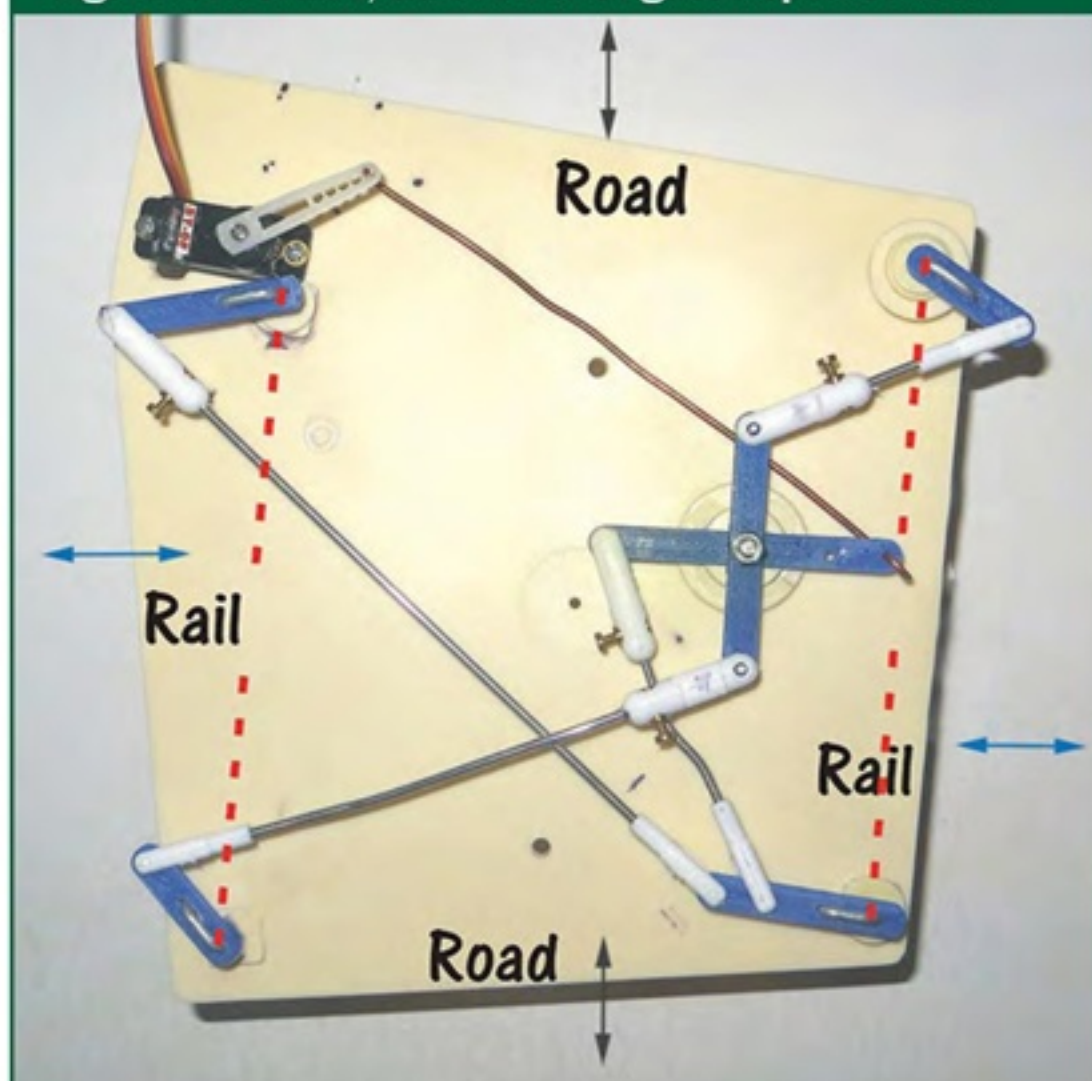
The servo motor, horns, push rods and clevis fasteners all assembled into the linkage mechanism, as set to open for the railway tracks.

on/off switch connected to terminal 4 and the GND terminal on the Arduino board, initiates the sequence either to open and close the gates.

To programme the Arduino, a free app can be downloaded onto a PC from the Arduino website. The app opens up a template on screen into which the lines of

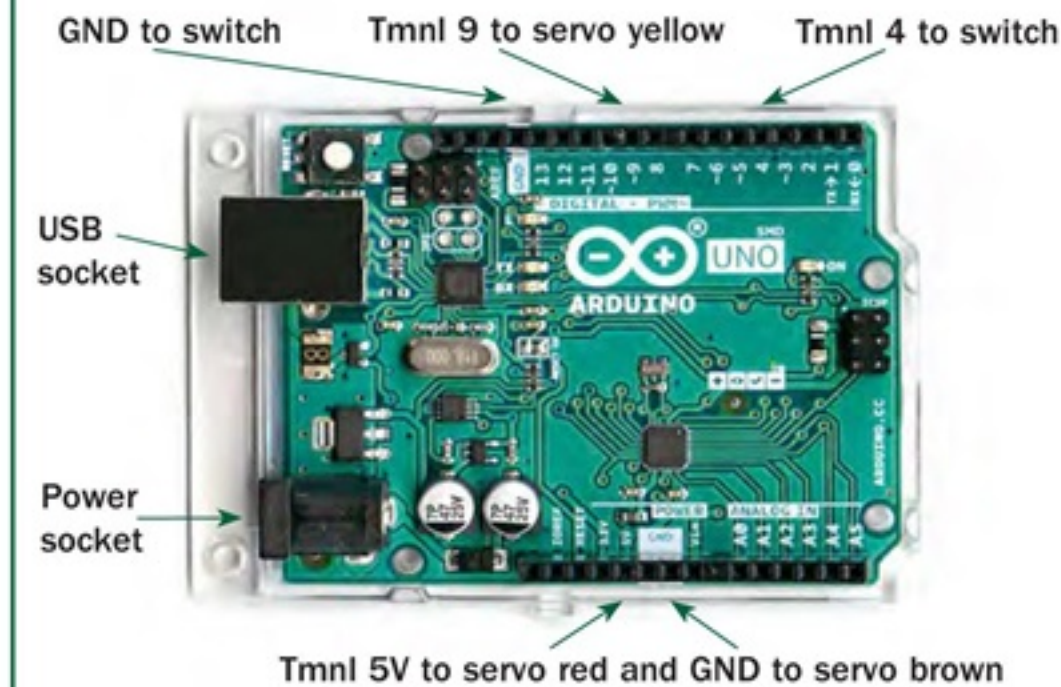
code can be written and saved as a 'sketch' (which is the term used for the mini-program). The lines of code follow an established format and full instructions, and a list and explanation of the various functions, can be found on the Arduino website. Once the 'sketch' has been written and saved, it is uploaded to the

Fig. 4. Underside, as seen with gates open to road



After energising the servo motor, the linkages all move into these positions.

Fig. 5. Arduino terminal connections



Arduino board's memory via a USB socket on the board.

It is best to connect up the servo and Arduino board on the bench to test the setup first. This helps should any fine tuning to the start and stop positions via the sketch software be required (note that some physical adjustments to push rod lengths via the small clevises can be performed once the crossing module has been installed on the layout).

Alas my son thought they

looked like 'toy' gates, without character, but he knew how to add momentum and bounce. Slowing down the servo created a heavier-looking gate and adding extra lines of code to the programme sketch made the servo retreat a few degrees at a faster pace after full travel, return to full travel, then repeating the actions twice through even fewer degrees gives the impression of a heavy gate bouncing when it hits the stop block. [Ed. the Peco

Fig. 6. Arduino code for the gate operating 'sketch'

```
#include <VarSpeedServo.h>
VarSpeedServo myservo;
int gatespos=2;

void setup() {
  pinMode(13, OUTPUT);
  pinMode(3, INPUT_PULLUP); //Set pin 3 to be an input pin, set its value (internally) to
                             //default to HIGH unless shorted to ground by user
  myservo.attach(9);
}
void loop() {

  if(digitalRead(3) == HIGH){ //ie if pin 3 is equal to "HIGH" do everything in the following
                             //block of code, otherwise continue from the 'else' line

    if(!((gatespos==1))){
      myservo.write(122, 4, true); // Sends Gates to ROAD CLOSED position
      myservo.write(112, 12, true); // Opens Gates slightly to start Bounce Sequence
      myservo.write(119, 20, true); // Closes Gates
      myservo.write(113, 20, true); // Opens Slightly
      myservo.write(119, 20, true); // Closes Gates
      myservo.write(113, 20, true); // Opens Slightly
      myservo.write(119, 20, true); // Closes Gates Final
      myservo.write(117, 12, true); // Releases pressure on Servo at End of Sequence

      gatespos=1;
    }
    else{

      if(!((gatespos==0))){
        myservo.write(47, 4, true); // Sends Gates to RAIL CLOSED position
        myservo.write(56, 12, true); // Opens Gates slightly to start Bounce Sequence
        myservo.write(47, 20, true); // Closes Gates
        myservo.write(55, 20, true); // Opens Slightly
        myservo.write(47, 20, true); // Closes Gates
        myservo.write(53, 20, true); // Opens Slightly
        myservo.write(47, 20, true); // Closes Gates Final
        myservo.write(49, 12, true); // Releases pressure on Servo at End of Sequence

        gatespos=0;
      }
    }
  }

  // Block 1 of 'myservo write' instructions sends the servo initially to 122°, through to 117° and
  // this closes the road. The second block returns the servo to 47°, through to 49° and opens the
  // road. Variations in each line of column 1 allow the servo to twitch between the degrees of
  // rotation making the gates appear to bounce. The second column is the speed of rotation, 4
  // being slow and 20 being fast for the gates' closing bounce and clatter
```



▲ The crossing gates open to the road.

SmartSwitch servo kit PLS-100 can also be used as a drive system, the advantage of which is that setting the start and stop positions of the servo can be achieved without a computer/software combination.]

For anyone who understands the Arduino principles, they will be aware that there are numerous ways in which they can be used to programme and drive servos. In the adjacent panel I include the actual code I used, written in the Arduino app template on the PC, saved as a 'sketch' and uploaded to the Arduino unit via the USB connection. Adjustment of the rotation angles and amount of bounce is undertaken by tweaking the angular values in the code and overwriting the previously stored code in the Arduino memory.

For more information go to www.arduino.cc

My crossing is effectively on a skew, because of the curve. However a simpler crossing can be constructed by locating it on a straight track with a road crossing at 90°. The hub and horns could all be cut out from 2mm styrene sheet. Shape isn't critical but the distance between the two holes in the horn and the two holes in the arms of the hub should be identical for all gates to move the same amount.

A close up of an underboard gate operating arm – one for each gate – is shown in Fig. 7.

Bend the 2mm diameter wire rod as shown. Dimensions are dependent upon individual circumstances, such as the length of gates, track centres etc.

The blue 'cotton bud bearing tube' should be a sliding fit on the wire and should be glued into the baseboard first, its length determined by the baseboard thickness. Then the metal rod

Fig. 7. Gate control arm

The blue bearing tube is glued into the baseboard, whilst the metal rod, which projects upwards, has to be a tight fit on the gate spindle.



can be pushed upwards through the tube leaving the projecting pin long enough for the gate height. My gates have a plastic tube glued to their outer edge and this tube is pressed down onto the projecting pin. Gates from any kit would do but need to be a tight fit on the wire rod.

Fine adjustment

The nylon clevises on my model allow for fine adjustments to the lengths of the push rods. The type of rod I used from the servo horn to the hub is a simple 2mm piece of wire bent as shown in Fig. 5. Every push rod could have been made that way for a few pence.

Remote manual option

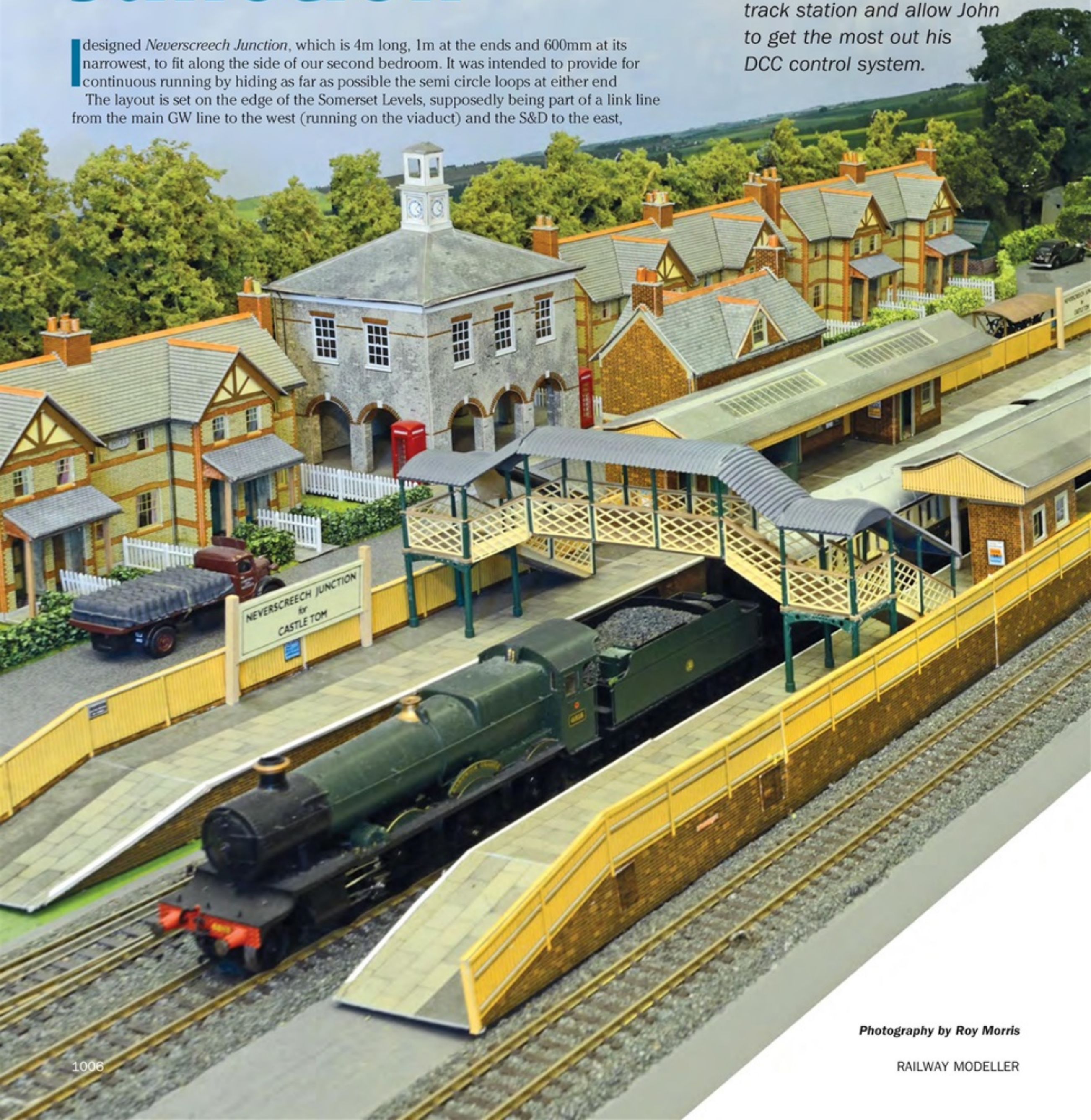
Electronic controllers such as this set up are not to everyone's liking. The servo motor could be omitted entirely and the push-pull motion activated with a basic wire in tube arrangement connected to the hub and run to the baseboard edge or central control panel. Of the two options described I would recommend the second to begin with unless you are conversant with computer programming. Mechanically speaking, adding a servo drive in the future would be easy.

Through The Railway Room Door...

Neverscreech Junction

JOHN AINSWORTH describes his small but unusual continuous run layout which utilises a mix of Peco Setrack and Streamline track. Its single track is cleverly aligned to give the appearance of a double track station and allow John to get the most out of his DCC control system.

I designed *Neverscreech Junction*, which is 4m long, 1m at the ends and 600mm at its narrowest, to fit along the side of our second bedroom. It was intended to provide for continuous running by hiding as far as possible the semi circle loops at either end. The layout is set on the edge of the Somerset Levels, supposedly being part of a link line from the main GW line to the west (running on the viaduct) and the S&D to the east,



Photography by Roy Morris

RAILWAY MODELLER



▲ Castle Tom dominates the countryside for miles around, being built on the only hill in the vicinity. No.6818 *Hardwick Grange* has charge of a local service.

The buildings to the rear of Neverscreech Junction station were assembled from the Superquick range; terraced houses, market house and wooden barn. Likewise the station was built from these venerable card kits, although a modern Ratio plastic moulded footbridge links the platforms. The signal box was built from a Metcalfe kit, as was the viaduct at the left-hand end of the layout, on which a short

train is posed to represent the Great Western main line. Trees and hedgerows came from a variety of suppliers.

Dominating the layout itself is of course Castle Tom, which is a 'one off'. The keep was built around a cardboard box, and was

▼ This is the view of the elaborate double staircase and underground car park that would be seen by Fg Off Timothy Tom from his Spit'.

hence Neverscreech Junction – a take on the now closed real Evercreech Junction..

Apart from the hillock on which the castle stands (a mini Glastonbury Tor) the baseboards are flat – the construction of them and the installation of the track was by B&R Model Railways based in Chesham. Control is via a Hornby Select DCC controller.

All rolling stock is GWR, generally produced by Hornby and Bachmann: the layout is placed timewise after the war and before nationalisation.

Structures and scenery

Although the foundation of the layout was acquired, the structures are all my own work.





NEVERSCREECH GAZETTE

ESTABLISHED 1896

PUBLISHED WEEKLY

NO. 5907

Carnival atmosphere in Neverscreech!

It was just like a carnival in Neverscreech last Tuesday, as this small market town witnessed the grand opening of the long-awaited railway extension to link it to the Great Western Railway main line four miles away at Evercreech Junction. Crowds flocked to the station, flags were waved, children had the day off school, and the Town's Mayor and Town Crier were in attendance.

Light refreshments and sherry for guests were prepared and distributed by the very hard working Mrs Christine Ainsworth and her volunteer team of helpers. The apricot cake was particularly enjoyed by this reporter! The sun shone as if to recognise the importance of this day in the town's history.

The cheering throng of people saw the first steam train enter the station at 11.00am, possibly encouraged by the invitation of the GWR Board to travel free on the first day only! One free return ticket to Evercreech Junction was given to everyone who had requested one, but due to the popularity of the event, many residents had to wait until late in the afternoon to enjoy their free trip.

At 11.30am, Michael Hartley Esq. was invited by the Town Mayor to say a few words and to open the new extension formally. He welcomed the commitment of the GWR Board and, in particular, Mr John Ainsworth, the Board's Secretary, who was the guiding light and driving force behind the project, and also the designer of the route; he mentioned the hard work

of Mr Ron Nettleton, who was responsible for the final survey of the route and the construction work, to finish the job within the time allowed prior to the opening. He thanked all those responsible for the new railway, and for the day's festivities, and wished the new extension all the best for the future.

At 12.00 noon precisely, the first passenger train left the station, to the sound of three cheers from the crowd, and much flag waving.

Unfortunately, there were a few teething problems during trial runs on the day before and during the opening celebrations, but no-one felt these were serious and they did not dampen the enthusiasm of everyone present. Comments by residents given to this reporter indicated that this day would long be remembered by everyone present and in the annals of the town. Neverscreech is now, at last, on the railway map of Great Britain!

A Journey Down the Line

This reporter was fortunate to be invited on to the first train to leave Neverscreech. The highly polished GWR tank engine, proudly displaying a special commemorative plaque on its smokebox, with two crowded carriages full of excited children and parents, moved slowly off, with arms waving out of windows and many tens of people standing on the platforms waving flags or their arms in celebration.

With the coming of the railway extension, the town was already

experiencing the construction of some new buildings, promised by Lord Tom. He had indicated that some further houses would be built, together with a new hotel to serve the increasing number of tourists expected to travel by train to see the famous landmark, Castle Tom, situated on its lofty hill overlooking the town. These new houses can be seen from the train, as can the imposing castle.

The train picked up speed on the single track level gradient, round the base of Castle Hill, and we travelled through glorious lush countryside on our way to Evercreech Junction. Views are breathtaking, with attractive landscape in all directions. At one point the line goes past extensive goods sidings and then disappears under a viaduct of the Great Western Railway main line linking Bristol with London. It is soon after this crossing under the main line that the extension drifts into Evercreech Junction station.

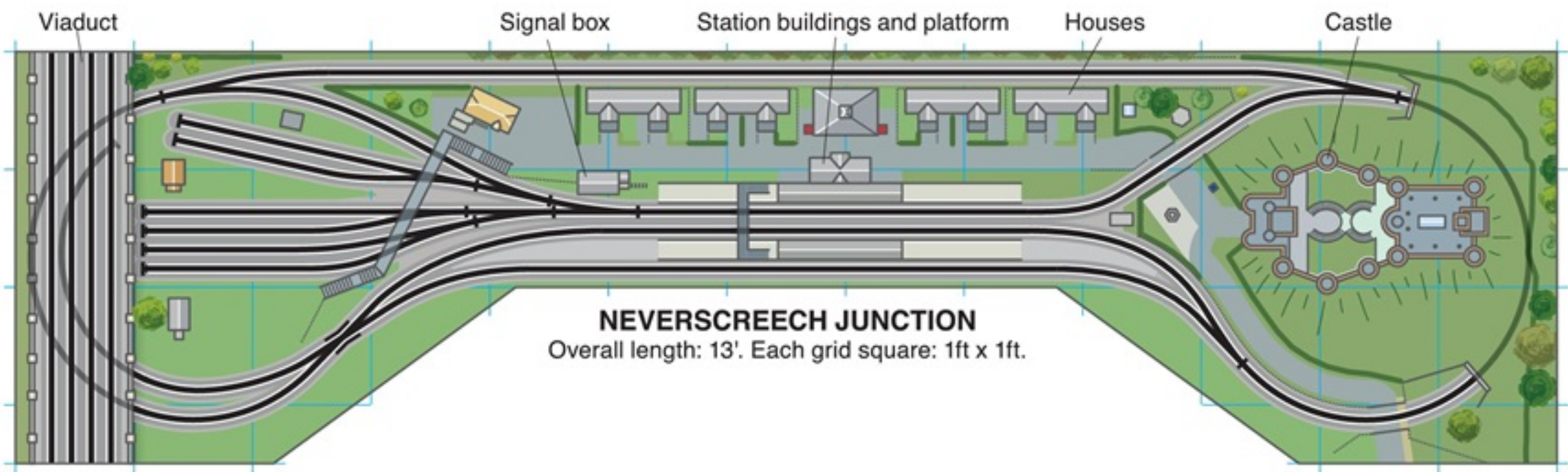
The overall journey time is only 12 minutes, but it is a memorable journey. After a brief stop, although no-one was able to descend at the end of this special journey, the train shunted round to the back of the carriages and we travelled back to Neverscreech, where we were again met by loud cheers from the still waiting assembled crowds.

Certainly a train journey to remember, and a route which is bound to be popular with regular users and tourists alike. A trip on the railway will become a 'must do' adventure for many years ahead!

▲ The townscape was built up mainly from Superquick kits, as was the station itself (minus the Ratio moulded plastic footbridge). A Metcalfe signal box controls operations.

inspired by Powis Castle in mid Wales. Its windows are by courtesy of Metcalfe's parish church models (I needed, I think, three).

There is a history of the place and layout of course, beginning with the oldest element; the family ownership goes back to one of the knights who came over with William the Conqueror! First constructed by the Normans as a motte and bailey castle (probably just in timber) it was remodelled and rebuilt through the Middle Ages until towards the end of the 16th century the keep took its present shape. Much restoration work was carried out 100 years ago and the father of the present owner, Sir Thomas Tom, employed the architect Sir Edwin Lutyens in the 1930s to alter the courtyard,



providing impressive steps up to the keep, with garaging underneath – Sir Thomas collected London taxis! Flying Officer Timothy Tom can be seen passing over the castle from time to time in his Spitfire... unfortunately not seen in the photos! I have neither the time nor space to elaborate further, but I do think that embedding a layout and its features in history can be a fascinating add-on to the hobby.

Unfinished business

I should point out that the left-hand part of the layout especially remains incomplete; also there are no signals! My late wife's poor

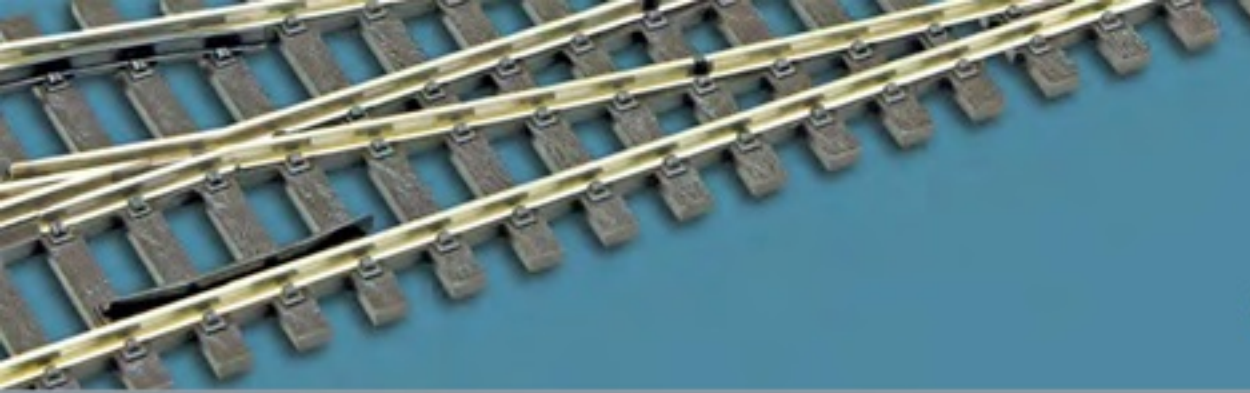
Evidence of the recent wartime years is seen by the pillbox, looming out of the wooded area that helps to mask the loop to the rear of the layout.

health at the time meant that it was not possible to proceed further.

Perhaps now I ought to reawaken interest?

The Superquick market house is the centrepiece of the townscape of Nevercreech, and much older than the rest of the terrace.





Talking Points

Topical issues from the world of model railways

The Great Model Railway Challenge – readers' feedback

Steve Flint reviews the aftermath of the bold and original Channel 5 TV series, which culminates with the grand final this very week!

Photography by Steve Flint and courtesy Knickerbockerglory TV

Yes, it sure is a bit of bad-timing. The very day after we publish this December 2018 issue, the 'Grand Final' of *The Great Model Railway Challenge* takes place, and the winners of the trophy and the title of Britain's Best Railway Modellers is revealed.

All five heats however have been broadcast, and what a wonderful mix of comments and opinions we've received from all walks of life. But before we divulge the good, the bad, and the ugly ones, let us remind ourselves of the nature and aims of the programme which all the major UK model railway manufacturers supported unreservedly.

Railway modelling and layout building is a very popular hobby that has been around for well over 100 years. Despite that pedigree, very little about it is understood outside its usual circles. Our magazines, forums and exhibitions are nearly always 'preaching to the converted' and finding a way to reach people and prospective modellers outside our natural boundaries has always been a real challenge.

On board

When the TV production company approached us with its nub of an idea, we were quick to embrace it, knowing full well that it would be for mainstream TV audience viewing, and not a masterclass in the finer elements, methods and techniques of modelmaking – all that will have to wait for another time. Besides, there are already lots of informative video programmes about aspects of railway modelling on YouTube. Indeed my co-judge for the series, Kathy Millatt, runs her own YouTube channel on which she presents a vast array of 'how to' videos: visit www.youtube.com/c/kathymillatt.

The first week of transmission raised an audience of 1.3 million. Now that might not match the viewing records of the 1970s and 1980s when popular programmes of the day got 18 million plus, but put it into the context of the some of the biggest model railway shows in the UK which only see visitors to the tune of 18,000 over a weekend.

Even by the standards of RAILWAY MODELLER's best ever record circulation figures – 103,000 in 1981 – it's a tenfold increase.

Clearly *The Great Model Railway Challenge* has reached out to the parts of the country that other means cannot reach!

There's no such thing as bad publicity

Or so the old adage goes, but there are those who argue that the true nature of our skilful hobby has not been upheld.

I ask though; what is the true nature of the hobby? I've been around a long time to know that the hobby means so many different things to so many different people: it's fun, it's creative, it's relaxing, visionary, scholarly, authoritative, challenging, and so on.

Some of these attributes are of course paradoxical, can you be visionary and have fun, and still be scholarly and authoritative?

That is what makes for a great debate. I personally think it's been really great publicity for the hobby, more so than we could have ever hoped for just through the pages of Britain's best selling model railway magazine.

Here is a selection of brickbats...

I am 66 years old and, with more time on my hands and a bespoke shed, I am enjoying late entry to a wonderful hobby with the full support of my wife. But oh... where to start. The dreadful music: the honky tonk piano – I prefer monastic silence when I'm modelling. I hesitate to criticise, but we both found the programme appalling.

Mark Young Newton Abbot

I am still seriously cross 24 hours after watching the programme. It was a Monty Python version of Bake Off involving railway modellers. Why did it not address historic research, planning, project management, track laying and electronics, how to do scenery etc?

If I were Hornby, Bachmann or any other manufacturer I would be furious with Flint for endorsing this rubbish by his presence.

Techer Jones Winchester



Although the TV show focused on spectacle and entertainment, and to a degree, portraying the contestants as either good guys, bad guys or underdogs, some really great layouts emerged like the winner of episode 2, the TV Programmes themed challenge. This was clinched by the Railway Video Division team whose layout depicted *Blackadder Goes Forth* – BBC's 1980s comedy set in the trenches in WW1 – with ammunition and ambulance trains and even Blackadder's hidden bunker, below.



You asked whether The Great Model Railway Challenge has done anything to boost the standing of the hobby in the eyes of the Great British Public. Without hesitation I say loud and categorically NO!

Episode 1 took the biscuit and I deleted the 'record series' option after forcing myself to watch it to the end.

Michael Bacon Hampshire

I had hoped that The Great Model Railway Challenge would be a refreshing change, but those who produce it quite obviously think that 'proper' railway modelling is so unattractive that layouts have to include Daleks, UFOs, Dinosaurs and other gimmicks. Yet another television disservice to the hobby!

David Hackett Maidstone

And a few bouquets...

Well done on your appearances to date on The Great Model Railway Challenge. For me, the point of the programme (forget the detractors from within the hobby) is that it will hopefully encourage a good few more people to get involved. I look forward to the rest of the series with interest.

Paul Jones Warley NEC show manager

Congratulations on the programme, a first on TV for the hobby. Some interesting challenges and some good results considering the limited time to produce a model railway.

Nice to see some younger people getting involved in the hobby and some very talented ones at that... and a lesson for us all if we enter competitions, don't think you can get away with bending the rules!

Richard F Songi Devon

My money is on it bringing a whole load of beginners in... it's a cringe in some places for 'us' but I love it.

Chris Ford Lewes

I thought it was a really good show. You're never going to build a finescale layout in three days. It took an interesting theme and showed what fun you can have with model trains. I think the winning layout was actually pretty great, the overall theme and tone was good and the animations kept it jolly.

Christian Summers via Facebook

We watched the first two episodes of the Model Railway Challenge programme on Channel 5 and we were very impressed by the programme and, given the circumstances, some of the modelling. Very entertaining and showing model railways in a good light.

Derek Boswell Exmouth



▲ Behind the scenes, directors Ben Cook and Bryher Williams arrange the crowd prior to filming one of the layout demonstrations in episode 3.

And what the youngest team in the Challenge – The Railway Children – had to say.

Team captain Luke Ryan relates some of the views expressed by his colleagues. Formed through social media contacts, the Challenge was the first time the team had ever worked as a group.



▲ The Railway Children at work on their 'fire and ice' themed layout. Team members are, from left to right; Stuart Lloyd, Richard Coyle, Max Davies, Mayoohan Sevverlz, team captain (and inset) Luke Ryan, and Matt Parmenter.

"You can never please everyone, but I hope the show dispels some of the myths that have always been associated with the hobby. Perhaps people seeing us all having so much fun will entice them into having a go!"

"The most difficult part of the competition was constantly being shushed by the production team – this heavily impacted the time we had to complete the layout."

"The whole team agrees that having the company of each other during the challenge was the most enjoyable aspect."

"I have no doubt that if we had had more previous opportunities to work collaboratively, and build up experience, our layout plan could have been in with a chance."

"Our theme was 'Fire and Ice', unusual for a model railway, but any theme can be tackled given enough forethought, ours was the most literal interpretation, I think."

"When I told friends and family who have no interest in railways or the hobby, they were all very excited and intrigued by the concept!"

The Railway Children competed in episode 4 of the show which was first broadcast on Friday 26 October 2018.



▲ The team's 'Fire and Ice' layout included a snow-capped peak and a burning building amongst other scenic features.

Wrenton

Modelling, words and photography:

ROGER BECKWITH

Fresh out of the works following overhaul, BR Standard Class 5 4-6-0 No.73068 sweeps round the curve through the station with a rake of Mk.I coaches.

An overall view of the layout. The Great Eastern station architecture complements the north Essex village structures, however Rule One applies when it comes to the trains themselves.





Many model railways are inspired by real locations, sometimes places which were never served by real railways. *Wrenton* is one such and its non-railway buildings are all impressions of prototypes which can be found in and around Finchingfield, a pretty village in the north of Essex. It was here that one of my grandfathers was born and though I have never lived nearby I have always had a soft spot for the place.

I started by making some buildings, thinking of perhaps making a diorama of part of the village. After a few months' work I had some cottages, a pub and a tiny shop and it was time to make a decision – and naturally it was to build a layout, not a diorama!

I decided that if I was going to build a railway then Rule One would apply – it's my project and I'll run what I like. I admire people who can make an accurate model of a particular location and run the trains that would have been seen in that area. But that's not for me; my layout is pure fantasy. Although the buildings tie the layout to East Anglia I'm happy to run trains from other regions and to mix eras.

Locomotives and rolling stock

My choice of motive power and rolling stock has been pretty random and includes locos and stock that would never have been seen in East Anglia in an assortment of liveries.

There are locos from the Eastern and London Midland regions with some BR Standards and there's even a 64xx 0-6-0PT hiding in the fiddle yard awaiting an occasional run.

Although I haven't risked weathering a loco myself – my recent purchases have come nicely weathered from TMC – I have worked on most of the rolling stock. I started with some Peco wagon kits which had been sitting in a cupboard, unassembled, for several years and moved on to more expensive models when I felt more confident

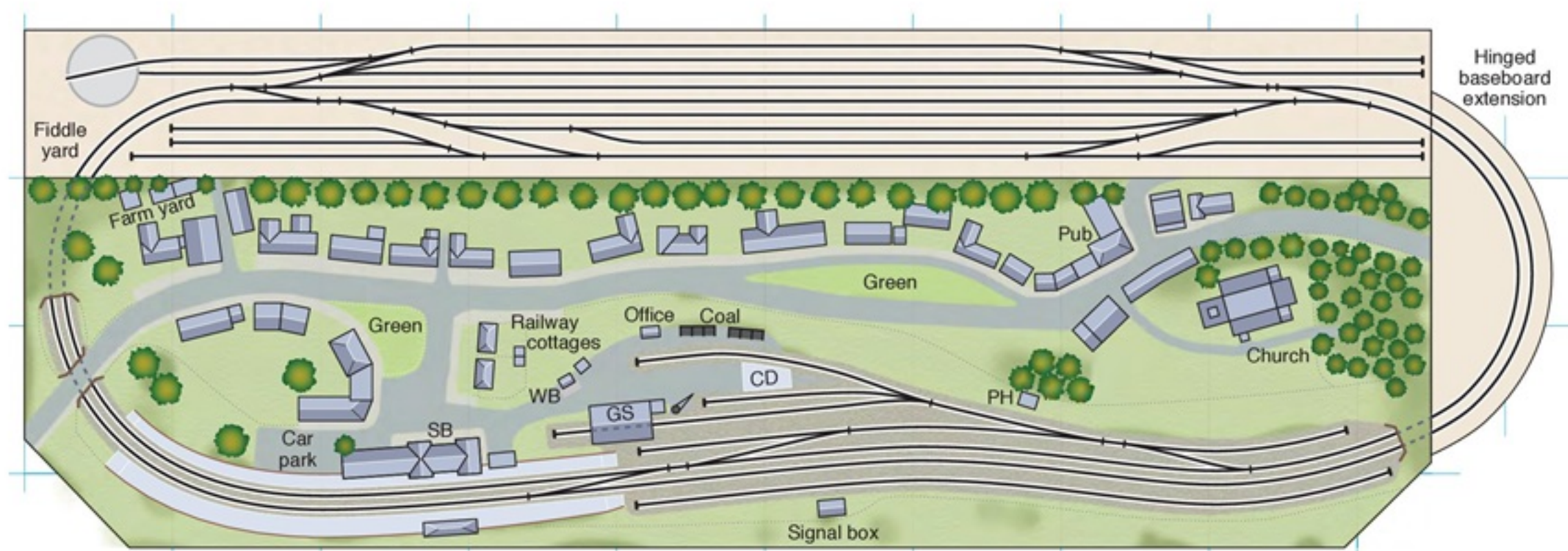
about the job. I used Lifecolor paints from the Rust and Dust, Weathered Wood and Rail Weathering sets.

Buildings

I live a long way from my prototypes in Finchingfield. In the pre-computer days this might have been a problem but today

A view down the main street. Sparse provision of road vehicles, and careful positioning of figures, evoke the period perfectly.





Wrenton Overall layout size 9' 6" x 3' 6". Each grid square = 1' x 1'.

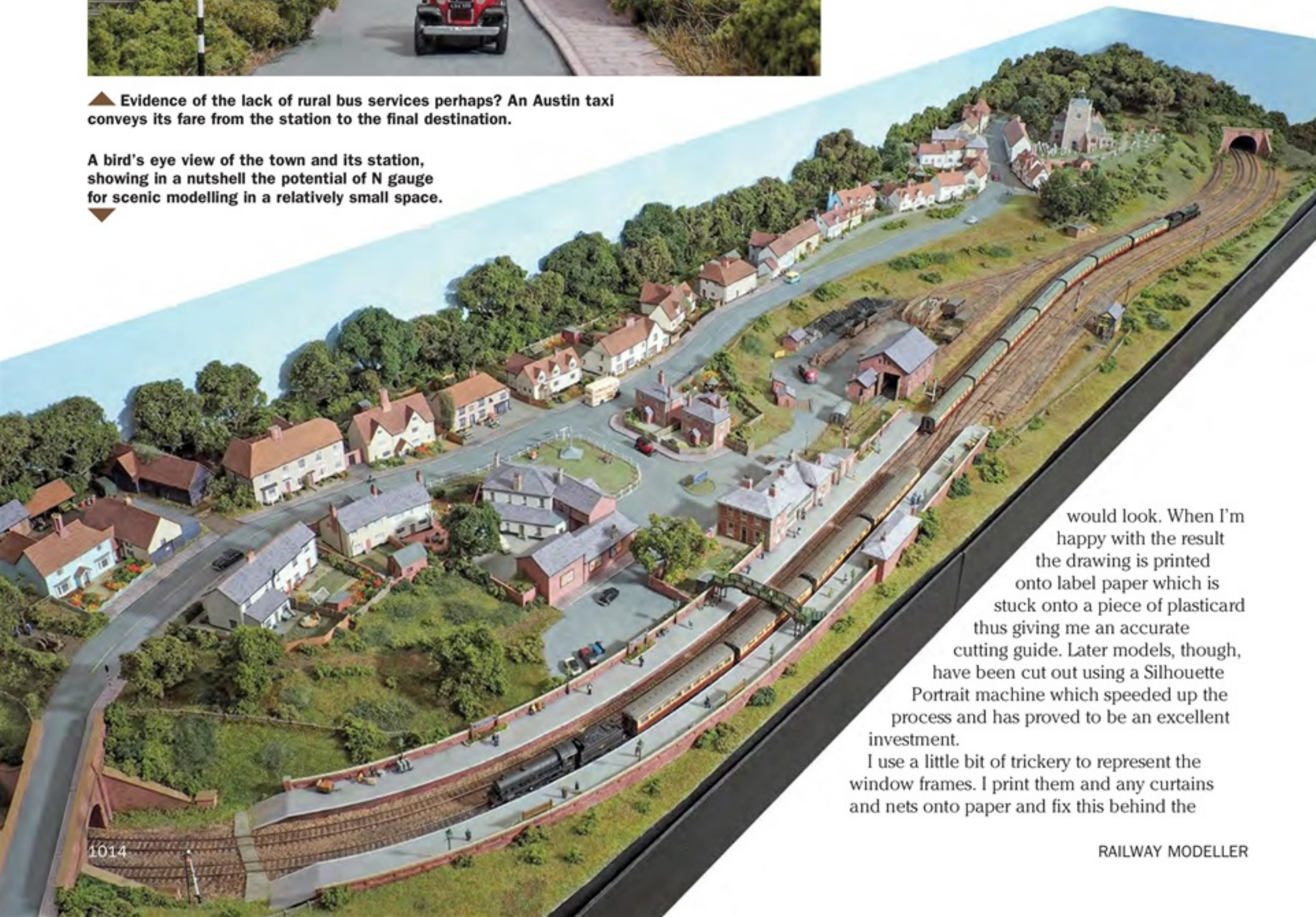


Google Maps can come to the rescue. Zoom in close in map view and it's possible to measure the size of a building with a fair degree of accuracy. Viewing at different angles in Street View gives the arrangement of doors and windows and lots of other details. All I wanted was to create an impression of the fronts of most of the buildings; the backs are largely imagined.

Before starting construction of a building I make a drawing of the walls using Photoshop, including the doors and windows. This is printed onto thin card, cut out and folded up to form a three-dimensional idea of how the real model

▲ Evidence of the lack of rural bus services perhaps? An Austin taxi conveys its fare from the station to the final destination.

A bird's eye view of the town and its station, showing in a nutshell the potential of N gauge for scenic modelling in a relatively small space.



would look. When I'm happy with the result the drawing is printed onto label paper which is stuck onto a piece of plasticard thus giving me an accurate cutting guide. Later models, though, have been cut out using a Silhouette Portrait machine which speeded up the process and has proved to be an excellent investment.

I use a little bit of trickery to represent the window frames. I print them and any curtains and nets onto paper and fix this behind the

The 1865-design station buildings and ancillary structures were designed on computer and printed via the Silhouette PC-driven cutter.



Layout technical details

Baseboard

The railway lives in a spare bedroom and one requirement that I set myself was to build it in such a way that a bed could be stored lengthways beneath it. There are three baseboards each 3'2" long and 3'6" wide and rather than have lots of legs or trestles supporting them I sat them on a subframe which is 8' long, has just four legs and is bolted together making it possible to dismantle it. The subframe and the tops and framing of the baseboards were all made from 9mm birch plywood.

Track

The village was always my main interest so I chose a track plan that provided just enough operational interest without taking up too much of the baseboard. A small through station on a double track line, a lay-by siding on one side and a goods yard

on the other are fed from a 10-road fiddle yard.

All the track is Peco code 55 laid on cork underlay and fixed with PVA. Every piece, no matter how small, had droppers soldered to the undersides of the rails before installation for connection to the DCC bus.

Points are electrofrog and are powered by Cobalt motors. As the over-centre springs aren't needed I removed them and cut away their housings and all the other redundant plastic around the tiebar area. I think the improvement in appearance is well worth the extra trouble.

After giving the track a spray of brown and painting the rail sides a rusty colour I added a mix of buff and brown fine grade Woodland Scenics ballast fixed down with WS Scenic Cement. The track and ballast were weathered with a coat of diluted

artists' acrylic raw umber followed by Payne's grey.

Control

Control is DCC using a Gaugemaster Prodigy Advance 2. I use the firm's WiFi module which enables me to control the locos and points from an iPad using WiThrottle (*Reviews, RM August p694*).

In the fiddle yard I included short isolated sections at the ends of each of the sidings, feeding power to them through the auxiliary switches of all the Cobalt point motors that have to be set to allow access to the main lines. This prevents accidentally starting a train for which the route isn't set and also makes a useful emergency stop when a train returns to the fiddle yard. The power to the isolated sections is also fed to LEDs which indicate which routes are set.

glazing material. At normal viewing distances the trick is virtually invisible and it gives finer and neater looking frames than I could cut from any material. It's probably not a technique that would work as well in larger scales, though.

I dislike seeing gaps under buildings so I learnt from Pendon and made almost all of the buildings with 'foundations' which were buried in the scenic treatment.

The roof is the part of a building that is most visible in a model and in order to capture the character of the village buildings I use tile paper which I developed from photos of roofs of some of the real buildings.

The church is based on Finchingfield's. It took seven weeks of hard work to make it, but I'd already spent many hours making paper cut-out versions. I shortened both the nave and chancel by one window and also reduced the size overall by about 10%. The station buildings are based on the larger versions of the 1865 GER design but the goods shed is a work of pure fiction. *[Ed. – Roger will be expanding on his construction methods in a step-by-step article in the April 2019 issue.]*

Scenery

Rather than develop the scenic areas directly onto the baseboard they were made as stand-alone modules which were only fixed into their final positions when they were virtually complete. The modules were built up with layers of foamboard, carefully cutting each to give the correct ground levels for the many buildings which sit on slopes.

After applying a layer of plaster the buildings were installed and work began on the scenery. Trees were made from twisted wire coated with a plaster/PVA/brown acrylic paint mix. Small pads of the material used to stuff teddy bears and the like were added to the branches, spray painted and scatter added, fixed with hairspray. Fences are a mix of bought and home-made as are the clumps of flowers. War World Scenics static grass and various Woodland Scenics products were used for the greenery. Paths vary from garden to garden – some simply painted to represent concrete, some printed surfaces for paving and even fine sand to suggest gravel. The roads are simply painted plaster but I varied the tones slightly – not many roads are a uniform colour.

Conclusion

After about five years' work *Wrenton* is nearly complete. It was my first serious attempt at building a layout – the last try was a very small and crude OO9 affair made 50 years ago. I can see many things that I could have done differently and better – one of the attractions of the hobby is that there is always scope to improve one's modelling and there are always new things to learn. But I hope I've created a reasonably plausible village and something of the atmosphere of a railway passing through it.

Why did it take me until my late 60s to get back into modelling? The usual excuses of lack of space, time and spare cash don't tell the whole story. Browsing magazines and seeing the superb layouts that appear every

4F No.43924 trundles through the station with a coal train. The bracket signal was mostly scratchbuilt with a few Ratio parts.



An Ivatt Mogul approaches with a train of open wagons, whilst a Standard Class 4 2-6-4T (weathered by TMC) propels wagons into the yard.





The modelled buildings are mostly arranged as they are in real life, but some have been repositioned for aesthetic reasons.

month can make the hobby seem quite intimidating, as can the depth of knowledge of many of the contributors. It's easy to say "I couldn't do that" and continue to be an armchair modeller. So I suggest to anyone who falls into that category that you try to make something, however small and simple, and thus start to acquire the necessary skills. Maybe one day you'll make it to the pages of RAILWAY MODELLER!

Further information

Roger describes the construction of *Wrenton* in more detail on his website, which can be found at www.roger-beckwith.co.uk/mr/ and also in a thread on the N Gauge Forum at www.ngaugeforum.co.uk/SMFN/index.php?topic=38682.0.



Warley National 2018 Preview



Welcome to MOMING 2018

Founded by Christopher Payne 14 years ago the idea of *Moming* has been to bring together layouts under the main theme of Modelling Minimum Gauge and display them as a special collective in a corner of a larger exhibition. This coterie of like-minded modellers has displayed layouts at numerous events in the past, at Pewsey, Telford, and Swanley for example,

but this year sees it taking up the invitation to join the Warley National Exhibition at the NEC.

Acting as Moming coordinator, Christopher has assembled a collection of at least 12 minimum gauge layouts this year, including his own *Pyn Valley Railway* which was featured in last month's *RAILWAY MODELLER*.

Minimum Gauge Modelling encompasses, but is not limited



▲ Mike Walshaw's *Scratchy Bottom Halt*, an Emett style railway. Photo: Mike Walshaw

Hook Basin by Richard Williams, an 18" narrow gauge wharfside scene to 1:25 scale. Photo: Craig Tilley



▲ **Afon Adit** is a supposed narrow gauge line serving a gold mine in the Welsh Hills, brought to Moming by Martin Rich. It is modelled to O9 scale representing 18" prototype gauge. The model was inspired by the real Gwynfynydd Gold Mine near Dolgellau. Photos: Martin Rich



to, 1:25, 1:24, 1:22.5 scales on various track gauges to suit the prototype being depicted.

Even if narrow gauge is not your own personal choice, take a look at the exhibits which offer lots of modelling hints, tips and techniques applicable to other scales too.

See also Bill Flude's *Derwent Road* in this issue on page 1028 which is also appearing under the Moming umbrella.

MAIN
ENTRANCE

MOMING 2018



Editor's choice Steam Era layouts

If Britain's steam era is your preference, make sure you make time to see these layouts in action.



Broom Junction is a splendid 7mm scale layout representing the real junction on the Stratford on Avon & Midland Junction Railway, which became part of the LMS at the Grouping.

Authentic operation is the key to this model which was built by members of the Warley Model Railway Club over 25 years ago. It is making its farewell appearance this year.

Photos: Steve Flint or as credited



Memories of steam hauled excursions to southern holiday destinations in the 1950s and 1960s is captured exquisitely by Richard Harper's 4mm scale P4 model of Sidmouth terminus.

Again authentic operation is the key to Richard's amazing model which took several years of painstaking research and several visits to what remains of the site to capture the atmosphere of the East Devon terminus which closed in 1967 after 93 years of operation.

Photo: Paul Bason



If locomotive shed layouts fire your imagination, then Roger Ellis' Waterloo Road is worth making a bee line to.

Roger has faithfully replicated all the functions of a steam age servicing facility and will be demonstrating the stages which engines used to pass through as they were made ready for their next turn. A bit of modellers' licence enables him to operate a variety of locomotives from different localities.

Photo: Ray Lightfoot



Out with the old... farewell to *New Bryford*

As well as *Broom Junction* bowing out of the exhibition circuit (as highlighted on the previous page) another memorable layout which has travelled far and wide since its inception is *Bryford Road*, an OO gauge diesel era layout which has had a life rather like that of an ageing rock band with several different line-ups down the years.

The anchorman throughout however is Mick Bryan, from Langho, being its founder back in the 1990s, though its heritage goes

back even further. In 1985 Mick started the construction of his previous layout *Bryford Road* using code 100 Peco track.

The layout appeared in the May and June 1987 issues of *RAILWAY MODELLER* and spent several years on the exhibition circuit.

Mick had hoped to extend it but the introduction of the finer Peco Code 75 track at about that time forced his hand and he started afresh – *New Bryford* was born in the early 1990s.

The first incarnation included a cement



The first iteration of *New Bryford* as it appeared in the early 1990s complete with a Castle Cement terminal and an international freight forwarder's warehouse; both of which would occupy the old goods yard.



depot which had been 'borrowed' temporarily from his friend and fellow operator Steve Moore, who had built it for his own layout *Moore*.

Later the cement terminal was removed and a new Leisure Centre building was constructed.

The layout appeared in the model press



Keeping up with modern times. *New Bryford* featured typical 1980s and 1990s Railfreight services, just prior to privatisation. Beyond the station was a steel stockholding warehouse with private siding.



By 1999 the station had acquired the Holland Bank Arena, the concept being based loosely on the Manchester Arena, built partly over Manchester Victoria station.



▲ **New Bryford** in its final guise, and how it will appear at the NEC this year: bang up to date depicting the recent UK rail scene and now with the Red Rose shopping centre.
Photo: Andy York, courtesy British Railway Modelling

in 1994, then later in the October 1990 edition of *RAILWAY MODELLER*. Shortly after that Mick sold the layout to a private buyer.

That, he thought, was the end of the line for *New Bryford*, and began to draw up plans for a new scheme. But *New Bryford* appeared on the market again in 2009. Intrigued, Mick and another friend and fellow operator, Pete 'Spike' Taylor bought it back again!

A full refurbishment took place, with new scenery and buildings – Spike's forte – and conversion to digital locomotive control was undertaken.

This third and final version, as seen above, took to the circuit once more, and that is how it can be seen at Warley this November, over 25 years since it first appeared.

Mick meanwhile, is back to contemplating seriously what to do next.



Editor's choice D&E era layouts



For the purposes of selecting my choice of diesel and electric era layouts, I've assumed the cutoff to be 1968, when main line steam traction was banished by the then British Rail Board.

First port of call is Steve Farmer's delightful little N gauge study of 1970s British Rail in Staffordshire, all of which he managed to squeeze into a footprint of only 4' x 2'. *Lymebrook Yard* proves that anyone has room for a superb layout which is oozing with 70s atmosphere – you can almost hear Queen's *Bohemian Rhapsody* issuing from the open door of the workshop at the end of the goods sidings.

Photo: Paul Bason



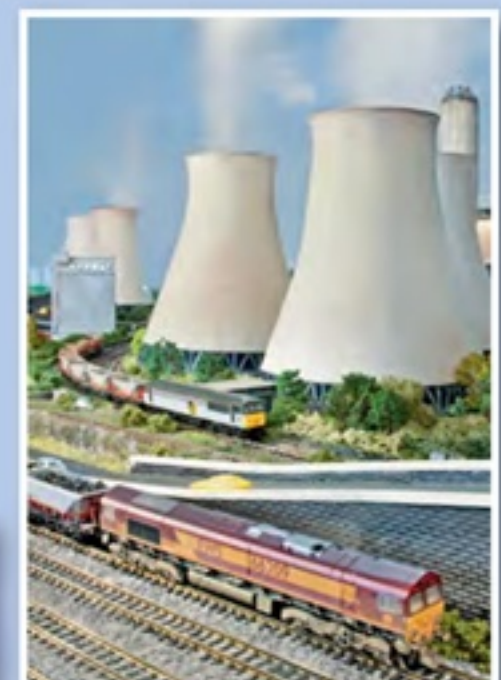
Another favourite of mine is Ian Blackall's *Tidworth* terminus in OO gauge. This really takes me on a trip down memory lane into Network SouthEast territory, and the tail end of the Railfreight Speedlink era. A china clay

terminal and freight forwarding depot (left) provide lots of operating potential on this end-to-end layout of manageable size.



For sheer theatre and amazement, don't miss Didcot A Power Station in N Gauge. It's a great depiction of the former coal fired generating station that used to be situated alongside the London to Bristol main line in Oxfordshire.

The cooling towers really do pour out real steam, thanks to an electric disco 'smoke' machine concealed beneath the baseboard, no dry ice. As well as the MGR coal trains to and from the power station sidings, there's plenty of passenger train action too.



For younger, and very young, visitors to the NEC show



▲ Children get to grips with running *Awdry St Nicolas*, the Thomas the Tank Engine line. The layout will be available at the NEC show for visitors' children to have a go.

Whilst this hobby is often perceived as being for adults only – there are special displays within the exhibition put on for youngsters that will surely change a few minds – be they young minds or old ones.

Firstly for the very young is the Warley Club's Thomas the Tank Engine OO layout, *Awdry St Nicolas*. Every year the information desk at the show fields questions from adults accompanied by children.

"Is there a Thomas layout here and where is it?"

Awdry St Nicolas is the club's third Thomas layout. The previous two had served their purpose, and the format pleased the children. Designed with children in mind, it is exhibited lower than most exhibition layouts, although it gave most of us backache whilst we built it. Nevertheless, it is the right sort of height for the younger operator.

Something simple in design was the order of the day, and thus *Awdry St Nicolas* is a basic four track circuit, the

sole purpose of which is to let as many children as possible experience the excitement of 'driving' a train.

Why *Awdry St Nicolas*?

Well obviously 'Awdry' in memory of the man – The Reverend Wilbert Awdry – who wrote all the stories, and 'St Nicolas' as being the name of the parish church in King's Norton where he was based at the time.

We are indebted to Hornby Railways for making the Thomas range of trains available. Could enjoying Thomas be the first rung on the long ladder of this hobby which has many so many facets? Who knows? Visit the stand with your youngsters and you may well find the answer!

Worsted and Watney

For the not quite so young is the Warley Model Railway Club Junior section layout, the *Watney and Worsted* line.

It was actually started back in 2006 but with juniors coming and going on a frequent basis, it took quite some time to



▲ *Worsted and Watney* demonstrates how junior modellers can develop a train set into a true model railway.

complete, but was designed and built by the junior group members themselves, with some help, advice and guidance from dedicated helpers and parents.

The layout comprises three independent ovals on eight boards (12' x 8'). There is both digital and analogue controls. The running lines are fed by a 10-track fiddle yard from the rear of the layout.

There is no period set for the layout, so one can see Virgin, EWS, steam and many other train operating companies – and even possibly Harry Potter.

During construction, the juniors learned track laying, wiring, soldering, building scenery, adding lights, trees and team building. A new layout was started in February 2018, which will be seen at the Warley show in a couple of years.

Junior Modellers' Workshop

The have a go yourself feature for young persons run by Maggie Gravett and her team is again operating over the duration of the show. Some previous students return to show Maggie the results of their own modelling exploits too – so a worthwhile stop-over.

Thanks to Alf Fantham and Andy Moles of the Warley club for the information.

▼ Warley junior members (l-r) Joel, Jack, Scott, Raj, Keiran and Nathan with the new layout.



Getting to the National Exhibition Centre

The National Exhibition Centre is located almost in the geographical centre of England and surrounded by motorways, railways and even an airport. So it should be easy to get there – but sometimes, it just doesn't seem like that. Then there's the parking. Yes there are a lot of car parks at the NEC and they all seem a little pricey...

So, here is the RAILWAY MODELLER guide to getting to the NEC and enjoying yourself.

Let the train take the strain

With Birmingham International station immediately adjacent to the NEC – a five minute walk in fact – travelling by train is a really good option. Virgin Trains, Cross Country, West Midlands Trains and London Northwestern Railway all serve the station direct with connections via other operators from major towns and cities.

Ticket prices vary of course, but booking in advance can save you money. It's not so cheap if a group of you are travelling together, but at least there's no car parking to pay for at the destination, and it's only a short walk from the trains to the show entrance. Letting the train take the strain can be a relaxing way to visit the show.

www.virgintrains.co.uk

www.londonnorthwesternrailway.co.uk

www.westmidlandsrailway.co.uk

www.crosscountrytrains.co.uk

Can you get a flight?

Birmingham International Airport is right on the NEC doorstep – but that's the problem, it's an *International* airport and most flights are to and from overseas



destinations, with only limited domestic services. Unless you live in Scotland, Northern Ireland, or on one of the islands, flying to the NEC is not an option.

www.birminghamairport.co.uk

Travel by car

The vast majority of visitors to the event come in by car, sharing fuel costs and car parking fees between the passengers.

With access straight off the M42 and A45, providing there's no traffic congestion on the main routes, getting into the NEC site is relatively straightforward, though it can be a bit troublesome at the end of the day when all the exhibitions are shutting simultaneously and an evening show at the NEC's Genting Arena is bringing people in at the same time.

Car parking – buy in advance via the NEC website and save money

Parking at the NEC is often a cause of disgruntlement, mostly in view of the price which will be raised to £16.00 for all tickets purchased upon arrival from this autumn. However, if you purchase your ticket in advance via the NEC website you will get it for £12.00.

It is possible to book your parking up to three months prior to your visit, which both saves a few pounds and gives you a little peace of mind knowing that it is all taken care of before you travel.

www.thenec.co.uk/visitors/parking/

Disabled car parking

Drivers who are blue badge holders may also pre-book a standard ticket but on arrival they should follow direction signs for disabled parking (usually near to the Piazza entrance/Hall 5) and present both the ticket and the blue badge to the attendant. Disabled parking is on a first-come first-served basis so drivers may be directed elsewhere if no spaces are available.

Free parking at selected stations

Whilst most stations charge for parking, certain stations within the West Midlands transport area offer free parking. So another option is to travel to one of these, park up, then continue your journey by train straight to Birmingham International.

Visit the West Midlands Railway website and go to travel-information/car-parks for further details.

www.westmidlandsrailway.co.uk



When it comes to exhibition parking, it's rare to be spoilt for choice. Yet with over 16,500 spaces available you won't need to search for a spot - once your satnav has brought you to the NEC, follow the signs for the show you're visiting. What's more, in addition to a vast choice of spaces you can also pick from a range of payment methods including Pre-Paid Parking*. Don't forget, some shows include standard parking in the ticket price so always check before booking.

*Pre-Paid Parking is only valid in NEC operated car parks and not valid in Resorts World, Birmingham operated car parks at the NEC. Look out for signs when you're here.

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PRE-PAID PARKING

1023

Llantrevellyn

Modelling and words: **ADAM SAUNDERS & THOMAS DOOMEY** Photography: **ANDREW BURNHAM**



It's 1963. Deep in the heartland of Snowdonia a well known line with a little known branch is clinging on to existence; road competition has started to siphon off the much needed passengers, Ivo Peters is out taking pictures before nothing is left of this branch, the final call goes out for Llantrevellyn... this is how an unknown station came to be.

One question we get asked on numerous occasions is "Why are two lads from Newcastle exhibiting a Welsh layout?". Well, back in 2012 after a conversation with a member of our local model railway club regarding OO9





LLANTREVELYN

Scenic area: 4' x 1'. Each grid square: 1ft x 1ft.

we began to research various aspects of layouts, settling on a classic small rural terminus.

After little to no planning at all a track plan was laid out utilising a spare kitchen cabinet shelf as a baseboard. Next we had to give the railway a purpose. Initially freelance, we soon decided we wanted to choose an actual railway as a prototype, settling on the Welsh Highland Railway.

Once we had settled on the track plan and the railway's purpose the next task was choosing a location. After a lot of head scratching and book reading we decided to plant Llantrevellyn in the mountains of Snowdonia about five miles north-east of the village of Beddgelert. This decision stemmed from a plan we discovered for a potential line to Betws-y-coed.

Construction

With this being our first attempt at an exhibition layout, it was decided to keep baseboard construction simple. For the main scenic board we chose to use a chipboard

shelf, meaning the required framework was of a light construction, so a lot of the work could be carried out in our front bedroom/workshop at home. Inspiration for the leg design was taken from a club layout being built at the same time; we adapted the design so that the layout neatly slots onto the top using triangular cutouts to help secure it in place.

The fiddle yard took some more thinking; initial plans incorporated a ladder style but we wanted to save on length, so the next step was to build a traverser, something we hadn't attempted before. Help was sought on the best way to get power from the main line to each storage road, the simplest option being two pins which slide into brass tubes mounted on PCB board, which has served us well. The runners were obtained from stationroadbaseboards.co.uk and have proved to be robust in their operation.

We decided to include the lighting rig into the layout's nameboard to help save on space and materials. Lighting is provided by LED strips fed from the mains via a

◀ Coalmen are busy at work as Welsh Highland 0-6-4T *Moel Tryfan* arrives at the modest station of Llantrevellyn.

◀ An England 0-4-0ST+T sets off with a train of four-wheel coaches.

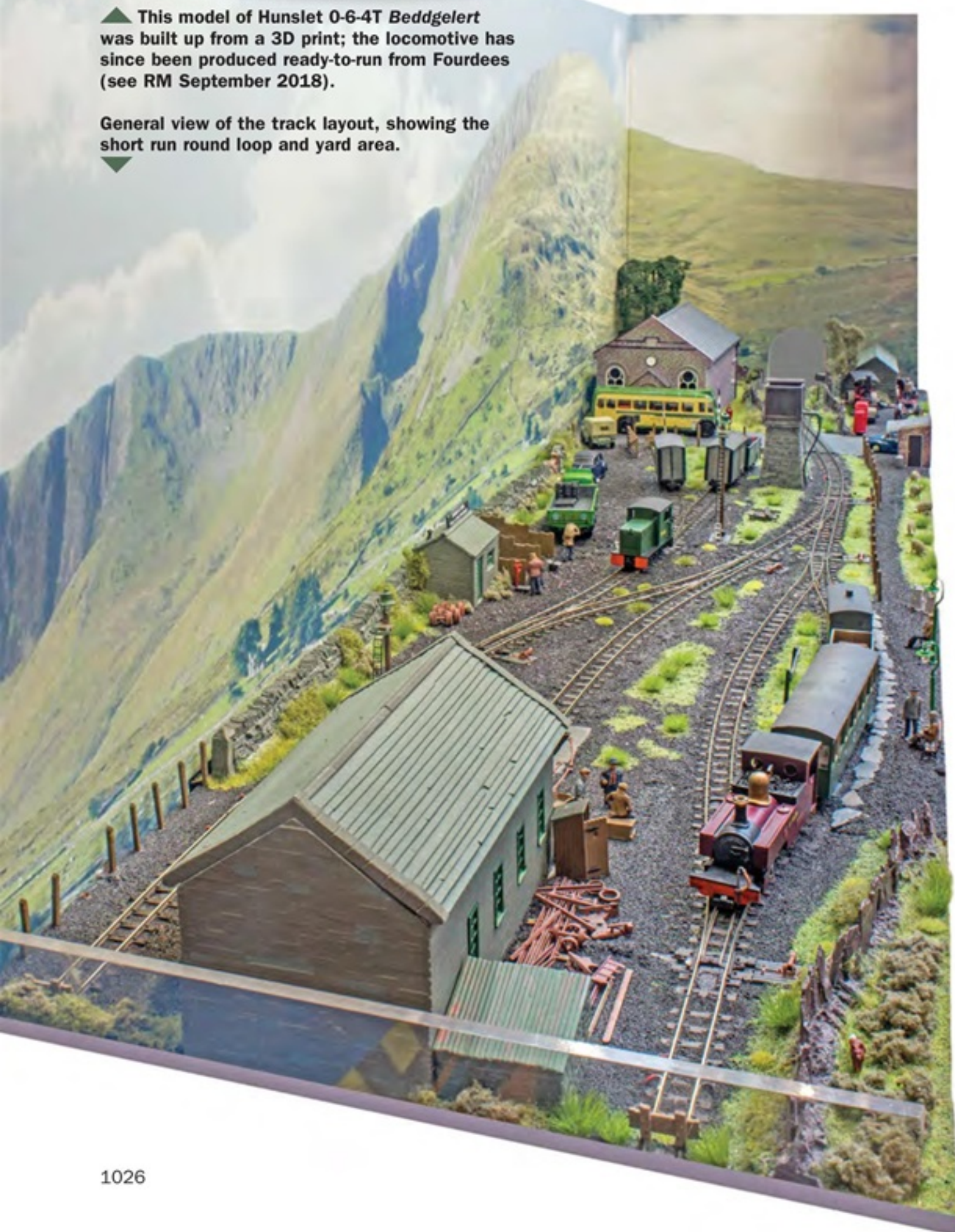
◀ The backscene, depicting a view of the Llanberis Pass, dominates the modelled landscape most effectively.





▲ This model of Hunslet 0-6-4T *Beddgelert* was built up from a 3D print; the locomotive has since been produced ready-to-run from Fourdees (see RM September 2018).

General view of the track layout, showing the short run round loop and yard area.



transformer mounted under the board which supplies 12V dc; these were fitted following a failed attempt at using spotlights.

The nameboard itself represents a large-size version of the running-in board on the platform.

Buildings and scenery

The majority of the scenics were produced using Woodland Scenics scatter, we used a mix of fine and coarse cinders for the track bed and ground cover in the yard. For the grass area we decided to experiment with static fibres dispensed by the Noch puffer bottle system; we were really happy with the results. The slate style fencing used are sections of Jarvis cast resin with the ends trimmed to length.

One feature of scenery that gets mentioned a lot is our photographic backscene; this was produced by ID Backscenes and features an image of the Llanberis Pass in North Wales. It is 15" tall, so adds a great sense of depth to the layout and many people have commented on it.

The buildings are a varied mix of scratchbuilt, ready-to-plant and kits. The impressive single road engine shed (complete with ash pit) was scratchbuilt from plasticard and features a fully fitted out workshop and shed lighting. The water tower was also scratchbuilt in plasticard, being loosely based on the tower found at Dolgoch on the Talylllyn. The station booking office building is a slightly modified Bachmann Scenecraft model of Campbell's Halt on the Ffestiniog Railway. The Baptist chapel is a Hornby Skaledale item, slightly weathered.

Throughout we also have included cameo scenes to add a sense of realism, ranging from the local schoolboys visiting the engine shed, a shepherd rounding up his sheep and the local smith at work in his shop. The local wildlife hasn't been forgotten either, including squirrels in the trees and stoats running about the yard. The layout also features a couple of trees depicting the species found in the area which we obtained from The Model Tree Shop.

Rolling stock

The rolling stock used is a mix of kit/scratchbuilt and ready-to-run with the majority being of either WHR (Welsh Highland Railway) or FR (Ffestiniog Railway) provenance, plus a few 'what ifs' for good measure. Some locos are of particular note:

- Vulcan Foundry 0-6-4Ts *Snowdon Ranger* and *Moel Tryfan*, both Chivers/Five79 kits on Arnold 0-6-0 chassis.
- Hunslet 0-6-4T *Beddgelert*, Robex 3D print on a Graham Farish Class 08 chassis with RT Models motion.
- Bruce Peebles PBSSR (Portmadoc, Beddgelert & South Snowdon Railway) boxcab electric loco, scratchbuilt on a Kato tram chassis.
- Hunslet 0-6-4T *Gowrie*, Mountaineer Models 3D print on a Bachmann 0-6-0 switcher chassis.
- Baldwin 4-6-0T No.590, Bachmann R-T-R.



▲ Russell executes a run round manoeuvre as the road competition is caught in the act of depleting the railway's passenger numbers.

- Peckett 0-6-0T *Glaslyn*, Fourdees R-T-R.
- Peckett 0-6-0ST *Volunteer*, RT Models kit on a Graham Farish 08 chassis.

We have also been lucky to have the odd visitor to the layout at exhibitions, ranging from a dinky Joe Works Bagnall *Huw* to a Paul Windle Mallet kindly provided by fellow OO9 modellers. A regular performer on the layout is our railcar built from Dundas Models Welsh Highland Bro Madog coach and a Kato 105 chassis.

The passenger and freight stock is a mix of Dundas, Worsley Works and Mercian Models kits, all suitably weathered and fitted with the unobtrusive Greenwich automatic coupling system which works by placing static permanent magnets at locations on the layout such as sidings, headshunts and run round loops. The most interesting vehicle in our freight stock is the large six-wheel Cleminson coal wagon kindly built for us by our friend David Burleigh, unique in the fact that the WHR only had one vehicle of this design and also that only two models currently exist.

Road vehicles

Even though Llantrevelyn is a remote village in the Welsh Mountains, believe it or not there is road access. The vehicles we tend to

The diesel is a 3D printed body (via Shapeways) on a Roco chassis, inspired by a standard gauge loco built by Kerr Stuart.

use range from Crosville buses to a steamroller: the vehicles are a mix of Base Toys, EFE (Exclusive First Editions), Corgi and Oxford Diecast. The majority have been suitably weathered to take away that 'fresh out of the box' look.

Thank you

This was my and Thomas's first venture into an exhibition quality layout and also my first OO9 layout; without the help of a few close friends providing advice and support we would still be staring at the drawing board. So thanks to the members of the Tyne Tees OO9 group; our friend Tom who scratchbuilt the engine shed, pit and water tower; and also thanks to members of Perth Green Model Railway Club in Jarrow.

Welsh Highland Heritage Railway

One of the aims of exhibiting *Llantrevelyn* is to promote The Welsh Highland Heritage Railway in Porthmadog. Thomas and I would highly recommend a visit to anyone wanting to learn more about the varied history of the Welsh Highland Railway, its predecessors and successors and take a trip behind the only surviving locomotive *Russell*. More info can be found at www.whr.co.uk



On the narrow gauge of today...

Derwent Road



BILL FLUDE was inspired by the Leighton Buzzard Light Railway to build this compact layout in O9; although the scale/gauge combination results in a narrower gauge (18" instead of 2'), the way modern housing has enveloped the railway replicates a typical LBLR characteristic.

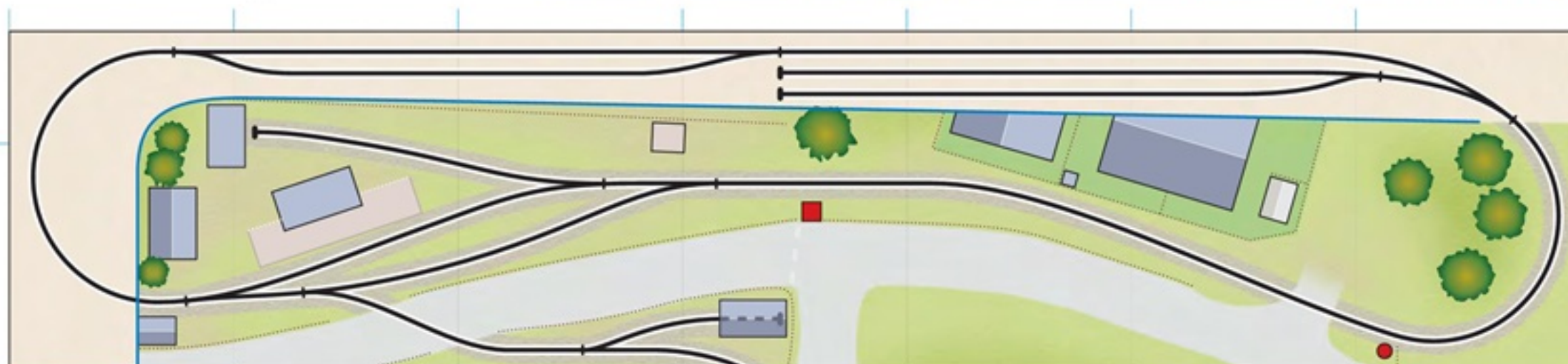
Photography by Ian Manderson

Derwent Road is in Leighton Buzzard, Bedfordshire. If you go to Derwent Road you won't find a narrow gauge railway sneaking down the side of the road, however a short distance to the east you will find the 2' gauge Leighton Buzzard Light Railway, the inspiration for my model. This unique railway runs through a housing estate: the railway was built to carry sand just after the First World War, and ran through open fields from the many sand pits to an interchange with the standard gauge. As Leighton Buzzard expanded, the housing estates were built around the railway.

I have modelled a line with a gauge of 18" set in the mid-1980s where sand trains still run the full length of the line; the preservation society only operates its trains as far as the loop at Derwent Road.

I decided to use O9 (9mm track with a scale of 7mm/ft) again, as I already had stock from my *Buttermere Mining Company* layout [see RM March 2016 – Ed.] that I could also use on the new project. I hoped to be invited

A works train for the sand company crosses the road and heads off to the extraction pits. The twin railcars await departure.



Derwent Road Overall layout size 7' x 1' 6". Each grid square = 1' x 1'.

Empty vee-skips are dispatched to the pits. Track workers chat to the PC who ensures that they and local youths are on good terms.

to exhibitions so the layout had to fit into my small car; the two boards could only be 42" long and 18" wide. I decided that the layout should be easy to set up and must be operational within 30 minutes of getting to the venue.

Baseboards and backscene

I used 9mm ply to build *Buttermere* but decided to use 6mm for this layout as the two boards have the backscene and proscenium arch built-in, to give a rigid structure. I gave my local timber merchant a cutting list and within an hour I had a large number of very accurately cut bits of high quality ply. A couple of boxes of screws and copious amounts of PVA glue turned the ply pieces into two light but very rigid baseboards.

The layout is supported on the same adjustable metal trestles I use for *Buttermere* but because *Derwent Road* has two baseboards, two aluminium girders rest on the trestles and the boards sit on them. Lights, DCC system and an MP3 player with speakers are built into the baseboards. Trains can be running in around 10 minutes and the layout can be fully ready for display within 30 minutes.

The built-in lights are the 'LEDs on a roll' type. After some experiments I have used four strips running the length of the scenic part of the layout; three of them are warm white, the other cool white, which gives a good balance of colour and brightness. A single strip of the cool white ones lights the fiddle yard.

I wanted to try a photographic backscene. I had visited the real Leighton Buzzard line a few times and taken hundreds of photos of the railway, its surroundings including buildings, and realised that Thornbury – the town that I was working in – had houses that were to the same design as ones in Leighton Buzzard. On a nice sunny day I took the photos for the backscene in Thornbury!

The backscene was produced from a set of six photos taken with my digital SLR, the images stitched together in Photoshop and then the completed file was taken to a local graphics firm which printed it onto vinyl material which was trimmed to fit and glued to the ply backscene.

Buildings and scenery

The buildings were mainly scratchbuilt from styrene sheet and sections, but a couple of the sheds were picked up on eBay. DAS clay and blue foam was used to shape the ground contours and then static grass was applied using my bargain-basement £4 applicator followed by ground foam. The roads were made from mounting board with styrene

Three loaded skips emerge onto the scenic part of the layout; the curve to the fiddle yard is masked by a couple of huts.





▲ A works train heads into the loop to allow one of the preservation society's trains to enter the station.

◀ The railborne snack bar was modelled on some found in Wales; its hatch opens and closes via DCC.

1970s housing contrasts sharply with industrial narrow gauge trains.



kerb stones; drains and manhole covers 'by Giles' (bygiles.com); metal fences from Peco; wooden ones from stripwood cut using the basic NWSL chopper, the bits glued together and weathered with acrylic paint with ink/alcohol washes. Brass tube was used to make the two street lights.

The point rodding is the 4mm Wills product; although underscale it looks convincing with the small gauge. Peco OO9 track was laid on Woodland Scenics N gauge foam underlay with N gauge ballast.

DCC and other electrics

Motive power has DCC decoders fitted and in some, if space permits, sound. A Digitrax DCC system with a mixture of wireless and tethered throttles is used to drive trains and control points. The points operate using Cobalt IP DCC motors; a series of routes has been programmed, allowing several points to be set by pressing a couple of buttons. The 'Tea Van', inspired by the ones that used to run on the Talylyn and Fairbourne railways, has a DCC-controlled serving hatch.

The built-in sound system plays a random suburban sound track with bird song, road vehicles and some train sounds. I used a program called Atmosphere to produce an hour-long track that plays on a loop.

Stock and operation

Locos, coaches and wagons stock are a mix of scratchbuilt, kitbuilt and 3D printed items; a few have been completed as their designers intended but most have been modified. Greenwich couplers with tiny neodymium magnets allow hands-off uncoupling.

Operation is fairly simple: empty sand



▲ Empties and fulls for the sand company circle the layout whilst the preservation society's workings shuttle to and fro.

The wealth of small details available for 7mm scale means that distinctive wagons can be created simply and inexpensively. ►

trains run clockwise, full ones anti-clockwise, preservation society trains run from the fiddle yard as far as Derwent Road, run round and go back again. For a bit of variety we can run engineering trains and light locos, whilst the 'Tea Van' has to be delivered at the start and collected at the end of each day. It was clear after a few exhibitions that trains spent a long time running through the fiddle yard; also when operating from the front of the layout, trains in the fiddle yard cannot be seen, so a couple of car reversing cameras and screens were installed. The fiddle yard has also been modified to allow a more frequent train service to be maintained to entertain the watching hordes.

An enjoyable challenge

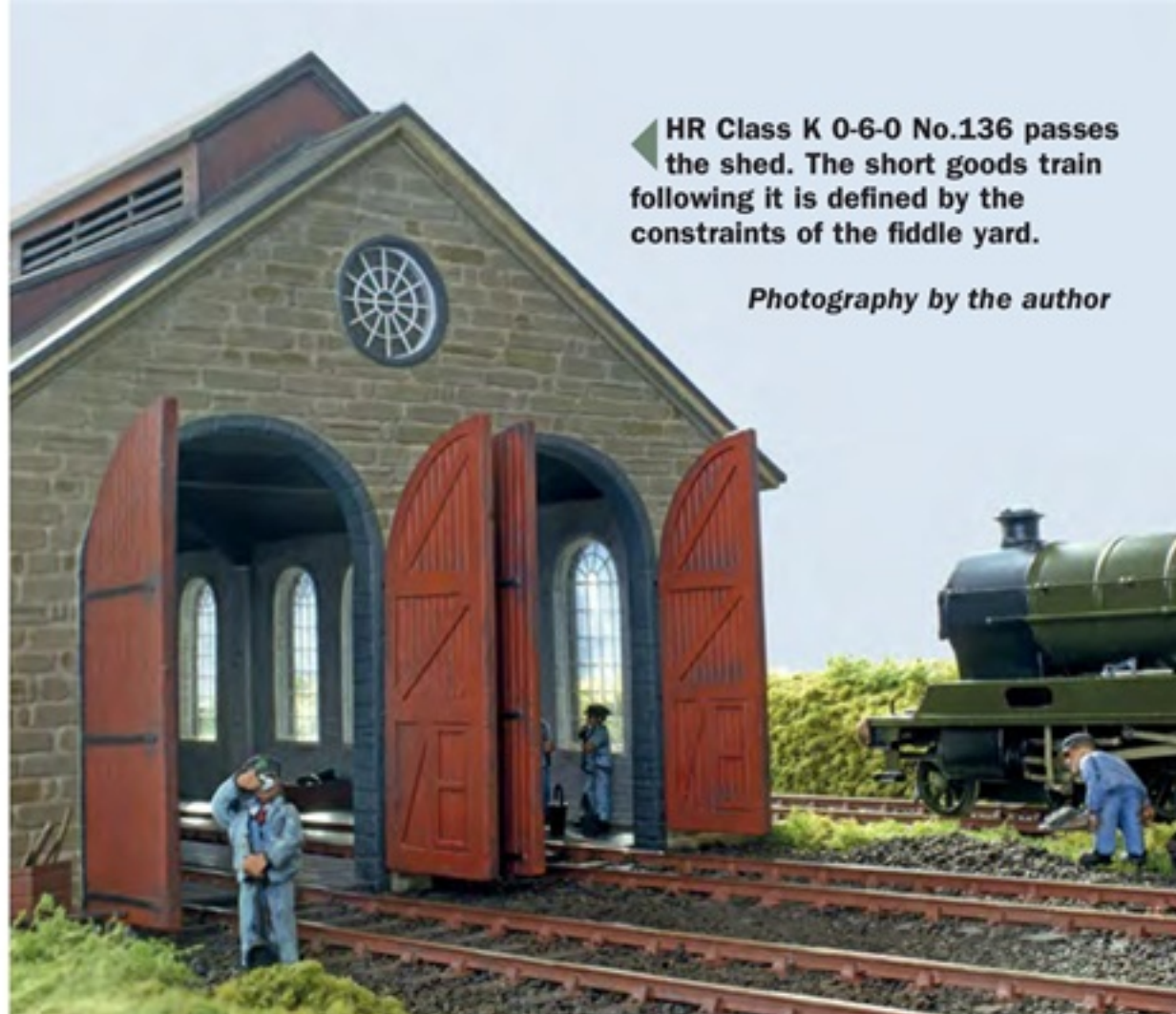
When I started to design the layout in 2016 I did some sketches, and *Derwent Road* has turned out pretty much as I envisaged it. It has been an enjoyable challenge to model the suburban scene.

My thanks go to the members of the NGRM-Online forum for the encouragement and support, my good friends who operate the layout at shows, and to Elaine for putting up with the layout and general modelling clutter all around the house.

► The gradual expansion of suburbia means that in places there is barely enough room for the trains to pass modern installations.



Creating Crioch - part 2



HR Class K 0-6-0 No.136 passes the shed. The short goods train following it is defined by the constraints of the fiddle yard.

Photography by the author

PETER FLETCHER continues his description of how to build a small fold-away layout in 4mm scale. This month – the structures and trackwork.

This layout, *Crioch*, portrays a small engine shed on the Highland Railway in Edwardian times. There is a through main line on one side of the scenic board, but the principal structure is the model of Tain engine shed. The majority of the shed's construction was carried out before the track was laid to ensure that clearances were adequate all round.

The scratchbuilt shed was made as a 'kit of parts' using 3mm plywood as the structural shell covered with plain and stone-embossed plasticard, as seen in Fig. 1.

The semi-circular arched windows were a challenging feature for this average modeller to tackle, especially as the plywood I used, from the local superstore, tends to splinter at the mere sight of a craft knife.

Walls and windows

To start, some window glazing etches in brass were obtained from Lochgorm Kits. These are made to the dimensions of those in the ex-Highland shed at Aviemore and as such were suitable for my model.

A small wooden template was made as a guide for cutting out the side window apertures. Fortunately the etches for the rose windows in each gable end of the shed matched the diameter of an American 1c coin – so that was used as the template!

Windows and door shapes were drawn in pencil on the plywood at the correct positions. To form the circular arches a series of small holes were drilled within the pencil lines and the bulk of wood for each opening was removed. Thereafter, each window shape was gradually filed

out to fit the template. Stone-embossed plasticard was then glued to each side of the plywood in turn and the windows and arches recut and filed once again to shape. The embossed card on the outer edges was left slightly longer than the length of each section to allow corner stonework to be formed once the structure was assembled.

To get the window etches to locate, a rebate of plastic micro-strip was worked around the inside of each window opening. You can see these in Fig. 1. The brass etches then were sprayed with a matt white paint and set aside until all the walls were painted. Painting first enabled me to get some variation in stone colours, add some light weathering, and create an impression of mortar. Stonework was painted principally with Humbrol No.187

dark stone, but with some use of No.84 matt mid-stone and No.121 matt pale stone, all washed with a very thin coat of dirty black paint. The darker stone around the windows and door arches is Humbrol matt black No.33 and weathered. The painting tasks were completed before window frets were added, and only then were the two shed sides and two gable ends glued together.

During assembly and before the glue cured, the alignment was checked frequently with a small engineer's square. After trimming the over-length embossed card at the ends of the side walls, I filed the stone courses lightly around the corners of the building and touched up the paintwork as required. The shed at this stage can be seen in Fig. 2 and was retained without the roof until the tracks were laid.

Fig. 1. Walls and window construction

Experience has taught that model buildings are always prone to warping with changes in temperature. Bowed walls and sagging roofs can dent the confidence of the modeller quickly and potentially destroy hours of hard work. To try to mitigate such effects, *Crioch* shed sits around a 3mm plywood shell which was covered with simulated walling via embossed card. This means that the walls should retain their shape at all levels. Moreover, two sturdy wooden A-frames were made to keep the tops of the side walls at the prescribed distance and to provide extra points to which the roof could be fixed later. The left-hand photo shows the outer sides of the walls, whilst the right-hand photo shows the inner sides.



Fig. 2. Assembly

The walls were glued together and checked frequently for squareness before the glue cured completely. Painting has been completed at this point but adding the roof was left until after the trackwork was laid, so that clearances could be checked at the door arches.



Roof and doors

The roof was formed from two pieces of better quality plywood sourced from a local model shop, glued to each gable and the pre-fabricated A-frames. Slate-embossed plasticard was added. The distinctive smoke vents of Tain shed were then modelled with the aid of photographs using small plywood formers and microstrip, a task that required time rather than skill and ingenuity. This part completed roof detail is seen in Fig. 3.

The final touch was provided by Lochgorm Kits etches of Highland shed doors, again based on those at Aviemore shed which still survives today as part of the Strathspey Railway.

The thin brass door etches have been glued to 1mm plywood to give a more prototypical thickness and enable three very fine holes to be drilled to take Peco track pins that act as hinges.

Matching holes were drilled in the stone arches to take the pins with the result that each door was simply pushed into place without any need for glue. The resultant slight gap between door and stone reveals three simulated hinges per door. Shed door clearances are tight but quite adequate for the largest locomotives, as indeed they were on the original.

The Highland Railway appears to have used copious quantities of sienna-brown paint for its wooden structures. The exact shade of this colour is shrouded

in mystery and so Humbrol No.100 matt red-brown was chosen for the shed doors. See Fig. 4.

Trackwork

Work on the shed took some time, but once the shed door arches had been made I could position it on the baseboard and align the track accordingly. The track is from SMP, suitably painted and ballasted with a cinder product purchased many years ago from W&T [Ed. – this item is now available from Scale Link; see www.scalelink.co.uk]

The one point was handbuilt using the copper-clad sleeper construction method. The tiebar is moved by a small sprung pin soldered at right angles to a brass spigot fixed under the baseboard. A threaded rod turning in a brass nut also under the baseboard, acts as a screw mechanism that pushes against the spigot to change the point. Turning the screw back the other way takes the tension off the spigot spring and changes the point back. The rod movement also activates a microswitch that changes the polarity of the live frog. This simple mechanical method ensures that the point blades move relatively slowly and avoids any sharp movement that might damage the point blades or the tiebar. Although I've used EM gauge trackwork, OO alternatives are equally suitable.

Utilising 12V dc control means

Fig. 3. Clerestory roof ventilators

Slate embossed plasticard forms the outer layer of the plywood roof. The roof ventilators were added from small plywood formers and Slater's Microstrip.



Fig. 4. Shed doors

The shed doors do not operate, they are purely cosmetic made from Lochgorm etches fixed to thin ply to give them a true-scale thickness.



Fig. 5. Track switches

Being controlled by 12V dc analogue, the trackwork required splitting into separate electrical sections, so that several locos can be accommodated on the layout at a time. The section switches were fitted into a small enclosure on the main board which will be hidden beneath the scenery.



isolating sections are required if more than one loco is to be deployed on the layout. The switches for the sections were fitted onto a small panel at one side of the baseboard. A wooden case, as shown in Fig. 5, around the switches was made with a removable lid so that scenery could cover the switch panel at a

later date but allow easy access for maintenance.

Coming next

In the third and final part of the series Peter describes how he added the scenery.

Tooting Trams

London Transport tramway modeller and proprietor of Kingsway Models **JOHN HOWE** explains how he built this 4mm tram layout depicting a south London suburban scene in the late 1940s. *Photography by the author*



My two previous London tram layouts were based upon real locations with unusual features; *Kingsway Subway* (RM February 2006) had trams running in a subsurface tunnel and along a reserved track on the Embankment, and *Dog Kennel Hill* (RM September 2008) comprised a quadruple track running up a 1:10 hill.

They were exhibited for a time until, in 2013, my wife Jenny and I moved from Essex to Buxton, Derbyshire where I gave much contemplation to what I might build next.

I yearned for a more typical London tramway than those depicted in the previous layouts. This time I wanted double track street running in a location no more specific than urban postwar south London.

Knowing my limitations

Tramway modelling remains an odd corner of the hobby that has many very talented individuals who can create marvels of

miniature engineering. Unfortunately I am not among them!

Firstly I avoided having to install and maintain overhead wires for the trams, as the layout is based on that large part of the London network that used the conduit system of current collection.

Secondly, although the passenger tramcar fleet in postwar London was wholly of the twin bogie variety, previous experience with such tramcar mechanisms had left me despairing, so I chose to use four-wheel mechanisms hidden behind the dummy twin bogie sides hung from the body.

Trackwise, I use standard Peco code 100 items with small radius live frog points, the live frogs overcoming stalling problems which can occur with small wheelbase bogies running across dead frog points.

For the double track junction, Y points have usefully saved some length, although as the crossing is unavailable as live frog, the

▲ An aerial view of the war memorial in Trinity Square showing St Jude's church. The tram passenger in the yellow mackintosh waits for his tram in the open whilst the bus passengers enjoy the stylish shelter that was designed by Charles Holden. London buses and trams generally had separate stops. The parade of shops is typical of hundreds throughout London, and adorned with business signs and posters.

layout does reproduce the real danger of tram cars being 'stuck on the dead'. The prototypical practice of a small burst of acceleration helps to maintain progress.

Accepting these limitations may not suit others, but it gives reliable operation and allows me to concentrate on the aspect of modelling that I enjoy most: creating an environment which includes suitable buildings, vehicles and advertising posters which reflect the supposed period and location.

London's trams ran for the last time on the

night of 5 July 1952. With such a definite cut-off, one has to be very careful to avoid anachronisms.

Finding the space

This layout is housed permanently in my workroom on a 'ladder rack' shelf system. The room is L shaped and the layout has now reached the largest possible extent, being bounded by the window in one direction and the door, in the other.

For the first section around the U shape I built simple baseboards 18" wide, using softwood frames topped with 6mm plywood. Coach bolts and wingnuts hold the boards together and the surface is about 46" above the floor.

I would have liked to have had a typical 'stub end' terminus arrangement, but I find that the prospect of running a car 'backwards' with a driver at the trailing end would upset me almost as much as running it alongside a Routemaster bus! For this reason I use hidden return loops.

A great advantage with trams is that the loops can be of considerably tighter radius than on a railway layout, especially with my four-wheel mechanisms. I find that curves of less than 4" radius are quite possible. I have a circular card template with quadrants cut to radii of 3½", 4", 5" and 6" that I use when laying track. A good quality code 100 flexible track such as Peco can be coaxed into such

An aerial view of the double track junction by the Black Cat Tavern shows four E1 cars in standard and rehab form, and with single and double trolley poles. Much of the London system ran using power rails under the road to supply the current to the car by means of a 'plough'. The 1" wide slot between rails presented an additional hazard for cyclists.



tight turns. My practice is to glue the track down with Bostik All Purpose adhesive using drawing pins to hold the track in place whilst setting.

Layout design

In order to illustrate the 'typical tramways' of London, I wanted to incorporate a double track junction, and a depot, and wanted some degree of choice of route for the cars. All this needed to be achieved with as much standard double track as possible. With these requirements the layout pretty much designed itself.

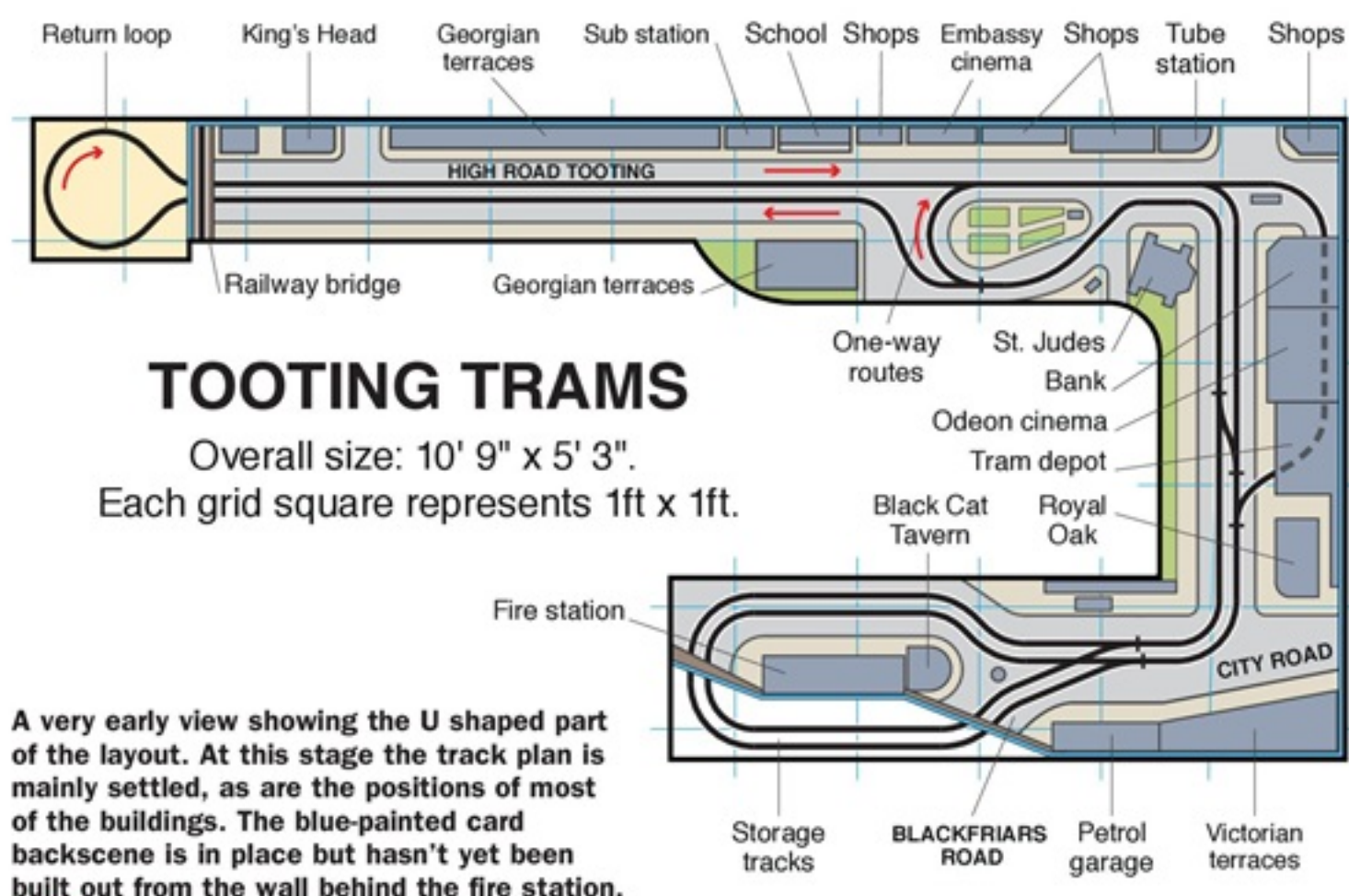
Because the trams ran in streets alongside other traffic, roads need to be wider than those often seen on model railway layouts. Most of the London system allowed space for at least one lane of other traffic to pass between the tram track and the kerb.

Providing a depot was more difficult. Most London depots provided access to the

▲ **Tooting Common Underground station – a fictional name but doubtless on the Northern Line. The Charles Holden architecture suggests Tooting Broadway or South Wimbledon stations. An STL double decker dating from the mid-1930s rumbles by.**

adjacent running lines in both directions. Using standard railway points, this was impossible. I decided that a visually acceptable alternative was to install a crossover outside the depot in order to allow cars to be reversed in order to gain the required track. There is also a rear entrance (a not unknown arrangement).





For the other side of the U shape, I considered an arrangement where separate lines ran in parallel streets. Sketching it fullsize, it appeared too squashed on an 18" board so instead I adopted the Trinity Square 'one way system' – a nod to those at Vauxhall and Westminster, albeit on a smaller scale. This provides the means to turn a car short, enabling it to take the rear entrance to the depot, where there are isolated sections for five cars.

As I laid the tracks around the first section of the layout, I thought about an extension. A further 6' of straight wall lay beyond. Here the boards would have to pass above my desk. I decided to raise the tracks at a 1:10 gradient as on *Dog Kennel Hill*, but for just 30". This gave increased clearance over the desk, with straight double track climbing to a hidden loop beyond another bridge.

With the required features in place, I now had to visualise the scenery suitable for this London tramscap – quite different from the previous layouts where I worked from actual places.

Searching old maps

Wishing to use names that gave the right atmosphere, I searched some old maps and chose Tooting. I wanted an Underground station, and the Charles Holden designed Tooting Broadway building has always been a favourite. In order to avoid being too specific, I called it Tooting Common.





▲ Tram tracks form a one-way system in Trinity Square similar in principle to those that were employed at Westminster and Vauxhall. The left-hand car is waiting at the terminal point to run back along the other side of the square, and perhaps return to the depot. The second car will take the left track and follow the main line up the hill to the King's Head. Across the square is the art deco styled Embassy cinema.

The tram depot building is based on one of the entrances to Camberwell depot.

Many of the south London tram routes that didn't venture through the Kingsway Subway to north London used a large double track loop crossing Blackfriars and Westminster bridges to the Embankment. The similarity to my smaller loops suggested that this might be the City end of the layout. Similar games named the roads around the layout.

Scenery

Buildings in the 1950s would have been mainly Victorian and Edwardian and, due to the recent war and air pollution, would look rather rundown but with the gaudy and prolific advertising posters of the period. Railway overbridges also carried large painted adverts on their spans.

The buildings are mainly from my own range of card building kits (Kingsway Models) in either standard or modified form.

The viewable length of the layout is about 16', so a large number of buildings were required. There are three pubs, 14 shops, two cinemas, 18 private houses, a fire station, school, bank, Underground station and church. A classic-style substation complements the LCCT depot.

Backscene

The card backscene is about 12" high, and was painted sky blue using emulsion matchpots from a DIY store. To this were glued printed pictures to give depth. At the City end, the backscene follows the railway overbridges. Similar backscenes can be seen

Fleet No.	Class	Built	Notes
2	E1x	1930 rebuild	Ex-LCC car 1370 was damaged in an accident in 1933 and rebuilt in modern style with a domed roof. Renumbered 2, it ran until the final day of operation in 1952
1514	E1r	1910	Ex-LCC. Rehabilitated in 1936, fitted with flush side panels and inset destination equipment etc
1574	E1	1910	Ex-LCC standard E1
1802	E1	1922	Ex-LCC standard E1
2111	UCC	1930 – 31	Feltham ex-MET 367
2145	UCC	1930 – 31	Feltham ex-MET 376

underneath the bridges, providing continuity as the layout is viewed from the front.

Lighting

Around the U shaped section, an LED 'warm white' illuminated strip under the shelf above gives excellent light for operation, and photography. Along the High Road the layout nears the window which provides natural light. LED lampposts throughout the layout are from the excellent range available from Layouts4U (www.layouts4u.net). The two cinemas and Underground station are lit internally.

Controls

The up and down lines are separately wired through DPDT switches to the twin outputs of a Morley Vector controller and have multiple switched sections. Each of the City loops holds three tramcars. The loop at the top of the hill can hold four, and the depot five. Wire pushrods control the points.

Tramcars

In the postwar period, most London passenger tramcars looked very similar. Tower Models plastic kits produce the London E1 Class and the Feltham [Ed. – now available from Bec-kits: www.bec-kits.co.uk]. With reference to photographs the E1 kit can be bashed into different variations. The Feltham kit enables the cars to be built and

run with the trailing doors open, as per prototype. The front doors were only used prewar. Note that the centre entrance Cissie prototype (also from Tower) never received a plough carrier, and so was unable to run on conduit track.

For E1s I use the small four-wheel mechanisms from the erstwhile Bachmann Underground Emie track inspection trolley. The wheelbase matches the inner axles of the two bogies. I glue a dummy 'wheel' inside the bogie frames where the outer axles should be. For the Felthams, I use a longer Tenshodo SPUD unit in similar fashion.

Conclusion

I'm very happy with the way the layout has come together. Although the location is fictional, the ingredients are drawn from fact. A few ongoing scenic changes have been made, but the design has proved satisfactory.

Kingsway Models

In 2006 the author started a range of 1:76 scale London bus garage kits, which has expanded to include many kinds of buildings. They are produced to order by himself in limited numbers. Details can be found at www.kingswaymodels.com

“Would you stand still for a moment please, madam...?”

Lower Exbury

Photography by Steve Flint

Having acquired a small 4mm scale quayside layout from a fellow exhibitor on the show circuit, **ALISON BARKER** of the Southampton MRS decided it needed a small splash of colour to set off the muted 1950s tones. So with the serendipitous assistance of Modelu at a recent South Hants MRS show, a period version of herself 76 times smaller was created by scanning and 3D printing!

I first saw *Lower Exbury* at the Wells exhibition in August seven years ago. The 4mm scale creation was constructed by Jo Palmer in response to Chris Challis's Scalefour Southwest P4 Layout Challenge, set in 2009 to build a layout to show at Railwells in 2011. With only two years to design and complete it to the standard expected Jo, who freely confessed to little model making experience, took the advice, mentoring and assistance offered by more knowledgeable friends and family, keeping both the track plan and construction methods as simple as possible.

My husband David and I saw it in Wells, were taken by the charms of *Lower Exbury* and, being involved with the organisation of the Southampton Model Railway Exhibition,

immediately asked Jo to bring it over from Teignmouth to the SMRS show in Eastleigh the following year, where it turned out to be a strong contender to win the Best Layout award.

Fast-forward a few years to September 2015; we visited Scaleforum at the Stoke Mandeville Stadium in Buckinghamshire – and imagine my surprise when I saw a sign indicating that *Lower Exbury* was for sale! Having bought David a privately-owned OO gauge engine shed layout for one of his big-number birthdays the previous year, a few (less than subtle) hints were dropped. Contact was made with Jo in the hope that Dave could buy me a suitably retaliatory gift for an upcoming big birthday too! She explained that with the continuing growth of

her picture-framing business in Devon and her expanding involvement in the industry trade body, she was regrettably unable to commit ahead to the weekends her exhibition layout's bookings deserved. A favourable deal was negotiated within days and delivery arranged a couple of months later, enabling me to take over officially as custodian of *Lower Exbury* from the end of December 2015.

Around the layout

Set at the end of July 1952 and inspired by the New Forest village of Exbury (just over the Southampton Water from my home town), it is a terminus of the fictitious and declining South Hampshire Light Railway, but had been reinvigorated by its military

E4 0-6-2T No.32556 draws into Lower Exbury with the daily goods. This locomotive is a Bachmann model converted using Alan Gibson wheels and heavily weathered using acrylics. The wagons were all kitbuilt from various manufacturers' products.





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importance to the D-Day preparations. We decided that the Light Railway had been nationalised in 1948 and would now be part of British Railways Southern Region. However due to being fairly remote from authority, the locomotives and stock may have changed but working practices remained much as before.

I enjoyed the decaying remnants of World War II, the muted colourations and associated atmosphere of a backwater branch line. However, I could see the potential of adding splashes of colour to draw the viewer's eye across the narrow baseboard, making the perceived depth look greater. I didn't think it was necessary to make any major physical alterations to the diorama – other than little details to help place the period being depicted.

For example, the classic Oxford Diecast model of Ivo Peters' 1951 Bentley MkVI in midnight blue (complete with the correct registration number NHY 581) is adding

▲ A passenger train arrives at Lower Exbury behind M7 Class 0-4-4T No.30033. This standard Hornby model was converted to P4 using Alan Gibson wheels. The carriage is a Hornby Maunsell 58' brake third, trailed by a fairly heavily weathered Bachmann PMV.

more weathered colour, parked at the back of the layout. This is on the understanding that the great railway photographer bought the specific vehicle earlier than is known he did and had driven it out of his beloved Somerset to this quiet corner of England to take some pictures or ciné film.

The South Hants MRC (organisers of the Portsmouth Exhibition) had already expressed great interest in the layout and invited me to take it to their one-day show in November 2016. I then decided to make a real impact for my first outing as the new owner and a thought came into my head – perhaps with the placement of another figure on Lower Exbury's platform, prominently standing outside the waiting shelter?



Lower Exbury

Size of scenic section 1520mm x 390mm. Each grid square = 300mm x 300mm. 1039



Having been scanned by Modelu before the show opened, Alison poses with the layout at the Portsmouth show, 17 November 2016. Photograph: David Barker

Highlighting the post D-Day relics that survive in the area, a US Army DUKW has been abandoned just above the high-tide line. A local tramp and his dog take a rest...

Exaggerated wavy hairdo

Having been impressed by the 3D body scanning and scale printing work done by Modelu at various exhibitions, I was delighted to discover the South Hants boys had also booked the (then Welsh-based) company. After arranging to meet with proprietor Alan Buttler again, my idea began to become a distinct possibility!

I visited a local fancy dress and costume shop to explain the reason and (much to the owner's amusement) arranged to hire an ideal 1950s-style polka-dotted, halterneck frock for the few days either side of Saturday 19 November 2016. It came with a bolero jacket plus underskirts and belt, enabling me to arrive the following morning dressed in

the full outfit, as *Lower Exbury* had been set up in the Portsmouth exhibition venue on the Friday night. I only needed the addition of a period handbag temporarily borrowed from a friend of mine, as I already owned a suitable pair of white stiletto shoes. The 3D scan was completed before the public arrived, and I then operated my layout in full costume!

For the original scanning of the 'Fifties Female', I had also arranged for an exaggerated wavy hairdo to make painting of the model figure as easy as possible in

whichever scales were printed. This was a good thing, as David even took up the challenge of finishing a 4mm version of his wife (as photographed at the time of scanning – complete with polka dots on the dress...) to stand on the platform, waiting for a train. He is also threatening to acquire more 4mm scale models and to paint me as a blonde waiting at a bus stop on his own layout, if not another (redhead?) on the street corner! However, he does admit that those dots are unfortunately not to P4 standards!





Tramps and DUKWs

A different form of personalisation came about while exhibiting *Lower Exbury* at the Liverpool show in April 2018. Wanting to reduce the number of operating assistants travelling from southern England, I invited my friend Perry to join the team, as he is a Merseyside resident. He was a fireman during my volunteering days on the Tallylyn Railway when I was a guard in the 1980s. He mentioned that his first name (officially Peregrine) had been loosely translated into Welsh as

Crwydryn meaning 'one who wanders' – then reversed back into English as 'Tramp'! So, given the presence of a certain dishevelled and unnamed character leaning against the dead DUKW (1942 designed, utility/amphibious all-six-wheel-drive landing craft with two powered rear axles, or 'duck') – well, I'll leave the rest to you...

▲ The daily goods at Lower Exbury is shunted by Class A1X 0-6-0T (Terrier) No.32670, a detailed and modified Hornby body on a Branchlines chassis, with Alan Gibson wheels, a Mashima motor and High Level gearbox. Most of the wagons are compensated or sprung, but a few have rigid chassis.

▼ A general view of Lower Exbury from the station throat.





Parallel future

After deciding to operate some suitable Great Western motive power and stock occasionally, there is another angle of *Lower Exbury* that I am pursuing for a parallel future. How about occasional relocation to the imaginary Stonehouse & Hope Light Railway (SHLR again) in Gloucestershire during the summer of 1952?

When looking carefully at an Ordnance Survey map, we found the wonderful name of Splatt Bridge over the Gloucester & Sharpness Canal – which is far too good to ignore! So I invented Splatt Quay, situated just to the west of Splatt Bridge alongside the River Severn and a history of what might

No.32670 prepares to depart with a Bachmann 'birdcage' brake third and a BY van, a fairly heavily weathered Hornby model still in Southern Railway livery. Two wagons loaded with bricks produced in the local (off scene) brickworks are awaiting collection. Ivo Peters heads off in his Bentley to capture the moment.

▲ Alison (chaperoned by Great Aunt Gertie) waiting for a train to take her to the nearest town, probably for a date with one of her beaux.

The Terrier shunting on the quayside. The forlorn yard crane is now disused. ▶

have been... Perhaps the original plan had been for a Stonehouse to Alkerton Light Railway, heading towards Slimbridge. This line might have gone from an old Cotswold town west of Stroud to Frampton-on-Severn, via Eastington village. If the sponsoring landowner at Hope House Farm had suddenly died (leaving death duties that crippled his Estate as promoters of the line) the future could have passed into and through Great Western ownership...



'Fifties Fella'?

And finally... I hope to track down a 4mm scale stylishly dressed male with a 1950s sort of camera, so as to represent Mr Peters stood taking photographs somewhere on the layout. Unless anyone is prepared to be scanned in costume?





RAILWAY MODELLING *Explored*



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

THIS MONTH • Sixpenny Handley • Grounded van body • Creating a TV star

Sixpenny Handley

Photography by Paul Bason

RICHARD & JAMES HANDLEY built this father-and-son OO gauge terminus in a 6' x 2' space.



A little while back, my eldest son and I decided to have a go at building a small layout, something that might fit in his bedroom. We're a family of six – Richard (me), modelling enthusiast; Claire, my very patient wife and Finance Director; eldest son James; daughter Nerissa; and twin sons Silas and Nathanael. Family life is busy so it's a bit of a treat to be able to steal away and work on a modelling project, and also something with the kids that's away from the inevitable TV/Xbox/mobile phone!

We named our layout Sixpenny Handley, and thus began our journey of creating a small layout for exhibitions. Sixpenny Handley is a village in north-east Dorset; it seemed a very apt name for our little layout –

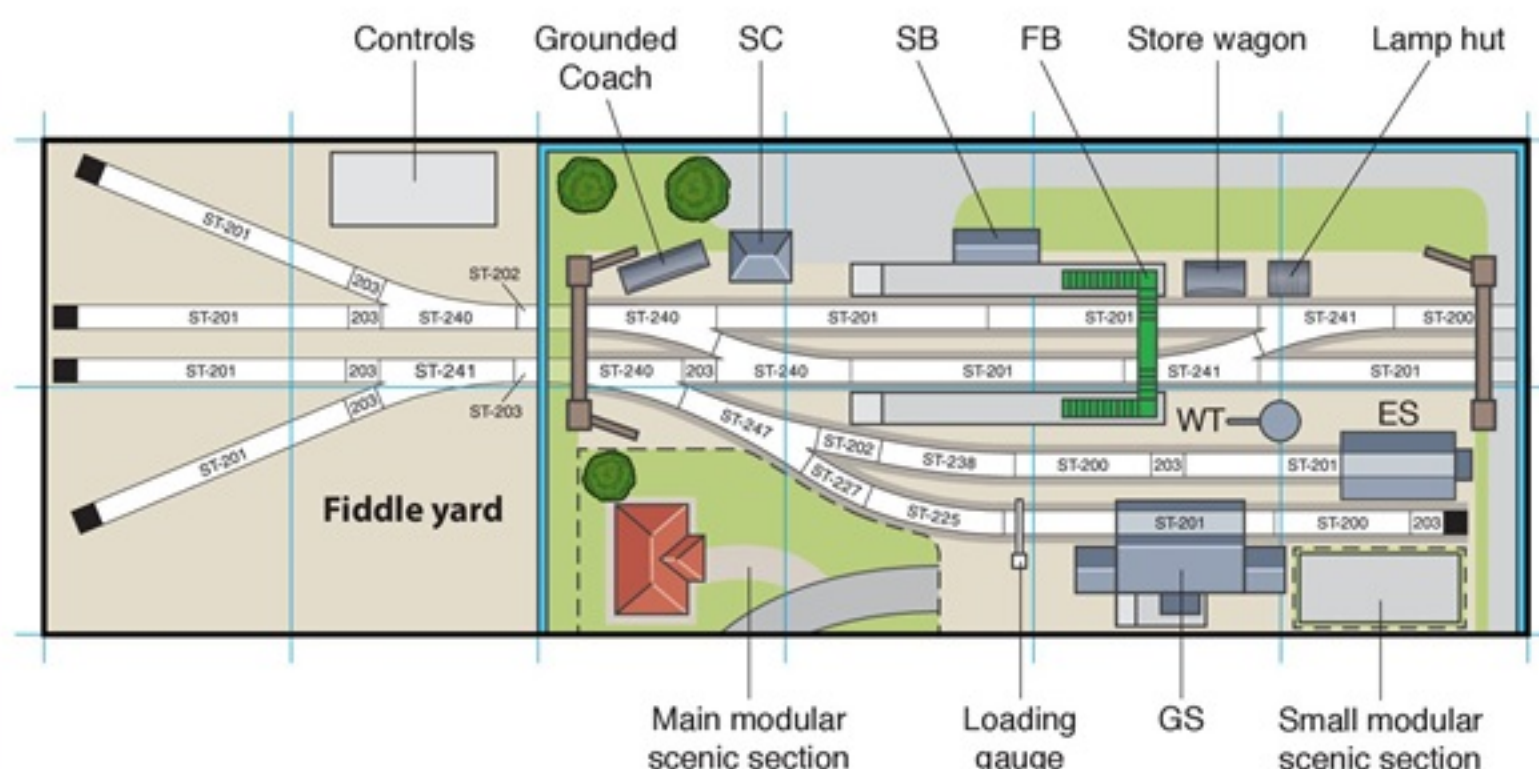
▲ These two austerities are the regulars on the goods line – not exactly prototypical but they add some colour to the proceedings.

Richard (at rear) and James with the layout. James is holding one of the larger interchangeable sections, with Richard holding one of the small ones.



SIXPENNY HANDLEY

Scenic dimensions: 4' 0" x 2' 0". Fiddle yard dimensions: 2' 0" x 2' 0".
Each grid square represents 1ft x 1ft.



Handley being our surname and Sixpenny as the budget was very small.

CONSTRUCTION

The inspiration for what would become Sixpenny Handley was a layout we saw at a visit with the kids to the Kettering MRC show in 2016. James was very impressed with Two Sisters Farm by Peter Marshall (RM April 2009) and really wanted to build something

he could exhibit himself. Having mused on it for a while, and having fortuitously picked up a selection of second-hand points from my local model shop, we decided to make a start. The overall size of the layout was decided by the space available in James' bedroom, 6' x 2'. We opted for a 4' x 2' scenic section and a 2' x 2' fiddle yard. Already having a larger layout in a dedicated railway room, we were able to raid the unfinished/not started/scrap kits to procure suitable buildings and tunnel entrances etc – this layout was to be built on a very tight

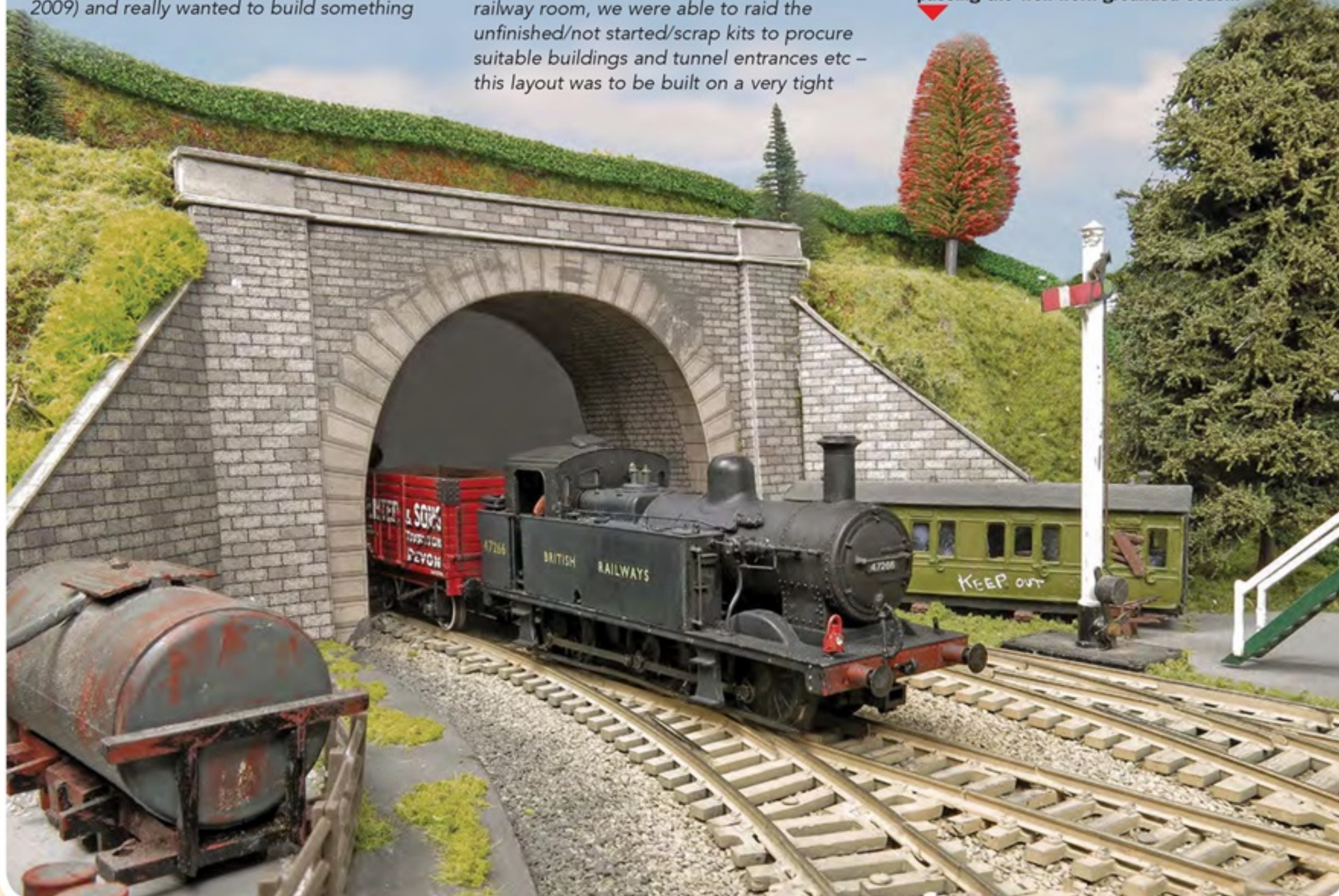
budget agreed in advance with our Finance Director and would use as much recycled stuff as possible.

Firstly we built the standard type of baseboards and set up three basic 'Workmate type' legs, then we were able to use paper templates to figure out a track plan that would fit and work. Now you might think this modus operandi was a backward way of working but actually being able to see the layout ideas full size was such a help in making the final decision. James spent a good amount of time playing trains to figure out what did and didn't work.

Once the idea for the look of the layout was settled we laid the track on ballast mat and sprayed it to weather it down. We opted not to ballast the track and overall I think this was a good decision given the crumbly nature of ballast. Sixpenny Handley is often in storage and has travelled around a lot already so the less that can fall off the better!

Point control was copied from Two Sisters Farm and is operated by metal rods – simple but cheap and effective on a small layout. Control is analogue. DCC is good but already having a couple of controllers in stock meant no extra cost. Simply wired up, one controller operates the station line and the other the goods yard. There are three solenoid operated uncouplers.

Jinty No.47266 in slightly careworn condition passing the well-worn grounded coach.



ROLLING STOCK

We have a stable of small 0-6-0 tank engines; the size of the layout and the sharp radius points on the run-round loop mean large engines don't fit in well. We have three Bachmann Jinty engines, SDJR Nos.23 and 24 and British Railways No.47266. Two Dapol Terriers, Boxhill and 32650, have been rewheeled and run very well considering their age. Three Hornby austerities work the goods yard – not exactly prototypically correct but they add some colour to proceedings. The most used loco on the main line is the GNSR-livery pannier tank (a model of the real thing used in *The Railway Children*), really popular with exhibition audiences and a super reliable engine. We also have Thomas, Percy and Stepney, characters from the *Thomas the Tank Engine* books. Coaches are Ratio four-wheel kits painted in SDJR and Southern Railway colours using Pressfix transfers to detail. We have also used this same technique on a Dapol non-gangwayed coach. As lovely as the new range of Southern coaches from the R-T-R suppliers are, they are still way out of our budget. We make do and mend! Various trucks are used with appropriate loads for the changeable scenery. SR cattle wagons are still on the wish list.

At exhibitions we try and stick to a scheduled running order. The exception to this is when younger visitors are watching, when Thomas, Percy and Stepney may make a surprise appearance.

INTERCHANGEABLE SECTIONS

At exhibitions many people comment favourably on our transposable scenic sections. The idea for these came about quite by chance. James had developed a list of scenes/buildings he really wanted to have on the layout, but actually bringing these ideas into reality was like trying to get a quart into a pint pot. We had an odd-shaped area at the front of the layout that we couldn't decide what to do with, and we were also becoming a slightly obsessed and unsociable!

We had some of the ply left over from the backscene, which meant we were able to cut a board to fit the space. Making a scene on the smaller board was much easier, and it also brought us back to the kitchen table to work in the throng of family life, which was a refreshing change of scene. James soon had an excellent eureka moment. He suggested we could make several small boards to fit in the odd shape and swap them around. Thus the 'house', 'farm' and 'garage' boards were built. After Sixpenny Handley's first show at Rushden 2017, the layout and its interchangeable scenes were so well received we built a further three smaller versions for the other end of the layout over the winter – 'crane yard', 'cattle dock' and 'provender store'. See the panel on page 1046 for full details of these.

Storage of the units takes up some extra space but being able to remove them from



▲ The signalman is wondering who walked off with the Sixpenny Handley sign whilst the GNSR 57xx waits for the off.



▲ Twins are a theme in our family. SDJR Nos.24 & 23 passing at the station. No buses on our overbridge – we have a traction engine instead!

the layout for transportation makes damage less likely. We also added lights using the Gaugemaster plug and go system. Careful siting of the lamp under the main scenic sections means the buildings are lit up through a hole in the underside of the boards.

OTHER BUILDINGS

A lot of enjoyment came from the detailing of the inside of the buildings – a pet hate of mine is looking at a model building on a layout and finding it has nothing on the inside, much like running engines with no crews. The goods sheds and offices are no exception – we had to add a door between the office and shed as it really bothered Silas that the door was on one side of the wall but not the other! It just wasn't logical! The signal box was built from the old Airfix kit and is also fully detailed inside with levers etc. I'm pleased to say Silas is happy with the detail we've put in.

FUTURE PLANS AND THANKS

We are considering extending Sixpenny Handley by adding a new second section on the road bridge end. Our youngest, Nathanael would really love this extension to be a quarry spur off of the main line; we're in the early planning stages, watch this space...

Many thanks go to Brian Silby for inviting us to our first exhibition in Rushden last year and having faith that the model would be finished in time having only seen a couple of progress photos. Also to Jackie Kneeshaw for her encouragement and fitting us into the St. Neots MRC 2018 show. Thanks also must go to my patient wife and daughter who go along with everything and skirt around mock-up layouts in the kitchen and living room with good humour.

We are very lucky to be surrounded by some very helpful and well-stocked model shops, and virtually everything on Sixpenny Handley has been obtained locally.

Sixpenny Handley's interchangeable scenes...



▲ Mr. Jones is off to work, whilst the kids trainspot in their back garden.

The farmyard scene; the hay cart was modified from the freebie market stall from RM January 2017.

The house

The house is an Airfix kit from the 1960s. The scenery came from various suppliers and second-hand bins at our local model shops. We've had some (probably reasonable) comments that the house wouldn't be so close to the line, but we're granting ourselves a bit of cheeky licence for the sake of aesthetics!

The farm

The main barn structure on the farm came from a scrap box, we covered the damaged areas in grey paint, greenery and strategically-placed clutter. The bus is a Dinky toy; apart from adding corrugated iron to the windows it is pretty much exactly as I found it in the toyshop. Thomas the Tank Engine fans may recognise this scene is a little homage to Bulgy the Bus who, in the Thomas stories, hit a bridge and was turned into a chicken coop. The hay cart was adapted from a free market stall kit given away in RM. This is my (Richard's) favourite part of the layout.

Garage and yard

The garage is a Metcalfe kit slightly modified and weathered. The oil container out the back came from a Tri-ang milk truck. The coal area is made of card, cut and scored to look like planks and filled with coal loads.

Crane yard

The crane yard platform is a cobbled together long station platform kit from the leftovers box, suitably weathered and overgrown. The



▲ The bus is a homage to Bulgy from Thomas the Tank Engine stories.

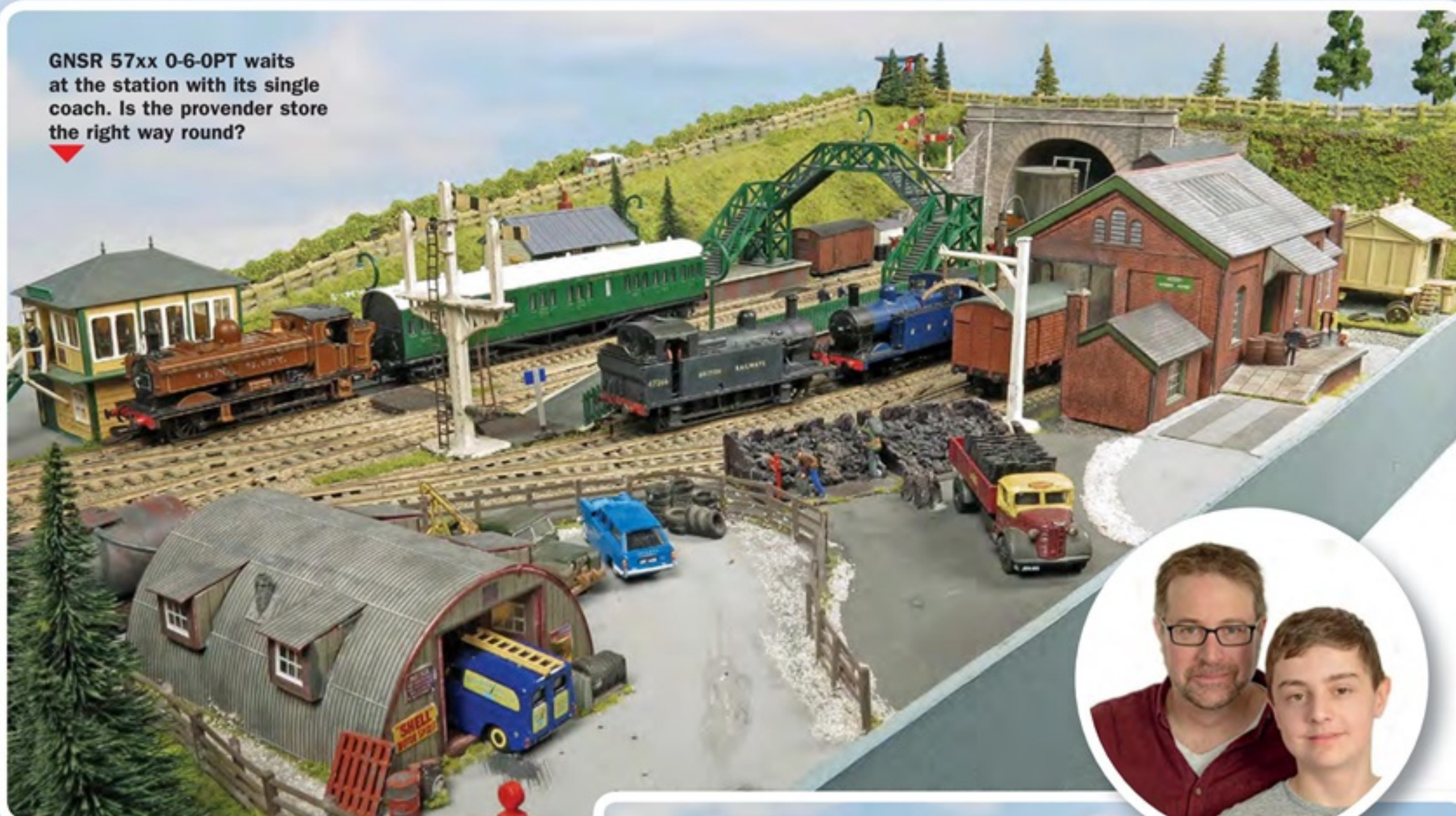


▲ The yard crane section in place. Dad being in the forklift industry, there had to be at least one on the layout.



▲ Visiting GWR vans loading rowdy cattle.

GNSR 57xx 0-6-0PT waits at the station with its single coach. Is the provender store the right way round?



▲ The odd spare space that led to the modular boards idea. The lamp is fixed to the baseboard and shines through corresponding holes underneath the buildings on the interchangeable sections.

crane was originally posable but after the entire section was inadvertently whipped off the layout and smashed by an enthusiastic cardigan sleeve it is now fixed in place!

Cattle dock

One of the few new items bought for the layout and built last winter – and it was a very fiddly job! Bases for the smaller interchangeable sections were made from much thinner plastic, as we found the plywood just didn't look right and raised the structures too high up for the cattle trucks to unload.

Provender store

This also came to us ready-built but in need of major repairs. The store was originally fixed in the location the small scenic sections now fit in, but fell off after storing the layout on its side for some time; it then unfortunately became reattached to the backscene. The eagle-eyed may see that the board has been put into position the wrong way round in the photo (top right) – the only disadvantage of movable sections.



▲ Terrier No.32605 heads past the garage with the coal men working tirelessly.



▲ The garage scene, with adjacent coal depot. The former was made from a modified Metcalfe kit for a Nissen hut.

How to build your free kit

Printed copies of this issue are supplied with a complimentary 4mm scale plastic kit, produced exclusively for our readers by Ratio Plastic Models. **CRAIG TILEY** demonstrates how to build and paint your grounded van body, which is ideal for anyone wanting to try their hand at plastic kit construction for the first time.

Your free grounded van body kit utilises mouldings from the Ratio GWR 12Ton Ventilated Van kit, the prototypes of which were built in their thousands between 1933 and 1945. Many of these vehicles ended up as grounded van bodies in farmers' fields and yards around the country, examples of which can still be found today – if you know where to look!

The completed model can make for an interesting scenic addition on almost any layout – from the late steam era through to the present day. It could be used in an agricultural setting to provide shelter for livestock, or as a means of covered storage in a scrapyard or railway goods yard. [We welcome pictures from readers showing imaginative or unusual applications of their free kit – Ed.]

The model also presents a straightforward project for a first attempt at plastic kit construction. Assembly requires a liquid polystyrene cement (such as Plastic Weld), together with just a few basic modelling tools; knife, file, metal rule and fine brush (to apply the solvent). A suitable work surface (such as a cutting mat) is also recommended. If you don't already own these items, then they are worth investing in because they are useful to have for a whole host of modelling projects.

With almost none of its wooden planking remaining, the shell of this BR 12T van (a different prototype to that represented with the kit) still survives in a field in Somerset. All photography by the author



How to build your kit



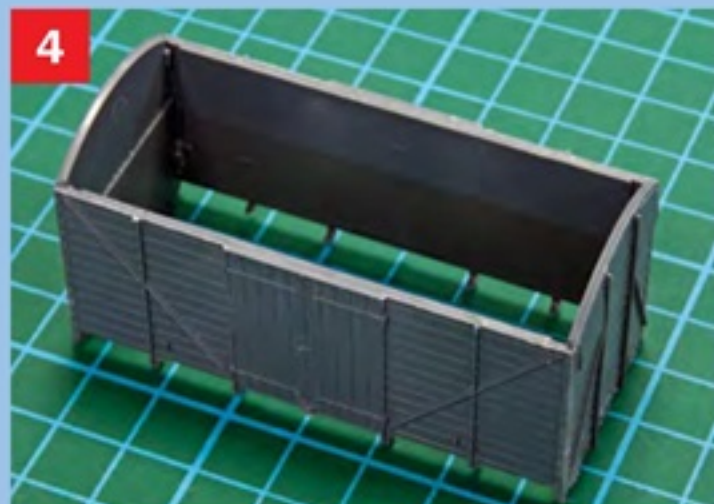
The kit only has five parts, so it makes sense to cut them all off the sprue in one go before starting assembly. To achieve each cut, rock the blade whilst applying gentle, even pressure – don't use lots of downward force to try and cut through in one go.



Some flash (waste plastic) will remain on the parts from where they were attached to the sprue. To remove this, use a flat file as illustrated. Don't be too over-exuberant as this risks damaging the parts; work slowly and check the part frequently. Fine grade sandpaper is also useful for cleaning the edges of parts.



Start assembly by joining one of the ends to one of the sides. Hold the two pieces together and then run a small amount of solvent along the inside of the joint, as illustrated; capillary action will draw it into the joint. Hold the parts for a further 20 seconds to give the solvent chance to harden sufficiently.



The other side and end are then attached to complete the basic van body structure. If you don't have an engineer's square, then the grid on a cutting mat is useful for visually checking that the body has been assembled square (as pictured).



To attach the roof, this part is placed upside down on the work surface. The body is then placed on top, judging by eye an equal overhang on all four sides. Hold the body in position against the roof and then run solvent around the inside edges.



To represent the solebars, two lengths of 1mm styrene are cut (measuring 67mm x 3mm) and fixed against the rebates that run along the lower inside edges of the sides. These are optional additions; the gap beneath the body could instead be disguised behind grass/foliage.



I chose to replicate an example that had been subject to the ravages of the British weather and had completely lost its railway livery. Firstly I mixed a light grey colour using Humbrol enamels to simulate the bare wood of the planking on the sides and ends. Then a rust colour was mixed to pick out the metal strapping, headstocks, solebars, and end ventilators.



After leaving the enamels to harden off completely overnight, I then added a dark acrylic wash over the whole model using Lifecolor weathering acrylic. (I didn't use an enamel wash because the thinners used to create the wash would have stripped away the previous applications of paint.) I added the acrylic wash by working on a section at a time, painting some of the diluted acrylic on (photo a) and then wiping the majority back off using a cotton bud (photo b). This process helps to define the surface detail including the gaps between the planks.



The body was then fixed *in situ* on the layout, with a small application of static grass around the bottom edges to set it within the scenery. Finally, the addition of some generic yard clutter – such as a couple of barrels – help to make for a more interesting cameo.



RAILWAY MODELLING *Explored*

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

Custom transfers for a TV star!

THE GREAT
MODEL RAILWAY
CHALLENGE

CHANNEL 5

CRAIG TILEY enlisted the services of a specialist transfer supplier to prepare a Hornby Class 800 for its starring role in the grand final of The Great Model Railway Challenge.



◀ A still from the programme's introduction sequence, showing the model performing its starring role during the final. Photograph: courtesy Channel 5



Readers who have been tuning in on Friday evenings to watch The Great Model Railway Challenge on Channel 5, may have caught glimpses of a Hornby Class 800 sporting TGMRC branding that features in the introduction sequence of each episode. The model will, in fact, feature prominently in the grand final of the series – scheduled for transmission on Friday 9 November, the day after this issue officially goes on sale.

RAILWAY MODELLER was asked earlier in the year to prepare a 'star train' for the final as part of the magazine's support for the TV show. Following discussions with the production company, the recently-released Hornby bi-mode Hitachi Class 800 IEP was chosen to reflect the latest rail traction that can be seen on Britain's rail network.

Rather than simply run the Hornby model 'as supplied' it was decided to reinforce its

starring role in the final by applying transfers of the TV show logo. There are several suppliers who can supply custom decals, including Railtec Transfers. See the website for more details about this firm's custom transfer service:

www.railtec-models.com

Photography by the author except where stated

Preparing the model



1 I was able to supply Steve Bell at Railtec with a high resolution version of the logo, requesting that it be reproduced on the transfers without the black edge around the outside. The transfers needed to be exactly 24mm wide to fit the intended locations on the model and a set of 12 was required in total; the logos being applied to all vehicles in the five-car unit.



2 The waterslide transfers were easy to apply; after soaking in water for a minute or so, the transfer was coaxed away from its backing sheet with a fine brush (as pictured). The blunted point of a cocktail stick was then used to make minor corrections to the positioning before using tissue to dab away any excess water around the transfer.



3 With all of the transfers applied, each was treated to a light pass of clear varnish from an aerosol to secure them in place and protect them from disturbance as a result of the models being handled. (The glazing was masked off when the varnish was being applied.)

Chris Morris



The Warley Show story

“For many years the Warley Model Railway Club held an annual exhibition at the Harry Mitchell Recreation Centre in Smethwick, in the Birmingham suburbs. It was well respected, well attended and made a useful contribution to club funds; in other words we were doing quite nicely. I was the trade officer for this show.

Why move?

The decision to move our show to the NEC was a very big one. The main reason for a move to the NEC related to the state of the hobby in the early 1990s. There were no really big shows around then, and it felt as if the hobby was on the wane. Paul Jones, our exhibition manager, wanted to put on a grand event as a showcase for the whole hobby and demonstrate that it was still very much alive and well. The exhibition committee were right behind Paul once they had recovered from the initial shock!

Looking back from where the Warley NEC exhibition is today, it is hard to understand what a big risk that first show was. In order to protect the club, the Warley NEC exhibition has always been operated by a limited company, wholly owned by the club. It has no employees and all profits are donated to Warley Model Railway Club funds.

It could not have happened without the full support of traders

The club had been prudent in order to ensure it had as much cash in the bank as possible but this was nowhere near enough to fund the cost of hiring a hall at the NEC. The solution was found from two sources. First of all Peco, Bachmann and Midland Counties Publications kindly agreed to

sponsor the show. Secondly we agreed that we would have to ask trade exhibitors for full payment for space in advance, so that we could make payment to the NEC for the hall in advance too.

Nearly all the traders who took space at the Harry Mitchell Centre show were happy to move with us to the NEC but that was well below the number needed for even the smallest hall at the NEC.

We drafted an invitation letter explaining what we were doing and sent it to all the relevant advertisers in RM and received sufficient positive responses for us to proceed. Warley MRC is most grateful for the traders' support at this first show. It could not have happened without them.

The first NEC show

After much work by everyone we finally got to setting up the first NEC show. We knew how many visitors we needed to break even but we had no way of knowing whether enough would come. This would be our first and only show at the NEC if we didn't get sufficient people through the door. The event was of course a great success and so we decided to do it all again the following year. The club view was that if it all went well, we might do up to 10 annual shows at the NEC.

The years that followed

It was only after the third show, I think, that it dawned on the club that the NEC show was likely to be a long-term success and that it would have a big effect on our club.

That we were able to purchase our own club rooms was only possible due to the overall success of the show.

It must be emphasised that the show is only financially viable because of the huge voluntary efforts (around 4,000 man hours) put in by so many people. The exhibitors who bring their layouts, the demonstrators, wives and partners of club members, members of other local clubs and many of

our friends all play an essential role; the show couldn't happen without them.

Managing the trade exhibitors

Something we had not anticipated was that our show would become a very important source of income for many of the trade proprietors. Word got around that sales were good, and in the years following the first show we had a very long waiting list of businesses wishing to join us.

Because the ethos was to put on a good balanced show, the proportion of trade to layouts, demos and societies has always

been kept about the same. We could easily have had more traders and fewer layouts but that is not what the exhibition is about.

Most potential trade exhibitors were very patient and understood that we could not accommodate

them in those early years. We had a waiting list and tried to invite model railway businesses fairly from the waiting list. We also tried to keep the balance of types of trade exhibitor right; we like to have specialist suppliers as well as the bigger shops represented.

Show treasurer

After managing the trade in the early years, I looked after layout exhibitors' hotel bookings for a while, then took a break from the organising committee. I now act as treasurer for the show which is a never-ending all-year round job that takes up several hours each week. I do get a bit weary at times with the continuous flow of work but I am very happy to have been a part of the Warley NEC show right from the beginning. Moreover, it's thanks to all the visitors over the last 26 years that have helped make it a truly great event.

Chris Morris is also an accomplished N gauge modeller; his Little Aller Junction was featured in the September 2016 RM.

Unloading the centrepiece locos is all part of the Warley show setup work: the Port of Par locos Judy and Alfred starred in 2012.

Photograph: Chris Morris



Readers' Letters

A northern icon needed



There is clearly an economic influence in the decisions for the leading R-T-R manufacturers to concentrate their marketing on the more affluent southern end of the country.

It seems that any obscure loco for southern buyers is fair game as long as it was seen somewhere in the Home Counties or in the great GWR rural terminus territory.

Southern Region suburban electrics have been given a fair run of late but in contrast, two of the absolute mainstays of later steam in the north and Midlands are treated with some contempt. I refer of course to the momentous work and reliability of the Black Fives and Black Eights.

We have seen the Midland Pullman and the Brighton Belle brought to modellers' tracks as landmark and historic services, but both running into London!

However, in the same era, a northern DMU fleet has been ignored but would be just as significant as

A full six-car Trans-Pennine unit in the first flush of youth, complete with cantrail and head boards. The location and date are unspecified. Photograph: Colour-Rail

obscure GWR tank locos.

I speak of the Trans-Pennine Expresses which used to roar through my local station on their way from Liverpool Lime Street to Yorkshire destinations. This bubble fronted icon deserves its place in the 'hall of fame' of DMUs.

I remember taking the TPE from Lime Street in my early teens to go shed bashing around Leeds. Roaring back through my local area was awe-inspiring. This neat six-car unit meant as much to us northerners as any Midland/Western/Brighton unit!

Believe it or not some of us originally from the north have done good and could afford the necessary funds for our Class 124s!

TREVOR POWELL

Scottish rearward-folding doors

In your review of the Class H2 Atlantic in the October issue you remarked on the style of 'suicide' tender doors folded back on the outside of the tender. This I believe was the standard method on most if not all cab doors on Caledonian locomotives.

STEVE PARSONS

There were well over 400 locomotives in the UK that had this style of doors, many of which survived to become British Railways property in 1948. Admittedly the vast majority of them were Scottish locos; however, the others were ex-LBSCR locos.

Apart from the H2 class, the five H1 Class 4-4-2s also had these doors, three of which survived until 1951.

At least one of the 25 B2x Class 4-4-0s had them, No.207, and there may have been others. All 33 B4 Class 4-4-0s had them according to the Brighton Works drawings. The 17 K Class 2-6-0s were fitted with outward-opening doors.

The Scottish locos were the Glasgow & South Western Railway Whitelegg

rebuilt of Hugh Smellie's 119 Class 4-4-0s; Drummond Class 131 and the rebuilds - Class 137 4-4-0s; Drummond Class 279 0-6-0s and his Class 16 2-6-0s.

Most Highland Railway tender engines had cab doors that opened outward: the Strath, Skye Bogie, Bruce, Loch, Big Ben and Small Ben 4-4-0s; Drummond's Castle I, II and III Class 4-6-0s and his Barney Class 0-6-0s; and the Jones Goods 4-6-0s.

The 'Caley' had a huge number of tender-engines with outward opening doors: the 4-2-2 Singles; the Oban Bogie 4-4-0s; Drummond 80 Class and Drummond/Lambie Class 66 4-4-0s; the Dunallastair 4-4-0s; the McIntosh Class 55, 908, 49 and 903 Cardean 4-6-0s, his Class 600 0-8-0s and Class 812 and 30 Class 0-6-0s. Finally we have the Drummond/Lambie/McIntosh 'Caley Jumbo' 0-6-0s of which over 200 became British Railways stock in 1948, and by the end of 1961 there were just over 100 still in service.

Not to mention the tanks so fitted...

DAVID MARRS

We can only consider for publication letters which are 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 all correspondence received via electronic means including email to: railway-modeller@btconnect.com

Correspondence for forwarding to any of our contributors must be addressed to them c/o RAILWAY MODELLER, Underleys, Beer, Seaton, Devon EX12 3NA.

All correspondence published here represents the opinions of the authors only and not RAILWAY MODELLER.

The Art of Compromise

I've been interested in model railways (and the real thing) since my school days in the 1950s. Now in my 70s I still haven't built my dream branch line layout, preferring instead to pipe-dream.

I was greatly inspired by the Roy Link classic layout *The Art of Compromise*. Determined one day to build my version of it, I filed the page from the October 1978 RM.

It's a good thing I never did attempt to build it with the design flaws explained by Chris Ford in the October 2018 RM under the title *Celebrating a Roy Link classic*.

However, one of my favourite inspirational layouts over the years was *Haven Road* by T J B Pellow and published in the December 1984 RM

under the sub-title *Ludus 1 - the limits of compromise*. A delightful, bucolic simplified version of the Isle of Wight Steam Railway's station at Haven Street, although an SE&CR P Class loco seems slightly out of place even in Southern livery, and the Hornby island Terriers, although more appropriate for this line, didn't have the extended bunker so unique to the IoW Railway.

Dapol* has a 'correct' island Terrier but in O gauge, however, teaming up with Rails of Sheffield* the firm hopes to produce all the Terrier variations - including the IoW version - in OO gauge (*usual disclaimer).

DIMITRI SMITH

Ed. - we have reproduced a scan of Mr Pellow's photo below.



Vintage tinsplate is still relevant

Well done to Claire Sheppy for her Talking Points piece on why vintage tinsplate is still relevant (November). It was most refreshing to see a layout where trains can strut their stuff. I am firmly in the camp of the railway that sees trains running.

Vintage tinsplate is an ideal medium for this as they clatter and clank realistically round the layout. As vintage gets less easy to find and the price goes up, modern versions of Hornby O gauge are now available.

True they are in a coarser scale but therein lies their charm. They run and run very well and particularly out in the

garden. Darstead and Ace Trains have taken coarse scale O gauge onto another level. The locos are well built and have a good amount of detail and handle well in the outside environment of a garden railway.

The coaches and wagons are reasonable and being able to buy a new tin printed private owner van at around £45 sure beats having to fork out for a well-used Hornby Trains equivalent at over twice the price!

They do have a place in history: one only has to look at the *Sherwood Section* in the back issues of the RM.

KEVIN BYRNE



Part of Kevin's Snoring, Catflap and Bath Section of the S&D in tinsplate of all eras.

Hull & Barnsley coach survivors



▲ Of the varied fleet of Hull & Barnsley Railway 50' bogie stock (see last month, p905), just two vehicles survive, preserved on the North Yorkshire Railway. They are Pickering-built No.40 (right) and No.58, constructed by Birmingham RC&W. Photograph: Brian Crowther, Hull & Barnsley Railway Stock Fund

Fantasy railway modelling can be inspiring



I enjoyed Laurie Calvert's article on Fantasy Railway Modelling in the October RM. It is great to see innovation in our hobby, particularly where it gets the attention of younger modellers and families. I am unlikely to build something like Laurie's model – I prefer the West of England – however I enjoy steampunk as an art form.

The South Australian Steampunk community holds an annual Steampunk Festival here in Adelaide. This is a fantastic event, not the least because it is hosted by our National Railway Museum. This year's festival had market and food stalls, art, music, lectures, drama, teapot races and of course so many fabulous costumes.

The museum is an ideal backdrop, and was in full swing with its exhibits, steam train and miniature railway rides, model railway and its first class facilities.

Check out the Facebook pages for the National Railway Museum, Port Adelaide (scroll down to the entry for September 15) and for the Adelaide Steampunk Festival to see what the event was all about.

KYM NORLEY

Reference the letter on page 961 of the November issue [by Julian Andrews regarding fantasy layouts – Ed.]; I'm actually glad you do publish the huge variety of layouts and subjects that you do. Inspiration can strike from strange places. Long may it continue and I thoroughly enjoy articles over a range of subjects as long as there is choice. I've even been known to read Great Western articles!

PAUL STEEDMAN

I, like Julian Andrews have no interest in fantasy layouts. However, railway modellers are a broad church and should be able to accommodate all concepts. If I do not find a particular article or layout to my taste, the answer is simple. Turn over the page, there is plenty more in RAILWAY MODELLER for any taste.

MALCOLM JONES

I read with interest the letters that resulted from your article regarding Laurie Calvert's Steampunk layout Cato Pass. As someone whose exhibition stand has been next to Laurie's on

Products from long-gone firms

During my trawl through the odds boxes at shows and the stalls at swap-meets I have come across items from long-gone manufacturers, and wondered if any reader could shed any light on their products?

I have a couple of OO working yard cranes, manufactured by S&B Productions, London SE25. Both have been put to good use on my layout.

At a recent swapmeet I found a kit for a GWR 45T 'Crocodile H' Trolley Wagon. The kit consisted of a pair of very finely cast whitmetal sides and buffer beams with cast on buffers. The kit had been started and the floor etc was of thin plywood. There were no bogies but as I had a pair of K's GWR freight bogies in hand the £4 asked seemed worth it as it appeared to offer a reasonable wagon. It had been marketed by ARCO Supplies of Chipstead, Coulsdon, Surrey.

PAUL HYDER

Ed. – readers with any leads can contact Paul via the RM office.

Snippets... Goods brakes

Ian Nuttall in his *Goods brake vans* for *Dentdale* article (November) refers to information provided by Roger Ellis.

May I further add information from my late friend Bob Greenwell, a former Guide Bridge-based guard who plied the Woodhead and Cheshire Lines. He informed me that unfitted goods trains, on having been looped adjacent to the main line would, when clear of the points, require the guard to take out the red filter of the lamp adjacent to the main line and display white to inform the driver of the overtaking train on the main line that the unfitted goods train was clear of his line.

ALAN MUNDAY

I enjoyed Ian Nuttall's article on brake vans. Like him I placed the Hornby Dublo LMS body on a new chassis years ago. Despite the compromise it runs to this day.

Readers will be interested to know that SR brake vans ran in Scotland. I have seen various photos of them from 1955 to 1966 at various locations such as Alloa, Stirling, Kirkcaldy and Grangemouth – the last in *Steam Days* of December 2009. They all appear to be in grey, even planked and with right-hand duckets but without the sandboxes. The deep solebar makes an interesting change from other vans.

JOHN DAVIDSON

Warley travels

With regard to the Warley publicity challenge (see last month), I took this during a visit to the Mid-Hants Railway on 21 October.

JEREMY CHIU



Met' 4-4-0s

With regard to models of the Metropolitan 4-4-0Ts mentioned by Geoff Harding (November), I think K's produced a 4mm loco kit some years ago in its Milestones range; hope this helps.

MIKE HANKIN

Crioch – get creating!

Thumbs-up to Peter Fletcher for his *Creating Crioch* series [part one of which was in the November issue – Ed.]. I think the photo of the completed layout crate is very inspiring, as it allows the modeller to see the entire project 'from the outside', which helps make it definable and easier to complete. Well done!

E COURT

Keep up the good work,
MICHAEL LINES

FROM **RAILWAY MODELLER** BY OUR EDITORIAL STAFF AND CONTRIBUTING MODELLERS

GWR 61xx large Prairie

New for 0 gauge from Heljan

Heljan has delivered stocks of its first British outline 0 gauge steam locomotive model, which is based on the Great Western Railway '5101' Class of large Prairie 2-6-2Ts; a design first introduced in the early years of the 20th century by then-Chief Mechanical Engineer George Jackson Churchward but updated by Charles Collett in 1929. Our sample represents No.6144, of the uprated 61xx fleet of 70 locomotives introduced between 1931 and 1935 chiefly for suburban passenger work in the London area. They performed these duties admirably for nearly 30 years for most; the class was rendered extinct by the end of 1965 with the sole exception of No.6106, preserved at Didcot in the care of the Great Western Society.

First announced in our November 2015 issue, these models were originally forecast for a late 2016 release. However, delivery was ultimately a little over two years later than planned. Factory decorated samples were in fact displayed at the 2016 Warley show, but shortly after this Heljan chose to re-visit the tooling and undertake a number of revisions, including new coupled wheels with a reduced tyre depth. Pulling development of the model back contributed significantly to this resultant delay, but the finished model is definitely the better for it – and certainly worth the longer wait.

The overall proportions of the real locomotives have been superbly captured by the manufacturer. Detailing is excellent throughout including fine representations of the bars on the rear cab windows, cylinder draincock

assemblies, lamp brackets and brake rigging. Also worthy of note are the grab handrails on the boiler top and conduit pipe that runs along the underside of the footplate valance on the driver's side (that carries the ATC electrics).

However, whilst the 'face' looks convincing, the BR smokebox numberplate (with printed numerals) is not set absolutely vertical on the door, which does detract ever so slightly. Another very minor observation concerns the wheel guards, which look distinctly undernourished in comparison to those on the prototype.

The austere plain black livery (which is painted on – the parts are moulded

in green plastic) is offset with neat applications of the large early BR emblems and blue route/tractive effort discs. Cabside plates have raised beading with printed numerals. Incidentally, our sample (presented as No.6144) has inadvertently been fitted with a No.6132 cabside plate on the fireman's side. However, we are advised that this is likely to be an error specific to our sample.

All buffers and coupling hooks are sprung, whilst the screw-links are fully-working replicas. Cab detailing is excellent, with a plethora of separate detail fittings, all picked out in suitable colours. There is even a subtle firebox flicker effect (on permanently in 12V analogue, switchable on/off with DCC).

The model is powered by a large five-pole flywheel-fitted motor driving the rear driving axle, with pick-ups from all driving wheels. Construction of the superstructure is plastic for the most-part (including the running plate), hence the large casting inside the tanks that provides additional weight over the coupled wheels to increase traction. Weighing in at just over 1.5kg, the model has more than enough 'grunt' to haul the lengths of trains that most modellers will expect from it. The manufacturer advises that the model has been tested on Peco Setrack curves (radius 1028mm).

On the prototypes the rear pony wheelset is actually a radial truck, but Heljan has represented this on the model with a conventional pivoted pony



truck arrangement, presumably to enable the model's use around tighter curves. Viewed with the model on the track, this arrangement is disguised by a convincing representation of the rear mainframe sections. Both the front and rear pony trucks are sprung (both laterally and vertically) and are supplied unattached in the box to be fitted to the model by the purchaser.

Separate accessories supplied with the model include vacuum pipes, steam heat pipes, fire irons and cylinder inserts. Usefully, spares are provided for each of the pipes, to allow for loss or breakage. We fitted some items for photography, although it is advised that the cylinder inserts should only be fitted if the model is being operated on curves with large radii; they are liable to interfere with the movement of the front pony truck on tight curves.

The model is supplied ready for 12V dc analogue operation. However, there is provision for DCC sound installation with the factory-fitted ESU pin-connector adapter (ref.51959) located inside the smokebox/boiler moulding; the attached analogue PCB can be exchanged for an ESU Loksound L4.0

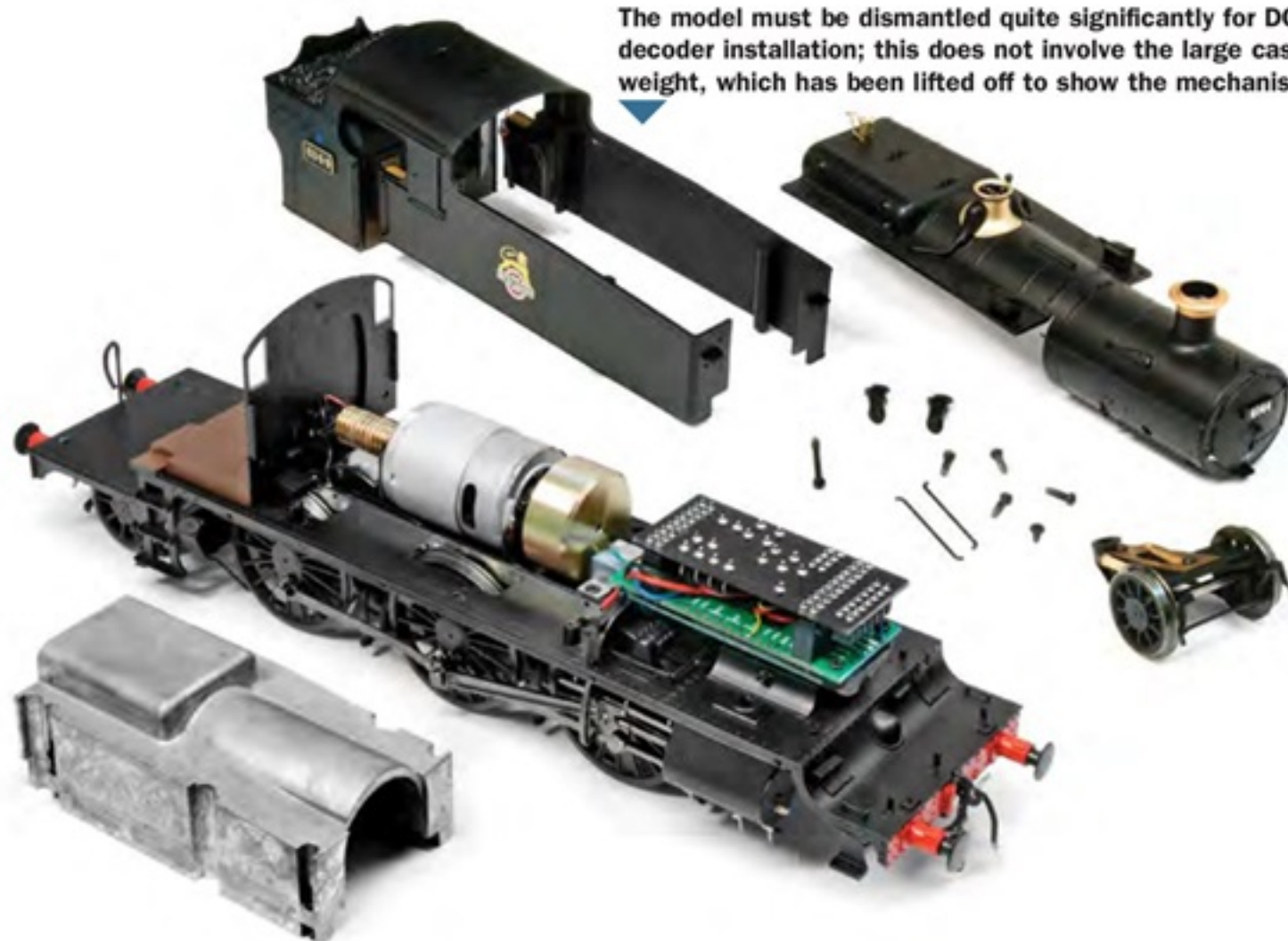


VINTAGE VIEW GWR 61xx large Prairie

'Tanner-oner' No.6123 at 81A Old Oak Common shed circa 1950. Note the SLO (Slough) shed allocation lettering, GWR-style - and no LMS-type shed plate - and what appears to be a red-backed number plate. Photo: Rail Photoprints Collection



The model must be dismantled quite significantly for DCC decoder installation; this does not involve the large cast weight, which has been lifted off to show the mechanism.



decoder (which needs to be obtained separately by the purchaser). To facilitate the sound installation, a chamber has been engineered into the underside of the chassis to accommodate a speaker; removal of the cover plate reveals a 24mm diameter cavity (approximately 10mm deep) with wiring ready for connecting to a suitable speaker.

If an alternative DCC decoder (such as a non-sound item) is to be used, then the manufacturer advises that this will have to be hard-wired to the pin-connector adapter. However, it is understood that a non-sound decoder is being developed by ESU to fit the

factory-fitted pin-connector.

Whilst this provision for DCC sound is commendable, installation is far from straightforward, requiring significant dismantling of the model to access the pin-connector adapter. Firstly there are four screws holding the bunker/cab/tank assembly that need to be removed, followed by a fifth screw that retains the front pony truck, and then a bolt that is subsequently revealed that holds the smokebox to the chassis. Next, the handrails on either side of the boiler need easing away from the tank fronts to enable the bunker/cab/tank assembly to be released. The smokebox/boiler/firebox

assembly then needs to be removed, after first unclipping the two smokebox steam pipes and pair of stays that run between the smokebox and front footplate section. Sliding the smokebox/boiler/firebox assembly forwards off the model, the pin-connector adapter is finally revealed.

Reassembly is effectively the above sequence in reverse, but extreme care is needed to ensure details are not damaged when handling the model, and parts do not become distorted by over tightening the retaining screws. It was found that the steam pipes are best refitted by engaging the lugs on the footplate ends of the parts first.

Likewise, the stays are best reattached by locating the footplate ends first.

It cannot be understated that this procedure requires a level of care and dexterity if performed by the purchaser of this locomotive. Alternatively, decoder installation could be outsourced to a firm or individual that offers such services professionally.

Notwithstanding the above, this is a very worthy first steam outline model from this Danish manufacturer.

Craig Tiley

Sample loaned by

HELJAN a/s,
Rebslaggervej 6,
DK-5471 Sønderø, Denmark.
www.heljan.dk

UK office:
HELJAN UK,
Unit 16B, Station Field
Industrial Estate, Rowles Way,
Kidlington, Oxon OX5 1JD.
www.howesmodels.co.uk

PRICE: MRSP £699.00





'Fifteen Guinea Special' train pack

On the Grouping in 1923 the LNER inherited a wide variety of goods brake vans, and almost immediately set about replacing life-expired examples with new builds. Over the next decade well over 1500 20T vans, 19' in length over body and on a 10'6" wheelbase, were built by company workshops and private builders alike. Initially with wooden duckets (and given the telegraphic code TOAD B), those built from 1930 onwards had steel duckets, and the code TOAD E. Hornby has delivered on its promise to model both in OO; the latter is pictured, in unfitted BR grey livery. It's spot-on compared to published drawings and dimensions, and features very fine rivet work. The works plate is legible under magnification, which marks the model as representing one of the batch of 162 built in 1934 by Shildon (as per our sample) and Faverdale. The underside features full chassis ribbing, and brake shoes in line with the OO wheelsets. Slimline tension-lock couplers are clipped into NEM pockets on mountings able to self-centre thanks to 'tails' made from springy engineering plastic. In short, an excellent new release for the LNER/BR Eastern Region modeller.

Hornby has commemorated the end of main line steam on BR half a century ago this last August with the release of a 'Fifteen Guinea Special' train pack. The collection consists of BR Class 7 Britannia Pacific No.70013 *Oliver Cromwell*, a maroon BSO and two blue & grey TSOs. The coaches are numbered to reflect the real participants – and have BR1 or Commonwealth bogies as appropriate – but they do not represent the first (or last) three coaches in the formation, as two full kitchen cars were third in line both ways. (Interestingly, both end coaches were maroon BSOs.) The inclusion of the Pacific means the pack represents 1T57 on its northbound run, specifically from Manchester Victoria to Carlisle. The set is an attractive representation of a momentous 11 August 1968.

Other recent releases from Hornby include ex-LMS rebuilt Patriot 4-6-0 No.45534 *E Tootal Broadhurst* in early BR finish, with 8A Liverpool Edge Hill plate, reflecting the locomotive's nine-year stay in the city from November 1951. It was the third machine to carry the name of the former LNWR director (after Claughton No.856 and sister Patriot 5525); withdrawal came in May 1964. The model is identical to its stablemate of a decade ago (see Reviews, September 2008), with ample fine detail fitted and supplied in the parts bag. The 8-pin socket and blank-



Toad E brake van, newly tooled



Ex-LMS rebuilt Patriot



GWR 14xx now in Railroad range



Devon Belle observation car, now with lighting (above right)



long-standing LMS 57' gangwayed coaches, smartly lined out once more in the striped livery of the LMS's crack express – The Coronation Scot – just in time for the Christmas present-buying season. Two corridor firsts and a corridor brake third make up the set.

Tim Rayner

Samples supplied by

HORNBY HOBBIES Ltd,
Third Floor, The Gateway,
Innovation Way Discovery Park,
Sandwich, Kent CT13 9FF.
www.hornby.com

PRICES

LNER Toad E brake van
(ref.R6834) – £21.99
Fifteen Guinea train pack
(ref.R3607) – £299.99
Patriot (ref.R3633) – £169.99
Pullman observation car
(ref.R4860) – £74.99
Railroad 14xx
(ref.R3692) – £59.99
Railroad Coronation Scot pack
(ref.R4873) – £79.99

ing plug for DCC use is to be found in the tender, where there is also space for a speaker if desired. Some of the fine detail will be specific to layout curvature – cylinder drain cocks for example – for which the minimum quoted radius is 25". The tender drawbar can be brought closer to the rear of the engine, and the 'plug-in' wiring loom is factory-inserted to the underside of the tender.

Also making a welcome return to the range is the Devon Belle Pullman observation car, last seen in the June 2011 RM. The latest version adds warm yel-

low internal lighting; given that the USP of Hornby Pullman cars is the fine lighting, the omission of it from this model was odd – especially if the car was being run in a train after dark.

The Railroad range of budget-priced models from long-established tooling sees the return of the Great Western 14xx as No.1424 with late crest. The open-frame motor and traction tyres may be 'old school', but the model will delight many nevertheless. No provision for DCC (other than wiring one in yourself) is present.

Finally, there is a triple pack of the

Coronation Scot triple-pack of Railroad LMS 57' coaches



A couple of items that were commissioned by retailers as exclusive items have now joined the mainstream Bachmann range in new identities, along with a brand new tooling container.

The Great Northern 4-4-2 was released as National Collection preserved machine No.251 as a commission for Locomotionmodels.com (see Reviews, June 2015). Now it is available as classmate No.272, the second one built, in GN finish as outshopped in 1904; it lasted in traffic until August 1947, thus escaping being nationalised. The livery, whilst attractive, boxes it into something of a corner when it comes to ready-to-run coaching stock to pull, something that does not befall its stablemate available in LNER apple green (ref.31-762).

The locomotive is fully up to the standards of its predecessor; it is a smooth runner, and has a 21-pin socket and blanking plug in the tender. A can-type motor drives the leading coupled axle via a gear train.

Detail parts supplied for the purchaser to install – layout curvature permitting – include brake pull rods, buffer beam pipes, guard irons, cylin-

der drain cocks, cab doors and more.

We last saw the BR Mk.I horse boxes – commissioned by TMC – in October 2014. Versions are now available from Bachmann including SR green, with the branding NOT TO WORK BETWEEN TONBRIDGE AND BATTLE – a reference to the Hastings route that barred all but Restriction 0 rolling stock due to the tight clearances.

Finally, Bachmann has gone back in time from its Freightliner flats and containers (see last month) to the designs'

immediate predecessors, the type BA containers of 1961. Intended for the Speedfreight services, the alloy containers featured sliding side doors and vents along both sides (two towards the door end, singles towards the fixed end both sides). They were secured to the container flats by Freightliner-style pins and sockets, not the chains and shackles of traditional containers. The model is finely moulded with much detail, and the lettering is first class.

Tim Rayner

Samples supplied by

BACHMANN EUROPE Plc,
Moat Way, Barwell,
Leicestershire LE9 8EY.
www.bachmann.co.uk

PRICES

GN Atlantic (ref.31-761) –
£199.95
Mk.I horse box (ref.38-526) –
£36.95
Conflat & BA container
(ref.37-991) – £19.95



Revolution Trains releases IZA twin-unit Cargowaggons

N

Revolution Trains has delivered on its latest wagon project, the Cargowaggon twin wagons announced last year (see news, September 2017).

The real things date from the mid-1980s, and are used to carry goods including bagged cement and mineral water. All the nearly-200 vehicles remain in traffic, and have carried the original and later Cargowaggon schemes, plus branded for customers such as Perrier.

The models are supplied with standard N gauge couplings on the outer

ends, and drawbars on the inner. Both halves are so equipped, so one of the drawbars must be removed (with extreme care) before the combination can be coupled together. Each wagon weighs 18g for optimum trackholding, but the long fixed wheelbases might cause drag on curvature sharper than 12": the weights can be unscrewed if necessary, the bodies being easily removed to allow this.

Liveries are excellently applied: examples we have seen represent the original and revised (pictured)

Cargowaggon scheme. Versions are available with flashing rear lights factory-fitted, activated by a switch on the underside of the vehicle. (Batteries are ready-fitted too.)

Detail parts – brake pipes – for the purchaser to fit are included in the smart plastic packaging with card sleeve to hold the halves together.

Although Revolution Trains has sold out of the models, stocks may still be available at the firm's retailers such as Cheltenham Model Centre, C&M Models of Carlisle, Osborns Models in

Bideford and Kernow Model Rail Centre amongst others.

See the firm's website to keep abreast of its new projects.

Tim Rayner

Samples supplied by

REVOLUTION TRAINS
www.revolutiontrains.com

PRICE £49.50





Fourdees has closely followed Welshpool & Llanfair Light Railway No.14 (Sierra Leone No.85), reviewed in our November issue, with the release of another attractive Hunslet 2-6-2T *Russell*, built as works No.901 in 1906 for the Portmadoc, Beddgelert & South Snowdon Railway, a nominally independent concern but in effect a subsidiary to extend the North Wales Narrow Gauge Railways, where the loco



The model is built on an N gauge Graham Farish Class 08 diesel outside framed chassis, with custom-etched metal motion parts added.

It runs nicely; a running-in period of half-an-hour in each direction is recommended, with lubrication after every eight hours use.

Minimum recommended radius is 225mm (9").

Weights in the tanks ensure reasonable tractive effort but more weight could be useful both for adhesion and electrical contact.

The couplings are standard Peco GR-102s, mounted in NEM pockets. The height matches Peco stock perfectly. The couplings are flexibly mounted on the pony trucks.

The model comes smartly packaged in the usual collector's stout dark green card box with a protective sponge insert. The included glossy booklet has information on the history of Hunslet and the background to this and other designs, illustrated with archive pictures. A separate leaflet provides operating instructions.

We understand that the first batch has already sold out but orders are being taken for future production.

Fourdees is also considering offering the model to order in kit form; the price would be in the region of £132.50. *Andrew Burnham*

Sample supplied by

FOURDEES Ltd,
57 Wentworth Road, Blacker Hill, Barnsley, S74 0RP.
www.fourdees.co.uk

PRICE
ref.41-231 - £327.50.
Insured & tracked UK postage
£8.00.

was delivered and worked until the missing link from South Snowdon (Rhyd Ddu) to Croesor Junction was eventually completed as the Welsh Highland Railway in 1922, connecting with the Festiniog Railway in Portmadoc.

To enable through running on the FR, in 1924 *Russell* was severely cut down (chimney, dome, and cab) but the drastic surgery was to no avail as it was still too wide over the cylinders.

Following closure of the WHR in 1937, *Russell* was requisitioned in 1942 for war service, working on an ironstone line in Oxfordshire; it was sold to a clay railway in Purbeck in 1946, running as an 0-6-2T, and was

set aside damaged in 1953. Remarkably it survived, and was eventually restored in 1987 for what is now the Welsh Highland Heritage Railway.

The model represents the original – and indeed present – condition of the locomotive, which has been restored with the full height cab, dome, and chimney.

The models are hand-assembled in Britain from 3D-printed parts made on advanced additive manufacturing machines; the highly detailed body employs etched metal panels and many separately fitted details.

As usual, a high level of detail has been achieved – the cab interior is fully equipped and painted, and there is flush glazing in all spectacles. The cab roof can be removed, to appreciate the detail and fit a crew; it is a simple push fit.

The model is initially offered only in the 1906 maroon livery (as the loco is in preservation).

The base colour is sprayed with good coverage and a satin finish, with the black (satin and matt) areas and details (buffer beams, flycranks, brasswork, pipework, etc.) hand painted. Colours are specified (Humbrol references) in the instructions to aid matching, if necessary. The etched brass plates are by Narrow Planet.

The complete body is ingeniously held onto the chassis by four small clips, completely concealed but easily accessible from below if separation is required for maintenance.



New products from the **PECO** group of companies

Bus kits join Peco Scene range in OO



Readers with long memories will recall the injection moulded PSV kits which Tower Models had in its range. The first three of the fleet, which has

been acquired by Peco and marketed under the Model Scene brand, are now available from Peco stockists. The single-deck buses are Leyland



Nationals, in LT double-door format (ref.5138) and London Country single-door style (ref.5139). Accompanying them is the Leyland Olympian double decker (ref.5501), also in London Transport livery. Full instructions and waterslide transfers are included, only paint and adhesive being required. We understand that

the transfers initially are stocks of original sheets – new designs are under production – but with judicious application of decal setting solutions the transfers will settle down across panel gaps etc admirably.

Several more types are scheduled for release in the near future.

Tim Rayner

Peco Scene strips of tufts



New to the Peco Scene static grass range are strips of tufts, 10 in a pack approx 140mm each. They are self-adhesive, so just require careful peeling from the backing sheet and installation on the layout. The packs are:

ref	fibre length	description
PSG-21	4mm	daffodils
PSG-27	4mm	wild meadow
PSG-32	6mm	lavender
PSG-34	6mm	spring
PSG-35	6mm	winter
PSG-37	6mm	wild meadow
PSG-46	10mm	marshland
PSG-48	10mm	water meadow

In general the packs of grasses are most suitable for 4mm or 7mm scales, but with some ingenuity could be adapted to smaller scales.

Tim Rayner

Samples supplied by

PECO,
Underleys, Beer, Seaton,
Devon EX12 3NA.
www.peco-uk.com

PRICES

buses, single decker – £9.95ea
bus, double decker – £10.75
tuft strips – PSG-21 £5.50;
PSG-27 £4.99; PSG-32 £6.50;
PSG-34, -35 & -37 £5.99ea;
PSG-46 & -48 £6.99ea.

Metal-effect paint and flesh tone washes

The Airbrush Company is a distributor of a wide range of paints, thinners and similar materials, intended for the war-gaming market and military modellers, but which will have uses for railway modelling too.

From **Darkstar** comes a new range of six water-based acrylic paints designed to replicate metal finishes: silver verde, braid gold, polished copper, antique gold, and (pictured) bronze and blue steel. They are supplied in 17ml screw-top plastic bottles. A thinner is also available.

Lifecolor has released a set of five washes which is intended for use with its ref.CS13 flesh sextet of paints: the quick flesh shadowing pigments are in the following shades: ochre, light red, red umber, green shadow and grey shadow, plus a remover fluid. Each wash is supplied in a 22ml plastic pot; shake them well before use.

Tim Rayner



Multi-scale

Samples supplied by

THE AIRBRUSH COMPANY,
79 Marlborough Road (East),
Lancing Business Park,
Lancing, W. Sussex BN15 8UF.
www.airbrushes.com

PRICES

Darkstar molten metals –
£3.50 per bottle
Lifecolor flesh shades –
£17.99 for set of six

Cards & Calendars 2019



There are two calendars for 2019 which aid the **Ffestiniog & Welsh Highland Railways**; firstly a conventional railway-themed one (1), and the second a series of general landscapes by Sarah Parry (2), including the Barmouth Bridge at sunset. Both measure 340mm wide and 230mm when closed and are Wire-O bound with a hanging hole. Both are priced £7.95 each.

The railways' pack of Christmas cards this year are reproductions of two further paintings by Richard Marsh: *Linda* and *Blanche* rounding Ty Fry curve on



the Ffestiniog (3), and *Prince* in charge of a heritage train on the Welsh Highland (4). The cards are sold in packs of 10 (five of each design) including envelopes. Price is £5.00 per pack.

The Shop, Ffestiniog and Welsh Highland Railways, Harbour Station, Porthmadog, Gwynedd LL49 9NF. www.festshop.co.uk



The **Talyllyn Railway** has a calendar for 2019 (5), A4 when folded and A3 portrait when opened. It features both the railway itself and its attractions, the scenery through which it runs, and associated features of north Wales. Sidebars introduce aspects such as woodland walks, special events, volunteers and suchlike. A works train with No.6 Douglas in charge makes a change for March from passenger trains. Months and days are given in Welsh and English. The Christmas cards depict firstly No.1 Talyllyn on a train in a snowy scene banked by No.7 Tom Rolt in a wider view of the December photo in the calendar (6); the other card shows a nocturnal scene at Wharf station in Tywyn, with a Christmas Carol train's guard in appropriate headgear (7). Bilingual greetings adorn covers and insides.

The calendar is priced £7.00 plus £2.50 P&P; the cards, supplied in packs of five with envelopes are £3.50 per pack, again with P&P of £2.50. Please check P&P for overseas orders. Credit card orders can be taken by telephone on 01654 711012.

The Railway Shop, Talyllyn Railway, Wharf Station, Tywyn, Gwynedd LL36 9EY. www.talyllyn.co.uk



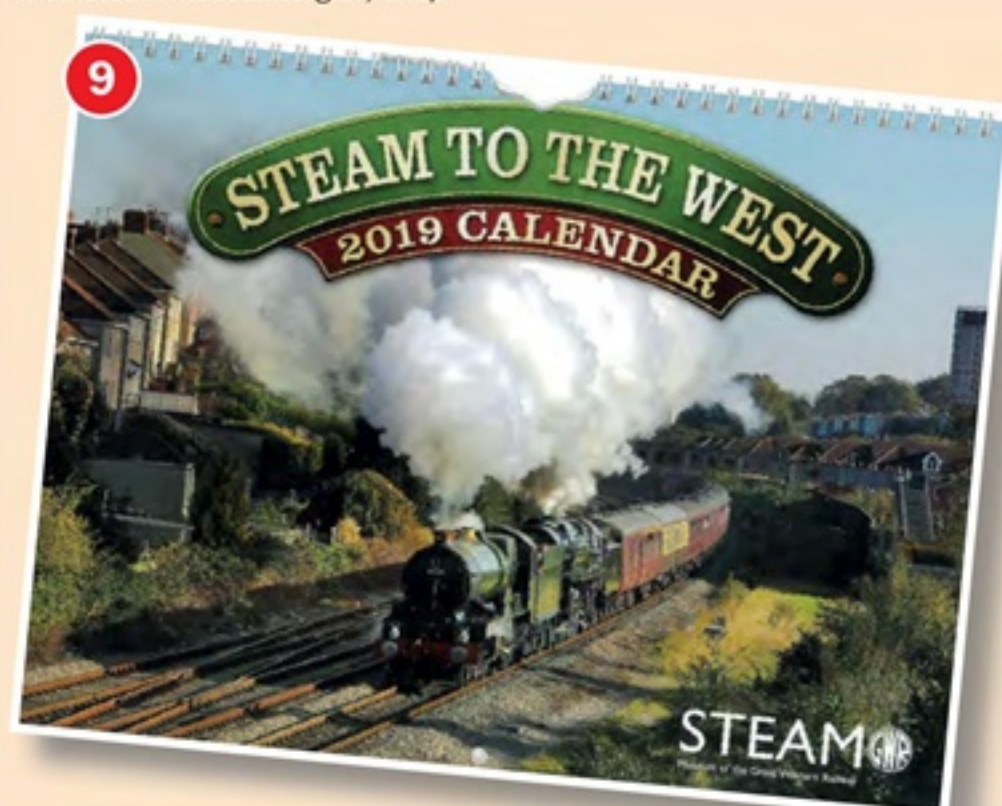
The latest Christmas card from the **Corris Railway** shows a snowy section of the railway in a landscape format card which is A5 in size folded out (8). A bilingual greeting reading Happy Christmas in Welsh and English is inside. The card is priced £3.00 per pack of five cards, with £1.00 for P&P; orders of four or more packs are post free. Please make cheques payable to the Corris Railway.

John A Knight, 40 Fladgate Road, Leytonstone, London E11 1LY. www.corris.co.uk

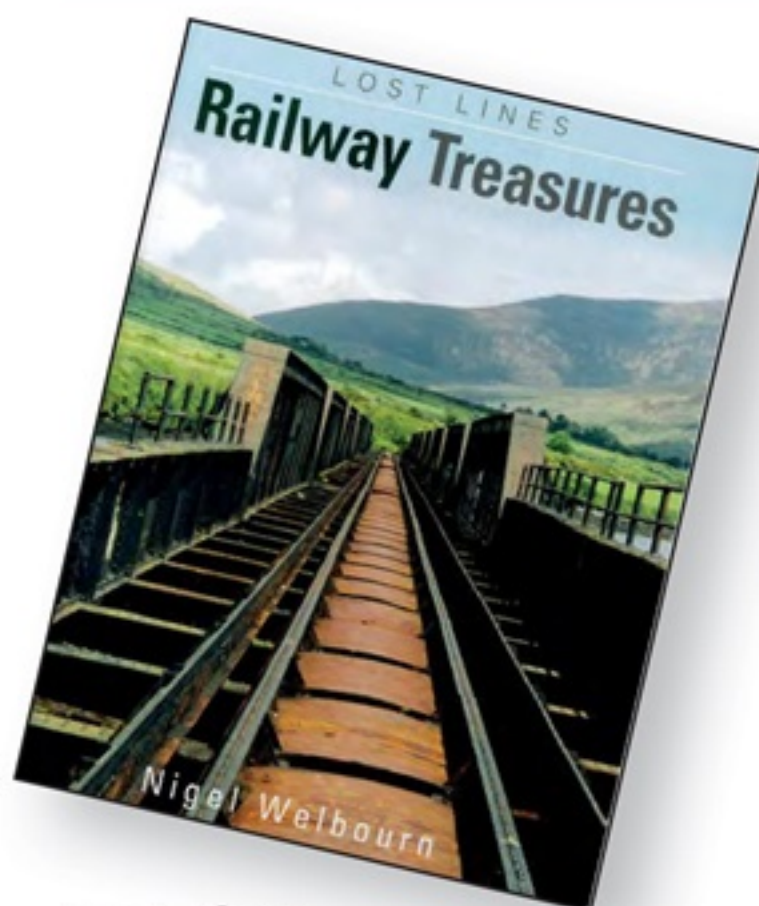


Steam to the West is the title of the 2019 calendar available from the **STEAM Museum** in Swindon (9). It measures 315mm x 235mm folded, is Wire-O bound and includes a hanging hole. The photography – all previously unpublished – is once again the work of Richard Bell, and ranges from main line charters through narrow gauge (the W&L) to a monochrome image taken inside the museum itself, with static 4-6-0 King George V as a backdrop to a period scene. The calendar is priced £7.50 to museum visitors, and also can be obtained via the museum's website.

STEAM – Museum of the Great Western Railway, Fire Fly Avenue, Swindon, Wiltshire SN2 2EY. www.steam-museum.org.uk/shop



Book Reviews



Lost Lines, Railway Treasures

Nigel Welbourn

Having authored 15 specific regional titles in the Lost Lines series, this time the author takes an overall view of what has been lost on our railways, over a period of almost 200 years of railway history in the British Isles. As well as the lines themselves, it is the railway infrastructure and architecture, and the landscape which is studied, although it does show that much has survived if you are prepared to look for it. So, as well as mourning the losses there is something of a celebration of what has made it through to the present day. Specific case studies highlight the latter, with a look at some of the heritage railways and museums that have become sanctuaries for many remnants of the past. A review of 10 main lines that have been closed and lost reminds the reader of what could have been.

This is a book that seems to be aimed at the general reader and enthusiast, but nevertheless gives a good account and may make the reader pause to reflect on what they have missed. Fully illustrated with over 400 photographs.

Crècy Publishing Ltd,
1a Ringway Trading Estate, Shadowmoss Road,
Manchester M22 5LH.
www.crecy.co.uk

285mm x 220mm 224pp
Hardback £25.00
ISBN 978-0-86093-691-6

Southern Style – After Nationalisation 1948 – 1964

John Harvey

This is the latest in the highly detailed HMRS definitive guides to colours used by the Southern, either its constituent companies or the Region the Railway became. This volume looks in forensic detail at the changes, especially during the early years, as individual works sought to apply the BR painting edicts to specifically Southern locos and coaches. (Wagons, being easier to paint to specifications, are omitted from this work.)

Using accepted colour definitions, the author has drawn together detailed observations and record by a number of enthusiasts, to the extent that it is possible to track even minor changes to a specific locomotive's livery over time. There were, for example, many variations (naturally, being hand-painted) of the adapted 'sunshine' lettering used to spell out BRITISH RAILWAYS, and the later emblem and crests ('right' and 'wrong' versions of the latter) are covered in great depth.

The volume includes colour samples, and the book is replete with references giving the nearest available Humbrol identity. The Southern Region modeller will be well served by this volume, which comes warmly recommended. It is available from most book shops, or direct from the society at its Derbyshire HQ.

The Historical Model Railway Society,
Book Sales, HMRS Museum & Study Centre, The Midland Railway – Butterley, Butterley Station, Ripley DE5 3QZ.

295mm x 210mm 160pp
Softback £35.00 plus P&P (HMRS members £24.50 plus P&P)
ISBN 978 0 902835 35 1



The Book of the Southern Moguls part one: N, N1 Classes

Ian Sixsmith & Richard Derry

The 'Book of...' rubric has, it is noted early on, encountered a slight problem with the Maunsell N and N1s: it is the practice to present each volume's subjects in BR number order, so the scattering of renumberings in Southern days means some early-built batches are chronologically out of sequence due to their 3xxx identity. For clarity's sake, the three-cylinder N1s are listed and pictured on grey-tinted paper, the Ns on plain white ground.

Frequently thought of as South Eastern & Chatham-designed locos which spread west, in fact quite a few were allocated new to the Western Section in the 1920s; some even made Devon their home for their entire life.

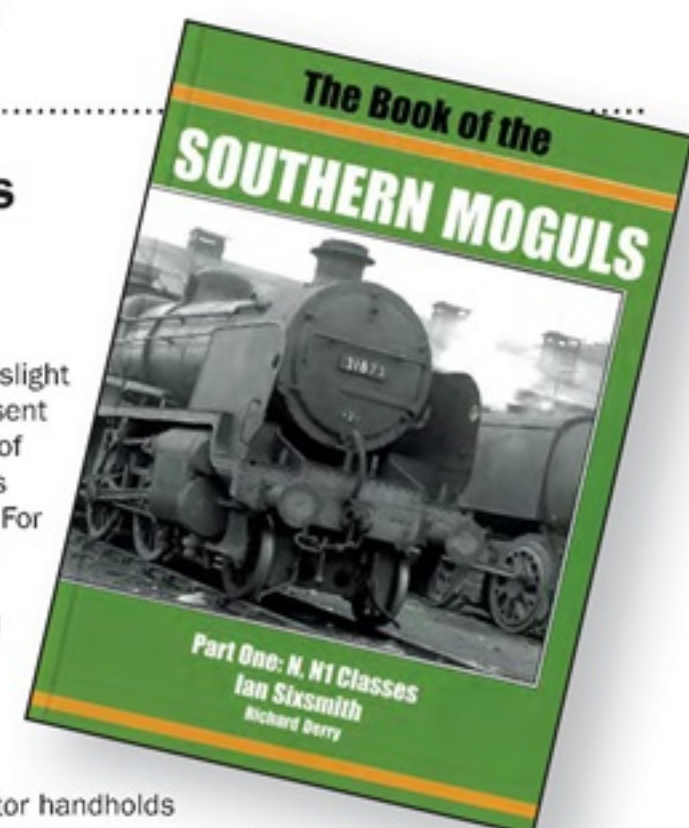
Following an introduction the Moguls are catalogued in the usual way, after a chapter on detail changes (chimneys, deflector handholds etc), many more of which will become apparent in the well-reproduced photograph. There was even no commonality of the hook used to hang the front coupling link on; some were to the nearside buffer, others to the right-hand edge. In several cases details of the train behind the tender are given, which is very handy for those wishing to replicate accurate train formations.

Unlike some recent 'Book of...' subjects, the Ns and N1s were kept clean, by and large, into the 1960s, so 'BR grime' is less prevalent. This allows one to gauge whether such items as cabside lining is a simple oblong or follows the lines of the cab side itself – another pitfall!

Books such as these are becoming ever-more valuable as the ranks of those who saw such engines first hand inevitably thin...

Irwell Press,
59A High Street, Clophill,
Bedfordshire MK45 4BE.
www.irwellpress.com

302mm x 215mm 216pp
Hardback £29.95
ISBN 978 1-911262-17-6



The Syston & Peterborough Railway second edition

Peter Smith

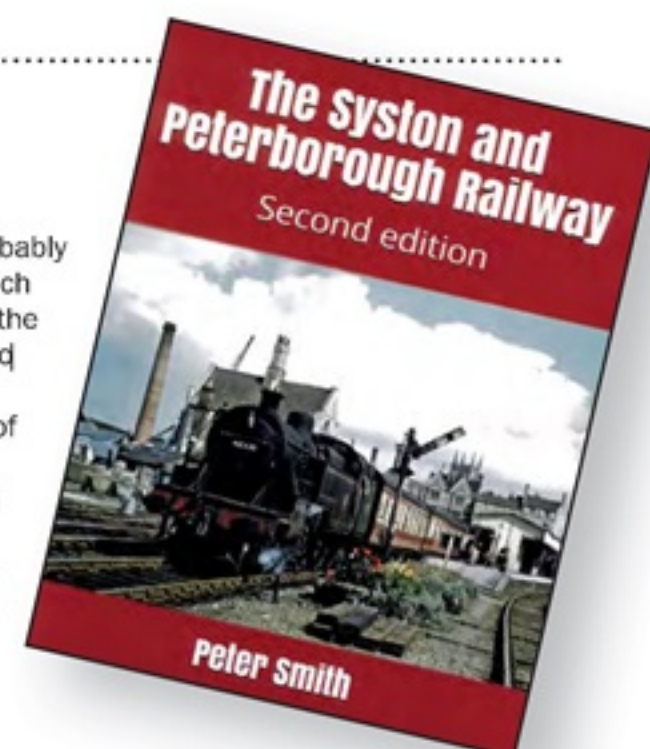
This new work builds on the author's first self-published volume of 2014 on this stretch of Midland Railway main line, most probably made famous by the venerable Airfix signal box kit inspired by the structure at Oakham. It includes many more photographs which have come to light since then, and highly detailed scale drawings of the structures en route. Maps and track plans accompany the mainly pictorial journey eastwards to the east coast main line. A bibliography is included for those who wish to delve deeper into this stretch of line – although a publisher name is confused with that of the well-known East Anglian doctor/photographer.

The drawings are clear even at the small scales necessary to be included in the page size (the author is also the proprietor of Kirtley Model Buildings), and scale bars are included for those wishing to enlarge them. Refreshingly, the author is happy for readers/intending modellers to contact him by email to discover more of the extensive collection of material on the route which he has amassed over the years.

Photographs are a mix of colour and black-and-white, some less than sharp but included for historical reasons or because of rarity of subject matter. The book is a wealth of information for the Midland Railway enthusiast. It is available from the Amazon website, or from the Kirtley Model Buildings stand at selected exhibitions.

Published by the author,
47 Kestrel Road, Melton Mowbray, Leicestershire LE9 0AY.
www.kirtleymodels.co.uk

280mm x 215mm 236pp
Softback £27.95
ISBN 978-1724430267



DECEMBER 2018 • NEWS P.1062 • PECO NEWS P.1067 • NEXT MONTH P.1069

Christmas comes early at Warley 2018!

In our November issue we unveiled plans by Peco to host – on its stand at this year's Warley National Model Railway Exhibition – one of the heat-winning layouts from Channel 5's *The Great Model Railway Challenge*.

We can now confirm that the layout booked to form the centrepiece display on the manufacturer's stand is *Santa's Globe-trotting Vacation* (pictured), which was constructed by the Basingstoke Bodgers and was the winner of Episode 3. The layout's theme will be very appo-

site given the upcoming festive period and is sure to appeal to the show's younger visitors. There will be members of the Basingstoke Bodgers on hand to demonstrate the layout's animations and features, whilst also providing some 'behind the scenes' insight of their experience.

It has also been confirmed that the Bachmann Europe Plc stand at the show will be hosting the overall winning layout from the Grand Final of the TV series, the identity of which will be



revealed in the final episode – to be broadcast on 9 November 2018.

Taking place at the NEC in Birmingham on 24 & 25 November, and billed as the UK's largest model railway event, the weekend promises to bring together in excess of 90 model railways and over 150 specialist trade stands. The layouts will cover all the popular scales and gauges, representing British and overseas prototypes.

In keeping with the narrow gauge and miniature railway theme of this year's event, the prototype display will

include locomotives and items of rolling stock from the Romney Hythe & Dymchurch Railway in Kent. The 15" gauge railway, which runs for a length of 13½ miles, features one third scale locomotives and stock. Amongst the items it plans to bring is Pacific locomotive *Northern Chief*, which was designed by Henry Greenly and built by Davey Paxman & Co. in 1925.

Full details about the show are available in Societies & Clubs or on the event website:

www.thewarleyshow.co.uk



EM Gauge Society commissions 'ready-to-lay' trackwork from Peco

We can reveal that the EM Gauge Society, which was formed in 1955 to promote modelling in 4mm scale with a track gauge of 18.2mm, has commissioned Peco to manufacture items of 'ready-to-lay' bullhead wooden-sleepered trackwork.

With design work already at an advanced stage (undertaken to the Society's own specifications), there will be left- and right-hand two-way points (to B6 geometry), together with plain track.

The points are set to feature solid metal blades and parallel sleeper (perpendicular to the straight route) – with sleeper length and spacing as per the prototype. To be supplied as Electrofrog only, with closure rails bonded to the frog rails and blades bonded to adjacent stock rails. The manufacturer's existing code 75 bullhead rail will be used, whilst the existing Peco bullhead rail joiners will also be suitable for use with the EM gauge items.

Plain track will be supplied in 914mm lengths, but with the sleeper base split into scale 60' lengths; the sleeper spacing will be reduced on sleepers positioned at the ends of adjoining panels, as per prototype practice.

CAD renders of this new trackwork range are reproduced here. It is planned to have 3D-printed samples on display at this year's Warley National Model Railway exhibition (see separate story).

These items will be available to members via the EMGS stores and also visitors to EMGS expos. Price

information is still to be finalised but it is hoped that plain track will be available at the EMGS AGM in December and the points in Spring 2019. For further details about the Society, including membership benefits and how to join:

www.emgs.org



▲ A CAD render of the forthcoming items.

Accurascale and Realtrack team up to produce PCA cement wagons in OO and N



▲ A tooling sample of the announced Accurascale PCA cement wagon in OO.



▲ A CAD illustration for the Realtrack Models PCA cement wagon in N.



▲ Livery diagrams for the 4mm scale PCA cement wagons.

Accurascale has announced the subject of its next 4mm scale ready-to-run wagon project – the CFMF PCA bulk cement wagon. A 2mm version is also to be released in collaboration with Realtrack Models.

Built by CFMF of France for wagon leasing company STS, the 50 PCA bulk cement wagons of the PC017B design diagram started entering service in 1982. A number were hired to Rugby Cement, with other examples leased to Blue Circle for use on a number of workings.

A further batch of 15 wagons was manufactured in 1985 by another French firm, Fauvet-Girel. Assigned design diagram PC017C, these vehicles received Rugby Cement livery and replaced the wagons previously leased to that company.

All wagons were re-liveried in 1996 when they were leased by Castle Cement for use on workings to London – initially to Kings Cross freight depot and then to the freight facility at Saint Pancras from 2003. Since 2013, a number of these wagons have also been used on workings between Clitheroe and Avonmouth.

Realtrack Models previously announced a model of this distinctive wagon, but approached Accurascale in spring 2018 with a view to forwarding the project, whilst also developing a 2mm variant; the resultant arrangement will see Accurascale release the 4mm models under its own brand, with Realtrack releasing the 2mm version under its banner (see the firm's website: www.realtrackmodels.co.uk).

Accurascale's 4mm version will be presented in STS dark grey, Rugby Cement and Castle Cement branding, featuring multiple running numbers in packs of three. The 4mm packs are priced at £69.95 for three wagons, with discounts available across all three liveries for rake bundle deals.

Each wagon is set to feature over 100 separate parts. Ease of conversion to EM and P4 is also incorporated. A factory sample has been received in both scales (4mm sample illustrated) and a number of tweaks and corrections are currently being made before production commences. Realtrack will release the wagons in the same three liveries as Accurascale, although prices are still to be confirmed.

The project is said to be well advanced with delivery of the 4mm models planned for January 2019; the Realtrack 2mm version (illustrated here with a CAD render) is due during the first quarter of 2019. Pre-orders of the 4mm wagon are available now exclusively via the Accurascale website (see below).



▲ Underframe detail on the 4mm PCA.

Rawie Buffer Stop Packs in 4mm

Accurascale has also unveiled that it is to release Rawie buffer stop packs in 4mm scale.

Several variants of this distinctive buffer stop can be found across the rail network, from terminus stations, to locomotive stabling points, to motive power depots and freight yards.

The variant that has been modelled by Accurascale first appeared in the early 1990s. Three different options will be available; a basic buffer stop with traditional buffer pads; a buffer stop with Scharfenberg coupling box attachment (both types supplied in packs of two priced £5.95); and a buffer stop with a Scharfenberg attachment with lighting pole and functioning lighting (with electrical pick-up from the track, supplied individually and priced £6.95).

Tooling for the models is complete (a sample is pictured here). Tweaks to the design are currently being undertaken by Accurascale's factory in China. Friction pads will be provided in each pack to be placed on the rails behind each buffer stop as per the prototype – suitable for both Code 100 and 75 OO gauge track.

Delivery is expected by the end of 2018 and orders

Rawie buffer stop with lighting pole.



Tooling sample of the Accurascale Cemflo/PCV wagon in 4mm.



can be placed directly via the Accurascale website once stocks are received.

First look at Cemflo/PCV wagon in 4mm

Accurascale has received the first production sample of its forthcoming Cemflo/PCV wagon in 4mm (as first announced in our August 2018 issue).

The Cemflo project has been subject to a slight delay (caused indirectly as a result of a factory closure in China), but is on course for a revised delivery date of April 2019. The delay has allowed Accurascale to negotiate reduced production costs, which it has passed onto its customers as compensation for the delay. Details of the lower purchase prices for new customers can be found on the website.

Accurascale has also stated that it plans to offer the Oleo buffers and the cosmetic screw link couplings used on the Cemflo/PCV in separate accessory packs. Full details on pricing of these items will be confirmed in due course.

(In addition, an N gauge version of the Cemflo/PCV is being produced in collaboration with Revolution Trains – see News, RM November 2018.)

TOPS and NCB 24.5T HUOs

The TOPS and NCB internal user packs of the HUO 24.5 Ton coal hopper wagons (see Reviews, RM August 2018) were due in stock by the time this issue went on sale, with almost 50% of the production run sold out on pre-order. A limited number of all versions released to date are still available direct from Accurascale's website and from the firm's stand at the forthcoming Warley show – where it also plans to make its next model announcement.

www.accurascale.co.uk



Young visitor wins complete model railway at Farnham show!

The Farnham & District Model Railway Club staged its 44th annual exhibition on the weekend of 13 & 14 October 2018 and reports that numbers were up by at least 250 on the previous year.

A raffle took place during the weekend, with the prize being a children's N gauge layout built by club members. The raffle raised more than £1,400 for The Woodlarks Centre for disabled adults and the prize winner was, William (pictured at the controls), who was overjoyed to have won.

The picture shows William with his parents and sister Molly, together with F&DMRC Chairman Richard Puddephatt (centre).

Details of the club's 2019 exhibition will be published on its website in due course:

www.farnhammrc.org.uk

Diesels at Pendon – for one weekend only!



Over the weekend of 1&2 December 2018, Pendon Museum in Oxfordshire will wind the clock forward on its centrepiece Vale Scene display with a small selection of trains hauled by BR era diesel traction. These trains will run half-hourly, interlaced between the traditional procession of pre-Nationalisation era models.

In addition, and again for this weekend only, the museum will be hosting a P4 model of Bodmin, which depicts the Cornish GWR station as it was operating in 1928.

The weekend will also present the final opportunity to see the *Evolution of Finescale Modelling – In Search of Excellence* exhibition, which has been assembled from materials sourced by Iain Rice and the Scalefour Society. The displays provide an insight into how current railway models have evolved through the desire to reproduce, as accurately as possible, the railways of Britain to a scale of 4mm:1ft.

More details, including charges and museum opening times, can be found on the website:

www.pendonmuseum.com

Manchester MRS all set for December show!

The Manchester Model Railway Society will be staging its 81st model railway exhibition on the weekend of 1 & 2 December 2018, once again at The Barnes Wallis Building, University of Manchester Northern Campus, Altrincham Street, Manchester (postcode M1 7JR).

As a result of its city-centre location, the event is ideal for those arriving by public transport, either by tram or train; the venue is only a three minute walk from Manchester Piccadilly railway station. There is also ample parking at its own multi-storey carpark (sat-nav postcode M1 3BB).

Amongst the 19 layouts booked to appear – covering a range of scale/gauge combinations, eras and prototypes – is *Deansmoor* (pictured) an N gauge layout by Jon Dean that was featured in our May 2017 issue.

The exhibition aims to cater for the whole family, with a number of activities for children – including opportunities to operate trains and lorries on one of the MMRS layouts, and take part in a treasure hunt to win a prize.

Tickets are priced adults £9.00, with up to three accompanied children admitted free. Advance tickets are available at the discounted price of £8.00 (including a free exhibition guide and affording entry to the show from 0945) from the society's website. See Societies & Clubs, and for further details:

www.mmrs.co.uk/exhibition

Greg Mape has created a novelty layout which can be seen on the paydesk at the entrance to the Manchester Model Railway Society's exhibition – proving you really can mix model railways and baking...

Photograph: Greg Mape

West Coast Main Line action in the late British Rail era on *Deansmoor*.

Photograph: Paul Bason



Realtrack Class 142 and second run of Class 156s take shape in OO



▲ Decorated sample of the EMT-liveried Class 156 in OO.

Illustrated here are hand-finished painted samples of the next batch of OO gauge Class 156 DMU models that are being manufactured for Realtrack Models by Rapido Trains.

This second run of Class 156 models (which follows the first versions released last year – see Reviews, RM October 2017) will include the colourful East Midlands Trains livery and the classic Provincial delivery scheme, with both original 'Sprinter' and later 'SuperSprinter' branding.

Realtrack Models has commissioned nine different versions in total; four EMT and five Provincial. There are printing differences between all nine sets, which will also have unique destinations at each end.

Also reproduced here are early CAD images for the forthcoming Class 142 DMU, which was first

announced in our January 2017 issue and is also being manufactured for Realtrack Models by Rapido Trains.

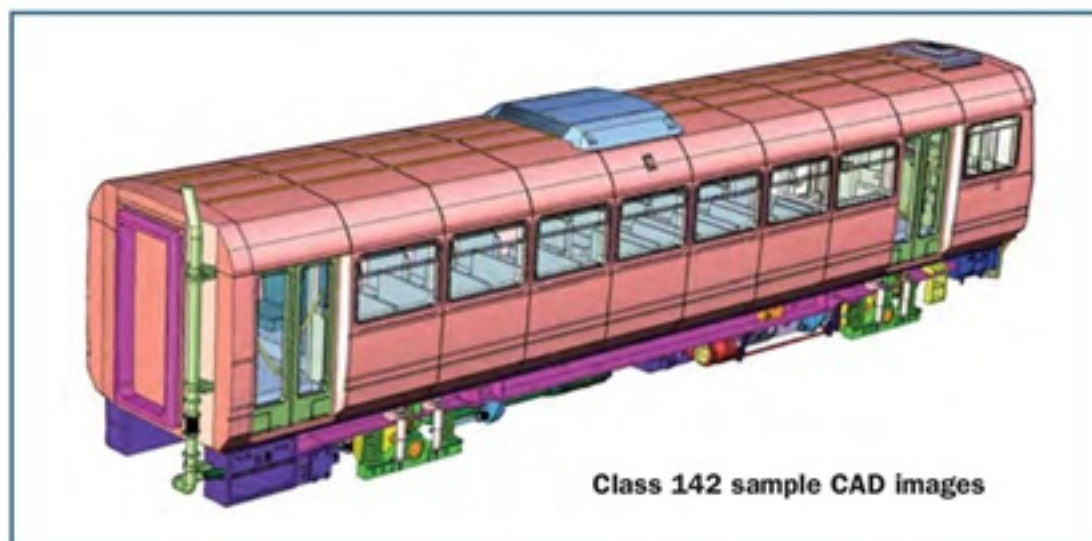
The models are set to feature a plethora of different body variations and alternative parts to represent differences between prototypes as they appeared 'as built' and in later years. The detail differences include; four-leaf (original) and two-leaf doors, roofs with three or ten strengthening ribs, two styles of roof pod, two styles of destination panel, and numerous other minor underframe and cab front parts. The first run of models will also feature the original bus-style seating.

See the Realtrack Models website for further details about all the Class 156 and Class 142 models that are being produced:

www.realtrackmodels.co.uk



Hand-finished decorated sample of the Provincial-liveried Class 156s in OO.



Class 142 sample CAD images

Second run of Heljan L&B 2-6-2Ts in OO9 near production

We recently had the opportunity to inspect a number of decorated samples that Heljan has received for the second tranche of releases for its L&B 2-6-2T model in OO9. This follows the first stocks of these models that were delivered last year (see Reviews, RM April 2017).

This second run has been manufactured at a different Chinese facility and the opportunity has been taken to revise slightly the springing arrangement of the front and rear pony trucks (pictured inset).

There are 11 livery versions planned for release (see News, RM July 2018), of which four are illustrated here

(from left to right); ref.9950 Yeo in L&B dark green, ref.9955 Exe in L&B dark green, ref.9956 Taw in L&B dark green and ref.9953 No.E760 Exe in c.1927-29 'intermediate' SR green.

It should be noted that on all the samples illustrated the nameplates are set too low on the tank sides; this has been corrected for the production versions, the manufacturing of which is currently underway. A projected delivery date is still to be confirmed.

www.heljan.dk



In brief

Sleaford charity modelling event

Sleaford & District Model Railway Club will be hosting a charity model makers' Exhibition in aid of the Lincs & Notts Air Ambulance on Sunday 18 November 2018 at Ruskington Village Hall (NG34 9HT), between 1000 and 1600. The event will showcase a wide range of modelling disciplines, including model railway layouts, plastic kits, model engineering and more. Entry will be priced adults £3.00, children £1.50 and families (2+2) £6.00. (Note that this is a revised version of a news item published in the November issue.)

Meet TGMRC contestant at Harburn Hobbies

In our November issue we included a news item about the upcoming Peco promotional event that will be taking place at Harburn Hobbies on Friday 9 and Saturday 10 November 2018. There will now also be an opportunity to meet Mark Darragh, a contestant who appeared in episode 4 of Channel 5's *The Great Model Railway Challenge*, between 1400 & 1600 on the Saturday. Open 0930 – 1800 both days, there will be special offers on selected products, a prize draw and refreshments.

www.harburnhobbies.co.uk

Digital event at Norwich retailer

Great Eastern Models in Norwich will be staging a 'Digital Day' on Friday 7 December 2018 (1000 – 1500) at its premises located at 199 Plumstead Road, Norwich, Norfolk NR1 4AB. The event is being held in association with Train Tech, Coastal DCC, Gaugemaster and Bachmann. There will be experts on hand to give technical advice, live demonstrations and a decoder-fitting service. Light refreshments will also be available.

Great Eastern Models
email: gemodels199@gmail.com
Tel: 01603 431 457
www.greateasternmodels.co.uk

Great Sutton – 2

Last month we presented part two of Giles Barnabe's account of his 1860s era layout, *Great Sutton*. Unfortunately, as a result of some rogue 'cutting and pasting' of text at the magazine design stage, which went unnoticed, a spurious paragraph was placed inadvertently at the start of the article. We wish to apologise to Giles, and to any readers who were somewhat baffled why a layout set deep in rural Shropshire should be described as having a "north eastern ambience"!

Allan Downes

Allan Downes, who died in August aged 83, will be known by many established readers of *RAILWAY MODELLER* as a skilled architectural modeller with an inimitable writing style who contributed to these pages from the 1970s onwards.

Born in 1935, Allan was evacuated to Yorkshire during WW2, and it is from this and schooling in Oxfordshire that germinated his love of rural buildings. He was a talented sketch artist, many of his modelling articles being accompanied by line drawings of his subjects.

In those early days his chief modelling medium was card, often covered in computer chads for bricks, Pyruma fire cement for rendering, and many varieties of Colron wood dye if a wooden structure was being modelled. Card was an ideal medium which absorbed the dye without any deformation in a manner that plasticard most certainly didn't.

Allan's principal influence was John Ahern, whose *Miniature Building Construction* was as much of an encouragement to him as he was to RM readers in his own articles.

His first article was published in the October 1973 edition of *RAILWAY MODELLER*, and by 1976 he became practically a monthly fixture, penning pieces on modelling thatched roofs, cobbled farmyards, water mills and suchlike.

The first layout, *Pipers Mead*, appeared in 1975, to be followed by *Candleford Mill* in 1979, which was resident here at Pecorama during the 1980s. By 1979 he had had three books of plans published by Peco, again with the emphasis on rural structures such as windmills and churches.

Although country buildings were his forte, he could turn his hand to urban structures, most memorably in 1981 with his cityscape which appeared under the title *Civic Splendour* in that year's December issue.



▲ A Jubilee running on *Pipers Mead*. Photo: Brian Monaghan



▲ A diorama by Allan Downes in the Pecorama collection.

Allan's last feature for RM was in 1994, but he made frequent appearances elsewhere in the model press thereafter. He also developed some very speedy modelling techniques involving rapid bonding of plastics with superglues and an unusual aerosol spray technique for roofs and stonework in which he could paint and weather the surfaces to a very realistic finish in seconds.

In more recent times he was a frequent contributor to a well known model railway forum, and was active and still encouraging others in their modelling up until his death.

From the appreciative comments that have been posted over the past few weeks, it is clear that he will be greatly missed, but his legacy will live on in the countless numbers of model structures he built for himself and his many clients.



▲ The mill itself, on *Candleford Mill*. Photo: John Priest

Brian Gardner

We were saddened to learn of the passing on 7 October 2018 of Brian Gardner, one of our friends and associates who produced many of the Peco CD and DVD compilations over a 20-year period.

Born in 1951, Brian worked for 13 years at HMSO before leaving to start his own video production business. He was a skilled film maker and became very well known to many within the model railway fraternity.

Brian began working with Peco in 1990 when he produced the *Creating a Model Railway* video. This was followed

by two videos titled *Creating Classic Layouts* featuring both British and continental layouts and the *Steaming the Beer Heights* video.

In 2000 Brian began producing the *RAILWAY MODELLER* Annual on CD. These were produced for the next 10 years and gave *RAILWAY MODELLER* and *CONTINENTAL MODELLER* readers the opportunity to see many great layouts in action.

He was known for his patience in coaxing a great performance from the most nervous of modellers. Every summer he looked forward to visiting and

filming the modellers and their layouts for each year's production.

Brian had always loved model railways from a very young age and tried to attend as many model railway shows and exhibitions as possible. He made several starts at building his own layout but these were always thwarted by lack of time during his working life.

When he scaled down his work after retirement, he was never happier than being in his railway room working on his layout. Brian is survived by his wife Geraldine, their two children Suzy and Tom, and six grandchildren.

Temporary reduction in Bachmann production capacity

At its annual Press Day held on 31 August 2018 (see News, RM October 2018), Bachmann Europe Plc outlined the plans by its parent company, Kader, to open a new model railway production facility in Gaobu to supplement the existing facilities at Shenzhen and Dongguan.

Although the Kader site in Dongguan was earmarked for redevelopment, it was expected that production would continue in the medium-term whilst the new sites came onstream. However, the manufacturer has since been asked to vacate the site sooner than previously indicated and to facilitate this, staff from other locations have been engaged in the transfer of machinery, tooling and materials to the new

Gaobu site. This has led to a temporary reduction in production capacity whilst reorganisation takes place.

Once the reorganisation is complete the manufacturer will benefit from an increased production capacity, which will assist with the delivery of models that are still outstanding, along with others that are currently in development.

The following items are expected to be released during the remainder of 2018: OO – Class H1, H2 & C1 Atlantics, Class 37 'EuroPhoenix', BR Mk.I POT coaches, BR Mk.IIf coaches (all types), FFA/FGA Freightliner flats and BR Mk.I horse boxes. Further supplies of the N gauge Fowler 3F 0-6-0Ts are also due to arrive. www.bachmann.co.uk

2019 RAILWAY MODELLER Special – now on sale!

Now available from Peco Publications is the 2019 RAILWAY MODELLER Special, released in time for readers to enjoy over the upcoming festive period. The lavishly illustrated 124-page publication is packed full of exciting features including: a celebration of the Cambrian Railways; a profile of the vibrant O gauge manufacturer, Minerva Model Railways; three superb layouts; the secret lives of railway modellers; solutions to the Swindon Ghost mystery; and an historical review of single unit diesel railcars. Also, John Quinlan recalls some memorable anecdotes from his time working for the Restaurant Car Department of British Railways; and we include our traditional review of the past year's new product releases.

Priced £6.99, this essential addition to your modelling library is available now from selected WHSmith and Morrisons outlets, via all Peco stockists and direct from Peco. Existing RM subscribers are eligible to purchase the publication at the reduced price of just £4.99, by ordering direct by phone:

Peco Publications & Publicity Ltd

Tel: 01297 20580

www.pecopublications.co.uk



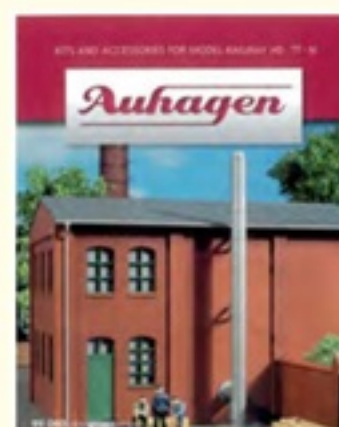
Free plastic kit with the December issue of CM

Readers may be interested to know that the December 2018 issue of our sister title, CONTINENTAL MODELLER, will come with a free gift!

In collaboration with the German model manufacturer Auhagen, and through the good offices of UK-based distributor Golden Valley Hobbies, mounted on the cover will be one of three plastic kits, attached at random; a set of construction site accessories, portable toilets, and an industrial chimney.

Although manufactured to HO scale, all these items could look very much at home on British 4mm layouts.

The December CM (on sale from 15 November) will feature a wide cross section of overseas prototypes, including examples of German, Italian and French outline. For further details: www.peco-uk.com



Parkside Models OO wagon kits – now supplied with transfers!

As part of its continued commitment to develop the Parkside Models range of plastic rolling stock kits, Peco has begun supplying the 4mm range of kits to retailers complete with waterslide transfers. This is being rolled out at no extra cost, which means these popular kits now represent even greater value for money.

The transfers have been developed exclusively by Modelmaster Decals to suit each item of rolling stock in the 4mm range, with pre-Grouping and/or BR options as appropriate. The transfers will also be available to purchase separately from Modelmaster Decals.



Employment opportunities with Peco

Peco is looking to recruit two new members for its sales department.

The first of these is a Sales Representative for the southern region. Working from home, the successful candidate will be expected to travel to and support the network of Peco retailers located throughout the region, which broadly covers an area along the south coast as far west as Dorset, up to the Cotswolds and across to East Anglia. A company car will be provided.

The second vacancy is for a full-time sales representative based at the Peco headquarters in Beer, Devon. The wide-ranging role will entail working as part of the company's small sales team and visiting retailers in the south-west and South Wales area when required.

Both roles will suit individuals with a good understanding of the hobby and a sound commercial background. See the advert on p43a of this issue for further information and details of how to apply. The closing date for applications to both posts is 13 December 2018.

Sutton's Locomotive Works confirms Highland 'baby Sulzers' in 4mm

Phil Sutton has confirmed production for three further versions of his ready-to-run 4mm scale Class 24 model (see Reviews, RM July 2016), manufactured under his Sutton's Locomotive Workshop label.

The latest trio of models confirmed for production will all represent headcode box-equipped Class 24/1 prototypes allocated to Inverness in the Highlands of Scotland.

Inverness was the first depot north of the border to be allocated with BR Sulzer Type 2s. They were utilised, along with BRCW types from 1960, to super-sede steam traction in the Highlands. This tranche of 19 Derby-built machines (D5114-D5132) from the Class 24/1 sub-class featured new roof-mounted headcode boxes (for four-digit train identification) and removal of the hinged headcode discs and their illu-

mination lamps. Cab-side recesses for tablet-catching equipment were provided and miniature snowploughs were soon fitted.

Whilst standard machines were relatively common visitors to the West Highland Line, the 'Highland Baby Sulzers' tended to stick solidly to local diagrams, principally the remote branches of Kyle of Lochalsh, Wick and Thurso, along with heavier main line outings (often double-headed) south to Perth and Edinburgh. They also featured on the Aberfeldy branch and later made appearances on the Waverley route before closure.

The three confirmed versions will be presented in; BR green with small yellow ends, pre-TOPS blue and TOPS blue. Running numbers are to be confirmed.

SLW is now accepting pre-orders for these models, which can be placed via its website. A wide range of options are being offered, including DCC sound, high-capacity 'stay-alive', together with factory-fitted EM and P4 gauge wheelset options. Prices start from £185.00 and delivery is estimated for late 2019.

Sutton's Locomotive Workshop
20 Park Street, King's Cliffe,
Peterborough, East Northamptonshire
PE8 6XN
Tel: 01780 470 086
email: slw@railexclusive.com
www.sulzertype2.co.uk

◀ A pair of 'Highland Baby Sulzers' moves onto Inverness fueling point during the winter of 1974.
Photo: SLW Collection



Commemorative poppy headboards from Fox Transfers

To commemorate the centenary of the armistice, which will be taking place on Sunday 11 November 2018, Fox Transfers has released a special range of etched steel train headboards in 2mm, 4mm and 7mm scales. The designs have been produced with the full support of the Royal British Legion and all profits from the sale of the headboards will be donated to its Poppy Appeal. Three of the eight designs are illustrated here – see the Fox Transfers website for the full range and for details of how to order: www.fox-transfers.co.uk



Warley member 'braves the shave' for charity

Duncan Petford – one of the team of Warley MRC members that constructed our 'Railway of the Month' feature *Northbridge* (see p982) – looks markedly different now because he recently 'braved the shave' in support of Macmillan Cancer Support. Friends and fellow club members have donated in excess of £500.00 towards Duncan's cause – readers who wish to make their own donation of £5.00 can do so by texting 'SHAVE 20735' to Tel: 70550.



MERG Roadshow dates announced

The Model Electronic Railway Group has released details of forthcoming model railway exhibitions at which it will be hosting demonstration stands about the group, its products and membership details.

These are as follows: the South Hampshire MRC exhibition in Portsmouth, 17 November 2018; the Warley National Model Railway Exhibition in Birmingham, 24 & 25 November 2018; the Southampton MRS exhibition in Eastleigh, 26 & 27 January 2019; the Leamington & Warwick MRS annual show in Leamington, 2 & 3 March 2019; the Basingstoke & North Hants MRS exhibition in Basingstoke, 9 & 10 March 2019; and EXPO EM Spring Show in Bracknell, 18 & 19 May 2019.

Further details and full venue information can be found on the MERG website: www.merg.org.uk

W&L Christmas card

The newest Christmas card for the **Welshpool & Llanfair Light Railway** is once again the work of transport artist Jonathan Clay, and shows Kerr Stuart 0-6-2T *Joan* arriving at a snowy Llanfair Caereinion. Folded, it measures 150mm wide and 105mm tall.

The railway still has stocks of earlier Christmas cards; any mixture of the three designs, subject to stock, are priced £4.00 for five, £6.50 for 12, £11.00 for 25, £14.50 for 36 and £19.30 for 50, all including P&P: please make cheques payable to W&L Sales.

W&LLR Christmas Cards (Rmod),
12 Maes Gwyn, Llanfair Caereinion, Powys SY21 0BD.
www.wllr.org.uk



New 4mm kit for LNER B3 4-6-0 released

Modellers Graham Nicholas and Graeme King have joined forces to produce a mixed-media kit for the GCR/LNER 9P/B3 4-6-0 type in 4mm scale under the G_Train Locomotive Works name.

The prototypes formed a class of just six locomotives that did not survive into the BR steam era; however, one of these, LNER No.6165 *Valour* was chosen as the GCR (and later LNER) war memorial loco and throughout the 1920s and 1930s was regularly involved in the memorial services on armistice day that took place at Sheffield Victoria station. The launch of this new kit is therefore very timely, coinciding closely with the 100th anniversary of the 1918 armistice on 11 November 2018.

The kit comprises a set of nickel silver etches (designed for G_Train by Nick Easton) for the locomotive chassis, footplating and cab, together with a collection of resin items for the boiler and other detail parts such as front cylinder covers and sandboxes. Two chimney and three dome types are available; a chimney and dome will be provided to suit the builder's need.

Wheels, motor and gears are for the builder to supply, as are the various detail parts to complete such as buffers, handrail knobs, etc. Although primarily designed for OO gauge,

suitable additional parts are available on the etch to allow the model to be constructed for P4/EM use.

For the more adventurous builder, a set of parts is also included for simplified working inside valve gear to impart a visible rocking motion to the outside valves.

No tender is provided – the prototypes towed the Great Central Standard 4000 gallon type at various times in their careers, several options for which are available to the 4mm scale modeller.

Both Graham and Graeme will be present at the Warley National Model Railway Exhibition on 24 & 25

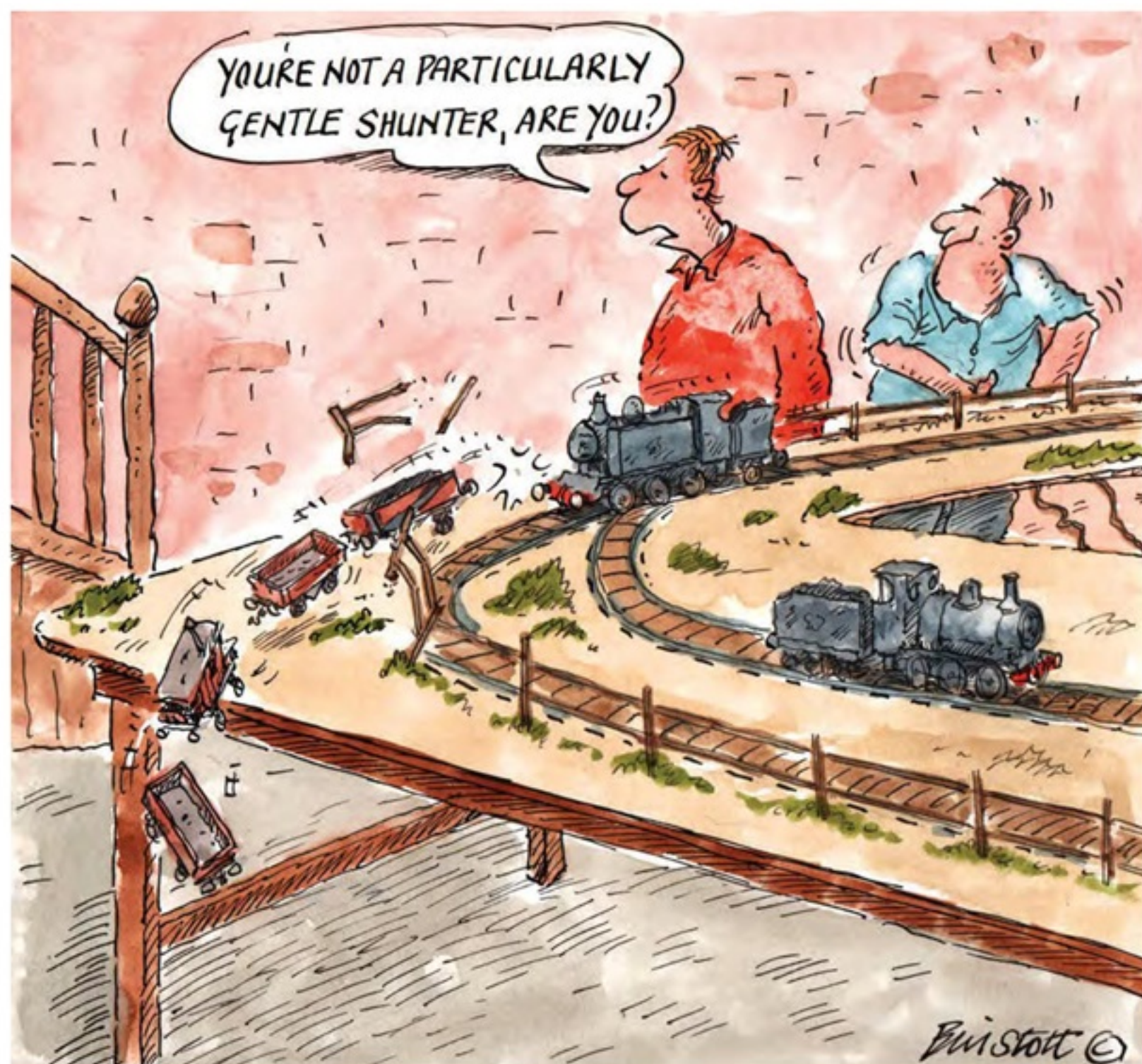
November (see separate story) and a made-up example of the kit will be available for viewing as part of Graeme's resin casting demonstration stand.

The anticipated selling price for the kit is £105.00 plus p&p. Both the nickel silver etches and resin parts can be made available separately if required.

The resin boiler has been designed by Graeme to fit a range of GCR 4-6-0 types, including the GCR 9Q/LNER B7, for which a kit is planned for release in the future. For further details, contact Graham Nicholas: email: g_train46229@hotmail.com



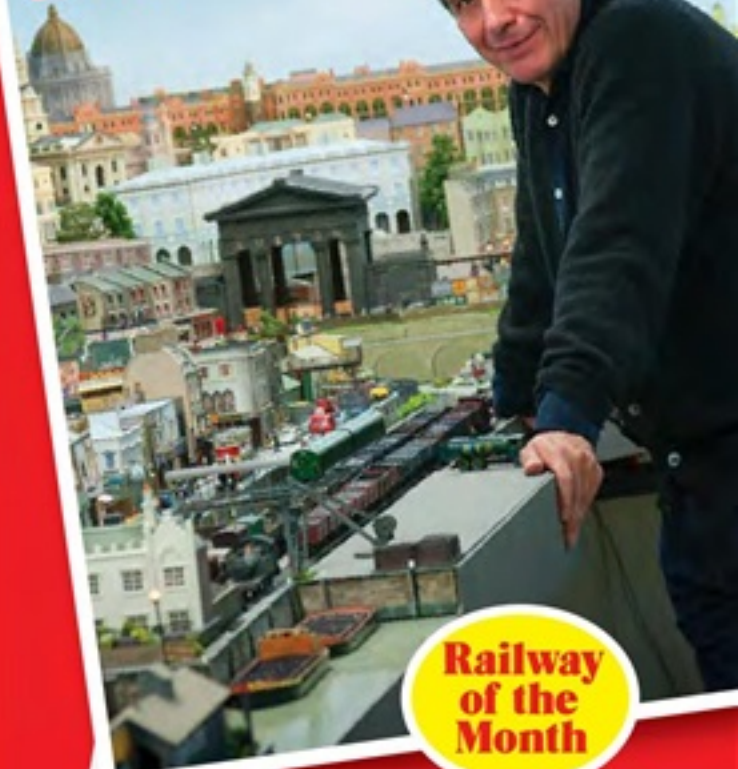
Laughter Lines...



Coming next month

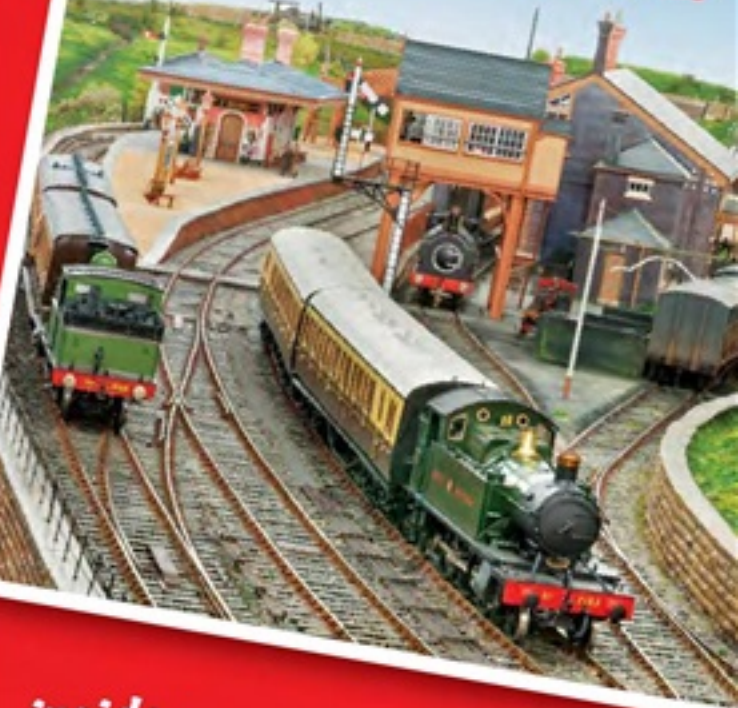
January 2019 –
Out 13 December

Jools Holland exclusive!
The music legend's
OO layout



**Railway
of the
Month**

Weatherbury Magna
Pre-Grouping elegance in 7mm scale



inside

- **BOSTON SLEEPER WORKS**
A rarely-modelled railway essential in 4mm scale
- **WAGON LOADS**
Inexpensive modelling projects suitable for all scales and gauges
- **JUST IN TIME FOR CHRISTMAS**
Building an N gauge layout for a grandson in only five weeks

*plus all the
regular features*

Societies & Clubs

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 by post or via email to rm-clubs@btconnect.com is required six weeks prior to publication date.

February issue deadline: December 1st

EVENTS

Friday 9 to Sunday 11 November UTRECHT, Netherlands

Organiser: Eurospoor.

Venue: Jaarbeurs trade fair centre, Jaarbeursplein 6, NL-3521 AL Utrecht, Netherlands.

Open: 1000 – 1800 Friday
0930 – 1730 Saturday
0930 – 1700 Sunday.

Admission: tickets available via website adults €16.50, children 12 and under €7.00. Under 12s free on Sunday accompanied by paying ticket holder.

Amenities: disabled access, car parking.

Features: 60+ layouts, trade support.

Contact: www.eurospoor.nl

Saturday 10 November CULTRA, N. Belfast

Organiser: The Friends of Cultra.

Venue: Ulster Folk & Transport Museum, Cultra, N. Belfast BT19 0EU.

Open: 1000 – 1700

Admission: normal museum prices apply: adults £9.00, students/ seniors £7.00, children £2.50, under 5s free, family (1a+3c) £19.00, family (2a+3c) £25.00.

Features: 40 layouts and associated displays set among the full-size exhibits.

Contact: 028 9042 8428

www.nmni.com

Saturday 10 November HEYWOOD, Lancashire

Organiser: Heywood MRG.

Venue: Club Rooms, Unit 4, Park Works, River Street, Heywood OL10 4AB.

Open: 1000 – 1600

Admission: free. Donations appreciated.

Amenities: light refreshments, ample free parking.

Features: open day – layouts in N to G, bring your own locos to run, dc or DCC.

Contact: www.hmr.org.uk

Saturday 10 November IPSWICH, Suffolk

Organiser: Ipswich Railway Modellers Association.

New Venue: Rushmere Hall Primary School, Lanark Road, Ipswich IP4 3EJ.

Open: 1000 – 1630

Admission: adults/seniors £5.00, disabled £4.00 (including free admission for carer), unaccompanied children £2.00, accompanied children free.

Amenities: refreshments, free parking.

Features: layouts, trade support and IRMA second-hand sales stand.

Contact: www.irma.org.uk

Saturday 10 November SHEFFIELD, South Yorkshire

Organiser: Sheffield Model Railway Enthusiasts.

Venue: Caterknowle Church, Edgedale Road, Sheffield S8 2BQ.

Open: 1000 – 1630

Admission: adults £3.00, children 50p.

Amenities: refreshments.

Features: mini exhibition and open day – 7+ layouts, club sales.

Contact: Kevin Rayworth 07768 513880

Saturday 10 November SOLIHULL, West Midlands

Organiser: Solihull Model Railway Circle.

Venue: St Mary's Church Hall and 3rd St Mary's Scout Hall, Hobs Meadow, Solihull, West Midlands B92 8PN.

Open: 1000 – 1630

Admission: adults £3.00, concessions £2.50, children £2.00, family (2+2) £8.00.

Amenities: wheelchair friendly venue, light refreshments, free parking. Public transport information on website.

Features: 10+ layouts plus trade and society support.

Contact: Robert Reynolds 07817 093264 www.solihullmrc.org

Saturday 10 November THORNCOMBE, Dorset

Organiser: Thorncombe Rail Activities Club.

Venue: Thorncombe Village Hall & School, Chard Street, Thorncombe, Dorset TA20 4NE.

Open: 1000 – 1600

Admission: adults/seniors £4.00, children free. Free entry for TRAC members. Surplus income donated to railway-related charities.

Amenities: refreshments, free parking, easy disabled access.

Features: 15+ layouts, trade support.

Contact: 01297 552280

<https://sites.google.com/site/traclubsite/>

Saturday 10 & Sunday 11 November BARNSELEY, South Yorkshire

Organiser: Barnsley MRC.

Venue: Hoyland Leisure Centre, West Street, Hoyland, Barnsley S74 9EH (approx 1 mile Jc36 M1).

Open: 1000 – 1700 both days.

Admission: adults £5.00, concessions £4.00, unaccompanied children £4.00, accompanied under 16s free.

Amenities: wheelchair-accessible venue, free on-site parking, cold refreshments plus tea & coffee.

Features: layouts, traders, second-hand stall. A return vintage bus journey to Elsecar Heritage Railway is included in the admission price.

Contact: Keith Palmer 01226 754694

Saturday 10 & Sunday 11 November CREWE, Cheshire

Organiser: Alsager Railway Association.

Venue: Legends Conference Centre, Bentley Motors Ltd, Sunnybank Road, Crewe, Cheshire CW2 8WD.

Open: 1000 – 1700 Saturday
1000 – 1600 Sunday.

Admission: adults £6.50, children £2.50, family (2+2) £15.00.

Amenities: refreshments, disabled access, free parking.

Features: layouts, trade support, demonstrations.

Contact: 07747 087050

www.alsagerailwayassociation.co.uk

Saturday 10 & Sunday 11 November HULL, East Yorkshire

Organiser: Hull Miniature Railway Society.

Venue: Walton Street Leisure Centre, Goathland Close, off Walton Street, Hull, East Yorkshire HU3 6JB.

Open: 1000 – 1700 Saturday
1000 – 1630 Sunday.

Admission: adults £4.00, children (5 – 15) £1.00, under 5s free.

Amenities: free parking, easy wheelchair access, refreshments.

Features: 12+ layouts, trade support, demonstrations.

Contact: www.hullmrs.org

Saturday 10 & Sunday 11 November JOHNSTONE, Renfrewshire

Organiser: Renfrewshire MRC.

Venue: Johnstone Town Hall, 25 Church Street, Johnstone PA5 8EG.

Open: 1000 – 1700 Saturday
1200 – 1600 Sunday.

Admission: adults £5.00, concessions £4.00, children £2.00, family (2+2) £11.00.

Contact: www.renfrewshiemrc.co.uk

Saturday 10 & Sunday 11 November NEWCASTLE UPON TYNE

Organiser: Newcastle & District MRS.

Venue: Heaton Manor School, Newton Road, Heaton, Newcastle NE7 7DP.

Open: 1000 – 1800 Saturday
1000 – 1600 Sunday.

Admission: adults £5.00, children £2.00, family £12.00.

Amenities: free parking, level access, full catering.

Features: 17 layouts, trade support.

Contact: Charlie Miller 07941 157811

www.newcastlemodelrailway.org.uk

Saturday 10 & Sunday 11 November TOLWORTH, Surrey

Organiser: Hampton Court MRS.

Venue: Tolworth Recreation Centre, Fullers Way North, Tolworth KT6 7LQ.

Open: 1000 – 1730 Saturday
1000 – 1700 Sunday.

Admission: adults £7.00, children £3.00, family (2+2) £15.00. Special Sunday deal – one child admitted free with every paying adult.

Amenities: free parking, free bus link from Surbiton station.

Features: Tolworth Showtrain 2018 – layouts, trade support, displays, demonstrations.

Contact: 0208 949 3413

www.tolworthshowtrain.co.uk

Saturday 10 & Sunday 11 November WINCANTON, Somerset

Organiser: Wincanton Model Railway Exhibition.

Venue: King Arthur's School, West Hill, Wincanton, Somerset BA9 9BX.

Open: 1000 – 1630 Saturday
1000 – 1600 Sunday.

Admission: adults £5.00, concessions £4.00. Proceeds to local charities.

Amenities: refreshments, free parking, easy access from A303.

Features: 20+ layouts, trade support, preservation trusts.

Contact: roddrail@gmail.com

Friday 16 & Saturday 17 November HINCKLEY, Leicestershire

Organiser: 3 Counties Area Group of the G Scale Society.

Venue: Hinckley Methodist Church and Halls, Albert Road, Hinckley LE10 1PL.

Open: 1600 – 2000 Friday
1000 – 1700 Saturday.

Admission: Friday admission by donation, all proceeds to BBC Children In Need. Saturday adults £3.00, children £1.50, accompanied under 10s free.

Amenities: car park in Alma Road LE10 1PN, also street parking. Refreshments, exhibits on ground and first floor, lift available.

Features: first toy and model show by 3CAG. Layouts from N to G, traders on Saturday, Scalextric on Friday.

Contact: John Davidson 0795 816570

Friday 16 to Sunday 18 November WAKEFIELD, West Yorkshire

Organiser: Wakefield Railway Modellers' Society.

Venue: Thornes Park Athletics Stadium, Horbury Road, Wakefield WF2 8TY.

Open: 1730 – 2100 Friday
1000 – 1730 Saturday
1000 – 1630 Sunday.

Admission: adults £7.00, accompanied children under 16 free (first two, £2.00 each thereafter), unaccompanied children (12 – 16) £2.00, free show guide.

Amenities: public car park opposite the venue, overflow parking nearby. Disabled access, carers free.

Features: layouts, trade and society support.

Contact: www.wakefieldmrs.org

Saturday 17 November BASSINGBOURN, Cambridgeshire

Organiser: Royston & District MRC.

Venue: Bassingbourn Village College, South End, Bassingbourn, Nr Royston, Cambridgeshire SG8 5NJ. Two miles north of Royston on A1198.

Open: 1000 – 1630

Admission: adults £5.00, accompanied children free.

Amenities: home-made light refreshments, free parking, full disabled access. Free classic bus service from Royston bus and railway stations to venue.

Features: layouts and trade support, demonstrations, society stands, members' sales. Full listing on website.

Contact: www.roystondmrc.co.uk

Saturday 17 November CHEADLE HULME, Greater Manchester

Organiser: Model Railway Extravaganza.

Venue: St Andrew's Church, Cheadle Road, Cheadle Hulme SK8 5ET.

Open: 1000 – 1500

Admission: free.

Features: layouts – many hands-on – and trade support.

Contact: Trevor Kimm 0161 440 0837

trevor.s.kimm@gmail.com

Saturday 17 November PORTSMOUTH, Hampshire

Organiser: South Hants MRC.

Venue: The Admiral Lord Nelson School, Dundas Lane (near Ocean Park), Portsmouth, Hampshire PO3 5XT.

Open: 1030 – 1630

Admission: adults £5.00, accompanied children free.

Amenities: free parking, easy access from A27/A3M/M27, refreshments, good disabled access.

Features: layouts, trade support, demonstrations, society stands, members' sales.

Contact: 01329 847989

www.shmrc.org.uk

Saturday 17 November TAVERHAM, Norfolk

Organiser: 32A MRC.

New Venue: Wensum Valley Hotel, Beech Avenue, Taverham, Norwich, Norfolk NR8 6HP.

Open: 1000 – 1600

Admission: adults £5.00, children £2.00, family (2+2) £12.00. Wheelchair users and companion at child rate. Proceeds to 32A MRC and The Walnut Tree Project veterans' charity.

Amenities: tea and coffee in the exhibition, refreshments including lunches and full bar in the hotel.

Features: 16+ layouts, trade support.

Contact: 01603 714837

www.32AMRC.co.uk

Saturday 17 November

WARLEY WOODS, Nr Birmingham

Organiser: 13th Model Railway Exhibition organised on behalf of St Hilda's Church.
Venue: St Hilda's Church Hall, Abbey Road, Warley Woods B67 5NQ.

Open: 1000 – 1600

Admission: adults £3.00, children £1.50, family (2+2) £7.50.

Amenities: refreshments, free parking, signposted from the A456 & A4123.

Features: layouts, trade support, demonstrations.

Contact: Ron Davis 0121 421 5069

Saturday 17 & Sunday 18 November

BRIGHTON, Brighton & Hove

Organiser: Brighton MRC.

Venue: Patcham Community Centre, Ladies Mile Road, Patcham, Brighton BN1 8TA.

Open: 1000 – 1700 Saturday
1000 – 1600 Sunday.

Admission: adults £4.00, seniors, £3.50, children £2.50, family (2+2) £11.00.

Amenities: catering, disabled access, lift between floors.

Features: 40th annual show to be opened by newsreader and railway enthusiast Nick Owen. Layouts, trade and society support.

Contact: Dave Clements 01273 771929

www.brightonmrc.com

Saturday 17 & Sunday 18 November

BROADSTAIRS, Kent

Organiser: Isle of Thanet Railway Society.
Venue: St George's School, Westwood Road, Broadstairs, Kent CT10 2LH.

Open: 1000 – 1700 Saturday
1000 – 1600 Sunday.

Admission: adults (16 – 59) £4.50, seniors (60+) £4.00, children (3 – 15) accompanied by an adult free.

Amenities: refreshments, free parking and disabled access.

Features: 15+ layouts, 15+ trade stands.

Contact: Steve Costin 07926 821728

Saturday 17 & Sunday 18 November

COLNE, Lancashire

Organiser: Pendle Forest MRS.

Venue: Park High School, Venables Avenue, Colne, Lancashire BB8 7DP. Follow signs from the end of the M65.

Open: 1000 – 1700 Saturday
1000 – 1600 Sunday.

Admission: adults £5.00, concessions £4.00, children £3.00, family (2+2) £14.00.

Amenities: refreshments, disabled access.

Features: layouts, trade support.

Contact: David Carter 07770 331348

www.pfmrs.org.uk

Saturday 17 & Sunday 18 November

RETFORD, Nottinghamshire

Organiser: Bassetlaw Railway Society.

Venue: Retford Town Hall, Market Square, Retford DN22 6DQ.

Open: 1000 – 1600 both days.

Admission: adults £4.00, children £2.00, family £10.00.

Amenities: refreshments, disabled access, free parking on Sunday.

Features: 14 layouts from N to G, trade support, demonstrations, societies. Separate swapmeet on Sunday only.

Contact: Bob Fleming 07768 347456

www.bnnrs.net

Saturday 17 & Sunday 18 November

SOUTHEND-ON-SEA, Essex

Organiser: Shoeburyness MRC.

Venue: Garons Tennis & Leisure Centre, Eastern Avenue, Southend-on-Sea, Essex SS2 4FA.

Open: 1000 – 1700 both days.

Admission: adults £6.00, seniors/children £4.00, under 5s free, family (2+2) £15.00.

Amenities: free parking, full disabled access to all areas.

Features: trains, planes, boats, r/c lorries and more. Trade support.

Contact: 01702 294926

www.shoeburynessmrc.co.uk

Saturday 17 & Sunday 18 November

WORKINGTON, Cumbria

Organiser: Solrail Ltd.

Venue: Energen Building, Blackwood Road, Lillyhall, Workington CA14 4JW.

Open: 1000 – 1700 Saturday
1000 – 1600 Sunday.

Admission: adults £5.00, accompanied children free, unaccompanied children (5 – 16) £1.00.

Amenities: full refreshments available, free parking, full disabled access. Regular bus service from town and railway station on Saturday.

Features: 12+ layouts, trade stands and demonstrations, society displays.

Contact: www.solrail.co.uk

Saturday 17 & Sunday 18 November

THORNBURY, South Gloucestershire

Organiser: Thornbury & South Gloucestershire MRC.

Venue: The Chantry, Castle Street, Thornbury BS35 1HB.

Open: 1000 – 1700 Saturday
1000 – 1600 Sunday.

Admission: adults £5.00, children (5 – 16) £2.00, family (2+2) £10.00.

Amenities: refreshments, six minutes walk from Castle Court free car parking BS35 1HB.

Features: 16 layouts in the popular scales, trade and societies.

Contact: www.tsgmrc.co.uk

Sunday 18 November

FARNHAM, Surrey

Organiser: Farnham & District MRC.

Venue: Wrecclesham Community Centre, Greenfield Road, Farnham GU9 8TJ.

Open: 1000 – 1600

Admission: adults £1.00, children 50p.

Amenities: parking, light refreshments.

Features: club open day with various layouts, test tracks and demonstrations.

Contact: Mike Le Marie 01252 449265

www.farnhammrc.org.uk

Sunday 18 November

RUSKINGTON, Lincolnshire

Organiser: Sleaford & District MRC.

Venue: Ruskington Village Hall, Parkfield Road, Ruskington, Sleaford NG34 9HT.

Open: 1000 – 1600

Admission: adults £3.00, children £1.50, family (2+2) £6.00.

Amenities: refreshments, parking and disabled access.

Features: layouts, trade support in aid of the Lincs and Notts Air Ambulance.

Contact: 07821 618718

Saturday 24 November

EATON BRAY, Bedfordshire

Organiser: Bedfordshire 16mm Narrow Gauge Modellers.

Venue: Eaton Bray Village Hall, Church Lane, Eaton Bray, Nr Dunstable LU6 2DJ.

Open: 1000 – 1600

Admission: adults £5.00, accompanied children under 16 free.

Amenities: refreshments available all day, free parking.

Features: narrow gauge layouts and specialist trade support.

Contact: Chris Pretty 01442 244345

www.bag16mm.org.uk

Saturday 24 November

RAINHILL, Merseyside

Organiser: Rainhill MRC.

Venue: Rainhill Village Hall, Weaver Avenue, Rainhill, Merseyside L35 4LU.

Open: 1000 – 1700

Admission: adults £3.50, children £4.00 (includes visit to and gift from Santa).

Amenities: full refreshment facilities and disabled access.

Features: family-themed Christmas show. Additional attraction this year: free entry to the Merseyside and Southwest Lancashire OO9 Group narrow gauge show. Trade support, club shop.

Contact: Brian Davis 01925 226266

www.rainhillmrc.org.uk

Saturday 24 & Sunday 25 November

NATIONAL EXHIBITION CENTRE

Organiser: Warley MRC.

Venue: Hall 5, National Exhibition Centre, adjacent to Birmingham International station, Birmingham Airport and Jc 6 M42.

Open: 0945 – 1800 Saturday
0945 – 1700 Sunday.

(advance ticket holders 0915 both days)

Admission: on the door – adults £17.00 one day, £31.00 two days; children (5 – 16, accompanied by an adult) £1.00 one day, £2.00 two days. Advance tickets – adults £15.50 one day, £28.00 two days, children (5 – 16, accompanied by an adult) £1.00 one day, £2.00 two days. Orders for advance tickets to arrive no later than 11 November from Warley National Exhibition Advance Ticket Sales, 86 Gospel End Road, Sedgley, Dudley, West Midlands DY3 3YU. Please send stamped addressed DL size envelope. Tickets also available from the NEC Ticket Factory by credit/debit cards – 0844 581 0737; www.theticketfactory.com (fulfilment fee applies). Advance tickets also available from the Ian Allan Bookshop in Birmingham.

Amenities: hot & cold food, snacks, licensed bars, full disabled facilities, charged parking on site and nearby (pay & display).

Features: 90+ layouts including at least 20 of overseas prototypes, some themselves from overseas.

Contact: www.thewarleyshow.co.uk

Saturday 24 & Sunday 25 November

SCUNTHORPE, North Lincolnshire

Organiser: Scunthorpe & District MRC.

Venue: Sunshine Hall, Ashby Street, Scunthorpe DN16 2ND.

Open: 1000 – 1700 Saturday
0930 – 1600 Sunday.

Admission: adults £2.50, concessions £2.00, family £7.50.

Amenities: refreshments available.

Features: layouts, trade support.

Contact: R E Gash 01724 860149

Sunday 25 November

BROCKENHURST, Hampshire

Organiser: New Forest MRS.

Venue: Brockenhurst Village Hall, Highwood Road, Brockenhurst, Hampshire SO42 7RY.

Open: 1000 – 1630

Admission: adults £3.50, children (5 – 16) £2.50, family (2+2) £10.00.

Amenities: refreshments, free parking, full disabled access. Hall is approximately 10 minutes walk from railway station.

Features: open day – layouts, trade stands, displays.

Contact: www.nfmrs.co.uk

DECEMBER

Saturday 1 December

ARLESEY, Bedfordshire

Organiser: Letchworth MRS.

Venue: Etonbury Academy, Stotfold Road, Arlesey, Bedfordshire SG15 6XS.

Open: 1000 – 1630

Admission: adults £5.00, concessions £4.00, accompanied children under 16 free.

Amenities: refreshments available, free parking, full disabled access.

Features: layouts *Bärental* (HOM), *Belbroughton* (O), *Billingborough* (OO), *Brownsville* (HO), *Burnham* (OO), *Carlton-le-Willows* (OO), *Ermengerst* (HO), *Launceston Steam Railway* (OO9), *Leonard* (N), *Niederfell Mosel* (N), *Passage Lane TMD* (OO), *Signa Dale* (OO9), *Silkstone Shed* (O), *Snowy River* (On30), *Spilsby* (OO), *St Elizabeth Street* (N), *Weslow Steels* (EM), *Whitecross Street* (OO). Full trade support, demonstrations, society stands.

Contact: www.leitchworthmrs.org.uk

David Coates 01438 725707 (1800 – 1900)

Saturday 1 December

HAILSHAM, East Sussex

Organiser: Healthy Living Club Committee.

Venue: Civic Community Hall, Vicarage Lane, Hailsham, East Sussex BN27 2AX.

Open: 1000 – 1630

Admission: adults £5.00, children under 16 £2.00, family (2+2) £12.00.

Amenities: hot/cold food and drinks, 15 minutes from Polegate railway station.

Features: layouts in a variety of scales, trade support.

Contact: Philip Ford 07791 442334

www.healthylivingclubcommittee.co.uk/hailshammrs.html

Saturday 1 December

WIMBORNE, Dorset

Organiser: Dorset Members of the OO9 Society & Wessex Narrow Gauge Modellers.

Venue: Colehill Memorial Hall, Cannon Hill Road, Colehill, Wimborne BH21 2LS.

Open: 1030 – 1530

Admission: £4.00.

Amenities: refreshments.

Features: open day with nine narrow gauge layouts in a variety of scales/gauges and six-plus micro-layouts.

Contact: www.OO9society.com/diary.php

Saturday 1 & Sunday 2 December

MANCHESTER

Organiser: Manchester MRS.

Venue: Barnes Wallis Building, North Campus, University of Manchester, Altrincham Street, Manchester M1 7JA.

Open: 1000 – 1730 Saturday
1000 – 1630 Sunday

(advance ticket holders admitted 0945 both days).

Admission: adults £9.00 on the door, £8.00 in advance. Children (up to three with each adult) free.

Amenities: refreshments. Three minutes walk from Piccadilly station.

Features: layouts, trade support.

Contact: www.mmrs.co.uk

Sunday 2 December

BEXLEYHEATH, Kent

Organiser: Selkent MRG.

Venue: Bexleyheath Academy, Graham Road Entrance, Bexleyheath DA6 7EG.

Open: 1000 – 1600

Admission: adults £6.00 (£4.95 pre-booked via website), seniors/children £5.00 (£3.95 pre-booked), family £15.00 (£12.00 pre-booked).

Amenities: free parking and venue on

major bus routes, full disabled access, food and refreshments.

Features: 20 layouts including *Dover Night Train Ferry* (N) and the first showing of *Adapatus*, a 24' O gauge steampunk layout. Trade support and associations.
Contact: 0208 694 1888
www.modelrailwayexhibition.com

Sunday 2 December GAINSBOROUGH, Lincolnshire

Organiser: Gainsborough MRS.
Venue: Florence Terrace, Gainsborough, Lincolnshire DN21 1BE.
Open: 1330 – 1730 (last admission 1630)
Admission: adults £4.00, seniors/children £3.00, family (2+2) £10.00.
Features: open day. One of the largest O gauge model railways in the country; dozens of trains running on a total of over half a mile of track.
Contact: B Hodgkinson 01427 610475
www.gainsboroughmodelrailway.co.uk

Saturday 8 December HEYWOOD, Lancashire

Organiser: Heywood MRG.
Venue: Club Rooms, Unit 4, Park Works, River Street, Heywood OL10 4AB.
Open: 1000 – 1600
Admission: free. Donations appreciated.
Amenities: light refreshments, ample free parking.
Features: open day – layouts in N to G, bring your own locos to run, dc or DCC.
Contact: www.hmr.org.co.uk

Saturday 8 December HEXHAM, Northumberland

Organiser: North East & Borders Area group of the EM Gauge Society.
Venue: Tynedale Farmer Function Suite, Tyne Green, Hexham NE46 3SG.
Open: 1030 – 1630
Admission: visitors £5.00, EMGS members free.
Amenities: hot and cold refreshments, ample free parking, disabled access. Short walk from the railway station.
Features: modelling workshop and AGM (at 1400 for members only).
Contact: www.emgs.org

Saturday 8 December PRESTATYN, Denbighshire

Organiser: Rhyl & District MRC.
Venue: Prestatyn Parish Church and Community Hall, High Street, Prestatyn, Denbighshire LL19 9AR.
Open: 1030 – 1600
Admission: adults £3.50, one child (up to 15 years of age) free entry with each adult. Additional accompanied children £1.50 each. Proceeds this year to be split between Ty Gobaith Children's Hospice (Conwy) and Pet Rescue Welfare Association (Dyserth).
Amenities: light refreshments, free parking adjacent to venue, rail and bus stations five minutes walk.
Features: 15 layouts from micros to tinplate O gauge, trade stands, demonstrations and displays.
Contact: www.rhylmodelrailwayclub.co.uk

Saturday 8 & Sunday 9 December HIGHBRIDGE, Somerset

Organiser: Burnham & District MRC.
Venue: King Alfred School, Burnham Road, Highbridge, Somerset TA9 3EE.
Open: 1000 – 1600 both days.
Admission: adults £5.00, children free.
Features: layouts from T to O gauge.
Contact: 01934 645386

Saturday 15 December CLEVEDON, North Somerset

Organiser: Nailsea & District MRC.

Venue: The Barn, Great Western Road, Clevedon, North Somerset BS21 6HB.
Open: 1000 – 1600
Admission: adults £3.00, children £1.00.
Amenities: light refreshments available.
Features: club open day: club and members' layouts, work in progress, static displays and demonstrations.
Contact: www.nailsea-district-mrc.co.uk

Saturday 15 December HILLINGDON, Greater London

Organiser: Hillingdon Railway Modellers.
Venue: Yiewsley Baptist Church Hall (side entrance), 74 Colham Avenue, Yiewsley, Hillingdon UB7 8HF.
Open: 1000 – 1600
Admission: £4.00.
Amenities: refreshments will be available all day. Nearest station West Drayton. Local buses 222, 350, U1, U3 & U5.
Features: Test Track Open Day – not an exhibition but a chance to meet fellow modellers and try out your O, OO or N gauge models on the club's three test tracks. 12V dc and DCC is available, but no live steam, please. Expert help is on hand from experienced modellers in case of any problems with your models, and new members are very much welcome.
Contact: Peter Storey 020 8368 4090
www.hillingdonrailwaymodellers.co.uk

Saturday 29 December CONWY

Organiser: North Wales Area Group of the N Gauge Society.
Venue: St Michael's Church, Rosemary Lane, Conwy LL32 8HY.
Open: 1000 – 1600
Admission: adults £2.00, accompanied children free. All proceeds in aid of local children's hospice.
Amenities: disabled access, two minutes walk from Conwy station.
Features: approx six N gauge layouts.
Contact: 07703 393900

Saturday 29 December WEST CAMEL, Somerset

Organiser: West Camel MRS.
Venue: Davis Hall, West Camel, Nr Yeovil, Somerset BA22 7QX.
Open: 1000 – 1530
Admission: adults £4.00, children £1.00, under 11s free.
Amenities: light refreshments, disabled access, free parking.
Features: approx 10 layouts, four trade stands.
Contact: charliebishop@hotmail.co.uk

Saturday 29 December WIMBORNE, Dorset

Organiser: Wimborne Railway Society.
Venue: United Reformed Church Hall, Chapel Lane, Wimborne BH21 1PP.
Open: 1000 – 1600
Admission: adults £2.50, accompanied children free.
Amenities: light refreshments, disabled friendly.
Features: open day – three-four club and members' layouts in various scales and members' sales stand.
Contact: 01202 874735
www.wimrail.org.uk

Saturday 29 & Sunday 30 December GAINSBOROUGH, Lincolnshire

Organiser: Gainsborough MRS.
Venue: Florence Terrace, Gainsborough, Lincolnshire DN21 1BE.
Open: 1330 – 1730 both days (last admission 1630)
Admission: adults £4.00, seniors/children £3.00, family (2+2) £10.00.
Features: Open Day. One of the largest O gauge model railways in the country; dozens of trains running on a total of over

half a mile of track.

Contact: B Hodgkinson 01427 610475
www.gainsboroughmodelrailway.co.uk

Sunday 30 December KEIGHLEY, West Yorkshire

Organiser: Keighley MRC.
Venue: KMRC Clubrooms, Knowle Mills, South Street, Keighley BD21 1SY.
Open: 1000 – 1630
Admission: adults £3.50, children £2.50.
Amenities: seasonal refreshments available, free parking, lift access.
Features: Christmas open day including test track; come and run your Christmas presents.
Contact: www.keighley-mrc.org.uk

MEETINGS

Saturday 1 December, 1400hrs SLS – Sale, Greater Manchester

Development of the Steam Locomotive in Germany by Ian Mainprize.
Venue: Sale United Reformed Church Lounge, Montague Road, Sale M33 3BU.
Contact: 0161 973 1165

Monday 3 December, 1930hrs Peak Rail Association – Sheffield Branch

Quiz, Your Pix and Review of 2018.
Venue: The Harlequin, 108 Nursery Street, Sheffield S3 8GG.
Contact: Dave Sharp 0114 274 5478
www.peakrail.co.uk/sheffieldbranch

Monday 3 December, 1930hrs Plymouth Railway Circle

Richard's 25 Years of Railway Reminiscence by Richard Hay.
Venue: St Edward's Church Hall, Home Park Avenue, Peverell, Plymouth, Devon PL3 4PG.
Admission: visitors £2.00
Contact: Stuart Hammond 07814 821116

Monday 3 December, 1400hrs RCTS – Birmingham

Pure Genius Part 1 – a Tour Round Ireland by Chris Youett.
Venue: Christ Church Community Hall, Burney Lane, Ward End B8 2AS.
Contact: Ronnie McAdam 0131 669 7503

Monday 3 December, 1930hrs RCTS – Milton Keynes

TBA, joint meeting Road.
Venue: The Methodist Church Hall, Silver Street, Stony Stratford MK11 1BE.
Contact: Ronnie McAdam 0131 669 7503

Tuesday 4 December, 1900hrs RCTS – Watford

Members' Slides with Lizzie's Mince Pies and Sausage Rolls.
Venue: Beechen Grove Baptist Church, Clarendon Road WD17 1JJ.
Contact: Ronnie McAdam 0131 669 7503

Tuesday 4 December, 1930hrs SEG/LRTA – Eastleigh

Southern Electric Trains 1939 – Present Day by David Brown.
Venue: Eastleigh Railway Institute, Romsey Road.
Admission: £3.00
Contact: www.lrta.org
www.southernelectric.org.uk

Tuesday 4 December, 2000hrs The Enfield Transport Circle

The 2018 R W (Bob) Todd Tribute Presentation by David Alison of Tracks North Tours.
Venue: First Floor Meeting Room, The Drill Hall Sports Club, 1 Old Park Avenue, Enfield EN2 6PJ.
Admission: £3.00.
Contact: Kenneth Crane 07596 142117
k.h.crane@hotmail.co.uk

Wednesday 5 December, 1900hrs

Association of Shrewsbury Railway Modellers
Christmas Quiz.
Contact: Nick Coppin 01952 884398
www.shrewsburyrailwaymodellers.co.uk

Wednesday 5 December, 1330hrs RCTS – Liverpool

BR in the North West by Tom Heavyside.
Venue: Haig House Social Club, Woolton Road, Garston L19 5NQ.
Contact: Ronnie McAdam 0131 669 7503

Thursday 6 December, 1930hrs Lutterworth Railway Society

Moving Coal Part 2 by Tony Bowles.
Venue: United Reformed Church, George Street, Lutterworth LE17 4EF.
Contact: David Hanger 01455 203307
www.lutterworthrailwaysociety.co.uk

Thursday 6 December, 1930hrs RCTS – Milton Keynes

Branch AGM.
Venue: The Methodist Church Hall, Silver Street, Stony Stratford MK11 1BE.
Contact: Ronnie McAdam 0131 669 7503

Thursday 6 December, 1930hrs The Great Central Railway Society – Sheffield Branch

The Mansfield Railway by Alan Burkwood.
Venue: The Harlequin, 108 Nursery Street, Sheffield S3 8GG.
Contact: Bob Gellatly 01909 565763
www.gcrsociety.co.uk

Friday 7 December, 1930hrs RCTS – Bristol

From Saltash Auto to HST by Terry Nicholls.
Venue: St Peter's Church Hall, Church Road, Filton BS34 7BX.
Contact: Ronnie McAdam 0131 669 7503

Friday 7 December, 1900hrs SLS – Middlesbrough

East African Railways & the Standard Gauge Project by Phil Kirkland.
Venue: Newport Community Hub, St Paul's Road, Middlesbrough TS1 5NQ.
Contact: 01642 780658

Saturday 8 December, 1900hrs RCTS – Exeter

Railways of Cornwall – Part 2 by Stephen Gay.
Venue: Conference Room, Great Western Hotel, by Exeter St David's station, EX4 4NU.
Contact: Ronnie McAdam 0131 669 7503

Saturday 8 December, 1400hrs SLS – Kidderminster

Members' Christmas buffet and presentations.
Venue: Kidderminster Railway Museum, adjoining Severn Valley Railway station, Kidderminster DY10 1QX.
Contact: 01905 749526

Monday 10 December, 1930hrs Lincoln Railway Society

Wanderings on Wonderful Railways by Graeme Wade.
Venue: St Hugh's Church, Harewood Crescent, North Hykeham, Lincoln LN6 8JG.
Admission: visitors £3.00
Contact: Graham Lightfoot 01522 698085
grahamlighfoot1948@gmail.com

Monday 10 December, 1930hrs RCTS – Croydon

British Steam in the 21st Century by David Cox.
Venue: Small Hall, East Croydon United Reformed Church, Addiscombe Grove, RH1 1BP.
Contact: Ronnie McAdam 0131 669 7503

Monday 10 December, 1930hrs RCTS – Ipswich

Branch AGM followed by Ninety Nine

(nine members, 10 minutes each).
Venue: Greenfinch Church Hall, Greenfinch Avenue IP2 0SX.
Contact: Ronnie McAdam 0131 669 7503

Monday 10 December, 1900hrs
RCTS – Sheffield
Branch AGM followed by Christmas evening social.
Venue: The Sheffield Scout Headquarters, 60 – 68 Trippet Lane S1 4EL.
Contact: Ronnie McAdam 0131 669 7503

Monday 10 December, 1930hrs
SLS – Ardrossan
West Country Railway Meanderings by J C Black.
Venue: Lauriston Hotel, 15 South Crescent Road, Ardrossan KA22 8EA.
Contact: 01294 822303

Tuesday 11 December, 1930hrs
Great Western Society – Bristol
The Right Kind of Snow – 200 Slides on the UK, China, North America & Ukraine by Terry Nichols.
Venue: BAWA, 589 Southmead Road, Filton, Bristol BS34 7RG.
Contact: 01454 324230

Tuesday 11 December, 1930hrs
RCTS – Cambridge
Branch AGM followed by members' contributions.
Venue: The Swift, Haggis Gap, Fulbourn CB21 5HD.
Contact: Ronnie McAdam 0131 669 7503

Tuesday 11 December, 1930hrs
RCTS – Hitchin
London Stations North and East by Roger Elkin.
Venue: Tilehouse Street Baptist Church, Upper Tilehouse Street SG5 2EE.
Contact: Ronnie McAdam 0131 669 7503

Tuesday 11 December
RCTS – Merseyside, Chester and North Wales Branch
Observations at Stafford
Contact: Alan Turton 01606 854227
Merseyside@rcts.org.uk

Tuesday 11 December, 1930hrs
RCTS – Nottingham
Two Hundred Years of Railway Line From Mansfield to Pinxton 1819 – 2019 by Dr David Amos.
Venue: Nottingham Mechanics, 3 North Sherwood Street, NG1 4EZ.
Contact: Rodney Allan 0115 972 4184
rodney43allan@hotmail.co.uk

Tuesday 11 December, 1400hrs
RCTS – Scunthorpe
Afternoon meeting including branch AGM, members' contributions and refreshments.
Venue: The Black Beauty Public House, Keddington Road, off Messingham Road DN17 2QH.
Contact: Ronnie McAdam 0131 669 7503

Tuesday 11 December, 1930hrs
Wells Railway Fraternity
AGM followed by quiz.
Venue: Wells Town Hall, Market Street, Wells, Somerset BA5 2RB.
Contact: Andrew Tucker 01749 830695

Wednesday 12 December, 1930hrs
LCGB – Dorking Branch
Christmas Party & AGM.
Venue: Friends' Meeting House, Butter Hill, South Street, Dorking RH4 2LE.
Contact: terryrichards@onetel.com

Wednesday 12 December, 1930hrs
RCTS – Cardiff
Steam in a Different Light – Steam in North East England in the 1960s by Richard Gaunt.
Venue: Old Church Rooms, Park Road, Radyr CF15 8DF.
Contact: Ronnie McAdam 0131 669 7503

Wednesday 12 December, 1930hrs
RCTS – Chichester
Branch AGM followed by *Heritage Railway Association* by Stephen Oates.
Venue: Council Meeting Room 2, County Hall, West Street PO19 1RQ.
Contact: Ronnie McAdam 0131 669 7503

Thursday 13 December, 1930hrs
Aln Valley Railway
Members Entertain Evening.
Venue: The Old Waiting Room, Alnwick Station.
Contact: Roger Jermy 01665 606168

Thursday 13 December, 1930hrs
LCGB – St Albans Branch
Steam in the 1940s On Film by Frank Banfield.
Venue: The Chiswell Green United Reformed Church Hall, Watford Road, St Albans AL2 3HG.
Contact: John Green 01727 861839
www.lcgb.org.uk

Thursday 13 December, 1945hrs
Nuneaton Railway Circle
Christmas Social Evening by NRC members.
Venue: Chilvers Coton Conservative Club, Bridge Street, Nuneaton CV11 5UD.
Admission: non-members £3.00
Contact: 01827 895961

Thursday 13 December, 1930hrs
RCTS/SRPS – Edinburgh
150 Years of Aberdeen Joint Station by Keith Jones.
Venue: Quakers' Meeting House, 7 Victoria Terrace EH1 2HE.
Contact: scotland@rcts.org.uk

Thursday 13 December, 1415hrs
RCTS – Ipswich
A Year's Travel on the Rail Network 2016 by Terence Jenner.
Venue: The Co-op Education Centre, 11 Fore Street IP4 1JW.
Contact: Ronnie McAdam 0131 669 7503

Thursday 13 December, 1900hrs
RCTS – Newcastle
1960s and 1970s Nostalgia by Trevor Ermel.
Venue: The Arts Centre, 67 Westgate Road Newcastle upon Tyne NE1 1SG.
Contact: rctsnewcastle@gmail.com

Thursday 13 December, 1900hrs
RCTS – Peterborough
Rail Cameraman by John Hillier.
Venue: St Luke's Church, Mayors Walk, PE3 6EZ.
Contact: Ronnie McAdam 0131 669 7503

Thursday 13 December, 1930hrs
RCTS – Shipley
Making Headlines for Nearly a Century by Bob Gwynne.
Venue: Saltaire Methodist Chapel, Saltaire Road, Shipley BD18 3HJ.
Contact: Ronnie McAdam 0131 669 7503

Friday 14 December, 1915hrs
Great Western Society – Swindon
Members' Slides – a Christmas Selection.
Venue: Lawn Community Centre, Guildford Avenue, Off Windsor Road, Lawn, Swindon SN3 1JE.
Contact: 01793 495976

Friday 14 December, 1900hrs
SLS – Newcastle upon Tyne
Christmas festivities.
Venue: The Conference Room, 1st Floor (access via Black Swan Courtyard), Newcastle Arts Centre, 67 Westgate Road, Newcastle upon Tyne NE1 1SG.
Contact: www.slsnewcastle.org.uk

Saturday 15 December, 1830hrs
Great Western Society – Torbay
Our Christmas Evening – Colin & Rosemary Stone Entertain followed by *Coastal Cornwall* by Peter Triggs.

Venue: Parish Centre, Church End Road, Kingskerswell, Torbay TQ12 5LD.
Contact: 01803 326329

Monday 17 December, 1930hrs
Plymouth Railway Circle
The Mills Railway Year 2018 by Bernard Mills.
Venue: St Edward's Church Hall, Home Park Avenue, Peverell, Plymouth, Devon PL3 4PG.
Admission: visitors £2.00
Contact: Stuart Hammond 07814 821116

Monday 17 December, 1930hrs
RCTS – Brighton
Members' Memories.
Venue: Brighton Model Railway Club, London Road Station, Shaftesbury Place BN1 4QS.
Contact: Ronnie McAdam 0131 669 7503

Monday 17 December, 1930hrs
RCTS – Chester
The Fate of the Irish Mail by Tony Griffiths (a film which relates to the Abergele disaster of 1868).
Venue: The Town Crier, City Road/Station Road (opposite station entrance).
Contact: Ronnie McAdam 0131 669 7503

Monday 17 December, 1400hrs
RCTS – Coventry
Steam on the Main Line 2018 by David Richards & Karl Jauncey.
Venue: The Coventry and North Warwickshire Sports Club, Binley Road CV3 1HB.
Contact: Derek Morris 01926 855069

Monday 17 December, 1930hrs
RCTS – Maidenhead
Branch AGM, members' presentations and mince pies.
Venue: Cox Green Community Centre, Highfield Lane, Cox Green SL6 3AX.
Contact: Ronnie McAdam 0131 669 7503

Monday 17 December, 1930hrs
RCTS – Shenfield
Branch AGM and members' slides.
Venue: Shenfield Parish Hall, 60 Hutton Road CM15 8BL.
Contact: Ronnie McAdam 0131 669 7503

Monday 17 December
RCTS – Thames Valley
Members' slides and digital images.
Contact: Fixtures Secretary Andrew Jenkins 01793 783749; Tv-fixtures@rcts.org.uk

Tuesday 18 December, 1930hrs
RCTS – Cheltenham
Swindon Works Volume 2 by Rev Canon Brian Arman.
Venue: The Victory Club, Burlington House, Lyppiat Road GL50 2SY.
Contact: cheltenham@rcts.org.uk

Tuesday 18 December, 1930hrs
RCTS – Nottingham
Members' evening with coffee and mince pies.
Venue: Nottingham Mechanics, 3 North Sherwood Street, NG1 4EZ.
Contact: Rodney Allan 0115 972 4184
rodney43allan@hotmail.co.uk

Tuesday 18 December, 1400hrs
RCTS – Welwyn Garden City
Something Continental by Michael Bunn.
Venue: At 1400. The Methodist Church, junction of Ludwick Way and Cole Green Lane AL7 3PN.
Contact: Ronnie McAdam 0131 669 7503

Tuesday 18 December, 1915hrs
RCTS – Woking
The Samaritans by Helen Ranasinghe. (Preceded by the branch AGM.)
Venue: Woking United Reformed Church, White Rose Lane GU22 7HA.
Contact: Ronnie McAdam 0131 669 7503

Tuesday 18 December, 1900hrs
SLS – Middlesbrough
Pits, Pockmarks and Haggerleases: the Story of Cockfield Fell by Chris Lloyd.
Venue: Langdon Square Community Centre, Coulby Newham, Middlesbrough TS8 0TF.
Contact: 01642 780658

Tuesday 18 December, 1930hrs
The Grimsby & Cleethorpes Railway Group
Woodhead, the Lost Railway by Stephen Gay.
Venue: The No.1, Station Approach, Cleethorpes DN35 8AX.
Contact: Stuart Blackburn 01472 505853
www.gcrsociety.co.uk

Wednesday 19 December, 1900hrs
RCTS – Ashford (Kent)
Branch AGM followed by TBA.
Venue: The Railway Social Club, Beaver Road, TN23 7RR.
Contact: southeast@rcts.org.uk

Wednesday 19 December, 1930hrs
RCTS/Mid-Hants Railway – Eastleigh
Films by David Doulton.
Venue: Eastleigh Railway Institute, Romsey Road SO50 9FE.
Contact: Ted Vaughan 023 8084 9533
tedvaughan449@yahoo.co.uk

Thursday 20 December, 1930hrs
Lutterworth Railway Society
Woodhead, the Lost Route by Stephen Gay.
Venue: United Reformed Church, George Street, Lutterworth LE17 4EF.
Contact: David Hanger 01455 203307
www.lutterworthrailwaysociety.co.uk

Thursday 20 December, 1900hrs
RCTS – Darlington
Images of the Restoration of the Welsh Highland Railway by Frank Tweddle.
Venue: Darlington Cricket Club, South Terrace, Feethams DL1 1SG.
Contact: Brickjames94@gmail.com

Friday 21 December, 1930hrs
Great Western Society – Oxford
Members' Christmas Meeting & Quiz.
Venue: Pauling Human Sciences Centre, 58 Banbury Road, Oxford OX2 6QS.
Contact: 01865 243526

Friday 21 December, 1930hrs
Great Western Society – Taunton
Millennium Medley by Philip Bissat.
Venue: Village Hall, Stoke St Mary, Nr Taunton, Somerset TA3 5DE.
Contact: 01823 334188

Friday 21 December, 1900hrs
Launceston Railway Circle
The Mills Railway Year 2018 by Bernard Mills.
Venue: Dingley Hall, Central Methodist Church, Castle Street, Launceston PL15 8BA.
Admission: non-members £2.00
Contact: Roger Webster 01566 779896
rogerwebster@hotmail.com

Friday 21 December, 1930hrs
RCTS – Bristol
Christmas Buffet and Quiz by Paul Udey.
Venue: St Peters Church Hall, Church Road, Filton BS34 7BX.
Contact: Ronnie McAdam 0131 669 7503

CLUB NEWS

The **South Dorset Modellers** meet on the first Friday of each month from 1730 – 2100 at the Village Hall, North Street, Winterborne Kingston, Dorset DT11 9AZ. Refreshments are available. For further details contact Robin Brasher – rbrasher132@gmail.com

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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.

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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. Please see website for prices.

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Wanted Private

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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

Situations Vacant

PECO

Career Opportunities

Sales Representative Southern Region

You like model railways and have a good understanding of the hobby. You have a sound commercial background, and understand the importance of communicating with your network of customers. In 2019 PECO will have an opening for the ideal candidate, to take on the role of Sales Representative for the south. This is an area approximately stretching along the south coast as far as Dorset, up through the Cotswolds and almost touching the Midlands, plus East Anglia.

PECO has an excellent network of hard-working retailers, and it is our mission to give these businesses the support they need from one of their key suppliers. The role involves working from home, so the successful candidate will be organised, capable of planning their working week effectively, and be prepared to work away from home as and when required. It will be a requirement to be available on occasional weekends when the company has a presence at model railway exhibitions, maybe 3 or 4 times a year. A car will be provided and all reasonable expenses will be covered by the company.

We are looking to make the appointment by March 2019 at the latest. If you think that you have the right credentials to be our representative for the south then please send in your CV, along with an introductory letter, for the attention of

Steve Haynes, Sales Manager
at steve.haynes@peco.co

Sales Representative based at PECO HQ

We are expanding our sales team to meet the requirements of a changing and growing market within the model railway sector. This is a new role and the successful candidate will be based at our main offices in Beer, Devon. If you have a sound understanding of the model railway hobby and a good background in a commercial environment, then this could be an opportunity for you.

Reporting to the Sales Manager, the responsibilities will be wide-ranging. You'll be working within our small sales team, assisting with order processing, liaising closely with our retailers and distributors, both at home and overseas, and with colleagues within the business. The role will also include assistance with exhibition planning and preparation, plus you'll be willing to attend exhibitions from time to time. You'll be a good communicator. There may also be the requirement to visit our retailers within the South West and South Wales area as and when required. The chosen candidate will recognise the need for flexibility in their approach to their work, and be willing to take on new tasks as they arise. This is a full-time position.

If you think that this is a role for you then please send your CV, along with an introductory letter, for the attention of

Steve Haynes, Sales Manager
at steve.haynes@peco.co

Wanted Private continued

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.

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: hamptonrob1951@outlook.com (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

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

LIMA DIESELS WANTED & ROLLING STOCK. Tel: 01302 481 274 & mobile: 07767 356 890, email: simonecull06@tiscali.co.uk

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: sophiecul99@gmail.com

YOUR UNWANTED RAILWAYS, SINGLE ITEMS OR QUANTITY, ALL GAUGES - immediate cash. Tel: 0208 715 5304, (South London).

HORNBY DUBLO AND WRENN RAILWAYS WANTED, LOCOMOTIVES, COACHES, WAGONS and all associated items, from one item to large collections. Happy to travel, immediate cash settlement. Jason Roger, send lists to 7 Broomways, Great Wakering, Southend on Sea, Essex SS3 0DP or email: jaycossie@googlemail.com or telephone: 01702 749 183.

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

TRI-ANG RAILWAY R252 STEEPLE LOCO, MAROON and RPC train set good condition. To Mr J. Clark, 7 Bickley Road, Leyton, London E10 7AQ.

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.

November 2018

11 November (Sun) 10am-2.30pm

IPSWICH - NEW VENUE Copdock Village Hall London Road, Copdock, IP8 3JN. Light refreshments and bar, good lighting. Adults £2/Concessions £1, early entry £5. Telephone: **PHIL COOPER** for bookings on: 01787 372 559 or **BILL BOURNE** on: 01787 280 452.

18 November (Sun) 10.30am-3pm

BUXTON - 150 STALLS, The Pavillion Gardens, St John's Road, Buxton, Derbyshire SK17 6XN. Adults £3, Senior Citizens £2.50, Children £1. Many stalls full of OO and O gauge trains. Tel: 01604 846 688 www.bpfairs.com

18 November (Sun) 10.30am-3pm

LLANELLI TOY & TRAIN SALE, Llangennech Community Centre, off Hendre Road, Llangennech SA14 8TH. Just off J48 of M4. 45 TABLES, FREE PARKING. Great café and great atmosphere. BUY*SELL*EXCHANGE. Admission £2. Tel: 01643 702 757 & 07966 694 579 website: www.chrisdyerfairs.co.uk

24 November (Sat) 10.30am-3pm

SHEPTON MALLETT, Bath & West Showground, Shepton Mallet, BA4 6QN. 300 stalls, restaurant, free parking. Admission £4. **BULLDOG FAIRS**. Tel: 01373 452 857 or 07917 125 641 www.bulldogfairs.com

25 November (Sun) 10am-2pm

ASHFIELD - Festival Hall, Kirkby in Ashfield NG17 7DJ. Good access, free parking, refreshments. Always a good selection of rail and diecast. Next event: TBA. Contact **MALC**. Tel: 07951 072 790.

25 November (Sun) 10am-2.30pm

AYLESBURY TOY AND TRAIN FAIR, Green Park, Stablebridge Road, Aston Clinton, HP22 5NE. New organisers, usual traders. Tel: 01279 301 407.

25 November (Sun) 10.30am-3pm

BARRY TOY & TRAIN SALE - near Cardiff, Barry Leisure Centre, Greenwood Street, CF63 4RU. Free parking, café. 85 tables, BUY*SELL*EXCHANGE. Admission £2. Tel: 01643 702 757 & 07966 694 579 www.chrisdyerfairs.co.uk

25 November (Sun) 11am-3pm

CATTERICK FAIR, Catterick Leisure Centre, Gough Road, Catterick Garrison DL9 3EL. 10 minutes off A1, Adults £3, Children & Seniors £2. Early entry £5. Free parking. **JIM CORR**. Tel: 0750 403 5955, email: jim_corr73@hotmail.co.uk for further information.

25 November (Sun) 10.30am-2pm

KIDDERMINSTER, Gilt Edge Leisure Centre, Zortech Avenue, Kidderminster DY11 7DY. Admission £1.50. **TONY OAKES FAIRS**. Tel: 01270 652 773 & 07825 631 323.

25 November (Sun) 10.30am-2.30pm

HAYDOCK PARK RACECOURSE, Exhibition Centre, WA12 0HQ (2 minutes from M6 junction 23). Up to 85 tables. Adults £2, Children 50p. **BARRY STOCKTON**. Tel: 0151 334 3362 www.barrystocktonfairs.co.uk

25 November (Sun) 10am-2pm

MIDHURST, The Grange, Bepton Road, West Sussex, GU29 9HD. Next event: 6th January. **SRP TOYFAIRS**. Tel: 01322 662 729 or 0773 999 8012 www.srptoyfairs1.co.uk

25 November (Sun) 10.30am-2pm

NORWICH, The Barn, City of Norwich School, Eaton Road, Norwich, NR4 6PP. Admission £2.50 per person, Children free. Tables £26 per 6ft length. **JOHN PARSONAGE**, telephone: 07881 555 283 or **DENNIS PAYNE**: 07812 389 022.

27 November (Tues) 6pm-8pm

TONBRIDGE, Angel Centre, Angel Lane, Kent TN9 1SS. Next event: 29th January. **SRP TOYFAIRS**. Tel: 01322 662 729 or 0773 999 8012 www.srptoyfairs1.co.uk

December 2018

1 December (Sat) 10.30am-3pm

BRIDGEND TOY AND TRAIN SALE, Bridgend Leisure Centre, Angel Street, Bridgend CF31 4AH. Café, parking, midway Cardiff and Swansea. BUY*SELL*EXCHANGE. Many top dealers in Dinky, Corgi, Matchbox, Britains, EFE, Lledo, Hornby trains, Bachmann, Lima etc and much much more! 80 tables, admission £2. Tel: 01643 702 757 or 07966 694 579 www.chrisdyerfairs.co.uk

1 December (Sat) 10.30am-2pm

DERBY (TRAINS ONLY) SWAPMEET, Our Lady of Lourdes Parish Centre, 36 Uttoxeter Road, Mickleover, Derby DE3 9GE. Admission £1, free car parking, refreshments available. Contact: **PETER STANTON**. Tel: 01773 279 407 or 07798 858 532, email: pstanton1000@sky.com

1 December (Sat) 9am-3pm

MAIDSTONE, at Lockmeadow Market Hall, Barker Road, Maidstone, Kent ME16 8HR. Admission £2.50. Tel: 01732 840 787 or 01622 298 159.

1 December (Sat) 10am-2pm

NOTTINGHAM BLUECOAT ACADEMY, (on ring road, 1 mile north of University) NG8 5GY. Good access, free parking, refreshments. Next event: TBA. Contact: MALC. Tel: 07951 072 790.

2 December (Sun) 10am-2pm

COLCHESTER, LANGHAM COMMUNITY CENTRE, School Road, Colchester, Essex CO4 5PA. Next event: 1st January. SRP TOYFAIRS. Tel: 01322 662 729 or 0773 999 8012 www.srptoyfairs1.co.uk

2 December (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

2 December (Sun) 10.30am-3.30pm

KEMPTON PARK TOY AND TRAIN COLLECTORS FAIR, Kempton Park, Racecourse, Sunbury on Thames, Middlesex, (M3 junction 1 onto A308). Over 200 stalls of model railways, toys, scale models and collectables. Adults £4, Concessions £3.50, Children £1, early entry buyers £10 (from 8.30am). London's No1 Sunday Toy and Train Collectors Fair. RM TOYS LTD. Tel: 023 923 815 29 or 07957 823 507.

2 December (Sun) 10am-3pm

NEWTON ABBOT TRAIN & TOYFAIR, Newton Abbot Racecourse, Devon TQ12 3AF. Admission £2. Superb, free parking, refreshments. 100+ tables. Organised by RAY HEARD. Tel: 01823 480 097. Email: rayheard66@btinternet.com

2 December (Sun) 10am-2pm

WILTON, Michael Herbert Hall, South Street, SP2 0JS. Large free car park, just 5 minutes from Wilton Outlet Village. Tel: 01380 725 322, anytime.

2 December (Sun) 10am-2.30pm

YORK RACECOURSE, The Knavesmire Stand, York Racecourse, York YO23 1EX. 120 pitches. Admission £2.50, Seniors £2, 1st Child £1.50. Organised by LORRAINE for J&J FAIRS. Tel: 01522 880 383 www.j-jwebbtoyfairs.com

5 December (Wed) 6.30pm-8.30pm

BURTON ON TRENT, Town Hall, DE14 2EB. Always a good selection of rail and diecast. Next event: TBA. Contact MALC Tel: 07951 072 790.

8 December (Sat) 10am-2.30pm

BRENTWOOD, The International Hall, Brentwood Centre, Doddinghurst Road, Brentwood, Essex CM15 9NN. 200 pitches, admission £3, Seniors £2.50, 1st Child £2. Organised by LORRAINE for J&J FAIRS. Tel: 01522 880 383 www.j-jwebbtoyfairs.com

8 December (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.

8 December (Sat) 10am-3pm

GATESHEAD INTERNATIONAL STADIUM, Neilson Road, Gateshead NE10 0EF (Just off Felling by pass, A184) Admission £3, Concessions £2. Future date: TBA. Tel: 0750 403 5955 email: jim_corr73@hotmail.co.uk

9 December (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. Email: modelcarmart@gmail.com Website: www.modelcarmart.com/ashington

9 December (Sun) 10am-2pm

NORTHFLEET SCHOOL FOR GIRLS TOY & TRAIN FAIR, Hall Road, Northfleet, Kent DA11 8AQ. Next event: TBA. SRP TOYFAIRS. Tel: 01322 662 729 or 0773 999 8012. www.srptoyfairs1.co.uk

9 December (Sun) 10.30am-3pm

STAFFORD – 250 STALLS, The Prestwood Centre, Stafford County Showground, Weston Road, Stafford ST18 0BD. Adults £4, Seniors £3.50, Children £1. There are many stalls selling OO and O gauge trains. Tel: 01604 846 688 www.bpfairs.com

9 December (Sun) 10.15am-3pm

WIMBORNE MODEL TOYS & TRAIN COLLECTORS FAIR, Queen Elizabeth School (QE), Wimborne Minster, Dorset BH21 4DT. Large free car park, refreshments. Admission £1.50. Enquiries to: DAVE. Tel: 01202 590 158 or 07808 484 414.

11 December (Tues) 7pm-9pm (early entry 5pm - £2)

BARNSELY TOY AND TRAIN FAIR, Elsecar Heritage Centre, Elsecar S74 8HJ, space for 150 stalls, lots of free parking for stallholders and visitors. Adults £1.50. 5 minutes M1 junction 36. Tel: 01226 744 425 www.newcomenairs.co.uk sales@newcomenairs.co.uk

11 December (Tues) 6.30pm-8.30pm

ODIHAM/HOOK, Community Centre, Ravencroft, Hook RG27 9NN. Second Tuesday monthly. Tel: 01380 725 322, anytime.

13 December (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.

15 December (Sat) 10.30am-2.30pm

GLOUCESTER, Churchdown Community Centre, Parton Road, GL3 2JH. Free parking, refreshments. Tel: 01380 725 322, anytime.

15 December (Sat) 10am-2pm

HAWKINGE, Hawkinge Community Centre, Heron Forstal Avenue, Hawkinge, Kent CT18 7FP (off M20). Next event: 12 January. SRP TOYFAIRS. Tel: 01322 662 729 or 0773 999 8012. www.srptoyfairs1.co.uk

16 December (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

16 December (Sun) 10am-2.30pm

EASTLEIGH, Barton Peveril Sixth Form College, Chestnut Avenue, SO50 5ZA. Less than 2 miles from our Fleming Park venue. Tel: 01380 725 322, anytime.

16 December (Sun) 10am-2pm

GREAT BENTLEY, ESSEX, Village Hall, opposite Railway Station CO7 8LD. Friendly local Toyfair, table £15, entry £2. R&G TOYFAIRS. Tel: 01206 251 351 or 01255 473 509.

16 December (Sun) 10.30am-2.30pm

HUNTINGDON, Wood Green Animal Shelters, International Indoor Arena, London Road, Godmanchester, Huntingdon PE29 2NH. 200 pitches. Adults £3, Seniors £2.50, 1st Child £2. Organised by LORRAINE for J&J FAIRS. Tel: 01522 880 383 www.j-jwebbtoyfairs.com

16 December (Sun) 10am-2pm

ORPINGTON, CROFTON HALLS, by Orpington Railway Station, Kent BR6 8PR. Next event: 20th January. SRP TOYFAIRS. Tel: 01322 662 729 or 0773 999 8012. www.srptoyfairs1.co.uk

16 December (Sun) 10am-3pm

PUDSEY CIVIC HALL, on Leeds to Bradford Ring Road, LS28 5TA. STEELE PROMOTIONS. Tel: 0161 283 1255.

16 December (Sun) 10.30am-2.30pm

SOUTHPORT, Splashworld, Dunes Leisure Centre, Esplanade PR8 1RX (complete your pre-Christmas shopping!). Up to 65 tables. Adults £2, Children 50p. BARRY STOCKTON. Tel: 0151 334 3362 www.barrystocktonfairs.co.uk

18 December (Tues) 7pm-9pm

WOOTTON BASSETT, Memorial Hall, Station Road SN4 7EE. Toy and Train Fair. Third Tuesday monthly. Tel: 01380 725 322, anytime.

27th December every year - 10.30am to 3.30pm

LLANDUDNO TOY & TRAIN FAIR, Venue Cymru, The Promenade, Llandudno Conwy, LL30 1BB. Adult £2.50, concessions £2.00, Accompanied Children £1.00. Contact: Jim/Vicci Ricketts. Tel: 01492 517004 email: vicci.rickettsltd@gmail.com proceeds to Llandudno Transport Festival.

27 December (Thurs) 10.30am-3pm

NEC BIRMINGHAM – 600 STALLS, Hall 18, The National Exhibition Centre, Birmingham, B40 1NT. Free parking for all Toy Fair visitors. Adults £7.50, Senior Citizens £7, Children £2. Hundreds of stalls selling everything you want in model railways, don't miss Britain's biggest Toy Fair. Tel: 01604 846 688 www.bpfairs.com

28 December (Fri) 10.30am-2.30pm

HAYDOCK PARK RACECOURSE, Exhibition Centre, WA12 0HQ (2 minutes from M6, junction 23). Up to 85 tables. Adults £2, Children 50p. BARRY STOCKTON. Tel: 0151 334 3362 www.barrystocktonfairs.co.uk

28 December (Fri) 10.30am-3pm

THORNBURY TOY COLLECTORS FAIR, Thornbury Leisure Centre, Alveston Hill, Thornbury, Bristol BS35 3JB. Model Railways new and obsolete, Dinky, Corgi, Lledo, EFE, Hornby, Lima, trains, boats and planes. More information: BULLDOG FAIRS. Tel: 01373 452 857 or 07917 125 641. www.bulldogfairs.com

29 December (Sat) 10.30am-2.30pm

WIRRAL, Hulme Hall, Port Sunlight CH62 5DH (in the Beautiful tourist attraction village of Port Sunlight). Up to 65 tables. Adults £2, Children 50p. BARRY STOCKTON. Tel: 0151 334 3362 www.barrystocktonfairs.co.uk

29 December (Sat) 10.30am-2pm

WORCESTER, Perdiswell Leisure Centre, Bilford Road, WR3 8DX, (off A38 Droitwich Road), M5 junction 6. Admission £2. TONY OAKES FAIRS. Tel: 01270 652 773 & 07825 631 323.

30 December (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

January 2019

1 January (Tues) 10am-2.30pm

EAST MIDLANDS (NEWARK), The George Stevenson Exhibition Centre, The Showground, Newark, Notts NG24 2NY. 240 pitches, Adults £4, Seniors £3.50, 1st Child £3. Organised by LORRAINE for J&J FAIRS. Tel: 01522 880 383 www.j-jwebbtoyfairs.com

5 January (Sat) 10am -2pm

ROMFORD – NEW EVENT North Romford Community Centre, 32 Crockhouse Lane, Collier Row, Romford RM5 3QJ. Next event: 9th March. SRP TOYFAIRS. Tel: 01322 662 729 or 0773 999 8012. www.srptoyfairs1.co.uk

Opportunity Yours

RM Classified Advertisement Order Form — last date for receiving copy for February 2019 issue is 19th November.
Please insert the following advertisement under the section headed:

PLEASE NOTE: If you do wish to renew an existing advert, phone, write, fax or email within 3 months of the original advert being placed.

MINIMUM CHARGE £4.20 (£3.50 + 70p VAT) (per advert).
Prices below do not include VAT. Please add 20% VAT to total.
Rates per word: Private 15p, Trade 35p, Swapmeets 65p.
Box number £5.50 extra.

Tick if a box number is required ☐

Advertisements without a box number must include your name, address or telephone number. Standard abbreviations (LMS, META, 0-6-0), normal hyphenations (O-gauge, 2-rail, pre-war) and prices count as one word. Telephone numbers, whether exchange or all figure, count as two words.

CONDITIONS OF ACCEPTANCE

All copy is subject to our approval. We reserve the right to request amendments.
Scale or gauge should be mentioned when referring to models. Swapmeets and other events must include a telephone number at which the organiser can be contacted.
Advertisers are expected to acknowledge all enquiries that enclose an SAE (even if the item has already been sold).
Advertisers are reminded of the Trade Descriptions Act and must avoid misrepresentation of goods offered. The Business Advertisements (Disclosure) Order 1977 requires all who sell goods in the course of a business to indicate this clearly in the advertisement.

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Please send this completed form and remittance to:

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Peco Publications, Beer, Seaton, Devon, EX12 3NA

Alternatively you can telephone: 01297 21542, fax: 01297 20229 or

email: classifieds@peco.co

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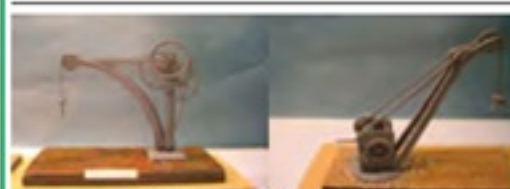
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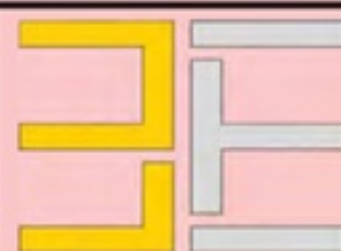
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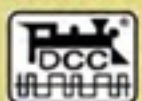


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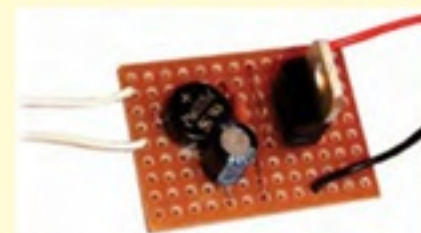
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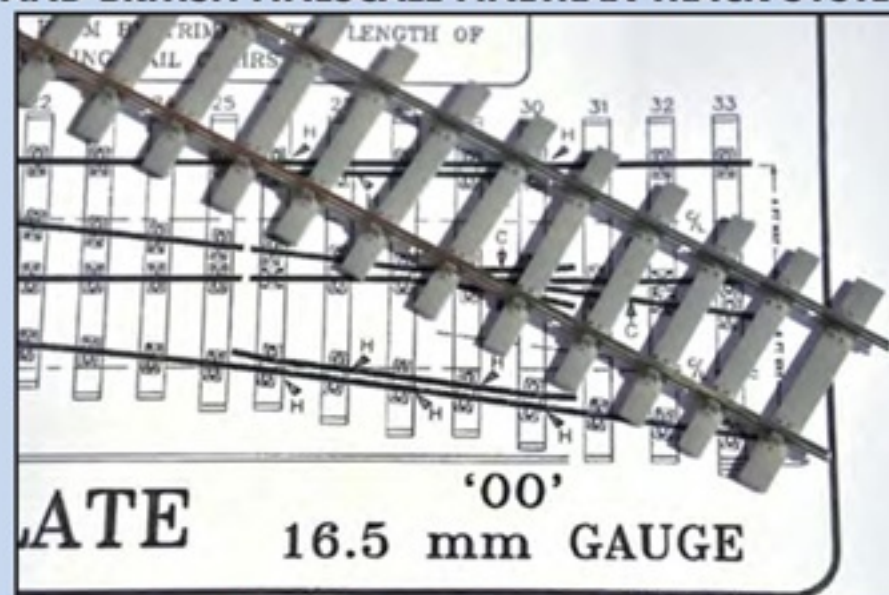


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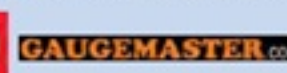
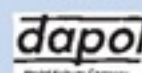


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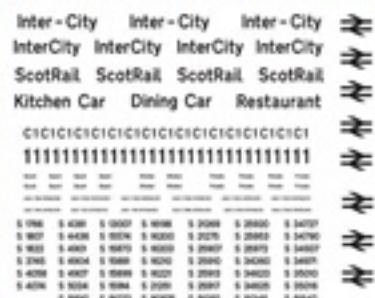
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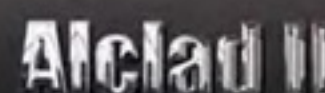


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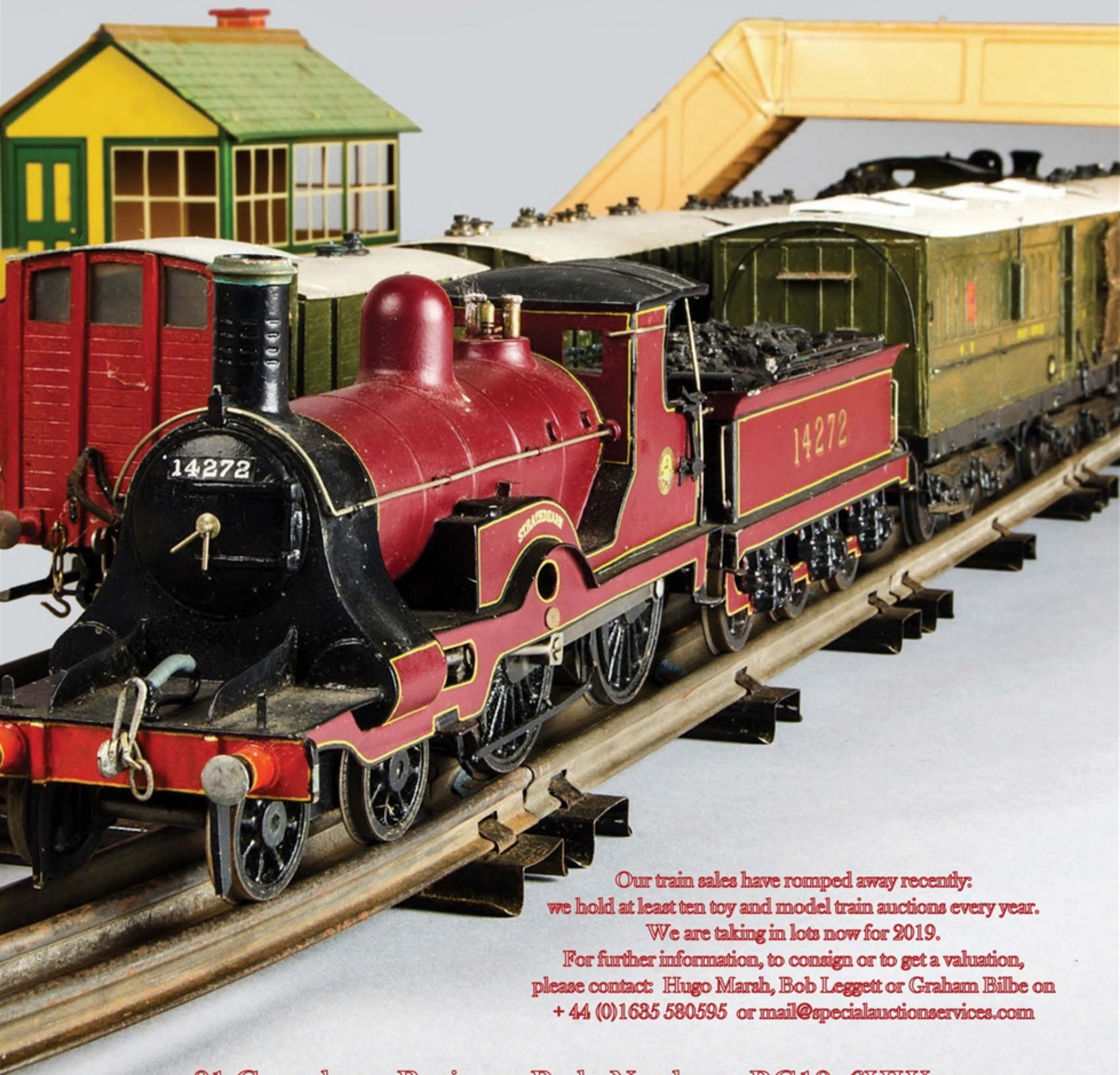
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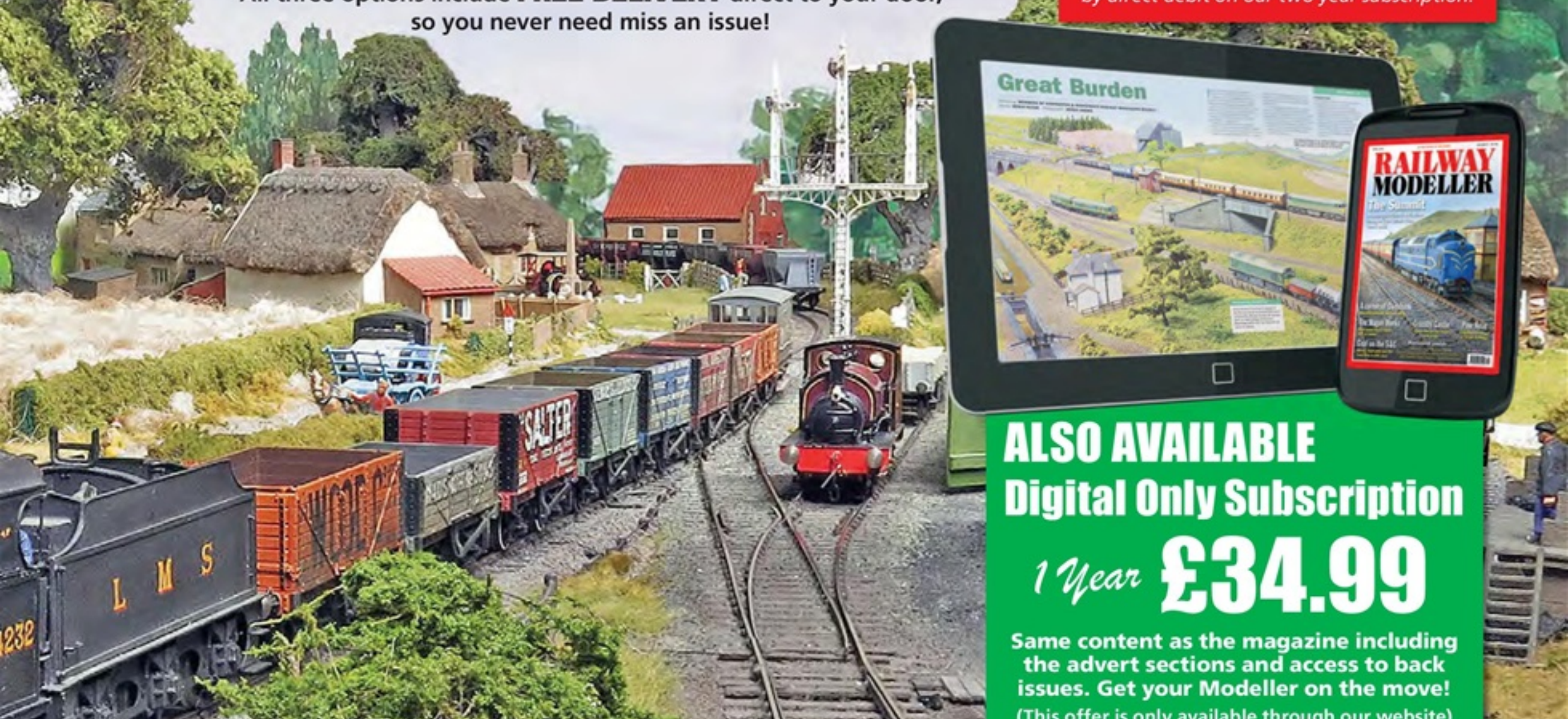
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