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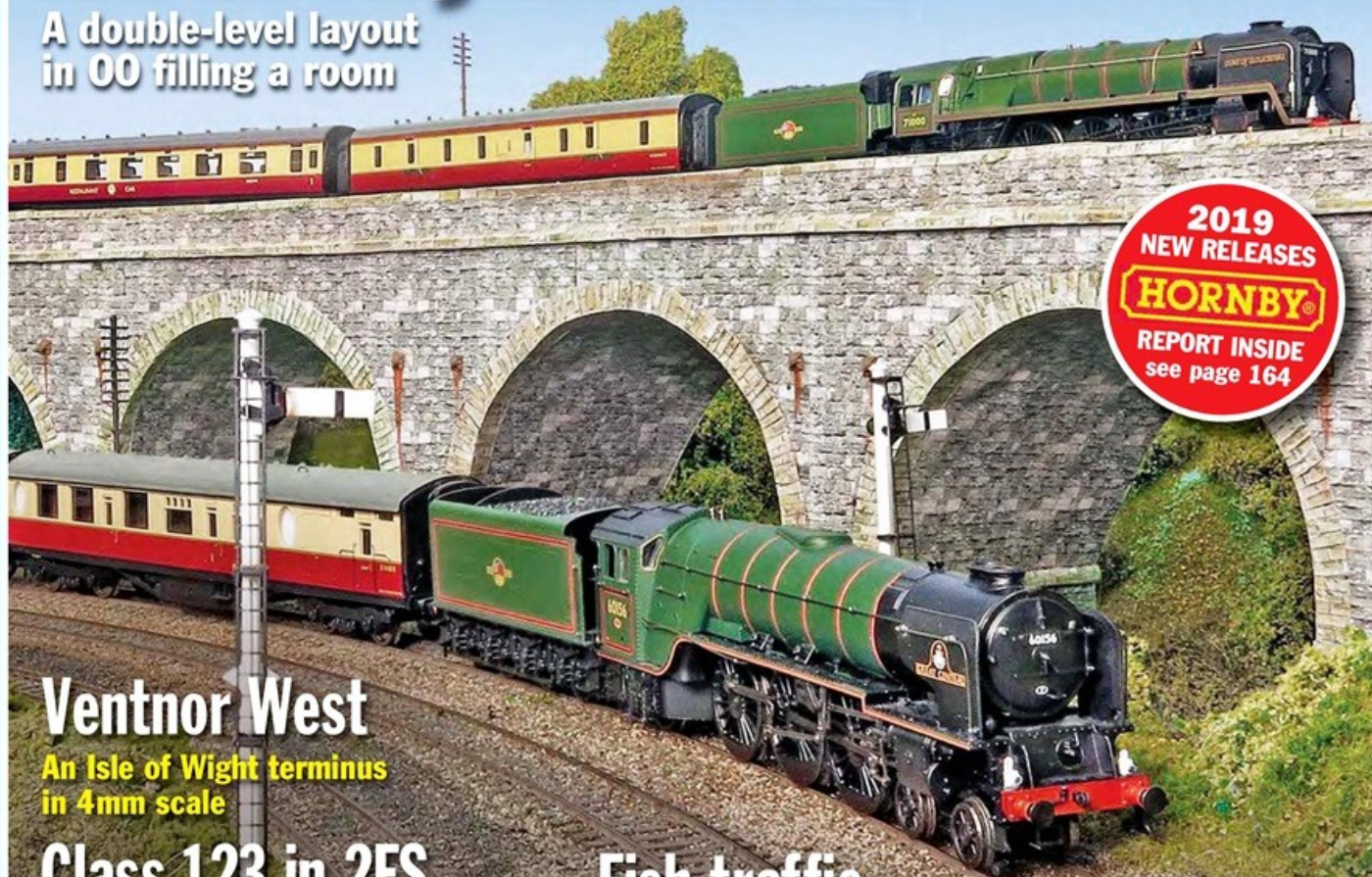
AT THE HEART OF THE HOBBY

VOLUME 70 No 820

RAILWAY MODELLER

Catesby & Dent

A double-level layout
in OO filling a room



2019
NEW RELEASES
HORNBY
REPORT INSIDE
see page 164

Ventnor West

An Isle of Wight terminus
in 4mm scale

Class 123 in 2FS

Building a BR Swindon
four-car DMU

Diesel days at Towcester

A 1960s closure
reimagined in OO

Fish traffic for Dentdale

Two more trains on this LMS period
S&C layout in OO

Reviewed inside ...

Lee Marsh Model Co Dean Goods in O
CIE J15 0-6-0 from OO Works
TEA tank wagon in OO from Revolution Trains

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FEBRUARY 2019

RAILWAY MODELLER AT THE HEART OF THE HOBBY

VOLUME 70

RAILWAY MODELLER

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February 2019 vol 70 No.820

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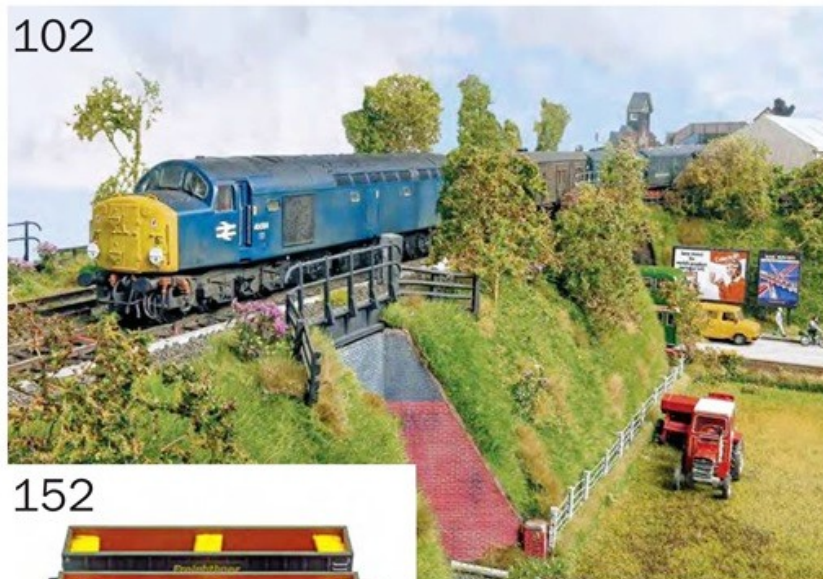
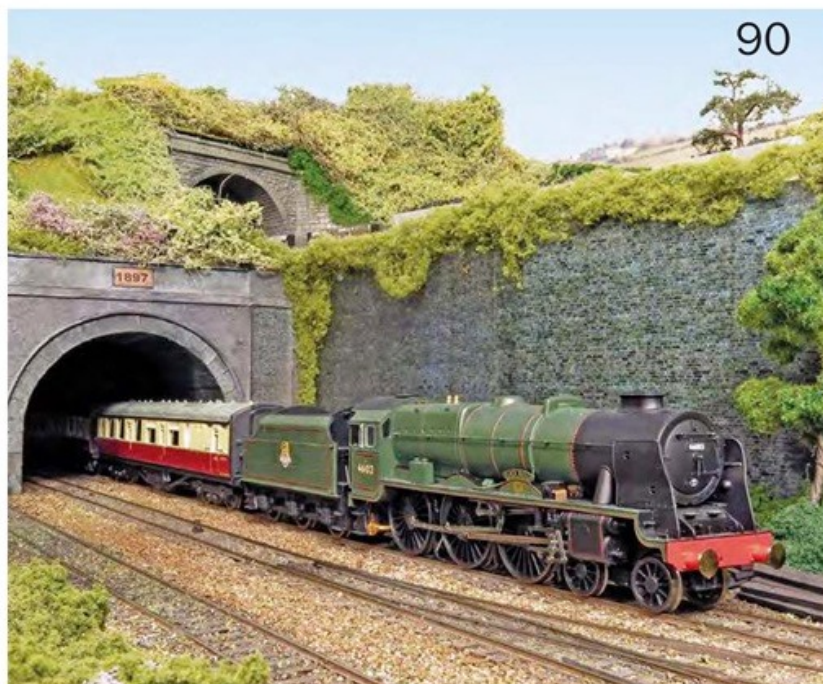
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The biggest and best guide to the exhibition scene in the UK.

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Limited Edition Dapol Westerns announced! See our website for more information.

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www.cheltenhammodelcentre.com

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



D1039 'Western King' BR Maroon Small Yellow Panel
With Experimental Rotary Windscreen Wiper
Limited Edition of 350
Standard - £159.99
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.



D1006 'Western Stalwart' BR Maroon Small
Yellow Panel With Experimental Rotary
Windscreen Wiper
Limited Edition of 350
Standard - £159.99
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 Sound Fitted - £276.99

Each model will feature....

Etched name & number plates

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Specially designed box, unique for each loco
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We are expecting delivery to be Early 2019.
See the dedicated page on our website for more information!

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LIMITED EDITION WAGONS Exclusive To Cheltenham Model Centre



Latest Arrivals



31-910 - H1 Class Atlantic 4-4-2 No 39
'La France' LBSCR.....£169.96



31-761 - GNR Class C1 4-4-2 Atlantic
272 GNR Green.....£169.96



31-762 - GNR Class C1 4-4-2 Atlantic
4421 LNER Green.....£161.46



32-393ds - Class 37/7 37884 Europhoenix
DCC Sound£121.46

Freightliner Flats



38-625 - FGA BR Freightliner Outer
Container Flats ISO Containers.....£84.96



38-626 - FFA BR Freightliner Inner
Container Flat ISO Container.....£42.46



38-627 - FGA BR Freightliner Outer
Container Flats Maritime.....£84.96



38-628 - FFA BR Freightliner Inner
Container Flat Maritime Container.....£42.46

38-352B - BAA Steel Carrier BR
Railfreight Red & Black with Steel Coil
Load.....£37.36

38-353 - BAA Steel Carrier BR Brown
with Steel Coil Load.....£39.06

38-525 - Mk1 Horse Box BR
Maroon (ER).....£31.41

38-700A - 12 Ton Pipe Wagon BR
Bauxite (Early).....£24.61

38-151C - 80 Tonne glw BDA Bogie
Bolster Railfreight Red.....£31.41



New Arrivals/Due In Soon



371-468a - Class 37/0 97304 'John Tiley'
Network Rail Yellow.....£110.45



371-471 - Class 37/0 37261 DRS.....£110.45



371-384A - Class 66 66111 EWS.....£114.70



371-386 - Class 66 66416
Freightliner Powerhaul.....£114.70



371-387 - Class 66 66846 Colas.....£114.70

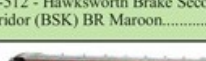


371-398 - Class 66 66779 'Evening Star'
GBR.....£114.70

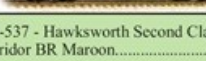
BR Maroon Hawksworth Coaches



374-512 - Hawksworth Brake Second
Corridor (BSK) BR Maroon.....£31.41



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



374-562 - Hawksworth Corridor
Composite BR Maroon.....£31.41



374-586 - Hawksworth Full Brake BR
Maroon.....£31.41



J36s Due January 2019



R3600TTS - NBR J36 Class 0-6-0 673
'Maude' TTS Sound.....£148.49



R3622 - J36 Class 0-6-0 675311 'Haig'
BR Early Crest.....£125.99



OO Gauge Bolster E Due Early 2019



4F-061-001 - Bogie Bolster E BR Bauxite
(TOPS BEV).....£25.45

4F-061-002 - Bogie Bolster E BR Bauxite
(TOPS YNV).....£25.45

Dapol - 4F-061-003 - Bogie Bolster BR
Bauxite (TOPS YRV (S&T)).....£25.45

4F-061-004 - Bogie Bolster Wagon BR
Bauxite (TOPS YNV).....£25.45

4F-061-005 - Bogie Bolster Wagon BR
Bauxite (TOPS YRV S&T).....£25.45

Xuron
Track Cutter
£13.50

Sundeala Board

600mm x 1200mm (4' x 2')
(approximate measurements)
Single Sheets £11.75 Shop Only
6 Sheets £60.00 + £9.30 P+P (UK)

Stock Boxes for OO size locos & Carriages

Large Size - Tender Loco size boxes
330mm L x 48mm D x 62mm W
Red/Blue/Green/Brown/Black

Medium Size - 2-6-4 Tank size boxes
220mm L x 48mm D x 62mm W
Red/Blue/Green/Brown/Black

£3.50 each or

Any 4 Medium or Large Boxes for
£13.00

Small Size - 08 or Pannier Tank size
boxes

157mm L x 48mm D x 62mm W
Red/Blue/Green/Brown/Black

£3.00 each or

Any 4 Small Stock boxes
For £10.00

Cork Sheeting

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

1/16 Roll £5.00 each 2 for £9.00

1/32 Roll £4.00 each 2 for £7.00

1/8 Roll £6.75 each 2 for £12.00

Cork Sheeting

PART EXCHANGE YOUR UNWANTED POINTS FOR ANYTHING ON THESE 2 PAGES

PECO/HORNBY POINTS

Peco Points We will allow £2.35 for each small or medium radius £2.25 for large and curved radius 'OO' points. Also £7.00 each for double slip and 3-way point.

Fine Scale points also required.

N Gauge points also required.

Hornby Points We will allow £2.25 for new type Nickel Silver points.

£2.75 each for curved/express Nickel Silver points.

Point Motor We will allow £1.50 each for any quantity of Peco or Hornby point motor in working order.

Authentic Stone Ballast

CMC Exclusive

207012 Medium Grade Ballast Grey (OO & O).....£3.00

207013 Fine Grade Ballast Grey (N & OO).....£3.00

2070131 Fine Grade Ballast Salmon (N & OO).....£3.00

Any 2 bags for £5.00

Bags 500g approx.



Ballast Spreaders

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 ordering with our ballast

Second-Hand Wanted

Boxed or unboxed

OO, N & O Gauge
Lima, Hornby, Bachmann, Graham Farish, Heljan

Locos, Coaches or wagons.

Anything considered!

Part Exchange against anything in the shop

Please contact us for more information and before travelling with any part exchange.



YOB Plasser 12t GPC Crane

No Jib Support

- H4-GPC-001** DRP81504 in Plasser/BR yellow as built (1979 - 1990)
- H4-GPC-002** DRP81523 in Plasser/BR yellow as built (1980 - 1990)
- H4-GPC-003** DRP81508 in unbranded yellow (1979 - 2004)
- H4-GPC-004** DRP81521 in unbranded yellow (1980 - 2011)
- H4-GPC-005** DRP81527 in Jarvis yellow (1999 - 2011)
- H4-GPC-009** DRP81519 in Balfour Beatty white and blue (1999 - Present)
- H4-GPC-010** DRP81532 in Balfour Beatty white and blue (1999 - Present)

Narrow Jib Support

- H4-GPC-006** DRP81514 in Jarvis/FastLine maroon (2004 - 2014)

Goalpost Jib Support

- H4-GPC-007** DRP81524 in Carillion yellow (1999 - 2006)
- H4-GPC-008** DRP81526 in GTRM yellow (2004 - 2008)

- Diecast Chassis
- NEM Couplings
- Metal Handrails
- RP25 Wheel Profile



See the full list of specs and more at: www.hattons.co.uk/GPC



LMS Beyer-Garratt 2-6-0 0-6-2

- H2-BG-001** 4994 in LMS black
- H2-BG-002** 7983 in LMS black
- H2-BG-003** 47967 in BR black with "BRITISH RAILWAYS" lettering
- H2-BG-004** 47972 in BR black with LMS lettering and block-style numbers
- H2-BG-005** 47995 in BR black with number on cab and plain tanks
- H2-BG-006** 47996 in BR black with early emblem
- H2-BG-007** 47981 in BR black with early emblem
- H2-BG-008** 47992 in BR black with early emblem

- Diecast Chassis • 5 Pole Motor
- NEM Couplings • 18 Pin Socket



See the full list of specs and more at: www.hattons.co.uk/NGarratt

Forthcoming Releases from Hornby & Dapol

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

HORNBY 2019 Range Announcement - see details at www.hattons.co.uk/hornby2019

SR 'Lord Nelson' 4-6-0

Pre-order from £153. TTS-fitted £175.50
Due in Stock from December 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: January 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: Between Mar and May 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: Mar 2019



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

Class J36 0-6-0

Pre-order from £126. TTS-fitted £148.50
Due in Stock: January 2019



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

2019 Range Announcement

Monday 7th January 2019
from 10am



The full 2019 range of models is due to be announced by Hornby on 7th January. We will have full details of all items available to pre-order at:

www.hattons.co.uk/hornby2019

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: Q4 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
Due in Stock: March 2019



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: Summer 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

Pre-order from £124.43
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: Q1 2019



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
7S-005-006 2 "Isebrook" in GWR green
7S-005-007 14 in National Coal Board livery

Class 08 (Re-tool)

Pre-order from £191.25
Due in Stock: Dec 2018 to Jan 2019



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

Pre-orders accepted
via credit or debit card only
Pre-order prices subject to manufacturer RRP.

00 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** £59



32-227DS Class 3F Jinty 0-6-0T 7365 in LMS black - DCC sound fitted (RRP £214.95) **BARGAIN** £168



32-850A Class 9F 2-10-0 92220 'Evening Star' in BR green late crest (RRP £189.95) **BARGAIN** £149



31-921 Class H2 Atlantic 4-4-2 32424 'Beachy Head' in BR black early emblem **BARGAIN** £161.46

Diesel locos



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



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

Hattons Originals - Steam locos



H4-AB16-003 Andrew Barclay 0-4-0ST 16" 2226 'Katie' in lined maroon (RRP £99) **BARGAIN** £89

Heljan - DMUs



8920 Class 128 parcels DMU 55991 in BR blue yellow ends 'Parcels Service' branding (RRP £119.95) **BARGAIN** £50

Top 30 Best Sellers

Last 30 Days

Hornby - Steam locos



R3170 Class 49xx 4-6-0 4901 'Adderley Hall' in GWR Green - Railroad range (RRP £94.99) **BARGAIN** £49



R3682 Class 8P 'Princess Coronation' 4-6-2 46225 'Duchess of Gloucester' in BR express passenger blue **NEW** £184.50



R3663TTS Class A1 4-6-2 60163 'Tornado' in LNER apple green British Railways lettering - Railroad Range - TTS sound fitted **NEW** £122.50



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

Diesel locos



R3491 Class 42 Warship D805 'Benbow' in BR green - Railroad Range (RRP £84.99) **BARGAIN** £34.50



R3659 Class 67 67027 'Charlotte' in Colas Rail Freight **NEW** £144

HSTs



R3685 Pair of Class 43 HST Power Cars 43041 'Meningitis Trust Support for Life' and 43005 in GWR green (RRP £289.99) **BARGAIN** £229



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

EMUs



R4871 Pack of three centre coaches for 5-BEL Brighton Belle in Pullman umber and cream (RRP £179.99) ... **BARGAIN** £132

Train sets - digital



R1172 e-Link Majestic digital train set Class A1 4-6-2 in BR blue and Class 47 diesel (RRP £299.99) **BARGAIN** £250



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

Wagons



R688TTS 4-wheel 10 ton vent van in BR bauxite - TTS sound fitted **NEW** £36

Oxford Diecast - Buses



7618004 Beadle Integral Southdown **NEW** £16



SL-100 Pack of 25 1 yard (91.5cm) length of Code 100 Wooden-sleeper nickel flexible track £36



SL-100 Single £3

N Gauge

Dapol - HSTs

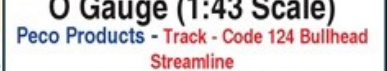


2D-019-009 Class 43 HST 4-car book set in GWR Green £160.89

Peco Products - Track - Code 55 Finescale



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



SL-300F Single £3

O Gauge (1:43 Scale)

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

Analogue controllers



D Double/Twin track power controller £80

NCE - Digital controllers



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

Peco Products - Point motors



PL-11 Side/surface mounted point motor £8

**Customer
Service Quality
Award Winner
2015, '16 & '17**

British Model Railway Awards 2017

OO Gauge (1:76 Scale)

Bachmann Branchline - Steam locos



31-434 Class 1F 'Half Cab' 0-6-0T 41803 in BRITISH RAILWAYS black (RRP £99.95) **BARGAIN** £66
32-301A Class 2251 0-6-0 Collect Goods 3212 in BR black early emblem and Collect tender (RRP £114.95) **BARGAIN** £78



31-127 Class 30xx 2-8-0 ROD 3023 in BR black early emblem (RRP £129.95) **BARGAIN** £59



32-227DS Class 3F Jinty 0-6-0T 7365 in LMS black - DCC sound fitted (RRP £214.95) **BARGAIN** £168
32-842 Class 4MT Fairburn 2-6-4 tank 45062 BR lined black late crest (RRP £134.95) **BARGAIN** £94



32-580A Class 4MT Ivatt 2-6-0 43014 in BR black late crest - weathered (RRP £139.95) **BARGAIN** £108



31-169 Class 5 L&YR 2-4-2T 50705 in BR black early emblem (RRP £114.95) **BARGAIN** £85
32-078 Class 58xx 0-6-2T 5637 in GWR green (RRP £97.71)



31-692 Class 5P4F Stanier Mogul 2-6-0 42968 in BR lined black late crest (RRP £159.95) **BARGAIN** £112
31-214 Class 6P Patriot 4-6-0 45538 'Giggleswick' in BR Green early emblem (RRP £164.95) **BARGAIN** £107



32-850A Class 9F 2-10-0 92220 'Evening Star' in BR green late crest (RRP £189.95) **BARGAIN** £149



31-531 Class A2 4-6-2 60536 'Trimburgh' in BR lined green early emblem (RRP £179.95) **BARGAIN** £111
31-138 Class D11/2 4-4-0 62682 'Hoytoun of Bucklaw' in BR black early emblem (RRP £139.95) **BARGAIN** £94



31-921 Class H2 Atlantic 4-4-2 32424 'Beachy Head' in BR black early emblem (RRP £161.46) **BARGAIN** £99
32-278A Class K3 2-6-0 1304 in LNER black (RRP £199.95) **BARGAIN** £99
32-165 Class N 2-6-0 31874 BR lined black early emblem (RRP £154.95) **BARGAIN** £110



35-050 LNWR 0-6-2T Webb Coal tank 1054 in LNWR plain black - as preserved (RRP £119.95) **BARGAIN** £83



32-359A Standard Class 4MT 2-6-4T 80092 in BR black early emblem (RRP £134.95) **BARGAIN** £92



32-250A WD Austerity 2-8-0 79250 'Major-General Mc Mullen' in Longmoor Military Railway blue (RRP £169.95) **BARGAIN** £115

Diesel locos



32-119 Class 08 Shunter 08907 in DB Schenker red (RRP £124.95) **BARGAIN** £71



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 37588 'Kingmoor TMD' in Direct Rail Services compass blue £135.96



32-650DS Class 44 D3 'Skiddaw' in BR green small yellow panels - DCC sound fitted (RRP £203.96) **BARGAIN** £113
32-738 Class 66 66711 'Sencol' GBRF/Aggregate Industries (RRP £169.95)



31-590 Class 70 70015 in Freightliner air intake modifications (RRP £169.95) **BARGAIN** £133



32-993 Type 27 Wickham Trolley and trailer MPP0007 in BR engineers yellow wasp stripes (RRP £79.95) **BARGAIN** £55

DMUs

32-289 Class 101 2 car DMU in BR white and blue passenger figures (RRP £219.95) **BARGAIN** £162

Coaches



39-622 60' ex-SECR Birdcage brake third S3428S in BR crimson (RRP £59.95) **BARGAIN** £42
39-578 Hawksworth A38 Auto-trailer W228W BR maroon (RRP £88.95) **BARGAIN** £48
39-432 Mk 1 SK Second Corridor SC24659 in Sealink (RRP £44.95) **BARGAIN** £29
39-126C Mk1 CK composite corridor M15919 BR maroon (RRP £44.95) **BARGAIN** £30
39-651E Mk1 SO second open M1629 in BR maroon (RRP £44.95) **BARGAIN** £33



39-701 Mk2F 'Aircor' BSO brake second open in Intercity lighting £46.71
39-701DC Mk2F 'Aircor' BSO brake second open Intercity - DCC fitted interior lighting £67.96
39-650DC Mk2F 'Aircor' FO first open BR blue and grey - DCC fitted interior lighting £67.96
39-652 Mk2F 'Aircor' FO first open in InterCity £67.96
39-688DC Mk2F 'Aircor' RFB restaurant first buffet in Intercity - DCC fitted interior lighting £67.96



39-677 Mk2F 'Aircor' TSO tourist second open in Intercity £46.71

People - civil

36-407 1950s Train Crew x 6 (RRP £9.95) **BARGAIN** £7.50

Dapol - Diesel locos

4D-006-005 Class 73/1 electro-diesel 55039 in BR blue with small yellow panels (RRP £146.22) **BARGAIN** £91



OLIV002 Class 73/2 73205 'Jeanette' in GB Railfreight blue - Olivias Trains limited edition (RRP £140) **BARGAIN** £84
OLIV001 Class 73/2 73207 in Golewick Express - Olivias Trains limited edition (RRP £140) **BARGAIN** £84

DMUs



4D-009-HAT01 Class 121 single car DMU 'Bubblecar' 120 in 'GWR 150' chocolate and cream - Hatton's limited edition (RRP £129.95) **BARGAIN** £105
4D-009-HAT02 Class 121 single car DMU 'Bubblecar' 121032 in Arriva Trains Wales - Hatton's limited edition (RRP £129.95) **BARGAIN** £105
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-009-001 Class 121 single car DMU 'Bubblecar' W55020 in BR green speed whiskers (RRP £145) **BARGAIN** £109
4D-009-003 Class 121 single car DMU 'Bubblecar' W55029 in BR blue & grey (RRP £145) **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 £54

DCC Concepts - Point motors

DCC-CB1MX Cobalt slow-action digital DCC point motor - Pack of 13 for price of 12 (RRP £259.95) **NEW** **BARGAIN** £220

Signals

DCC-GS-BR 2-aspect Red/White LMS and BR style ground signal - Pack of 12 (RRP £79.95) **BARGAIN** £51
DCC-MGS-BR 2-aspect Red/White LMS and BR style ground signal Alpha Mems control board - Pack of 12 (RRP £99.95) **BARGAIN** £59

DJ Models (Dave Jones) - Steam locos

J410 Austerity 0-6-0ST No 15 in Wemyss Private Railway lined brown - Exclusive to Hattons (RRP £95.50) **BARGAIN** £89
J409 Austerity 0-6-0ST No 7 in NCB Linsell Colliery lined blue - lightly weathered - Ltd Ed of 200 (RRP £95.50) **BARGAIN** £79



H4145 Class 14xx 0-4-2T 1432 in BR Lined green late crest - Heavily weathered (RRP £99) **BARGAIN** £74



H1409 Class 14xx 0-4-2T 1470 in BR Lined black early emblem (RRP £99) **BARGAIN** £74



H1411 Class 58xx 0-4-2T 5801 in BR Unlined green GWR lettering - Lightly weathered (RRP £99) **BARGAIN** £74



H4140 Class 58xx 0-4-2T 5819 in BR Unlined black early emblem (RRP £99) **BARGAIN** £74

EFE - Buildings - general

99660 Art Deco Bus Garage and bus £72.21

Hattons Originals - Steam locos



H4-AB16-003 Andrew Barclay 0-4-0ST 16" 2226 'Katie' in lined maroon (RRP £99) **BARGAIN** £89



H4-P-001 SECR P Class 0-6-0T 178 in SE&CR full lined green (with brass) £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

Wagons

H4-BH-004 Beilbeck snow plough (ex Class 40) ZZA AD695579 BR yellow 'Stratford Shark' £43



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



3911 Class 02/3 Tango 2-8-0 63954 in early British Railways black stepped tender (RRP £184.95) **BARGAIN** £84
3922 Class 02/4 Tango 2-8-0 63975 in BR black late crest flush tender (RRP £184.95) **BARGAIN** £84



3923 Class 02/4 Tango 2-8-0 63982 in BR black late crest flush tender (RRP £184.95) **BARGAIN** £84
3921 Class 02/4 Tango 2-8-0 63983 in BR black early emblem flush tender (RRP £184.95) **BARGAIN** £89

Diesel locos



2503 Class 05 Hunslet shunter 'Cider Queen' in green wasp stripes (RRP £129.95) **BARGAIN** £59



2930 Class 07 shunter 07001 in Harry Needle Railroad Company - Exclusive to Hattons Model Railways (RRP £139) **BARGAIN** £95



2903 Class 07 shunter 07010 in BR blue wasp stripes (RRP £139) **BARGAIN** £101



5313 Class 53 D0280 'Falcon' in revised lime green and brown - Ltd Ed (RRP £125) **BARGAIN** £72



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



4000 Hawker Siddeley Brush HS4000 "Kestrel" prototype diesel electric loco (RRP £155) **BARGAIN** £129

Electric locos



7704 Class 77 EM2 Woodhead electric 27001 "Arladne" in BR green - 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

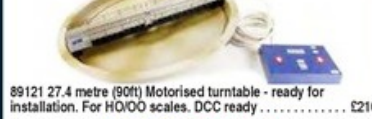
DMUs



8920 Class 128 parcels DMU 55991 in BR blue yellow ends "Parcels Service" branding (RRP £119.95) **BARGAIN** £50

8940 Class 128 parcels DMU 55993 in BR blue yellow ends and flush fronts (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 **BARGAIN** £210

Hornby - Steam locos



83612 80th Anniversary of World Steam Record pack gold-plated Class A4 4468 "Mallard" and commemorative box set **BARGAIN** £184



82672 Class 0F Pug 0-4-0ST 272 in Caledonian Railway blue - Railroad range (RRP £28.49) **BARGAIN** £17



83292 Class 0F Pug 0-4-0ST 56011 in BR black - Hornby 2014 Collectors Club special edition (RRP £24.99) **BARGAIN** £16



83213 Class 101 Holden 0-4-0T 3102 in SR Olive Green - Hornby 2013 Collectors Club limited edition (RRP £24.99) **BARGAIN** £16



83667 Class 2721 0-6-0PT 2779 in GWR green - Railroad Range £40.50



83333 Class 415 Adams Radial 4-4-2T 30584 in BR black early emblem (RRP £119.99) **BARGAIN** £64



R3170 Class 49xx 4-6-0 4901 "Adderley Hall" in GWR Green - Railroad range (RRP £94.99) **BARGAIN** £49



R3453 Class 5MT Black 5 4-6-0 45274 in BR black late crest **BARGAIN** £144



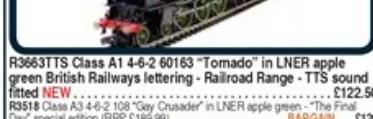
R3618 Class 7P6F Rebuilt Battle of Britain 4-6-2 34050 "Royal Observer Corps" in BR green late crest **BARGAIN** £144



R3682 Class 8P "Princess Coronation" 4-6-2 46225 "Duchess of Gloucester" in BR express passenger blue **NEW** £184.50



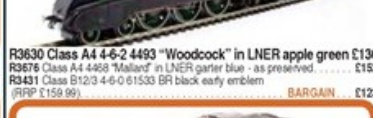
R3681 Class 8P "Princess Coronation" 4-6-2 6241 "City of Edinburgh" in LMS post-war lined black **BARGAIN** £184.50



R3555 Class 8P Princess Coronation 4-6-2 46256 "Sir William Stanier F.R.S." in BR maroon **BARGAIN** £189



R3663TTS Class A1 4-6-2 60163 "Tornado" in LNER apple green British Railways lettering - Railroad Range - TTS sound fitted **NEW** £122.50



R3518 Class A3 4-6-2 108 "Gey Crusader" in LNER apple green - "The Final Day" special edition (RRP £189.99) **BARGAIN** £120



R3395TTS Class A4 4-6-2 4468 "Mallard" in LNER Garter Blue - TTS sound fitted - Railroad Range **BARGAIN** £116



R3630 Class A4 4-6-2 4493 "Woodcock" in LNER apple green £136



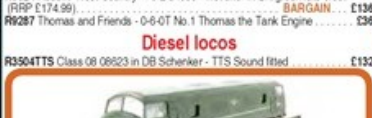
R3431 Class B12/3 4-6-0 61538 "BR black early emblem" (RRP £159.99) **BARGAIN** £123



R3432 Class B12/3 4-6-0 61580 in BR black late crest (RRP £159.99) **BARGAIN** £119



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** £59



R3360 Freedom 0-4-0T 87 "Mosley Tarmacadam" in black - Railroad Range (RRP £34.99) **BARGAIN** £16



R3524 Rebuilt "West Country" 4-6-2 34096 "Irene" in BR green late crest (RRP £174.99) **BARGAIN** £134



R2827 Thomas and Friends 0-6-0T No.1 Thomas the Tank Engine **BARGAIN** £36



R3504TTS Class 08 08623 in DB Schenker - TTS Sound fitted **BARGAIN** £132



R3491 Class 42 Warship D805 "Benbow" in BR green - Railroad Range (RRP £64.99) **BARGAIN** £34.50



R3658 Class 50 50033 "Glorious" in revised Network South-East **BARGAIN** £136



R3659 Class 67 67027 "Charlotte" in Colas Rail Freight **NEW** £144



R3655 Pair of Class 43 HST Power Cars 43041 "Meningitis Trust Support for Life" and 43005 in GWR green (RRP £289.99) **BARGAIN** £229



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



R3510 Pair of Class 43 HST Power Cars 43187 and 43188 in GWR green - Ltd Ed (RRP £289.99) **BARGAIN** £246



R1167 Flying Scotsman Train Set 3 x LNER coaches (loco has 3-pole motor) **BARGAIN** £130



R1202 Mallard Pullman Train Set Class A4 4468 "Mallard" in LNER blue and pair of Pullman coaches **BARGAIN** £144



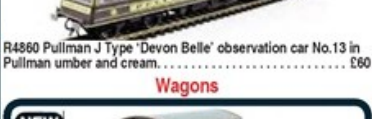
R1172 e-Link Majestic digital train set Class A1 4-6-2 in BR blue and Class 47 diesel (RRP £299.99) **BARGAIN** £250



R1125 Somerset Belle train set Class 3F 0-6-0 S&DJR 0-6-0 steam loco & 3 wagons - DCC control (RRP £120.99) **BARGAIN** £130



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



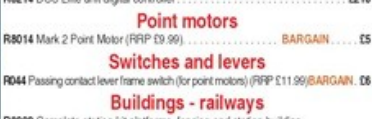
R4524 Collett brake third 5121 in GWR chocolate and cream - Railroad Range (RRP £23.99) **BARGAIN** £10



R4525 Collett restaurant car 9578 in GWR chocolate and cream - Railroad Range (RRP £21.99) **BARGAIN** £10



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



R4623 M2E FO first open W3444 in BR blue and grey - Railroad Range (RRP £25.99) **BARGAIN** £12



R4779A M3 TRUB restaurant buffet 40743 in GWR green **BARGAIN** £31.50



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



R6888TTS 4-wheel 10 ton vent van in BR bauxite - TTS sound fitted **NEW** £36

Train sets - digital

Coaches

Wagons

Analogue controllers

Digital controllers

Point motors

Switches and levers

Buildings - railways

Man-made scenic structure - railway-related

Signals

Track - Code 100 Setrack

Signals

Track - Code 100 Setrack

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Track - Code 100 Setrack

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Mr P Shaddock, Portsmouth

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Mr D Spottiswoode, Kilmarnock

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EXCLUSIVE CLUB MODEL ARRIVING SOON



R3648
Bluebell Railway SECR, H Class, 0-4-4T, No.263 – Era 11

The stunning Bluebell Railway SECR, 'H' Class locomotive, No. 263 which was at the centre of the Hornby stand at the 2017 Warley Model Railway Exhibition in Birmingham, is exclusively available to Hornby Club Members.

The model is complete with etched brass header boards and is available to Club Members at a special price of £99.99 including p&p.

Join the Hornby Collector Club and order your model today!

Estimated time of arrival is January 2019, but is subject to change. Limited to one model per customer.

For more information regarding the club
visit www.hornby.com/thecollector or call 01843 233512



GAUGEMASTER *Spotlight* Scenic Trees & Hedges



Ready-Made Trees

Our bulk pack of trees are an economical way of filling large areas at a keen price. These trees also make ideal starting points for providing extra detail using the complimentary range of **GAUGEMASTER** Scenics.

The heights of the trees are provided as generally model trees are suitable for all scales, unless where noted.



GM120
Deciduous Trees (25)
9cm to 15cm tall
£23.95



GM121
Mixed Forest Trees (25)
9cm to 15cm tall
£23.95



GM122
Fir Trees (25)
9cm to 15cm tall
£23.95



GM124
Spring Deciduous Trees (25)
9cm to 15cm tall
£23.95



GM125
Spruce Trees (25)
9cm to 15cm tall
£23.95



GM127
N Scale Mixed Trees (10)
4cm to 10cm tall
£10.95



GM128
Spring Trees (10)
8cm tall
£12.95



GM129
Summer Trees (10)
8cm tall
£12.95



GM132
Tree Pack Mixed (10)
10cm to 14cm
£12.95



GM180
Plum Trees (3)
8cm tall
£8.75



GM181
Plum Trees in Blossom (3)
8cm tall
£8.75



GM182
Fruit Trees (3)
8cm tall
£8.75



GM183
Apple Trees (3)
8cm tall
£8.75



GM184
Birch Trees (3)
8cm to 10cm tall
£8.75



GM185
Weeping Willow Trees (3)
8cm tall
£8.75



GM186
Poplar Trees (3)
12cm tall
£8.75



GM187
Pine Trees (3)
12cm tall
£9.75



GM189
Beech Trees (2)
12cm tall
£8.75

Seafoam Trees



This starter set enables you to create trees, bushes, and hedging with a realistic appearance. Seafoam is a natural product which can be 'planted' straight from the box if you wish, but adding scatter material with spray adhesive is well worth the effort.

GM195 Seafoam Tree Starter Set
£19.95



GM156
Light Green Scenic Leaves
£4.45



GM157
Mid Green Scenic Leaves
£4.45



GM158
Dark Green Scenic Leaves
£4.45

Grass Tufts

Ideal for building up vegetation on your layout.



GM162
Grass Tufts
Green
6mm (42)
£5.25



GM149
Plants
12mm
Green (42)
£5.25



GM163
Grass Tufts
Green
12mm (42)
£5.25



GM159
Plants
12mm
Yellow (42)
£5.25

Hedgerows and Lichen

Hedgerows and lichen can be used to add additional green features to your layout right out of the packet! Combined with flocks/scatters you can get some great effects.



GM160
Light Green Hedgerow
Most suited to OO/HO
Total Length 1 metre.
£7.75



GM161
Dark Green Hedgerow
Most suited to OO/HO
Total Length 1 metre.
£7.75



GM164
Light Green Lichen (80g)
£5.25



GM165
Dark Green Lichen (80g)
£5.25



GM166
Mixed Lichen (80g)
£5.25



GM194
Scenic Starter Set

The perfect way to begin scenic modelling - this pack contains a small selection of trees, flocks, scatters, ballast, glue scenic mat and a puffer bottle, in fact just about everything you need to get started in one convenient starter pack.

£24.95

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

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 RECHARGEABLE 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.

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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
BPDCB0	DCC Autofrog (Pack of 3)	£15.95

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GAUGEMASTER Spotlight Analogue Control



Lifetime Guarantee & Controller Types

Choose your controller for life with the Gaugemaster Lifetime Guarantee...

We have been producing Model Railway Controllers for over forty years. Our analogue controllers have stood the test of time, and so has our lifetime guarantee:

"We undertake to replace, free of charge, any parts found defective within the lifetime of the unit providing that the item has not been tampered with."

What's the difference between the controller types?

Our **Mains Powered Cased Controllers** come complete with transformer, and can just be plugged in, connected to the track, and away you go. **Panel Mounted Controllers** require a separate transformer, and also need to be mounted onto a control panel to be used effectively.

We also produce various controllers with **Feedback** and **Simulation**, two effects controlled by the controller itself. **Feedback** senses the load on the circuit and helps maintain the locomotive at a steady speed up and down gradients. **Feedback** controllers are not suitable for use with locomotives with coreless motors. **Simulation** (also known as Inertia) allows a train to accelerate, coast, and be braked to a standstill, by use of a regulator and a brake.

Mains Powered Cased Controllers

GMC-COMBI Single Track Controller/Transformer
Most Suited for HO/OO/N Scale Layouts



Fantastic for small layouts or beginners upgrading a starter set, the Combi has both a 12V DC output to run one track, and a 16V AC output for accessories.

**BEST FOR
Beginners**

GMC-D Twin Track Controller
Most Suited to HO/OO/N Scale Layouts



Our best selling controller. Runs a two track railway with minimum of fuss. The D Controller has two 12V DC track outputs, as well as a 16V AC output for accessories.

**BEST FOR
Twin Tracks**

GMC-Q Four Track Controller
Most Suited to OO/HO/N Scale Layouts

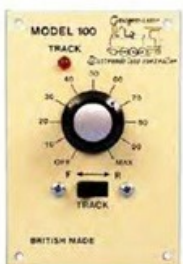


The best selling four track mains powered controller available today. It offers impressive value for money with its four 12V DC track outputs, and two each of 16V AC and 12V DC outputs for accessories.

**BEST FOR
Four Tracks**

Panel Mounted Controllers

GMC-100 Single Track Panel Controller
Most Suited to OO/HO/N/Z Scale Layouts



Some experienced modellers may wish to incorporate their controller into a panel they have made to control their layout. The Model 100 Controller has a single 12V DC output.

**BEST FOR
Control Panels**

GMC-U Single Track Controller with Simulation
Most Suited to OO/HO/N/Z Scale Layouts



With the brake knob controlling the 12V DC track output, this controller allows you greater realism when running locomotives.

**BEST FOR
Realistic Running**

Hand Held Controllers

GMC-W Single Track Walkabout Single Track Controller
Most Suited to OO/HO/N/Z Scale Layouts



Fitted with 1.5m of cable, this controller allows you the freedom to move around your layout while still controlling your layout. It has a single 12V DC track output.

**BEST FOR
Flexibility**

Did you know...

If you don't have a handy accessory output from a controller, the **GMC-WM1** Wall Mounted Transformer can be used on its own to power accessories, such as point motors and lights from the 16V output.

Just plug it in and connect it up!
GMC-WM1 Wall Mounted Transformer
16V or 12V DC 1.1a



Full details of our Analogue Controller range can be found in the Gaugemaster Full Catalogue AVAILABLE SUMMER 2018. It also contains details of our Digital 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

PRICES

Cased Controllers

GMC-COMBI	Single Track Controller/Transformer	£44.95
GMC-100M	Single Track Controller	£94.95
GMC-100MO	Single Track Controller for O Scale	£94.95
GMC-100GB	Single Track Controller for G Scale	£109.95
GMC-100GBSF	Single Track Controller for G Scale with Fan	£189.95
GMC-P	Single Track Controller with Simulation	£104.95
GMC-D	Twin Track Controller	£104.95
GMC-DS	Twin Track Controller with Simulation	£189.95
GMC-TS	Three Track Controller with Simulation	£189.95
GMC-Q	Four Track Controller	£199.95

Panel Mounted Controllers (Orange text shows transformer required)

GMC-100	Single Track Controller (GMC-T1/M1)	£39.95
GMC-100.O	Single Track Controller for O Scale (GMC-T2/M2)	£49.95
GMC-U	Single Track Controller with Simulation (GMC-T1/M1/WM1)	£49.95
GMC-UF	Single Track Controller with Feedback (GMC-T1/M1/WM1)	£44.95
GMC-UD	Single Track Controller with Simulation for O (GMC-T2/M2)	£64.95
GMC-UD	Twin Track Controller (GMC-T1/M1/WM1)	£59.95
GMC-UDF	Twin Track Controller with Feedback (GMC-T1/M1/WM1)	£64.95
GMC-UDS	Twin Track Controller with Simulation (GMC-T1/M1/WM1)	£79.95
GMC-UTS	Three Track Controller with Simulation (GMC-T1/M1/WM1)	£89.95
GMC-UQ	Four Track Controller (GMC-T1/M1/WM1)	£94.95

Walkabout and Hand Held Controllers (All GMC-T1/M1/WM1)

GMC-W	Single Track Walkabout Controller	£39.95
GMC-W5	Single Track Walkabout Controller with Simulation	£59.95
GMC-HH	Single Track Handheld Controller with Feedback	£41.95

Transformers

GMC-M1	Cased Transformer 16V AC	£52.95
GMC-M2	Cased Transformer 18V AC 2.5V	£57.95
GMC-M3	Cased Transformer 24V AC	£57.95
GMC-M4	Cased Transformer 12V AC	£57.95
GMC-T1	Open Transformer 2x 16V AC 1a	£29.95
GMC-T2	Open Transformer 18V AC 2.5a	£29.95
GMC-T3	Open Transformer 24V AC	£29.95
GMC-T4	Open Transformer 2x 12V AC 1a	£29.95
GMC-WM1	Wall Mounted Transformer 16V or 12V DC 1.1a	£21.95
GMC-WM2	Wall Mounted Transformer 9V DC (1600mA) 1.6A	£16.95
GMC-WM3	Wall Mounted Transformer Kato Unitrack UK Power Supply	£16.95
GMC-WM4	Wall Mounted Transformer 12V DC Smoothed for Lighting	£16.95
GMTFK1	Transformer Fitting Kit for T1/T3/T4	£15.95
GMTFK2	Transformer Fitting Kit for T2	£15.95

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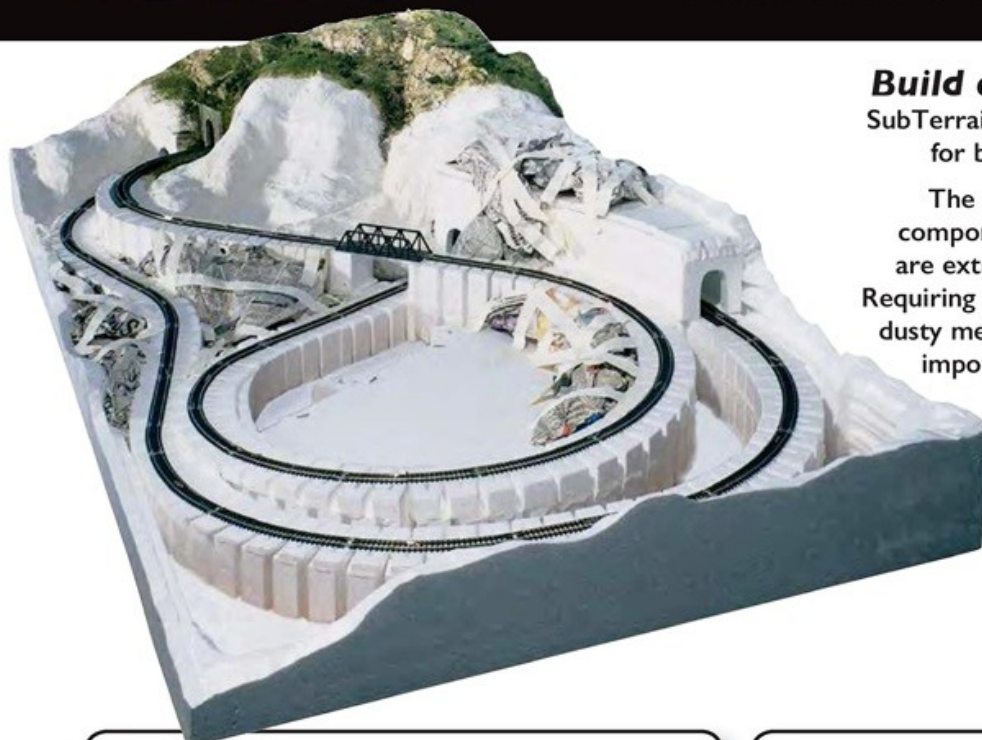
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Step 3 PROFILE BOARDS



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WST1419 2 Boards & 2 Connectors



Step 4 FOAM SHEETS



Foam sheets are used for flat areas, tunnels and layout bases.

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WST1423	1/2" (x1)
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- 6103 - BR unlined green w. late crest (pre-numbered as 6111(81F))
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- 4300 - (V1) GREAT WESTERN pre-numbered as 4339
- 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 4378
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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
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Class 33/0 V1 - 'OO'

- 3437 - D6558 in blue with full yellow ends
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- 2556 - Two-tone green livery with full yellow ends
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- 2558 - TOPS blue livery with full yellow ends and arrows centrally on bodysides
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- 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
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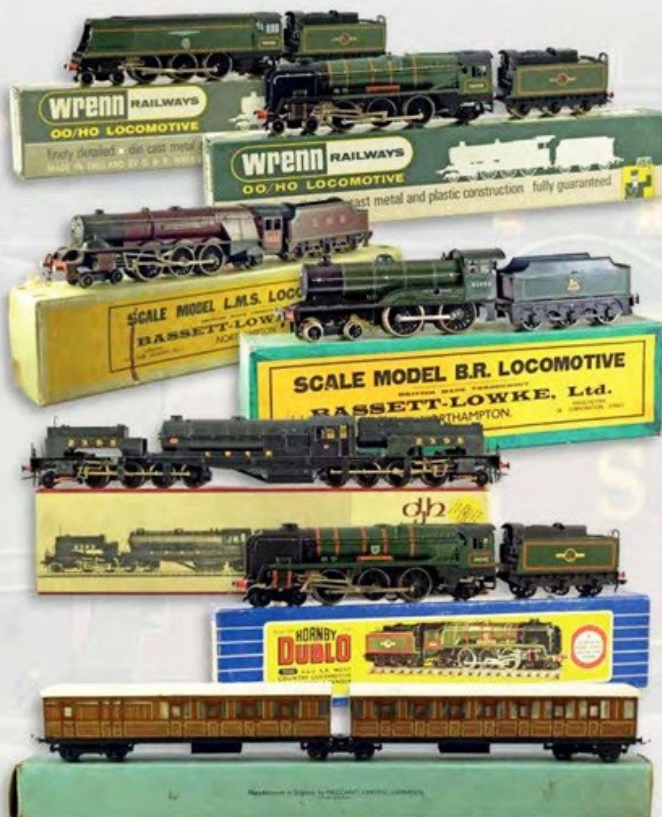
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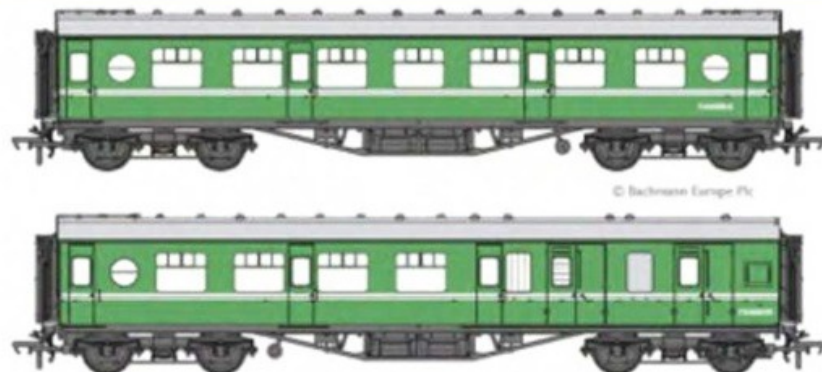
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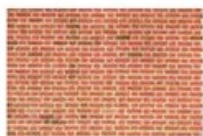
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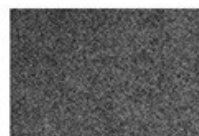
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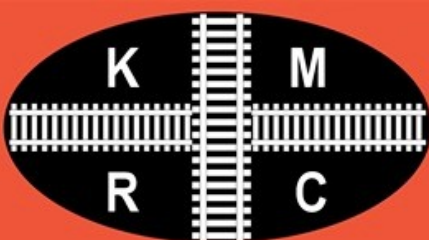
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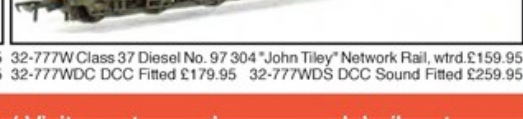
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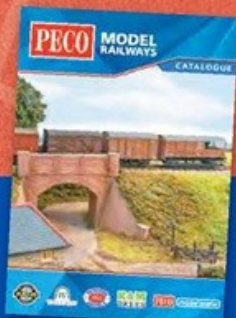
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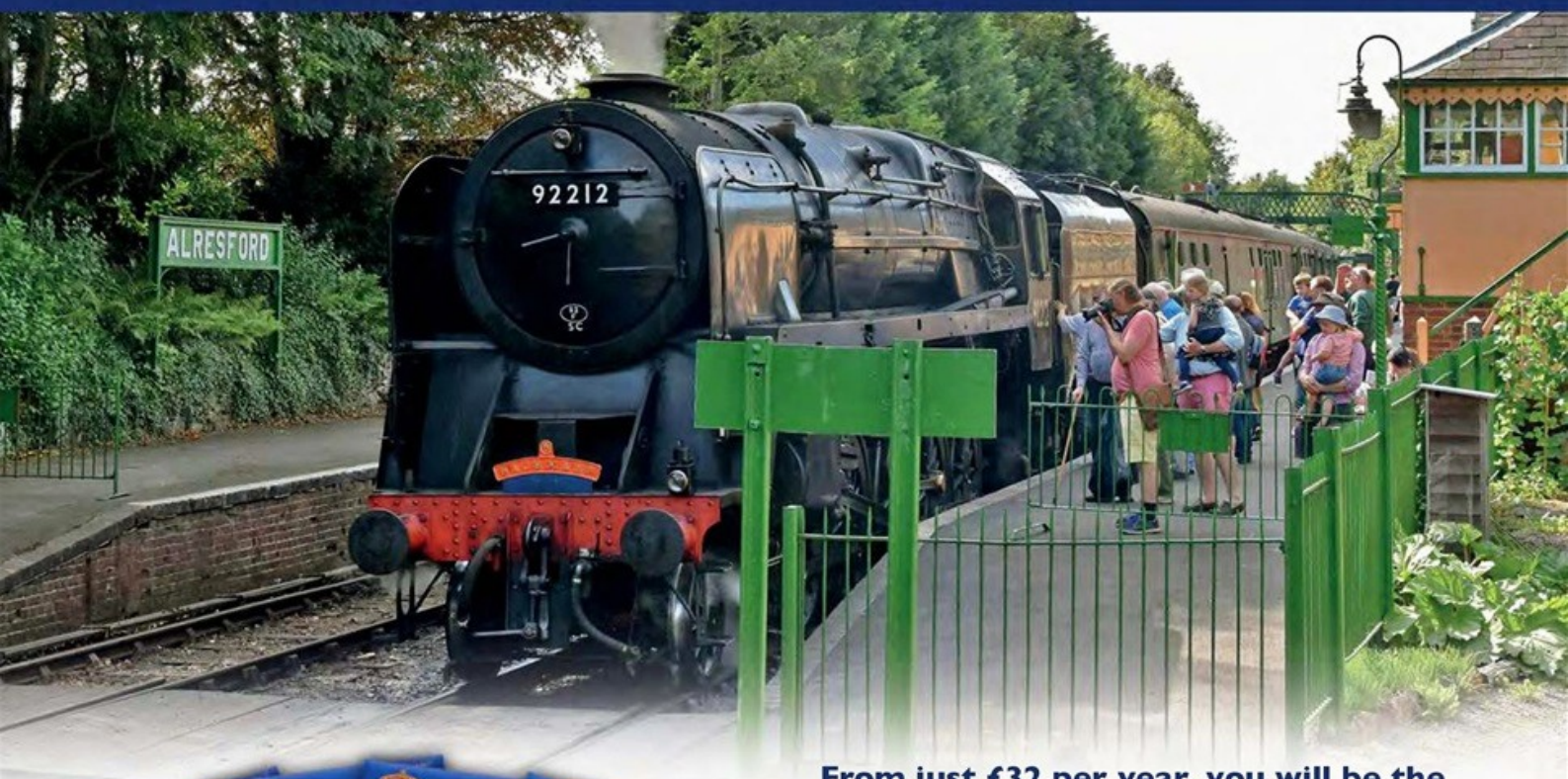
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Welcome from the Editor

Fun, serious, or both?

One facet of the model railway hobby that has been thrust to the fore in recent months, thanks in part to the recent TV show, *The Great Model Railway Challenge*, is that this hobby is all about having fun.

Indeed, at the press launch of Hornby Railways' 2019 releases, an exuberant Simon Kohler, now back in his natural role as the firm's head of marketing, emphasised that this is not a toy industry, it's an industry that focuses on people's creativity. "We are all in the business of creating fun and enjoyment," he said.

He's right of course, building a layout, assembling kits and creating model landscapes are about relaxation, creativity and fulfilment - all activities that we could define as elements that make for having a fun time.

On the other hand, there is the equally valid standpoint that the hobby is a studious endeavour and must be taken very seriously indeed. There should be no room for deviation or flamboyance, and most certainly, inaccuracies and mistakes in one's research, modelling, or interpretation must not be tolerated. Anything less is seen as dumbing-down or pandering to the masses in order to get noticed, and worse still, by inadvertently publishing errors and mistakes, myths and fallacies are perpetuated like traps for unwary future generations to fall into.

I've often found myself on both sides of this topic in the past, and both sides each have very valid and persuasive arguments. My good friend, fellow photographer, and very experienced and well known locomotive builder, Tony Wright puts a compelling case forward for ensuring accuracy is

paramount at all times in this month's Talking Points column on page 122. And it's not just factual accuracy he's concerned about, he is also worried that inappropriate techniques are often taught and demonstrated under the guise of being the easy option: such attitudes he believes will lead to the loss of traditional skills to the detriment of us all.

Interestingly, the topic of declining standards of accuracy is not a new one. As part of our 70th anniversary celebrations we found an old scale drawings article featuring the station building at Wrington Vale in Somerset. This drawing turned out to be woefully inaccurate, so much so, that another reader wrote in 'disgusted' by the error.

He did at least proffer his own ostensibly 'correct' drawing which we later published in our letters pages. However, as luck would have it, an identical (but for a later extension) structure still survives as a private residence at the terminus of the old line in Blagdon. We undertook our own survey of the building with the owner's permission and have used the dimensions to present an updated drawing on page 107. It will certainly make an ideal station building for a small layout and I sincerely hope the drawing is as accurate as we can possibly get it.

So accuracy is important, but we shouldn't let it prevent us from having fun either. Railway modelling is a leisure activity and should not be restricted by regulation or dogma: both persuasions can happily live side by side. I for one love to get things as right as I can, but I also like to enjoy all the fun elements that go with the hobby.

Steve Flint

You can keep up to date between issues by visiting our new website at www.peco-uk.com and our Facebook Page. You can also now follow Steve on Twitter @steveRMEd



Simon Kohler of Hornby said we are all in the business of creating fun and enjoyment. You can read more from Simon in our full report on the exciting new 2019 releases from Hornby on page 164.

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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 Paul Bason

Peppercorn A2 Pacific No.60530 Sayajirao crosses the lofty viaduct at the bottom-right hand corner of the layout (as shown on the plan), having passed through Dent with its rake of Pullman cars. On the GC section, a Robinson O4 plods along with iron ore tipplers.



Catesby and Dent

Two stations on two levels, in OO gauge

Constructed into a large room with a fiddle yard in another, this double-level system celebrates the London Extension of the Great Central, and the Settle & Carlisle, by replicating a typical island platform design for the GC on the lower level, and a resemblance of a much-modelled station on the S&C.

DAVID BATES relates how the layout came to be, and gives us a guided tour around both main lines.

I have modelled railways ever since I was young and at the age of 10 until 15 I managed to build a large layout in a 16' x 8' shed, complete with track running outside. Unfortunately when my father passed away we had to move and the layout was dismantled. I started a large layout in the loft in 1980, but in 1983 I managed to buy a house with two upstairs rooms which were perfect in which to put my railway. A start was made, but in 1985 I stopped modelling due to life getting in my way and the layout was scrapped.

Much later on my interest in model railways had again taken hold and a large

layout, 24' x 14', with a fiddle yard, 14' x 8', in a separate room, was drawn up and work started. The baseboards were 12mm birch ply and this was placed on 2" x 3" frames with 4" x 2" legs. Unfortunately, this initial build didn't live up to expectations. No provision was made to access the point motors or wiring for the top level as the baseboards were solid beneath on the lower level. This resulted in a lot of drilling and cutting away of the boards and the removal of scenery just to gain access for maintenance purposes.

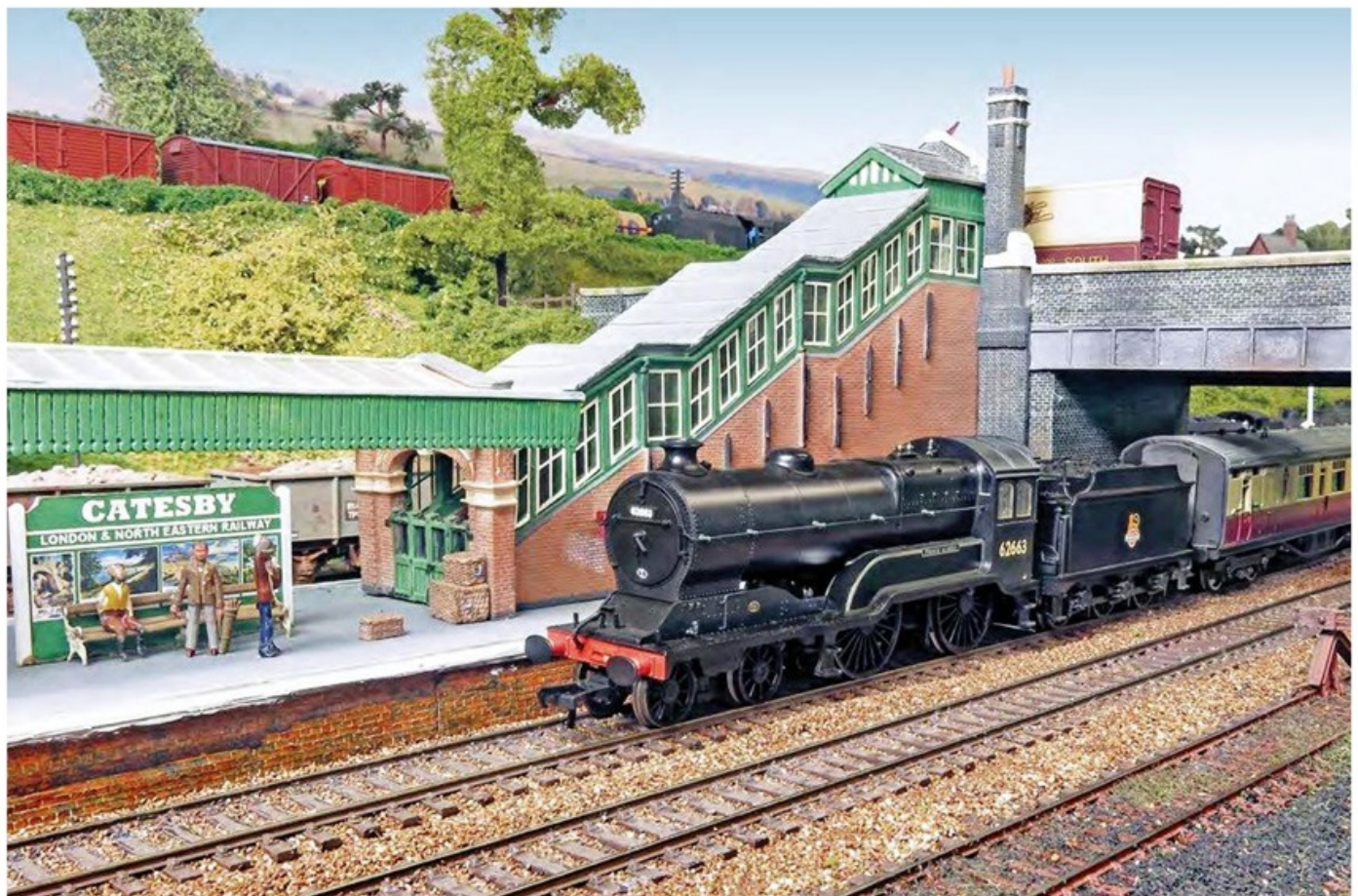
A father and son team was contacted to try and help me improve the situation. With

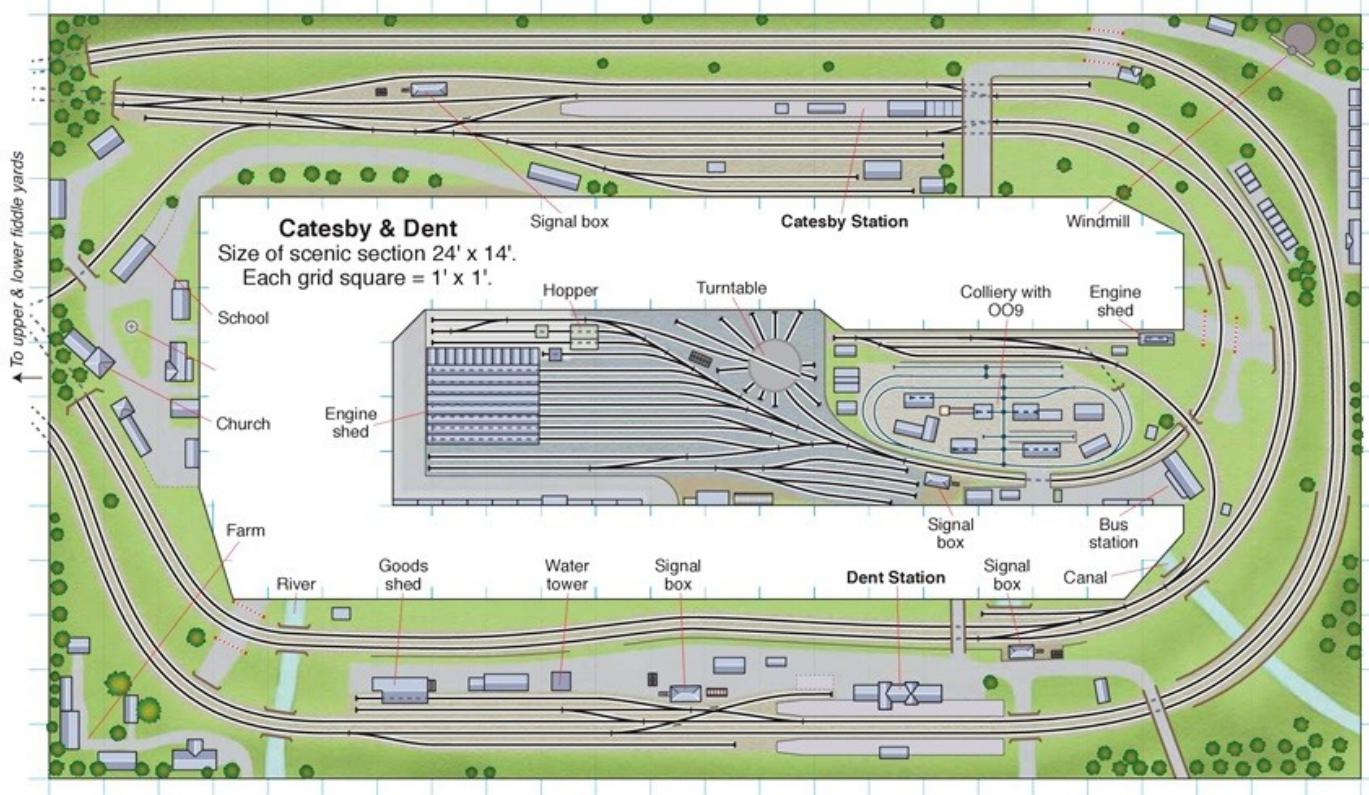
their help, the upper station of Dent was totally rebuilt to resemble the real station. Trackwork was relaid, the scenics were improved and the wiring was sorted out.

This refinement work took a very long time, but after nearly two years the layout has achieved the reliability I wanted in the first place.

The lower level was based on Great Central principles due to a fondness for this railway and the stock modelled. The upper

Catesby station reflects the London Extension arrangement of a single island platform accessed by a road bridge via steps.

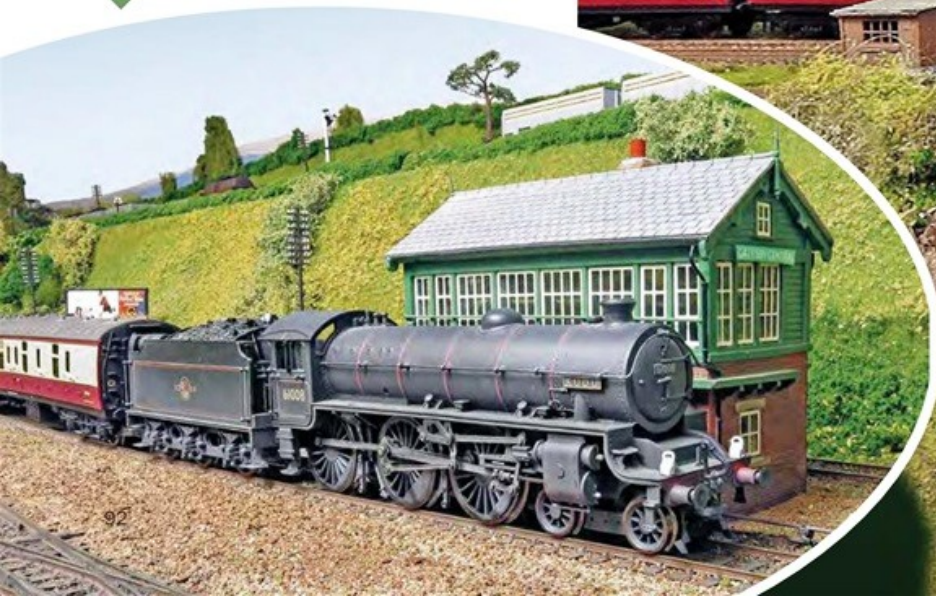




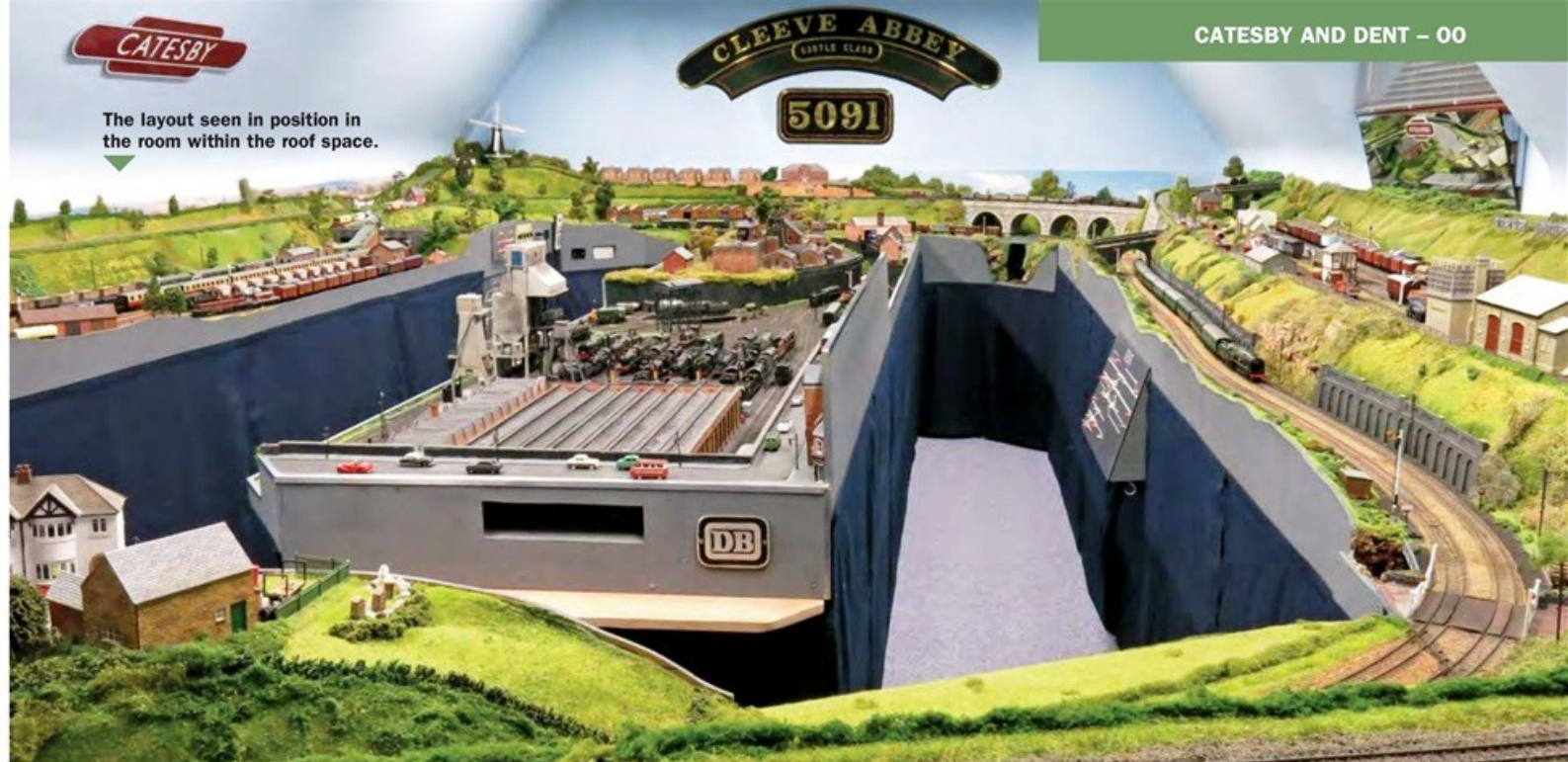
level is based upon the Settle & Carlisle line. 'Dent' being the station modelled as I had a pleasurable holiday, some years ago, renting accommodation at the station for a week. Sodham Hall Colliery is based on a small mine complex but incorporates all the associated buildings that may be found around the pithead. The narrow gauge wagons are propelled up a raised section so that coal can be dropped into the standard gauge wagons along the side of the platform. There is also a small scratchbuilt engine shed for the standard gauge colliery engine.

The layout is wired for the Lenz DCC system with the upper level being able to be switched from DCC to 12V dc so that I can

Thompson B1s were regular performers on the GC; No.61008 Kudu slows for the station stop at Catesby with a semi-fast train.

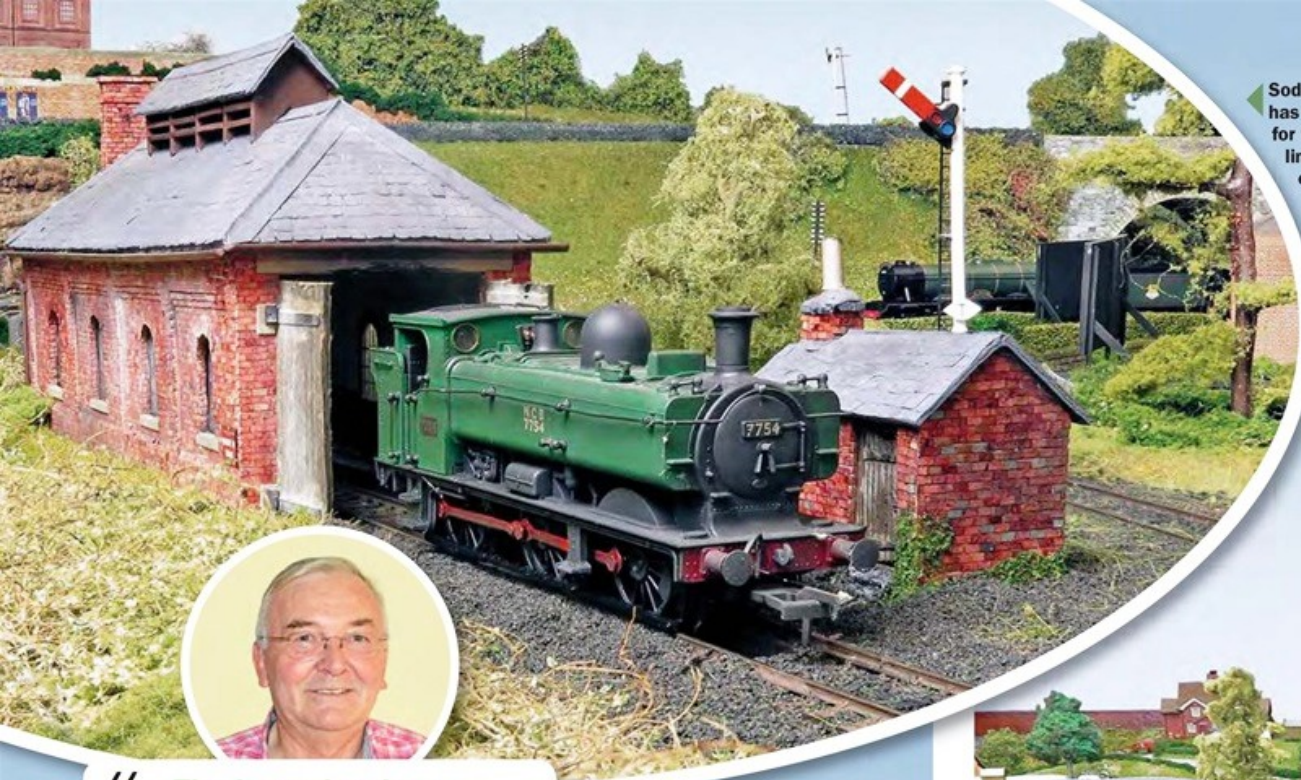


The layout seen in position in the room within the roof space.



BR Class 8 Pacific No.71000 *Duke of Gloucester* hustles an express across the viaduct on the approach to Dent, whilst a train on the lower circuit is hauled, most appropriately, by A1 No.60156 *Great Central*.





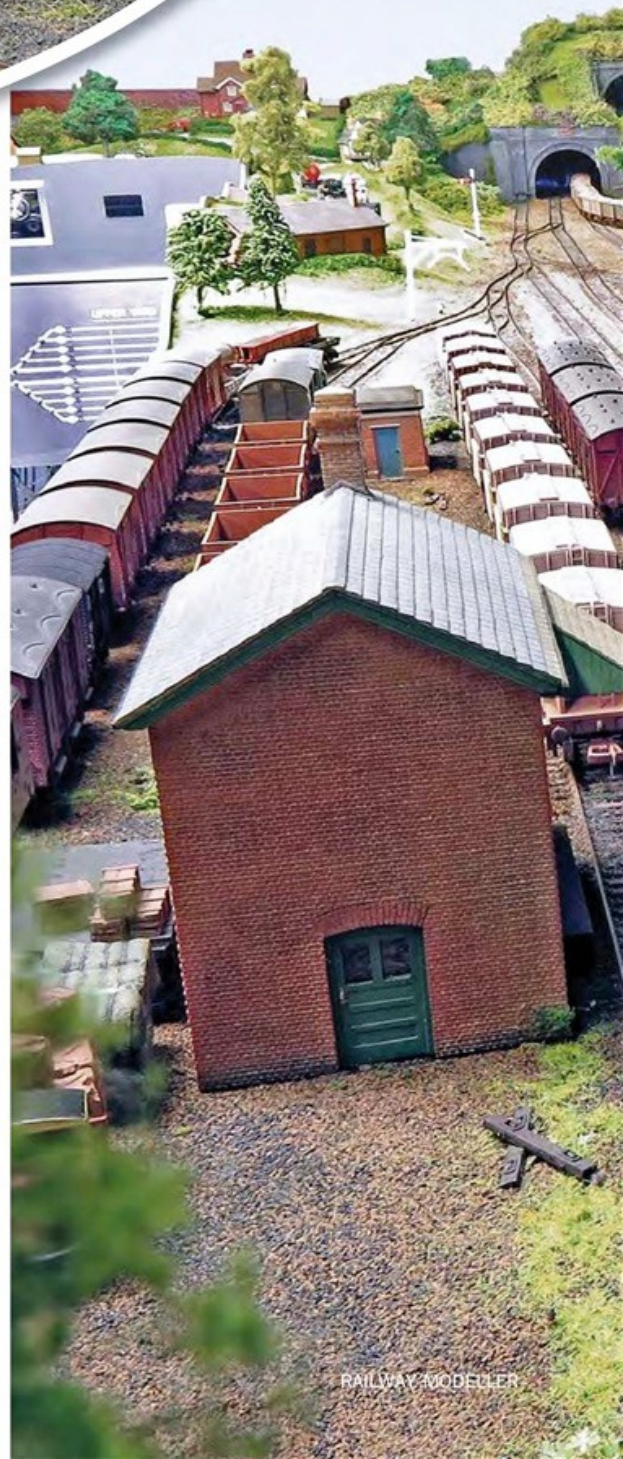
Sodham Hall Colliery has a resident shunter for the standard gauge lines in the form of an ex-Great Western pannier tank.



“ – The lower level was based on Great Central principles due to a fondness for this railway – ”

David Bates

One of the water features on the layout is the canal, crossed by all the main running lines and the branch line leading to the colliery.



run analogue engines. The buildings are mostly resin from Bachmann and Hornby except for the engine shed which is scratchbuilt. Trackwork is Peco code 75 with code 100 used in the fiddleyard. Points on the main layout are powered by German made Hoffmann servos but the fiddle yard points are powered by Peco PL-11 side mounted motors due to access restrictions.

Recently I have acquired a couple of new control panels which were specially made for me and have laser screen-printed diagrams on them. They are superb. The other panels are aluminium but I may change them for the new type.

The rolling stock is from all manufacturers

but mainly Bachmann and Hornby. The working signals are by Dapol. The layout is populated by figures from a wide range of manufacturers as well as the scenics. The main scenics are supported by cardboard underneath and the grass mat used has been enhanced by the use of flock powders and foam/horsehair foliage.

Self adhesive mats are used under all the trackwork as an aid to sound suppression as well as a six parts water to one part Copydex solution used to fix down the ballast. This mixture stops the drumming effect and gives a more realistic sound of the trains as they run. This combination was used after trials of several other types of methods were used on

test pieces. I am well pleased with the results. The ballast is a mix of various Woodland Scenics colours.

A journey around the layout

Boarding our train in the 'rest of the world', (also known as fiddle yard), for a clockwise journey around the layout, we exit a tunnel onto a high embankment. Looking over to our right we can just glimpse the village of Catesby, on the same level as our train, and

A general view of Catesby station, looking towards the tunnels that lead the lines to the fiddle yard in the next room. The station buildings were obtained from the Bachmann Scenecraft range of ready-to-plant models.



The large motive power depot is situated in the centre of the railway room. BR Class 6 Pacific No.72008 *Clan Macleod* is being turned.



an almost exact representation of the real location but with a couple of extended sidings and a large goods shed. The snow fences can be seen up the hillside to the left. After crossing a stream and road bridge the line swings to the right. A small farm is seen on the left before the railway curves to the left and into the upper fiddle yard.

Departing our train and boarding an express on the lower level for an anti-clockwise run, we are soon off. The line curves to the right in a cutting with Catesby village high up on the left. The farm is again seen on the right as the line sweeps to the left and across a level crossing and a bridge over a stream. It is soon realised, by studying the stream, that it has real water running in it. The line straightens out and there is a magnificent reinforced embankment wall on the right.

We soon pass under a road bridge and immediately see a junction to our left. This line runs up to Sodham Hall Colliery with its

below us to our right is the main station of Catesby with its island platform, avoiding lines and its goods sidings. Catesby is based on the type of station built by the Great Central Railway.

Our train passes the lower station and over a level crossing and begins to take the curve to our right. High up on the hill to our left is an abandoned windmill and a town in the distance further to the right. Below us are

some light engineering buildings where a welder is busy at work, if the blue flashes glimpsed through the windows are anything to go by.

Passing over a trestle bridge across an abandoned railway cutting, and almost immediately, we approach the high five arch railway viaduct over a canal far below. Our train sweeps around the curve and under a road bridge into the station of Dent. This is



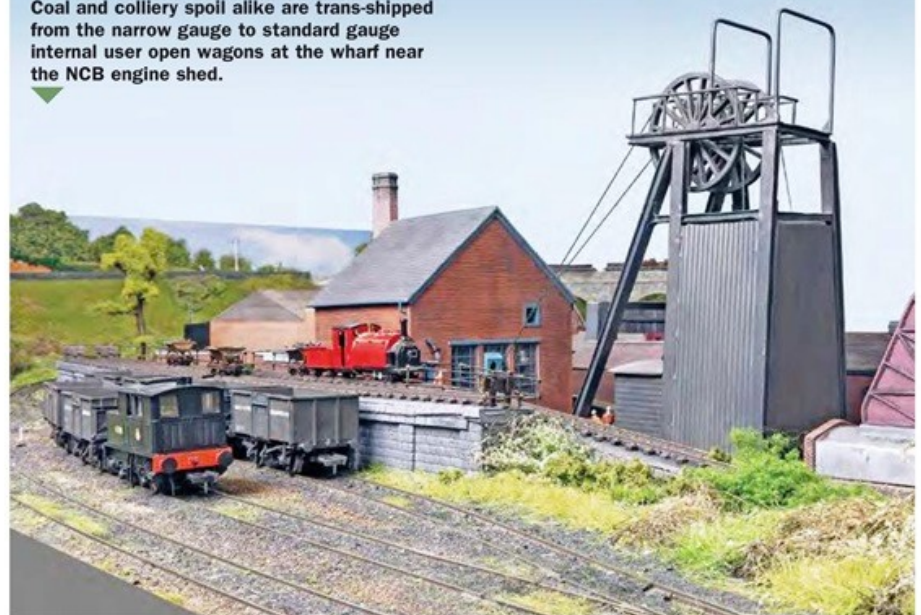


▲ Sodham Hall Colliery is dominated by the pithead frame and winding wheels. The site is served by a narrow gauge system.

The large MPD is complete with its 'cenotaph' coaling tower, ash plant and heavy-duty lifting rig. Annesley shed in Nottinghamshire was the inspiration. We have masked off Catesby and Dent across the aisle for clarity.



▼ Coal and colliery spoil alike are trans-shipped from the narrow gauge to standard gauge internal user open wagons at the wharf near the NCB engine shed.



own narrow gauge internal system and exchange sidings for the main line. The mine can be seen in the distance with its winding tower and large assortment of buildings.

Continuing on, our train eases to the left over a plate girder bridge and then almost immediately over a trestle bridge (over the abandoned railway cutting). Our train soon approaches an overhead road bridge, but we fleetingly glimpse a junction with a line running down from the station, to a large engine shed complex. Our guide tell us that

this eight-road shed is based on the Great Central installation at Annesley. The complex has coaling and ash towers which dominate one side of the site as well as a large turntable, elevated water tank, and lifting gantry for light work on engines. A large town street with shop fronts flank the complex on a higher level.

We pass under the road bridge and into Catesby station. Our express does not stop but continues straight through and into the tunnel leading to the 'rest of the world'.

Hybrid Highs variants

Photography by the author

13T LMS and BR open goods wagon varieties derived from the Parkside PC02A kit and a palette of kit parts, as described by **DAVE SPENCER**.

During early BR days tens of thousands of 12T and 13T 'high goods' wagons carried general merchandise across the rail network. Most had planked or steel bodywork, but around 13,000 combined planked sides with corrugated steel ends. For the purposes of this article I am referring to these vehicles as 'hybrid highs'.

Many modellers will know these as vacuum-fitted opens seen between the mid 1950s and early 1980s wearing BR bauxite livery. At the time of writing, no 4mm R-T-R examples exist, but very decent models can be built using the Parkside PC02A kit.

In passing, the Parkside instruction sheet notes that some unfitted 'hybrid highs' were also built. David Larkin's publications give full details: 4,700 'hybrids' were built between 1946 and 1952 equipped with Morton two-shoe handbrakes, but by the end of the 1950s all but nine had been rebuilt with vacuum brakes.

I felt that these LMS- and BR-built unfitted vehicles could be modelled if a few changes were made to the PC02A kit, and if the characteristic 'part-painted' livery was to be reproduced, much of the work would need to be carried out before the kit was assembled.

Altering the Parkside ends

David Larkin's publications state that *only two* unfitted vehicles were ever equipped with tarpaulin support bars (M421341 and M424537). So to build a more common version without the tarpaulin bar the swing arms, guide arcs, and bases (parts 14, 15, and 16 in the kit) will be superfluous. The backing plates for the guide arcs aren't needed either, and have to be filed off the inner ends (see photo 1). The small moulded holes should now be plugged with a tiny amount of plastic rod/or filler, and the areas that have been altered tidied up. If you're a stickler for detail



you should cut off the lamp brackets (see photo 2) because unfitted vehicles didn't have them. The LMS wagons also had a capping lip on each end; BR examples did not. To reproduce it, remove the top line of rivets and in their place cement a length of 10thou x 20thou microstrip with the longer edge flush with the top. A little plastic filler may be needed to conceal the join. It's worth noting that the LMS vehicles were not usually equipped with chalking/label boards on their ends, so those supplied in the Parkside kit (part 3) should only be fixed to BR 1952-built examples. Finally, elongate the hole in the headstocks to take scale couplings if you intend to use them.

Weighting the wagon

Kitbuilt wagons are renowned for being too lightweight, and the Parkside 'hybrid high' is no exception. A wagon that will run empty can have a ballast weight fixed under the floor. Liquid lead-type products can be glued into the spaces between the chassis members, but I chose to remove parts of the underfloor ribbing to make space for a weight fashioned from offcuts of roofing lead. A razor saw, sharp cutters, craft knife, and various files will remove the unwanted plastic and the lead can be cut to shape and superglued in place (see photo 3). Once completed, the wagon



tipped the scales at 40g – roughly the same as others on my layout.

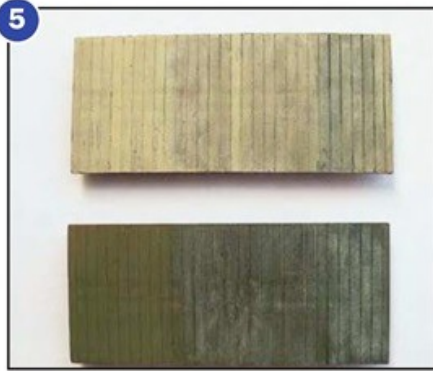
Permanent or removable loads are another way of providing extra ballast. Photo 4 shows some of the loads I've made; they have weights concealed inside 'hollowed out' plastic crates and boxes, and underneath the timber. If you choose loads as weights, make sure they're not too heavy; some 'ready to use' resin items definitely are.

The interior – colours for weathered wood

The unprotected interior timbers soon discoloured by dust, dirt, and various stains. It's best to create this deteriorating appearance before assembly:

Start by giving all the interior planking a beige or dark brown base coat, such as Humbrol matt acrylic 237 Desert Tan (for a relatively new wagon) and 29 Dark Earth (for a more heavily used vehicle). Hand brush or spray to suit your preference.

Leave for a couple of hours, then mix various shades of Humbrol matt acrylic brown, beige, and grey and dry-brush them on top. The central and right-hand sections (see photo 5) show colours being built up. I aimed for light shades on top of the Desert Tan base coat (top) to represent a relatively new wagon. Mid grey-brown hues applied over the



dark earth base coat (bottom) seemed more appropriate for a vehicle that had been in service for a few years.

Dark washes (or dissolved weathering powders or pigments) can be worked into the cracks between the planking to highlight them and indicate trapped dust and debris. As the wash dries, remove any excess liquid and adjust the colours with damp cotton buds and/or a fibre glass pencil (rubbing very gently); as weathering experts say, what you take off can be as important as what you put on



(see photo 6). Older wagons can have several washes applied in order to make them look more work-stained. With a little more precision painting and/or dry-brushing everything blends together. Highlight some of the interior details, such as the strapping and rivets, to finish the interior parts (see photo 7).



The exterior – the 'part-painted' look

Unfitted 'hybrid highs' were built at a time when workshops were instructed to paint the external metallic surfaces only of open wagons that lacked vacuum brakes. Planking was left bare. Photographs of vehicles with this 'partial' paint scheme can be found in books by Bob Essery and Don Rowland. 'Hybrid highs' kept the part-painted look until they were retrofitted with vacuum brakes in the

mid/late 1950s – as all but nine were. BR bauxite livery was then applied to all of the bodywork. However, after c.1956/7 some (but by no means all) of the dwindling number of unfitted examples did receive overall BR grey – see below.

To create an appropriate weathered appearance, use the paints, pigments, powders, tools, and techniques described above (see photo 8). Take care not to stray onto the metal surfaces – as I did! – mask them off if necessary. Use Humbrol 237 mixed with a little matt white to represent a few 'new' straw-coloured replacement planks – a common sight in the 1950s. Don't forget to apply the straw colour to the interior of 'new' planks and sections of renewed flooring if these will be visible. Now weather the sides and ends as seen in photo 9, and remove any excess paint and weathering



that has strayed onto the surfaces to be joined, then unite the floor, ends, and sides to create the finished bodywork.

Other external liveries

Depending on your choice of era other appropriate colours for the exterior parts should be applied as follows:

Late LMS bauxite – build up thin coats of Phoenix Precision P39, Humbrol 160, or Railmatch 612 on the corrugated ends, corner plates, side stanchions, strapping, and top edges of the doors. The LMS sometimes painted part (or all) of the lower left-hand planks in bauxite as a background for its white running numbers and other wagon data. Weather to taste, following the guidelines above (see photo 10).

BR post-1948 grey – paint the metal surfaces with (for example) Phoenix Precision P126,



Railmatch 2322, Humbrol 64 or 127. Photo 11 shows work in progress. Weather the grey to indicate how recently a vehicle has been painted and how heavily it has been used.

Overall BR grey, mid 1950s onwards – photo 12 shows a model with sides and ends coated in Humbrol 127.



A chassis for 1952-built BR vehicles

The Parkside parts don't need much work to make them look 'right' for one of the last batches of hybrid highs – the 1952 built BR versions.

Solebars and axleboxes – remove the tie-bars then insert the brass bearings. Unfitted vehicles lacked the small vacuum cylinder support brackets (and associated rivets) on both solebars, so these should be cut and filed away.

Brake gear – these wagons were equipped with only one pair of brake shoes with push rods arranged left over right viewed from an upright position. The lever with the Morton clutch fits onto the V hanger on the same side as the brake shoes.

Other parts – clean up the doorstops and buffer heads and cement in position. Plastic

13



Weld will fix these ABS plastic items securely. Photo 13 shows the position of all underframe components.

A chassis for LMS-built wagons

All the photos I've seen of LMS 'hybrid highs' indicate that they were built with post-1923 RCH w-irons (with triangular cut-outs rather than circular holes) and split oil axleboxes. These components are subtly different from the ones supplied by Parkside. If modellers are prepared to overlook these discrepancies they can, of course, use the Parkside components and assemble the model as detailed above.

Alternative axleguards

However, discerning modellers may prefer to fit more accurate axleguards, such as those manufactured by ABS/Fourmost models (ref FU02) or the type supplied with Parkside's RCH five- and seven-plank opens. Cambrian also supplies an RCH/Morton 10' wheelbase chassis kit that will suffice. Full details of how to use these products are beyond the scope of this article, but photo 14 depicts a completed wagon with ABS axleguards so that modellers can appreciate the difference.

14



Using a Ratio chassis

My preferred way of producing an accurate unfitted LMS-designed vehicle is to fit the Parkside sides and modified ends onto a Ratio underframe kit (ref.560). Plank embossed plasticard and 30thou x 30thou microstrip are also required; they can be sourced from Slater's or Evergreen.

As an aside here, note that the Parkside underframe parts don't have to be wasted; they are ideal for upgrading the 'bottom half' of several older R-T-R wagons and vans that have an acceptable body but rudimentary

15



chassis. Photo 15 shows a Replica BR Medfit modified in this way.

Anyhow back to the Ratio kit adaptation. If you need to fit a ballast weight, file away part (or all) of Ratio's underfloor chassis detail (photo 16). There is now ample space for a rectangle of roofing lead or steel.

16



Next, cut off the tiebars from the w-irons. Open up the holes for the brass bearings very slightly with a 2mm drill and super-glue the bearings in place. The solebars and floor can now be cemented together. Cement the brakegear in position as shown in photo 17.

The assembled Ratio floor/solebar unit is slightly narrow, so it needs to be widened. This can be done by cementing a length of 30thou x 30thou microstrip to each edge. A piece of plank embossed plasticard cut to the same dimensions as the extended floor should be cemented on top of it (photo 18), unless the entire floor will always be disguised by a load.

Paint and weather the floor planking to match the interior of the sides and ends (as explained above).

Don't try to cement the ends to the floor or sides yet, because you'll need to remove the protruding ridge on the rear of each headstock (it's 20thou to 30thou thick). Sand away very gradually until each end is a good fit against the edge of the floor and solebars.

To join the body and chassis, start by

17



18



cementing both ends into place, making sure that everything is square and lines up correctly. I found it necessary to add small blocks cut from Evergreen styrene (c. 1.5mm x 4mm) to strengthen the joints. The sides should fit snugly between the ends and butt against the floor edge (photo 19). Study Photo 20 to see the remaining underframe components in place. A blend of Phoenix Precision 'frame dirt' (P960) and 'rusty rails' (P977), or Humbrol 186 and 82, can be washed over the black plastic to weather the underframe. The paler colour plus a little weathering powder can be used to represent brake dust and rust deposits.

Waterslide decals

Wagon data was usually stencilled onto painted patches (or entire planks) on the bottom

19



20



left hand side – LMS bauxite before nationalisation and black under BR. However, on LMS wagons the corner plates sometimes displayed the 13T carrying capacity (left) and tare weight (right). Appropriate running numbers and tare weights for vehicles built as part of specific LMS diagrams are provided in the table in the appendix.

Waterslide transfers by Old Time Workshop (sheet 4701) can be cut up, re-ordered, and applied carefully to vehicles in LMS livery. After nationalisation, smaller BR-style numbering with the 'M' prefix was often superimposed onto repainted bauxite patches. Model Master sheet 4761 provides decals that can be rearranged to depict such post-nationalisation examples, while mini-pack 8038 contains a complete set of numbers and tare weights on black backing patches for a 1952-built vehicle (photo 21). I always apply waterslide decals to a small area coated with a touch of gloss varnish and fix with Microsol. A final light dusting of weathering powder or pigment



(such as Tamiya 'mud') will dull down the transfers, and a light coat of spray matt varnish will protect everything.

Final detailing

Couplings and wheels can be weathered in the same way as the underframe (see above), but take care to keep the paint off wheel treads. Gunmetal or a similar oily steel colour painted onto the buffer shanks and dry brushed onto the buffer heads will bring these parts to life. White brake lever handles are an authentic final touch.

Photo 22 shows two completed 'hybrid highs' in late LMS and early BR liveries to highlight the rudimentary brake gear and rather austere grey-brown appearance. These unfitted wagons are ideal for a late 1940s/50s layout and provide an authentic contrast to the more colourful and elaborate vacuum-fitted versions that most modellers will be familiar with (photo 23).

References

An illustrated history of LMS wagons – volume 1 by R J Essery (Noodle Books, ISBN 978 1 906419 33 2)
Modern image freight 1950s style part 4 by David Larkin in *British Railway Modelling*, May 2001 p.56-59.
Wagons of the early British Railways era: a pictorial study of the 1948-54 period by David Larkin (Kestrel Railway Books, ISBN 978-0-9544859-8-6)
An illustrated history of British Railways wagons, volume 1 by Paul Bartlett et al (OPC, ISBN 0 86093 203 6).
British Railways wagons: the first half million by Don Rowland (Leopard Books, ISBN 0752903780).

Appendix: construction history of the unfitted 'hybrid highs'

Diagram	Built	Running numbers	Tare weights	Lettering when new	Total built
LMS D2110	1946 – 47	419575 – 422374	6-12	LMS prefix	2800
LMS D2110	1948	422625 – 423124	6-12	LMS prefix	500
LMS D2150	1949	423425 – 424624	6-8	M prefix	1200
BR 1/044 lot 2409	1952	494920 – 495119	6-4	B prefix	200

Note – the following nine vehicles remained in unfitted condition throughout their working lives: LMS diagram 2110 – 419855, 420921, 421341, 421500, 422802, 422954; LMS diagram 2150 – 423666, 424484, 424537.



A journey to a far-off time...

Towcester

Photography by Paul Bason

The year is 1977 and it is summer in Towcester; in the distance a train's air horn is heard and shortly afterwards a blue Class 101 DMU arrives from the direction of Northampton with a service to Oxford via Banbury. With a squeal of brakes it draws to a halt at the island platform where a handful of passengers alight and even fewer climb aboard. The driver and guard stand together talking as they wait for the approach of a train from the south so they can proceed down the single track line to Banbury.

After a few minutes another air horn is heard as the train passes the last surviving semaphore home signal and soon a Class 25 hauling a short parcels train from Oxford to Leicester enters the station where it draws to a halt to load the contents of a couple of BRUTE trolleys into the vans. The crew of the DMU

climb aboard and as the colour light signal changes to green the buzzer sounds for the right-away. The unit heads south noisily, going through the gears as it accelerates along the embankment to the south of the A5 road.

Shortly afterwards the Class 25 gets the guard's signal to proceed and moves slowly forward, pausing to let the driver take the token from the signalman as it passes the box. Satisfied that all is in order, the driver opening the throttle; the Sulzer engine bellows as the train passes the green light and heads north to Blisworth where it will join the WCML, destination Northampton.

Never let the truth get in the way of a good story

As ever in our layouts the model is very different from the reality. Towcester did have a railway and was the junction for several

This is the result of a bit of gentle reworking of Midlands railway history in order to maintain rail services to the small Northamptonshire town into the 1970s. **JOHN NORTON, RICHARD COLEMAN & GEORGE WOODCOCK** explain more about this OO exhibit, DCC controlled and recently extended.

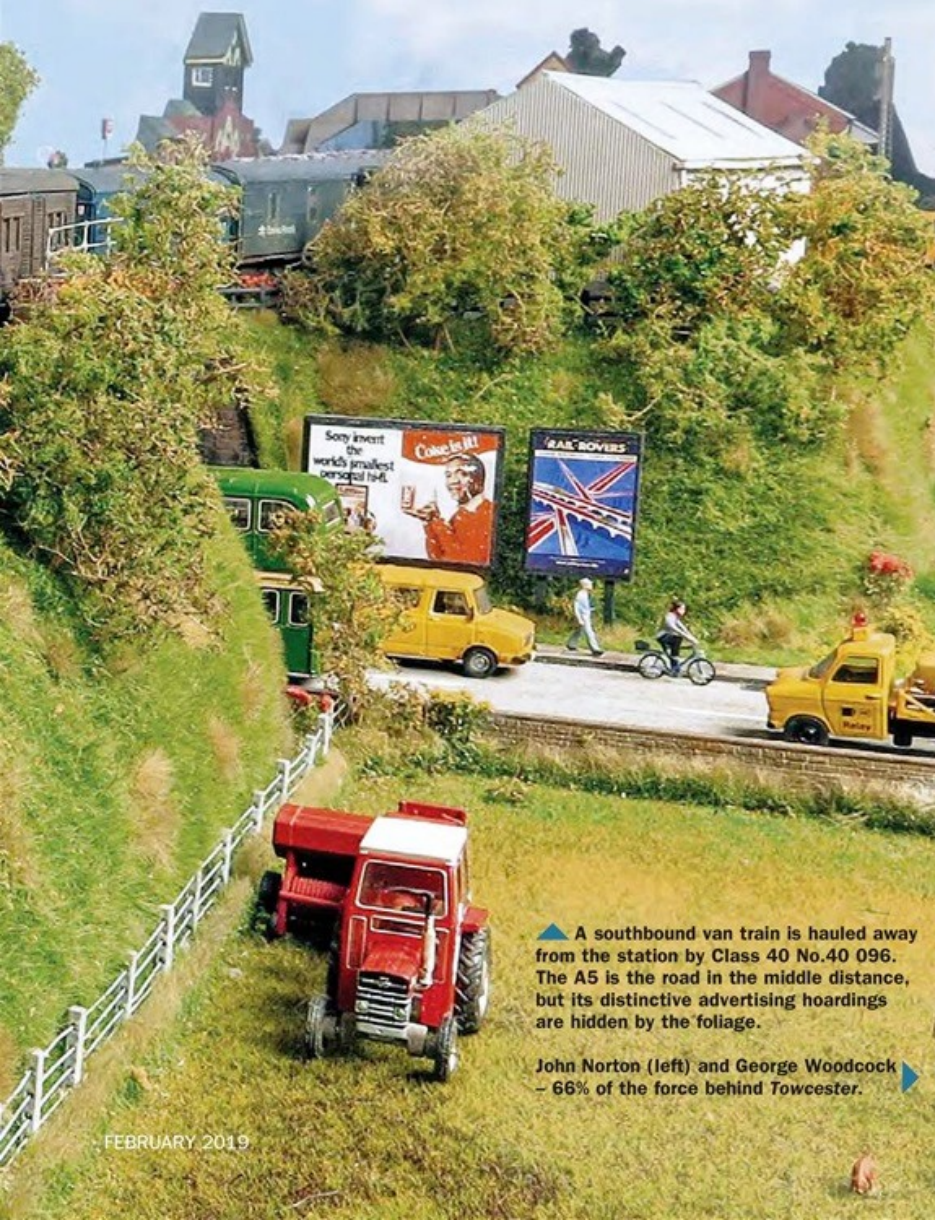
routes including the legendary SMJ – the Stratford-upon-Avon & Midland Junction line that ran to Stratford and Evesham. Other lines went to Banbury, Blisworth and Olney via Ravenstone Junction on the Bedford to Northampton line.

Sadly none of these lines were ever very profitable and the passenger services were withdrawn in the early 1950s though freight lingered on until final closure in 1964. The last services mainly conveyed iron ore to Woodford Halse which was the junction with the Great Central line. This too was to close a couple of years later.





▲ In the imagined scenario, passenger trains serve the route, such as from Reading to Nottingham; this Class 47 is northbound with a rake of Mk.1 coaches, cautiously negotiating the crossover south of the station.



▲ A southbound van train is hauled away from the station by Class 40 No.40 096. The A5 is the road in the middle distance, but its distinctive advertising hoardings are hidden by the foliage.

John Norton (left) and George Woodcock – 66% of the force behind Towcester. ▶

Almost immediately after closure the bridge over the A5, known locally as the Lucas Bridge due to the adverts for the well-known electrical parts supplier to the motor industry, was demolished as was the signal box and all the track was lifted. The station buildings hung on a for a bit longer and the goods shed lasted until the mid-90s.

The site was then used for the erection of a large factory unit for local engineers Groom & Tattershall which had had another factory across the other side of the old Tiffield Road. The company ceased trading later, so the site was again cleared and eventually was used as a Tesco supermarket.

Very few traces remain of the railway though the bridge over the Olney branch is still *in situ* but is closed to vehicles these days. The abutments' banks where the railway bridge carried the line over the A5 are still visible as is the embankment that carried the line south.

It's story time again

Our partner in crime John Norton lives within sight of the embankment; one day he told us that he would like to build a layout of Towcester. We agreed, although as none of us has much interest in steam traction we decided to play the game of 'what if?' again and set the layout in 1977.

This meant playing with history as well as the station area itself, but as long as the research is done well and there is a plausible scenario for the location then all will be well. The two lines that went south over the Lucas bridge looked like a



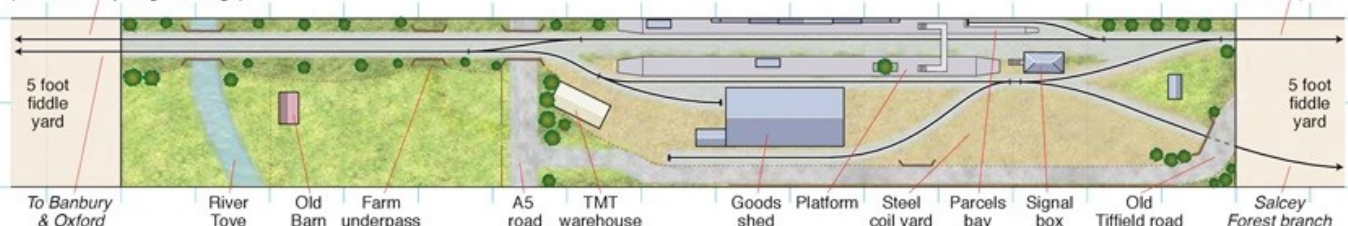


A Class 101 DMU has charge of the local service between Northampton and the Great Western main line at Didcot. A Class 128 parcels has been stabled in the bay.

Disused SMJ line to Stafford
(used for scrap wagon storage)

Towcester Size of scenic section 15' x 2'. Each grid square = 1' x 1'.

To Blisworth &
Northampton



double track main line but were in fact two single track branches that divided at Green's Norton Junction. The left one went to Banbury and the right one – the old SMJ – went to Stratford; as mentioned earlier the Banbury line closed in the 1950s. In our parallel universe we altered that as it made more sense to have the Banbury line still open, providing an alternative route to the south coast and also the southeast.

The line to Blisworth provides a route to the WCML to Northampton with a link via the Market Harborough line to the East Midlands and the north. The line to Olney has long closed as a through route but is still used for conveying timber from Salcey Forest.

The original scenic part of the layout was 10' long with two 5' fiddle yards. The scenic breaks at the north end were the bridge over the Olney line and the cutting heading to Blisworth going through the 'hole in the sky'. The southern end was another hole in the sky where the two tracks merged into one heading to Banbury with the SMJ remaining rusted and overgrown.

We simplified the track plan by leaving out most of the sidings that had existed in real life but which in our version had been removed and rationalised. We built the station in low relief to save space, although the platform is still to scale; the same is true of the island platform. Trains pass north through the station platform and south to the left of the island platform. When the passenger services were withdrawn from the

real Towcester the footbridge was removed as was the southbound track on the right of the island platform. As the tracks are signalled bi-directionally the station platform is used in both directions.

Cable ducting has replaced the original telegraph posts and this has been laid down in the cleared trackbed through the station. We have also replaced the footbridge using a Ratio kit which bears an astonishing resemblance to the original. Nearly all the

other structures, goods shed, station building, platforms, signal box, bridges, are scratchbuilt. The only building on the layout that is fictional is the Towcester Mill and Trading Company warehouse which is on the



site of the old turntable. The goods shed is now in the hands of Groome & Tattershall just as in real life, although the old office is used as a signing on point for the handful of train crew based in Towcester.

We are much indebted to John Evans who took some of the very few colour pictures of Towcester station around the time of closure and without these we would have struggled to make the buildings so accurately. John is the brother of Nick Evans who owns the Model Shop in Northampton which has supplied not only a lot of the materials for this layout but our others as well. Thanks to them as well.

The signals were originally semaphores but have now been replaced with colour lights supplied by Train-Tech; such is progress.

The layout was our first excursion into the wonderful world of DCC which in our case consists of NCE equipment bought second-hand from our friend Brendan Walsh with many thanks to our esteemed colleague Kev Dickerson of Coastal DCC. The points and signals are however controlled by 12V dc using a control panel John built mounted on the rear of the layout. The locos and units are all sound chipped and jolly fine they are too; more thanks to Kev. The signage on the station and particularly the Lucas Bridge are made by Trackside signs.



The trains pass through

We are now in true fantasy land as no diesel powered trains ever operated through Towcester except for one DMU special in the early 1960s. As we are now in 1977 we feature many DMUs and locomotives that have long passed into history themselves but we have tried to keep a sense of realism in the types we feature and also the services they operate.

Passenger workings are predominantly in the hands of first generation DMUs such as classes 101, 105, 108 and 122. Services include Leicester to Oxford, Northampton to Didcot, Northampton to Banbury, Towcester to Northampton and even the odd service

▲ Class 33/1 No.33 110 is a long way from its normal Bournemouth – Weymouth stamping ground as it runs north with Presflos.

through to Reading. There are a small number of locomotive hauled services using Mk.1 stock and Type 2 and Type 4 haulage such as Reading to Nottingham and Didcot to Leicester.

There is still freight traffic into Towcester yard which includes steel coils for the Groome & Tattershall plant from South Wales or the West Midlands carried on converted Bogie Bolster Cs, plus fertiliser and animal feed for



▲ Class 20s in classic nose-to-nose format await the safe passage of the Class 33 on a van train before running round the timber train.

The extension involved a model of the still-extant bridge over the River Tove, south of the station.

TMT from Avonmouth and Heysham carried in various types of 12T vans. These services run as part of a daily pick-up goods train from Northampton to Banbury though occasionally the steel coils come via Banbury. The timber traffic from Salcey Forest is carried in the fairly new air-braked OBA wagons. This is often hauled by a pair of Class 20s though Class 25s make the odd appearance. These mainly run round in the station before departing to Northampton and onwards to Bescot; these also sometimes run to Banbury.

Through traffic is varied with services often running overnight when passenger services have ceased to avoid congestion on the single track lines. Mail traffic is a major source of revenue on the line with services running to and from Paddington, Derby, Southampton, Oxford, Banbury, Leicester, Northampton and Towcester itself. The latter traffic is often in the hands of a Class 128 DPU which berths in the short bay platform at the Blisworth end of the station. Also, odd vans are dropped off and picked up from there by passing loco hauled trains.

Two trains that regularly pass through Towcester bring the unusual sight of BRCW Class 33s to the line; the first is the Tring to Halling cement traffic conveyed in Presflo wagons and the other is the Fawley to Northampton petroleum traffic conveyed for Esso in TTV tank wagons.

There is a daily Speedlink working from Tees Yard to Eastleigh and also a newly introduced Freightliner working from Lenton (Nottingham), to Southampton. Other trains include coal from the East Midlands to the south coast. There are also local engineers trains to and from the extensive depots and yards in Northampton.

The various freight trains are hauled by

No.25 058 takes Minis from Cowley northwards as sister No.25 060 prepares to reverse here and take the branch to Salcey Forest.



classes 20, 25, 33, 40, 46 and 47, all of which would have worked in this area at that time though sadly not at Towcester. Also the trains described are a mix of real and fictional workings though they could all have been possible if the story was real.

We take the high road

After a couple of years on the exhibition circuit we decided to extend the layout by adding another 5' board to the southern end. The idea was to give the sound chipped trains a chance to show off their efforts, especially in this direction. The DMUs in particular would be able to go through their gear sequences to better effect. The work involved was not too difficult, though we did have to do a bit of jiggery-pokery moving the end board to the new board to keep the height correct as it entered the fiddle yard.

The first job was to cut the course of the River Tove in the baseboard and after lowering it then to build the bridge over it; this was fairly easy as the original was still in place and we only had to copy it. The track bed was made from a length of 6mm ply and then expanded foam was used to make the banking after carving it when dry.

The river was made using Solid Water from Deluxe Materials with its Making Waves used for the ripples. Reeds and gravel were put in place before adding the water material; we made sure to apply bathroom sealant around the edges to prevent it running out.

The land in front of the embankment was modelled as fields with a rusty old barn containing a few hay bales and a couple of worn-out old tractors. The grass on the embankment was supplied by Silflor and the ballast, like on the rest of the layout, came from the excellent Green Scene range.

The old SMJ line was extended virtually all the way

along the board to a buffer stop, and Richard made up a splendid selection of condemned wagons rusting away quietly. In real life the line to Ravenstone Junction had been used for this purpose; they remained there for many years after the lines closed. The other object on the line is a Dapol home signal controlling access to the station.

With this extension we felt the layout was now complete, though like most, there are always little things to change or add.

And finally a big hand for...

...all the people who have helped/provided information during the building of the layout and have not already had a mention. Firstly we would like to thank the SMJ Society, which John and George both joined, for information on the line and Towcester in particular. Also to Simon and Dave who were the other members of the Wrecking Crew at the time, and to Paul Wade who is a member now and helps operate the layout on many occasions.

Many thanks and lots of love to The Cloud Lady who painted the backscene and who we doubt we will ever see again. To Mick Bryan for his help with DCC issues while we are on the road, George's neighbour Iris for making the curtain and Jo at Arnold Signs for the rather beautiful Towcester sign.

Finally to all the exhibition managers who have booked the layout and all the people who have come to see the layout and said a lot of nice things about it.

Forthcoming Exhibitions

Towcester is booked to appear at the Kendal show on 26 & 27 January; see Societies & Clubs for details.



Wrington Vale station building

Whilst looking back over our 70 years of continuous publication, we came across a scale drawing by W Hardin Osborne of this structure which created a bit of a stir when it was first published in the July 1965 *RAILWAY MODELLER*. **STEVE CROUCHER** updates the scale drawing, with notes by **STEVE FLINT**.

Photograph by Hugh Ballantyne/Rail Photoprints

There is a notion which circulates amongst the modelling fraternity that argues it ought to be as easy to get it right as it is to get it wrong: 'it' being the finished work, be it a model, a drawing, or commercial product.

The notion implies that there are no excuses for inaccuracies. After all, it's just a matter of observing everything carefully, isn't it?

Personally I don't agree, I think it is always harder to get something right. The checking and verification process alone will always require more time and more resources, such as another pair of eyes. Moreover how would anyone know that something might be missing without taking the additional time and effort necessary to check all the facts?

I am sure that most modellers do not set out deliberately to do things wrong, but offer their work in good faith. Yet woe betide them if they inadvertently publish an error: the next postbag will inevitably contain a correction, and sometimes even a reprimand.

That's exactly what happened when *RAILWAY MODELLER* originally published W Hardin Osborne's drawing featuring Wrington Vale station in the July 1965 issue.

The drawing was clearly a compromise, but it so incensed a Mr Alan Wright from Newton-le-Willows that he drew his own version and sent it in with a letter expressing how he was really annoyed "...at seeing such glaring errors published in the *MODELLER*." Some things never change! His letter and revised drawing appeared in the September 1965 issue.

The real station was located at Wrington on the Wrington Vale Light Railway which was opened in 1901; it ran between Congresbury and the terminus at Blagdon in Somerset.

Perhaps, as part of our 70th anniversary year, now is as good a time as any to print an updated and corrected version of the drawing. This is based on our own survey of the similar surviving building at Blagdon, which actually suggests that even Alan Wright's 1965 drawing was not correct either!



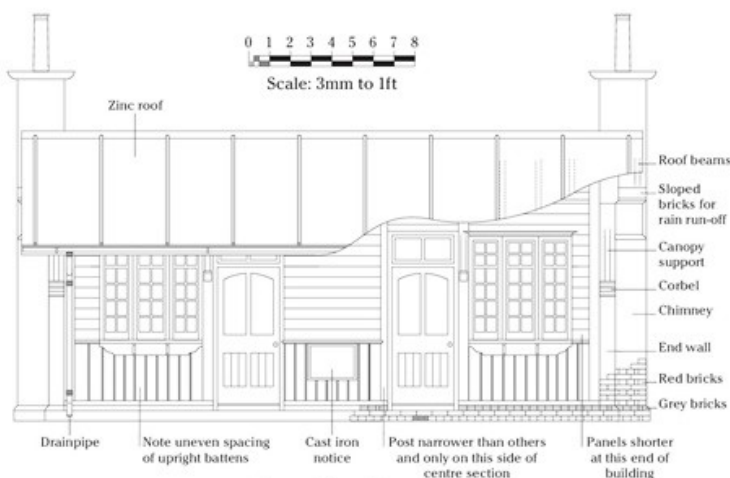
▲ The characterful sketch that accompanied W Hardin Osborne's original article.

◀ The real thing, with some wonderful architectural details, photographed on 20 March 1955, 54 years after it opened.

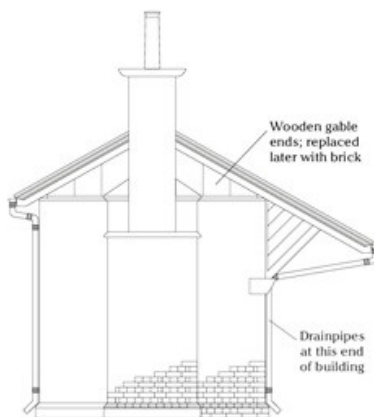


Wrington Vale station building

Drawings reproduced to 3mm scale

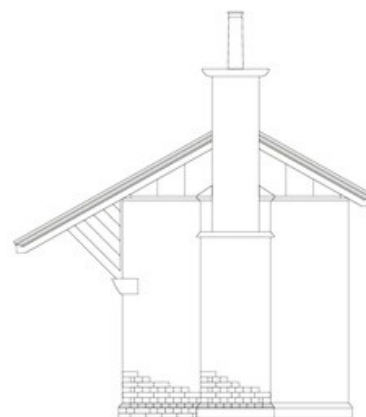


Front Elevation



Chimney wider at this end due to larger fireplace

End Elevation A



End Elevation B

Are you sure you've no space for a layout?

Milton Street

Inspired by a photograph of a Class 08 in a yard headshunt, **RICHARD CHAPMAN** created this small N gauge layout using equipment and scenery from an earlier model. Ironically, of the loco fleet that operate his layout, the 08s are currently sidelined pending attention...

When we start looking for a new project, from where do we draw our inspiration? Maybe it's a childhood memory, an everyday view or even a desire for it to be a prototype location. We are all different in our opinions.

Mine usually come from a photograph found in a publication of either a loco, an item of stock, or sometimes an image with no trains at all. It was one of these that started off the ideas for *Milton Street*.

The view I had in my mind was of a grubby Class 08 sat in weeds at the end of a headshunt, viewed through the road side railings. All of this turned out to be timely as Graham Farish was about to release its new outside frame 08 which was going to be a far

cry from the old Poole-era one.

So with all this, sketches were made and eventually a plan was drawn up. This in fact ended up similar to a layout built some 15 years ago by Jeff Taylor called *Alloa Goods*. The resulting plan did not include a run round loop and so was another good reason for the 08.

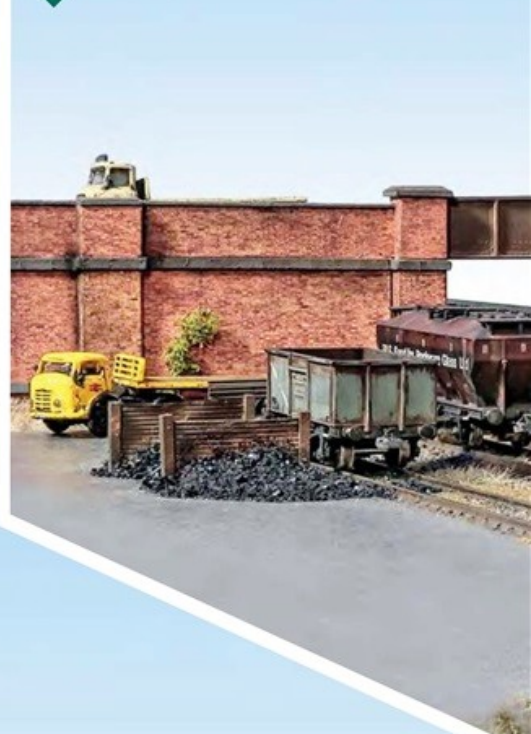
To stock the layout the plan was to rewheel appropriate models from my retired (now scrapped) 2FS layout. These have been subsequently supplemented with a number of the more recent releases.

Boards/track/wiring

Construction of the single 4' x 1' board, of which 3' is scenic, was from sheet material that I already had in the workshop at the time. This turned out to be an amalgamation of both 9mm ply and MDF.

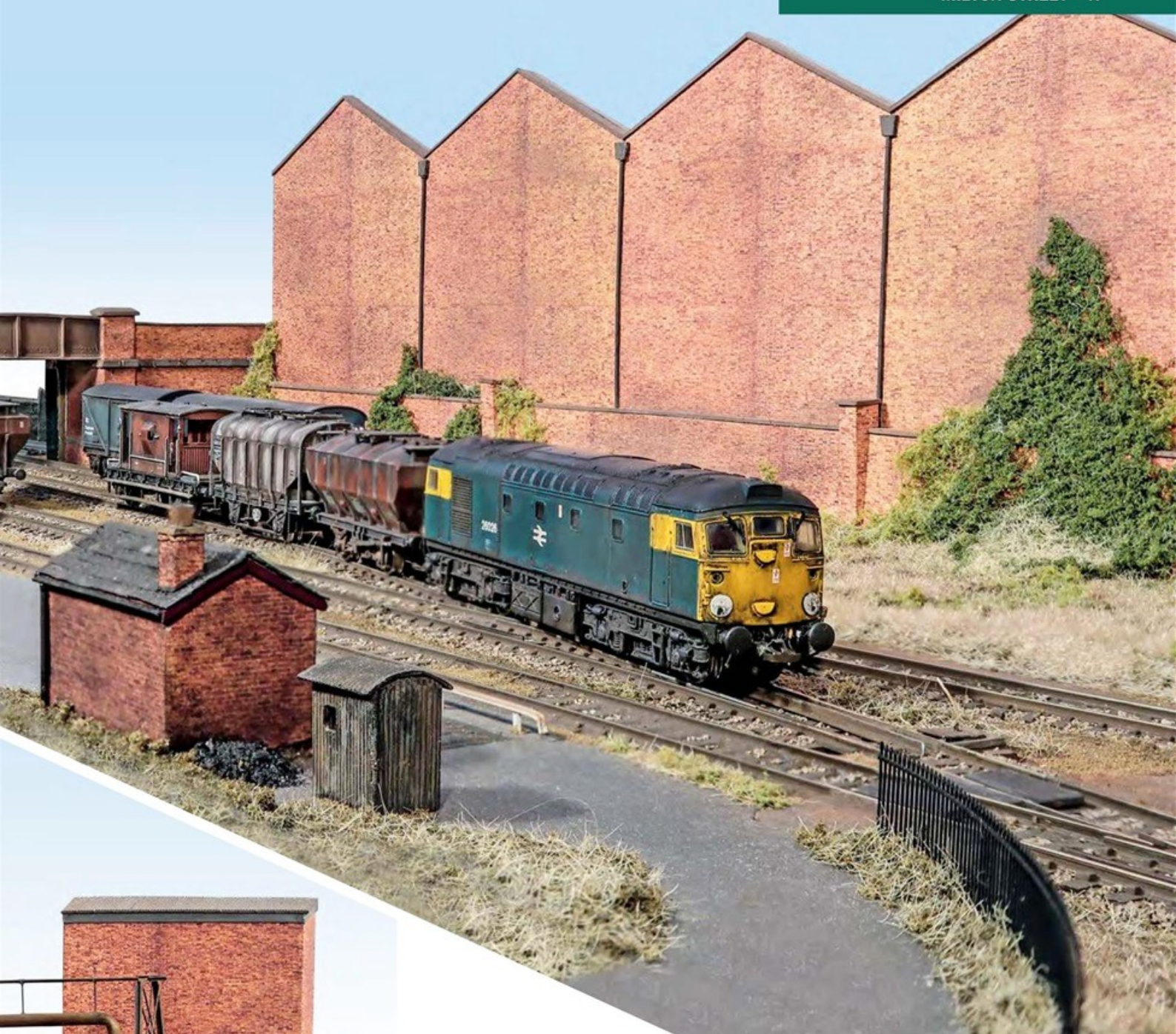
Photography by Jolyon Sargent

A Class 26 rolls in with a short freight. The small nature of a project such as this means that the modest amount of rolling stock required can be detailed and weathered to a consistent degree in an achievable length of time.



A Class 24 servicing the hardstanding siding. Consistency of structure texture has been achieved using Howard Scenics brick papers. The new structures were made to match the reclaimed ones from a previous layout.





A removable lighting board and a storage box for the whole layout were built at the same time.

All the woodwork was primed and undercoated and the top surfaces painted in blue and underneath in gloss white.

The last thing was to construct a slot-together underframe with adjustable feet. This included a stock shelf at the rear of the layout.

Trackwork used was Peco code 55 in conjunction with medium radius electrofrog points. The points were trimmed down around the tiebar area and the over-centre springs removed.

All trackwork including that on the sector plate was laid on cork.

Point control is via GEM wire-in-tube and

these are positioned to allow operation from both front and rear of the layout.

The wire passes through slide switches which both change the point polarity and lock the point in place.

The layout was wired from cable reclaimed from the previous layout along with four DG magnets to operate the couplings.

A small box was used to house the section switches and push buttons. This was connected to the layout via a permanent umbilical cord which was long enough to reach the front and rear.

The three-road sector plate was fitted with its own isolating switches.

All transformers were mounted in a metal box and control is via an old AMR switched



A Class 24 ticks over at the end of the line. Modern locomotives from Graham Farish and Dapol (amongst others) work well with the author's existing feedback controllers.



feedback controller with shunt facility. I have had two of these for some years and wish they were still around.

An issue that did arise during testing, was that short wheelbase stock dropped into the point vees, this was because over the past few years manufacturers have improved the wheel standards and reduced the flange size.

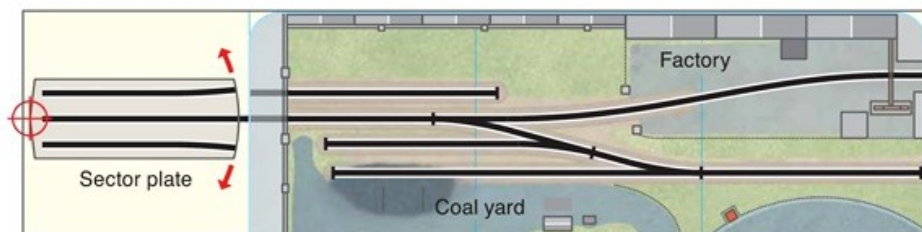
However the larger flanges were the very thing that helped the older stock through the pointwork. So even with the improved wheelsets the point geometry cannot be

changed as they still have to cater for all ages of rolling stock.

So the solution was to make some 5thou plasticard vees to fit in the points and greatly reduce the issue. With these in place all was tested again and once satisfactory attention could be turned to the track itself.

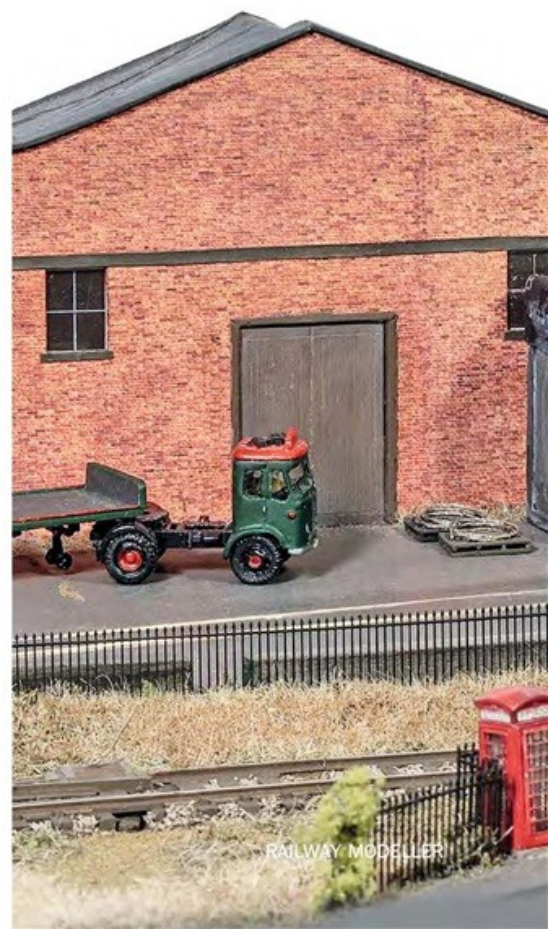
All the hardstanding areas were filled in with mounting card and the trackwork ballasted using Woodland Scenics fine chippings. This was held in place using a mixture of varnish and thinners; a method I had seen used by the guys who built *Stoke Summit* etc and which I have now used myself a few times with good results.

Once all was dry, the layout was cleaned and tested and then sprayed with Railmatch track colour.



MILTON STREET

Overall size: 4' x 1'. Each grid square: 1ft x 1ft.



The layout in its entirety; a generic factory scene can be relocated in space and time as the whims of stock purchases dictate.

A delivery of coal is about to be propelled into the foreground siding by Class 20 No.20 192.



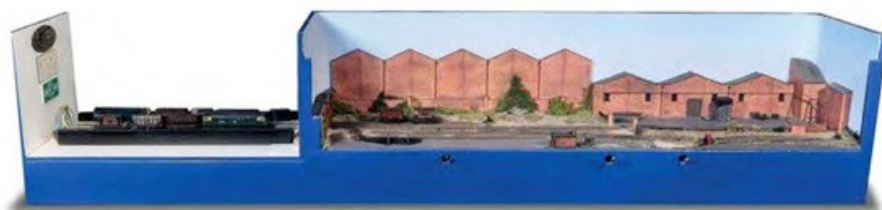
In the coal siding, the sleeper spaces were filled in with air-dry clay, and once set this was painted using acrylic paints. Pathways were also created using the same material.

All hardstanding and road surfaces were created using painted lining paper pre-cut to size and then glued down.

Paving and kerb stones were scribed onto mounting board and painted in the same manner.

Buildings

As the large building to be used in the works/factory area was a reclaimed item also from



the previous layout, the obvious choice was to construct the new items in the same way.

The basic shell was constructed using mounting card and this then had Howard Scenics brick paper glued to the required surfaces. This is an excellent product but due to the sheet size, planning is required for the joints. I used small amounts of Mig weathering powders to take the edge off the shiny surface.

All coping stones, edges etc were also made from card and painted with acrylics. Gutters and downpipes were made from brass tube and channel.

Finally the iron railings along the road side and factory/works are again reclaimed. These originally came from Scale Link.

Scenery

For the small amount of scenery that was required I used mainly products from Woodland Scenics, Noch and static

grasses from International Models. The static grasses were applied using a Noch Puffer bottle.

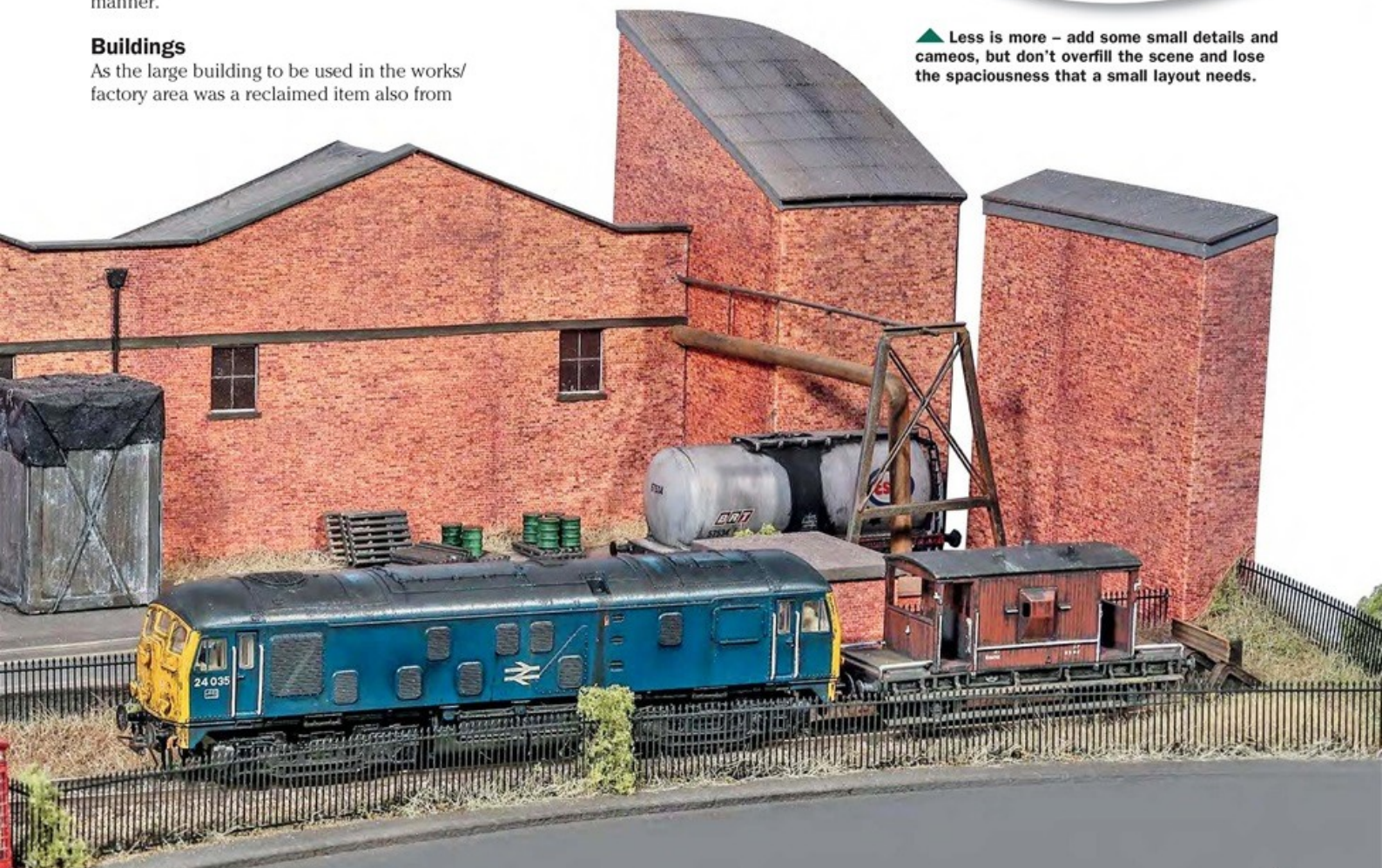
Any extra scenic items required came from either Ratio in the form of barrels and pallets or were scratchbuilt.

Locomotives and rolling stock

At present locomotives come from both Graham Farish and Dapol and I have found no issues with the modern mechanisms and the old feedback controllers.



Less is more – add some small details and cameos, but don't overfill the scene and lose the spaciousness that a small layout needs.

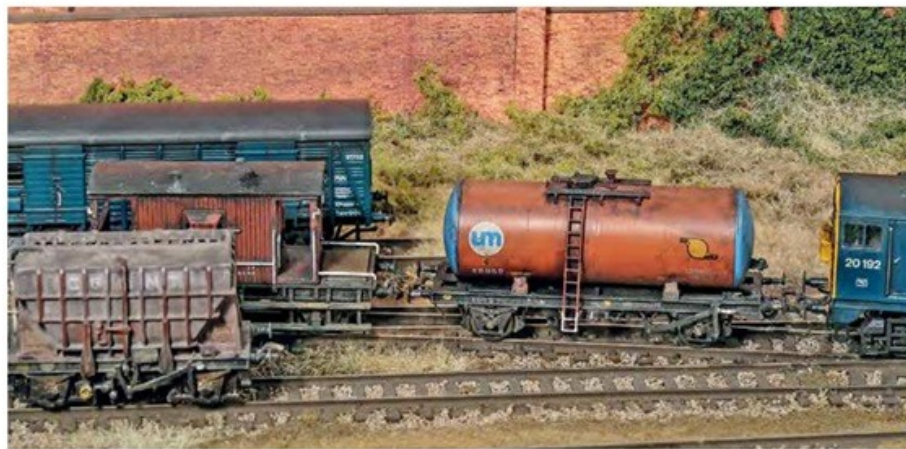


The one loco that is missing is the 08. On release two were purchased but I found that the over-width cranks caught on track details and mine also seem to suffer from poor running and pickups. Both have been sidelined pending possible rebuilds.

So currently, the roster stands at 26, 20, 25 and two 24s. All of these have had their pipework fitted and discs where appropriate. All are fitted with DG couplings.

With the Class 25 I decided, as my trackwork allowed, to attempt to portray the missing strengthening bars that come from behind the buffer beams. These are not 100% accurate but help to fill the gap.

Space and ability (for now) dictate that I cannot use an airbrush, so the locos were weathered using acrylic paints and powders



◀ In a refreshing change from the 'bus on the bridge masking the scenic break' routine, here it's a lorry – a Base Toys Bedford.

▲ The locomotives and stock are fitted with DG couplings, which allow hands-free operation and delayed uncoupling.

mainly from the AK, Lifelike and Tamiya ranges. This was with the aid of accompanying photos in an attempt to obtain the best results possible using the skills I have at this time.

These are far from what some people achieve, but I am fairly happy with the results so far. The one thing that is left to be done, is for the wheel faces on all locos and pickups to be painted at some stage.

For now most of the wagons were obtained from either Peco or Graham Farish along with a few kitbuilt items. There are also a couple of Dapol models and two of the new Revolution Trains B tanks.

One or two of the wagons such as the Covhops have had their missing detail added. All rolling stock has been weathered using the same materials as the locos.

Finally

So the question is, did the final result live up to the original plan? Well apart from the 08 shunters yes it did; it gave me a small layout to run items as and when required.

The truth is, though, *Milton Street* has rarely been used at home, although it has ventured out of its box at exhibitions a couple of times, and I would like to thank my two good friends for their help on these occasions. Both Darren Holmes and Paul Steadmen are professional railwaymen, although I am not sure about some of their shunting!

As to the future... this is uncertain as currently storage space is short even for such a small layout and as micro/plank layouts are not everybody's cup of tea at exhibitions, I am not sure it will see any more use. So it may be put up for sale or dismantled.

Close-up of the coal pens, stocked with different grades of the 'black gold' as per prototype.



Class 123 in 2FS

In search of a train that would be recognisable in an instant on his Yorkshire based terminus in 2FS, **ALAN WHITEHOUSE** used commercially-available vinyl overlays to create a BR Inter-City DMU. *Photography by the author and Steve Flint*

We are all used to the idea that certain 'signature' items can be used on a model railway to suggest a time and a place. And that is certainly true of the trains themselves: little sets the location and period of a model better than the rolling stock. So when I was roughly half-way through building my current 2mm finescale (2FS) layout *Hallam Town*, I began thinking about a 'signature train' to operate on it.

Hallam Town began life as a self-imposed challenge to build a working finescale model railway over a weekend, and is based on the Cyril Freezer classic 'Minorities' plan. This can, of course, become whatever you want it to be and I quickly decided on a 1970s,

The 123 disappears past the station throat. Metcalfe Models retaining walls form an effective backdrop to the layout.

South Yorkshire BR Eastern Region theme.

So some rolling stock decisions were already made: the layout would be operated primarily by DMUs. But looking for something to set it apart a little from the usual run of Class 108s and 101s, I decided that a Trans-Pennine unit would be a great addition.

Now, BHE Enterprises produces a kit for the Class 123 – the former Swindon Inter-City units that became part of the Trans-Pennine fleet in 1977 when all 10 units were transferred to Hull. But I was not optimistic about my ability to recreate the BR blue & grey livery. Still, it provided cab ends and underfloor detail.

I considered chopping up Graham Farish Mk.Is, cutting and shutting to get doors and windows in all the right places. This has been successfully achieved in 4mm scale, but it felt less achievable in 2mm – the sawcuts



▲ *Hallam Town is another terminus inspired by Minorities, the classic Cyril Freezer design.*

are the same width so the margin for error is twice as small!

A conversation with the proprietor of Electra Railway Graphics, Adam Warr, led to him producing vinyl coach sides to apply to the old-style Farish clear plastic bodysells. They now form part of his range, available in both BR green and blue & grey liveries.

The Cross-Country (and the Trans-Pennine Class 124) were built to the same length as loco-hauled Mk.I stock, so the Farish Mk.Is are the correct length. Although long out of production,

they are still readily available on the second-hand market for around £12 – £15.

Construction begins – the trailers

Armed with these, my bag of BHE bits and a drawing, I set to work. The two trailers are easy conversion jobs: The underframe detail and trussing is removed and replaced with a battery box, generator and air reservoir – all that these vehicles carried.

The coach bodies were treated to a vigorous rub-down with car paint finisher (T-Cut or similar) to remove the original livery, leaving behind a clear plastic shell. A word of warning: I found that if using a chocolate & cream



The BR Swindon Class 123 DMUs

This class of 10 DMUs was built at Swindon, five of them with buffet cars, being intended to give an 'Inter-City' ambience for cross-country services on the Western Region. They entered service in 1963.

They had a distinctive appearance: few first-generation DMUs had gangways in the cab ends, and the 123s were additionally fitted with wrap-around windscreens.

Initially deployed on South Wales – South Coast services, they were later used on many routes including Bristol – Penzance and Swansea – Cardiff – Birmingham. They were switched to outer suburban services from Paddington before being transferred to Hull in 1977 to join the Class 124 Trans-Pennine fleet.

The buffet cars had long since been dispensed with and at Hull the entire fleet of 123 and 124 units were reformed into four-car sets. Initially the classes were kept in formation, but gradually 'hybrid' sets began appearing.

Starting in 1979 some sets were modified with the train reporting number display boxes being removed and replaced by marker lights. Some also received 'Trans-Pennine' branding on one of the driving vehicles. Both classes were withdrawn in 1984, and nothing remains of either DMU fleet today.



▲ With DMBS No.52098 leading, a four-car Class 123 heels to the curve at Buxworth on 2 September 1982. The composite coach is in a different orientation to the model; there was much variation. Photograph: John Chalcraft/Rail Photoprints

coach, an outline of all the window apertures was left behind. This looked almost like a faint shadow. I have no idea what causes it, but sticking with other liveries might be wise.

Choosing later-build coaches is also helpful for this conversion because the Cross-Country sets, like later loco-hauled Mk1s, ran on B4 bogies. And I remembered to buy a brake coach for the DMBS vehicle! Although I was going to be taking the bodysides back to clear plastic, the roof will

have the correct (or almost correct) set of ventilators.

The Electra vinyl sides were then simply applied onto the clear plastic, taking care to line up the ends of coach and vinyl and to exclude any air bubbles as I went along. I found it helpful to work at a slight diagonal, applying the vinyl from the top corner, working along and down at the same time.

The roof of the corridor composite was reworked slightly to get the lavatory filler and pipe-

work in the right place. Then the roofs were resprayed two subtly different shades of grey (a complete train never, ever, had roofs all the same colour) and that was it, job done.

The driving motor cars

These two vehicles were a different story, as on the Class 123 both were powered. I had originally intended to use a Farish 4-CEP powered chassis for one and then to create a dummy, with appropriate underfloor detail, for

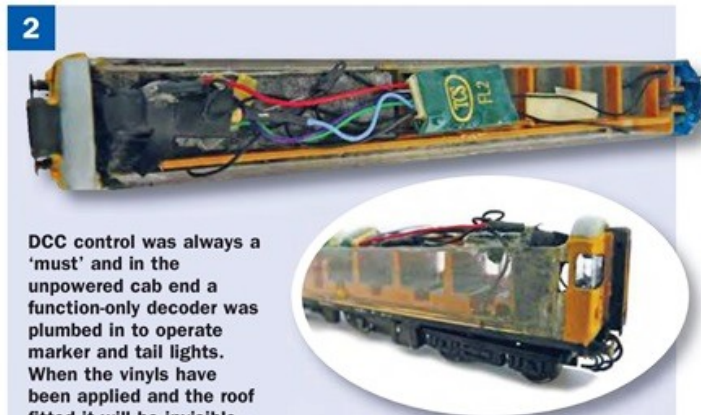
the other. This plan foundered because I was unable to make the CEP chassis fit the Poole-era coach bodyside.

The eventual answer was a pair of Dapol Class 121 chassis, powered and dummy. These units were also the same length as a standard Mk1 coach, so that was one thing less to worry about.

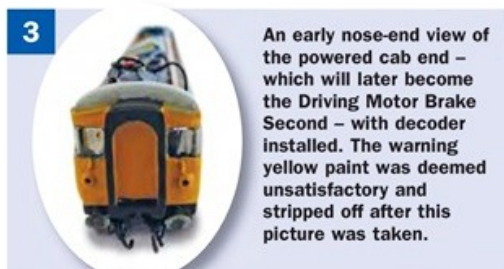
I took a bodyside and chain-drilled around the floor pan, using a craft knife to cut it out, leaving only a small area at each end which was drilled to take a



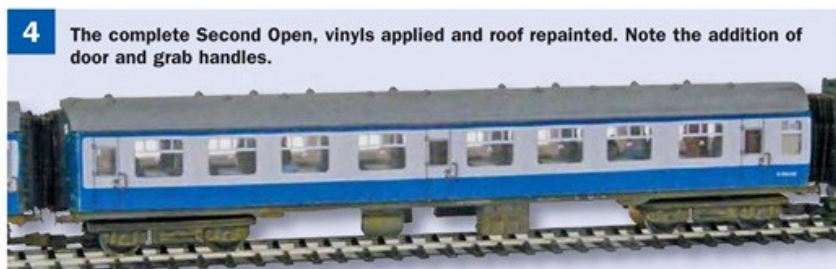
1 A completed bodyside for one of the trailer vehicles. The bodyside has been stripped of its previous livery and underframe trussing and other details removed.



2 DCC control was always a 'must' and in the unpowered cab end a function-only decoder was plumbed in to operate marker and tail lights. When the vinyls have been applied and the roof fitted it will be invisible.



3 An early nose-end view of the powered cab end – which will later become the Driving Motor Brake Second – with decoder installed. The warning yellow paint was deemed unsatisfactory and stripped off after this picture was taken.



4 The complete Second Open, vinyls applied and roof repainted. Note the addition of door and grab handles.

5

A close-up of the trailer composite. The vinyls give a pleasing 'flush glazed' effect.



6

The complete train, DMBS leading. Note the addition of cab handrails and guards' compartment handle to counter the lack of relief on the vinyl sides.



7

A closer view of the DMBS. A Graham Farish gangway connection makes a lot of difference as does the full complement of bufferbeam pipes and electrical connections.



12BA screw. The top side of this hole was gently countersunk and a nut superglued in place. A corresponding hole was drilled straight through the Dapol chassis. The screw was inserted underneath and passed through the chassis and coach floor before screwing into the captive nut, giving a firm fixing between the two.

The coach sides were measured, compared to the vinyls and one end cut off at the appropriate length to accept the BHE cab end. This was not an easy marriage. A good deal of filing, scraping and offering-up and filling was needed to get an acceptable fit. The cab ends were themselves also heavily modified, with the gangway ends being filed right back so that this relatively crude detailing could be replaced with a present-day Farish plastic moulding. The train reporting number boxes were also filed off and replacement lamp housings made using 14BA washers as the basis. The Class 123s were modified from 1979 onwards, so this is really a modification too far for a 70s-based model but I think they looked rather better in this guise.

The Dapol underfloor detail was left untouched, even though it is not entirely correct for the Class 123. Perhaps a project for another day...

Units were changed around in later years, some vehicles being combined with Class 124 cars when both classes were based at Hull Botanic Gardens depot.

But the bogies definitely needed attention. The Class 121 bogie is nothing like the B4 (the actual powered bogies were B5s but the differences between that and the B4 are minimal). I removed the sideframes from Farish B4 bogies and filed them down from behind as thinly as I could. The Dapol bogies were similarly filed down, removing all the sideframe details. The two were then laminated using two-part epoxy and firmly clipped together to set.

The bogies were reassembled, painted and weathered. The roofs were cut to length and joined to the dome of the cab front, with a little modelling putty being used to fill the inevitable gaps. Suitably smoothed off, they were reworked where necessary to get ventilators in the correct places, and painted.

Fine detailing

Exhaust pipes were bent up from brass wire. NEM coupler boxes were fitted to all the inner coach ends and Dapol short couplers plugged in to bring the buffers as close together as possible. Note that they should not actually touch as the buckeye couplers used on the real thing meant that buffer heads were retracted.

Gangways from N Brass were made up to eliminate daylight between each coach. I found that one unit between two coach ends worked well. If you wanted them to go around sharpish curves, they are easily shortened.

Finally, because this is a 2FS model, the trailer vehicles had their wheels replaced with 2mm Association coach wheelsets and the two driving coaches had their Dapol wheels turned down to 2FS standards.

Conclusion

The secret of using vinyl sides is to apply them as late as possible in the build: They are delicate and scratch easily. So, for example the cab ends were painted and glazed, screen wipers added and full bufferbeam detail built up first. (One of the joys of running DMUs is that they do not need to be able to couple to anything else, so all this detailing was possible.)

One major issue with vinyls is the lack of surface relief:

everything is dead flat. To try to counter this I added door handles and grab rails, and cab and guard compartment handrails. I considered scoring the vinyls along the door lines but decided this might be a step too far.

This all took a bit longer than I expected. Is the result worth the effort? The answer is a qualified 'yes'. The vinyl sides cannot match a modern plastic moulding, but they look reasonable enough used in isolation – a DMU for example – but I would not want to use them in a mixed rake of stock.

On the other hand, they give you the ability to create a train that you will not be buying over the counter anytime soon. And that, for me at least, is worth a lot.



Ventnor West

Modelling and words: **CHRIS GARDNER** Photography: **STEVE FLINT**

It was the summer tourist trade which inspired and sustained the railways on the Isle of Wight and allowed them to grow to a peak of 55 route miles by 1900. Ventnor West (originally Ventnor Town) was one of two stations which served the south coast of the island, an

area which was often described as the 'English Mediterranean'.

It was the terminus of a branch line from Merstone, on the Isle of Wight Central Railway route from Newport to Sandown. The last couple of miles along the undercliff from St Lawrence were among the most spectacular in the British Isles. Completed in 1900, it was the last line to be constructed on the island.

Ventnor's other station was served by direct Isle of Wight Railway trains from Ryde,

providing an easy connection with the passenger ferries from Portsmouth. Ventnor West was a mere 168' above sea level as opposed to Ventnor's 276' and was therefore expected to be a significant competitor. It was endowed with two platforms, grand station buildings, as well as dining and refreshment rooms.

The line however never fulfilled its promoters' ambitions. It could not compete

Sandstone from the local quarry sets off behind E1 0-6-0T No.1 Medina. Little-used Platform 1 (left) was extensively overgrown.





with the direct route from Portsmouth via Ryde, despite the shorter walk to the sea at Ventnor. Although the plan had originally been to get closer to the centre of Ventnor, it never came to fruition. Competition between the two routes was absurd when what was really needed was a funicular from Ventnor station to sea level.

In 1952 the Ventnor West branch became the first of the island lines to close. Ventnor station was closed at the end of 1966 when the line from Ryde was truncated at Shanklin. After a considerable period of decay and decline, the town now seems to be finding its feet and once again has an air of optimism and growth.

Inspiration

Ventnor West was conceived as an extension to the model of Merstone built by my friend Mark Pretious, which has been on the exhibition circuit since 2016. This in turn had been started by the late Rod Lerew, a

member of our local club (Alton Model Railway Group) who had sold the baseboards and some of the trackwork to Mark. I worked pretty much solo on *Ventnor West* for about 12 months. It cannot be operated by itself as there is nothing beyond the 'hole in the sky' through which trains enter and exit.

The obvious way to model Ventnor West would be to view it from the seaward side, with the cliff providing a natural backscene. Because of the orientation of *Merstone* however we were forced to model the station from the other side, looking out to sea. To achieve this on a flat baseboard needed a *trompe l'oeil*.

Mark helped me in adapting the baseboards at the start so that the backscene stood 1" or so back from the baseboard surface. He also painted the splendid view of the sea in the distance. I built a 'ha-ha' at the edge of the flat baseboard, and planted it with trees to provide tantalising glimpses of the sea in between. Mark also captured the essence of Steephill Castle, a landmark on the approach to the station, which was demolished in the 1960s.

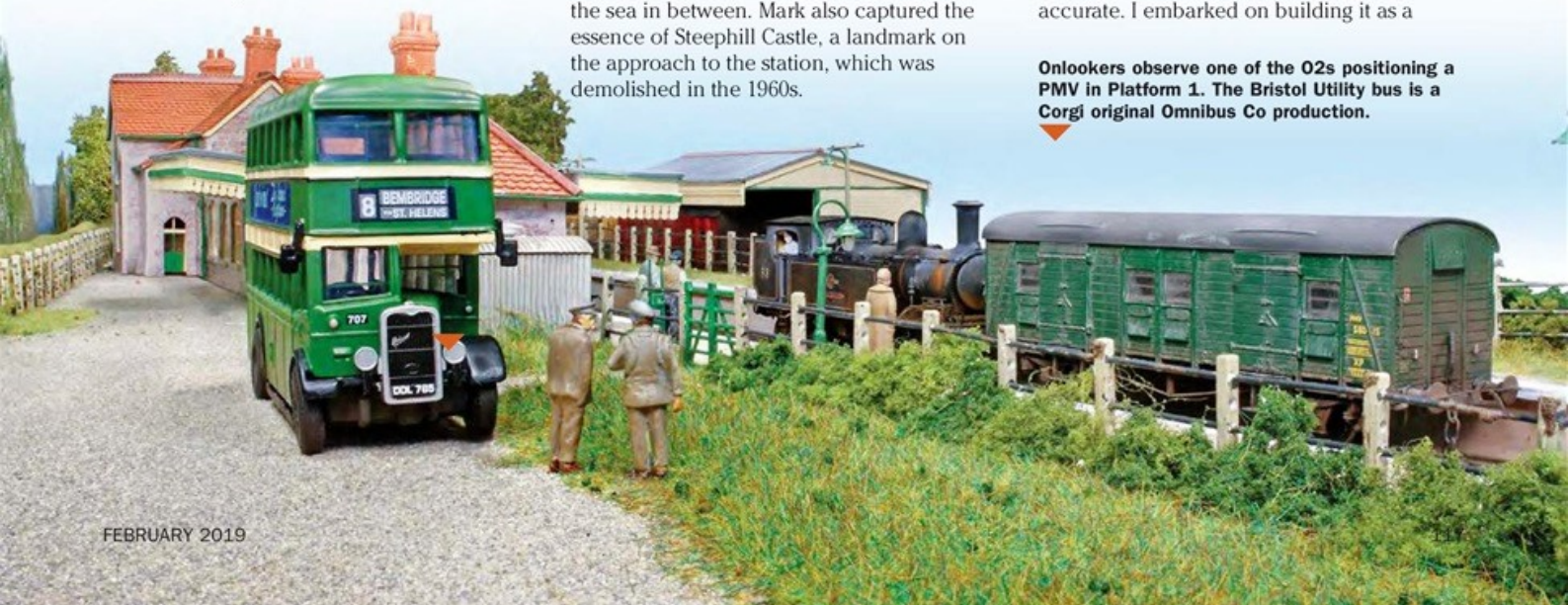
▲ No.28 Ashey has arrived with a train from Newport to find Southern Vectis opposition in the forecourt.

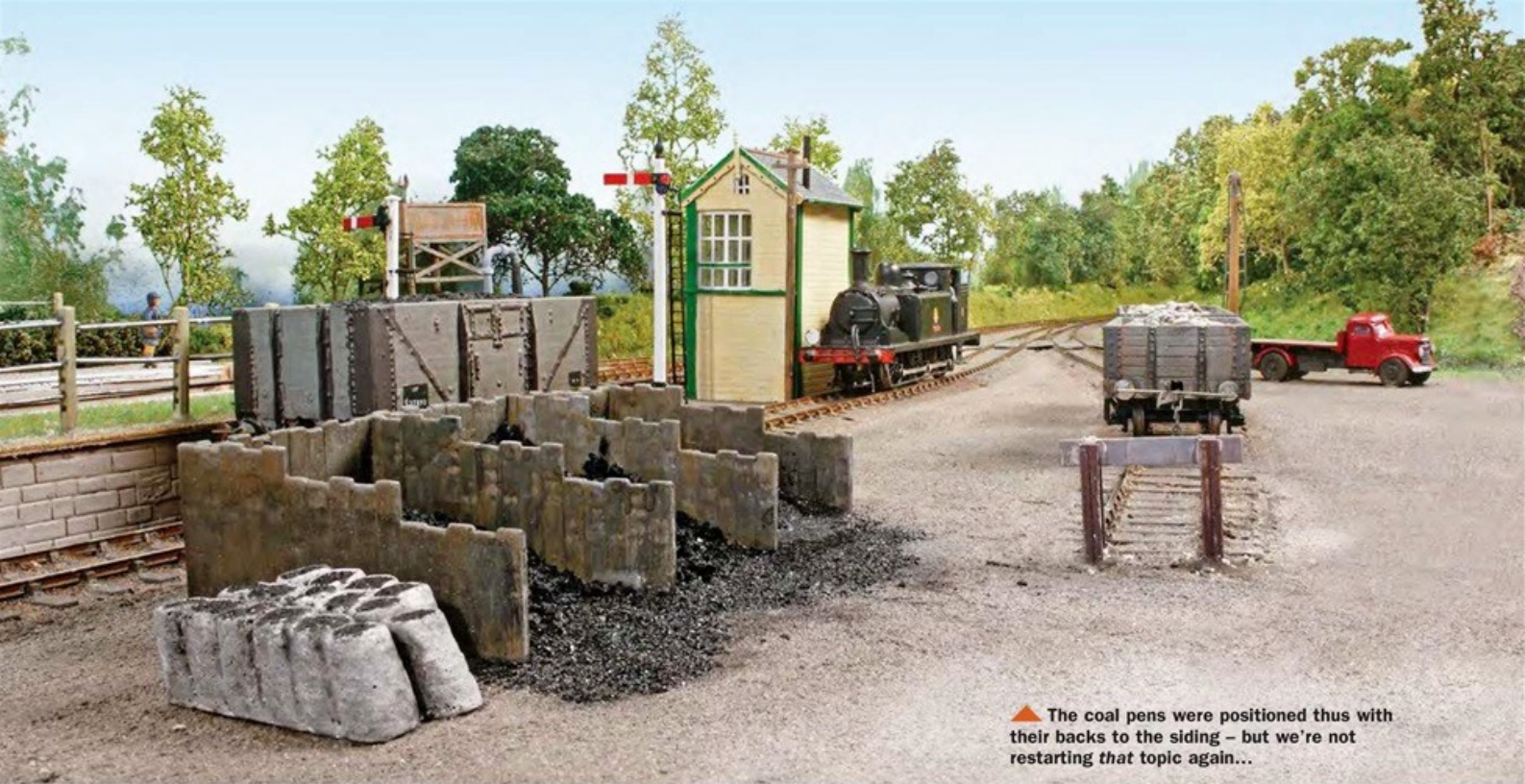
In October 2017 we exhibited the combined layout for the first time. Generally speaking, I ration public appearances of *Ventnor West* to around two a year. I'm a firm believer in 'less is more' and apart from anything else it all becomes more of an effort the older one gets! Nothing remains the same for long, and as I write, Mark is working on plans to add another section covering St Lawrence and the stone quarry at Ventnor which will extend the *trompe l'oeil* another 10' or so towards Merstone and we hope will provide the viewer with an impression of a spacious panorama from the cliff top on this most marvellous piece of coastal scenery.

Compression

Whilst I hope the model captures the essence of Ventnor West, it is not completely accurate. I embarked on building it as a

Onlookers observe one of the O2s positioning a PMV in Platform 1. The Bristol Utility bus is a Corgi original Omnibus Co production.





▲ The coal pens were positioned thus with their backs to the siding – but we're not restarting that topic again...

diversion from an ambitious loft layout comprising Cowes, Newport and Medina Wharf which is still in the bare baseboard stage. I wanted to build *Ventnor West* within a year and I started with ready-made baseboards (Model Railway Solutions kits), which I bought second-hand from a friend. I had to compress the layout into a space of 10' x 2'. I removed about 2' from the station throat, as well as having to put the goods shed on the wrong siding (where I happen to think it looks rather good). None of this bothers me as I think compressed layouts generally look better than full scale ones. This may be because in real life one usually has a partial view from a platform, a bridge, or the lineside and so one has a distorted

view of how sprawling the real thing can be.

In hindsight I realise I might have done better by building it on three 4' boards, because mine are too long to be handled and transported easily. I also made some mistakes as I didn't have all the information I needed at the start. I completely missed out the cattle dock (I could yet add it) and I got the lie of the land at the bufferstop end completely wrong. It was only after I had finished the layout that I managed to obtain the official British Railways site plan. D'oh!

Locos and rolling stock

I do find the Isle of Wight a convenient hook on which to hang my modelling activity. As a self-contained network with an intensive

service, the island's railways were very similar to most model railways. The short trains take up less space and suit a compact layout. The limited range of locos and stock and the fact that very little of it is available ready-to-run could be seen as disadvantages but they are a useful brake on expenditure. They focus one's horizon, they discourage impulse purchases and 'scope creep', and I do enjoy the discipline and reward of recreating a real location.

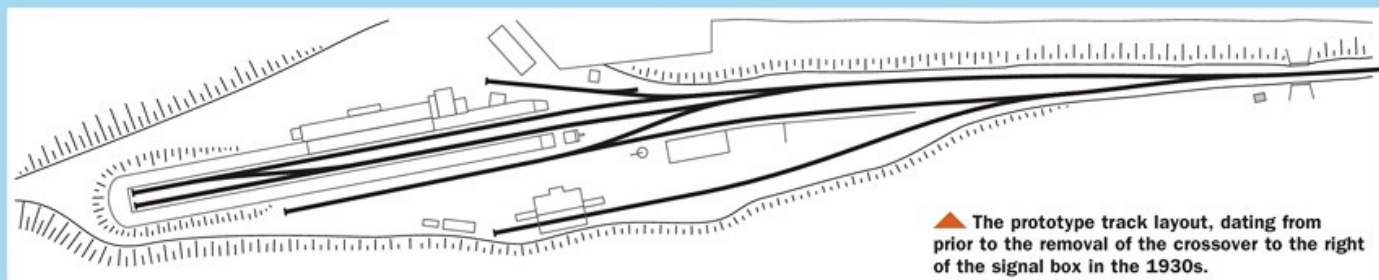
Until very recently, modellers of the IoW railways have had to build everything they need from kits or from scratch. That changed with the arrival of the Kernow Model Rail Centre O2, which is an excellent model. Today's models are not all built with maintenance and repair in mind and there is no source of spares for these locos. I still prefer to build my own models because I believe they will be more durable and they certainly give me more pleasure.

I have five Kernow O2s, bought as an expedient, and they will be supplemented or even replaced by kitbuilt locos in time. I have three of those in operational condition, with more in various stages of completion.

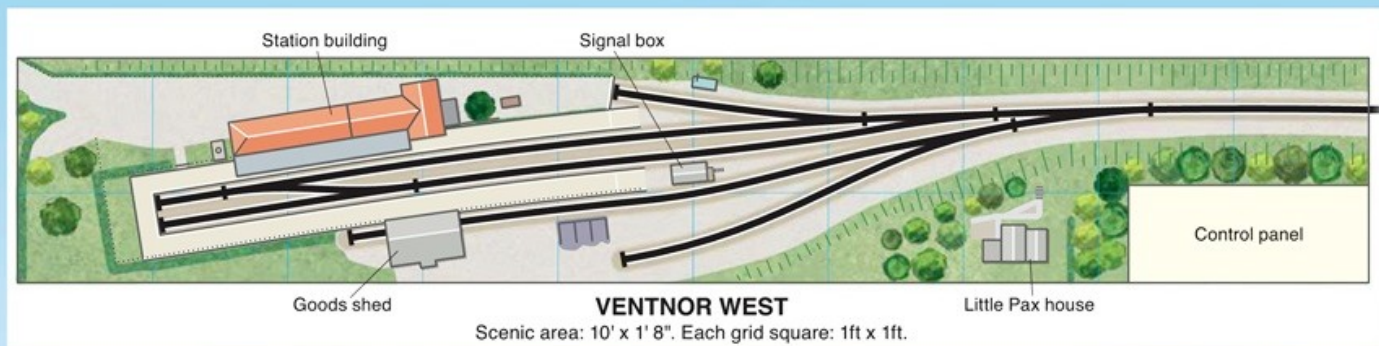
Ex-LBSCR carriages are mostly kitbashed from Ratio Midland suburban coaches. I also have some brass kits and have developed my own kit of laser-cut plastic parts for the SECR carriages, which marry with Bill Bedford brass sides. Wagons are generally kits, with a few from Wessex Wagons, which whilst not accurate models, have again been expedient and introduce private owner liveries to the otherwise rather drab freight stock. Apart from that, nearly all of my locos and stock are in BR period liveries (1949 – 1966).

▲ Terrier No.13 *Carisbrooke* replenishes its tanks at the water tower. This was the first island loco in malachite green, c.1944.





▲ The prototype track layout, dating from prior to the removal of the crossover to the right of the signal box in the 1930s.



Trackwork

Track is to the OO gauge 'intermediate' standard and is a mixture of C&L plain track and handmade pointwork using Timbertracks sleeper bases and C&L chairs. Points are operated by Cobalt Omega switch units which I have found reasonably quiet, reliable and fairly easy to fit. Signals are mostly from Model Signal Engineering components and I use a Megapoints servo controller to operate them.

The layout has been wired with both digital and analogue control in mind and operates in analogue mode when joined to *Merstone*. My ultimate ambition is to use

Protocab wireless remote control, and I am waiting impatiently for the price of small Li-Lon batteries to come down for this to become reality. Couplings are Sprat & Winkle from Model Signal Engineering, although I have switched from the firm's uncoupling magnets to Kadees, which are bigger and easier to operate from the front of the layout where there is a considerable parallax error involved in positioning stock for uncoupling.

Scenery and buildings

The main scenic features of the layout, apart from the distant sea view, are probably the trees. There are nearly 100. I tried many

The layout is operated from the front at exhibitions, and controlled conventionally using a Gaugemaster hand-held unit.



Adams 02 No.16 *Ventnor* arrives at the terminus. The production of 02s by the Kernow Model Rail Centre has made Isle of Wight railway modelling much easier.





▲ Passengers awaiting the next train to Merstone. The two-storey part of the station building was the station master's house.

methods of construction before lighting on Seamos and Gaugemaster 'scenic leaves' as being a good balance between speed, ease of building and realism. The downside (perhaps) of the orientation of the layout is that the trees obscure the line coming into the station, and more particularly the three-arm signal at the station throat which I am quite proud of!

The buildings, apart from the lamp huts,

are scratchbuilt. I use plywood frames as the basis, laser-cut from my own 2D CAD artwork, with stonework from Scalescenes, printed on matt adhesive vinyl. CAD was quite a learning experience for an old brain but it provides a route to better buildings than I can construct by wielding a craft knife.

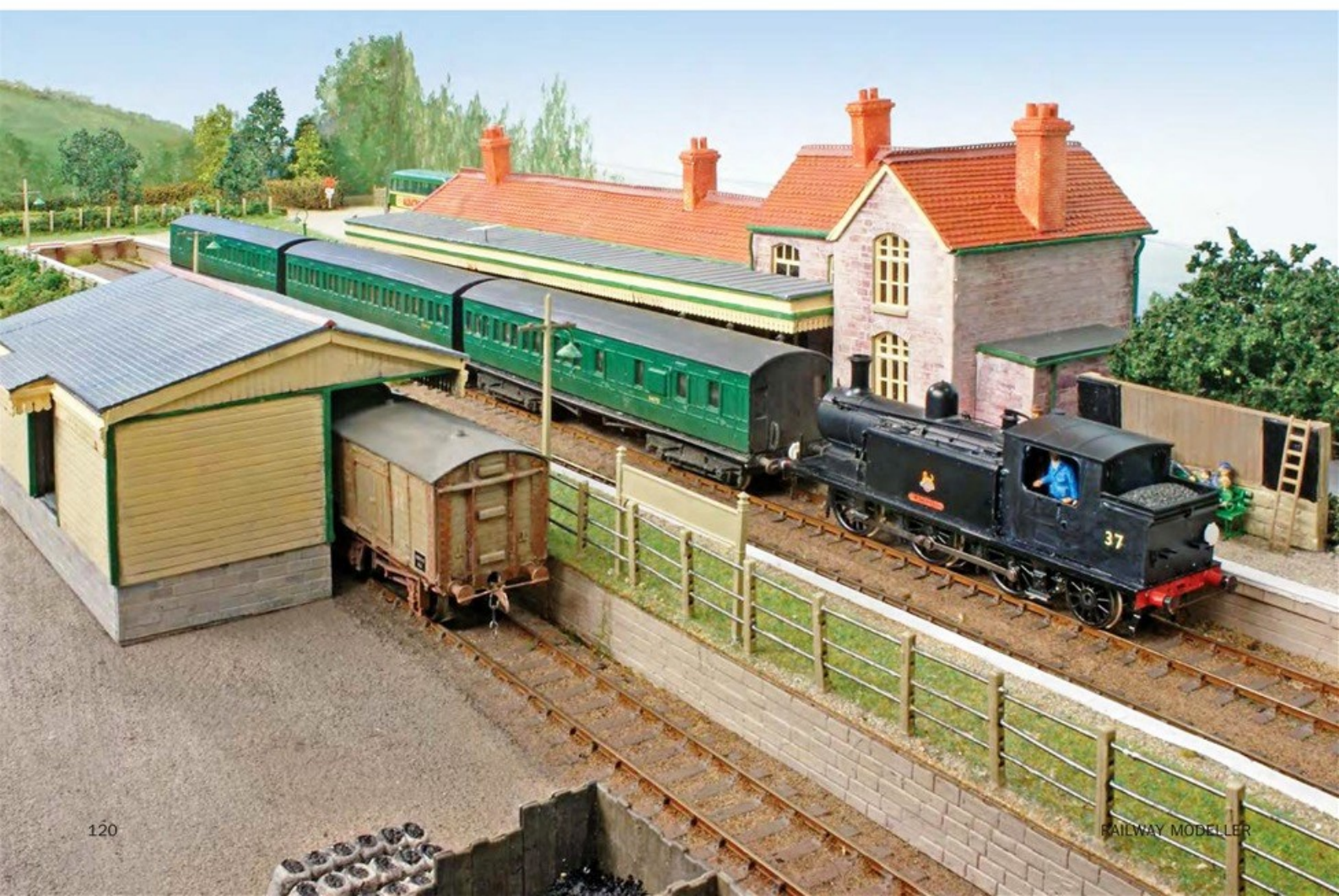
Through the layout I have made a number of friends. One of them is Godfrey Glyn, who helps out in my local model shop, Alton Model Centre. The shop, managed by Paul Treacher, has been unfailingly helpful in supplying my more extreme modelling requirements with endless patience, good

humour and cups of tea. It turned out that as a boy, Godfrey had lived in the house (Little Pax) which still overlooks the site of Ventnor West station and which had been built in the 17th century as the summer house of the Governor of the Isle of Wight. With his help I have been able to construct a convincing replica.

Operation

Operationally, Ventnor West was quite dull. Traffic was sparse and in later years pretty much restricted to a push-pull service which ran from a siding at Merstone. When exhibiting we stretch reality and operate a much busier service, including through trains from Newport. As the layout is currently stocked from my loft layout, the rolling stock and locos are drawn from a wider pool than would have been seen on the branch in real life. Open wagons have removable loads so that coal can flow into Ventnor West, sandstone from Ventnor Quarry towards Merstone via Ventnor West, and sugar beet originates at Ventnor West. There are some chalk loads in Blue Circle wagons, but I have not yet worked out where they are going or coming from! My excuse is that they look nice. In time I would like to extend the time period back to the days of the Isle of Wight Central Railway. I will certainly never be

No.37 Blackgang is a fictitious Brighton E4 which carries the name of the Gauge 3 layout with which Mark Pretious is involved.





▲ **02 No.32 Bonchurch engaged in shunting.**
The branch in reality closed before the loco fleet received late crests and grime.

short of locomotive and rolling stock projects.

My priorities in a layout are mainly to do with operation: complete reliability, hands-free operation from a single seated position, automatic uncoupling, realistic traffic flows, and interlocked signals and points. The last of these will come when I build the Modratec lever frame which is not quite at the front of the queue for my attention. I would also like to add a system of bell codes for passing traffic between *Ventnor West* and *Merstone* and have an old Tri-ang bell signal set awaiting its call to duty.

Conclusion

The layout has been satisfying to build and I am pleased with the result. I do intend to improve a number of aspects of operation and presentation. Running to a sequence or timetable would be a start, and I would like to adopt a waybill system for generating freight flows. As a teenager I was enthralled by Cliff Young's description in the November 1966 RM of the operation of freight on his Denver & Rio Grande layout.

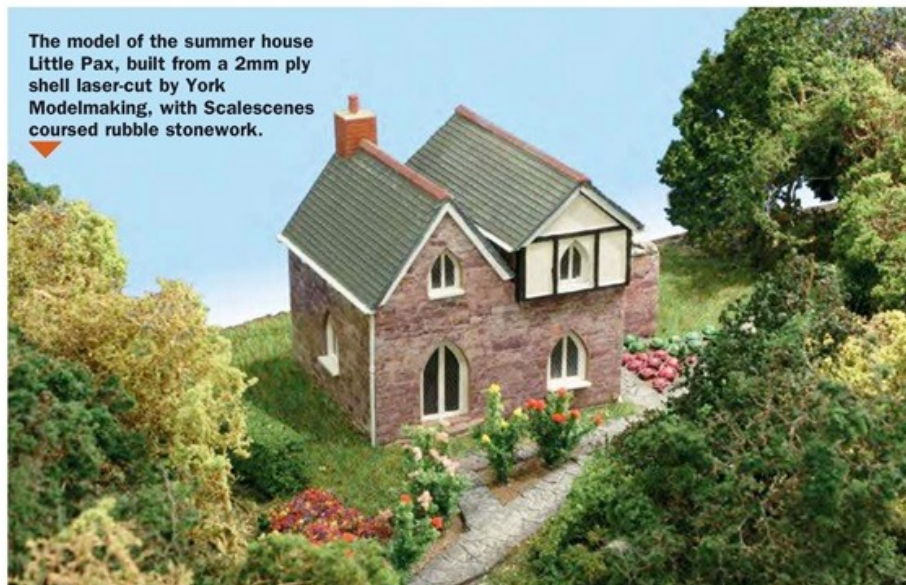
I do also like the idea of a recorded commentary for the train service, but realise it could get wearing in an exhibition context. I operate from the front and when we are

waiting for a train I tell the audience what is happening and why (usually along the lines of "we are the end of the branch, there aren't many passengers and the timetable is sparse!"). It does give them a reason to stay to see the next train and it often leads to other questions about the layout whilst we are waiting. Even long-time enthusiasts are often surprised to find out that there was 'another' station at Ventnor.

Forthcoming Exhibitions

Chris will be exhibiting *Ventnor West* at the **Stafford** show over the weekend of 2 & 3 February 2019. Also of interest to loW enthusiasts are two models of the terminus of Freshwater, one in EM and the other in N. See Societies & Clubs for full details.

▲ The model of the summer house Little Pax, built from a 2mm ply shell laser-cut by York Modelmaking, with Scalesscenes coursed rubble stonework.



Talking Points

Topical issues from the world of model railways

Getting it right – have we lost our modelling heritage?

Tony Wright asks if there is indeed a straight and true way forward for the hobby?

Photography by the author

J6 0-6-0 No.64272 plods away from the station at Little Bytham with a three-coach service. Correct headlamp codes are a must.



I'm privileged to be invited to many shows as a demonstrator/loco doctor/photographer/judge, and at one exhibition last year a visitor came along and, seemingly with great delight, shoved a brand-new ready-to-run loco under my nose.

"Isn't this the way forward?" he proclaimed. "Just look at how good it is." The identity of the model itself doesn't matter (though it was very good), but I hope the chap wasn't offended by my response.

"No, at least not for me." as I pointed out all the locomotive models I'd made on display by my bench. I wasn't claiming my models were necessarily any better, but telling him that making a model with my own hands was far more important to me than just buying a ready-to-run model, or having ones made for me. "All you've done is to buy that," was my parting comment as he trudged off, a bit crestfallen, if his gait was an indicator.

'Proper' modelling, not box-opening, in the shape of Bradwell in P4 built by members of the Manchester MRS in the 1990s – a generation ago.

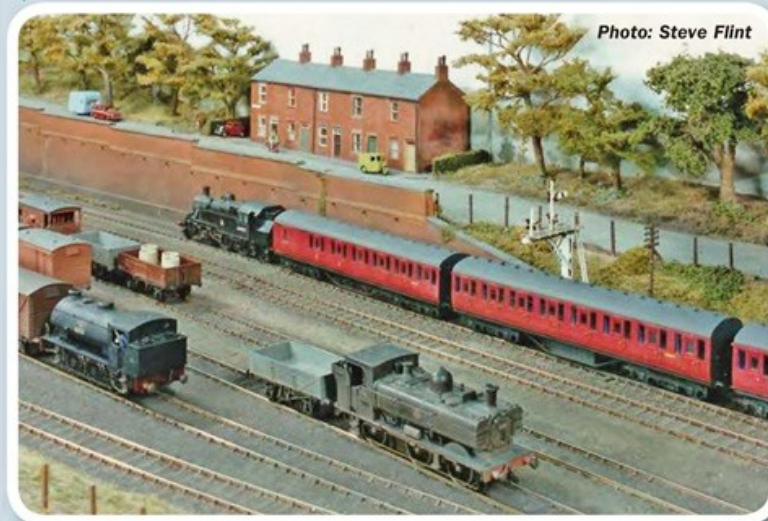


Photo: Steve Flint

However, it did set me thinking about what the way forward for our hobby actually is. Being a multi-faceted activity, there must be many 'forward' paths available to us, though some might be dead-end ones! Surely though, one significant path to follow must be the encouragement of folk to have a go at making models, however humble, for themselves. That is the point of modelling demonstrators at shows, and it's what the RM has always proclaimed 'Shows You How!'

The abundance of good quality R-T-R models is actually one positive step forward. One's starting point is now so good that even the determined beginner or totally inexperienced modeller can personally modify/improve/alter/detail/weather, and make a great job.

Time was when improving an R-T-R product meant, among many other things, carving off handrails, re-wheeling, sometimes even making replacement chassis, and certainly a repaint.

Most of those modifications required a fair bit of skill, so at least the excellence of today's out-of-the-box items (in all scales/gauges) means that personalising them is now well within the skill-set of many more individuals. That must be a good thing – a worthy way forward? Yes I think so, but there are those that bleat, they claim that a good model can be ruined. I argue that this hobby should be a constructional, creative activity, not a passive one – leave that to the collectors who wish to keep their models pristine and in their boxes.

Traditional railway modelling is lost

I think in recent years the hobby has moved away from the sort of model railway which always seemed to interest enthusiasts the most. By those, I mean layouts featuring complex track formations, working mechanical signalling, locomotive-hauled passenger trains, proper freight traffic, etc., true and accurate renditions of our bygone railways.

All that seems at least a generation or more ago now, although odd pockets still remain. Look at a magazine or visit a show and we seem to be overwhelmed by a plethora of digitally controlled and excessively contrived just supposing layouts; all of which end up looking – and sounding – exactly the same.

Passing on artisan skills

Returning to demonstrating, it is very important that best practices are shown (although I do admit to adopting my teacher-mode of 'Do as I say, not as I do!' at times when explaining things). Unless creative artisan skills are passed on, I feel the only path is a backwards one in the hobby. Yes, there are exciting new processes appearing all the time, like laser cutting and 3-D printing, but they require computer software and associated skills, but I don't believe that computers however sophisticated would be able to do all the things necessary in the building of a model railway.

That's why I think the demonstrational aspect of model making by hand is so important. And, passing on skills is not just about demonstrating, it's also about the advice given in the media, in all its modern forms.

Getting things right

There is a huge responsibility to 'get things right', especially with describing how to make things and, particularly, when undertaking historical research. Having written several books in the last three years showing (mainly my) pictures of BR's operations from 30-50 years ago, I've had to really strive to make sure my captions are as accurate as possible, (though still the inevitable blooper scraped through).

There will be no path forward if authors writing historical works and demonstrators offering advice on building model railways don't get things as correct as they can, ensuring that accurate information is passed on.

Yet, and I'm on my hobby horse now, I despair at seeing some of the stuff offered as 'forward-looking' advice. Do some modellers never look at historical pictures of what they're trying to recreate? Howlers I've seen in the media more recently include layouts depicting Settle & Carlisle track plans with facing crossovers at through stations [Ed. – *usual prototype practice was to avoid facing points on main lines, although in modern times this has been relaxed*], a layout intended to inspire beginners with a signal box placed at 45° to the track because "...it looked more interesting like that..." Platforms made so high that carriage doors could not be opened, non-working semaphore signals or signals placed in ludicrous positions, a lack of trap points, steam-hauled trains running without loco lamps or discs displayed, a Buffet Car marshalled

in the centre of a train of non-gangwayed stock and even advice on gluing etched brass kits together because folk are 'scared' of soldering. Oh dear.

What hope is there for those newcomers who copy such mistakes, omissions and anachronisms?

My own preference is always to model an actual prototype location, but I appreciate that many, because of space restrictions or lack of accurate information, choose a fictional location. If you must, then my plea is at least try and observe prototype practice, otherwise even the best formulated might-have-been layout, loses its credibility.

Could it be that some don't care how inaccurate their research and model-making might be? If that's the case, and if they form the majority of opinion, then I fear there'll be no way forward. What will happen if newcomers, eager to learn skills and soak up information, are ill-advised and shown duff stuff. I think they'll become disillusioned, and that's when the hobby will stagnate.

Disservice

My apologies if some of these ramblings appear extreme, but we will do a disservice to the hobby by passing on factual ignorance. I would really like to think there is a positive way forward, but without a continuity of individual model making, and a procession of advisers (be they demonstrators, writers, or You Tubers) who ensure that what they show is both factually correct and demonstrates best practices, we'll be in mortal danger of going backwards.

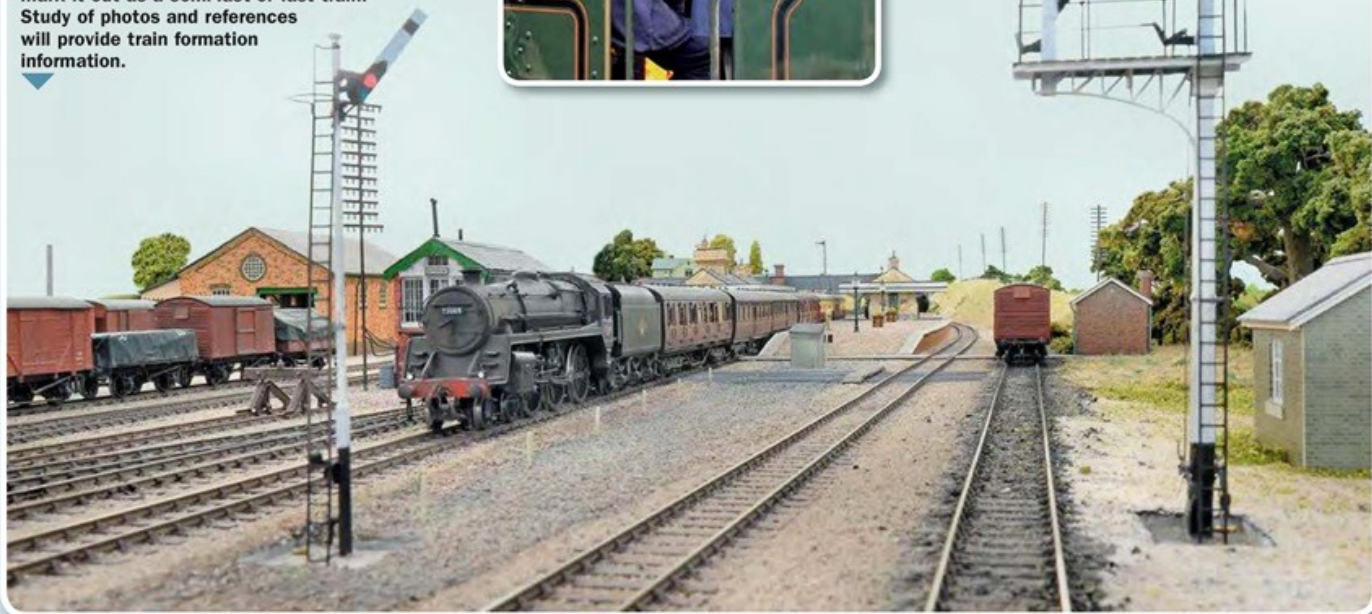
To conclude with some positive comments, here are a few tips I'd recommend you to follow to ensure optimum accuracy and authenticity in your modelling.

- Firstly always study the prototype – the amount of historical information available in books and on line has never been greater.
- Choose to model an actual prototype – as all the difficult decisions have already been made. If you must choose a fictitious subject then please, please model prototype practices through careful observation and research.
- Treat any advice offered by self-proclaimed 'experts' with a degree of suspicion and check and verify it for yourself.

Being authentic and faithful to the prototype in our modelling, and ensuring that we are accurate at all times, is the only straight and true way forward for the hobby in my view.

Getting the details right first-hand: Tony experiencing a cab ride on GWR Modified Hall No.6990 Witherslack Hall.

Class A lamps on this BR Standard Class 5 mark it out as a semi-fast or fast train. Study of photos and references will provide train formation information.



Moorside

Modelling and words: **RICHARD GLOVER** Photography: **STEVE FLINT**

I've always liked roadside tramways, with their relaxed style of operation and often unusual locos and rolling stock. I had been involved in a society project to build a model of a narrow gauge roadside tramway set in the Yorkshire Dales, but this had sadly been abandoned.

Then, around 10 years ago, I had two periods of convalescence while I ran-in a couple of replacement hip joints. It seemed a good time to start something new and I decided to resurrect the roadside tramway.

I needed something small and light enough to hold under one arm while using a stick with the other. This enabled me to carry

the model into the well-lit kitchen to work on it and to pack everything away afterwards. The previous project was called the Yoredale Tramway and I kept the original name.

Construction of the first version

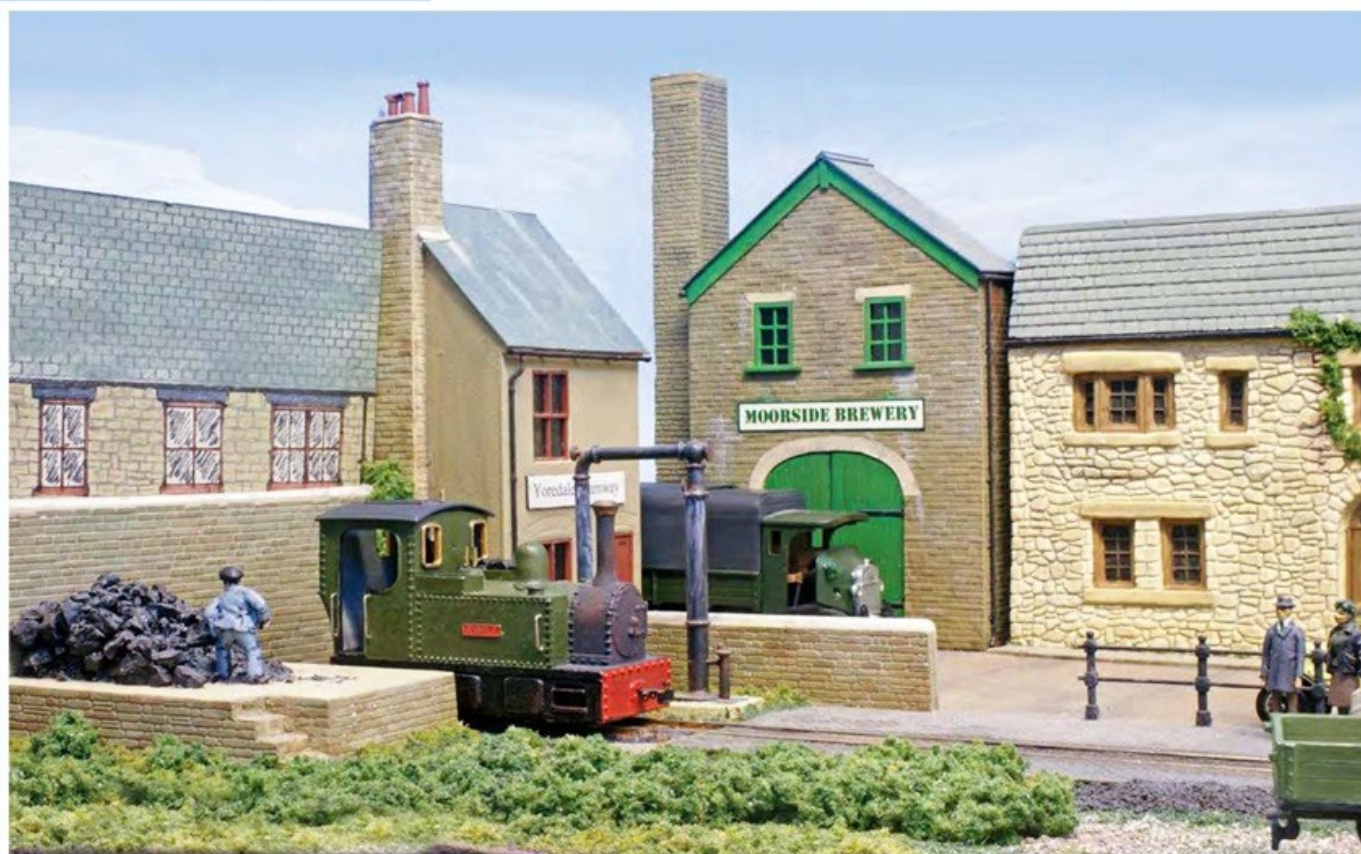
The layout started out measuring 95cm by 26.5cm, using 3mm MDF sheet on a light wood frame, topped with 3mm cork tiles (see Fig. 1). On this I used Peco 'crazy track' to lay out a station based on that useful concept *Inglennook Sidings*. Mine was reversed, so that two of the sidings represented the main line with a siding, or

A Bagnall 0-4-0T engaged in some shunting. The loco was built by Paul Windle.



▲ Wharfe is one of the River Class engines; a Paul Windle loco on a Halling mechanism.





▲ River Class *Ribble* – a 3D printed body from CWRailways, running on a Kato 11-103 mechanism – taking on coal and water .

possibly the run-round loop. On small layouts like this space is at a premium and parts of the model may have to have more than one function.

The line ended in a paved area on the edge of town, now called Moorside, and in true tramway fashion no platform was provided. Goods traffic had a siding serving a substantial unloading ramp, suggested by those at Wantage Town on the Wantage Tramway. The siding continued into the Dale Head Farm Supplies. A kick-back siding into the coal merchant's yard was added to torment visiting operators.

With the limited width available the buildings along the back of the model were all low relief. The two cottages on the left were Townstreet Models castings, but the Yoredale Dairy (The Cream of the Dales) and

the field barn were made from Slater's moulded sheets on 5mm foamboard. The drystone walling, so typical of the area I wished to represent, is the excellent Hornby Skaledale product. But the stile was scratchbuilt based on those seen in Wharfedale, a part of Yorkshire I know well.

Wills provided the goods shed and coal yard office, the tramway office is a modified Dornaplas product, but the agricultural supplies shed is constructed from Wills corrugated sheet.

Locomotives and rolling stock

By the time I started *Moorside* I already had a collection of tramway stock. It had started with one of Paul Windle's Clogher-style locos and I had suitable tramway coaches and goods stock from my other layouts. Then, at an exhibition, I saw three of Paul's tram locos for sale. I could not work out which one to buy, so I purchased the lot! So the Yoredale Tramway now had the River Class

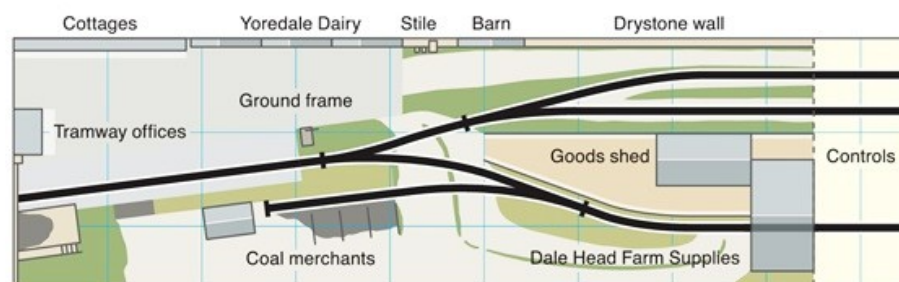
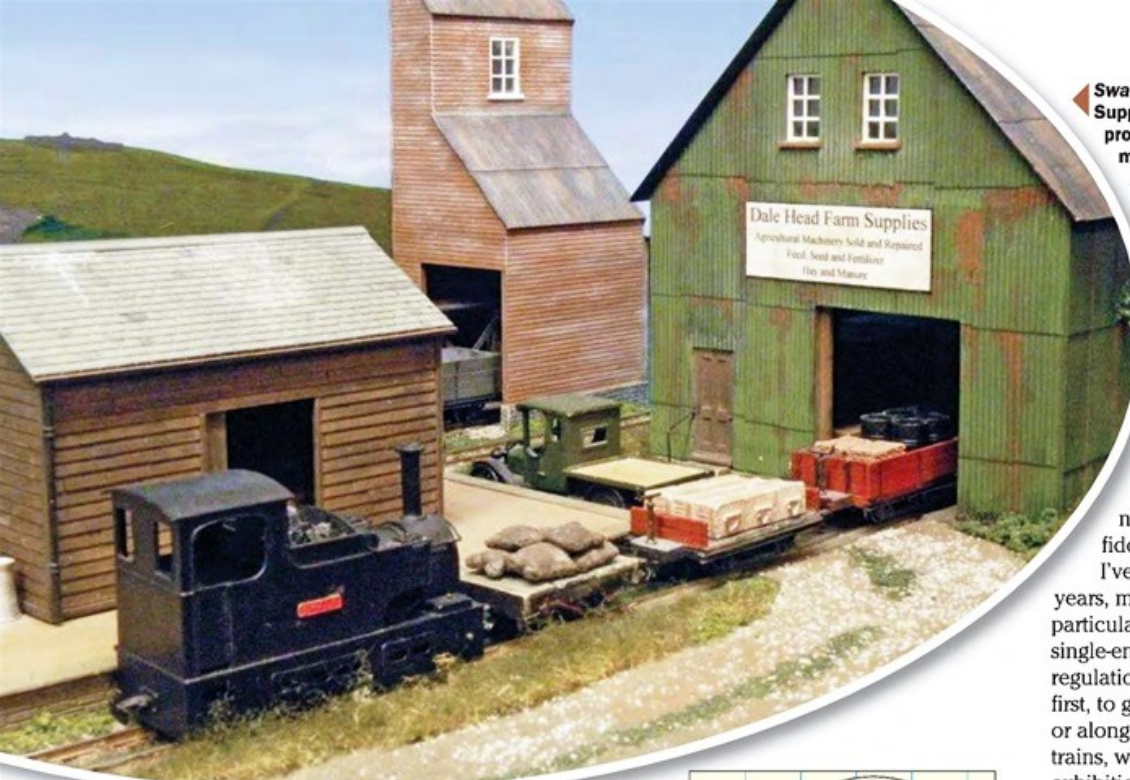


Fig. 1 Moorside Station as first built

Overall size: 950mm x 265mm. Each grid square: 100mm x 100mm.



Swale shunting the Dale Head Farm Supplies building. The loco is a Paul Windle production on an N gauge Plymouth diesel mechanism from Bachmann. Photograph by the author

The Mk.II Moorside

Moorside was now starting to be invited to exhibitions and this exposed a weakness in the original concept. Operation of the layout relied on considerable sleight of hand in what passed for hidden sidings. This was time-consuming and required much handling of stock, so there was nothing for it but to make a proper fiddle yard.

I've made a number of these over the years, mostly of the sector table type. This is particularly suitable for tramways with single-ended locos, as Board of Trade regulations required such engines to run cab first, to give good visibility when running in, or alongside, a road. As well as turning entire trains, which can be a life saver at busy exhibitions, locos can also be turned off scene, reducing stock handling.

The first sector table was 30cm in diameter, surplus from another layout. This transformed operation, giving trains somewhere to go to and arrive from. The table also acted as a throat point, allowing hands-off running round. It worked so well that I made a larger one of 40cm diameter with four tracks instead of three and Fig. 2 shows the current layout.

For exhibitions *Moorside* shares a display and lighting frame with another of my layouts, which was longer. It seemed a pity to waste this opportunity, so an additional 10cm has been added to the left-hand end.

This gave room for another low relief building and I also decided that the model needed proper backscenes. These were removable, to make access to the layout easier. The right-angled bends in the sky were disguised by a brewery and its chimney on the left and a half relief mineral transhipment shed on the right.

I could now run trains of two bogie coaches, or four four-wheeled wagons and a brakevan. The goods trains were shorter than the prototype would have used, but you have to make some compromises with small layouts.

Operation

At exhibitions the layout runs to a sequence timetable covering a full day, taking about an hour. There is a fairly frequent passenger service to connect with the main line. Twice a day a train of empty mineral wagons comes up to load with crushed limestone at the quarry transhipment shed. A daily goods service brings up staples like coal, food and agricultural supplies. Wagons can be moved into the shed and loaded or unloaded there.

The coal yard office and lorry, still waiting for the puncture to be repaired.

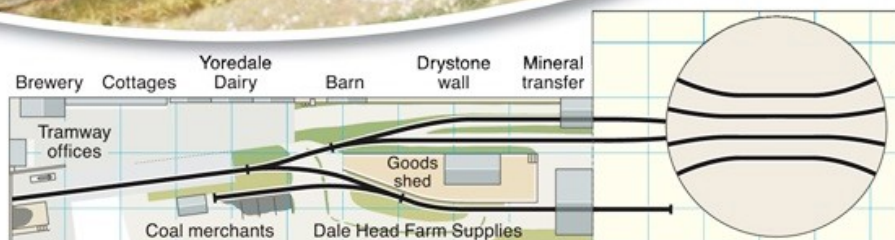


Fig. 2 Moorside Station now

Overall size: 1050mm x 265mm. Each grid square: 100mm x 100mm.

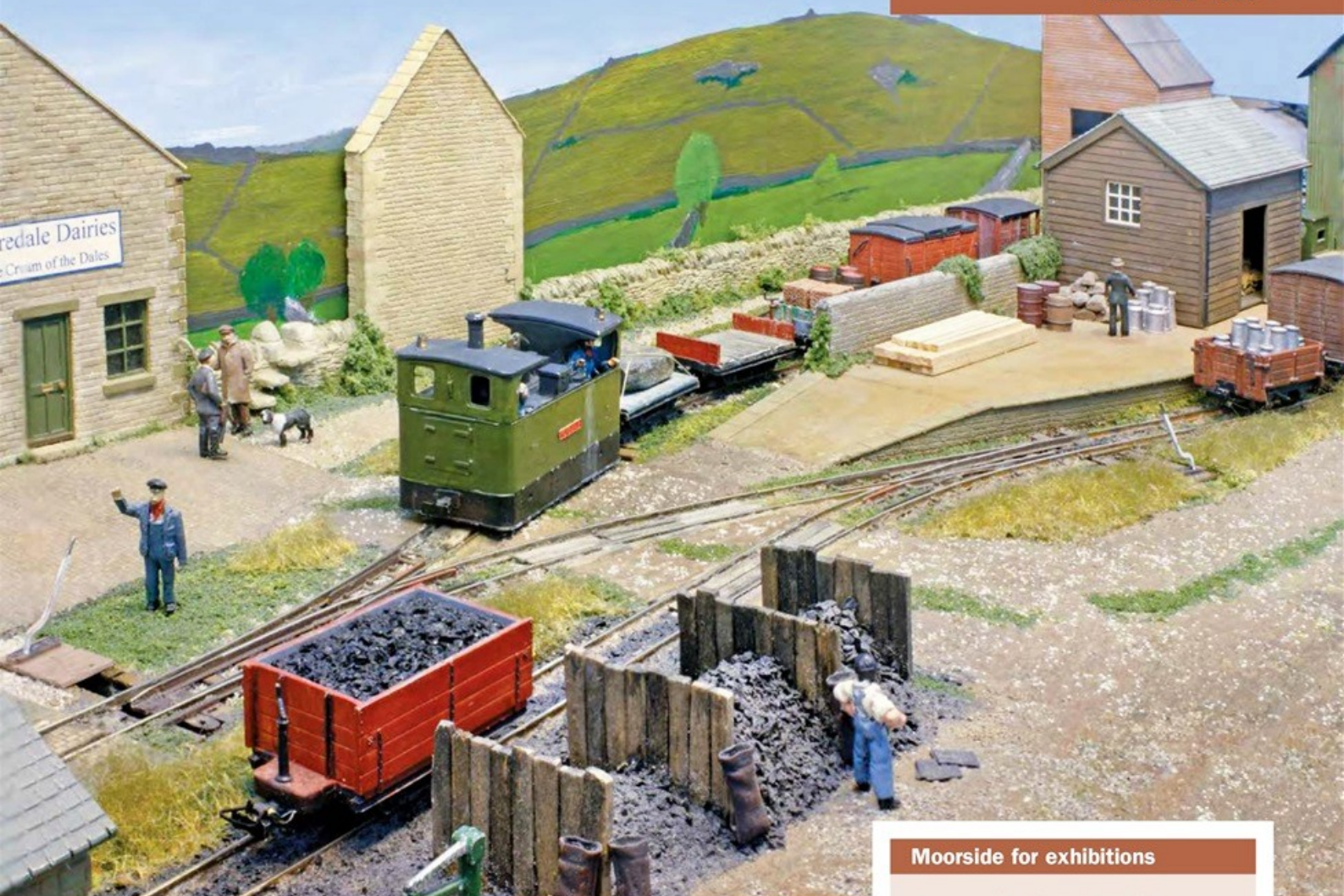
of four Sharp Stewarts: *Swale*, *Wharfe*, *Nidd* and *Aire*, all named after Yorkshire rivers.

The mainstay of the tramway is crushed limestone from a nearby quarry, so a powerful machine for this traffic was produced by taking a couple of Peco Glyn Valley kits and combining them into a

double ended *bi-cabine* called *Yoredale*. This was a style popular in France, but Hunslet also made one for the 3' gauge Tralee & Dingle in Ireland.

A fifth, larger member of the River Class, *Ribble*, was supplied thanks to a 3D printed body from CWRailways.





Moorside for exhibitions

Anyone interested in exhibiting *Moorside* can contact me at richardglover17@gmail.com. I am a member of both the Greenwich & District Narrow Gauge Railway Society and the 009 Society.

The twin railbuses are made up from modified Dundas Models coach kits, with a Kato 11-103 mechanism in one half.

Photograph by the author

Greenwich couplings allow reliable hands-free shunting.

With the fitting of backscenes on three sides the original wire-in-tube point operation became impractical. Also, although I prefer to operate from behind at exhibitions, at home I want to run the layout from the front. By powering the points it was possible to have a small control box on a long cable that could be used on either side.

There is not much depth under the layout and the Hanksraft slow-motion motors I have used before would not fit, so I experimented with servo motors. The servos operated the points perfectly, but interference from moving trains caused them to change unexpectedly. I found this out just a week away from an exhibition appearance! But by chance I'd seen another make of slow-motion point motor advertised by a UK supplier and had ordered three on spec and they were small enough to fit under the layout. *Moorside* went to the exhibition and these Micro-Mark point motors have worked ever since.

Conclusion

Moorside has evolved steadily over the years and I'm now seeing if I can extend the sidings to add sheep traffic. Sheep farming is important in the Dales and in the 1920-35

▲ *Yoredale* arriving with the daily goods – the double-cab loco is modified from two Peco Glyn Valley kits on a Farish Pannier mechanism.

period that the model is set in sheep would still have travelled by rail.

The layout has grown slightly from the original concept, but I can still carry the scenic section under one arm, although these days I don't require a walking stick!





Oakham

This wayside station on the line linking Leicester and Peterborough will forever be associated with Airfix, and its model of the still-operational signal box at this Rutland location. **VICTOR HALL** assesses its potential for the modeller wishing to combine today's railway scene with some historic structures.

▲ A view of the canopy details and the footbridge. East Midlands Trains No.158 863 is on a diverted Liverpool – Norwich service.

Photography by the author

Oakham is the county town of Rutland and lies on a north-south alignment on the route of the former Syston & Peterborough Railway, between Melton Mowbray and Stamford. Four miles south of Oakham is Manton Junction where a line diverges for Corby and Kettering Junction, to join the Midland main line to London.

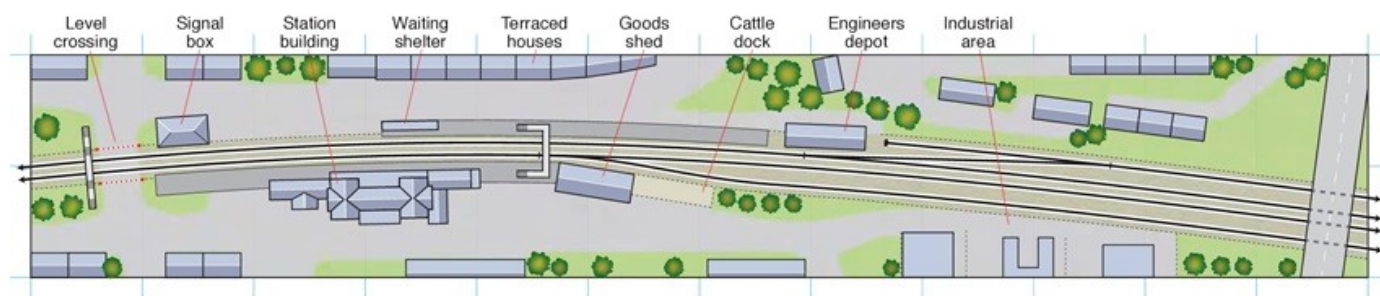
I surveyed the station in the summer of 2018 and these accompanying notes reflect the site as it appeared at that time.

Track and structures

The track layout comprises double track running lines, each with a goods loop north of the station; the up line being towards Peterborough. Interestingly, the up line has concrete sleepers but the down line retains wooden ones. Access to the down loop is followed by a trailing point which forms a siding into the Network Rail depot adjacent to the station. This siding is used mainly as a means of transferring road/rail vehicles onto/off track

but is also used as a repository for defective wagons and locos. The up loop finishes short of the goods shed, adjacent to the cattle dock platform, and is frequently used to hold a freight train awaiting its path. Additionally, both loops are used for steam engines on special train duties to take on water from a road tanker.

Signalling is a mixture of old and new. Exit from the up loop is protected by a trap point and is controlled by an upper quadrant stop



Oakham Overall layout size 12' x 2'. Each grid square = 1' x 1'.

signal, fitted with a sighting board, whilst the main line signals are colour light; the up signal being cantilevered over the down line, as can be seen in the pictures.

The station platforms are approximately 300' long, but staggered by 200' as shown on the plan, and linked by a functional steel footbridge. The up side has retained its original two-storey station building which dates from the mid 19th century. It is an attractive design, with a portico entrance on the road side, and a long canopy with decorative supporting pillars on the platform side. Adding to its attraction, but modelling complexity, the building is made up of various 'wings' giving the impression of being added-to over the years. By contrast, the down platform has only a small brick-built shelter comprising a waiting room and an open canopied section.

At the south end of the station is a level crossing with twin arm barriers controlled from the signal box which, of course, was the prototype for the original Airfix kit designed over 50 years ago.

A typical Midland lattice footbridge provides a facility for those pedestrians who can't wait until the barriers are lifted.

At the Melton end of the up platform is the former goods shed, now the Grainstore Brewery which has a corrugated extension built on the base of the cattle dock, and a free-standing canopy on the road side.

Services and motive power

Thanks to being part of the Felixstowe – Nuneaton trunk route, Oakham sees an intensity and variety of train services that makes it an ideal subject for modelling the current railway scene. A typical day's services for March 2018 is shown in the accompanying timetable.

The regular passenger service is the hourly Birmingham – Stansted Airport service which is operated by Cross Country Trains using two- or three-car Class 170 DMUs. However, East Midlands Trains operates two 'skeleton' services, in order to work units to and from Nottingham depot for servicing and to retain route knowledge. There is an early morning train to Norwich, formed of a Class 158 DMU, and a late-night Class 153, which comes from Spalding. For similar reasons, some London – Derby services are routed via Oakham, using four-car Meridian sets. In addition to the scheduled passenger

Typical weekday timetable, 0900 – 1800

Passenger trains

Time	Train	TOC
xx19	Stansted Airport – Birmingham New Street	XC
xx45	Birmingham New Street – Stansted Airport	XC
0948	London St Pancras – Derby	EMT
1725	Derby – London St. Pancras	EMT

Freight trains

Time	Train	TOC
0944	Mountsorrel – Kennett Redland Sidings	DBC
1025	Wellingborough – Rylstone Tilcon	GBRF
1104	Corby – Margam	DBC
1119	Mountsorrel – Whitemoor	GBRF
1156	Birmingham Lawley Street – Felixstowe	FL
1159	Felixstowe – Crewe Basford Hall	FL
1229	Whitemoor – Mountsorrel	GBRF
1306	Chesterton Junction – Tunstead	FL
1342	Mountsorrel – Peterborough West Yard	DBC
1429	Ferme Park – Bardon Hill	GBRF
1452	Felixstowe – Birch Coppice	GBRF
1502	Chesterton Redland Sidings – Mountsorrel	DBC
1533	St Pancras Chuchyard Sidings – Ketton	DBC
1614	Hams Hall – Felixstowe	GBRF
1657	Birch Coppice – Felixstowe	FL
1729	West Thurrock – Tunstead	FL

Train Operating Companies (TOC) –

- DBC DB Cargo • EMT East Midlands Trains
- FL Freightliner • GBRF GB Railfreight • XC Cross-country Trains

services, the route is frequently used for diversions when the Midland main line is closed, bringing HSTs and full-length Meridians through the station. Similarly, disruption on the Nottingham – Grantham – Peterborough line can result in EMT's Liverpool – Norwich service travelling via Oakham. Steam traction is regularly seen, either on special passenger services or undertaking positioning moves,

A panoramic view south with Freightliner Class 70 No.70 013 heading a train of cement wagons.





▲ GB Railfreight Class 66 No.66 723 *Chinook* stands in the up loop on an intermodal train. Note the trap point.

▲ A view from the footbridge looking north as DB Cargo Class 66 No.66 077 hauls the Corby – Margam empty steel train under the cantilevered up signal.



▲ The north end of the goods shed.

comprising a loco and support coach.

There is a significant number of freight trains bringing a colourful selection of locomotives belonging to the various operators. Although these are mainly Class 66, other classes make an appearance, including heritage designs. They convey four main commodities; aggregates, steel, cement, and containerised merchandise. Aggregate traffic originates from the Derbyshire and Leicestershire quarries and is conveyed in box wagons and hoppers including at one time, the self-discharge train. Corby steelworks is now a shadow of its former self, but still processes steel received from South Wales. This is conveyed in bogie coil wagons on the daily Margam – Corby service, with a return working for the empty wagons. Between Oakham and Stamford is Ketton cement works, which supports a daily freight service to London conveying PCAs. Access to the works' siding is by a trailing point off the up line, with no adjacent crossover. Loaded trains are destined for Kings Cross so simply join the main line to Peterborough. However,

▲ The station forecourt showing the buildings and goods shed.



▲ The cottages on Barleythorpe Road would make a useful backscene on a layout with its viewing side arranged to look west, with the station building in the foreground.





the return empty wagons are worked across to St Pancras Churchyard sidings and travel north on the Midland main line to Syston Junction so that they can simply reverse into the exchange sidings at Ketton. There is also an 'as required' train of MEAs with coal for the works. Container traffic has increased following development of the line to accommodate 9'6" high containers, and several operate during the daytime. Network Rail engineering or inspection trains also make an appearance together with occasional passenger stock working from Bombardier's Derby works to the London and south-east operators including new Underground vehicles. In addition to all

The signal box and the barrier mechanism.

these, there are numerous light engine movements which can bring unusual sightings such as a GBRF Class 66+92 combination *en route* from Willesden to Brush at Loughborough.

The model

Although Oakham could be modelled as a continuous-run layout (particularly in N gauge), it lends itself more to an end-to-end format, sandwiched between two fiddle yards. It would be best presented as if looking towards the main entrance of the station for two reasons. First the frontage with its portico is a very attractive feature, and secondly, the row of terraced houses along Barleythorpe Road, which runs behind the down platform, would make a natural

backscene. At the Stamford end, the scenic break could fall beyond the level crossing where the view of the line is obscured by dense foliage, whilst at the other end, a natural break is formed by the modern concrete overbridge carrying the A606 Oakham bypass over the line. In reality, this is quite a distance from the station but we modellers have never been slow to compress distances, and it would allow more of the goods loops to be modelled.

So that is Oakham. Plenty of variety and operational interest, although some would say "it's not a patch on the days when Beyer-Garratts worked the Wellingborough coal trains"!

The goods shed and stairs from the platform side.



Fish traffic for Dentdale

Photography by the author

Whilst Cleethorpes has been the butt of the occasional music hall joke, Grimsby cannot boast many claims to fame, but, in my youth, it was the largest and busiest fishing port in the whole world, and with justification.

Express fish trains departed daily, mainly down the old GN line via Louth to London, but also west and north. In my day they were entrusted to the capable Gresley K3 2-6-0s most frequently, although Thompson B1s also featured, whilst, in the 1960s, Britannia Pacifics 70035-41 were transferred to Immingham shed (40B). Their main role was hauling the fish trains, but I do recall being pulled by one all the way from Cleethorpes to Kings Cross in the heady days when Cleethorpes had direct trains to the capital, with a restaurant car to boot. These glory days finished on 14 October 1966 when the last fish train ran; no more would they create the characteristic, piercing squeal of loco flanges binding round the fully check railed curve by the dock entrance.

Nowadays the Grade 1 listed 200' high Dock Tower, an inspiration for the magnificent Campanile Torre Del Mangia by the Campo in Siena, Tuscany (or maybe it was the other way round...) gazes down on a forlorn, barren wasteland of former prosperity. Nearby the impressive Fishing Heritage Centre provides a tangible reminder of when Grimsby ruled the trawler world and, a mere half mile along the Humber bank, just inside the Cleethorpes boundary, the 'melodious' signature ditty of Grimsby Town supporters "We only sing when we're fishing" rings out from Blundell Park to show the mariner connection lives on.

I wished to replicate one of the Grimsby fish trains working hard over the Settle & Carlisle heading for the likes of Glasgow so, over more than a reasonable number of years, I have assembled around 30 examples of suitable vans, 20 of which are in a dedicated fish train going north, whilst the residue are on a through freight heading back empty to Grimsby.

The prototypes

In my 1937-47 era the LNER had assumed control of the extensive Great Central Railway Dock system which had put Grimsby firmly on the map. Hence my first reference point was the Peter Tatlow collection of books. His original authoritative publication *A Pictorial Record Of LNER Wagons*, published by OPC in 1976 was well received to the extent that he was encouraged to produce a fuller analysis which spurred a further five volumes.

In the early post-Grouping years the LNER persevered predominantly with outside framed designs, more in keeping with the pre-1923 vogue, although the company was forward thinking in one batch of 50 built at Doncaster in 1927 in that they featured a 14' wheelbase, which

As a child in Cleethorpes in the 1950s, **IAN NUTTALL** had a ringside seat for the extensive fleet of fishing vessels, and the trains that served them for onward transportation. Thus for his LMS-period Settle & Carlisle OO project a fish special was a must. This is how he assembled the formation.



This was my first effort to create a plausible, accurate and reasonably detailed LNER fish van using the 3H LNER 12T goods van as a reliable basis (which came free as Doug Hewson, proprietor of 3H and north Lincolnshire man used to deposit bags full of his failures from his injection mouldings on us at Grimsby & District MRS. It was easy to 'mix and match' to create a full kit of parts. I must have made a dozen wagons via this unusual approach; thanks Doug). I used plasticard to make new ends and sourced the necessary parts for a fitted underframe from ABS parts, whilst the chalk destination board was framed in 10thou x 15thou plasticard. With pin sharp vision – I did build this 40 years ago – I wrote the destination GRIMSBY (coals to Newcastle?) with a mapping pen and Pelikan Plaka ink. The legend FISH came from the Slater's 1.5mm alphabet; ideal. Weathering gives a work-stained, hard earned miles dimension and, despite its age, might just stand comparison with Bachmann's latest 'all singing, all dancing' release – or am I wearing my rose tinted spectacles? Those of you with a leaning towards the minutiae in photos will have spotted the Blu-tack chock against the right-hand wheel. Where I took my photos is on a gradient of 1 in 100; this wagon was so free wheeling it persisted in drifting off shot... I shouldn't moan.

was more suited to high speed running. By far the two largest Diagrams, Nos.23 and 134, generated 1350 and 1950 vans respectively; that's a lot of fish trains. The former were more old fashioned with their outside frames and 9' wheelbase, although they did exude considerable character and charm. The latter looked modern, boasting 12' wheelbases and inside framing; they became the archetypal latter-day LNER fish van.

Featured here is a third of my Grimsby – Glasgow fish train as it makes sure-footed progress up my 1 in 100 gradient northwards through Dentdale; as with the Pony Express, "The Fish must go through...". I have a venerable, though well weighted and powerful, K's Black Five for this service. The train weighs a ton; hence it is this or a scaled Hornby Dublo 8F... none of the present modern products are up to the challenge.





Parkside's LNER 12' wb fish van produces a basically accurate, well detailed kit. I have made the end door stops more prominent and added end lamp irons, whilst the weathered finish (dry brushing from a palette of Humbrol 26, 33, 34 and 113) and the 'Paisley' chalk name – which would suit the chosen destination of my train – impart that well used look. As much of the brake gear as is practical is attached from brass wire and, to round matters off, ABS castings provide the upright vac pipes and low hung steam heating pipes. My 229770 is from a batch of 800 built by Faverdale in 1938.



This is a slatted sided LMS fish van to D1884 built, with much blood split, from a Jidenco kit. Notoriously they were not 'user friendly', yet did allow extra variety to one's stock. This is a through piped example turned out in LMS crimson lake livery with LMS coach insignia/lettering. I built this at least 30 years ago; the paucity of solebar detail is apparent, whilst the eagle-eyed among you will have spotted the buffers generic to all Jidenco kits and the non-matching three-hole disc wheels, probably all I could muster at the time, and haven't been sufficiently ruthless to address this shortcoming since... must try harder.

Studying Peter Tatlow's selection of Diagrams, wagon numbers and photographs I hit upon one anomaly. His comprehensive table of all LNER built fish vans (p145 of *LNER Wagons Vol.4A*) states that all 550 wagons built to Diagram 83 were 10' wb, yet, in his original book, plate 91 on p46 shows No.168975 from that group with wb 9' clear for all to see on the solebar. Perhaps just the first batch of 50, 168935-84, built at Darlington in 1932 were 9' wb, whilst the following 500 were updated to 10' wb. I'm sure there is someone out there, more knowledgeable than me on matters LNER, who might advise.

Comparing this diagram with the standard LNER 12T goods van it is obvious that these are the roots of these 550 fish vans. The only obvious external difference is that the goods vans have horizontal end planking as opposed to the vertical ones on the fish vans.

In BR days the celebrated 'blue spot' fish vans were associated with the fish trains, as were the Bird's Eye containers, but they were all built post-1948, hence out of my period. However several of the LNER-built 12' wb fish vans were retro-fitted as insulated fish vans and turned out in white livery. Sadly I don't have the conversion dates, but I would suspect they were a precursor to the blue spot vans so would hazard a guess at c.1950, but don't quote me on it. Peter Tatlow lists four sighted examples, all I believe in BR days.

The LMS adopted a very different outlook to the LNER when it came to fish vans for the company included them in the non-passenger coaching stock listings; on a higher plane indeed, and I was keen for the LMS variations to be represented. The S&C is their home territory after all and I have presumed, but can't prove, that the LMS would provide vans for my service to some degree.

They may have been listed as coaching stock, but the first diagrams of LMS Fish Vans built between 1923 and 1930 looked for all the world like basic goods wagons. The first batch, Diagram 1884, with fully slatted sides ran to, I believe, 53 examples, and were remarkably similar to the LMS beer vans, although they also had slatted ends. Next came D1885, the largest production run with 167 vehicles fitted with side and end vents. Photos are relatively rare, but evidence suggests that

Parkside's 6T LMS fish van to D2059; it is a far from ornately finished wagon, yet I like its proportions; a neat example of latish LMS output, governed somewhat by its WW2 build date of 1941. A crimson lake livery and coach style shaded lettering enhances its relatively plain lines. The transfers were from Powsides sheet M330. The XP and WB 10'-0" were from a waterslide transfer. I'm not a great fan of these and, despite my best efforts, the carrier film is visible. What does stand out, from this angle, is the fully fitted brake gear and shows that this example is vacuum fitted as opposed to through piped. It is not often that my efforts below solebar level can be seen clearly, but at least I know it is there.

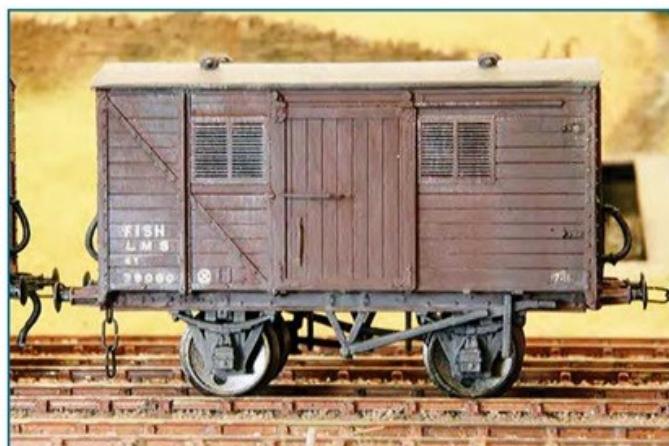


This is my own scratchbuilt version of LMS slatted fish van to D1884; its construction, using plasticard, was inestimably more user friendly than the Jidenco first generation etched kit. All bolt heads are individual 10thou cubes, a process which is remarkably straightforward given a modicum of practice and is an approach which allows you to place them exactly where you want, at no cost except time. When I built this, accurate and appropriate transfers were not available: even the PC (now HMRS) sheets didn't cover my requirements so it was 'mapping pen time again'. Over time – well over 30 years – my two end door stops have sheared off. Memo to self: "Next time remedy shortcomings before taking photographs..."

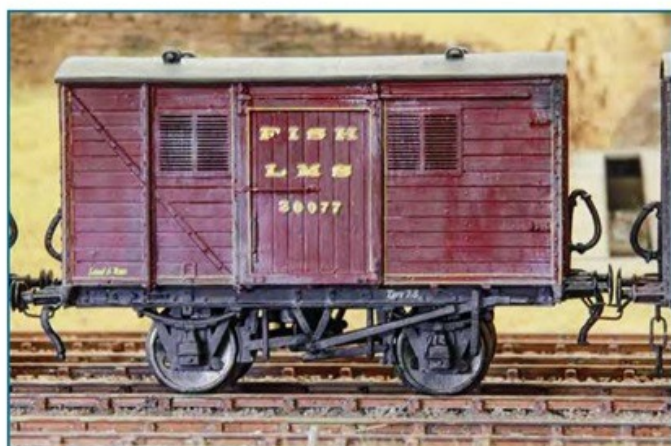




A similar van to that at the bottom of p133, but this example, 39488, carries the later livery with the word FISH moved from the door to the left-hand end. Here too is evidence of my efforts 'below decks'.



My second Cambrian kit parades in simplified post-1936 LMS bauxite and depicts a through piped wagon. I do believe this is the closest I have to my original Hornby Dublo tinplate van from 1960; in some ways it is a shame I sold it when I converted to two-rail in 1966.



The first of my two Cambrian LMS fish van kits; the quality of the plastic injection mouldings is to be commended; the side and roof vents are particularly sharp. I opted for Lanarkshire Model Supplies cast buffers and a vacuum brake cylinder to denote a fully fitted example. I went to town with the lettering/lining, although I altered the number from the pre-1934 one displayed in Plate 154 of *LMS Standard Coaching Stock Vol.1* to its later equivalent, which is more appropriate for my era. Mine is more work-stained than the official photo in the book. My yellow lining came from the HMRS LMS coach lining transfer sheet; I enjoyed the challenge. A tip for making the side vents seem 'see-through': before applying the body colour, paint the vent areas matt black, then dry brush the body colour here to leave the black in the grooves. It works a treat for little effort or expertise. Airbrush aficionados won't find this advice helpful; sorry.

had hand brakes and all appear to be through piped, not fully fitted. How many were built I can't say with certainty, although the number series starts at 40200 and I have seen 40265. Some were built to the same D2115 after nationalisation. Despite their late construction crimson livery was applied, enhanced by LMS coach style lettering.

Maintaining my customary soft spot for matters L&Y I was delighted to note that the company built 445 fish vans, to four different drawings between 1906 and 1919. With the L&Y feeding the S&C at both Skipton and Hellifield I felt duty bound to include them to a smallish degree.

It was a similar scenario with the Great Western Railway, if only to assuage those of Brunswick Green persuasion, or in the case of its fish vans, chocolate brown. The open wagon Tadpoles were, I felt, beyond my remit, but I was happy to consider a couple of Bloaters, as the company's fish vans were coded. Messrs. Atkins, Beard and Tourret don't lay out easy-to-follow tables of construction of the various Bloater Diagrams in their otherwise utterly thorough *GWR Goods Wagons* tome, but working my way through the section on fish vans I make it 270 Bloaters in total, nowhere near the output of the LNER and under half that of the LMS; yet another aspect where the GWR doesn't lead the way... oops, sorry lads, only kidding!



A blast from the past. I scratchbuilt this D1885 LMS fish van, from Lot 336, 40 years ago. I'm afraid the near-'ship anchor chains' three-link couplings are a bit of a giveaway... they were deemed most acceptable in those days when Hobson's Choice Ruled OK. Eagle-eyed readers will spot the dropped brake lever on the far side; since rectified... the camera can be too cruel at times. The channel solebar is 3mm x 1mm milled brass, which may explain the lack of fine detail, although I had entered the individual bolt head approach via 10thou plasticard 'cubes', so the body sits well and my efforts to replicate the see-through vents using 10thou x 20thou plasticard have, I believe, stood the test of time. I used my mapping pen and Humbrol paint to execute the lettering.

the 50 vans from Lot 105 were built with two different plank widths, set alternately, whereas all the others were even planked; why I know not. All wagons to D1884 and D1885 were 9' wb, some were enhanced with fully lined LMS coach style livery. Many of the above wagons were only through piped; look for the absence of a vacuum cylinder. To me it is not obvious from the number series which were fully fitted and which were through piped; certainly none were unfitted. Some were branded FISH, although latterly this just became 'RF', often on the solebar, which I understand identified it as a fish van.

D1886 followed in 1931, the first venture into 10' wb variants. These only had end ventilators, although the basic body dimensions followed those of D1884 and D1885, that is 17'6" long and 7'8" body width. Underframes were given an upgrade on D1887 (1932) and D2059 (1945) as longer leaf springs, J-hangers and eight-shoe clasp brake gear appeared. Wheels remained standard diameter for freight stock at 3'1½" and, again, some were through piped, some fully fitted; take your pick.

A major, and final, advance came as the LMS drew to a close with the introduction of the six-wheel, 31' long express fish van. They still

On the left is the Chivers Finelines LMS six-wheel express fish van which only began to earn its keep during the last, short, post-war period of the LMS. The plastic kit itself is a real success, and easy to construct. Chivers, cleverly, has circumnavigated the potential hazards posed by a six-wheel chassis by making the centre wheels dummies. They are plastic mouldings cut off half a millimetre above rail level – and do you notice? No, not at all. Despite their express status and 14mm coach diameter wheels all were only through piped, yet could run in passenger rated formations up to 75mph, and no doubt did on occasion. All ran in unlined crimson livery; my transfers were sourced from Powsides which produces a series of mini-sheets, each designed for a particular wagon. This is sheet M330 for LMS Passenger Fish Vans; ideal. Another Parkside LNER fish van features on the right, and justifiably so as they formed the backbone of vans from Grimsby in my LMS days, and I do have 10 of them.



The models

In my dim and distant past I can recall buying some Hornby Dublo three-rail equipment from a fellow boarder at Barnard Castle School. Whilst *Duchess of Atholl* and its matching coaches in LMS livery took pride of place I do remember, amongst the goods vehicles, a tinplate van in post-1936 bauxite livery with the word 'FISH' just above the LMS. The Hornby Dublo blue spot fish van was freely available, but was too modern for me and, personally, it seemed a bit too wide; I hope I'm not doing it an injustice.

Nowadays I believe my standards are a tad more finescale and I enjoy taking the kit-or scratchbuilding route to achieve my desired selection of rolling stock. And where would we kit builders be without the likes of Parkside, Cambrian, Slater's, David Geen *et al*? Thank you chaps for your input and expertise.

I suggested earlier that in the first generation of LNER fish vans those to Diagram 83 were developed from the basic 12T goods van, and that is exactly what I did. The 3H kit was available when I started building LNER fish vans so I adapted a couple, adding fully fitted eight-shoe clasp brake gear, Ultracscale wheels, ABS brake pipes and Smith's three-link couplings. Some lead was glued inside, PC (now HMRS) Methfix transfers applied and weathering added as appropriate. Result! Unbelievably, despite over 40 years since building the first, my approach to kit construction has not deviated a great deal. Ultracscale wheels seem increasingly difficult to acquire, and more costly, so I tend to use Gibson ones now, whilst Brassmasters have recently given me an alternative to Smith's couplings; I am happy with either. These days I use replacement whitmetal buffers, or turned brass buffer heads and shanks, to prolong their working life; with three-link couplings buffers earn their keep.

It is only fair, and right, to record that Bachmann manufactured a well proportioned LNER 10T fish van to Diagram 83. Its example is from a batch of 100 built at Darlington in 1934; the detail on it is impressive, making kitbuilders raise their game to compete, which is no bad thing. I suspect the firm chose this very van as it is the one featured on p147 of *LNER Wagons Vol.4A*; I wonder just how many modellers who invested in one, or several, run them as 174894? Surely all modellers seek some variety and individuality?

From what I have written you will have gathered that you need to kit-, or scratchbuild to achieve a representative fish van train in the pre-nationalisation period. But this is fine as it allows us to acquire wagons with more of a personal touch and as much extra detail as we wish to include; happy modelling.



A raw comparison with the photo above – a scratchbuilt alternative to the Chivers Finelines kit which was a Christmas present from long standing model railway mate Roger Ellis. It is plasticard to the fore for the basic structure, whilst all strapping has individual 10thou cube bolt heads, and no expense was spared via screw couplings and PC sprung LMS coach buffers. Roger, you done well, my boy. I added the LMS lettering/numbering as, being addicted to the BR era, Roger has never seen such things. Now a good 30 years old; I believe it has stood the test of time well.

Bibliography

To encourage the accuracy of my models the following books proved particularly useful:

Illustrated History Of LMS Standard Coaching Stock vol.1 by David Jenkinson and Bob Essery. Published by OPC in 1991; ISBN 0-86093-450-0

LNER Wagons vol.4A by Peter Tatlow. Published by Wild Swan 2012; ISBN 978-1-905184-95-8

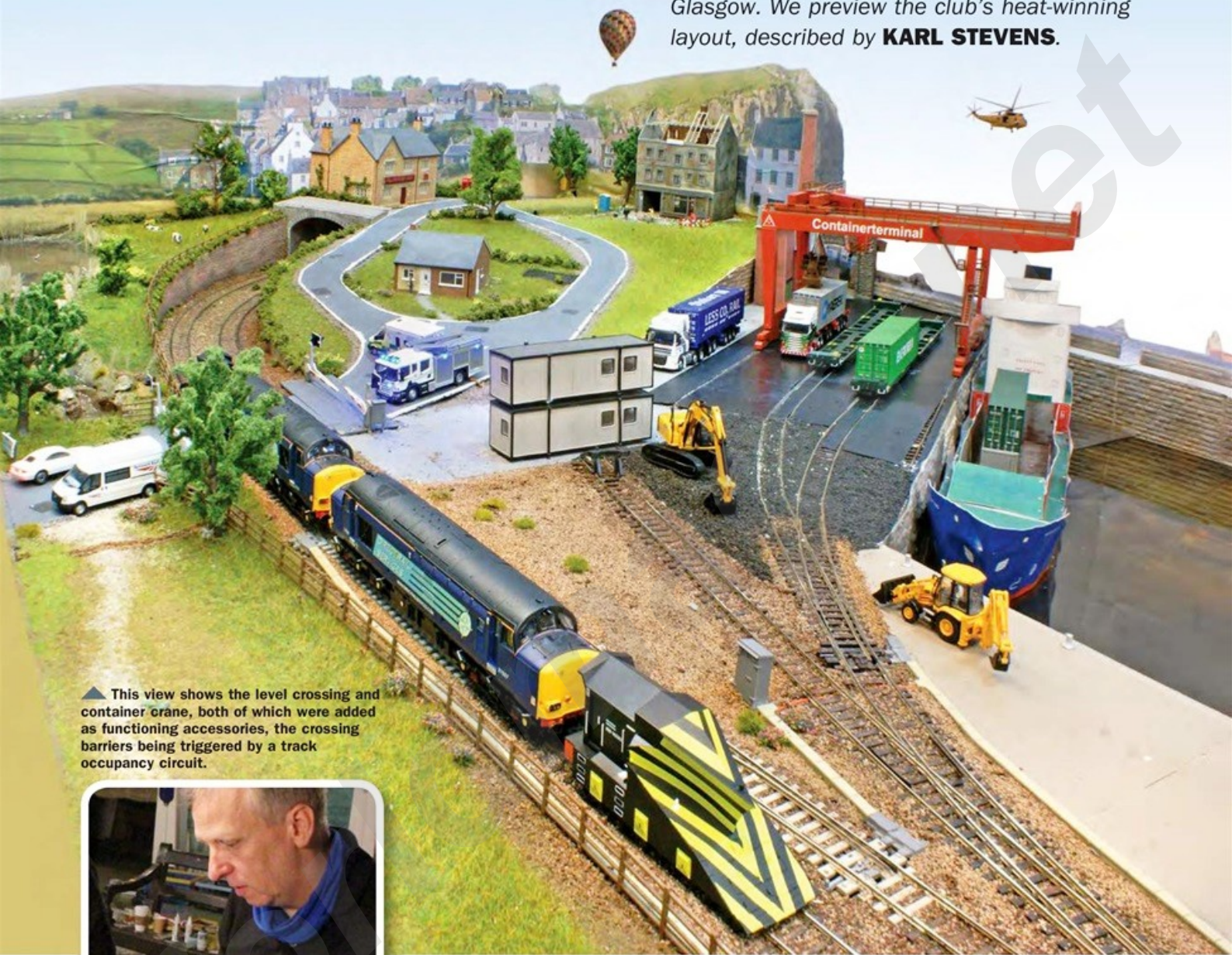
L&Y Wagons vol.2 by Noel Coates. Published by Wild Swan 2006; ISBN 1-905184-18-2

GWR Goods Wagons by A G Atkins, W Beard and R Tourret. Published by Tourret Publishing 1998; ISBN 0-905878-07-8

Clucas Bay

Photography by Steve Flint

Champions of Channel 5's The Great Model Railway Challenge 2018 – The Aberdeen Model Railway Club – will be showing both its prize layouts at Model Rail Scotland over 22 – 24 February 2019 at the SEC in Glasgow. We preview the club's heat-winning layout, described by **KARL STEVENS**.



▲ This view shows the level crossing and container crane, both of which were added as functioning accessories, the crossing barriers being triggered by a track occupancy circuit.



“ – Overall, the team and I very much enjoyed the experience. We were nervous about how the editing may portray the hobby, but in the end it seemed to be very positive – ”

Karl Stevens

It all began with a bit of self belief. Not just in myself, but collectively in the membership of the Aberdeen Model Railway Club. We have a great mixture of experience, enthusiasm and vision amongst our members, and I believed that would help us to produce something really extraordinary in a layout building competition.

After some initial discussions, those who were interested and could commit the time, formed the up and coming Aberdeen MRC Great Model Railway Challenge team.

The first question we considered was how the TV show might portray the hobby; it could be good, or bad, we didn't know. Whatever, 'let's just go for it' we decided.

With the help of a friend we put together a short video showing each of us at home and in the club rooms. It was a very cheesy video, so thankfully no one else will see it, but we sent it off, and it wasn't long before we learned that we had been selected.

The theme we were given for our heat was Water World. We decided to tackle this as we would tackle a club or work project. So an initial planning meeting was set.

The TV company were at pains to point out that everything must be done in secret to avoid any 'spoilers' leaking out, so we all met on a non-club night.

From the rules we knew we had to build a 10' x 5' layout in just 24 hours, and were

allowed up to six pre-build items. We aimed for a twin track OO layout that would be built to the highest standard, would interpret the theme fully, and would be interesting and engaging for the public. Elements we wanted to show included; automation, DCC/TouchCab train control, animations, and the incorporation of real water on the layout.

The first evening was spent developing thoughts, ideas, and a wish list as to what we might achieve. These were marked on the clubroom whiteboard along with some pretty dodgy sketches, though we felt everything would be achievable.

After my 45 minute drive home from the clubroom, I found that Fin had already uploaded a fabulous 3-D render of the plan. How he had come up with this in such a short time after our meeting, still baffles me!

The plan was slowly refined over time. It proving invaluable, as we all now had the same vision on paper of what we wanted to achieve.

Our design was based on a north-east coast of Scotland harbour surrounded with a double track main line with a trestle bridge over a river estuary. To put an unusual twist on things, the layout was to be viewed from land, looking out to sea, as opposed to the more usual viewpoint of looking in at the shoreline from the sea.

This gave us ample opportunity to include some water features. We decided try several different techniques of modelling water; acrylic sheet (for the main harbour), two part 'pouring' resin (for a pond and culvert) and real water (representing a weir on the river estuary).

We also decided on various animations for the layout which included operating level crossing barriers, a wind turbine, a road system, moving boats in the harbour (using a special magnetic chain drive under the acrylic sheet), and because we had one, a working container terminal crane. We also wanted to include as many lights as we could to help really bring the layout to life.

The layout was to be operated via a computer so we could include block detection (using LDT RS8 modules) to enable the automatic triggering of the level crossing barriers as the train approached.

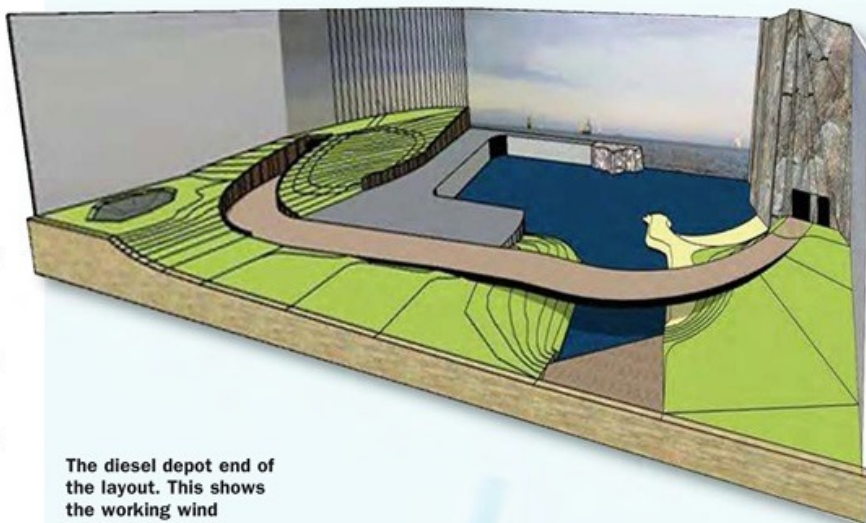
By now we were fully committed, we weren't going to fail, we would produce something to be proud of. Within the rules, we were allowed to pre-build track and ballasting on two of the three sections of our baseboard, and because we were going to do a harbour we laid a base of foam to raise the track base height above the baseboard top by about three inches.

Now the difficult part: whilst all this was going on, our great friend and long standing club member Dave Clucas passed away. We decided to dedicate the build to his memory: all layouts have a name and this one would be *Clucas Bay*. Perhaps this helped our build in a way. We were no longer just trying to win a TV challenge, we were trying to do our friend proud at the same time, and this made us double our efforts and commitment.

What could possibly go wrong?

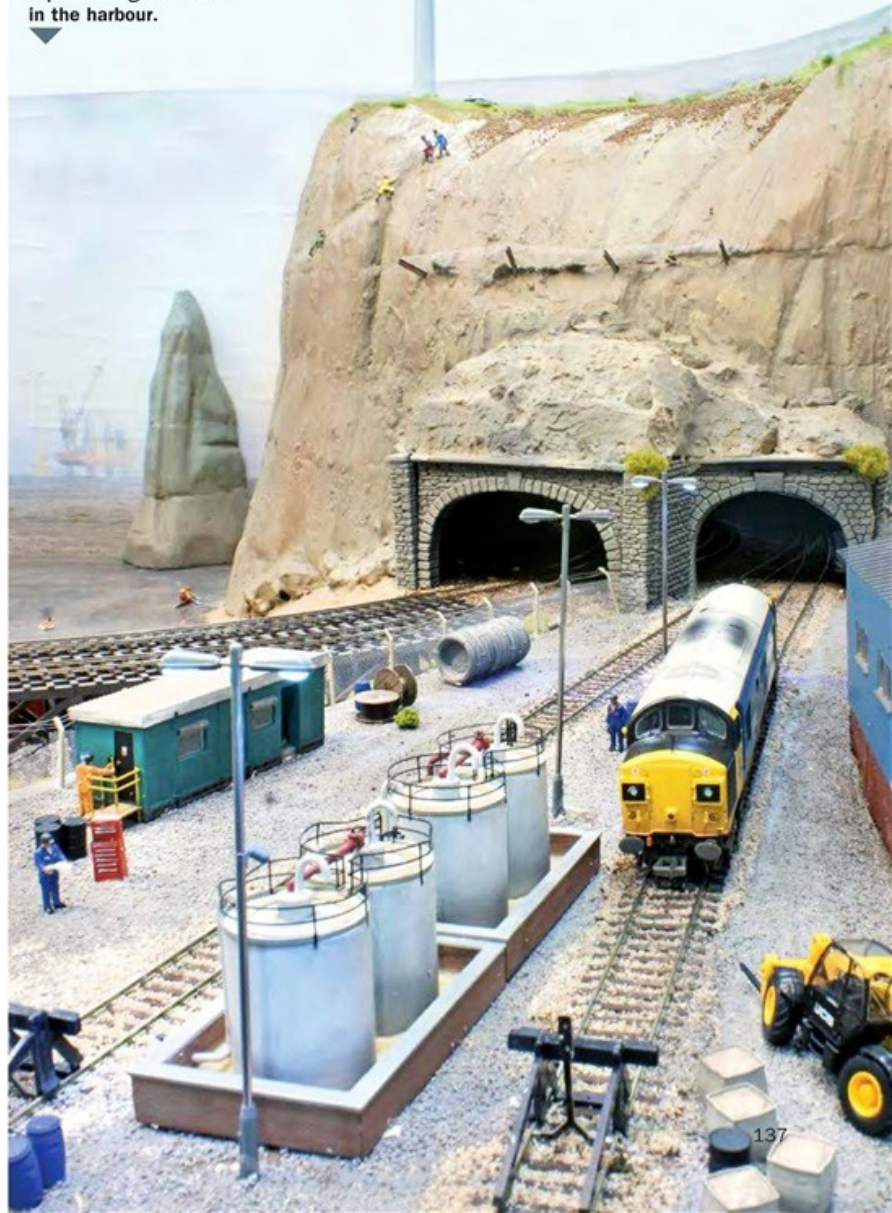
We knew we would have to work as a perfectly coordinated team on filming days, so everyone was allocated a specific set of tasks. We realised early on that time would be against us, so traditional scratchbuilding was out of the question. Thus some of our budget was spent on buying pre-made Bachmann Scenecraft and Hornby Skaledale buildings. We would add extra detailing and lights to customise them to the theme of our layout.

We spent our time on the days leading up to our departure for the film location choosing what tools we would need. Where would that file or screwdriver be? And why wouldn't we need a chainsaw to make a model railway? Perhaps we ought to pack a sledgehammer, in



The diesel depot end of the layout. This shows the working wind turbine and some adventurous rock climbers. In the sea on the left can just be spotted the woman in the lilo which, had the magnetic chain drive worked properly, would have circulated on the acrylic sheet representing the water in the harbour.

▲ The initial 3-D render which Aberdeen team member Fin put together straight after the first planning meeting.





▲ On the left is the pond and the culvert which were made using two-part pouring resin – fortunately it all went well! On the right, another working accessory, the Faller road system lorry.

The weir was the only section of our water world which used real water. A small pump circulated the water from a plastic tank located beneath the baseboard. The water flowed across the rocks (and the old bike) and over the edge of the acrylic base of the weir, running back into the tank through the small gap.



case it all went horribly, horribly wrong!

With everything loaded into a van, and the rest of the team in an accompanying car, we set a *Top Gear* type challenge for the 10-hour drive from Aberdeen to the film set at Fawley Hill – the last group to the hotel would have to pay for the beers!

Next morning we arrived early at Fawley Hill, unloaded our gear and set about evaluating the competition.

On set

After our early start we were anxious but eager to crack on. We were introduced to the show presenters Tim Shaw and James Richardson, and judges Kathy Millatt and Steve Flint.

Tim announced, "On your marks, set, GO". We got cracking straight away knowing the priority was to get all the track down and tested. With the middle board still completely bare it was apparent that this was going to be both fun and hard work.

To raise the track above baseboard level we had used 70mm cavity wall insulation glued to the the baseboard top and carved away to form the harbour walls and estuary banks. A tip here is to seal the cut edges of the foam with white PVA glue to stop all the beads and bits coming off.

A light coating of plasterer's compound was used to create a hard top surface. In an ideal world we would have left the glue, plaster and paint to dry before continuing, but we didn't have that luxury! We pressed on hoping that with the aid of hairdryers and

fan heaters it would all cure hard overnight.

Tracks were laid, wiring added, with all wires terminated with bootlace ferrules to stop any stray strands causing electrical problems. This was Mike's job: would he ever get out from under the layout? In the event we had a train running after just a few hours into the build. Honest!

The backscene we had for the layout was made from photos taken around the Scottish coastline with some enhancements from local towns, and printed out on large sheets. The key question was, how to attach this to the back boards? The initial attempt caused mayhem with the type of paper; there were bubbles and kinks all over so we changed adhesive, using four big sticks of a roll-on glue. This worked a treat.

As the building progressed I kept getting called away for an interview to camera. This was fine, except the noise from Heathrow's aircraft and the screeches of the local pet peacocks kept holding up the proceedings!

Kathy and Steve were always around and looking at what we were doing. Kathy, being an expert on scenery, was always able to spot any potential errors.

By day two our emotions were a mix of excitement and nervousness. Fortunately

because of our careful pre-planning, we knew what each other had to do and we continued to progress well. One of the last items to get added on the second day was the small pond incorporating the two part resin. We had never used this product before, so with cameras rolling, myself and Fin mixed the solutions and started to pour. The mixture gets warm as the chemicals react, though warm is an understatement. The closer we got to pouring the hotter the resin mixture got. Will it melt the foam sub-base? we thought. Jeopardy!

In the event the pond filled to the brim and started to run down to the culvert. Er, stop filling the culvert now please: stop! Fortunately it did, and was perfect. Finishing touches would be done next morning.

On the final day we still had a list of things to do as long as one's arm. Once in the workshop we knuckled down and got things done. Iain got going on the electrostatic grass, I started on the oil yard, Fin on the town area, Ewan and Colin on fencing. Mike came out from under the layout and tried to finish my chain drive.

With the clock ticking down, rolling stock appeared, the container crane was positioned, rock climbers were spotted on the cliff face and the mountain rescue team was deployed.

When "Time's Up," was declared we all stood back. We could now take in our incredible achievement in its entirety. Win or

lose, we knew we'd done ourselves, and most importantly Dave Clucas, proud.

Almost everything was finished, though the chain drive was short of a nut! Consequently there was a little lady on a lilo in our harbour waiting to be rescued. If we'd had another 20 minutes, we'd have got it working by nicking a nut from the hire van!

And the winner is...

After the demonstration phases and the final assessment of the judges, we stood in line waiting for the answer.

Shock and pride. We all looked at each other in disbelief as our club team was announced as the winner. We had done it!

Model Rail Scotland

See Clucas Bay along with the club's final winning layout *City of Tiers* at Model Rail Scotland at the Scottish Event Centre in Glasgow, 22 – 24 February 2019.

Full details in our Societies and Clubs section on page 175.

As seen on TV in

THE GREAT
MODEL RAILWAY
CHALLENGE

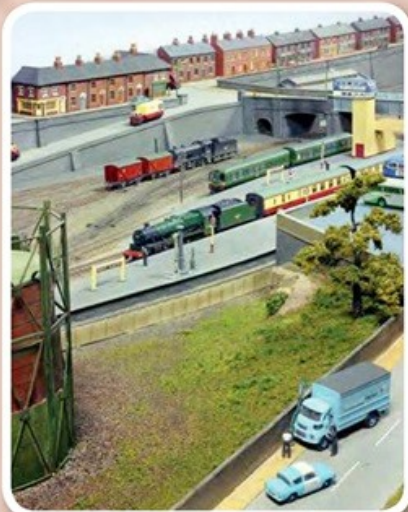


Normanton & Pontefract RMS' 50th

*Founded in 1965, the first show that the Normanton & Pontefract Railway Modellers' Society put on was in 1969. Here Chairman **MARK BUCKLE** looks back on the five decades of exhibitions, including its debut venue – the local swimming baths... The 2019 show will take place over the weekend of 26 & 27 January.*



▲ N&PRMS founder member Alan Creswell employing old-school technology to secure trackwork in place. Photo: courtesy N&PRMS



▲ *Great Burden* is the club's extensive N gauge main line layout. See RM February 2017 for the full feature. Photo: Derek Shore

N&PRMS 50th exhibition

The Normanton & Pontefract RMS 50th Exhibition will take place at New College, Park Lane, Pontefract W8 4QR on Saturday 26 & Sunday 27 January 2019. Around 20 layouts, including *Arun Quay* and *Northallerton* are booked to attend, along with trade support and demonstrations. Full details in Societies & Clubs.

Originally known as Normanton Railway Modellers' Society, the club was set up in 1965 when a group of railwaymen started meeting in a room above the Miners' Arms, Altofts, in Yorkshire. As the Society grew, the club premises moved to Normanton railway station, then to East Ardwick and eventually Methley, between Leeds and Castleford, our present home.

Our first exhibition was organised in the late 1960s by one of the founding members, Alan Creswell, with a modest budget of £10. This was held at Normanton baths, which wasn't ideal due to the bouncy floor – not much good for the smooth running of layouts! The show was moved to Pontefract Town Hall for three years (with a subsequent renaming of the Society), followed by a return to Normanton in 1978 at the Community Centre. In 1999, the show relocated to its current venue of New College, Pontefract, where we will host our 50th exhibition on the last weekend of January 2019.

Several Society layouts have toured the exhibition circuit over the years. These include N gauge *Great Burden*, which was 15 years in the making; *Ramsfield* (OO); and *Hardwick*, the club's first foray into O gauge. All these have previously featured in *RAILWAY MODELLER*, as have many of the Society members' own layouts. We have several new projects under construction, including one aimed at new members, which allows people to develop their skills before working on more advanced models.

The Society draws its membership from across the Five Towns district of West Yorkshire and beyond. Some members have been with the society for several decades



▲ *Ramsfield* reflected the then-current scene, and was Railway of the Month in the March 1989 issue of RM. Photo: courtesy N&PRMS

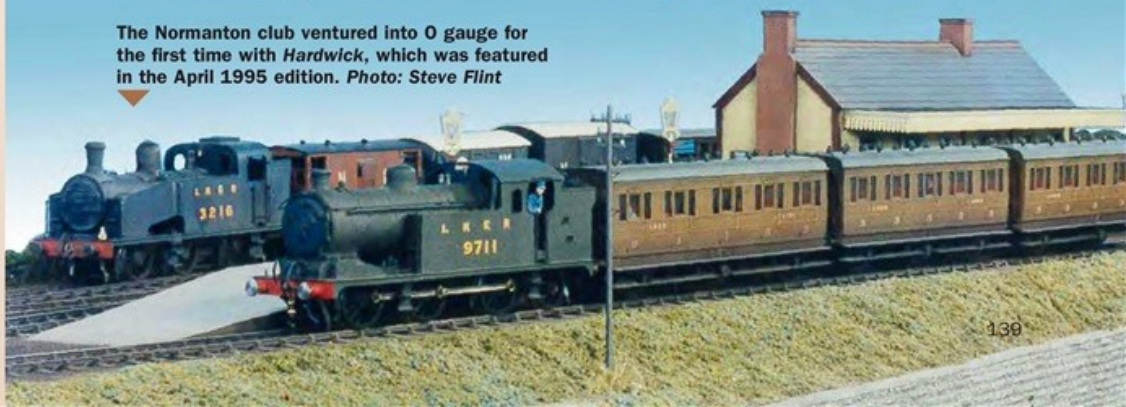
(and certainly show it!), whilst we have welcomed some younger members more recently to bring fresh ideas (and help with the heavy lifting needed for the show). There's a wide range of experience within the club and people will always be ready to offer advice – both for modelling purposes and for more esoteric issues (such as which is the best beer available at the local hostelry).

We hold a charity summer open day in Methley Methodist Chapel each year, with an opportunity for visitors to see a small number of club and private layouts in operation. There is also the chance to chat to members and find out more about the hobby in general.

Over the past few years the club has visited several well-known personalities' own layouts, including the chance to try operating some of our members' own stock on them.

We always welcome enquiries from potential new members and further details can be obtained through our website at www.nprms.co.uk

The Normanton club ventured into O gauge for the first time with *Hardwick*, which was featured in the April 1995 edition. Photo: Steve Flint



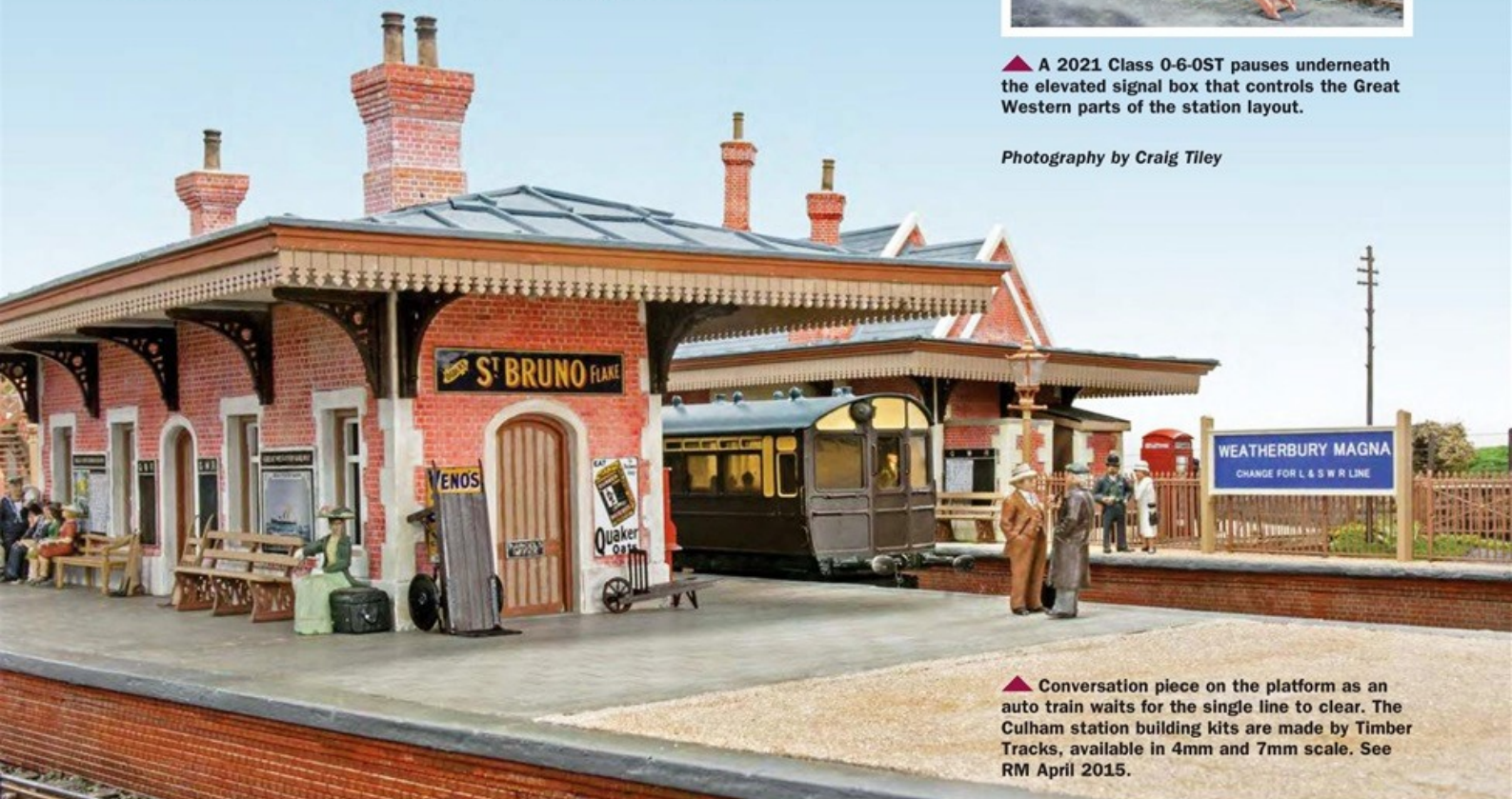
Weatherbury Magna-part 2

TONY CONLAY is our guide around this O gauge layout, constructed by members of the Cornwall O Gauge Group and representing a Great Western branch station in Dorset which incorporates an offshoot of the London & South Western for good measure. Part 1 appeared in the January 2019 issue.



▲ A 2021 Class 0-6-OST pauses underneath the elevated signal box that controls the Great Western parts of the station layout.

Photography by Craig Tiley



▲ Conversation piece on the platform as an auto train waits for the single line to clear. The Culham station building kits are made by Timber Tracks, available in 4mm and 7mm scale. See RM April 2015.

Most of the techniques that we have used are not unique to us and are well documented in most railway construction publications, so we will just focus on a few areas that maybe of more interest.

The trackwork was constructed from C&L components and as Weatherbury Magna station is owned by the GWR, it follows that company's practice in terms of sleeper spacing, rail lengths, turnout geometry etc. In order to create the flowing alignment we have used long, thin, flexible timber strips and dressmaking pins to plot the curving track and crossings. These were then drawn onto the baseboards and altered until they pleased the eye. Additional details were added from references on standards for GWR permanent way construction. The new curve

alignments used printed templates derived from Templot that were stuck down to the trackbed prior to the commencement of track construction.

The importance of detailing was mentioned earlier and we decided at an early stage that we would model the point rodding and facing point locks. Using a number of books and other publications for reference, 0.4mm piano wire was used for the rodding, whilst etched cranks, and rodding stools made up from Plastruct T section and Evergreen plastic rod meant we achieved, we believe, a convincing and cost-effective representation. The facing point locks were built using bits from the scrapbox.

One of the challenges faced when presenting a portable layout is the issue of

board joints. Careful preparation of the trackbed and scenery can minimise the intrusion of the joints but we have also included, where possible, different techniques to break the line of the joint. The station platforms and buildings are not permanently fixed so that the board joint is hidden underneath, and a barrow crossing sits alongside a board joint so that the change in surface disguises the gap.

The station buildings at Weatherbury Magna were modelled on Culham and were kitbuilt with added details. The goods shed was modelled on the one at Tetbury, and the GWR signal box was closely based on that at Perranwell; both were scratchbuilt, as was the cattle dock. The kitbuilt LSWR signal box is of a generic design with added detail.

The stone retaining walls were mainly



▲ Facing point locks have been faithfully modelled, as have the fouling bars which prevented points being unlocked if stock was moving over them.



▲ Careful planning was undertaken to ensure that the inevitable board joins would be disguised as much as possible. Here a barrow crossing marks out the end of one board, the gaps in the track being just visible in this overhead view.

◀ The dedication involved in making the rodding runs, cranks and suchlike paid off handsomely in the end.

The 517 Class 0-4-2Ts underwent many changes in their long lives. No.1160 departs alongside a Terrier 0-6-0T.

constructed using Slater's dressed stone sheets. The stonework was finished in a method similar to that developed by the late Allan Downes, in that we first prepared the surface using Halfords plastic primer. We used red to give us an undertone. When completely dry we dampened the painted surface with water and rubbed in plenty of baby powder, as it is very fine, onto the surface and into the joints. Then using a stubby ½" brush, we stippled (not brushed) Colron wood dye onto the talced surface. It must be the solvent-based variety, and we found English Oak to be the best colour. The





▲ Behind the scenes – the single-track end of the Great Western side's traverser fiddle yard, with the LSWR one beyond. Compare this view with the one on the opposite page.

An LSWR 330 Class 0-6-0ST enters the station as a Churchward 2-6-2T sets off in the opposite direction. The prairie tank was renumbered into the 45xx series with which we are all familiar in 1912.



idea is that the wood dye is generously applied and is soaked up by the talc to give the stonework micro texture. We found that it needed several days to dry out and during this time the colour continued to change. We left it for a week and then applied some subtle weathering using Tamiya Acrylic 'rubber black' rubbed in with a finger to produce the effect of water staining and various Woodland Scenics grasses to obscure the joins in the stone sheets.

The track was ballasted using Attwoods Aggregates stone chippings, using different types for the GWR and LSWR main lines, and a very fine stone was used for road and platform surfaces of a colour appropriate for the area. The sleepers of the track were treated to a good finger rubbing of Tamiya Weathering Master powders, all different shades to create the impression of weathered wood and mask the appearance of plastic.

Grass was a mixture of Woodland Scenics scatters and the shrub trees were obtained from Green Scene.

Peco station fencing, various makes of illuminated lamps and other station furniture add to the atmosphere of the station area.

Signalling follows the styles of the two railway companies; we used a number of kits by Peco and MSE for the single post

Beamed down from a later time on the Isle of Wight, Terrier No.W9 *Fishbourne* approaches the flat crossing with a rake of private owner wagons.

signals. Bracket signals were scratchbuilt using parts from a number of sources.

Control

The layout is run using a centrally-based control panel. Operators have coloured indicators at the entry of the fiddle yards to show the availability of an empty road. There is a clever switching system that allows an operator to move a train from the LSWR main line to the GWR main line and *vice versa* without changing controller.

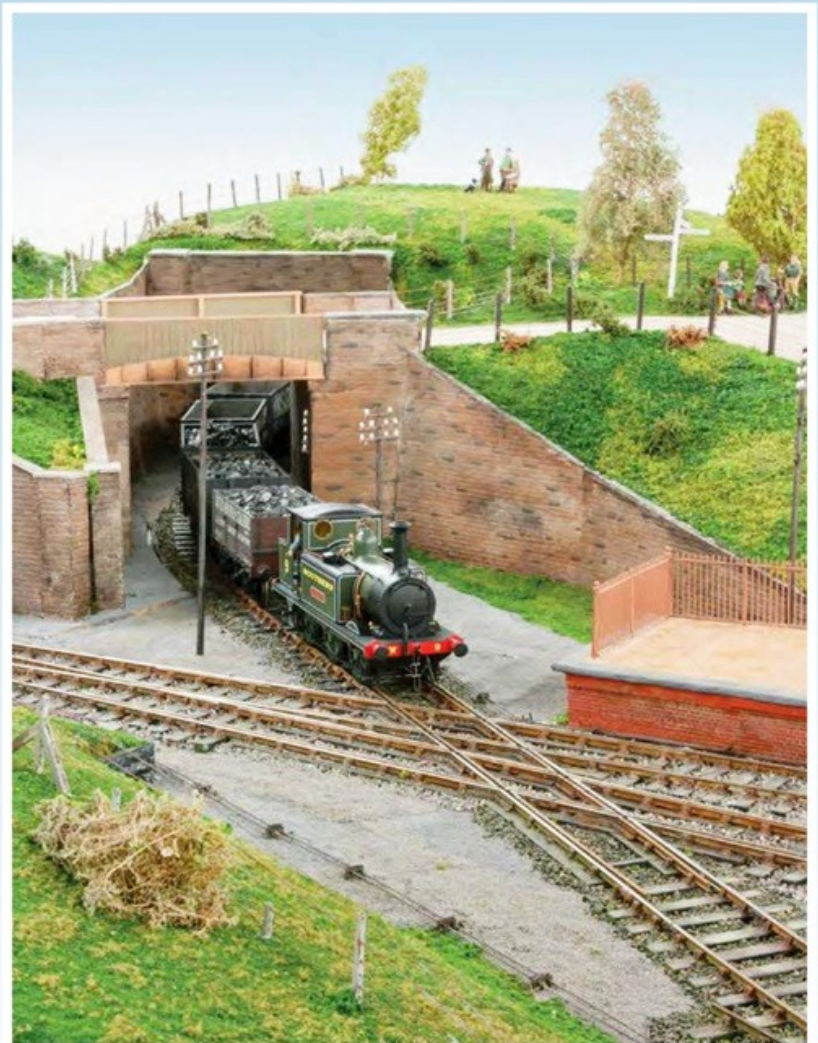
As phase two approaches completion we will consider the move to DCC to drive the trains to the indications of the signals.

Conclusion

It has and continues to be an interesting and challenging project and we have all learnt a great deal about modelling techniques and it has taken us all to a higher skill level. The challenge is to maintain that level for phase two which is well underway with the carpentry and basic scenic work completed and track laid on one curve.

Forthcoming Exhibitions

Weatherbury Magna will next be exhibited at the Swindon Festival of Steam at the town's STEAM Museum in September 2019. Please come and say hello.



Milton Quays

**Celebrating
50 years of
Milton Keynes
MRS**

Modelling: **MEMBERS OF MILTON KEYNES MRS** Photography: **RAY LIGHTFOOT**



Milton Quays is an end to end layout in EM gauge. It represents a main line terminus in Southern Region territory somewhere on the south Dorset coast west of Bournemouth in the early 1950s. It includes a quayside along a tidal river estuary providing goods traffic in and out and a passenger ferry link with the Channel Islands. All goods traffic moves by trip freight to an offstage goods yard and a small engine shed services the dockside loco fleet.

Being based in Southern Railway (Western Division) territory, the station building is derived from Southampton terminus; the turntable is from Ilfracombe; the engine shed from Dorchester South; the coaling stage from Plymouth Friary; the water tower from Axminster and the sand drying area from Barnstaple. On the non-railway scenic side we took the Custom House from Poole and some warehouse frontages from Weymouth.

Baseboards are open frame type using the Barry Norman box girder design with separate A frames, legs with an adjustable foot.

Visible trackwork is C&L flexible track with plastic sleepers for plain track with hand-built points, again from the C&L range, on a cork underlay. We have used 1:8 points on the main lines and 1:5 points on the quayside and in the loco yard.

The layout is operated on the analogue 12V dc principle with cab control with Lemaco and Fulgurex slow action motors; a form of route indication is provided by red LEDs set into the mimic diagram on each control panel. These are fed from contacts on the point motors so indicate the position of the points as well as the route.

Alex Jackson couplings are used between locomotives and trains because they are inconspicuous and, when properly adjusted, work well. Goods stock is generally fitted with them with uncoupling achieved by strategically positioned electromagnets.

Locomotive and rolling stock models in use are a combination of ready-to-run and kits, all regauged for EM use. All locomotives have a crew and, as far as possible, the relevant headcode.

The cranes for quayside are all scratchbuilt to scale from plans supplied by Bristol City Docks largely using Plastruct. They depict dockside cranes in use in the 1940s, 50s and 60s.

Thanks go to the group members, past and present, who have put so much time and effort into building and operating *Milton Quays*.

Eric Bowman, MKMRS

▲ Echoes of the Bournemouth Belle following Merchant Navy Pacific No.35002 *Union Castle* away from Milton Quays station.

◀ The dockside cranes were all scratchbuilt, chiefly from Plastruct.



Clockwise from right: N Class Mogul No.31813 prepares to depart with a local service.

The station pilot is a Drummond G6 0-6-0T, marshalling a rake of Bulleid stock with large van capacity for liner passengers' luggage.

General view of the terminus with a Bulleid West Country arriving.

On the dock lines, a 350hp shunter works vans past the customs house.



Where to see Milton Quays

This layout can be viewed in action at the Milton Keynes MRS 50th anniversary show, 16 – 17 February at the Stantonbury Leisure Centre, Milton Keynes MK14 6BN.

Through The Railway Room Door...

Hook Norton

Having amassed a sizeable collection of Tri-ang TT from the 1960s onwards, **SIMON HOLTBY** decided to construct a layout to showcase the models as a diversion from his N gauge modelling. Living in Western Australia, a visit to the Warley show in 2001 provided a rare chance to top up the collection with more second-hand items. The layout's name was picked at random from a map of the UK.

For those of you who may have read one of my previous articles on my N gauge *North West Highland Railway* (RM August 2016) you may have noticed the reference to my building of a TT layout in the extra space made available following the move to a larger railway room in the house. This is the story of that layout.

Why TT?

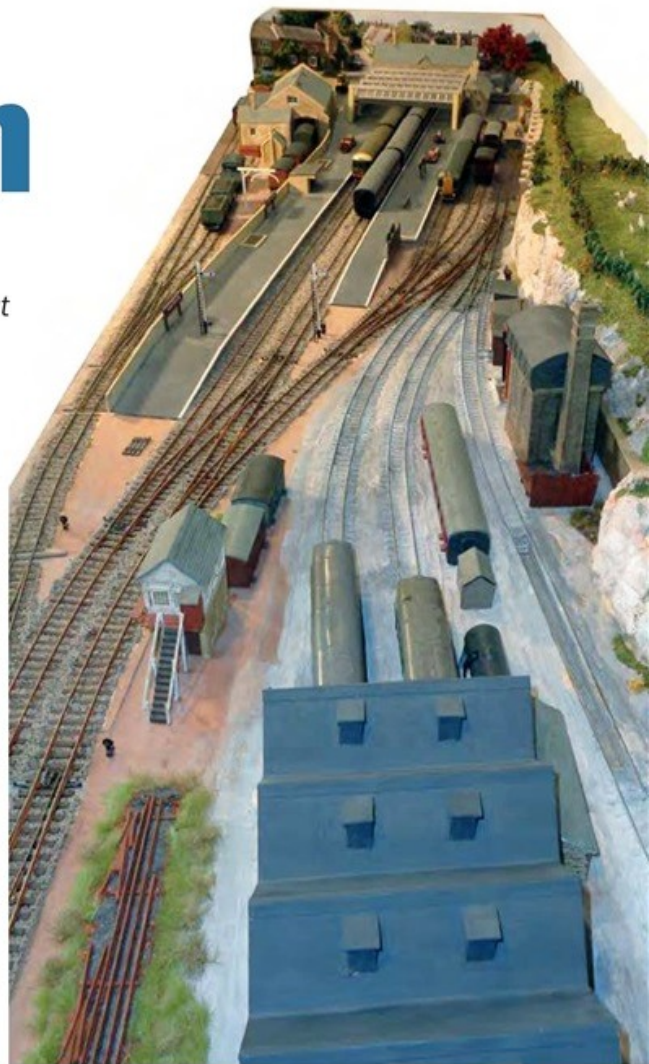
This wasn't a sudden decision to try out TT – far from it! Back in the 1960s I had amassed a large collection of TT items and was struggling with some early layouts, in very restricted spaces. With the benefit of hindsight I then made the mistake of selling most of my collection (just retaining some scratchbuilt items)

to change to N gauge; which I still model today.

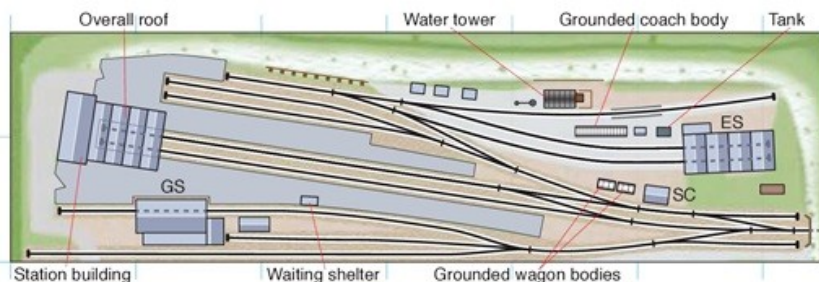
However, I was in the UK in late 2001 and was able to attend the Warley National Model Railway Exhibition. I noticed quite a few items of second-hand TT equipment for sale and felt drawn to purchase quite a few items. I subsequently purchased other models when they became available so had a reasonable collection when the extra space presented itself.

Why Hook Norton?

My default mixed collection of stock covers most regions of BR, so it was going to be difficult to justify a plausible real location for the project. I decided, therefore, just to build the



The three-way point from the previous layout was reused in the goods yard at Hook Norton.



Hook Norton
Scenic section 6' 6" x 1' 10", Fiddle yard 4' 3" x 1' 0".
Each grid square = 1' x 1'.

Overall view of the complete layout from above the exit to the fiddle yard.

Photograph: Stuart Downes

layout as a showcase to run my stock. However, I still needed a name for the station, so I decided on a pin-in-the-map approach and loaded a Google map of the UK. I then zoomed in progressively and ended up at a place called Hook Norton! I had never heard of the town before but the name sounded very pleasant.

While the layout isn't meant to be located at the real Hook Norton, some street views of the town showed it to be very attractive so some screenshots were printed off to use as a backscene.

Approach

The approach taken with *Hook Norton* was very different to that employed on my *North West Highland* layout. In the latter's case

there was a defined location and back history but for *Hook Norton* it was an undefined place with no attempt at any historical justification. It was really about providing a showcase for the mixed-bag of stock – about impressionism!

Layout

In all my previous layouts I had always drawn out the track layouts full size to optimise the features. However, with *Hook Norton* I had a rough idea about what I wanted but, because it was so loosely defined, I ended up really making up the layout as I went along. Having previously designed real permanent way for British Rail this gung-ho approach didn't come easily.

The final layout is unremarkable and simply represents a single line branch terminus with basic passenger, freight and loco facilities. It is assumed there is an industry just down the line which warrants



▲ The fiddle yard nestles beneath another layout, representing Japanese railways in N.

locos on incoming freights to travel down to the Hook Norton shed for servicing and stabling; hence justifying a number of light engine movements.

▶ The Brush Type 2 departs the goods yard with a short van train. Photograph: Stuart Downes

Layout technical details

Baseboard

This is basically a softwood frame of 2" x 1" and 3" x 1" timber with an MDF top; the first time I have used this, rather than insulation board. As there were no changes in track level or underbridges planned, the design and construction was pretty straightforward. The only minor complexity was the need to make it fit snugly and securely on a pre-existing sideboard.

The scenic part of the layout is on a single board, with a separate smaller one for the fiddle yard. The latter is only 1' wide as it sits partly below another board housing a small Japanese outline N gauge layout.

Track

Back in the 1970s I had hand-made a whole range of customised pointwork for the previously mentioned planned layout. Only two items were found suitable for *Hook Norton*, a single point and a three-way; both used in the goods yard. For expediency I used the Peco 12mm gauge points elsewhere. While the sleeper spacing isn't totally accurate for TT, they still look the part. I was surprised to find that Tri-ang flanges would run through the crossings, but it was necessary to remove and replace the associated check rails (this process being under way at the time the accompanying photographs were taken).

All the plain line was handmade using rail soldered to copperclad sleeper strip. To ease the tedium in producing this I only soldered every fifth sleeper, using card sleepers in between. While this looked OK, I experienced my first-ever temperature-induced rail buckle due to lack of lateral resistance – soldering all sleepers would have eliminated this problem. I thought that as the room was air-conditioned there shouldn't have been any problems – but the Western Australian summer heat found a way!

Control

As with my *North West Highland Railway* layout, this is simple analogue.





▲ The grounded coach body – as the shed messroom – means even incomplete models have a place on the layout.
All uncredited photography by the author

Buildings

With one exception, these are all hand-made and were all constructed back in the 1970s for the original layout. They represent a mixed-bag of prototypes, all made from plans produced in the *RAILWAY MODELLER* during the 1960s and 1970s. As they had been stored in a trunk for over 30 years they needed a bit of 'refreshing', but are otherwise unaltered.

Rolling stock

This is an eclectic mix of Tri-ang, Kitmaster and scratchbuilt items. The latter are survivors from my original collection and are

therefore all of 1970s vintage. The Tri-ang and Kitmaster models are, of necessity, picked up on an opportunistic basis – the annual model railway exhibition here in Perth, Western Australia, sometimes produces some gems but at other times produces absolutely nothing! Being opportunistic, I don't get to pick and choose what to buy – that's why I have six Jinties and no Britannia!

I was particularly pleased one year to pick up the Tri-ang two-car DMU in good condition.

Conclusion

So, *Hook Norton* was built as a showcase for my accumulated collection of stock, a function I believe it serves quite well. However, seeing it alongside my other two N

"Not my scale..."

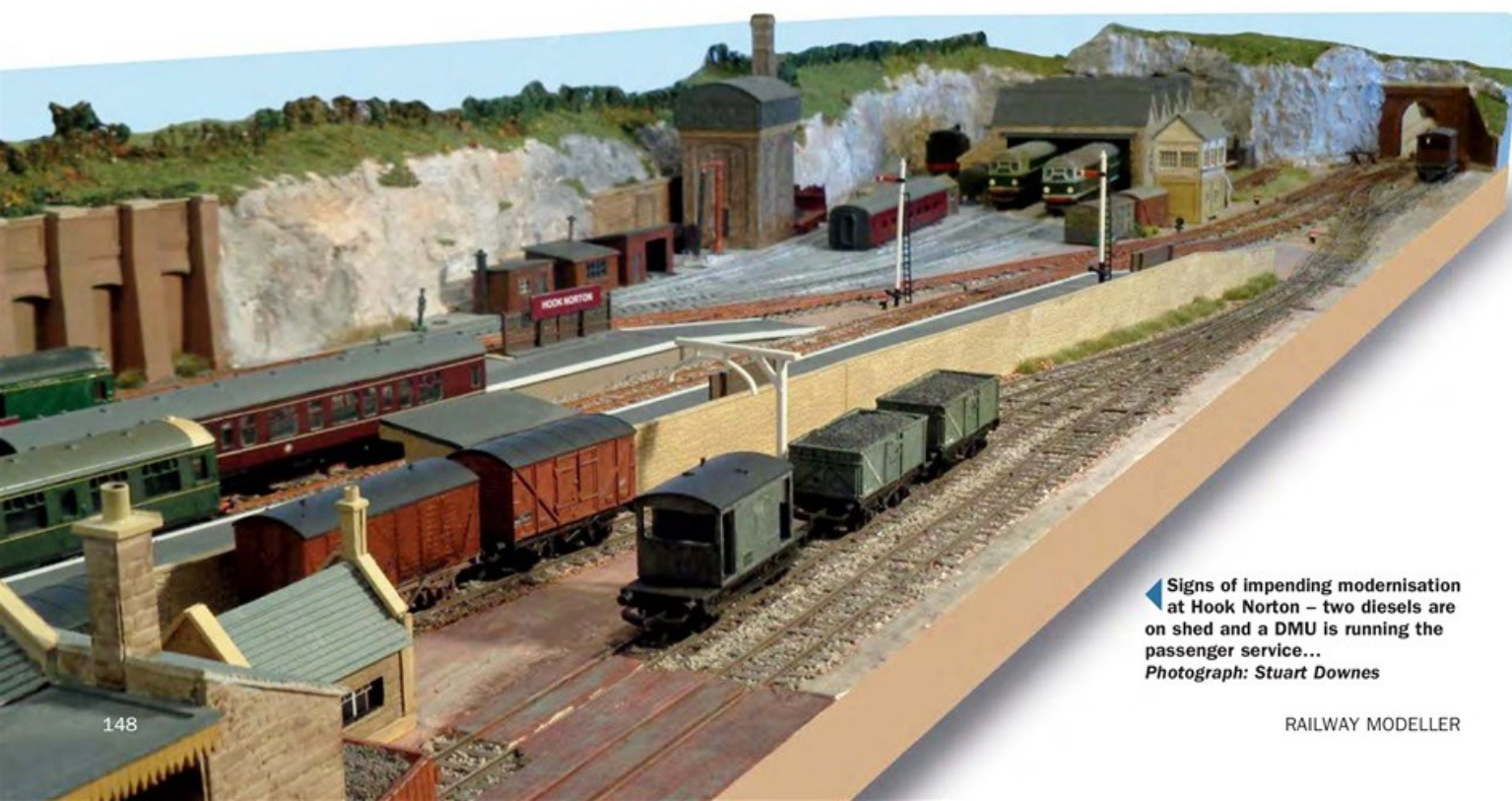
It is always good to get a free gift, but modelling N and TT meant that I didn't really have a use for the OO grounded van body kit, given free in the December 2018 issue. However, not wanting to throw it away, I converted it to TT scale by simply reducing all the dimensions by 25%. The photo below shows the result.

As a matter of interest, the diesel shunter in the picture is also an OO product (Dapol plastic kit) modified to TT scale (using a Tri-ang Jinty chassis). In the background beyond the shunter is the free OO scale weighbridge building from RM December 2017, also modified to TT.



gauge layouts on a daily basis continually puts thoughts in my mind about getting rid of the latter and building a large TT layout in the space. I don't think this will ever happen – but if a manufacturer launches in to R-T-R TT, who knows...

As usual, I would like to thank my wife Mary for letting me monopolise the whole of the games room for my railway modelling.



▲ Signs of impending modernisation at Hook Norton – two diesels are on shed and a DMU is running the passenger service...
Photograph: Stuart Downes



RAILWAY MODELLING *Explored*



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

THIS MONTH • Dudley Town • Freightliner MJAs in N • Bullhead buffer stops

Dudley Town

STEPHEN SKELTON advises that you should be clear about what you want from your layout at the outset.

Photography by Geoff Helliwell

I have always been a compulsive collector and I have set the year that my layout represents as 1930 as a way of putting a limit on the locos I can buy; LMS up to Fowler and before Stanier is the rule. The difficulty with the project was that my knowledge of things LMS was gleaned from books and videos so what I have produced can only be what I think the real thing might look like.

After a lifetime of modelling, I have learned that it is important to be clear about what you want from a layout before you start. In my case, I want to be able to have several locos on the scene and have a busy sequence of shunting movements going on. One plan from *The Railway Modeller Book of 60 Plans for Small Locations* by C J Freezer had always attracted me – Minories – a suburban terminus lined by brick walls and arches. I decided to go for an enlarged version of that set in the Birmingham district.

The problem with a terminus is that it is difficult to find space for enough sidings to justify a heavy flow of freight traffic. A way

The station throat with a Midland-outline signal box, built from a Ratio kit, and engine shed.

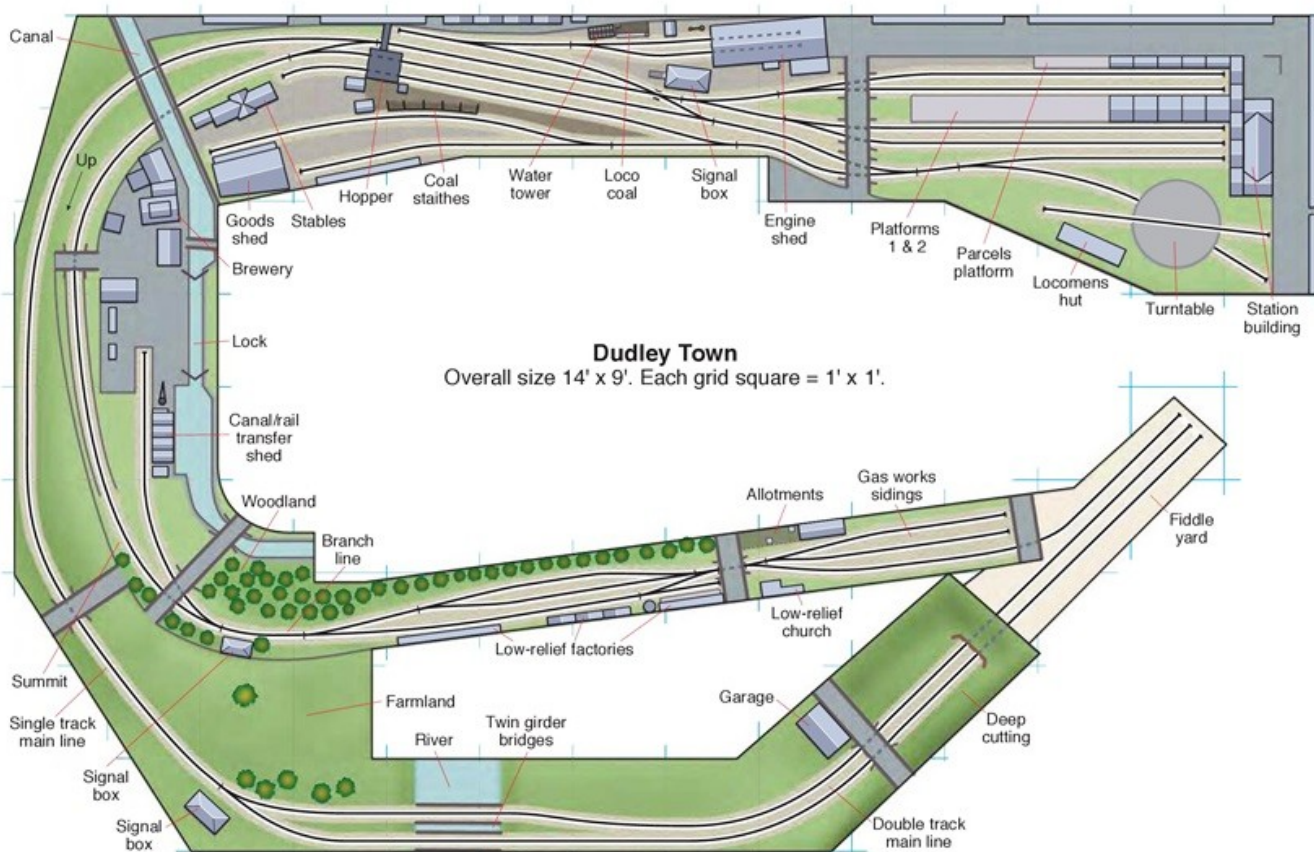


Beyond the road bridge lies the terminus and surrounding townscape, much of it built from Metcalfe Models kits.

of getting round this occurred to me when we visited York recently. The former Rowntrees goods only branch is now a cycleway with clear traces of former sidings alongside warehouses and factories. Traffic ran to and from these sidings from nearby main line yards. So using that idea, heavy freights arrive along my main line where a tank engine takes the wagons off along the 'freight only' branch and distributes them to industrial sites. The heavy freight loco goes to the turntable and servicing yard to await a return load. The shunting permutations are endless and I can have plenty of locos on display.

It's surprisingly difficult to find time to spend in the loft even in retirement. It's no good starting any modelling





project with less than two hours available. One of the old RM regulars – Peter Denny, who built Buckingham – said he liked to go in his railway room, switch on and run trains for half an hour. That is the joy of railway modelling for me; relaxing escapism. Although I have a timetable, I don't run a clock, so a typical half hour may only see one arrival or departure as I shunt the sidings, the branch and the loco yard.

Positioning the yard in front of the main running line makes shunting easier. An ex-Midland 1F half-cab rolls in with a short freight.

HOW MY LAYOUT DEVELOPED

Dudley Town is six years old: it started as an L shape and I have added a new section each winter when the weather keeps me off the golf course. My method is to get a scenic covering on everything as quickly as possible so that I can run trains. I then revisit one area at a time and do a more careful and detailed job.

The buildings include Metcalfe and Superquick card kits but I am really sold on the Scalescenes downloadable range. I have used a huge amount of retaining walls and arches which are a couple of inexpensive

downloads printed over and over again, representing a great cost saving. Similarly, I have put in six bridges, all with slight modifications, for the price of one download. The Scalescenes buildings look really good and once you get the principles correct, you can do all sorts of modifications and variations. Brilliant.

I am now at the stage where the layout has expanded to fill the space available so I am busy upgrading section by section. No layout is ever 'finished' but I keep fiddling with the track plan. The pointwork in front of the signal box, for instance, is in its third incarnation. The station is sited in a cutting with the main building entrance on the High Street at first floor level, with steps and a goods lift down to platform level. There is an island platform with two faces, plus a parcels bay on one side and a carriage siding on the other. Alongside is the yard headshunt and then the engine yard and turntable. A plate girder bridge divides the station area from the goods yard and engine shed.

Of course, I learnt my modelling from the writings of C J Freezer, so the coal staithes are always the wrong way round! Beyond the yard, the main line and branch diverge as they pass under the aqueduct carrying a canal across the railway cutting. The main line climbs gradually to a point where it becomes double track, crosses a river then enters a cutting to go off scene through a tunnel. The



Layout technical details

BASEBOARDS

As this is a loft layout, an emphasis on lightweight construction is not a consideration, so I stuck to the old standard construction of chipboard braced with 2" x 1". I lifted the previous layout cleanly, so the L shaped base was reusable. I moved the backscene forward to reduce the width as I found it difficult to work on the area under the angle of the loft roof. The boards have remained flat and warp free.

CONTROL

The plans were made at a time when DCC was becoming more commonplace and instead of a fleet of 60 locos, I only had one to chip up, so I made the change to digital. Also, the new layout could be wired for DCC from the outset. Fortunately, my friend Julian Saunders had thoroughly researched the DCC options for his layout and I took his recommendation and went for the NCE Power Cab system which has proved to be very user friendly and reliable.

WIRING

Who said DCC needs less wiring? To give reliable running, a main cable (bus) is needed under the entire layout with droppers connected to each section of track. I made a serious mistake in relying on the point blades to make electrical contact and it's a constant battle to keep the blades clean. I should have wired in microswitches for each point.

I decided not to install point motors as I find the wire-in-tube method easy to install, cheaper and it dispenses with a huge amount of wiring. Once you pass 60, under-board wiring is seriously painful!

TRACKWORK

I have always used Peco code 100 track but I wanted to move to code 75 for its improved looks. However, I rescued 30 reusable points from the previous layout; using them represented a considerable cost saving so I stayed with code 100 with electrofrog points.

Railway modelling is supposed to be fun but ballasting and rust-painting the rails are such tedious jobs. In fact I am still working my way round the layout with the rust paint. Half an hour at a time is enough.



▲ Eight-coupled locos are reserved for heavy freights. The crew of this 'Super D' are topping up with fuel.

branch line climbs more sharply and passes various rail-served industries. First is the canal trans-shipment wharf, then a loop serving two factories, followed by the coal drops for the town gasworks. After the next over bridge, the branch continues into the fiddle yard to serve plenty of other assorted industries.

ROLLING STOCK

The daily timetable calls for 21 different locos and Bachmann has introduced a fine selection for the LMS in recent times. There are 1F and 3F tanks for shunting, L&Y radials and LNWR Coal Tanks for local passenger work, plus 4Fs, Horwich Moguls and Super Ds for heavy freight. They all get crew, coal and a degree of weathering but I don't feel the need to tinker further with them. I do think it is a pity that the L&Y radials don't have more electrical pickups. They can be moody unless the track is perfectly clean.

The coaching stock includes the Ratio suburban kits and some Triang/Hornby clerestories which help with the period look. It is surprisingly difficult to find road vehicles as all the manufacturers seem to concentrate on post WW2 up to modern day. I find the whitmetal kits tedious and fiddly.



▲ A Sentinel vertical-boiler loco is used for close work in the yard. A stable, as seen here, is a necessity for a pre-war layout.

CONCLUSION

My enthusiasm for the hobby outstrips my artistic capabilities but I hope that this article might inspire others to get started. Expensive locos and stock should be working on a layout, not confined to a display cabinet.

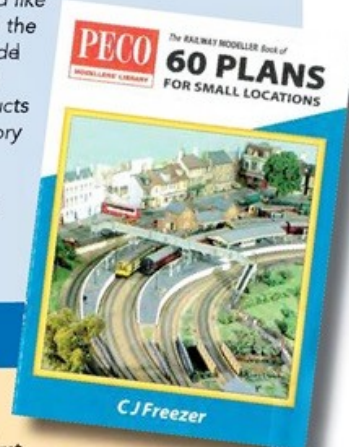
Finally, I would like to pay tribute to the contribution made to the hobby by Peco. The products of the Beer factory make railway modelling accessible to all. Long may it continue.

Starting all over again...

When I first started reading the RAILWAY MODELLER in the 1960s, most of the featured layouts represented the pre-war Big Four because that was what the modellers of the time remembered. As years went by more early BR steam layouts appeared, then early diesel and electric. People mostly model what they fondly recall from the past.

I was no exception, having produced a succession of 1950s Western Region layouts. Layout building paused for a while until

many years later, in 2011 Bachmann released its LMS 3F 0-6-0 locomotive, the old Tri-ang version of which was my first engine back in 1958. Consequently I had to have the Bachmann model and, as I looked at it on my test track, I decided to start over again. This time, as I mentioned earlier, I took the starting point from the *Minorities* plan in this little book, which happily has been published by Peco continuously for many years



Easy loads for modern wagons

DAVID HARRISON demonstrates the straightforward method he used for loading his N gauge rake of Freightliner MJA hopppers.



I don't think I'm alone in that, after purchasing new items of rolling stock for my layout, I just want to place them on the track to see them run. Such were my thoughts after acquiring several sets of the Dapol Freightliner MJA twin bogie ballast wagons (see Reviews, RM October 2018). Straight away I observed that they ran well and had sufficient weight to remain stable on the track. However, despite being new and pristine in their appearance, I considered that my rake of hopppers would benefit from the addition of loads.

Making modifications of any kind to newly-purchased items of stock can sometimes fill me with a sense of trepidation, so I explored ways of adding loads to the wagons – and being able to remove them when required – without causing damage to the stock.

A novel use for Plasticine

After considering several options I chose to use plasticard for the load base onto which I would put a mixture of stone gravel to represent the load carried by these ballast wagons. In addition I would use Plasticine to provide height within the wagon and also as a means of securing the load to the inside of the wagon without using glue. To this end I visited a local stationer and purchased a packet of Plasticine – reasoning that if it was safe enough for children to play with, then it shouldn't damage the plastic of the wagons!

First, I measured the internal dimensions of the wagon body, transposing these onto styrene sheet. The rectangular bases were then cut out

▲ Suitable granules and scatters to simulate various ballast and aggregate loads are available from a number of suppliers, including the Peco Scene range. The Plasticine used to support the loads at the right level is widely available from high street stationers, often supplied in a variety of bright colours (inset).

using a sharp craft knife (taking care to keep fingers away from the cutting line). The styrene bases were then given a generous coat of grey enamel paint onto which a track ballast mixture was sprinkled whilst the paint was still wet. These were then left to dry overnight. The next day a further sprinkling



▲ The loaded rake of MJA hopppers in action in the author's Glenellen Castle layout hauled by Freightliner Class 66 No.66 416.

Photography by the author unless otherwise credited

of ballast was added to introduce some contouring to the surface of the load, simulating the effect of overhead wagon loading. This layer of ballast was added using a 70-30 mix of dilute PVA and water; adding a few drops of washing-up liquid broke the surface tension of the solution, encouraging it to seep through the gravel. The loads were put to one side to dry overnight.

The Plasticine was supplied in flat strips of equal length – and in a variety of different colours; each strip was subdivided lengthways into six smaller strips. It was then an easy process of measuring and cutting the required sizes from the Plasticine to provide three small pieces for each wagon, positioning one at each end inside the wagon together with a central piece to support the middle part of the load. The Plasticine supports were set such that the surfaces of the loads were just below the upper edge of the wagon bodies. The loads, now dry, were added on top of the Plasticine supports.

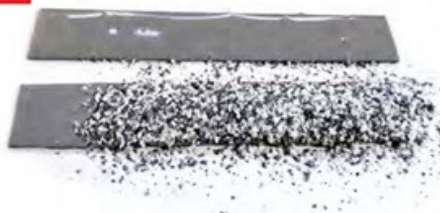
The result is a passable representation of wagon loads that can be removed at any time without causing damage to the wagons. The same method can be used to create removable loads for other open wagons, both modern and older steam-era designs.



▲ Class 66/5 No.66 522 was recorded passing Harrowden Junction on 30 November 2006 with loaded MJAs forming the 6Z71 1055 Mountsorrel – Luton aggregates working. 30 pairs of MJAs (they ran as twin-sets) were built between 2003 and 2004 in Poland, and assigned to Freightliner's Heavy Haul division. A decade of arduous work saw them looking rather the worse for wear, and at about the same time the twins began to be noted in GB Railfreight workings. From 2015 the latter took the opens on lease, and smartened the wagons up in the company's house colours. The Dapol model is available in both colour schemes (see Reviews, RM October 2018). Photo: Don Gatehouse

Loading the hoppers

1



With the rectangles of styrene painted using grey enamel, and whilst the paint was still wet, granules were scattered on the surface. (The shade of the base depends on the colour of the load being used; black would be suitable for coal, brown for iron ore etc.)

2



A second layer of granules was added to build up the contouring that is evident on prototype wagon loads. This layer was fixed in place using a PVA/water solution, applied with a pipette.

3



Three pieces of Plasticine were pressed gently inside the wagon body, ensuring that the height across them was set equal. The choice of colour is largely academic because the Plasticine will be completely hidden when the loads are in place.

4



A pair of completed wagons with the loads in place. The load bases should be sized such that they drop easily into the wagon body, but with the minimum of gaps around the edges; if the fit of the loads is too tight, the loads may prove difficult to remove.

See the loaded MJAs in action!

David's rake of loaded MJAs will be running on his layout, *Glenellen Castle* at the following shows during the course of 2019: *Pontefract* (26 – 27 January), *Trowell* (24 February) and *Bingham* (6 – 7 April). The layout was the subject of a full article in our November 2017 issue.

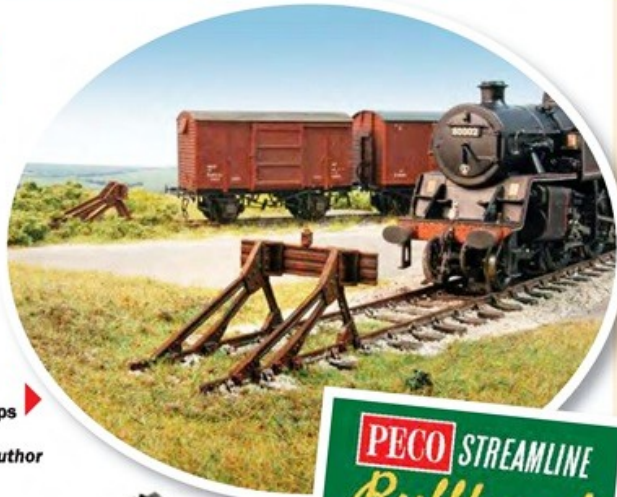
Adding buffer stops to your layout

CRAIG TILEY installs a pair of rail-built buffer stops using the latest plastic accessory kit to join the Peco OO bullhead range.

Buffer stops on the real railway are intended as a 'last resort' means of preventing items of rolling stock from travelling beyond the end of a physical section of track. Many different designs have been adopted over the years, with the most common types constructed of rail, with side frames bolted to the track and beams made from either wooden sleepers or rail sections. Despite the gradual introduction of modern designs in more recent years, countless examples of traditional rail-built buffer stops are still extant across the rail network.

Recently released by Peco as part of its range of OO gauge bullhead trackwork is a plastic kit that contains parts for two buffer stops (ref.SL-1140). The kit represents a common rail-built type of a similar design to that adopted by the LNER. Each stop comprises just three parts and assembly takes just a matter of minutes to complete.

The pair of completed Peco rail-built buffer stops in situ on the layout. All photography by the author



▲ The two sprues (one for each buffer stop) supplied in the kit. Note the alternative buffer beams for OO or EM gauges – the latter to complement the trackwork items recently commissioned from Peco by the EM Gauge Society (see News, RM December 2018).

Building the buffer stops

- With the parts cut from the sprues, and all traces of the connecting pips removed with a file, the buffer stops are assembled with the joins secured using Plastic Weld. Note that the sideframes are handed; the 'double' feet being positioned on the outsides of the running rails. Note that I have removed the lamp detail from the cross beam of one of the stops (intended for the end of a goods siding) – it being my understanding that lamps were usually only fitted to buffer stops at the ends of main running lines, such as bay platforms.



The buffer stops were painted a dark rust colour, mixed from quantities of Humbrol matt enamels Nos.33, 100 and 121. On the stop with the lamp I painted the cross beam a faded red colour by mixing quantities of Humbrol matt enamels Nos.60 and 121.

- Once the enamels had dried I then added a dark wash using Lifecolor 'burnt rubber' acrylic. This was brushed on before using a cotton bud to remove the majority of the paint. Once this weathering wash had dried, I then dry-brushed on some lighter rust shades, mixed to suit using enamels.



The feet of the buffer stops are designed to clip directly over code 75 bullhead rail section (inset). The fit is very secure, such that gluing the buffer stops to the rails (with spots of superglue) can be considered optional. The buffer stop pictured here has been positioned at the end of an overgrown goods siding (described in the July 2018 RM).

Comment

Observations and opinions on railway modelling

John Rodway



Spreading the word

“In just over a year on terrestrial television we've had *The Biggest Little Railway in the World* and *The Great Model Railway Challenge*, both generating comment and recommendations in daily papers and magazines. Whatever their unusual features or undoubted failings in the eyes of dedicated modellers, it was something of a breakthrough for model railways to be the subject of a brace of TV programmes, each comprising six hour-long episodes. Does this mean that our hobby is now considered a proper subject for documentaries on major mainstream channels?

So what's next? How can we capitalise on the opportunity that has arisen? To do so we need to spread our message far and wide, and strike while the iron is hot.

Why not submit articles about your club activities to local newspapers and radio

stations? In each piece present a single message as clearly as possible. Write simple sentences in short paragraphs – more daily tabloid than Sunday broadsheet. To arouse curiosity, start with a statement that at first reading seems implausible, or is revelatory, or controversial in some way. Cover the key aspects: who, what, where, when, how and why. Put the subject into context: origins, future plans and developments. What's novel about it? Is it part of something bigger? Include at least a couple of attributed quotes from participants, together with reactions from non-participants. Highlight any links to minority involvement, be that cross-cultural, multi-ethnic, or disablement. Include club contact details: meeting times, website, phone number and e-mail. For security reasons, it may be advisable not to give the precise address of the clubroom, especially if the club is the sole occupant.

Can three articles be generated by a single event?

- 1 This is what we're working towards.
- 2 This is what we've accomplished.
- 3 This is what happened as a result.

Plan them as a whole, even though not all the details will be available at the outset.

Digital cameras are a boon to those that write their own copy. They can get those shots that best illustrate their story. Plan and take the photos as the project and reports are developing. Exclude distracting background clutter. Use a pale blue cloth behind layouts

and for close-ups of individual items. Why not include three or four shots that show the development of a model or section of the layout? For example, the boards with track, then with backscene and landform added, finally include buildings, vegetation, details and trains. It is good practice to provide captions that explain what each picture shows.

If you are invited to a press or radio interview, identify and select the key pieces of information you want to put over. Plan their order of presentation, prepare a flowing delivery, and practice speaking it out aloud. Keep what you say simple, succinct and slow. Refine it each time you rehearse.

At least one national society is already planning pro-active engagement with the popular media to widen awareness of railway modelling as a worthwhile

and rewarding hobby. Others clubs can follow suit at local level.

And there's one thing you can do all on your own. You're holding it in your hand. When you've finished with your copy of *RAILWAY MODELLER*, donate it to the waiting area of your local doctor, dentist, optician, hairdresser, garage, or tyre depot. It could be far more interesting to their clients than a *Cheshire Life* from 2003, a booklet on dementia, or an ancient copy of the *Daily Mirror*. Why not stick details of the local model railway clubs inside it?

After the frenetic activity depicted in *TBLRITW* and *TGMRC*, what about some 'slow' TV? It could follow the creation of a new layout from scratch, and be self-filmed over an extended period, at a club room and perhaps at members' homes, covering sources of inspiration, research, planning and all those craft skills that go to make a fully-operational, scenic model railway.

Is this not an opportunity for one or more outgoing and innovative clubs with a proven track record of completing models to broaden public knowledge and appreciation of railway modelling in its true colours?

John Rodway is a freelance technical editor and models mostly in British outline O gauge.

Spreading the word far and wide helps to promote the model railway hobby well beyond the normal boundaries defined by clubs, exhibitions and magazines. A big name will always help to get the mainstream media to take an interest, but there's plenty you can do yourselves. Your local radio station or newspaper will take an interest if there's a story with some human interest or jeopardy, but don't send in a layout description just yet!



Readers' Letters

A 'grounded' van rolls again...



Ooh – free stuff, I thought. Too good to throw away, but also possibly a bit too good to use as intended. After 20 minutes of rummaging around in the cupboard, I had a DIY wagon kit: the RAILWAY MODELLER free kit (December), a 10' fitted chassis from the Parkside range, a set of Romford wheels, plus buffers (possibly Ratio) and some vacuum pipes from the bits box.

The chassis and the body were an

almost perfect match, and using a Geoff Gamble photo of the real thing as a reference the whole lot went together in a morning.

Model Master transfers were also in stock, though the carrier film is more obvious here than in real life. Humbrol acrylics to paint in a sun-bleached bauxite and weather, and it was ready to roll.

CHRIS FORD

...and a completed one at rest

Ed. – our Features Writer Craig Tiley's expansion, last month, on the paints used to complete the grounded van body article (p1048 December) was in response to a request for assistance by

reader Jeff Brewer. Jeff reports that the kit has now been completed, ready to be sited on his grandson's layout. He's pleased with the way it turned out, and attached a photo.



S&B Productions' Dermic oilers

Re the letter from Paul Hyder asking about S&B Productions, I still have one of its Dermic oilers from the late 1950s which cost 4/11d. The cylinder was glass and the plunger had two sets of leather washers. The needle was in a lead casting which slid onto the plunger. If one did not push the casting on firmly enough, the oil went

everywhere! Unfortunately, the needle broke after it fell off the bench.

I believe S&B Productions was connected with Norwood Junction Models which was in Portland Road SE25, but no longer exists. NJM had a quarter page advertisement in the November 1972 issue of RAILWAY MODELLER.

FRED REDGRAVE

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.

"I fail to understand 'purist' critics"

I had my first Tri-ang train set when I was six or seven; I sold most of the rolling stock when I was 16, and started buying again when I was 18, usually items from the local hardware store at Easter, the items which hadn't sold at Christmas. I have carried on all of my life, had a couple of layouts when the children were small – nothing decent. I have always scratchbuilt models of buildings or modified kits. Never had anywhere to do a 'proper' layout but followed the hobby.

I was pleased to see *The Great Model Railway Challenge* on the television at the time that I turned 65 and finally acquired a shed – well actually two as the first one was filled with tools and boxes, leaving no space for the layout!

The ideas, the ingenuity and downright cheating were excellent; it has gained our hobby modern status!

But I fail to understand 'purist' critics, "no research, no accuracy, no minute detail!" Not for me I'm afraid. I do not want a museum piece taking 20 years to build, followed by the lid being screwed on the wooden box; trains have never run so the 'beneficiaries' sell them because they were excluded ("Don't Touch!") and have no interest.

But if it 'floats your boat' get on with it.

My wife has her own engine and rolling stock running from the quarry I'm building to the other end of the layout which is going to be a 'museum', because I have so many different items of rolling stock bought, literally, all round the world. So the Ghan rubs shoulders with Santa Fe, a San Francisco cable car, Burlington and a 1930s German guards van! I couldn't have one specific region, town, company or time.

But most of all I enjoy what I do and it provides fuel for my crazy mind which looks at things, turns them over and says "You know that could be turned into something else for my railway!"

Railway modelling attracts all types and ages: long may it do so and does not discourage any 'new' ideas. Let's be honest, a wider interest could bring down prices to the benefit of us all!

JOHN SHREWSBURY

Reading the letters on *The Great Model Railway Challenge* in the December edition of RAILWAY MODELLER, and the entrenched negative views expressed by so many, only confirms my resolve never to join a club.

JOHN LEIGH

Lead – is it time to ditch it?

Recently I received notification that the American Food and Drugs Administration (FDA) intends to ban the use of lead compounds in hair colouring products. What has this to do with railway modelling? Well, I know from past working experience that the FDA, which is an agency of the US government, is at the same time both conservative in its actions but also quite often ahead of the game. It has made the statement that there is no safe exposure level to lead, which opinion is based on medical research, and hence the forthcoming ban.

My own opinion from past researches is that many of us older modellers will be carrying a significant dose of lead in our bodies already and so anything which can reduce our exposure is welcome. I often wonder how many premature deaths in the modelling community are due to careless use of lead in the past. It is a cumulative poison and once in your body takes a lot of getting rid of, over a long period. The main sources of lead for railway modellers are whitemetal products and ordinary solder. As far as possible I no longer buy whitemetal products and only use lead-free solder, but so pervasive is its use in our hobby that it is often hard to avoid.

For example, I recently bought an O gauge Parkside kit and was surprised to find that the vacuum brake standard was a whitemetal casting. Thankfully it is supplied in a separate polythene packet, and it will remain so, unopened, as alternatives are now fairly readily

obtainable.

And so I come to the main point of my letter, that we as a community should voluntarily ban the use of lead in model railway products, and not wait for the forthcoming ban from the EU or UK governments, which will inevitably arise as soon as they get their heads around the fact that there are issues other than Brexit which require their attention.

There will be apologists who resist such a call they must realise the harm which lead does both to adult modellers but also and especially to the younger generation with their developing nervous systems. Whitemetal filings from modelling in the house cannot be effectively controlled and the minute quantities which find their way onto floors and carpets are a hazard to crawling youngsters who are oblivious to the risks. Smoke from solder can be seen drifting across the faces of youngsters taking up the hobby; let's hope it's lead-free.

It is time to ditch lead and use other alternatives which are kinder to the environment, our children and ourselves.

TOM KIRTLLEY

Ed. – ours is a hobby full of substances and materials that need to be handled carefully: readers of the appropriate vintage might recall George Slater of Plastikard fame demonstrating the use of his materials at shows whilst not only having an open bottle of MEK-PAK on his bench, but smoking as well...!

A 1930s OO gauge railway built in pre-war China



I thought your readers may be interested in the attached photos of an old layout which have come my way through my wife's family. They show a Hornby OO model railway built by my wife's father, Stanley Flory in 1934 in Hugh Currie's attic on Yangtzepoo Road in Shanghai. The others involved were Russell Currie, Frank Burford, Henry Martin, and Heather Pearson.

Kathleen Flory, my wife's mother, painted the backscene directly onto the walls of the attic.

On one memorable occasion when the trains had not been run for some time, their dinner guests requested a showing and were horrified when a train entered the mountain tunnel and a large rat emerged from the other end...



In 1937, with the outbreak of the Second Sino-Japanese War and the Battle of Shanghai, the women and children in the British enclave were evacuated to Hong Kong, with the men following later. We understand that the layout was donated to the toy department of a store on the Shanghai Bund, but we have no further details.

GEOFF RHODES

Modern ready-to-run – has the fun been sacrificed?

I received my first real train set (Hornby Dublo with *Silver King*) when I was aged seven years old. It served me extremely well until my later teenage years when I sold it. I wish I hadn't! Some of its good points were its sturdiness, the excellent couplings, the remote control of electrically operated points and uncoupling rails.

The only derailments occurred when I ran trains too quickly around tight curves or crashed two trains carelessly by not spacing them properly over diamond crossings.

When my son and daughter were young they wanted a layout. Starting with a basic Hornby train set, we gradually built up a reasonable layout.

When my children grew up, the railway boards were carefully stored until last year, when I decided to renovate the whole layout with new locomotives, track, wiring, point motors etc. However I have been disappointed with some aspects of the new products. The finer wheel standards seem far more prone to derailments.

Where is the fun when locomotives

constantly derail? Where is the fun when shunting becomes a nightmare? I admit it! There is a vast array of high quality ready-to-run material for the model railway enthusiast to buy. I know that standards of realism are a vast improvement over the standards applicable when I was young.

This seems to have come at a cost. I do wonder if the manufacturers have sacrificed fun and durability for exactness of reproduction.

Does anyone agree?

VIN RICHLEY

The increasing age of club members - no solution?

Your editorial on the increasing age of club members is a comment on an increasingly familiar problem. For many years now I have recognised that the ease by which the internet allows contact between people of similar interests at a local and international level has supplanted the need for meeting people of like interests in club settings.

I note that those who now form our ageing but regular attendees at traditional club meetings are most likely to be people who do not use the internet or have access to it.

It is a pity because while the internet offers marvellous opportunities for expanding one's contacts and knowledge in the matters that interest us, a

conventional club setting offers the all important chance to properly get to know people and chat in the random way which leads to proper friendship.

I know of no answer to this problem for clubs – every year at our Annual General Meeting this problem is raised and every year we see no solution.

Dr MALCOLM McKAY

Structure modelling, thanks to Allan Downes

I was saddened to hear the news of Allan Downes' passing. I still remember the first RM I ever bought, in July 1975, had an article by him called *Add a Little Character*. This featured a cottage, forge and workshop ensemble with the memorable aside of how he got a wonderfully atmospheric sagging roof by accidentally leaning on it. That article – and others like his attempt at

Houghton Mill a year or so later and his interpretation of Chester's half timbered buildings – were so inspirational that it made me attempt scratchbuilt structure modelling, a part of the hobby that I still enjoy the most.

Allan's articles were always humorous and educational as well as breathtaking in design and vision. His later work, which included blast furnaces,

cathedrals and castles, were a far cry from country cottages, but outstanding modelling all the same. He will be sorely missed.

IAN MATHEWS

Ed. – this row of town buildings was inspired by those at Chester, and was described in the November 1979 issue. The photo was taken by John Priest.



Snippets...

Figures on the mobile phone

Do any modellers with 21st century-period layouts have any cameo scenes featuring men and women staring into mobile phones as they are walking, because that's all you see today: they just cannot put them away!

BARRY COLES

Operating well exit strategy

Whilst recently at the Warley Show, I watched several operators of model railways leave the 'operating well' by clambering on all fours, not good for the back, knees or keeping hands clean!

The solution is to buy a broom handle, cut it in two, attach it horizontally to the baseboard frame approximately 12" from the ground.

Now, when entering/exiting, you simply turn at 90° to the baseboard, put one foot forward, and with the opposite straight arm, grab the new support and then bring the other leg forward and you are out!

TONY DITCHFIELD

Couplings in N

With reference to *Gravelly Oak*; I note that you are critical of N gauge couplings and that Ed Purcell agrees with you. In my opinion Dapol 'Easi-Shunt' couplings are superior to the Rapido type. The one drawback is that some manufacturers are not supplying wagons with NEM pockets (most new coaches do have them) to allow the simple fitting of 'Easi-Shunt' couplings.

DARREL BIRCH

Anachronisms

I have enjoyed reading the article on *Weatherbury Magna* (January), but I'm puzzled – if this is a pre-Grouping layout, then why the presence of a post-Grouping upper-quadrant signal and a signal box apparently in Southern Railway colours?

CHRIS OSMENT

Kit pricing

In the Readers' Letters section of the November issue, Simon Dawson asked, "How can we attract young people to the hobby?". Simple – lower the prices and make them affordable! Metcalfe and Superquick are charging more than £12.00 for what basically are pre-cut, cardboard kits that have been in production for as long as I can remember, without any changes to the design.

Please, don't get me started on the American and continental kits, where the exchange rate simply means that the dollar and euro sign is merely substituted with that of the pound sterling!

PETE WILLIAMS

FROM **RAILWAY MODELLER** BY OUR EDITORIAL STAFF AND CONTRIBUTING MODELLERS

Great Western Dean Goods 0-6-0

Museum quality 0 gauge from Lee Marsh Model Co



New to the collection of top-drawer hand-crafted 0 gauge locomotives on offer from Lee Marsh Model Co is the Great Western Dean Goods 0-6-0, seen here in one of six livery options.

The real things were extremely long-lived and wide-ranging – being found abroad in both world wars for starters – and the 260 built were hardly alike in terms of widths, tenders, chimney pat-

tern, cab cutouts, coupling rods and so on. Needless to say the variations have been taken into account by the firm and its South Korean makers SMT to cover a wide selection of the breed. Full cab interiors and working inside motion are included, and ball bearings and springing are fitted to all axles. The locomotive is powered by a high quality bespoke coreless motor and gearbox, and is fitted with an ESU digital sound decoder. (The DG will run on conventional 12V dc but is silent.)

Liveries available are as follows:

- period 1 1900 – 1906 with lined indian red frames, S2 and S4 boilers, coal rail tender with Great Western scroll insignia
- period 2 1906 S4 boiler only, lined green & black with garter between GREAT and WESTERN on coal rail tender
- period 3 1918 – 1934, B4 boiler only, green & black with GREAT WESTERN lettering on coal plate tender (pictured)
- period 4 1934 – 1942, B4 boiler only, green & black with 'shirtbutton' monogram on coal plate tender
- period 5 1942 – 1947, B4 boiler only, green & black, GWR lettering on coal plate tender
- period 6 BR unlined black, B4 boiler, coal plate tender.

A choice of tender – 2500 and 3000 gallon with details as above – is available, as are DGs to ScaleSeven standards. Lee Marsh Model Co can set the parameters of the model (DCC address etc) to the customer's requirements if requested. Lamps and fire irons round off another *tour de force* from this truly museum-quality model railway supplier to the discerning 0 gauge enthusiast.

Tim Rayner

▲ Following its stint in War Department service, No.2461 survived in traffic with the GWR until withdrawal in October 1940.

VINTAGE VIEW

Great Western Dean Goods

In this c.1936 view, Dean Goods No.2449 is seen engaged on shunting duties in the yard at Towyn. Built in July 1893, it was one of 54 Dean Goods inherited by BR, being withdrawn in January 1953.
Photo: Rail Photoprints Collection



The front cover plate is hinged and complete with catch, such that it can be stowed open to reveal the cylinder block detail.



The locomotive is coupled to a 3000 gallon tender; on the back is a finely etched Swindon Works builder's plate.

The spartan cab boasts an astonishing level of detail, including (working!) fold-down fireman's seat and legible cast caution notice.



Fully-working inside motion is clearly visible under the boiler between the locomotive mainframes.



Sample loaned by

LEE MARSH MODEL CO,
Unit 5, Lancaster House,
9 Moss Way, Hillend Industrial
Park, Dalgety Bay, Fife
KY11 9JS
www.leemarshmodelco.com

PRICE
£2,650.00



OO Works has crossed the Irish Sea once more for the latest in its series of hand-made ready-to-run locomotives for 16.5mm gauge. (Modellers interested in the Irish scene typically overlook the greater scale/gauge discrepancy than exists with OO itself, even though the wheels are considerably inboard of where they should be.)

The Great Southern & Western Railway's standard goods engine was the 101 Class, which under the 'grouped' Great Southern Railway of 1925 became J15, a classification which continued into the Irish State Railways, or CIE, after 1945. Designed by Alexander McDonnell, the GS&W CME, they were introduced between 1866 and 1903 and, much rebuilt, lasted into the early 1960s, frequently hauling and mixing with rolling stock many decades their junior. Two have been preserved.

OO Works' models are of all metal construction, as normal, and the J15 weighs 385g. It is driven by a coreless motor, and is most suited to conventional 12V dc. (Electronic track cleaners and feedback controllers are not recommended, and DCC decoders

must be hard-wired by the purchaser, there being no socket etc.) The motor drives on the trailing coupled axle via a worm gear. Pickup is arranged on the 'American' system, whereby the engine is live on one polarity, and the tender the other, all wheels collecting current. OO Works provides care & maintenance instructions with the model.

The liveries available are grey as here, and black due to customer demand; waterslide transfers are included for the purchaser to apply, providing Nos. 109, 131, 162 and 196 along with the CIE 'flying snail' logo. (Our sample has transfers applied to one side of the model by OO Works for photo purposes.)



All power to the small-scale manufacturers such as OO Works for continuing to fill niches that have been overlooked by the mass-producers.

Tim Rayner

Sample loaned by

OO WORKS,
Brendon, Langham Road,
Robertsbridge, East Sussex
TN32 5DT.
www.ooworks.co.uk

PRICE

Grey livery £295.00 (black £290.00), please allow extra for postage and packing.

100T TEA tank wagon from Revolution Trains



Samples of the new 100T fuel tanker from Revolution Trains are now available, in Freightliner (pictured), VTG and EWS liveries. The real things date from the early 2000s, and are used to carry petrol, avgas and other petrochemical products country-wide.

The models have been manufactured for Revolution by Rapido Trains of

Canada, and it shows in the quality of finish and lettering, which is first class. The extensive catwalks atop the barrel are photoetched and are very fine indeed; the end ladders are moulded in a springy engineering plastic. The aforesaid lettering is legible under magnification right down to the hazmat panel, and small brandings such as

EARTH HERE alongside the catwalks.

The wagon is quite weighty at 170g, so if you're thinking of running a 30-wagon rake as per prototype you'll need something beefy to hook on the front end! The tank is a smooth roller with metal wheels in the well-detailed bogies. Buffer beam detail parts are included for the purchaser to install;

the instructions advise trimming the additional parts if the factory-fitted slimline tension-lock couplers are to be used. (The couplers are clipped into NEM pockets, so alternatives can be used instead if desired.)

Revolution Trains' models are produced to pre-orders, but shops such as C&M Models in Carlisle, Trains 4U, Rails of Sheffield and Kernow Model Rail Centre may have stocks.

A full list of retailers is on the Revolution Trains website.

Tim Rayner

Sample loaned by

REVOLUTION TRAINS
www.revolutiontrains.com

PRICE

£40.00



Hot on the heels of the Heljan O gauge GWR 61xx large Prairie – reviewed in our December 2018 issue – is the manufacturer's second steam outline release for 7mm scale, in the shape of the Churchward 43xx 2-6-0. Introduced in 1911, these machines could be found right across the GWR network; a combination of power and availability made them popular with engine crews, and they could be tasked with all manner of services. The last was taken out of traffic in 1963, and a couple have made it to preservation, one being of the later type with side-windowed cabs, introduced under Charles B Collett's tenure at Swindon.

Our sample wears the 1940s plain green with GWR tender lettering very well (although consultation with prototype photos suggests that the cabside number plates on the model should be without the orange lining). The real No.5320 was built in August 1917 and withdrawn in September 1948, so the model represents it in the last few years of its service.

The Heljan model covers Nos.4321 – 4399 and Nos.5300 – 5383, with the manufacturer producing versions in two distinct variants: GWR-liveried examples with inside steampipes, tall safety bonnet, spectacle plate windows and tapered buffers (as per our sample) and BR-liveried examples with outside steampipes, short safety bonnet, no spectacle plate windows, parallel buffers and smokebox door-mounted lamp bracket.

The large Prairie and Churchward mogul are closely-related prototypes, sharing, for example, the same cylinders, driving wheels and motion components. Heljan has exploited this commonality of parts to develop the two models in parallel. (It was revealed in our November 2016 issue that the manufacturer was developing the mogul).

The model squares up very well to published dimensions, and to our eyes has the look of a 43xx very well. Cab detail is excellent – no hiding with those spartan Churchward sides! – and small details such as the ATC conduit on the driver's side, the handbrake and water scoop handles, and the fire iron supports are formed in a springy engineering plastic. In contrast to the enclosed cab of the Prairie, the spartan mogul cab affords clear visibility of the firebox glow.

The chequerplate on the tender front and fallplate is very fine, although the moulded coal load in the tender doesn't convince – and is crying out for



being covered in a smattering of real coal. The supplied coal load does in fact appear to be moulded separate from the tender body, and therefore should be removable if the modeller is so inclined; furthermore, the photo of the disassembled view of the tender suggests that this would reveal an impression of the tender coal space beneath.

Buffers and drawhooks are sprung, and handrails are made from wire. There is no hook on the fireman's side of the buffer beam on which to hang the front coupling, in GW style.

The model is supplied ready for 12V dc analogue use. Performance is very smooth and quiet straight from the box; the manufacturer recommends an hour's running-in light engine each way. Weight is a hefty 1.5kg (the locomotive accounting for 1.15kg), so the model should be able to match the kinds of tasks entrusted to the real things. In contrast to the transmission arrangement on the Prairie, the motor in the mogul is contained completely within the firebox; this to retain daylight beneath the full length of the boiler; a suggestion of the inside motion is provided between the centre pair of splasers.

In our review of the large Prairie we were critical of the disassembly required to access the DCC blanking plug (housed in the smokebox). However, it is pleasing to note that decoder installation is much more straightforward in the mogul; the blanking plug being



located in the tender, which is accessed by removing the tender body, itself retained with just two screws. The analogue PCB housed therein can be exchanged for an ESU Loksound L4.0 decoder (which needs to be obtained separately by the purchaser).

The mogul is equipped with the same sound chamber as the Prairie – engineered into the underside of the locomotive chassis – to accept a suitable speaker. (It should be noted that the locomotive and tender are permanently coupled, with a discreet wiring loom running between the two.)

This is sure to be another popular release from the Danish manufacturer, which serves to broaden further the fast-growing choice of GWR prototypes available ready-to-run in the 'senior' scale.

Tim Rayner & Craig Tiley

Sample loaned by

HELJAN a/s,
Rebslagervej 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 £779.00



More new liveries from Hornby

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Two more recent releases from Hornby will interest those who cover the current scene or the first few years after the formation of British Railways.

There is No.46225 *Duchess of Gloucester*, styled in similar vein to the LMS black example seen last month, but with the experimental BR blue livery in which many top-link power appeared in the early 1950s. The combination of blue and sloping-top smokebox ties the initially-streamlined Pacific down to the time between April 1950 (former applied) and January 1955 (changed to cylindrical).

Its specification matches that of the LMS black example seen last month.

The Class 67 (see Reviews, RM November 2012) is now available in the orange, yellow & black colours of freight operator Colas Rail as No.67 027 *Charlotte*, representing one of the pair which the company acquired from DB-Cargo – the other is No.67 023 *Stella*. The locomotives' top speed of 110mph makes them handy for use with Network Rail test trains.

The company name and nameplate are printed across the bodyside ribbing well; there are solid replacements for the latter within the packaging, to be affixed to the loco using Blu-tack. Two types of tension-lock couplings are in the detail parts bag, along with buffer beam details and full-depth air dams. These can be used to treat both or just one end of the loco if it is to be used in a fixed rake of stock.

Mechanically the model is identical to the new-tooling replacement for the Lima 67 which Hornby acquired in the



mid-noughties. A brief resumé from the time it made its appearance (Reviews, November 2012): the loco weighs 640g and has provision for DCC sound thanks to an 8-pin socket and space in the fuel tank for a speaker. Buffers are

sprung, and the model's standout features – the see-through grilles – are as impressive now as they were then. Day and night settings are configurable on 12V dc by a switch on the underside.

Tim Rayner

Samples supplied by

HORNBY HOBBIES Ltd,
Third Floor, The Gateway,
Innovation Way Discovery Park,
Sandwich, Kent CT13 9FF.
www.hornby.com

PRICES

Princess Coronation
(ref.R3682) – £204.99
Class 67 (ref.R3659) –
£159.99

Bespoke figures for LBSC 4-4-2s from Master Piece Figures

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The latest sets of lead-free pewter locomotive crew figures from Master Piece Figures are designed specifically for the Bachmann LBSCR Atlantics

(see Reviews, October 2018 for the H2). Two sets are available: ref.FF134 has the driver with his right arm to the regulator and the fireman looking out,

with his right hand on the post; ref. FF135 has the driver on the left-hand side of the cab with his right hand on the cab post, and the fireman on the right-hand side with his elbow on the cab side.

Martin Hill of Master Piece notes that due to the fact that the loco and tender are tricky to uncouple, he has included bases on the figures' feet to make installation easier.

The figures are available unpainted or painted as illustrated here.

Tim Rayner

Samples supplied by

MASTER PIECE FIGURES,
28 Chiltley Lane, Liphook,
Hampshire GU30 7HJ

PRICES

Unpainted £5.00 per set,
painted £10.00. P&P £2.50.
Please make cheques payable
to M R Hill.

Big Train Sound files for all eras – and weathers!

Multi

Big Train Sound offers a service whereby layout operators can add specially-recorded and mixed sound effects,

station announcements and much more besides, presented on a USB flash drive. (If desired, an MP3 player with integral speaker can also be supplied.) Sound files typically last 25 minutes, and no looped effects are created. The firm offers a wide choice of specialties, such as station announcements for the customer's names, departures and arrivals, along with general security warnings (for modern layouts).

General 'rural' sounds such as birdsong, distant church bells

and more can be added to by the firm's 'sound for a pound' feature, whereby a customer's choice of effect can be mixed into the general background file.

Full details of the products, and how to contact the firm, are on its website.

Tim Rayner

Sample supplied by

BIG TRAIN SOUND
www.bigtrainsound.co.uk

PRICES

USB stick – £15.00
USB stick and MP3 player –
£30.00



New products from the **PECO** group of companies



Police call box new from Peco in O

Peco has released a kit for a classic 1920s – 1970s police call box in 7mm scale, inspired by the type designed in 1929 for the Metropolitan Police by Gilbert Mackenzie Trench, its in-house architect and surveyor. They were effectively miniature police stations, and could be used by members of the public to alert officers by phone. The adoption by forces of two-way radios rendered them redundant, although several are still extant, and have been preserved at places such as Crich.

The kit comprises four sides and a finely moulded roof, complete with lamp. Waterslide transfers are included for the box's identity and access information panel. Glazing is also supplied for the small apertures in each of the walls.

Tim Rayner

Sample supplied by

PECO,
Underleys, Beer, Seaton, Devon
EX12 3NA.
www.peco-uk.com

PRICE
ref.LK-765 – £9.95

3D printed lineside details from Unit Models

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We illustrate some of the new Unit Models lineside items which are available as painted ready-to-plant models. From left to right in our photo are –

- a coal office (ref.00-302P), footprint 48mm x 45mm x 36mm tall, and supplied with a sheet of suitable fictitious company names;
- a four-cell coal staith (ref.00-306P)

of the vertical girder type with dis-used sleepers as walling, footprint 140mm x 38mm x 30mm tall and filled with flakes of coal itself;

- a lamp hut (ref.00-305P) in Great Western style, footprint 30mm x 40mm x 38mm tall;
- a platelayers' hut (ref.00-301P) with door left ajar, footprint 38mm x

44mm x 35mm tall; and suitably finally

- a wooden-type buffer stop (ref. 00-303P), filled with ballast chippings, footprint 30mm x 28mm x 24mm tall.

Several similar models are available in O gauge; these will be featured in a future issue.

John Ayrey Diecasts is a trade-only supplier: a full list of retailers carrying stocks of Unit Models products are on its website. They include amongst many the Alton Model Centre and Monk Bar Model Shop. *Tim Rayner*

Samples supplied by

JOHN AYREY DIECASTS Ltd,
Discovery House, 8A Sapper
Jordan Rossi Business Park,
Otley Road, Baildon, West
Yorkshire BD17 7AX.
www.ayrey.co.uk

PRICES

Coal office – £8.99; coal staith
– £9.99; lamp hut – £7.99;
platelayers' hut £7.99; buffer
stop – £7.99.



More BR HUO 24.5T hoppers from Accurascale

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Accurascale has released another tranche of three-packs of its finely regarded BR 24½T hoppers – coded HUO under TOPS – which were reviewed in the August 2018 issue. The latest sets consist of three in TOPS livery – Set J in the firm's listing, comprising wagons B334532, '539, and '576. Each has buffers according to prototype of the three varieties Accurascale has modelled, plus individual detailing such as the yellow triangle denoting to NCB staff the greater carrying capacity of

these wagons over the similar-looking 21T wagons.

Reflecting the real things' later demotion to internal user wagons at collieries, Accurascale has also released a pack of three lettered for the Onllwyn Colliery site in South Wales: the NCB Nos.099, OE73061 and OE73081 are the former B333803, B333900 and B335168 respectively, according to the models' superbly legible makers' plates. First class work!

Tim Rayner



Samples supplied by

ACCURASCALE,
www.accurascale.co.uk

PRICES

Triple pack – £59.95ea



reveals 2019 new products programme



Simon Kohler, the indefatigable marketing director at Hornby, presented his firm's 2019 programme of releases at its soon-to-be-again HQ in Margate on Tuesday 11 December.

He began by reflecting on the last few years in the life of Hornby Plc, which saw him leave the company in 2014 under a radical restructure, only to return to the fold earlier this year to pick up the pieces left by the now long gone interim management teams.

Editor Steve Flint hit the nail on the head with an analogy that summed up the famous firm's recent rough ride,

"The patient has left the psychiatrist and is well again," he opined.

Certainly Hornby has got its mojo back, which for the industry as a whole is no bad thing.

Before revealing the 2019 programme Simon reminded everyone that the industry we are in focuses on peoples' creativity.

"It's not a toy industry," he declared, "It is unique, covering all levels of creativity from opening a box to building a tree from wire and string."

When Simon walked back though the door in 2018, along with fellow directors Lyndon Davies and Tim Mulhall, the plan was to restore support for the retail trade, cease the unpopular online discounts, and return to the original headquarters site at Margate by March 2019.

Simon was emphatic that the present management is turning the tanker around away from rocks and out into open water again.

See the Hornby website for the full range and photographs – www.hornby.com

Train sets

As ever, Simon started his product notes with train sets, these being the fundamental first bite of the model railway bug for many. He had wanted better sets for a while so he was pleased to announce a Paddington Bear branded battery-powered set with plastic OO gauge track.

"Sets are fundamental for model railway enthusiasts – they always have been – it is where interest in the hobby is first germinated so this set

has brand reach loved by children and adults alike."

The set will be available from June 2019.

Analogue train sets

Four new sets were shown; Santa's Express An ideal Christmas present that will be used long after the festive season.

Industrial freight comprising an oval of track with siding on a Trackmat for play value.

The GWR high speed train features ex-Lima HST tooling, again with an oval of track plus siding. Kids love high speed!

Eurostar set features the new livery on original style tooling.

These sets will be available from July 2019 onwards

Digital train sets

One digital set The Mixed traffic set is to be released next year. A twin loco set depicting the variety of trains

New tooling releases as illustrated

1 Peckett B2 0-6-0T lettered for Sherwood Colliery, APCM and NCB, to be supplied with and without decoders factory-fitted

2 LMS Princess Royal 4-6-2 as 6201 Princess Elizabeth, 46206 Princess Marie Louise, and 46207 Princess Arthur of Connaught; the tooling allows for different boilers and other variations

3 GWR large Prairie as 4154, 6110, 6150, 4160; the plans of a competing manufacturer were acknowledged but Hornby had gone beyond the point of no return

4 Ruston 48DS in four liveries, supplied coupled to a match truck with pickups due to the loco's short wheel-base; these can however be uncoupled

5 Refurbished Mk.IIIs with automatic doors in Scotrail finish, also Great Western and Cross Country; modellers will be able to run full sets

6 BR Mk.IIf coaches to four body types, in blue & grey, inter city executive, Scotrail and Network Rail yellow

7 LSWR 20T brake vans, three versions

8 LMS 20T brake van, two varieties

9 Bulleid 59' short frame coaches, anticipated for delivery in April or May 2019 in two types

10 GWR 57' bow-end non-gangwayed stock in types sufficient to make up two sets



found on a modern heritage railway. It includes the entry-level Select controller. Available November 2019.

Harry Potter theme

A new agreement with Warner Brothers means that Harry Potter features large. The *Hogwarts Express* set will be introduced in September with a Hall class loco model, an oval of track plus siding, and two Mk.I coaches. The Hogsmeade structures are made up from a selection of Skaledale ready-to-plant buildings, with new longer platform sections.

Railroad range

The Railroad range of budget priced models is increasingly significant. In the expanding range are more free-lance 0-4-0Ts and the Caledonian pug; the J83 in LNER green, and even the Dean single: despite its age this 4-2-2 is still good – and DCC ready.

Simon explained that the Crosti 9F was also now in the Railroad range in any case, he noted, modellers can always add detail if they want to.

Internal combustion models include the Bagnall diesel, Royal Train 47s, and original-livery HST power cars (formerly Lima tooling).

Railroad rolling stock includes Great Western clerestories, and Coronation Scot coaches in blue. There is also the ex Lima breakdown crane, which once again represents great play value.

Steam locomotives

As well as the new-tooling projects illustrated here and summarised in the adjacent panel, there was much to be excited about with reintroductions.

The incredibly successful Peckett W4 Class 0-4-OST originally introduced in 2015 will reappear in new liveries.

The 'Lanky' pug will be in LMS black and early BR; the SECR H Class will be in early BR finish. There will be two new versions of the J36: No.62535 *Gough* in BR black and in ROD khaki.

A new *Duchess of Montrose* will wear early BR green, alongside a streamlined version as *Princess Alexandra*.

There will be three versions of perennial favourite *Flying Scotsman*; in 1920s A1 finish, BR blue, and with extra tender and fittings to mark 50 years since its trans-Atlantic barnstorming tour, beginning in 1969. *Mallard* will be released in express blue, and No.60028 *Walter K Whigham* in purple blue. The O1 2-8-0 will appear in LNER and early BR liveries. Other releases include; Britannia Class Anzac, Merchant Navy Ellerman Lines (unrebuilt) and sister SR Pacific *Aberdeen Commonwealth* in wartime black with sunshine lettering.

Electric locos

The well-regarded Class 87 will be named *Stephenson* and *Royal Scot* – both names carried by the same real loco – plus *Royal Sovereign* in Caledonian Sleeper finish, and 92s in DB Cargo Romania and Caledonian Sleeper liveries.

Diesel locomotives

A 'Co-Co Cavalcade' of diesels will appear in 2019, all re-introductions.

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Notable will be Class 66 variants (former Lima with upgraded mechanisms) at an anticipated price of only £75.00, including EWS, DBS, Biffa, GBRf (UK flag motif), Freightliner, BR large logo, and *Evening Star* liveries. There will also be the class 60 in DBS livery with sound, and a 67 in Belmond Pullman colours to enable the top and tail formation, and Class 31s in BR green and blue finishes plus Network Rail yellow.

Train packs

These will include Eurostar driving power cars, the excursion train Northern Belle, stock for the Belmond British Pullman, and a Class 800 Azuma in LNER livery.

Multiple unit packs include Class 156 (ex-Lima) in Northern Rail finish, named *Spirit of the Royal Air Force*, a Southern 2-HIL mixture (half BIL, half HAL) and 2-BIL, along with LNER livery HST power cars.

Coach packs

These will comprise Eurostar centre coaches, extra Mk.IIs for the Northern Belle, and – by popular demand – Hitachi test train centre coaches, which will be in a limited run.

Coaches

The long-bodied GWR clerestories will reappear, fully lined (these are the flat sided no raised panelling, in fully lined out livery). The LMS 12-wheel diner is back in BR carmine & cream. Other catering vehicles include; a Maunsell BR liveried item and New Century Bar Pullman. Also new are LMS 57' coaches, BR crimson LMS non-gangwayed

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stock, Collett bow-end gangwayed coaches in GWR chocolate & cream.

Other new releases include a blue GUV, Network Rail dormitory coach and tool van BG, LNER Mk.IIs.

Wagons

SR cattle wagons appear in BR bauxite, and various-plank PO wagons will now have NEM couplings. We can also look forward to Railfreight HEAs, LNER CCTs and a BR CCT with graffiti.

Other releases include a new vent van with sound, timber wagons, 75T breakdown crane, triple mineral wagons, LNER toads in NE and BR, BR unfitted grey GW toad.

Power and control

There will be a revamped analogue controller, and updated Select DCC unit, which now features CV programming, 29 functions, and invokes complete track isolation when shorts occur. There will be a new Railmaster

select-a-link connector, which allows for an unlimited number of locos on the Railmaster database. Control is by iPhone, Android, even voice. New TTS decoders will include sounds for HST Valenta engines and a Black Five, and there is also to be a decoder to suit the six pin socket for small locos such as Pecketts.

Accessories

Behold – the return of the track rubber! Why the old management dropped, questioned Simon, is a mystery. The rolling road returns too. A lot of accessories were dropped by the previous management, evidence that they forgot that Hornby is a system product. Scenic materials return too, 72 new items including scatters, lichen, trees (hand made), glues, ballast etc. Skale autos also rejoin the range Ford Anglia, BMC Minis, tractors and traction engines etc.

Skaledale

Granite walling, tunnel portals, walls etc plus police call box, pill box, layout furniture and so on; all pocket money stuff. No brand new buildings. People and animals reappear in the catalogue, duplicated from old tooling.

In closing

Simon's closing remarks emphasised that Hornby is very serious about model railways; if one takes a look at a Hornby catalogue there's going to be something in there for everyone. Leaving the presentation with the audience wanting more, Simon noted that 2020 is Hornby's centenary. "We're in", he declared. That's certainly the case.

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2018

WARLEY NEC SHOW

Highlights



Last month we presented an overview of the new product updates and project announcements made at the Warley show over the weekend of 24 & 25 November. Now it's time to round up the rest of the coverage.

There was no single centrepiece prototype display, but two locomotives from the Romney Hythe & Dymchurch Railway, plus the famous 15" gauge railway's Royal Saloon were on show, plus a West Midlands double-decker bus, and two exhibits from the Statfold Barn Collection.

Making a suitably sombre display to mark the centenary of the end of the First World War, a Hunslet 4-6-0T from the Apedale Railway marked out the selection of layouts with a WW1 theme. One of the latter, Q Dump, received the Mayor of Sandwell's Trophy for the layout the incumbent liked best: this year Councillor Joy Edis handed the award to Nigel Tansley of the Q Dump crew. (The Warley club is headquartered in the borough of Sandwell & Dudley, and invites its mayor every year to view the exhibition and present the award.)

Northern Chief from the RH&DR was one of two 15" gauge locomotives on display.



Personalities and presentations



▲ RM editor Steve Flint presents The RAILWAY MODELLER Award to members of the Love Lane operating crew (top), whilst two further views of this impressive ScaleSeven model are reproduced above.

As usual, a number of trophies and awards were handed out over the weekend, including a couple of brand new ones. The RAILWAY MODELLER Award was presented to Love Lane, a ScaleSeven layout that was making its exhibition debut at the NEC. Editor Steve Flint presented the award to the operating crew.

Two awards were inaugurated in memory of Sir William McAlpine, who passed away in March 2018 (an obituary was published in our May issue). The new awards recognise modelling and railway societies, with the recipients being presented with glass-cased statuettes of Sir William to keep. (These were 3D-printed by Modelu, utilising a laser-scan that Sir William commissioned from Modelu at the 2017 Warley show.) The awards were presented by his widow, Lady Judy McAlpine, firstly to Richard Harper (for Sidmouth, the 2017 RM Cup Winner), and to Steve Johns and Ian Mathews of the LNWR Society. These will be annual presentations.

As the president of the Association of Larger Scale Railway Modellers, Lady Judy also handed out the award for the best exhibit in a scale of 7mm/ft or larger; the winner was Giles Favell for Denton Brook.

The other awards, presented by the Warley MRC and other organisations, were handed out by music producer (and Warley club member) Pete Waterman, as detailed in the captions on the opposite page.

1. One of the glass-cased statuettes of Sir William.
2. Lady Judy McAlpine presents one of two awards in memory of her husband to the LNWR Society's Steve Johns (left) and Ian Mathews.
3. The other went to Sidmouth by Richard Harper.
4. Lady Judy McAlpine also presented the ALSRM trophy, awarded to Giles Favell for Denton Brook.



The Award Winners



▲ The Bachmann Trophy for the best 4mm scale layout represented another feather in Richard Harper's cap, as *Sidmouth* scooped the award. Richard is seen receiving his accolade from Peter Waterman.



▲ The Calvert Trophy, awarded to the best N gauge exhibit in memory of stalwart modeller Andy Calvert, was won by *Wickwar*: (from left) Andrew Wrobel, Mike Le Marie, Noel Leaver and Paula Martin.



▲ The CONTINENTAL MODELLER Trophy for the best overseas prototype layout was awarded to the Cupar & District MRC for *Four Feather Falls*; James Donaldson accepted the award on behalf of the crew.



▲ The Crécy Trophy for best 7mm layout went to Kevin Cartwright, for his rendition of Ventnor West, the former Isle of Wight Central Railway terminus (which will appear in RM in a forthcoming issue).



▲ The Glascott Trophy (in memory of former Warley club secretary and NG fan Dave Glascott) for best narrow gauge layout went to Christopher Payne, for his 09 layout *Pyn Valley Railway* (RM November 2018).



▲ The Mayor of Sandwell Trophy – presented to the layout the incumbent liked best – this year went to *Q Dump*. Councillor Joy Edis handed the award to Nigel Tansley.



▲ The Hornby Trophy is awarded to the best modern image layout, which for 2018 was *Didcot Power Station*, the N gauge layout seen in *RAILWAY MODELLER* August 2016. Derrick Mortimer accepted the award from Pete Waterman.



▲ The Gwyn Humphreys Award recognises innovation in railway modelling. The N Gauge Society won it this year for its Hunslet locomotive project: Ben Ando (left) and Colin Allbright received the award from Pete Waterman.



▲ The Signalling Record Society presents an award to the layout with the best representation of signalling: the Warley club's *Broom Junction* bowed out of show life with this award; John Parry (left) and Martyn Demers accepted the trophy.



40 not out!

A special presentation was made to Paul Jones, to mark the fact that he had organised no fewer than the last 40 Warley shows, from the days of the Harry Mitchell Centre venue onwards to the NEC. To mark the occasion, he was pleasantly surprised to receive a specially-lettered private owner wagon, produced using POWSides transfers, in his name. Appropriately enough given Paul's own modelling preferences, the wagon is to O gauge, so will suit his Hadley Road layout just fine (see RM November 2010).



▲ The LMS Society recognises the best representation of any modelling that represents its former Big Four constituent; John Holden (and friends) received it for *Liverpool Lime Street* in 4mm scale.

Exclusive versions of Accurascale OO Deltic model announced



In our January issue we reported on the plans of Accurascale to produce what will be the firm's first locomotive model – the Class 55 'Deltic' in OO. Accurascale will be releasing 17 different versions of this all-new model, for which tooling was scheduled to be underway by the time this issue went on sale, with a late-2019 release targeted.

In addition to Accurascale's own programme of Deltic releases, there will also be a series of six exclusive models that are being marketed jointly by Locomotionmodels, Rails of Sheffield and the Deltic Preservation Society. Notably, this means that all 22

class members will be covered.

The six exclusive versions will comprise: 55 015 *Tulyar* in 1980s BR blue livery with white cab; D9019 *Royal Highland Fusilier* in post-1965 BR two-tone green; D9009 *Alycidon* in 'as preserved' BR blue livery with high-intensity headlight and GPS pods etc for main line running; and D9008 *The Green Howards* in 'as delivered' c. July 1961 ex-works green livery without yellow warning panels and without names. There will be two versions of D9002 *Kings Own Yorkshire Light Infantry*; one in two-tone green livery as currently preserved and running on the national network; the



▲ 55 015 *Tulyar* weaves the 1630 Hull – Kings Cross out of Doncaster on 13 September 1979. Photo: Dave Cobbe Collection/Rail Photoprints

other in c.1980 two-tone green with full yellow ends as the locomotive appeared for its final 13 months in traffic prior to withdrawal on 31 December 1981.

Prices for all 23 versions will start at £160.00 (DCC ready) through to £250.00 for DCC sound-fitted options. For further details, and to pre-order, refer to the respective websites:

www.accurascale.co.uk
www.locomotionmodels.com

Kernow parades painted D600 Warships in OO

Kernow Model Rail Centre has received factory decorated samples for its forthcoming models of the D600 Warships in OO. The retailer advises that some changes are to be made before the models go into production, including the black areas on the roofs (evident in the accompanying images), which are to be changed to match the surrounding roof colours.

The five previously-announced versions that are being produced – covering BR green and BR blue liveries – are to be augmented with a sixth version (ref.K2605), which will be presented as D602 *Bulldog* in BR blue livery with small yellow panels, headcode boxes and later style side grilles.

KMRC has also confirmed a second run of its exclusive Bulleid diesel mod-

els in OO (see Reviews, RM October 2018). This second run will comprise the same four models as the original run, together with two additional versions: The first four will be certified limited editions of 150 pieces and will be supplied with numbered certificates of authenticity and an appropriate named train headboard; the *Bournemouth Belle*, *Golden Arrow*, *Atlantic Coast Express* or *Royal Scot*.

The remaining two models will feature 10201 and 10202 in BR green with late crests for the first time and are not limited editions. Delivery is expected during the first quarter of 2019. For further details (including price information), and to pre-order, visit the KMRC website:

www.kernowmodelrailcentre.com



Heljan publishes 2019 catalogue

The Danish model railway manufacturer Heljan, has published its latest catalogue of UK outline models for OO, O and OO9. The 32-page full colour publication – which includes full details of all the firm's new announcements reported on in our January issue – is obtainable via Heljan stockists.

Following the release of its first stocks of BR Class 07 diesel shunters in OO (see Reviews, RM October 2018) Heljan has confirmed that a second batch of nine additional models are currently being prepared for released early in 2019.

These will comprise: ref.2904 – BR(S) green D2986; ref.2905 – BR(S) green D2988; 2906 – BR Eastleigh Works light green D2991; ref.2907 – BR blue D2998; ref.2908 – BR blue 07 002; ref.2909 – Powell Duffryn blue/white '07 006';

ref.2914 – BR blue 2989; ref.2915 – BR blue 07 009 (weathered) and ref.291 – ICI grey/orange 07 005 *Langbaugh*.

The models (SRP £139.95) will be supplied DCC ready with a six-pin DCC interface. All are available to order now from Heljan stockists.

Heljan is also set to produce ten new variants of the OO gauge LMS Beyer-Garratt 2-6-0+0-6-2 model that it originally manufactured exclusively for Hatton's. This new batch will feature a revised chassis and motor and cover liveries and running numbers not available originally, including LMS photographic grey. Available through Heljan stockists, delivery is planned during 2019.

www.heljan.dk



Dapol delivers the goods with expanded UK production

Dapol announced in early 2017 that it planned to expand its UK production capabilities, which subsequently saw the delivery and commissioning of a new injection moulding machine at its Chirk facility in North Wales. This recent investment is now starting to bear fruit, with the first stocks of several O gauge 9' wheelbase wagons – all produced from newly-commissioned tooling – being delivered to stockists.

The models cover lime vans, salt vans, a five-plank open coal wagon and two types of seven-plank open coal wagon (side and end door, and side door only variants), examples of which are illustrated here.

The models feature a compensated diecast chassis, injection moulded body and detail parts, sprung metal buffers and couplings. All moulding, assembly, painting, printing and pack-

aging is being undertaken at Chirk. A range of liveries are available – each with a retail price of £49.95.

Progress with Bulleid light Pacifics in N

Dapol has also reaffirmed its plans to produce N gauge models of the Bulleid air-smoothed light Pacifics. Originally announced in RM November 2011, and following a period of time where the project was effectively placed in abeyance, the project has seen significant progress in recent months, with a revised specification outlined by the manufacturer: this includes a powerful new locomotive-mounted motor, die-cast chassis and locomotive body, partial chassis compensation and a Next18 decoder socket.

Six versions are planned; 21C164 in SR malachite green, No.34066 Spitfire



▲ Air-smoothed Bulleid light Pacific No.34030 Watersmeet stands at Okehampton on 7 July 1964. Photo: Dave Cobbe/Rail Photoprints

in BR lined green with late crests, No.34110 66 Squadron in BR lined green with early emblems, 21C113 Okehampton in SR malachite green, No.34030 Watersmeet in lined BR green with late crests and No.34001 Exeter in BR lined green with early

emblems. (The latter is a Dapol Collectors Club exclusive.)

Currently at the CAD stage, delivery to stockists is planned for early 2020. Recommended retail prices are: £199.95 (DCC ready), £225.53 (DCC fitted) and £330.00 (DCC sound-fitted). All factory-fitted DCC locomotives will be equipped with Dapol's new Imperium Next18 decoder, whilst factory-fitted sound options will be available only through the manufacturer's website pre-order system. For more details: www.dapol.co.uk



Advance tickets now on sale for Model Rail Scotland 2019

Model Rail Scotland

This year's Model Rail Scotland event, staged by the Association of Model Railway Societies in Scotland, will be taking place on Friday 22, Saturday 23 and Sunday 24 February 2019, at the Scottish Event Campus in Glasgow (postcode G3 8YW).

The three-day exhibition – which is being supported by Peco Publications Ltd, Hornby Hobbies Ltd and Bachmann Europe Plc – will bring together in excess of 50 layouts in a variety of scales and gauges, representing British and continental prototypes, together with 150 exhibitor stands including specialist trade support, societies and modelling demonstrations.

Amongst the layouts attending will be many that have featured in previous issues of this magazine, whilst the latest O gauge essay by regular RM contributor Ian Futers – *The Lochty Branch* (pictured) – will be

making its show debut in completed form, depicting the BR Scottish scene of the 1960s.

Single day 'on the door' admission for the exhibition is priced as follows: adults £13.00, children £6.00 and families (2+2) £29.00. Child tickets are valid for children aged five years old and over; children under five are admitted free of charge.

Advance tickets are available, which allow entry to the show 30 minutes earlier than the normal opening times (see below), priced £12.00, £5.00 and £28.00 respectively. Advance tickets can be obtained by sending a cheque or postal order (made payable to 'AMRSS') together with a stamped, self-addressed envelope (to arrive no later than 15 February 2019) to: AMRSS, PO Box 9117, Shotts ML7 9AF. Advance tickets can also be purchased online via the website.

Normal show opening times are Friday 1030 – 1800, Saturday 1000 – 1800 and Sunday 1030 – 1700. For further details:

www.modelrail-scotland.co.uk



Minerva Manning Wardles – now in colour!

Minerva Model Railways has received factory-decorated samples of all three livery options for its forthcoming Manning Wardle K Class O-6-OST model in O gauge, the development of which was first announced in our May 2018 issue.

The manufacturer advises that some revisions to the liveries are to be made, whilst the buffers, coupling hooks and coupling rods will be blackened on production models. All models will be supplied fitted with the full wrap-over cab (pictured on the black version) with the weatherboards supplied as painted spare parts.

The models are planned for delivery early in 2019. Prices are: DC £255.00, DCC fitted £310.00, DCC sound-fitted £380.00. UK carriage will be charged at £9.00 per loco. DCC fitted locos will be equipped with ZIMO parts. For more details:

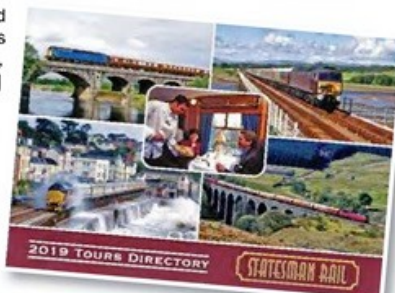
www.minervamodelrailways.co.uk



Statesman Rail 2019

Statesman Rail Ltd recently published its tour directory for 2019, which provides full details for its programme of steam- and diesel-hauled tours operating across the national network to destinations in England, Scotland and Wales. For more details, or to obtain a brochure:

Statesman Rail Ltd
PO Box 83, St. Erth, Hayle, Cornwall TR27 9AD
email: enquiries@statesmanrail.com
Tel: 0345 310 2458
www.statesmanrail.com



The latest news from the **PECO** group of companies

Driver experience courses return at Pecorama



Would you like to take to the controls of a real coal-fired steam locomotive? Pecorama – the popular tourist attraction situated in Beer on the Devon coast – is offering the opportunity to do just that with the return of its Driver Experience Courses for the 2019 season, which will run on the Beer Heights Light Railway throughout April, May, June and into July, and again in the autumn during Sept and October.

The courses offer participants a full day's experience of preparing, firing and driving a steam locomotive on the mile-long 7¼" gauge Beer Heights Light Railway.

The courses will see participants have the footplate all to themselves, whilst benefitting from expert tuition and supervision from a member of the railway's highly experienced staff. The day starts with morning preparation of the locomotive, a full safety briefing and theory session, after which participants will learn the controls and steam up the engine, and ends with a clean down at the end of your shift.

The cost of £215.00 includes morning coffee and cake, lunch in the Garden Room Restaurant, and also allows the participant to bring up to two guests with them, who will have free admission to Pecorama and its attractions for the day; this includes entry to the Model Railway Exhibition, glorious gardens – with stunning views over Lyme Bay – and unlimited rides on the Beer Heights Light Railway. Visit the Pecorama website for more details:

www.pecorama.co.uk



Swiss railways modelling guide published

Your Guide to Modelling Swiss Railways is our brand new 124-page publication – the latest title to join the Peco Modellers' Library – and should make interesting reading for all who are modelling Swiss prototypes, or considering doing so.

The collection of all-new previously unpublished material includes prototype background, suggested plans, layout descriptions (of various scales and gauges), and step-by-step modelling features – with techniques equally applicable to other subjects.

Priced at £6.99, it is available now direct from Peco, via all Peco stockists, and from selected WHSmith outlets. Existing subscribers to RAILWAY MODELLER and CONTINENTAL MODELLER are eligible to purchase the publication at the reduced price of just £4.99 by ordering direct.

Peco Publications & Publicity Ltd, Underleys, Beer, Devon EX12 3NA

Tel: 01297 20580

www.peco-uk.com



Latest Peco 009 wagon commissions



Peco has delivered its first weathered narrow gauge wagon commission, with an edition of 009 open wagons in weathered 'Arnolds Sands' red/white/black livery (ref.GR-202AWR), produced exclusively for AGR Model Railway Store. These follow the pristine versions that were recently commissioned by the retailer. Priced £17.95 each, the weathered models can be purchased online via the retailer's website (see below).

A second 009 open wagon commission recently completed by the Peco factory is an edition in Bure Valley Railway brown livery. Priced £16.99 each, these are available exclusively from Bure Valley Models (see below)

www.agrmodelrailwaystore.co.uk

www.burevalleymodels.com

Engineering opportunity at Peco

A new role has been created within the engineering team at Peco (located in Beer, Devon) to oversee, plan and develop production processes, including Special Purpose Machinery working closely with the Factory team and the Product Development team. The role will also provide support for any current Special

Purpose Machinery on site and explore opportunities to make improvements to enhance performance, reliability and cost effectiveness. Further details of how to apply, together with a full job specification, can be found on the manufacturer's website:

www.peco-uk.com

INCORPORATING PECO MODEL RAILWAYS • PECO PUBLICATIONS LTD • PECORAMA

3D-printed water crane kits for N gauge

Peedie Models has developed a range of 3D-printed kits for water cranes, based on Southern, Midland and Western region prototypes. The latest addition to the range is based on a type found in the Scottish Highlands. Construction is described as straightforward, with painting required to complete. Prices start at £4.95 – full details can be found on the retailer's website:

www.peediemodels.com



New releases from Train-Tech



▲ The Train-Tech Smart Screen; in use as a platform display (left) or inside a multiple unit (centre). The photo (right) shows its very small size.

Amongst the latest releases from Train-Tech is a working digital Smart Screen, which modellers can customise with their own messages to bring an extra level of operational interest to their layouts. Multiple screens can be displayed, which can be triggered by a range of different inputs including switches, DCC commands and even track sensors (which can be used to show a different screen as a train passes).

Although primarily intended as station platform displays, these smart screens could also be fitted inside modern-era passenger vehicles (such as multiple units) to display destinations and stopping points.

The small Smart Screen module (which measures 31mm x 9.5mm x 4.5mm) has everything built inside; installation requires just two wires from the module to be connected to either; an 8 – 16V smooth dc, or DCC, power supply.

The Smart Screen is supplied pre-loaded with a demo display, but modellers can fully customise the screen with their own messages using a DCC controller; however, once set up the screen can be powered using DCC or DC supplies. This is fully explained in the instructions provided.

The Smart Screen is priced at £50.00 (£90.00 for a twin pack), with station platform housing sets available for an additional £10.00 each.

Train-Tech has also released its SR1 Sound Track, which takes the form of a portable sound recorder (with built-in microphone and loudspeaker) that a modeller can use to record sounds at prototype locations and then set them



▲ The Train-Tech Sound Track can be used to record prototype sounds (above).

to replay automatically on their layout.

The recorder has four separate sound tracks, each of which can be replayed using control switches, or triggered by a track sensor; one suggested application for 12V dc control would be to record actual locomotive whistles/horns, which can then be played back as models pass over a particular section of track. Another use could be to create bespoke station announcements, which are played automatically as a train arrives at a station.

In portable mode the Sound Track (priced £69.00) runs off an internal 9V battery, but can be connected to DC or DCC power supplies when in use on a layout.

Train-Tech has also released its ST10 Track Sensor Plus (priced at £25.00 each), which is essentially an updated version of the firm's existing Track Sensor; installed next to the track the built-in infrared sensor can be



▲ The Train-Tech Track Sensor Plus clips directly to the track.

used to show train locations or trigger various layout accessories automatically (such as level crossings and signals), together with the above-mentioned Smart Screen and Sound Track products. The Track Sensor Plus can be powered using a DCC or 12 – 16V smooth DC supply. For further details about all these products:

www.train-tech.com

Award winners at Crewe

The Alsager Railway Association staged its annual exhibition on 10 & 11 November 2018 at Bentley Motors in Crewe. Two awards were presented during the course of the weekend and were judged and presented by Dapol Marketing Manager, Neil Morrill.



The winner of the Fred Johnstone Award for 'best scenic layout' was Adrian Lambourne for his N gauge layout *Loch Tat*, which was featured in our March 2015 issue.

The Chairman's Cup for 'best overall layout' was won by Andrew Jones for his *Stodden Hundred Light Railway* model, which demonstrates how O gauge can be modelled in a small space.

For more details about the ARA, which always welcomes new members: www.alsager railway association.co.uk



In brief

RM Cup Prize Draw

There's still time to enter the RM Cup Prize Draw and be in with a chance of winning some fantastic prizes – including a first prize of £400 worth of vouchers to spend at your nearest Peco stockist. Entries can be completed using the form published in the January issue – all you have to do is choose your three favourite articles published in RM during 2018. You can also email your selection (marked 'RM Prize Draw') to railwaymodeller@btconnect.com. The closing date is 31 January 2019 and the results will be announced in the April RM.

EM 'Ready-to-lay' track – prices confirmed

In our December 2018 issue we revealed that the EM Gauge Society had commissioned Peco to manufacture items of 'ready-to-lay' wooden-sleepered bullhead trackwork, which will be available only to EMGS members and from the Society's stand at EMGS events. 3D-printed samples of the left- and right-hand B6 turnouts, together with moulded samples of the plain flexible track, were on display at the Warley 2018 show (as pictured in our January 2019 issue). Prices have now been confirmed: £5.00 per yard length for the plain track, whilst the turnouts will be priced at £27.00 each. For further details about how to join the EMGS: www.emgs.org

For Lower Dale & Calver read P4 – not 00!

In our January 2019 issue we introduced Alan Austin's ambitious scheme for a 'just supposing' line through the Peak District. However, Alan's layout is actually being constructed to P4 standards – not 00 as we incorrectly stated in the article. Alan explains that much of the pointwork that has been made and installed on his grand design is not available commercially in 00, and would require building from scratch regardless of the track standards being followed. Our apologies to Alan for the error.

Alton FEBEX

Alton Model Railway Group will be staging its next annual model railway exhibition (FEBEX), on the 2 & 3 February 2019 at Eggars School in Alton, Hants (GU34 4EQ). RM Editor Steve Flint will formally open the show on the Saturday morning and will also be judging the 'best in show', which will be awarded the Peco Publications Shield. See Societies & Clubs or go to: www.altonmrg.co.uk

Shop News

Peco retailers encourage young modellers at special events

Two model railway retailers recently held special events at their respective premises, both of which were supported by Peco.

On 27 October 2018, Rochester Games, Models & Railways in Kent hosted a programme of modelling demonstrations, which included 'make and take' opportunities for visitors. Victoria Stuck, the shop's proprietor, was very pleased overall with the numbers of people that attended. Amongst the visitors to the shop were Christian Markham and his son Samuel, who had seen Channel 5's *The Great Model Railway Challenge* and were looking to start building their own model railway as a consequence. Samuel is seen on the right in the accompanying photo (above), together with Victoria's son, William, whilst trying their hands at creating a small scenic diorama.



On 9 & 10 November 2018, the Edinburgh-based Harburn Hobbies hosted a special promotional event for Peco products. On the Saturday there was the opportunity to meet Mark Darragh, a contestant who appeared in episode four of *The Great Model Railway Challenge*. Amongst the visitors during the day were James Persse and his son Henry, who had travelled from home in Switzerland to visit family in Edinburgh, and made a special trip to the retailer upon hearing that Mark was going to be there! They are pictured here with Mark (left).

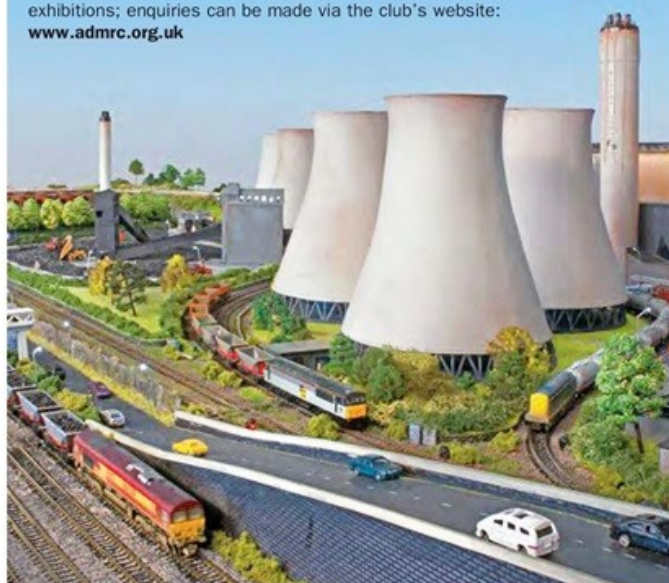
Didcot Power Station model presented to town's railway centre

An N gauge model of Didcot A Power Station, which was featured in our August 2016 issue, has been formally presented to Didcot Railway Centre and the Abingdon & District Model Railway Club as joint custodians.

The layout, which was awarded the Hornby Trophy at the 2018 Warley show (see p167), was constructed by modellers Tony Musgrave, Roly Hamblin and Derrick Mortimore. They have chosen to dedicate their layout to the people of the Oxfordshire town and those who lost their lives on 23 February 2016 when part of the power station building collapsed during demolition.

It is planned that the layout will eventually take its place as part of a permanent exhibit at the railway centre. During the interim it will reside at the A&DMRC clubrooms in nearby Abingdon, from where it will be available for exhibitions; enquiries can be made via the club's website:

www.admrc.org.uk



Industrial 'print your own' boxfile layout in 4mm from Scalescenes



Scalescenes has developed a 'download and print' kit for an industrial micro layout that can be built into a boxfile. The online download (ref.LY01, price £9.99) comprises two PDF files; one contains the files for the kit in the form of A4-sized (210mm x 297mm) full colour pages and the other PDF contains comprehensive illustrated step-by-step instructions. The PDF files for the kit can be printed from a home computer and mounted onto thicker card as specified in the instructions.

Once downloaded, kits can be printed multiple times. The structures on the layout have been designed such that the entire layout can be safely 'flat-packed' back into the boxfile.

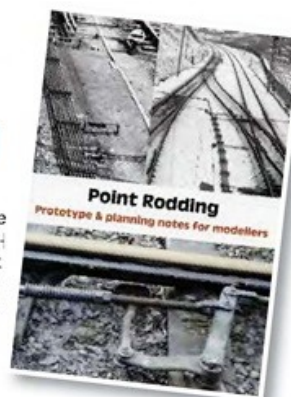


Suggested track plans and boxfile cutting templates are also included. There is also a choice of colours for some parts, together with a ready to print backscene. Although intended primarily for OO, the kit can also be used as the basis of a OO9 model. (An N gauge boxfile layout kit is planned.)

In tandem with the release of the boxfile layout kit by Scalescenes, CM3Models has released a grey-board pack; priced £7.95 (+ £2.90 UK P&P), the pack contains sufficient quantities of heavy, medium and light cards to construct the boxfile layout, as specified in the Scalescenes kit instructions.

www.scalescenes.com
www.cm3models.co.uk

Guide to point rodding published



The 2mm Scale Association has published a new booklet titled *Point Rodding - Prototype & planning notes for modellers*. The 46-page A5-sized paperback is broadly split into two halves; the first explaining the prototype (covering rods, stools, cranks, compensators, facing point locks and detectors), whilst the second half deals with planning a point rodding installation on a model railway.

Despite the booklet being published by the 2mm Scale Association, and utilising the knowledge and experience of member Laurie Adams for his own 2mm project, the booklet will be of use to modellers working in the larger scales of 4mm and 7mm. Indeed, it provides a useful standalone prototype reference for those wishing to utilise the Wills 4mm scale Point Rodding kits.

Copies of the booklet (price £5.00) are currently only available at exhibitions where the 2mm Roadshow is in attendance, although availability via the website and independent book retailers is also being considered.

www.2mm.org.uk

EXHIBITION FOCUS

Chance to win an O gauge locomotive at Bristol show!



The Bristol O Gauge Group will be staging its annual exhibition devoted to O gauge railway modelling on Sunday 27 January 2019, once again at the UWE Exhibition and Conference Centre, Filton Road, Bristol (postcode BS34 8QZ).

There will be in the region of 80 specialist traders in attendance, together with 10 layouts showcasing 7mm modelling and test tracks covering Scale Seven, O gauge finescale and O gauge coarse scale. There will also be demonstration stands and a bring and buy stand.

Modelling demonstrations will include Lining & Painting with Ian Rathbone, Weathering with Martyn Welch, and Locomotive Construction with Tony Reynolds and Malcolm Mitchell.

Open 1000 – 1600, admission is priced £9.00 (partners and accompa-

nied children admitted free) and £7.00 for Gauge O Guild members. Advance tickets are also available to purchase (before 15 January 2019) via the show website at the reduced price of £7.00.

It is planned to run a vintage bus shuttle between Bristol Parkway station and the venue, however it is advised that visitors check the show website (below) for arrangements nearer the time.

Advance ticket holders will have the chance to win Dapol O gauge wagons that have been specially commissioned for the event, whilst one paying visitor will also be in with a chance of winning a Minerva O gauge 57xx/8750' 0-6-0PT (pictured) with the 'on the door' raffle.

For more details about the event go to:

www.bogg7mmexhibition.com

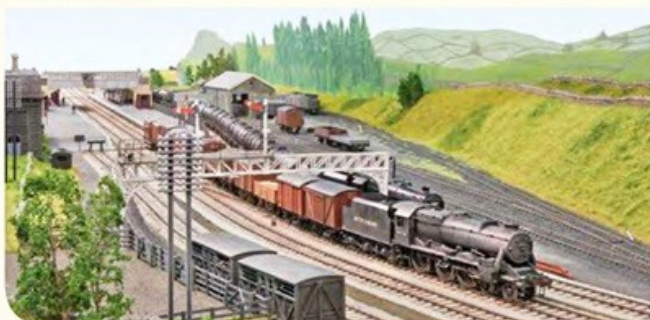
Free admission for under-16s to Pontefract exhibition

The Normanton & Pontefract Railway Modellers Society will be staging its 50th anniversary show on Saturday 26 and Sunday 27 January 2019 at New College, Park Lane, Pontefract WF8 4QR. The Society's golden anniversary is in fact the subject of this month's Mileposts feature on p139.

Amongst the layouts booked to appear, which cover a wide range of scales, gauges, eras and prototypes are: *Northallerton* (N, see RM August 2018), *Chapel en le Frith* (4mm, see RM November 2017, pictured) and *Canada Street* (4mm, see RM November 2017, plus April and June 2018).

Admission will be free for accompanied children aged under 16 (Adult admission priced at £5.00), whilst complimentary copies of the show guide will be available whilst stocks last. For further details about the exhibition, including opening times, see the society's website (below) or see the event listing in Societies & Clubs.

www.nprms.co.uk



Memories of the Woodhead route to be rekindled at Stafford

The Stafford Railway Circle's next annual model railway exhibition is due to take place on the weekend of 2 & 3 February 2019. Covering British and overseas prototypes in a variety of scales and gauges, the event will provide an ideal opportunity to see a number of layouts that have been featured in past issues of *RAILWAY MODELLER*, including: *Little Aller Junction* (N, RM September 2016), *Portsea* (3mm, RM December 2015), *Tidworth* (OO, RM June 2016) and *Todmorden Midland* (N, RM October 2016).

The weekend will also bring together a trio of layouts depicting the iconic Woodhead route; the former electrified main line that connected Manchester and Sheffield, which closed to passenger traffic in 1970. Covering three different scales, these layouts comprise *Netherwood Sidings* (O, as featured in RM January 2016, pictured), together with *Deepcar* (OO) and *Woodhead* (N). In contrast to these models, there will also be a number of exhibits themed around the Isle of Wight railway network.

The exhibition will be taking place once again at the Stafford County Showground in the Prestwood, Argyle and Sandylands Suites. The showground is situated three miles to the east of the town on the A518 in the direction of Uttoxeter (Sat Nav postcode ST18 0BD). There will be a bus service from Stafford railway station to the venue – a timetable is available on the event website. For further details including opening times and admission prices, see Societies & Clubs or go to:

www.staffordrailwaycircle.org.uk

Milton Keynes MRS to celebrate Golden Anniversary with special two-day show



Photo: Tony Wright

As part of its celebrations to mark its 50th anniversary year, the Milton Keynes Model Railway Society (MKMRS) will be staging its annual exhibition over two days in 2019. The event will be held on the weekend of 16 & 17 February 2019 at Stantonbury Leisure Centre, Milton Keynes and will be open from 1000 – 1700 on the Saturday and from 1000 – 1630 on the Sunday. (The show will revert to its customary one-day event in 2020.)

Formed in 1969, MKMRS was one of the first organisations to take the name of the designated new city, despite its Bletchley roots. Today its membership covers not just Milton Keynes but the wider area with members attending from Bedfordshire, South Bucks and South Northants. Although there are still some founder members involved with the club, the exhibition organisers would be pleased to hear from former members who have moved away from the area – contact can be made via the website (see below). Amongst the layouts booked to attend is *Clifton & Lowther* in N gauge (pictured, see RM February 2018).

A free vintage Routemaster bus service will operate between Milton Keynes Central railway station and Stantonbury Leisure Centre every 30 minutes on both days. The venue also has free car parking. One-day admission will be £7.00 for adults with children being admitted for £1.00.

For further details see Societies & Clubs or go to:

www.mkmrs.org.uk

Coming next month

March 2019

Out Thursday 14 Feb.

Calcutta Sidings
British Rail in the Midlands in
4mm scale

Railway of the Month

Little Salkeld
On the Settle & Carlisle in N gauge

Horton Road
A layout resurrection in O gauge

Inside

• **THE ROYAL ALBERT BRIDGE**
Brunel's landmark structure of
1859, modelled in N gauge

• **OLD ELMS ROAD**
Southern steam, diesel and electric
traction in OO gauge

• **BUILDING A GOODS SHED**
A goods yard essential in N gauge,
scratchbuilt from plasticard

*plus all the
regular features*

Ace Products expands range of steam locomotive kits for 4mm and 7mm



Recent additions to the Ace Products range of locomotive kits include a 7mm scale kit for the Midland & Great Northern Railway 'Cornish' 0-6-0T (later LNER J93). The kit (priced £179.99), comes with a pre-rolled boiler and with the loco body in etched brass, whilst the chassis is in etched nickel silver.

Also new for 7mm are kits for the Gresley A8 4-6-2T and Gresley GNR Class O1 2-8-0 (both priced £229.99 each), together with a kit for the South Eastern & Chatham Railway (later SR) J class 0-6-4T, priced £199.99. The former DJB kit for the ex-LSWR M7 0-4-4T kit has also been re-introduced (with the option of a chassis similar to those developed by Meteor Models for this wheel arrange-

ment). In development are kits for the Bulleid Merchant Navy Pacifics (in original form) and Caledonian Railway Class 179 and 191 4-6-0s.

New to the 4mm range is a kit for the M&GN (later LNER) C17 4-4-2T, priced £99.00.

All kits require wheels, gears, motor, paint and transfers to complete. Further details can be found on the firm's new website:

ACE Products
7 Ringley Park Road, Reigate RH2 7BJ
Tel: 01737 248 540
email: a4ace@talktalk.net
www.aceproducts.org

Sprung wagon subframes for PO wagons in 4mm



Brassmasters has introduced a range of etched 4mm scale sprung wagon subframes designed to fit under Slater's, Cambrian and Parkside pre-1923 Private Owner wagons – although they could also be used for other manufacturers' kits and scratchbuilt models.

The kits include full single-sided or independent double-sided brakes with a choice of brake levers and brake lever guides. They can be built for OO, EM or P4 gauges and incorporate springing as standard. Comprehensive illustrated instructions and diagrams are provided.

The range comprises: R041 – RCH 1907 9' wheelbase; R042 – Gloucester C&W 1905 9' wheelbase; R043 – RCH 1923 9' wheelbase (to fit Slater's, Cambrian, Parkside kits and Bachmann R-T-R); R044 – RCH 1923 9' wheel-

base (to fit Oxford R-T-R).

Individual packs are priced £7.00 each and bulk packs of five are priced £30.00 (all prices exclude P&P).

Brassmasters has also introduced another type of three-link coupling chain. This is in exact scale size and is sold in lengths containing 36 links. MC006 is for copper links, MC007 is for soft iron links. (MC008 are the original fine copper links and MC009 are the original fine soft iron links.) Each is priced £8.00 per length excluding P&P.

Full details of these and all of the firm's other products can be found on the website, or by sending a stamped addressed envelope to:

Brassmasters PO Box 1137, Sutton Coldfield, West Midlands B76 1FU. www.brassmasters.co.uk

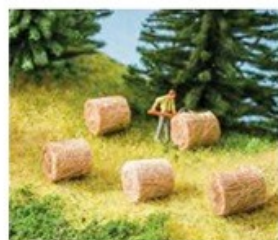
Noch releases 2019/20 catalogue

The German scenic specialist recently published the latest edition of its fully-illustrated catalogue of scenery, figure and structure products. Although primarily geared towards European outline models in N, TT and HO scales, many of the items listed – such as the recently introduced road and water construction materials – will be equally well suited to applications on British outline layouts. Copies of the catalogue can be ordered online direct (see below), or via Noch stockists.

Noch has also released several new packs of plants and accessories, many of which will be of interest to British-outline modellers, despite being intended for HO scale. These comprise: a selection of 'Deco Mini' packs – tomato plants, cauliflower, white cabbage, red cabbage, pumpkins; Ornamental plants – thuja, rose arch, Mediterranean plants and palms; '3D Mini' packs – hay harvest set, turnip harvest set, plus hay bales.

Noch products are distributed in the UK by Gaugemaster.

www.noch.com
www.gaugemaster.com



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.

April issue deadline: February 1st

EVENTS

Saturday 12 January

BEAMINSTER, Dorset

Organiser: Bridport & District MRS.

Venue: Public Hall, Fleet Street, Beaminster, Dorset DT8 3EF.

Open: 1000 – 1600

Admission: adults £3.00, 16 – 18 year olds £1.00, under 16s free.

Amenities: light refreshments, public parking adjacent to the venue and wheelchair access.

Features: 12 layouts including debut of Bridport MRS' layout based on West Bay. Trade support.

Contact: Bob Arhens 01308 861754

Saturday 12 January

QUINTON, West Midlands

Organiser: Christchurch Quinton Church.

Venue: Church Hall, Christchurch the Quinton, 787-789 Hagley Road West, Quinton, Birmingham B32 1AJ.

Open: 1000 – 1700

Admission: adults £3.00, children £1.00.

Features: nine layouts plus trade stands.

Contact: Chris Morris 07737 928977

Saturday 12 & Sunday 13 January

BOGNOR REGIS, West Sussex

Organiser: Bognor Regis MRC.

Venue: Felpham Community College, Felpham Way, Bognor Regis PO22 8EL.

Open: 1000 – 1700 Saturday

1000 – 1630 Sunday.

Admission: adults £5.00, children (6 – 16) £3.00, under 6s free, family (2+2) £13.00.

Amenities: wheelchair friendly, free parking, refreshments.

Features: 15+ layouts, trade support, society stands.

Contact: www.bmrcc.co.uk

Saturday 12 & Sunday 13 January

STEVENAGE, Hertfordshire

Organiser: Chiltern Model Railway Association.

Venue: Stevenage Arts & Leisure Centre, Lytton Way, Stevenage SG1 1LZ.

Open: 1000 – 1730 Saturday

1000 – 1630 Sunday.

Admission: adults £10.00. All adult tickets include two children aged 5 – 16 free with each paying adult. Additional children £4.00. Under 5s free. Unaccompanied children over 10 and under 16 £4.00.

Amenities: disabled-friendly venue is opposite Stevenage railway station; close to bus station; five minutes JC 7&8 A1(M). Parking in town centre. Refreshments; periscopes for children available.

Features: layouts, demonstrations, full trade support, society stands.

Contact: 01438 715580

www.cmra.org.uk

Sunday 13 January

WESTON-SUPER-MARE,

North Somerset

Organiser: Keith Price.

Venue: The Campus (behind Morrison's), Highlands Lane, Locking Castle, Weston-

Super-Mare, North Somerset BS24 7DX.

Open: 1000 – 1630.

Admission: adults £7.00, seniors £6.50, children £2.00, family £16.00. Early entry from 0930 for £1.00 extra per person.

Amenities: disabled access, refreshments, plenty of free parking and nearby paid longer stay.

Features: 25+ layouts including *Der Kuhlher Krug Strassen* (HO), *Laramie Engine Terminal* (O) and *Vurrard Inlet* (HO) plus trade support.

Contact:

www.westonsupermaretrainshow.com

Friday 18 to Sunday 20 January

ALEXANDRA PALACE, London

Organiser: Meridienne Exhibitions Ltd.

Venue: Alexandra Palace, Alexandra Palace Way, London N22 7AY.

Open: 1000 – 1700 Friday & Saturday

1000 – 1630 Sunday

(last entry 1600 Friday & Saturday and 1500 Sunday).

Admission: in advance via website until midnight Tuesday 15 January – adults £11.50, seniors/students £10.50, children (5 – 14) £3.50. On the door – adults £12.50, seniors/students £11.50, children (5 – 14) £4.50.

Amenities: ample public transport, parking, disabled access, refreshments.

Features: London Model Engineering Exhibition: the full spectrum of model engineering, traction engines, boats, etc.

Contact:

www.londonmodelengineering.co.uk

Saturday 19 January

WITHAM, Essex

Organiser: Dakota Dibben.

Venue: Spring Lodge Centre, Powers Hall End, Witham, Essex CM8 2HE.

Open: 1000 – 1630.

Admission: adults £5.00, children £2.00, family £12.00.

Contact: info@dakotadibben.co.uk

Saturday 19 January

WORKSOP, Nottinghamshire

Organiser: Model Bus Federation Yorkshire Area plus The Crossing Church.

Venue: The Crossing Church, Newcastle Street, Worksop S80 2AT.

Open: 1000 – 1600.

Admission: adults £3.00 children and MBF members £1.00.

Amenities: venue is close to Worksop bus station, free car parks nearby. Refreshments on site all day.

Features: a variety of railway, tram, trolley-bus and bus layouts in various scales, plus trade support.

Contact: Bob Heathcote 01909 281566

Saturday 19 & Sunday 20 January

BLACKBURN, Lancashire

Organiser: East Lancashire Model Railway Charitable Organisation.

Venue: Accrington Road Community Centre (Old School House), Accrington Road, Blackburn BB1 2AF.

Open: 1000 – 1700 Saturday

1000 – 1500 Sunday.

Admission: adults £5.00, seniors, students and children £3.00, family (2+2) £12.00.

Contact: 07585 672627/07914 713038

Saturday 19 & Sunday 20 January

CALNE, Wiltshire

Organiser: Bentley MRG.

Venue: Calne Leisure Centre, White Horse Way, Calne, Wiltshire SN11 0SP.

Open: 1000 – 1700 Saturday

1000 – 1630 Sunday.

Admission: adults £5.00, children £3.00, group (2+3) £12.00.

Amenities: all exhibits on ground floor with easy access for wheelchair users. Light refreshments and meals in first floor restaurant, access via lift. Free parking.

Features: layouts, full trade support.

Contact: 01249 654417

www.calnemr.org.uk

Saturday 19 & Sunday 20 January

CANTERBURY, Kent

Organiser: City of Canterbury MRS.

Venue: St Anselm's School, Old Dover Road, Canterbury, Kent CT1 3EN.

Open: 1000 – 1700 Saturday

1000 – 1600 Sunday.

Admission: adults £5.00, children £3.00, family (2+2) £13.00. Two children free with a paying adult on Sunday.

Amenities: disabled access to both halls, free parking on site, refreshments. Dover Road park & ride next door, regular bus services pass venue.

Features: layouts, full trade support, modelling demonstrations and advice.

Contact: www.ccmrsc.co.uk

Sunday 20 January

GUILDFORD, Surrey

Organiser: Astolat Model Railway Circle.

Venue: Surrey Sports Park, University of Surrey, Richard Meyjes Road, Guildford, Surrey GU2 7AD.

Open: 1000 – 1700.

Admission: adults £6.00, children (10 – 13) £3.00, family (2 adults +1 or more children) £12.00.

Amenities: on-site parking, wheelchair-friendly, historic shuttle bus from Guildford railway station (see website for details), light refreshments.

Features: layouts, demonstrations, test track, Loco Doctor and trade support.

Contact: David Wilde 01483 722098

www.astolatmrc.co.uk

Saturday 26 January

KIDDERMINSTER, Worcestershire

Organiser: Wyre Forest MRC and the Mayors of Kidderminster and Bewdley.

Venue: Town Hall (Corn Exchange), Vicar Street, Kidderminster DY10 1DB.

Open: 1030 – 1630.

Admission: adults £3.00, accompanied children under 12 free.

Amenities: refreshments, disabled access.

Features: model railway exhibition supporting the Mayors' charities; nine layouts, trade support.

Contact: 01902 843760

www.wyreforestmrc.com

Saturday 26 & Sunday 27 January

EASTLEIGH, Hampshire

Organiser: Southampton MRS.

Venue: Barton Peveril College, Chestnut Avenue, Eastleigh (satnav SO50 5BX).

Open: 1000 – 1700 Saturday

1000 – 1630 Sunday.

Admission: adults £7.00, children (5 – 15) £3.00, family (2+2) £17.00.

Amenities: full catering, disabled access to all areas. Eastleigh and Southampton Parkway stations about 1½ miles away. A free heritage bus service will serve both stations; approximately half-hourly from about 0930. Full details on the website.

Features: 20+ layouts plus trade support. Demonstrations, society stands.

Contact: www.southamptonmodelrailway.society.wordpress.com

Saturday 26 & Sunday 27 January

KENDAL, Cumbria

Organiser: Kendal MRC.

Venue: Kendal Leisure Centre, Burton

Road, Kendal, Cumbria LA9 7HX.

Open: 1000 – 1700 Saturday

1000 – 1630 Sunday.

Admission: adults £6.00, concessions £5.00, children (5 – 16) £3.00, under 5s free, family £16.00.

Amenities: full disabled access, free parking, light refreshments. Local bus stops nearby (Saturday only).

Features: layouts, trade support, society stands.

Contact: 01539 733844

www.kendalmrc.org

Saturday 26 & Sunday 27 January

LONGFIELD, Kent

Organiser: Erith MRS.

Venue: Longfield Academy, Main Road (B260), Longfield, Kent DA3 7PH.

Open: 1000 – 1700 Saturday

1000 – 1600 Sunday.

Admission: adults £9.00, accompanied children 17 and under free.

Amenities: refreshments, fully accessible venue. Free on-site parking. Longfield station is 10 minutes walk from venue.

Features: layouts, trade support, society stands and demonstrations. Raffle in aid of the Association of Bexley Charities '78.

Contact: Paul Plummer 07736 560956

www.ukmodelshops.co.uk/enlhmrs

Saturday 26 & Sunday 27 January

PONTEFRAC, West Yorkshire

Organiser: Normanton & Pontefract Railway Modellers Society.

Venue: New College, Park Lane, Pontefract WF8 4QR.

Open: 1000 – 1700 Saturday

1000 – 1630 Sunday.

Admission: adults £5.00, accompanied children under 16 free.

Amenities: café, disabled access.

Features: 20 layouts, trade stands, demonstrations.

Contact: www.nprms.co.uk

Sunday 27 January

TEYNHAM, Kent

Organiser: G Scale Society Kent Group.

Venue: Teynham Village Hall, Belle Friday Close, Teynham, Kent ME9 9TU.

Open: 1100 – 1600.

Admission: adults £2.50, children £1.00.

Amenities: parking, light refreshments, disabled access. Venue approx 400m from A2, nearest station Teynham.

Features: large scale layouts in 32mm and 45mm gauges, including live steam. Trade support.

Contact: roger.allen1@btinternet.com

www.gscaleskent.co.uk

FEBRUARY

Saturday 2 February

YATE, Gloucestershire

Organiser: Sodbury Vale MRC.

Venue: St Mary's Church & Church Hall, Church Road, Yate BS37 5BG.

Open: 1000 – 1630.

Admission: adults £5.00, accompanied children free.

Amenities: refreshments, disabled access and parking at nearby shopping centre.

Features: 14 layouts, trade stands, demonstrations.

Contact: Tim Crockford 01454 327 611

www.sodburyvalermc.co.uk

Saturday 2 & Sunday 3 February

ALTON, Hampshire

Organiser: Alton MRC.

Venue: Eggars School, London Road, Alton, Hampshire GU34 4EQ.

Open: 1030 – 1700 Saturday

1030 – 1600 Sunday.

Admission: adults £5.00, accompanied children under 16 free.

Amenities: free parking, refreshments, disabled access available with assistance if required, free bus service to the

venue from Alton railway station.

Features: FEBEX 2019 – layouts *Clyde Valley Railway* (OO9), *Habbaniya (Iraq 1941)* – a perspective diorama – *Herstmonceux* (OO), *Kitedale* (P4), *Normandy Depot* (O), *North Ealing* (TT), *Portwenn* (O), *Priors End* (OO), *Scratchy Bottom Halt* (Gn15), *Solent Summit* (N), *Titherleigh* (OO), *Whitedown* (OO). Changes at the venue mean more space for layouts and traders.
Contact: 01420 562619
www.altonmrg.co.uk/febex

Saturday 2 & Sunday 3 February IRVINE, North Ayrshire

Organiser: Kilmarnock & District MRC.
Venue: The Linthouse Building, Scottish Maritime Museum, Harbour Road, Irvine, North Ayrshire KA12 8QE.
Open: 1030 – 1700 Saturday
1030 – 1600 Sunday.
Admission: adults £5.00, concessions £4.00, children under 16 free (maximum two per party).
Amenities: on-site parking, fully disability compliant.
Contact: Bill Fitzpatrick 01563 533393
www.kilmarnockmrc.com

Saturday 2 & Sunday 3 February STAFFORD

Organiser: Stafford Railway Circle.
Venue: Stafford County Showground, Weston Road, Stafford ST18 0BD.
Open: 1030 – 1700 Saturday
1030 – 1630 Sunday.
Admission: adults £10.00, accompanied children under 16 free.
Amenities: free parking, large refreshment area, full disabled access. Complimentary bus service on both days from Stafford railway station (see club website for timetable).
Features: 45 layouts including two themed areas – Isle of Wight and Woodhead Route – plus trade support and demonstrations.
Contact: Colin Hill 01785 211922
www.staffordrailwaycircle.org.uk

Sunday 3 February MALVERN, Worcestershire

Organiser: Eric & Dave VTC.
Venue: Three Counties Showground, Seven Hall, Malvern WR13 6NW.
Open: 1030. Closing time not specified.
Admission: not given.
Features: toy fair and running day on Hornby three-rail O gauge layout.
Contact: 0121 458 1361 (answerphone)

Saturday 9 February CLEVELEYS, Lancashire

Organiser: Blackpool & North Fylde MRC.
Venue: Cleveleys Community Centre & Church, Kensington Road (off Beach Road), Cleveleys, Lancashire FY5 1ER.
Open: 1000 – 1600.
Admission: adults £3.50, seniors (60+) and juniors (5 – 15) £2.50, family (2+2) £9.50.
Amenities: ample local parking, light refreshments, easy access for disabled.
Features: club open day. Club and members' layouts in various gauges, trade support plus club sales.
Contact:
www.blackpoolandnorthfyledemrc.co.uk

Saturday 9 February 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.hmrg.co.uk

Saturday 9 February SOLIHULL, West Midlands

Organiser: West Midlands Group of the G Scale Society.
Venue: St Mary's Church Hall, Hobs Moat, Solihull, West Midlands B92 8PN.
Open: 1000 – 1600.
Admission: adults £3.00, children (5 – 16) £1.00.
Amenities: refreshments available, free parking.
Features: G scale indoors plus guest layouts in other scales over two halls. Trade support.
Contact: Mel Turbutt 01299 403548

Saturday 9 & Sunday 10 February WIMBORNE, Dorset

Organiser: Bournemouth Model Railway Exhibition.
Venue: The Hamworthy Club, Magna Road, Cranford Magna, Wimborne, Dorset BH21 3AP.
Open: 1000 – 1700 Saturday
1000 – 1600 Sunday.
Admission: adults £6.00, accompanied children free.
Amenities: refreshments. With the exception of the squash courts and the stage, the venue is fully wheelchair accessible.
Features: layouts, extensive trade support.
Contact: www.bmr.org.uk

Saturday 9 & Sunday 10 February YENSTON, N. Templecombe, Somerset

Organiser: Gale Rail and The Gartell Light Railway.
Venue: The Gartell Light Railway, Common Lane, Yenston, N. Templecombe, Somerset BA8 0NB.
Open: 1000 – 1630 Saturday
1000 – 1600 Sunday.
Admission: adults £4.00 (to model railway show only; GLR tickets not valid).
Amenities: refreshments, train services on GLR.
Features: 12+ layouts, historical displays of Templecombe, trade support.
Contact: 07970 113270

Sunday 10 February LENHAM, Kent

Organiser: The French Railways Society.
Venue: Lenham Community Centre, Groom Way, Lenham, Kent ME17 2QT.
Open: 1000 – 1700.
Admission: adults £4.50.
Amenities: parking, refreshments, disabled access (except stage). Venue is just off the old A20.
Features: mainly French outline layouts in N, HO and O, plus sales and society stands and programme of talks and slide-shows including guest presenters Brian Stephenson and Chris Ludlow.
Contact: roger.allen1@btinternet.com
www.frenchrailwaysociety.org

Friday 15 & Saturday 16 February SOUTH SHIELDS, Tyne & Wear

Organiser: The Salvation Army.
Venue: The Salvation Army Community and Worship Centre, Wawn Street, South Shields, Tyne & Wear NE33 4EB.
Open: 1300 – 2000 Friday
1000 – 1700 Saturday
Admission: adults £4.00, children £2.00, family (2+2) £10.00.
Features: Model Rail 2019.
Contact:
Major Amanda Banner 0191 496 7511
www.salvationarmy.org.uk

Saturday 16 February 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 16 February LANCING, West Sussex

Organiser: Sussex Downs Group of the OO9 Society.
Venue: Lancing Parish Hall, South Street, Lancing, West Sussex BN15 8AJ.
Open: 1000 – 1630.
Admission: adults £5.00, accompanied under 16s free.
Amenities: parking, wheelchair access, light refreshments. Venue is five minutes from A27, 10 minutes walk from Lancing railway station.
Features: open day. OO9 layouts include *Brookies Ghyll*, *Coleford*, *Compass Point*, *Farr End*, *Gellilydan*, *Llandecwyn*, *Slugworth & Co*, *Tansey Bank*, plus *Felsham Road* and *Wantage* (7mm). OO9 Society sales and supporting trade.
Contact: contents@oo9society.com

Saturday 16 February TONBRIDGE, Kent

Organiser: Tonbridge MRC.
Venue: The Angel Centre, Angel Lane, Tonbridge, Kent TN9 1SF.
Open: 1000 – 1700.
Admission: adults £6.00, children (10 – 16) £1.00, children under 10 free.
Amenities: wheelchair accessible, light refreshments. Venue is five minutes walk from Tonbridge railway station.
Features: 30 layouts in all scales, extensive trade support and demonstrators.
Contact: Roy Prentice 01892 527199
www.tonbridgemrc.com

Saturday 16 & Sunday 17 February HIGHBRIDGE, Somerset

Organiser: Sedgemoor O Gauge Group of the Gauge O Guild (Sedggog).
Venue: King Alfred School, Highbridge, Somerset TA9 3EE.
Open: 1030 – 1700 Saturday
1000 – 1630 Sunday.
Admission: adults £4.00, teenagers £3.00, family (2+2) £10.00.
Amenities: refreshments, ample free parking, disabled access and facilities.
Features: visiting O gauge layouts, demonstrations, trade support.
Contact: D J Bowers 07808 272218

Saturday 16 & Sunday 17 February MILTON KEYNES

Organiser: Milton Keynes MRS.
Venue: Stantonbury Leisure Centre, Milton Keynes MK14 6BN.
Open: 1000 – 1700 Saturday
1000 – 1630 Sunday.
Admission: adults £7.00 (£6.50 with valid rail ticket), children £1.00. Cash only on the days; pay by card via website.
Amenities: hot & cold refreshments, free parking and level access throughout. Free Routemaster bus every 30 minutes from Milton Keynes Central station.
Features: 50th anniversary exhibition: 40+ layouts plus trade support, society stands, miniature ride on railway.
Contact: www.mkmsr.org.uk/exhibitions

Saturday 16 & Sunday 17 February SILEBY, Leicestershire

Organiser: Syston MRS.
Venue: Sileby Community Centre, High Street, Sileby, Leicestershire LE12 7RX.
Open: 1030 – 1630 Saturday
1000 – 1600 Sunday.
Admission: adults £4.00, unaccompanied children £3.50, accompanied children free, family (2+2) £8.00. Donation made to charity every year.

Amenities: ample parking nearby, food, refreshments.
Features: layouts including *Barden* (O), *Blackfordby* (OO), *Croft Spa* (N), *Eastern Oil Refinery* (N), *Greenacre Yard* (P4), *Habbaniya (Iraq 1941)* – a perspective diorama – *Kenstadt* (Z), *Newburn* (OO), *Penrhyn Quarry Railway* (OO9), *The Forth Bridge* (T), *Victoria* (EM), *Wellham Yard* (OO). Trade support, tombola.
Contact: Chris Leach 0116 260 5760
www.systonmrs.org.uk

Sunday 17 February HUBBERTS BRIDGE, Lincolnshire

Organiser: Glyn Halgarth.
Venue: Hubberts Bridge Community Centre, Langrick Road, Hubberts Bridge, Nr Boston, Lincolnshire PE20 3SG.
Open: 1000 – 1600.
Admission: adults £3.00, children under 16 free.
Contact: glynhalgarth@tiscali.co.uk

Sunday 17 February MONMOUTH

Organiser: Monmouth Rotary Club.
Venue: Bridges Community Centre, Monmouth NP25 5AS.
Open: 1000 – 1600.
Admission: adults £5.00, seniors & children £4.00, family (2+2) £12.00.
Amenities: free parking, disabled access, refreshments.
Features: annual exhibition – over 25 exhibits and demonstrations.
Contact: david_forbes2@sky.com

Sunday 17 February OLDBURY, West Midlands

Organiser: Warley MRC.
Venue: Warley MRC Clubrooms, Unit 1f, Pearsall Drive, Oldbury B69 2RA.
Open: 1100 – 1600.
Admission: free, donations gladly accepted.
Features: see the work of members, and an update on progress on a number of club projects and layouts, together with a bring & buy stand.
Contact: www.warley-mrc.org.uk

Friday 22 to Sunday 24 February GLASGOW

Organiser: Association of Model Railway Societies in Scotland.
Venue: SECC, Glasgow.
Open: 1030 – 1800 Friday
1000 – 1800 Saturday
1030 – 1700 Sunday.
Admission: advance tickets – adults £12.00, children £5.00, family (2+2) £28.00. Advance tickets allow admission 30 minutes in advance of opening times and can be purchased via the event website or by post – to arrive no later than 15 February – from AMRSS, P O Box 9117, Shots ML7 9AF. Please enclose an SAE and make cheques/postal orders payable to AMRSS. On the door – adults £13.00, children £6.00, family (2+2) £29.00.
Features: Model Rail Scotland 2019 – 50+ layouts, extensive trade support including RAILWAY MODELLER. Society stands and demonstrations. Free exhibition guide.
Contact: www.modelrail-scotland.co.uk

Saturday 23 February BRIGHTON, Brighton & Hove

Organiser: Sussex Vintage Model Railway Collectors.
Venue: The Knowle and Crowhurst Halls, Knowle Road, Preston Park BN1 6RB.
Open: 1000 – 1630.
Admission: adults £4.00, children under 16 free (must be accompanied).
Amenities: 'Buffet Car' refreshments. Wheelchair access throughout plus disabled toilet. Venue is just off the A23 close to main bus routes and Preston Park station. Unrestricted two-hour kerbside parking in the vicinity.
Features: extensive working layouts of classic toy and model trains, including

Hornby Trains, Bassett-Lowke and modern vintage-style O gauge, Meccano and much more. Trade support.
Contact: 07785 567251
www.sussex-transport.co.uk/svmrc/

Saturday 23 February

DEREHAM, Norfolk

Organiser: Rosemary Cooper.
Venue: Memorial Hall, Norwich Street, Dereham, Norfolk NR19 1AD.
Open: 1000 – 1600.
Admission: adults £5.00, accompanied children free.
Amenities: refreshments available, Mid-Norfolk trains running (see website).
Features: layouts (some on display at MNR station), trade, societies, groups and demonstrations.
Contact: derehamexhibition@gmail.com
www.mnr.org.uk

Saturday 23 February

PRINCES RISBOROUGH, Buckinghamshire

Organiser: Risborough & District MRC.
Venue: Community Centre (adjacent to Springs swimming pool), Wades Park, Stratton Road, Princes Risborough, Buckinghamshire HP27 9AX.
Open: 1000 – 1700.
Admission: adults £4.00, accompanied children £2.00.
Amenities: light refreshments, including lots of homemade cakes.
Features: RISEX 2019 offers nine layouts including: *Canute Road Quay* (OO), *Central Works* (O), *Grange West Tramway* (O-16.5), *Ealing Road* (OO), *Lemington Park* (HO), *Mount Road Shed* (OO), *Norwood Road* (OO), *Ottilies* (OO), *Whitmoor* (N), plus traders and modelling demonstrations.
Contact: Adrian Harford 01296 415107
www.rdmrc.org.uk

Saturday 23 February

READING, Berkshire

Organiser: Kenavon Railway Society.
Venue: The Warehouse, 1a Cumberland Road, Reading, Berkshire RG1 3LB.
Open: 1000 – 1630.
Admission: adults £4.00, seniors £2.50, children £2.00, family (2+2) £9.50. In support of the Cholesey & Wallingford Railway.
Amenities: disabled access, refreshments, limited free parking. Venue is behind Mr Cod on Reading bus routes 4, X4, 13 & 15; Courtney 126, 127 & 128; Arriva B50.
Features: approx 18 layouts, trade stands.
Contact: Richard Standing 07760 285383

Saturday 23 February

SAFFRON WALDEN, Essex

Organiser: Saffron Walden MRC.
Venue: United Reformed Church and Salvation Army Halls, Abbey Lane, Saffron Walden, Essex CB10 1AG.
Open: 1000 – 1630.
Admission: adults £3.00, concessions £2.50, children (5 – 16) £1.00. Disabled and carers free.
Amenities: refreshments, disabled access to all areas. Parking (fees payable) less than 300m away in Swan Meadow car park (CB10 1BX), show venue will be signposted.
Features: layouts *A Horse That Goes By Steam* (O), *Battlefield Estate* (O), *Condicote* (OO), *Crikey It's A Shed* (OO/HO), *Crown Electrolytic Plating Works* (O), *Justabit* (O), *Midsummer End* (N), *The Ashurst Brickworks Light Railway* (OO9), *Varicourt* (OO9), *Woodham Market* (OO). Trade support.
Contact: Julian Nettle 01799 521029
julian.nettle@btopenworld.com

Saturday 23 February

TAUNTON, Somerset

Organiser: Exmoor Coast Railway Modellers.

Venue: Richard Huish College, South Road, Taunton, Somerset TA1 3DZ. Just south of the town centre on the B3170 and five minutes from Jc25 M5.
Open: 1000 – 1500
Admission: £2.00.
Amenities: extensive free on-site parking, refreshments, disabled access.
Features: Exmoor Train & Toy Fair. Model railways, diecast vehicles, books/DVDs, toys etc. Great Western Society stand.
Contact: David Nelhams 01643 706736

Saturday 23 & Sunday 24 February

CHAPEL-EN-LE-FRITH, Derbyshire
Organiser: New Mills & District Railway Modellers.
Venue: Chapel-en-le-Frith Leisure Centre, Long Lane, Chapel-en-le-Frith, Derbyshire SK23 0TQ.
Open: 1000 – 1700 both days.
Admission: adults £6.00, concessions £5.00, family (2+2) £15.00.
Amenities: free parking, wheelchair friendly, refreshments.
Features: 16+ layouts including 30' *Chapel Central* (OO) and N gauge layouts *Bridgeford*, *Firefield Hill* and *Royal Gunpowder Mills*. 20 traders and demonstrations/displays.
Contact: www.rndrm.co.uk

Saturday 23 & Sunday 24 February

TENTERDEN, Kent
Organiser: Ashford MRC.
Venue: Homewood School, Ashford Road, Tenterden, Kent TN30 6LT.
Open: 1000 – 1700 Saturday
 1000 – 1600 Sunday.
Admission: adults £4.50, seniors £4.00, children £3.00, family (2+2) £12.00.
Amenities: refreshments, disabled access and free on-site parking.
Features: 18+ layouts and trade support.
Contact: 01233 733416
www.ashfordmrc.com

Saturday 23 & Sunday 24 February

YORK
Organiser: EBOR Group of Railway Modellers.
Venue: Heworth Memorial Church Hall, Melrosegate, York YO31 0RP.
Open: 1000 – 1700 Saturday
 1000 – 1630 Sunday.
Admission: adults £3.00, children £1.00, under 5s free.
Amenities: refreshments, but regret no disabled facilities at venue.
Features: York Against Cancer Model Railway Show. Layouts including children's interactive layout, demonstrations, trade and society stands. Sponsored by Monk Bar Model Shop.
Contact: Jim Whitehead 01904 630492 (after 1900)
<https://eborgroup.wordpress.com/>

Sunday 24 February

TROWELL, Nottinghamshire
Organiser: Ilkeston (Woodside) MRC.
Venue: Trowell Parish Hall, Stapleford Road, Trowell, NG9 3QA.
Open: 1000 – 1630.
Admission: adults £4.00, accompanied under 14s free.
Amenities: venue is just off A609, signposted from Ilkeston and Jc25 M1. Disabled access to all but the small stage area. Café.
Features: layouts in all major scales plus self-drive Thomas layout with guest appearance from the Fat Controller. Trade support, club stall.
Contact: 07930 909571

MEETINGS

Friday 1 February, 1930hrs

RCTS – Bristol

South Wales in the 1960s – photographs from the Alan Jarvis Collection

by Gerry Nichols.

Venue: St Peter's Church Hall, Church Road, Filton BS34 7BX.
Contact: Ronnie McAdam 0131 669 7503

Friday 1 February, 1900hrs

SLS – Middlesbrough

Beyond the P2 by Mark Allatt.
Venue: Newport Community Hub, St Paul's Road, Middlesbrough TS1 5NQ.
Contact: 01642 780658

Monday 4 February, 1930hrs

Peak Rail Association – Sheffield Branch

My Swansong – Part 2 by Ken Horan.
Venue: The Harlequin, 108 Nursery Street, Sheffield S3 8GG.
Contact: Dave Sharp 0114 274 5478
www.peakrail.co.uk/sheffieldbranch

Monday 4 February, 1930hrs

Plymouth Railway Circle

Strictly Stralsund by Richard Green.
Venue: St Edward's Church Hall, Home Park Avenue, Peverell, Plymouth, Devon PL3 4PG.
Admission: visitors £2.00
Contact: Stuart Hammond 07814 821116

Monday 4 February, 1400hrs

RCTS – Birmingham

A Selection of Narrow Gauge Railways by Ken Johnston.
Venue: Christ Church Community Hall, Burney Lane, Ward End B8 2AS.
Contact: Ronnie McAdam 0131 669 7503

Tuesday 5 February, 1900hrs

RCTS – Watford

Two Quaint Undergrounds – The Glasgow Subway and The Post Office Railway by Brian Hardy.
Venue: Beechen Grove Baptist Church, Clarendon Road WD17 1JJ.
Contact: Ronnie McAdam 0131 669 7503

Tuesday 5 February, 1930hrs

SEG/LRTA – Eastleigh

The Southern Rail Scene Over the Last 60 Years Part 2 by Michael Baker.
Venue: Eastleigh Railway Institute, Romsey Road.
Admission: £3.00
Contact: www.southernelectric.org.uk
www.lrta.org

Wednesday 6 February, 1900hrs

Association of Shrewsbury Railway Modellers

Members' models.
Contact: Nick Coppin 01952 884398
www.shrewsburyrailwaymodellers.co.uk

Wednesday 6 February, 1330hrs

RCTS – Liverpool

North West and North Wales Reminiscences of the 1960s by John Cashen.
Venue: Haig House Social Club, Woolton Road, Garston L19 5NQ.
Contact: Ronnie McAdam 0131 669 7503

Thursday 7 February, 1930hrs

Lutterworth Railway Society

Bring A Thing by LRS members.
Venue: United Reformed Church, George Street, Lutterworth LE17 4EF.
Contact: David Hanger 01455 203307
www.lutterworthrailwaysociety.co.uk

Thursday 7 February, 1915hrs

SLS – Kendal

More of Percy's Pictures – Pictures from the Collection of the late Percy Duff by Eric Bartlett.
Venue: St John's Ambulance Centre, Sandes Avenue, Kendal LA9 4LL.
Contact: 01539 725858

Thursday 7 February, 1930hrs

The Great Central Railway Society – Sheffield Branch

Around Ireland on Tree Futt by Ken Grainger.

Venue: The Harlequin, 108 Nursery Street, Sheffield S3 8GG.
Contact: Bob Gellatly 01909 565763
www.gcrsociety.co.uk

Friday 8 February, 1915hrs

Great Western Society – Swindon

Group AGM followed by Quiz by Joe Turner.
Venue: Lawn Community Centre, Guildford Avenue, Off Windsor Road, Lawn, Swindon SN3 1JE.
Contact: 01793 495976
Friday 8 February, 1930hrs
Purbeck Railway Circle
Building the Lunatic Line 1896 to 1901 by Kevin Patience.
Venue: Harmans Cross Village Hall, Haycrafts Lane, Harmans Cross, Dorset BH19 3EB.
Admission: free, donations invited.
Contact: mhwalshaw@talktalk.net

Saturday 9 February, 1900hrs

RCTS – Exeter

Peter Gray's Westcountry – Part 1 by Arnyas Crump.
Venue: Conference Room, Great Western Hotel, by Exeter St David's station, EX4 4NU.
Contact: Ronnie McAdam 0131 669 7503

Saturday 9 February, 1430hrs

RCTS/SRPS – Edinburgh

EGIP: Electrification and Upgrade of the E&G Route by Dr I A Glen.
Venue: Quakers' Meeting House, 7 Victoria Terrace EH1 2HE.
Contact: scotland@rcrts.org.uk

Saturday 9 February, 1400hrs

SLS – Kidderminster

Centre AGM and Members' Presentations.
Venue: Kidderminster Railway Museum, adjoining Severn Valley Railway station, Kidderminster DY10 1QX.
Contact: 01905 749526

Monday 11 February, 1930hrs

Lincoln Railway Society

Exeter to Bristol by Richard Binding.
Venue: St Hugh's Church, Harewood Crescent, North Hykeham, Lincoln LN6 8JG.
Admission: visitors £3.00
Contact: 01522 698085
grahamlightfoot1948@gmail.com

Monday 11 February, 1930hrs

RCTS – Croydon

Pictures from the Bill Jackson Collection by Brian Jackson.
Venue: Small Hall, East Croydon United Reformed Church, Addiscombe Grove, CR0 5LP.
Contact: Ronnie McAdam 0131 669 7503

Monday 11 February, 1930hrs

RCTS – Ipswich

The Harwich Branch by Dave Goodyear.
Venue: Greenfinch Church Hall, Greenfinch Avenue IP2 0SX.
Contact: Ronnie McAdam 0131 669 7503

Monday 11 February, 1400hrs

RCTS – Sheffield

Reford Through the Lens of Keith Pirt by Bob Gellatly.
Venue: The Sheffield Scout Headquarters, 60 – 68 Trippett Lane S1 4EL.
Contact: Ronnie McAdam 0131 669 7503

Monday 11 February, 1930hrs

SEG – Sussex Branch

AGM followed by *Railway Roundabout*, a further selection of Derek Osborne's films.
Venue: The Deall Room, Southwick Community Centre, BN42 4TE.
Admission: non-members £3.00
Contact: stuart.hicks90@gmail.com

Monday 11 February, 1930hrs

SLS – Ardrossan

The Ffestiniog Railway by Rev. Colin Brockie.

Venue: Lauriston Hotel, 15 South Crescent Road, Ardrossan KA22 8EA.
Contact: 01294 822303

Tuesday 12 February, 1945hrs
Great Western Society – Bristol
The Andrew Hook Memorial Meeting – Group AGM, followed by *Great Western Society Today* by Richard Antliff.
Venue: BAWA, 589 Southmead Road, Filton, Bristol BS34 7RG.
Contact: 01454 324230

Tuesday 12 February, 1930hrs
RCTS – Cambridge
Preserved Railways, Past, Present and Future by Michael Smyth.
Venue: The Swift, Haggis Gap, Fulbourn CB21 5HD.
Contact: Ronnie McAdam 0131 669 7503

Tuesday 12 February, 1930hrs
RCTS – Hitchin
That Was The Year That Was – 1963 by Geoff Plumb.
Venue: Tilehouse Street Baptist Church, Upper Tilehouse Street SG5 2EE.
Contact: Ronnie McAdam 0131 669 7503

Tuesday 12 February, 1930hrs
RCTS – Nottingham
London Area Railways October 1958 – June 1961 by Sydney Lelux.
Venue: Nottingham Mechanics, 3 North Sherwood Street, NG1 4EZ.
Contact: Rodney Allan 0115 972 4184
rodneym43allan@hotmail.co.uk

Tuesday 12 February, 1930hrs
Wells Railway Fraternity
The Berliner – British Military Train, followed by *The Royal Train*, both by Douglas Beazer.
Venue: Wells Town Hall, Market Street, Wells, Somerset BA5 2RB.
Contact: Andrew Tucker 01749 830695

Wednesday 13 February, 1930hrs
RCTS – Cardiff
Cambrian and Brecon Railways in the Early 1960s by John Davies.
Venue: Old Church Rooms, Park Road, Radyr CF15 8DF.
Contact: Ronnie McAdam 0131 669 7503

Wednesday 13 February, 1430hrs
SLS – Godalming
Steam on ciné in the 1960s by Gerry Nichols.
Venue: The Scout and Guide Headquarters, Godalming GU7 1HR.
Contact: 0208 390 5375

Thursday 14 February, 1930hrs
LCGB – St Albans Branch
50 Years a Railways Man by Adrian Shooter cbe, CEO Vivarail.
Venue: The Chiswell Green United Reformed Church Hall, Watford Road, St Albans AL2 3HG.
Contact: John Green 01727 861839
www.lcgb.org.uk

Thursday 14 February, 1945hrs
Nuneaton Railway Circle
A Selection of Narrow Gauge Railways by Ken Johnson.
Venue: Chilvers Coton Conservative Club, Bridge Street, Nuneaton CV11 5UD.
Admission: non-members £3.00
Contact: 01827 895961

Thursday 14 February, 1900hrs
RCTS – Newcastle
India 2017 by Tony Skinner.
Venue: The Arts Centre, 67 Westgate Road, Newcastle upon Tyne NE1 1SG.
Contact: rctsnwcastle@gmail.com

Thursday 14 February, 1900hrs
RCTS – Peterborough
A Broad Gauge Journey by Rev Canon Brian Arman.
Venue: St Luke's Church, Mayors Walk, PE3 6EZ.

Contact: Ronnie McAdam 0131 669 7503

Friday 15 February, 1930hrs
Great Western Society – Taunton
Group AGM followed by *Great Western Society Today* by Richard Antliff.
Venue: Village Hall, Stoke St Mary, Nr Taunton, Somerset TA3 5DE.
Contact: 01823 334188

Friday 15 February, 1930hrs
Launceston Railway Circle
The Callington Branch by Bruce Hunt.
Venue: Dingley Hall, Central Methodist Church, Castle Street, Launceston PL15 8BA.
Admission: non-members £2.00
Contact: Roger Webster 01566 779896
rogerwebster@hotmail.com

Saturday 16 February, 1830hrs
Great Western Society – Torbay
Group AGM followed by *The Railways of Pakistan* by Peter Tickner.
Venue: Parish Centre, Church End Road, Kingskerswell, Torbay TQ12 5LD.
Contact: 01803 326329

Monday 18 February, 1930hrs
Plymouth Railway Circle
Annual Photographic Competition.
Venue: St Edward's Church Hall, Home Park Avenue, Peverell, Plymouth, Devon PL3 4PG.
Admission: visitors £2.00
Contact: Stuart Hammond 07814 821116

Monday 18 February, 1930hrs
RCTS – Chester
A Taste of Japan by Gordon Davies.
Venue: The Town Crier, City Road/Station Road (opposite station entrance).
Contact: Ronnie McAdam 0131 669 7503

Monday 18 February, 1930hrs
RCTS – Didcot
Railway Quiz – RCTS versus Reading Transport Group followed by *The Railway Scene in 2018* by Gordon Adams.
Venue: Didcot Civic Hall, Britwell Road OX11 7JN.
Contact: Andrew Jenkins 01793 783749

Monday 18 February, 1400hrs
RCTS – Coventry
Railways in Southern Africa by Brian Acford.
Venue: The Coventry and North Warwickshire Sports Club, Binley Road CV3 1HB.
Contact: Derek Morris 01926 855069

Monday 18 February, 1930hrs
RCTS – Shenfield
Chemin de Fer de la Baie de Somme by Michael Bunn.
Venue: Shenfield Parish Hall, 60 Hutton Road CM15 8BL.
Contact: Ronnie McAdam 0131 669 7503

Monday 18 February, 1900hrs
The Friends of Swindon Railway Museum
AGM followed by members' slides.
Venue: STEAM – Museum of the Great Western Railway, Fire Fly Avenue, Swindon SN2 2EY. Free parking available in front of the museum: email the address below for the access code.
Admission: free, donations to The Railway Children requested.
Contact: friends@swindonrailwaymuseum@gmail.com

Tuesday 19 February, 1930hrs
RCTS – Cheltenham
Severn & Wye Railway by Ian Pope.
Venue: The Victory Club, Burlington House, Lypiatt Road GL50 2SY.
Contact: cheltenham@rcts.org.uk

Tuesday 19 February, 1930hrs
RCTS – Scunthorpe
Modern Image Miscellany by Doug Johnston.

Venue: The Black Beauty Public House, Keddington Road, off Messingham Road DN17 2QH.
Contact: Ronnie McAdam 0131 669 7503

Tuesday 19 February, 1900hrs
SLS – Middlesbrough
A Record for Posterity – Underground Haulage at Thoresby Colliery, Nottinghamshire by Colin Mountford.
Venue: Langdon Square Community Centre, Coulby Newham, Middlesbrough TS8 0TF.
Contact: 01642 780658

Tuesday 19 February, 1930hrs
The Grimby & Cleethorpes Railway Group
The Railways of Saxony by Graham Lightfoot.
Venue: The No.1, Station Approach, Cleethorpes DN35 8AX.
Contact: Stuart Blackburn 01472 505853
www.gcrsociety.co.uk

Wednesday 20 February, 1930hrs
RCTS/Mid-Hants Railway – Eastleigh
Railways of Hampshire by Steve Bingley.
Venue: Eastleigh Railway Institute, Romsey Road SO50 9FE.
Contact: Ted Vaughan 023 8084 9533
tedvaughan449@yahoo.co.uk

Thursday 21 February, 1930hrs
Aln Valley Railway
Blyth & Tyne Railway Part 4 – Blyth Pot Pourri by Ed Orwin.
Venue: The Old Waiting Room, Alnwick Station.
Contact: Roger Jermy 01665 606168

Thursday 21 February, 1930hrs
Lutterworth Railway Society
Wigton Junction by John Stevenson.
Venue: United Reformed Church, George Street, Lutterworth LE17 4EF.
Contact: David Hanger 01455 203307
www.lutterworthrailwaysociety.co.uk

Thursday 21 February, 1915hrs
Marlow & District Railway Society
Brief AGM followed by *An Evening With Our President* by Mark Hopwood.
Venue: Bourne End Community Centre, Bourne End, Bucks. SL8 5SX.
Contact: 01494 638090
www.mdrs.org.uk

Thursday 21 February, 1900hrs
RCTS – Darlington
Blue Diesels by Mike Robinson.
Venue: Darlington Cricket Club, South Terrace, Feethams DL1 1SG.
Contact: Brickjames94@gmail.com

Thursday 21 February, 1415hrs
RCTS – Ipswich
Rain, Grain and Grime (the Last Two Years of BR Steam August 66 – April 68) by Richard Adderson.
Venue: The Co-op Education Centre, 11 Fore Street IP4 1JW.
Contact: Ronnie McAdam 0131 669 7503

Thursday 21 February, 1930hrs
RCTS – Shipley
Tramways of the Dales by Steward Liles.
Venue: Saltaire Methodist Chapel, Saltaire Road, Shipley BD18 3HJ.
Contact: Ronnie McAdam 0131 669 7503

Friday 22 February, 1930hrs
Great Western Society – Oxford
Group AGM.
Venue: Pauling Human Sciences Centre, 58 Banbury Road, Oxford OX2 6QS.
Contact: 01865 243526

Friday 22 February, 1930hrs
RCTS – Preston
West Lancashire Railway's 'Lettuce Line' by Keith Hick.
Venue: Fulwood Lawn Tennis Club, Highgate Avenue PR2 8DY.

Contact: Ronnie McAdam 0131 669 7503

Saturday 23 February, 1400hrs
SLS – Manchester
Woodhead Old and New by Ken Grainger.
Venue: The Friends' Meeting House, Mount Street, Manchester M2 5NS.
Contact: 0161 973 1165

Saturday 23 February, 1400hrs
T&LRS – East Midlands Area
Modelling – bring along your own project to discuss.
Venue: Sixth Beeston Scout Hut, Middle Street, Beeston, Nottingham NG9 1GA.
Contact: David Hanger 01455 203307

Monday 25 February, 2000hrs
Nantwich & Market Drayton Railway Society
Leith to Leymen by Rob Morrey.
Venue: King's Head Inn, Shrewsbury Road, Market Drayton TF9 3EH.
Contact: johnslynn147@virginmedia.com

Monday 25 February, 1930hrs
RCTS – Maidenhead
Lynton & Barnstaple: Past, Present and Future by Peter Miles.
Venue: Cox Green Community Centre, Highfield Lane, Cox Green SL6 3AX.
Contact: Ronnie McAdam 0131 669 7503

Monday 25 February, 1900hrs
RCTS – Sheffield
Out and About in the UK and Europe 2026 – 18 by Richard Pritchard.
Venue: The Sheffield Scout Headquarters, 60 – 68 Trippett Lane S1 4EL.
Contact: Ronnie McAdam 0131 669 7503

Tuesday 26 February, 1400hrs
RCTS – Nottingham
The Nottingham Suburban Tramway from 02/12/1889 – 31/07/1951 and Beyond by David Birch.
Venue: Nottingham Mechanics, 3 North Sherwood Street, NG1 4EZ.
Contact: Rodney Allan 0115 972 4184
rodneym43allan@hotmail.co.uk

Tuesday 26 February, 1400hrs
RCTS – Welwyn Garden City
Steamy Stories from the Footplate by Stephen Jupp.
Venue: The Methodist Church, junction of Ludwick Way and Cole Green Lane, AL7 3PN.
Contact: Ronnie McAdam 0131 669 7503

Tuesday 26 February, 1915hrs
RCTS – Woking
Irish Railways by Dick Fearn.
Venue: Woking United Reformed Church, White Rose Lane GU22 7HA.
Contact: Ronnie McAdam 0131 669 7503

Tuesday 26 February, 1830hrs
SLS – Manchester
Learning Through Archaeology – Killingworth Billy by Dr Michael Bailey.
Venue: Museum of Science & Industry, Liverpool Road, Manchester M3 4FP.
Contact: 0161 973 1165

Wednesday 27 February, 1930hrs
RCTS – Chichester
The Old Dalby Test Track by David Coxon.
Venue: Council Meeting Room 2, County Hall, West Street PO19 1RQ.
Contact: Ronnie McAdam 0131 669 7503

Thursday 28 February, 1945hrs
Nuneaton Railway Circle
PSOV Steam on the Main Line by Dave Richards & Karl Jauncey.
Venue: Chilvers Coton Conservative Club, Bridge Street, Nuneaton CV11 5UD.
Admission: non-members £3.00
Contact: 01827 895961

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115 www.modelscape.net

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bill.railwayroundabout@gmail.com

MODEL RAILWAYS WANTED - cash waiting for British & American N & OO/HO scales plus Continental HO model railway equipment. British and American O-Scale also considered along with interesting items of railwayana. (Closed Mondays). 53A Models, 430 Hessle Road, Hull. 01482 227 777. www.53amodels.co.uk

AIRFIX/FROG/REVELL and other makes of unmade Second-hand plastic kits wanted. Aircraft especially wanted. Any quantity. KINGKIT, Unit 8, Cedar Court, Halesfield 17, Telford, TF7 4PF. Tel: 01952 586 457.

WANTED - TRAIN COLLECTIONS O, OO, N. Always calling in areas SOMERSET, DEVON, CORNWALL, S-WALES, WILTS, HAMPSHIRE, most places in UK covered. Will dismantle layouts any size. Interested in British N gauge Farish, Mintrix, Peco, OO Bachmann, Hornby, Mainline, Lima, Wrenn, Tri-ang. Damaged, scrap locos, Peco points, track work, buildings, cars, people, books, diecast, EFE buses. Cash paid, friendly service offered. R.FOSTER 15 Rosebery Avenue, Yeovil, Somerset BA21 5LW. Tel 01935 424165 email russelltrains@aol.com

MODEL RAILWAYS ALWAYS WANTED, including Hornby Dublo, Wrenn, Trix, Lima, Bachmann, Steam, Modern Image, OO, O, N gauge, kits and kit built. Send lists or give me a call. BARRY JONES, 28 Marine Crescent, Worthing, BN12 4JF. Tel/Fax: 01903 244 655.

MODEL RAILWAYS WANTED - All Gauges including N, OO, O Gauge. Large collections to surplus items. British/American and Continental boxed or unboxed, no problem. Spares and track also purchased. We will also buy any diecast. Send list or telephone: MJH MODELS, S'Agaro, Goring Road, Woodcote, Reading, RG8 0QE. 01491 681 262 email: mjhtoy@aol.com

WE CARE A GREAT DEAL MORE! We realise that your collection large or small is a prized possession, so we will always give our highest price, we will respond quickly to receiving your list and collect, dismantle and remove your items efficiently because we care. Whatever you have to sell from single items to large collections. Give us a call and prepare to be amazed! S&J MODELS. Tel: 01606 872 786. Email: sjmodels@tiscali.co.uk Website: www.sandjmodelrailways.co.uk

THINKING OF SELLING YOUR MODEL RAILWAY COLLECTION? If so contact me for an immediate evaluation, distance no object, collections large or small. PAUL CULL, telephone: 01302 481 274 or mobile: 07767 356 890 or send list to: The Bungalow, Dentons Green Lane, Kirk Sandal, Doncaster, DN3 1JP, email: simonecull06@tiscali.co.uk

HORNBY & BASSETT-LOWKE O GAUGE TRAINS, wagons, coaches and accessories. Anything considered. Top prices paid for single items and/or complete collections. Tel: 01993 840 064 (Oxon) 0797 991 0760.

MODEL RAILWAYS WANTED - ANY GAUGE, ANYWHERE. ALWAYS BEST CASH PRICES PAID. Layouts dismantled. Telephone: 01924 824

748, anytime. Send your lists to: GOING-LOCO, 38 Potovens Lane, Lofthouse Gate, Wakefield, WF3 3JF email: goinglocomodels@hotmail.com

ALWAYS WANTED BY TRI-ANGMAN-collections, layouts, seeking, Tri-ang, Hornby, Dublo, Wrenn, Bachmann etc. Will collect across most of the UK. More than fair prices paid. Tel: 07966 333 605. email: Laurence@tri-angman.co.uk www.tri-angman.co.uk

WANTED-MODEL RAILWAY ITEMS, FROM ANYWHERE IN THE UK, single items to whole collections, any gauge, we pay cash and will beat any genuine offer on collections. We also buy diecast models + vintage toys. Tel: 01209 718 562 or 07876 457 114, email: harvey.instance@sky.com

HORNBY DUBLO WANTED - LOCOS, COACHES, WAGONS AND ALL RELATED ITEMS. From single items to whole collections, cash paid, distance no object. TONY COOPER. Tel: 01254 234 017.

MODEL RAILWAY COLLECTIONS URGENTLY REQUIRED - SMALL & LARGE, any scale and any condition. British, European and American collections all required. Nationwide collections, distances no object. Contact us today for a quick and friendly service. Telephone: 01302 371 623, mobile: 07526 768 178, email: anoraksanonymous@googlemail.com

WANTED WANTED MODEL RAILWAYS, ALL MAKES, ALL SIZES from N Gauge, OO scale to G Scale and larger, will travel all UK. We also dismantle layouts, over 30 year's experience. Send lists to DEREK BARNETT, 6 Vale Gardens, Penkridge, Staffs, ST19 5LQ. Tel: 01562 750 076 daytime, or text me 07721 333 521 anytime and I will ring you back, email footplate@btconnect.com

WANTED TOP PRICES PAID! BUY-SELL-EXCHANGE ANY GAUGE, MAKE OR AGE. Also Specialists in diecast Lorries, cars, buses and railwayana. Friendly, fast, professional service from our family run business, established for over 40 years. "We are a real shop not just a phone number" Distance no object, from single items to lifetime collections, instant settlement by your preferred payment method. See our main advert. Deal with confidence from a name that you can trust. Rails of Sheffield 21/29 CHESTERFIELD ROAD, SHEFFIELD, S8 0RL. Tel: 01142 551 436. www.railsofsheffield.com

WANT TO SELL YOUR TRAINS - ALL GAUGES, ALL MAKES? Hornby/Bachmann, OO, O, and N gauge. Top cash prices paid, collected, layouts dismantled. Please send list to CLAIRE CLARKE: 14 Stourbridge Road, Lloyd Hill, Wolverhampton WV4 5NE email: claireclarke@aol.com telephone: 01902 342 722.

MODEL RAILWAYS WANTED - N GAUGE, OO GAUGE, O GAUGE - ANY MAKE. Free valuations, home visits, layouts dismantled. Fast friendly, courteous service. Contact MARTIN: 01623 473 376, lists to: modelpower@sky.com

DIESELS WANTED - OO, N GAUGE, O GAUGE, HELJAN, LIMA, DAPOL, HORNBY, FARISH, PLUS ROLLING STOCK. KEITH'S MODEL

RAILWAYS, telephone: 0116 277 8634 email: shak.marge@yahoo.co.uk

WE BUY ALL YOUR MODEL RAILWAY COLLECTIONS - ANY GAUGE, LOCOS, ROLLING STOCK, KITS ETC. For a fast friendly professional service telephone VINCENT: 07721 087 810 or email vincelonergan@hotmail.com or send your list to VINCENT - DORSET RAILS, Crofters, Osmington Mills, Weymouth, Dorset DT3 6HA.

Auctions

UK TOY AND MODEL AUCTIONS - The next auction will be on Monday, 18th February 2019, at Craxton Wood Hotel, Parkgate Road, Ledsham, South Wirral, near Chester CH66 9PB. Viewing 9.30am to 11.30am. Auction starts at 11.30. Up to 600 lots to include: Märklin gauge 1, No 9 Meccano (still strung and unused), Hornby and Bassett Lowke O gauge, Hornby and Bachmann, ex Shop stock, Kit built, Hornby Dublo, Trix, Mainline, Lima, Dapol, quantity of Britain's Soldiers, Continental and American outline locos and rolling stock including Fleischmann, Roco, Liliput etc, Dinky Toys, Corgi, Matchbox, EFE and Sunstar Buses, Mamod, Plastic Kits, plus much more. Toy collections large or small always required for our forthcoming auctions, assistance given if selling as part of an estate. Full catalogue and further details on our website www.uktoyauctions.com or send £3.50 to 46 Wirral Gardens, Bebington, Wirral, Merseyside CH63 3BH or telephone BARRY STOCKTON on 0151 334 3362 or TONY OAKES on 01270 652 773 for an informal, no obligation chat.

Private

Private Sales

HORNBY OO LOCOMOTIVES - ALL NEW, UNUSED. R3618 B.O.B Royal Observer Corps, 34050. R3658 Class 50 Glorious, N.S.E Livery 50033. R3298 Harrods Limited Edition, Bucklebury Grange, 6803 - only 200 made. Any loco £119.99, including postage. Mr W Sladen, telephone: 01274 818 102, 17a Moorclose Lane, Queensbury, Bradford, BD13 2NS.

"THE MODEL RAILROADER" 15 COPIES OF THE MONTHLY US MAGAZINE 1939 - 1940. Wealth of well illustrated articles on layouts, scenery and 1/4" plans of locomotives. £36 including postage. CELIA JAMES, telephone: 07908 599 409.

N GAUGE GOODS DEPOT SHUNTING LAYOUT 3'4" X 8", newly constructed to exhibition standards by professional modeller with PECO Code 55 track

and electrofrog points, with inbuilt control panel operating cobalt – SS point motors. Layout unused would fit shelf. Cost to build £830, would accept £500 ono. **T BOULTON**, telephone: 0116 271 3601 (Leicester).

ANYONE INTO LT OO MODELLING? New Heljan Bo-Bo John Milton, 4 whitmetal Dreadnought coaches, Eckon signals, accessories. For list send email or postal address to Box No 09/01.

FOR SALE: TWO N GAUGE UNION MILLS LOCOS – class 700 No 30693, Class T9, BR crest, unnumbered. Both with DCC chip expertly fitted by Douglas Stewart of "Wickness Models" and in mint condition – never used. Cost to me £160 each – bargain at £110 each to include special delivery. Tel: 0116 271 3601 (Leicester).

FULLY SCENIC N GAUGE LAYOUT 4FT X 2FT STREET LEVEL TRAMS. Top two circuit station sheds. All buildings, vehicles, people. Fully portable to high standard. European outline £450. Tel: 0208 894 6987.

Property for Sale

Cut the expense of moving house by advertising your property in the RAILWAY MODELLER or CONTINENTAL MODELLER for just 15p a word its great value for money!!

MID WALES 3 BEDROOM SEMI DETACHED FARM HOUSE – Calor Gas central heating, wood burner in dining room, 2 extra model railway rooms, poly tunnel, green houses, caravan port, summer house in a 1/5th of an acre, also 1+1/4 acres of private land with mainline railway crossing with shooting and fishing rights. £325,000. Tel: 01650 511 551.

Clubs and Societies

GREAT EASTERN RAILWAY SOCIETY. Railways in East London and East Anglia from the 1800's to today. Quarterly Journal and News magazines, publications and meetings. SAE for details to: GERS, 24 Bacons Drive, Cuffley, Potters Bar, EN6 4DU, web site www.gersociety.org.uk

Wanted Clubs and Societies

NARROW GAUGE STOCK WANTED BY THE 009 SOCIETY, collections, loco's, rolling stock, readymade BEMO, LILLIPUT, ROCO etc or kit and scratch-built. Contact: 009 Society, 5 Quarry Road, Colehill, Wimborne, BH21 2NP. Email: members-sales@009society.com for society details see www.009society.com

Wanted Private

(This column is reserved for readers who are private Model Railway enthusiasts or collectors and require items purely for their own personal use).

TRIX TWIN AND TRIX EXPRESS. Avid collector. TTRCA No26, anything will be considered. Please phone anytime, will collect. Tel: 01736 754 200. Mobile: 07969 499 586.

HORNBY DUBLO, TRIANG, OO, TT, WRENN, Dinky, Corgi and Spot-on wanted. Preferably in mint boxed condition to expand my private collection. Large or small collections purchased. Can collect; cash paid. **TONY OAKES**, 69 Ashcroft Avenue, Shavington, Crewe, CW2 5HW. Tel/Fax: 01270 652 773.

COLLECTOR PURCHASES QUALITY BRITISH OO COLLECTIONS, plus 009 ON30 kit-built O fine-scale LMS/LNER. Phone for a friendly discussion: 0114 250 8009, email: ellinity@hotmail.com

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 AND LONE STAR TREBLE O ELECTRIC BY PRIVATE COLLECTOR. 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: sophiecull99@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

TRIANG R73 STATION CANOPY SET. Pantographs for EM2 X176. R310 sidewall clips. Telephone: 074 672 540 41 (Sussex).

WANTED – AIRFIX MULTIPLE TRAIN CONTROL SYSTEM CHIPS FOR LOCOS – must be in good working order, also handsets in good working order and any parts for handsets and controller GMR or Airfix. Telephone: 01623 647 992.

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.

January 2019

13 January (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

17 January (Thurs) 6.45pm-8.45pm

THATCHAM for Reading and Slough Toy Train and Model Collectors fair. Catholic Hall, Bath Road (A4), Thatcham, Berkshire RG18 3AG. Tel: 01380 725 322, anytime.

20 January (Sun) 10.30am-2pm

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.barnystocktonfairs.co.uk

20 January (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.

20 January (Sun) 10am-2pm

ORPINGTON, CROFTON HALLS, by Orpington Railway Station, Kent BR6 8PR. Next event: 17th February. SRP TOYFAIRS. Tel: 01322 662 729 or 0773 999 8012 www.srptoyfairs1.co.uk

20 January (Sun) 10.30am-2pm

SHERINGHAM, Sheringham Community Centre, Holway Road, Sheringham, Norfolk, NR26 8NP. Admission £2, under 16 free, early entry 9am - £4pp. Good parking, disabled access and refreshments. JOHN'S TOY FAIRS. JOHN PARSONAGE, telephone: 07881 555 283, email: john.parsonage@btconnect.com

27 January (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

27 January (Sun) 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

27 January (Sun) 10.30am-2pm

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.barnystocktonfairs.co.uk

29 January (Tues) 6pm-8pm

TONBRIDGE, ANGEL CENTRE, Angel Lane, Kent TN9 1SS. Next event: 26th March. SRP TOYFAIRS. Tel: 01322 662 729 or 0773 999 8012 www.srptoyfairs1.co.uk

February 2018

2 February (Sat) 10am-2pm

CRAWLEY – THE HAWTH THEATRE, Hawth Avenue, Crawley, West Sussex, RH10 6YZ. Free parking, refreshments, 60 stalls. Next event: 15th June. SRP TOYFAIRS. Tel: 01322 662 729 or 0773 999 8012 www.srptoyfairs1.co.uk

2 February (Sat) 10.30am-3pm

NORTH BRISTOL TOY & TRAIN SALE, BAWA Health & Leisure Centre, 589 Southmead Road, Filton, Bristol BS34 7RG, (close to M4 & M5). BUY*SELL*EXCHANGE. Massive free car park, café, 60 tables. Many top dealers. Admission £2. Tel: 01643 702 757 or 07966 694 579 www.chrisdyerfairs.co.uk

2 February (Sat) 10am-3pm

EXETER TRAIN & TOYFAIR, Matford Centre, Matford Park Road, EX2 8FD. 200+ tables, admission £2. Superb venue, free parking, refreshments. Organised by RAY HEARD. Tel: 01823 480 097. Email: rayheard66@btinternet.com

3 February (Sun) 10am-3pm

CHESTER LE STREET TOY & TRAIN FAIR, Lord Lawson Academy, Birtley, Chester Le Street DH3 2LP. Opposite Kamatsu, follow A167 A1 junction 63, bus route 21. Adults £3, Senior Citizens/Children £2, £5 early entry. Refreshments available, good parking. BUY*SELL*SWOP. Diecast, trains, model soldiers, Sci-fi, Scalextric and Lego etc. Spares available for Dinky and Corgi Toys. Tel: 0750 403 5955 for table hire and further information.

3 February (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

3 February (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.

3 February (Sun) 10.30am-3pm

MEGA MALVERN – THREE COUNTIES SHOWGROUND WR13 6NW. 200 stalls selling the best in toy and model collecting. Free parking, café serving light refreshments all day. BULLDOG FAIRS. Tel: 01373 452 857 or 07917 125 641. www.bulldogfairs.com

3 February (Sun) 10am-2.30pm

ST IVES – NEW EVENT One Leisure, Burgess Hall, Events and Conference Centre, Westwood Road, St Ives, Cambridgeshire, PE27 6WU. 125 pitches. Admission £3, Seniors £2.50, 1st Child £1.50. Organised by LORRAINE for J&J FAIRS. Tel: 01522 880 383 www.j-jwebbtoyfairs.com

7 February (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.

9 February (Sat) 10.30am-2pm

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.

9 February (Sat) 10am-2pm

FAVERSHAM – NEW EVENT Faversham Community Centre, Bysing Wood Road, Faversham Kent ME13 7RA. Next event: 13 April. SRP TOYFAIRS. Tel: 01322 662 729 or 0773 999 8012. www.srptoyfairs1.co.uk

9 February (Sat) 10.30am-3pm

OXFORD, Exeter Hall, Oxford Road, Kidlington OX5 1AB, M40 junction 9. For further details telephone: 01869 347 489.

9 February (Sat) 10.30am-3pm

WINDSOR INTERNATIONAL TOY & TRAIN COLLECTORS FAIR, The Windsor Leisure Centre, Clewer Mead, Stovell Road, Windsor SL4 5JB. 160 tables with a huge variety of Old toys and collectables. Established in 1969 and still a premier event. Tel: 07825 564 960 www.windsortoyfair.co.uk

10 February (Sun) 10am-2pm

COLCHESTER, LANGHAM COMMUNITY CENTRE, School Road, Colchester, Essex CO4 5PA.

Next event: 28th April. SRP TOYFAIRS.
Tel: 01322 662 729 or 0773 999 8012
www.srptoyairs1.co.uk

10 February (Sun) 10.30am-3pm
SOUTH DUBLIN TOY AND TRAIN SALE, The Talbot Hotel, Stillorgan, Dublin, (alongside N11 Wexford Road). Major show for trains, cars and commercials and with major dealers. Superb venue with massive free car park and all day catering. Easy & level access at this 4* star hotel. Up to 80 tables. Admission €4.
Tel: 0044 1643 702 757 or 0044 7966 694 579
www.chrisdyerfairs.co.uk

10 February (Sun) 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

12 February (Tues) 6.30pm-8.30pm
ODIHAM/HOOK, Community Centre, Ravencroft, Hook, RG27 9NN. Second Tuesday monthly.
Tel: 01380 725 322, anytime.

16 February (Sat) 10.30am-3pm
BEACONSFIELD – Beaconsfield School, Watlington Road. (1/2 mile Old Town Church). M40, J2, close to M25, HP9 1SJ. Adults £1.20, refreshments.
Tel: 020 8205 1518.

16 February (Sat)
MONMOUTH TOY & TRAIN SALE – CANCELLED at Monmouth Leisure Centre, Old Dixon Road, Monmouth, NP25 3DP.
Tel: 01643 702 757 or 07966 694 579.
www.chrisdyerfairs.co.uk

17 February (Sun) 10am-2pm
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.

17 February (Sun) 10.30am-3pm
EXETER (WESTPOINT) TOY AND TRAIN COLLECTORS FAIR, Westpoint Arena, Clyst St Mary, Exeter. One mile from the M5. Up to 300 stalls selling model railway items obsolete and new. Hot and cold refreshments and free parking for thousands of cars. For more information and stall availability contact: BULLDOG FAIRS.
Tel: 01373 452 857 or 07917 125 641
www.bulldogfairs.com

17 February (Sun) 10am-2.30pm
IPSWICH, 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.

17 February (Sun) 10am-2pm
ORPINGTON, CROFTON HALLS, by Orpington Railway Station, Kent BR6 8PR. Next event: 24th March. SRP TOYFAIRS.
Tel: 01322 662 729 or 0773 999 8012
www.srptoyairs1.co.uk

19 February (Tues) 7pm-9pm
WOOTTON BASSETT, Memorial Hall, Station Road, SN4 7EE. Toy and Train Fair, Third Tuesday monthly.
Tel: 01380 725 322, anytime.

23 February (Sat) 9am-2.30pm
MAIDSTONE, at Lockmeadow Market Hall, Barker

Road, Maidstone, Kent ME16 8HR. Admission: £2.50.
Tel: 01732 840 787 or 01622 298 159.

23 February (Sat) 10.30am-2pm
WORCESTER, Perdisswell 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.

24 February (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

24 February (Sun) 10.30am-2pm
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

26 February (Tues) 6pm-9pm
GARSTANG TOYFAIR, Kirkland and Catterall Memorial Hall, corner of A6 and A586, refreshments available. JANET PEARSON.
Tel: 01282 439 009.

March 2019

17 March (Sun) 10am-2pm
CHARTHAM – NEW EVENT Chartham Village Hall, Station Road, Chartham, near Canterbury CT4 7JA. Next event: 26th May. SRP TOYFAIRS.
Tel: 01322 662 729 or 0773 999 8012
www.srptoyairs1.co.uk

Opportunity Yours

RM Classified Advertisement Order Form — last date for receiving copy for April 2019 issue is 28th January.
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.
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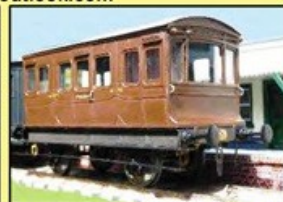
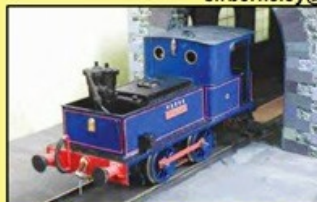
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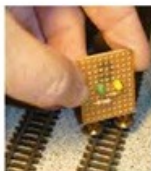


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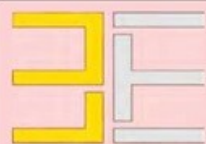
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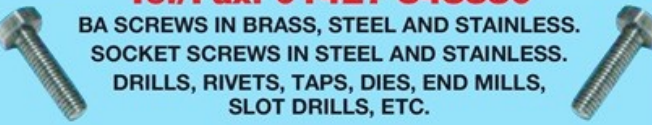
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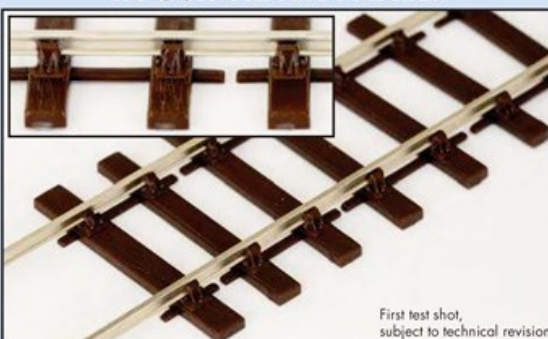
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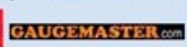
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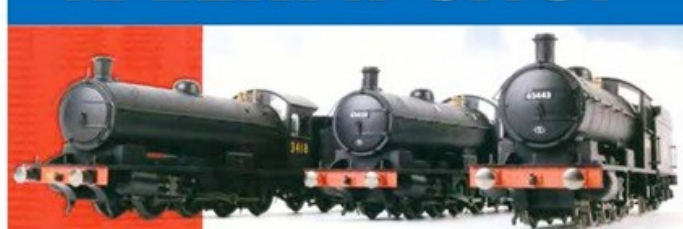
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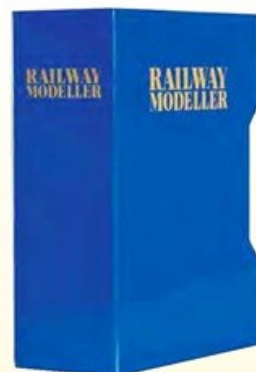
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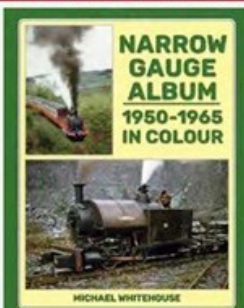
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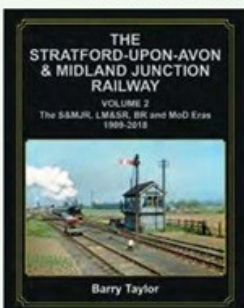
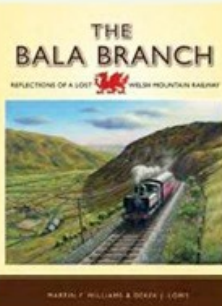
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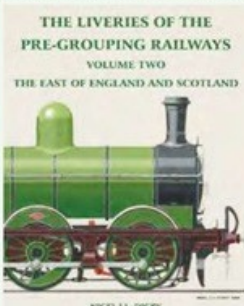
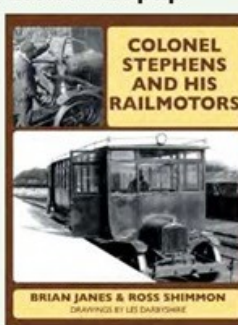
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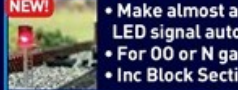
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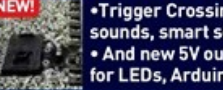
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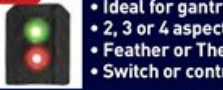
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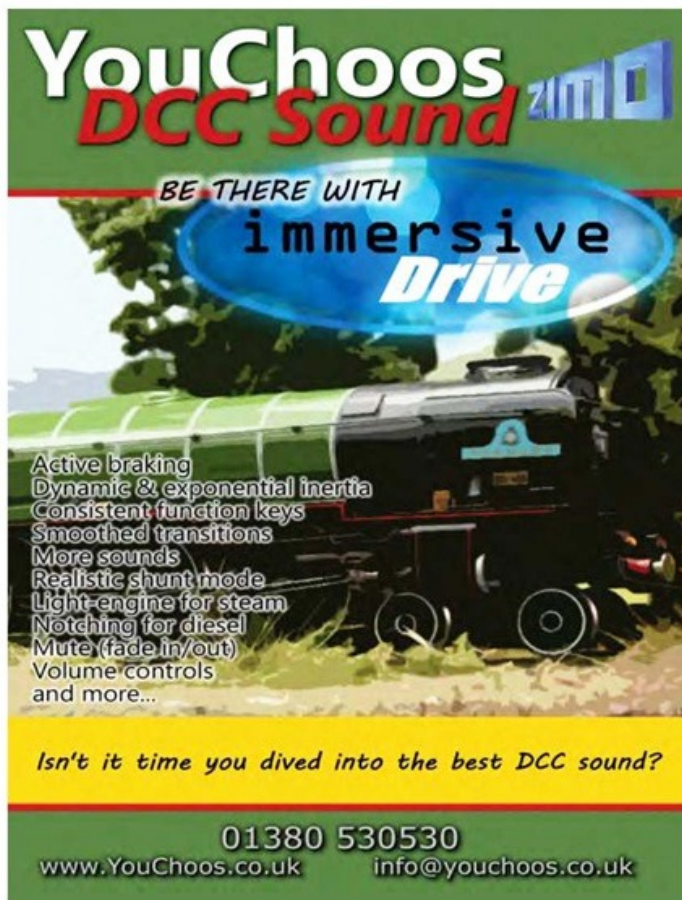
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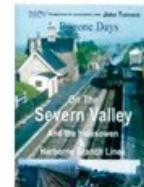
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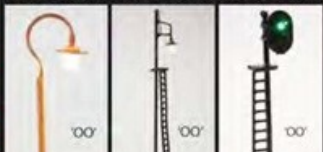
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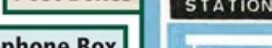


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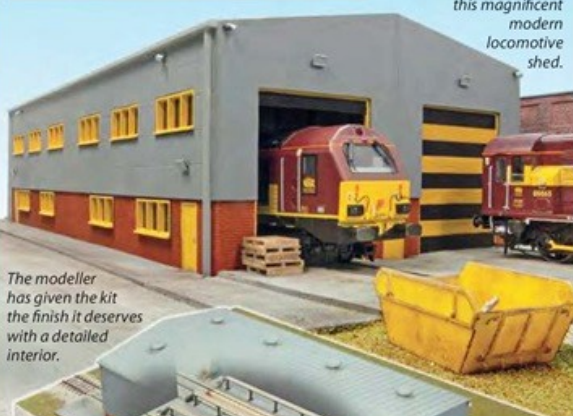
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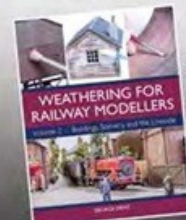
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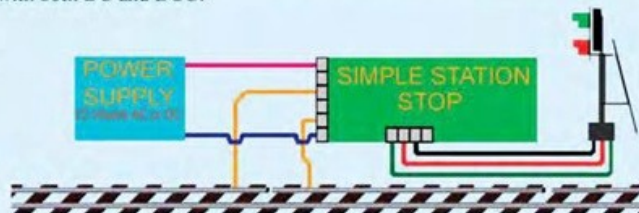


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PC79 Horse Box, diagram N13



PC83 Horse Box, diagram 5



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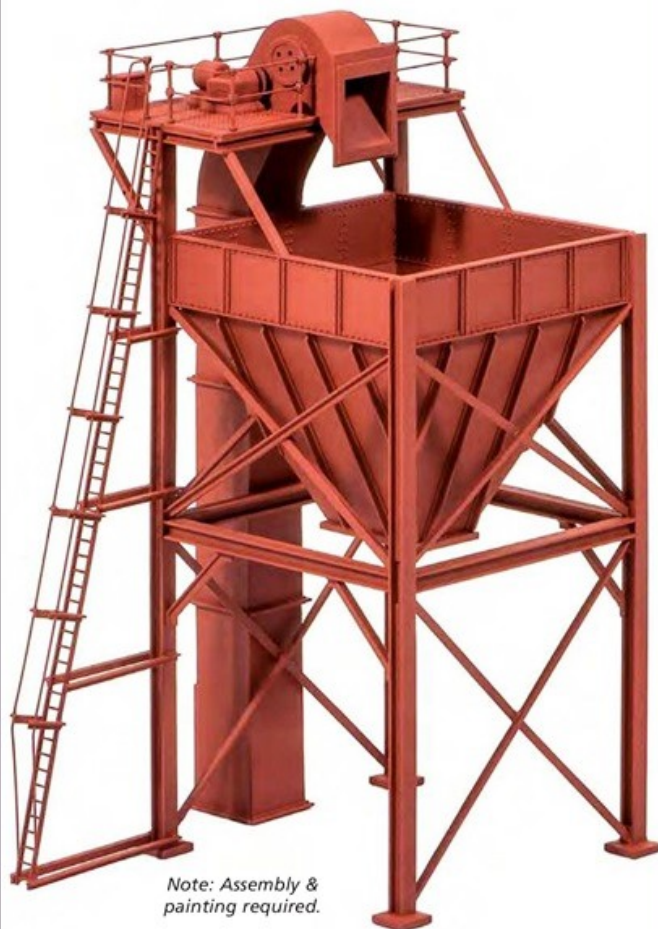
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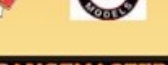
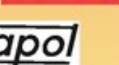
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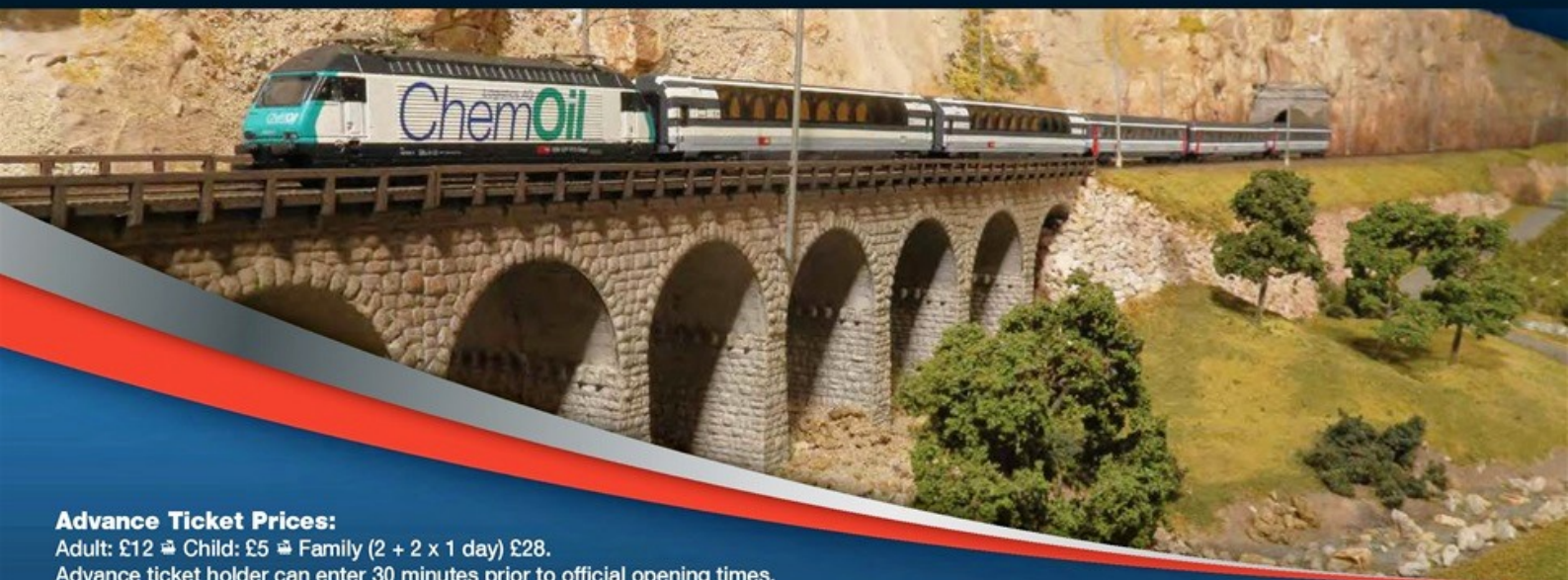
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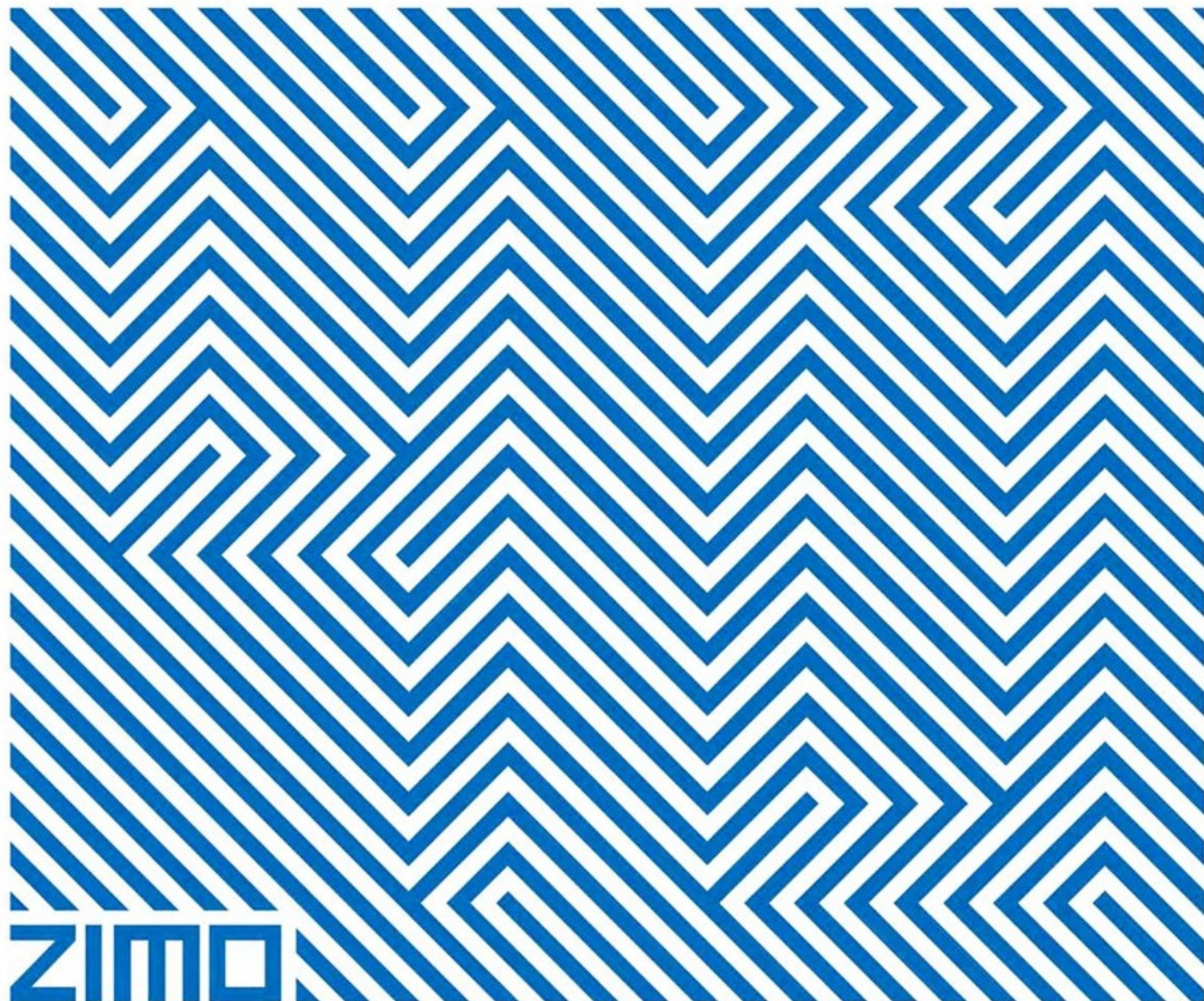
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