CELEBRATING 70 YEARS AS BRITAIN'S NUMBER ONE MODEL RAILWAY MAGAZINE

MAY 2019 £4.60 AT THE HEART OF THE HOBBY VOLUME 70 No 823

RAILWAY MODELLER

The glorious Great Western

West of England main line steam appraised in 00 gauge

Reviewed inside– the brand new 'Terrier' from HORNBY



As seen on TV!

Sandy Bay

Echoes of Sandsend created in N gauge

Hunslet Engine Co

Reborn in 7mm scale

No room for a layout?

A novel solution using the Setrack starter set

An audience with Accurascale

This newest model railway manufacturer is unveiled

Reviewed inside ...

North British Warships in OO from Kernow
GWR non-gangwayed coaches from Hornby
PCV Cemflo wagons from Accurascale in OO

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MAY 2019 RAILWAY MODELLER AT THE HEART OF THE HOBBY VOLUME 70

RAILWAY MODELLER

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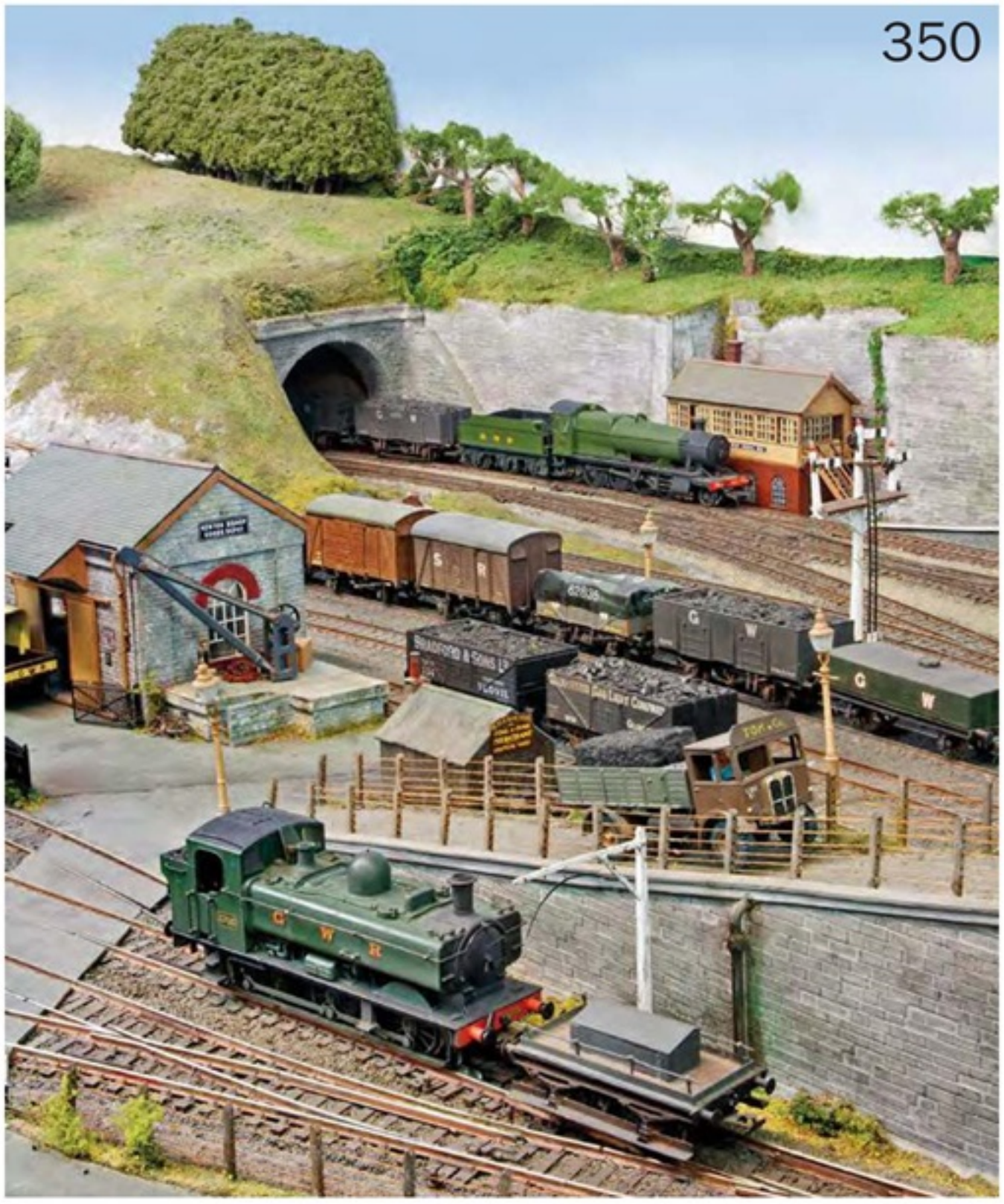
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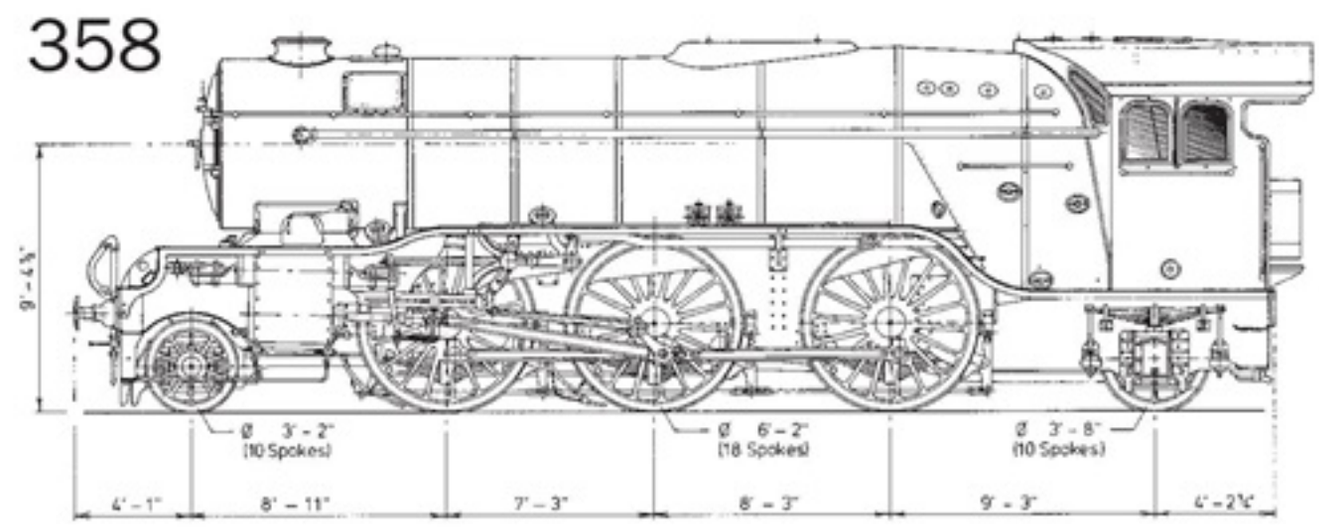
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PO513 - Children's Play Area.....£5.55
PO515 - Station Clocks.....£5.00
PO517 - Platform Kiosk.....£5.00
PO520 - Pillboxes.....£5.00
PO522 - Stone Fountain.....£5.00
PO525 - Bus Shelter.....£5.50
PO530 - Market Stalls.....£5.55
PO540 - Goods Yard Crane.....£5.50
PO572 - Arcade Enhancement Kit.....£5.55
PO580 - Signal Box Interior.....£5.55

UK Mainland Standard Postage Rate £4.00 per shipment

Registered 24hr delivery (Mon to Fri) UK Mainland £7.00

Worldwide postage at cost

Postcodes IM, BT, PH, PA, PO30-PO41, KW, AB, KA & IV will incur extra Postage - please enquire

CHELTENHAM MODEL CENTRE

www.cheltenhammodelcentre.com



Xuron Track Cutter

£13.50

Western Limited Editions

A trio of Dapol OO gauge Westerns exclusive to Cheltenham Model Centre. Available for pre-order - due to arrive April/May

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.





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.



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
Numbered Limited Edition Certificate
Specially designed box, unique for each loco
DCC fitted and DCC sound fitted versions available

We are expecting delivery to be April/May 2019. See the dedicated page on our website for more information!

BACHMANN



Bachmann OO Gauge 2019 Catalogue £9.95

Bachmann OO Gauge due to arrive in April



32-790A - Class 37/0 Split Headcode 37012 'Loch Rannoch' BR Blue Large Logo.....£144.46
32-763a - Class 57/3 57302 'Chad Varah' DRS Weathered.....£152.96



32-610 - Class 90 90005 'Financial Times' BR InterCity Swallow.....£152.96



32-611 - Class 90 90037 BR Railfreight Distribution Sector.....£152.96



32-612 - Class 90 90042 Freightliner Powerhaul.....£152.96



32-788db - Class 37/0 37142 Engineers Grey **Area Exclusive**.....£140.20

GRAHAM FARISH by BACHMANN



Graham Farish N Gauge 2019 Catalogue £8.95

Farish N Gauge due to arrive in April



371-658 - Class 57/3 57313 West Coast Railways.....£114.71
371-659 - Class 57/3 57315 Arriva Trains Wales (Trenau Arriva Cymru).....£114.71



371-660 - Class 57/6 57603 'Tintagel Castle' GWR.....£114.71
371-661 - Class 57/3 57305 'Northern Princess' DRS Northern Belle.....£114.71



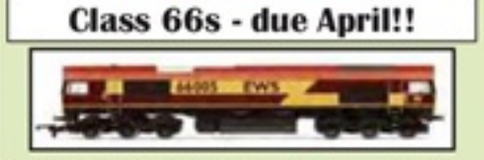
374-910 - SECR 60' Birdcage Stock - 3 Pack SECR Brown.....£127.46
374-911 - SECR 60' Birdcage Stock - 3 pack SR Olive Green.....£127.46
374-912 - SECR 60' Birdcage Stock - 3 Pack BR Vermillion.....£127.46



371-742 - Western Pullman 6-Car Unit Grey/Blue.....£322.95

HORNBY

Class 66s - due April!!



R3777 - Class 66 66005 EWS.....£67.50



R3778 - Class 66 66097 DB Cargo...£67.50



R3779 - Class 66 66783 'The Flying Dustman' GBRf.....£67.50



R3784 - Class 66 66705 'Golden Jubilee' GBRf.....£67.50



R3785 - Class 66 66731 'interhubGB' GBRf.....£67.50



R3786 - Class 66 66413 **G&W/ Freightliner**.....£67.50



R3787 - Class 66 66847 **Colas Rail Freight**.....£67.50

R8121 - TTS Sound Decoder: Class 66.....**£33.60**

TTS Sound J36 + Lord Nelson Arriving Soon!



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



R3603TTS - Lord Nelson Class 4-6-0 30850 'Lord Nelson' BR Green Late Crest TTS Sound.....£175.49



Hornby 2019 Catalogue £8.99

Dapol OO Gauge 121 DMU



4D-015-006 - Class 122 DMU NSE Route Learner.....£123.25
4D-015-007 - Class 122 DMU Loadhaul Route Learner.....£123.25
4D-015-008 - Class 122 DMU BR Green Speed Whiskers.....£123.25
4D-015-009 - Class 122 DMU BR Green Small Yellow Panel.....£123.25
4D-015-010 - Class 122 DMU BR Blue 55003.....£123.25





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)

LIMITED EDITION WAGONS
Exclusive To Cheltenham Model Centre



38-702z - 12 Ton ZDV Pipe Wagon Satlink S&T KDB741381



38-750z - 22 Ton STV Tube Wagon Satlink Western KDB730863

Any Two Limited Edition Satlink Wagons for £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

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.

PART EXCHANGE YOUR UNWANTED POINTS FOR ANYTHING ON THESE 2 PAGES
PECO/HORNBY POINTS

Peco Points We will allow **£2.35** for each small or medium radius and **£2.25** for large and curved radius 'OO' 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 **£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.

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 re-chargeable handset and radio transmission ensures easy and reliable performance.

DCC Controller Starter Packages

DCC01 Prodigy Express Starter Package
Most Suited for HO/OO/N Scale Layouts



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

BEST FOR **Beginners**

DCC02 Prodigy Advance2 Starter Package
Most Suited to HO/OO/N Scale Layouts



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

BEST FOR **General Layouts**

DCC04 Prodigy Advance Wireless Starter Package
Most Suited to OO/HO/N Scale Layouts



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

BEST FOR **Large Layouts**

Accessories

NEW! GO WIRELESS with the Prodigy WiFi



DCC05 Prodigy WiFi

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

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

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

GM353 Gaugemaster Full Catalogue **£3.95**



DCC80 DCC Autofrog

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



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.

DCC15 Prodigy Decoder Doctor



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

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

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

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

PRICES

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
BPDCC80	DCC Autofrog (Pack of 3)	£15.95

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

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

THIS MONTH AT Hattons

MODEL RAILWAYS

Compiled between 13th February 2019 and 14th March 2019

Latest News



BMRA 2018 Results

Results have now been released and we're so happy to have won 4 gold, 1 silver and 2 bronze. Thank you to everyone who voted.

www.hattons.co.uk/tmah12



Hornby Ruston 48DS Samples

Take a closer look at the painted samples of these diminutive diesel shunters on our website now.

www.hattons.co.uk/tmah13



Hornby Peckett B2 Samples

Hornby have recently showcased painted samples for their latest Peckett 0-6-0ST models. See more online.

www.hattons.co.uk/tmah15

Oxford J27 0-6-0 CAD

First CADs have been shown of the Oxford J27 (NER P3). Multiple detail variations to be catered for. See more online.

www.hattons.co.uk/tmah16

Alexandra Palace Formations

As we attend London Festival of Railway Modelling we take a look at trains that ran via Alexandra Palace through the years.

www.hattons.co.uk/tmah17

RHTTs & FEAs Now in Stock

The full range of FEA Intermodal Wagons & Rail Head Treatment Trains have now arrived into stock with Hattons!

www.hattons.co.uk/tmah18

Top 5 Best Sellers

1



Hattons Originals OO
H4-RHTT-004 - £126

2



Hattons Originals OO
H4-RHTT-001- £118

3



Hattons Originals OO
H4-FEAE-001- £32

4



Oxford Rail OO
OR76BOOM02 - £46

5



Oxford Diecast OO
76LRL006 - £5

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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

LMS Princess Royal 4-6-2
Pre-order from £171. DCC-fitted £184.50
Due in Stock November 2019



R3709 6201 "Princess Elizabeth" in LMS crimson lake
R3711 46206 "Princess Marie Louise" in BR express passenger blue
R3713 46207 "Princess Arthur of Connaught" in BR maroon

Class A1/A1X Terrier 0-6-0T
Pre-order from £81. DCC-fitted £99
Due in Stock May 2019



R3767 32655 in BR black with early emblem - **IN STOCK**
R3768 32636 in BR black with late crest - **SOLD OUT**
R3780 655 "Stepney" in LBSCR improved engine green
R3781 5 "Rolvenden" in Kent and East Sussex Railway blue - **IN STOCK**
R3782 751 in South Eastern and Chatham Railway green
R3783 2662 in Southern Railway olive green

Class 5101 'Large Prairie' 2-6-2T
Pre-order from £126. DCC-fitted £144
Due in Stock July to September 2019



R3719 4154 in GWR green
R3721 6110 in GWR green
R3723 6145 in BR black with early emblem
R3725 4160 in BR lined green with late crest

4wDM Ruston 48DS
Pre-order for £72.
Due in Stock July 2019



R3704 269595 in pale green
R3705 458957 in John Dewar and Sons red
R3706 Army 802 in War Department green
R3707 "Queen Anne" in Longmorn Distillery livery

Class B2 Peckett 0-6-0ST
Pre-order from £99. DCC fitted for £117
Due in Stock April 2019



R3693 No.4 "Sherwood" in Sherwood Colliery lined green
R3694 "Westminster" in Associated Portland Cement green
R3695 1455 in National Coal Board lined blue

Mk3 Sliding Door coaches
Pre-order for £31.50.
Due in Stock June to November 2019



36 versions now available to pre-order. Liveries include: GWR, ScotRail and Cross Country. Numerous vehicles types available to allow prototypical formations.

dapol Forthcoming Items

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

N Gauge

Class 50
Pre-order from £123.21
Due in Stock: April 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

Class 68
Pre-order from £108.79
Due in Stock: June 2019



2D-010-008 67006 "Royal Sovereign" in Royal Trail livery
2D-010-009 67027 "Charlotte" in Colas Rail Freight livery
2D-010-010 67021 in Belmond British Pullman umber and cream
2D-010-010 67029 "Royal Diamond" in DB silver

OO Gauge

Class 43xx GWR Mogul 2-6-0
Pre-order from £135.96
Due in Stock: TBC



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: June/July 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: June 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

BR Mark 1 coaches
Pre-order for £169.15
Due in Stock: July 2019



BSK, SO, SK and CK coaches available in multiple liveries, including: BR crimson and cream, BR green, BR chocolate and cream, BR maroon and BR blue & grey.
All codes start 7P-001-XXX

Tel: 0151 733 3655

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

Hattons Est.1946 · MODEL RAILWAYS ·

Tel: **0151 733 3655** **info@hattons.co.uk**
17 Montague Road, Widnes, WA8 8FZ
Phones: **Mon - Sat** 7:30am to 6pm **Sun** 9am to 5pm
Shop: **Mon - Sun** 9am to 5pm
20,000+ items available on www.hattons.co.uk

OO Gauge (1:76 Scale)

Hattons Originals - Wagons



H4-FEAE-001 FEA-E intermodal wagon 641001 in Freightliner green NEW £32



H4-FEAE-005 FEA-E intermodal wagon 641014 in Freightliner green track panel carriers NEW £50



H4-FEAE-002 FEA-E intermodal wagon 641023 in Freightliner green NEW £32



H4-FEAE-003 FEA-E intermodal wagon 641032 in Freightliner green NEW £32



H4-FEAE-004 FEA-E intermodal wagon 641041 in Freightliner green NEW £32



H4-FEAS-001 FEA-S intermodal wagon 640683 in GBRf blue NEW £32



H4-FEAS-006 FEA-S intermodal wagon 640911 in GBRf/ Metronet yellow track panel carrier NEW £59



H4-FEAS-005 FEA-S intermodal wagon 640921 in GBRf/ Metronet yellow track panel carrier NEW £59

Top 30 Best Sellers

Last 30 Days



H4-RHTT-001 Rail Head Treatment Train 'Sandite' 2 wagons and sandite modules NEW £118



H4-RHTT-004 Rail Head Treatment Train 'Sandite' 2 wagons and sandite modules - weathered NEW £126



H4-RHTT-002 Rail Head Treatment Train 'Water Jet' 2 wagons and water jetting modules NEW £118



H4-RHTT-005 Rail Head Treatment Train 'Water Jet' 2 wagons and water jetting modules - weathered NEW £126



H4-RHTT-003 Rail Head Treatment Train 'Water' wagon 3 water modules to extend either RHTT pack to 3 wagons NEW ... £59



H4-RHTT-006 Rail Head Treatment Train 'Water' wagon 3 water modules to extend either RHTT pack to 3 wagons - weathered NEW £63

Hornby - Steam locos



R3616 Class 5MT 'Black Five' 5089 in LMS black NEW ... £153



R3638 Class 7P6F Streamlined West Country 4-6-2 34019 "Bideford" in BR green late crest NEW £166.50



R3623 Class 8P 'Streamlined Coronation' 4-6-2 6221 "Queen Elizabeth" in LMS coronation blue £171



R3677 Class 8P 'Streamlined Coronation' 4-6-2 6229 "Duchess of Hamilton" in LMS crimson lake - as preserved £171



R3767 Class A1X Terrier 0-6-0T 32655 in BR black early emblem NEW £81



R3621 Class J36 0-6-0 722 in LNER black NEW £126



R3635 Class LN 'Lord Nelson' 4-6-0 30863 "Lord Rodney" in BR green early emblem NEW £153

Diesel locos



R3661 Class 31 D5509 in BR green £153

Train sets - digital



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

Coaches



R4876 Collett 57' 'Bow ended' non-corridor brake third (Left-hand) 4971 in GWR chocolate and cream NEW. £44.50



R4874 Collett 57' 'Bow ended' non-corridor composite (Left-hand) 6360 in GWR chocolate and cream NEW. £44.50

Peco Products - Track - Code 100 Streamline



SL-100 Pack of 25 1 yard (91.5cm) length of Code 100 Wooden-sleeper nickel silver flexible track £66
SL-100 Single £3

Track - Code 75 Finescale

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

N Gauge

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

Any or Multiple Scales

Hattons Originals - Digital decoders



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

Peco Products - Point motors



PL-11 Side/surface mounted point motor £8

£2 P&P for single diecast items

UK P&P £4

£7 P&P Next Day (Orders before 2pm)

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British Model Railway Awards 2017

OO Gauge (1:76 Scale)

Bachmann Branchline - Steam locos



32-301A Class 2251 0-6-0 Collett Goods 3212 in BR black early emblem and Collett tender (RRP £114.95)..... BARGAIN . £78

32-236 Class 3F 'Jinty' 0-6-0T 47619 in early British Railways black (RRP £109.95)..... BARGAIN.... £86



30-525loco Class 49xx 'Hall' 4-6-0 4965 "Rood Ashton Hall" in Great Western green - split from 30-525 set £79



31-531 Class A2 4-6-2 60536 "Trimbush" in BR lined green early emblem (RRP £179.95)..... BARGAIN £111

31-138 Class D11/2 4-4-0 62682 'Haystoun of Bucklaw' in BR black early emblem (RRP £139.95)..... BARGAIN.... £94



35-077 Class E4 Brighton tank 0-6-2T 32556 in BR black early emblem (RRP £109.95)..... BARGAIN . £76



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

32-166 Class N 2-6-0 1406 in Southern Railway black (RRP £159.95) BARGAIN . £108

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

Diesel locos



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



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

Coaches

30-525Coaches 2 x Pullman Cars (349 & 335) & 1 x Mk1 BSK in Pullman Umber & Cream - separated from the Shakespeare Express set £70



39-051E Mk1 SO second open M4929 in BR maroon (RRP £47.95)..... BARGAIN . £33

Buildings - railways

44-0002 Single-road stone engine shed (183 x 88 x 113mm) (RRP £49.95)..... BARGAIN.... £24

Dapol - Diesel locos



4D-022-013 Class 68 68004 "Rapid" in Direct Rail Services blue £131.71



4D-022-015 Class 68 68026 in Direct Rail Services plain blue . .£131.71

4D-022-016 Class 68 68034 in Direct Rail Services blue..... £131.71

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-009-003 Class 121 single car DMU 'Bubblecar' W55029 in BR blue & grey (RRP £145)..... BARGAIN... £109



4D-015-007 Class 122 single car DMU 'Bubblecar' 55012 in LoadHaul black and orange..... £123.25

4D-015-006 Class 122 single car DMU 'Bubblecar' 975042 in Network SouthEast 'Route Learner' £123.25

4D-015-006D Class 122 single car DMU 'Bubblecar' 975042 in Network SouthEast 'Route Learner' - Digital fitted NEW £145

4D-015-010D Class 122 single car DMU 'Bubblecar' M55003 BR blue - Digital fitted NEW £145



4D-015-009 Class 122 single car DMU 'Bubblecar' W55006 in BR green small yellow panels..... £123.25

4D-015-009D Class 122 single car DMU 'Bubblecar' W55006 in BR green small yellow panels - Digital fitted NEW..... £145



4D-015-008 Class 122 single car DMU 'Bubblecar' W55018 in BR green speed whiskers £123.25

4D-015-008D Class 122 single car DMU 'Bubblecar' W55018 in BR green speed whiskers - Digital fitted NEW £145

Track Maintenance vehicles

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

Wagons

GM4410101 5 plank open wagon "Corrall and Co,Brighton" - "Gaugemaster Collection" NEW..... £12

GM4410201 7 plank open wagon "South and Gasson, Brighton" - "Gaugemaster Collection" NEW..... £11.50

DCC Concepts - Signals

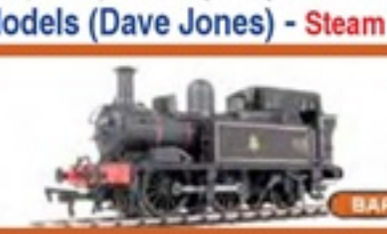
DCD-GS-RG4 2-aspect Red/Green ground signal - Pack of four NEW..... £26

DCD-GS-BR4 2-aspect Red/White LMS and BR-style ground signal - Pack of four NEW..... £26

DCD-GS-MG4 2-aspect Red/White modern ground signal - Pack of four NEW £26

DCD-GS-US4 2-aspect US-style Red/Green ground signal - Pack of four NEW £26

DJ Models (Dave Jones) - Steam locos



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

H1410 Class 58xx 0-4-2T 5819 BR Unlined black early emblem (RRP £99)..... BARGAIN.... £74

Golden Valley Hobbies - Diesel locos

GV2015XS YEC Janus 0-6-0DE shunter No.201 Port of London blue - DCC sound fitted NEW..... £179

Hattons Originals - Steam locos



H4-AB14-004 Andrew Barclay 0-4-0ST 14" 1863 in Caledonian Railway lined blue £99



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

Wagons



H4-FEAE-001 FEA-E intermodal wagon 641001 in Freightliner green NEW £32



H4-FEAE-005 FEA-E intermodal wagon 641014 in Freightliner green track panel carriers NEW £50

H4-FEAE-002 FEA-E intermodal wagon 641023 in Freightliner green NEW.. £32

H4-FEAE-003 FEA-E intermodal wagon 641032 in Freightliner green NEW.. £32

H4-FEAE-004 FEA-E intermodal wagon 641041 in Freightliner green NEW.. £32

H4-FEAS-003 FEA-S intermodal wagon 640640 in GBRf blue NEW £32



H4-FEAS-001 FEA-S intermodal wagon 640683 in GBRf blue NEW..... £32

H4-FEAS-002 FEA-S intermodal wagon 640688 in GBRf blue NEW £32

H4-FEAS-004 FEA-S intermodal wagon 640688 in GBRf blue NEW £32

H4-FEAS-006 FEA-S intermodal wagon 640911 GBRf/Metronet yellow track panel carrier NEW £59



H4-FEAS-005 FEA-S intermodal wagon 640921 in GBRf/ Metronet yellow track panel carrier NEW..... £59



H4-FEAS-007 FEA-S intermodal wagon 640939 in TransPlant yellow NEW..... £32



H4-RHTT-001 Rail Head Treatment Train 'Sandite' 2 wagons and sandite modules NEW £118



H4-RHTT-004 Rail Head Treatment Train 'Sandite' 2 wagons and sandite modules - weathered NEW..... £126



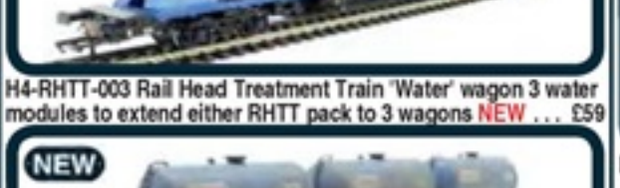
H4-RHTT-002 Rail Head Treatment Train 'Water Jet' 2 wagons and water jetting modules NEW £118



H4-RHTT-005 Rail Head Treatment Train 'Water Jet' 2 wagons and water jetting modules - weathered NEW..... £126



H4-RHTT-003 Rail Head Treatment Train 'Water' wagon 3 water modules to extend either RHTT pack to 3 wagons NEW ... £59



H4-RHTT-006 Rail Head Treatment Train 'Water' wagon 3 water modules to extend either RHTT pack to 3 wagons - weathered NEW..... £63

Heljan - Steam locos

4781 Class 47xx 2-8-0 'Night Owl' 4705 in GWR green Great Western lettering... £154

Diesel locos

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

2815 Class 28 CoBo D5709 in BR green small yellow ends - lightly weathered... £119



3417 Class 33/0 D6504 in BR green £118.96



3419 Class 33/0 D6540 in BR green small yellow ends. .£118.96



3437 Class 33/0 D6558 in BR blue. £118.96

3526 Class 35 'Hymek' D7015 in BR green no yellow ends. £110.46

3527 Class 35 'Hymek' D7088 in BR green small yellow panels £110.46

Diesel train packs



1099 Fawley Oil Refinery trainpack Class 33 D6584 in BR blue four B tank wagons in ESSO £169.96

Electric locos



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

Man-made scenic structure - railway-related



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

Hornby - Steam locos

R2672 Class 0F Pug 0-4-0ST 272 in Caledonian Railway blue - Railroad range (RRP £28.49)..... BARGAIN.... £17



R3292 Class 0F Pug 0-4-0ST 56011 in BR black - Hornby 2014 Collectors Club special edition (RRP £24.99) . . BARGAIN . £16



R3213 Class 101 Holden 0-4-0T 3102 in SR Olive Green - Hornby 2013 Collectors club limited edition (RRP £24.99). BARGAIN.. £16



R3619 Class 4073 'Castle' 4-6-0 5013 "Abergavenny Castle" in BR green late crest..... £144



R3333 Class 415 Adams Radial 4-4-2T 30584 in BR black early emblem (RRP £119.99)..... BARGAIN . £64



R3616 Class 5MT 'Black Five' 5089 in LMS black NEW ... £153



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

All items in stock when advert created. Prices valid until **08/05/19**. Errors excepted.

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R3638 Class 7P6F Streamlined West Country 4-6-2 34019 "Bideford" in BR green late crest NEW £166.50



R1177Loco Class 8 4-6-2 71000 "Duke of Gloucester " in BR green late crest - Railroad Range - Split from Gloucester City Pullman Train Set..... BARGAIN . £75
R3565 Class 8F 2-8-0 8035 in LMS black £127.50



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



R3623 Class 8P 'Streamlined Coronation' 4-6-2 6221 "Queen Elizabeth" in LMS coronation blue £171



R3677 Class 8P 'Streamlined Coronation' 4-6-2 6229 "Duchess of Hamilton" in LMS crimson lake - as preserved..... £171



R3639 Class 8P 'Streamlined Coronation' 4-6-2 6244 "King George VI" in LMS crimson lake..... £171



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



R3781 Class A1 Terrier 0-6-0T 5 "Rolvenden" in Kent and East Sussex Railway blue NEW..... £81



R3767 Class A1X Terrier 0-6-0T 32655 in BR black early emblem NEW..... £81
R3767X Class A1X Terrier 0-6-0T 32655 BR black early emblem - Digital fitted NEW . £99



R3508TTS Class A3 4-6-2 60103 "Flying Scotsman" in BR green late crest - as preserved - TTS Sound fitted £187



R3676 Class A4 4468 "Mallard" in LNER garter blue - as preserved £152



R3622 Class J36 0-6-0 65311 "Haig" in BR black early emblem £126



R3621 Class J36 0-6-0 722 in LNER black NEW £126



R3635 Class LN 'Lord Nelson' 4-6-0 30863 "Lord Rodney" in BR green early emblem NEW £153



R3634 Class LN 'Lord Nelson' 4-6-0 851 "Sir Francis Drake" in Southern Railway olive green £153



R3171 Class P2 2-8-2 2001 'Cock O' The North' in LNER Green (Railroad range) £89
R3615 Class W4 Peckett 0-4-0ST 560 in Peckett works leaf green builders lettering £90



R3420 Drummond Class 700 0-6-0 30346 in BR black late crest (RRP £124.99)..... BARGAIN . £59



R3421 Drummond Class 700 0-6-0 30698 in BR Black early emblem (RRP £124.99)..... BARGAIN . £59



R3419 Drummond Class 700 0-6-0 693 in Southern Railway black (RRP £124.99)..... BARGAIN . £69
R3360 Freelance 0-4-0T '87 "Mosley Tarmacadam" in black - Railroad Range (RRP £34.99)..... BARGAIN £16

Diesel locos



R3661 Class 31 D5509 in BR green. £153



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 SouthEast £136



R3653 Class 50 50040 "Leviathan" in BR large logo blue . £144
R3784 Class 66 66705 "Golden Jubilee" in GBRf NEW £67.50
R3777 Class 66/0 66005 in EWS maroon and gold NEW £67.50
R3778 Class 66/0 66097 in DB Cargo UK NEW £67.50



R3786 Class 66/4 66413 in Freightliner G&W orange and black NEW..... £67.50
R3785 Class 66/7 66731 "Interhub GB" in GBRf NEW £67.50



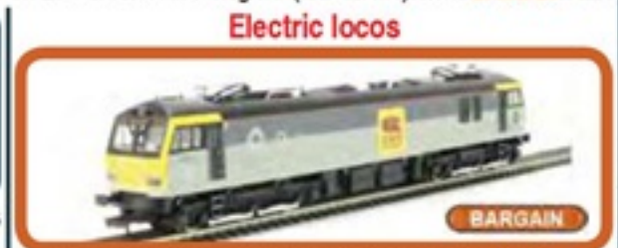
R3747 Class 66/7 66779 "Evening Star" in BR green GBRf branding NEW..... £67.50

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

Electric locos



R3480 Class 92 92016 "Brahms" in Railfreight grey EWS 'Beastie' vinyls (RRP £99.99)..... BARGAIN . £52

EMUs



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



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

Train sets - analogue

R1151 Caledonian Belle starter trainset 0-4-0 steam loco in blue 4 wheel coach & open wagon (RRP £49.99)..... BARGAIN.... £45

Train sets - digital



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



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

Coaches



R4876 Collett 57' 'Bow ended' non-corridor brake third (Left-hand) 4971 in GWR chocolate and cream NEW..... £44.50



R4880 Collett 57' 'Bow ended' non-corridor brake third (Left-hand) W5507W in BR crimson NEW..... £44.50



R4877 Collett 57' 'Bow ended' non-corridor brake third (Right-hand) 4972 in GWR chocolate and cream NEW..... £44.50



R4881 Collett 57' 'Bow ended' non-corridor brake third (Right-hand) W5508W in BR crimson NEW..... £44.50



R4874 Collett 57' 'Bow ended' non-corridor composite (Left-hand) 6360 in GWR chocolate and cream NEW..... £44.50



R4878 Collett 57' 'Bow ended' non-corridor composite (Left-hand) W6630W in BR crimson NEW..... £44.50



R4875 Collett 57' 'Bow ended' non-corridor composite (Right-hand) 6362 in GWR chocolate and cream NEW... £44.50



R4879 Collett 57' 'Bow ended' non-corridor composite (Right-hand) W6631W in BR crimson NEW..... £44.50



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



R4623 Mk2E FO first open W3244 in BR blue and grey - Railroad range (RRP £25.99)..... BARGAIN . £12



R4666C Mk4 TSO second open 12403 in East Coast (RRP £28.49)..... BARGAIN . £11

Wagons



R6931 20 ton brake van "Hornby 2019" yearly wagon NEW .£15.50
R6836 8 ton box vans in LMS bauxite - pack of three - railroad range £21
R6728A BR (ex-LMS) Horse Box M42253M in BR crimson (RRP £21.99)BARGAIN £9
R6369 Breakdown crane in yellow (RRP £25.99) ..... BARGAIN.... £11



R6887 PTA 102 ton bogie wagon PR26552 in Yeoman Aggregates grey - Railroad Range £15
R6840A SR Dia 1530 cattle wagon S52347 in BR bauxite NEW..... £21

Analogue controllers

R8012 HM2000 High output power & speed controller, mains supply..... £94

Digital controllers

R8214 DCC Elite unit digital controller..... £215
R8213 DCC Select unit (boxed)..... £98
R8312 e-LINK Module, Railmaster Software & 1 Amp Transformer (PC/Laptop Required)..... £85

Point motors

R8014 Mark 2 Point Motor (RRP £9.99)..... BARGAIN..... £5

Switches and levers

R044 Passing contact lever frame switch (for point motors) (RRP £11.99)BARGAIN. £6

Buildings - railways

R8009 Station terminus building pack..... £42.50

Man-made scenic structure - railway-related

R083 Buffer Stop..... £1.80
R083 Box of 6..... £9.50
R836 Double track level crossing (RRP £28.99) ..... BARGAIN.... £14

Trees

R7203 Maple Trees NEW..... £10

People - civil

R7115 City people - pack of seven figures scooter NEW..... £9
R7118 Farm people - pack of six figures NEW..... £9
R7119 Sitting people - pack of six people two benches NEW..... £9
R7116 Town people - pack of eight figures NEW..... £9
R7117 Working people - pack of six figures additional tools NEW..... £9

Animals

R7121 Cows - pack of ten NEW..... £9
R7120 Farm animals and wooden fencing NEW..... £9
R7122 Sheep - pack of ten NEW..... £9

Track - Code 100 Setrack

R607 2nd radius double curve track (8 make a circle)..... £2.50
R607 Circle of 8..... £18
R609 3rd radius double curve track (8 make a circle)..... £2.60
R609 Circle of 8..... £20



R070 Electrically Operated Turntable..... £64



R8072 Left Hand Standard Point..... £9.50
R603 Long Straight - 670mm..... £3.70
R8073 Right Hand Standard Point..... £9.50
R621 Single 970mm length of flexible track..... £3
R621 Pack of 24..... £66
R600 Standard Straight..... £1.50
R600 Box of 24..... £34

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Railway publications

R8157 Hornby 2019 Catalogue - 65th Edition £8.50

Kadee - Model railway spares

18KADEE NEM362 Kadee coupling - Medium (8.63mm) - Pack of four £5

Oxford Diecast - Buses

76BI004 Beadle Integral Southdown £16

Cars

76XJS006 Jaguar XJS White (The Saint) NEW £5
76MGA005 MGA Dove Grey NEW £4.50
76P4004 Rover P4 Stone Grey/Juniper Green NEW £5
76T4002 Volkswagen T4 Van Grey White NEW £5

Commercial vehicles

76J4004 Austin J4 Van BMC Parts NEW £5.50
76LRL006 Land Rover - "Fred Dibnah - Steeplejack" £5
76SCT007 Scania Car Transporter - Robinsons Autologistics NEW £30

Peco Products - Model railway spares

SL-111 Finescale insulated rail joiners/fishplates (Code 70, 75 & 83) for OO & HO gauge - Pack of 12 ..... £2
SL-110 Finescale rail joiners/fishplates (for code 70, 75 & 83) for OO & HO gauge - Pack of 24 ..... £2
SL-11 Insulated rail joiners/fishplates (for OO, HO & O gauge code 100 rails incl. Hornby, Peco & Peco Streamline) - Pack of 12 ..... £2
SL-10 Metal rail joiners/fishplates (for code 100 rails inc Hornby, Peco & Peco Streamline). For OO, HO & O gauge - Pack of 24 ..... £2.20

Man-made scenic structure - railway-related

LK-55 76ft Well type turntable £41

Track - Code 100 Setrack

ST-245 Setrack curved double radius left handed point insulfrog £14.50
ST-244 Setrack curved double radius right handed point insulfrog £14.50
ST-241 Setrack No.2 radius left handed point insulfrog £9
ST-240 Setrack No.2 radius right handed point insulfrog £9
ST-100 Setrack Starter Track Set - Second Radius £58

Track - Code 100 Streamline



SL-100 Pack of 25 1 yard (91.5cm) length of Code 100 Wooden-sleeper nickel silver flexible track £66
SL-100 Single £3
SL-102 1 yard (91.5cm) length of Nickel Silver concrete-sleeper flexible track £3
SL-102 Pack of 25 ..... £70
SL-E99 3 way medium radius point - electrofrog £27
SL-99 3 way medium radius point - insulfrog £27
SL-90 Double slip - insulfrog £33



SL-E96 Left hand medium point - electrofrog £10.50
SL-96 Left hand medium point - insulfrog £10.50
SL-E92 Left hand small point - electrofrog £9.50
SL-92 Left hand small point - insulfrog £9.50
SL-E88 Right hand large point - electrofrog £12
SL-88 Right hand large point - insulfrog £12



SL-E95 Right hand medium point - electrofrog £10.50
SL-95 Right hand medium point - insulfrog £10.50



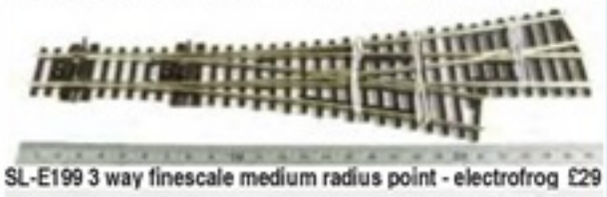
SL-E91 Right hand small point - electrofrog £9.50
SL-91 Right hand small point - insulfrog £9.50

Track - Code 75 Finescale

SL-108F 1 yard (91.5cm) length of Code 75 Wooden-sleeper nickel silver bullhead rail flexible track £4
SL-108F Box of 25 ..... £100



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



SL-E199 3 way finescale medium radius point - electrofrog £29



SL-E196 Finescale left hand medium point - electrofrog £11.50
SL-E192 Finescale left hand small point - electrofrog £10.50



SL-E195 Finescale right hand medium point - electrofrog. . .£11.50
SL-E191 Finescale right hand small point - electrofrog £10.50
SL-U1189 Left hand large radius bullhead rail point - unifrog £26

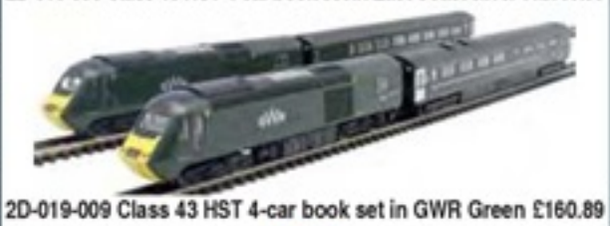


SL-U1188 Right hand large radius bullhead rail point - unifrog £26

N Gauge

Dapol - HSTs

2D-019-006 Class 43 HST 4-car book set in East Coast silver . .£160.89



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

DMUs

2D-009-003 Class 121 'Bubble Car' DMU W55033 in BR green speed whiskers £114.04
ND116ED Class 142 'Pacer' 2 car DMU 142021 Tyne and Wear PTE - DCC fitted NEW £136.93
ND116CD Class 142 'Pacer' 2 car DMU 142025 Northern Spirit - DCC fitted NEW £136.93



ND116B Class 142 'Pacer' 2 car DMU 142081 in Regional Railways £115.18
ND116DD Class 142 'Pacer' 2 car DMU 142085 Arriva Trains Wales - DCC fitted NEW £136.93
2D-021-003 Class 156 156403 Regional Railways express Central Trains branding . . £109

Peco Products - Model railway spares

SL-311 Insulated Rail Joiners/Fishplates for N & 009 gauge (12 per pack)...£1.70
SL-310 Rail Joiners/Fishplates for N & OO9 gauge (24 per pack) £2

Track - Code 80 Setrack

ST-6 Setrack left hand point insulfrog £8.50
ST-5 Setrack right hand point insulfrog £8.50

Track - Code 80 Streamline



SL-300 Pack of 25 1 yard (91.5cm) length of Wooden-Sleeper Nickel Silver Flexible track £64
SL-300 Single £3

Track - Code 55 Finescale



SL-300F Pack of 30 1 yard (91.5cm) length of Finescale Nickel Silver flexible Wooden Sleeper track £84
SL-300F Single £3
SL-302F 1 Yard of Nickel Silver Flexible Track Concrete Sleepers £3.50
SL-302F Pack of 30 ..... £91



SL-E390F Finescale double slip electrofrog £38
SL-U396F Finescale left hand medium point unifrog £10.50



SL-E392F Finescale left hand small point electrofrog £9.50



SL-E388F Finescale right hand large point electrofrog £11
SL-U395F Finescale right hand medium point unifrog £10.50



SL-E391F Finescale right hand small point electrofrog . . . £9.50

OO9 Narrow Gauge

Heljan - Steam locos



9950 Lynton & Barnstaple 2-6-2T "Yeo" in L&B dark green £189.95



9951 Lynton & Barnstaple 2-6-2T 760 "Exe" in Southern Railway green £189.95



9952 Lynton & Barnstaple 2-6-2T 761 "Taw" in Southern Railway green £189.95



9954 Lynton & Barnstaple 2-6-2T E759 "Yeo" in Southern Railway £209.95

Peco Products - Track - Code 80 Setrack

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

O Gauge (1:43 Scale)

Dapol - Steam locos

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7S-025-001 Class 74xx 0-6-0PT pannier 7411 GWR green (RRP £400) BARGAIN £295

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7F-200-004 20-ton standard brake van CAP B951224 in BR bauxite £67.96
7F-018-001 4-wheel Salt van - "Chance and Hunt, Oldbury" NEW £42.46

Heljan - Steam locos



4300 Class 43xx Mogul 2-6-0 4339 in GWR green Great Western lettering £662.15
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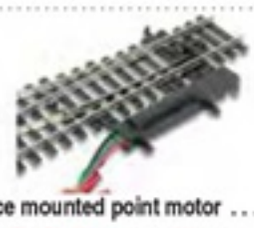
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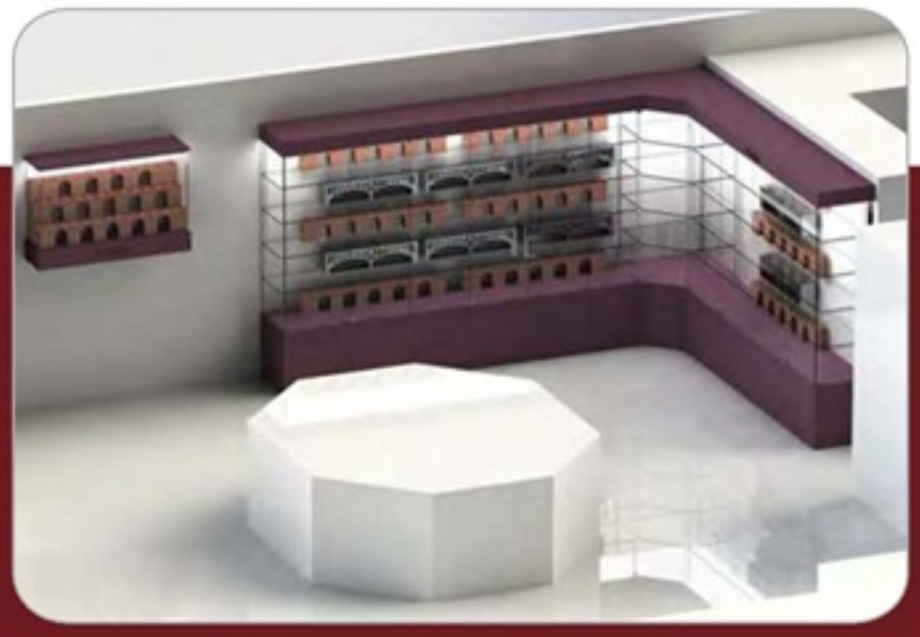
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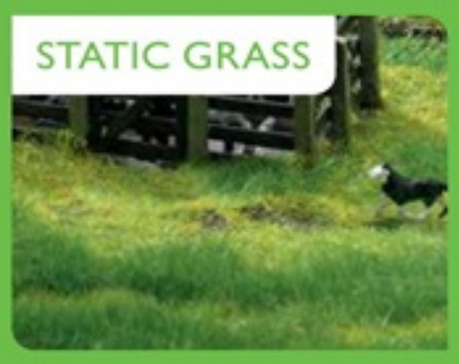
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372-931 N Class 2-6-0 Steam Locomotive No. 31844 BR Black..... £104.99
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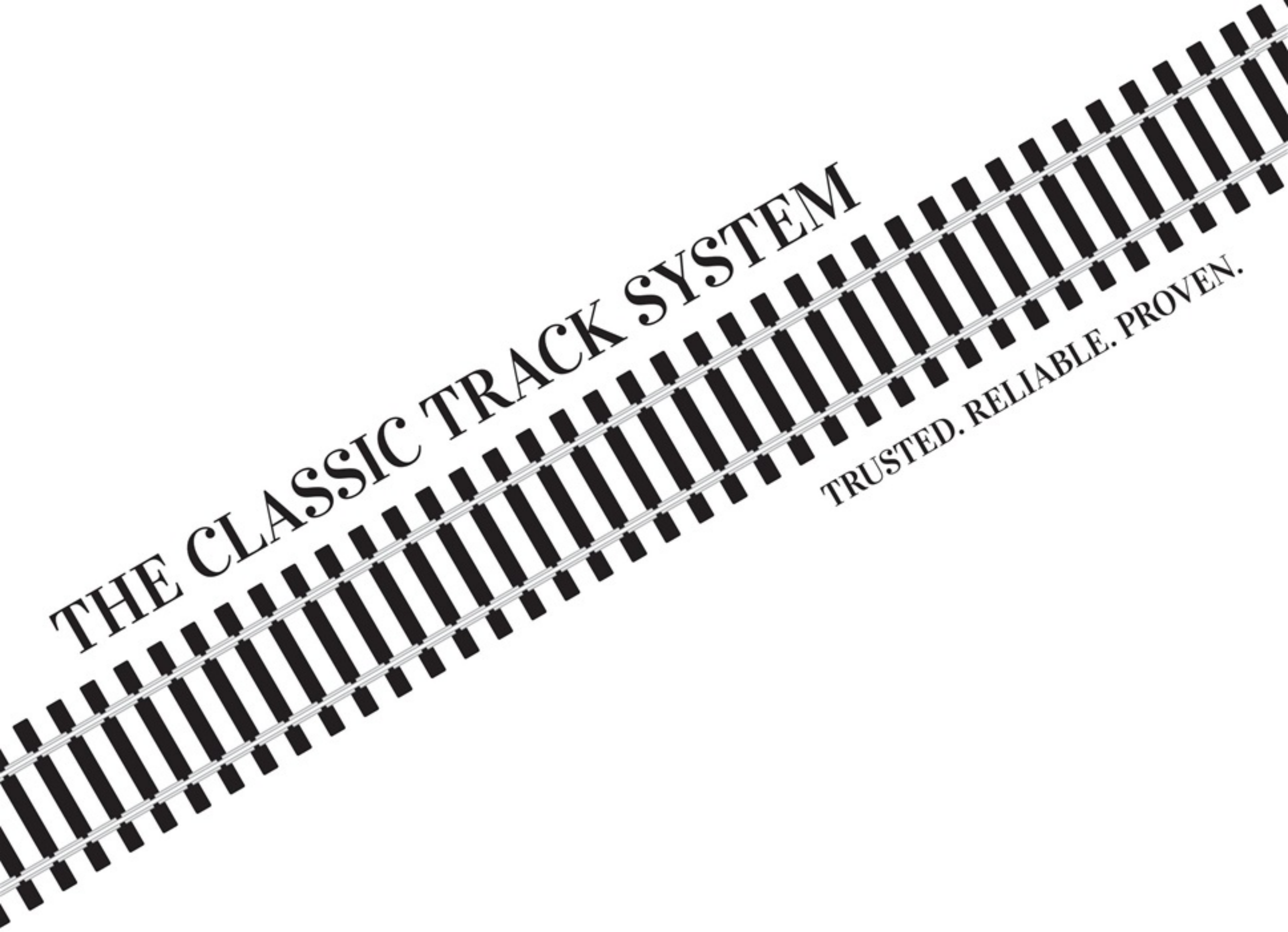
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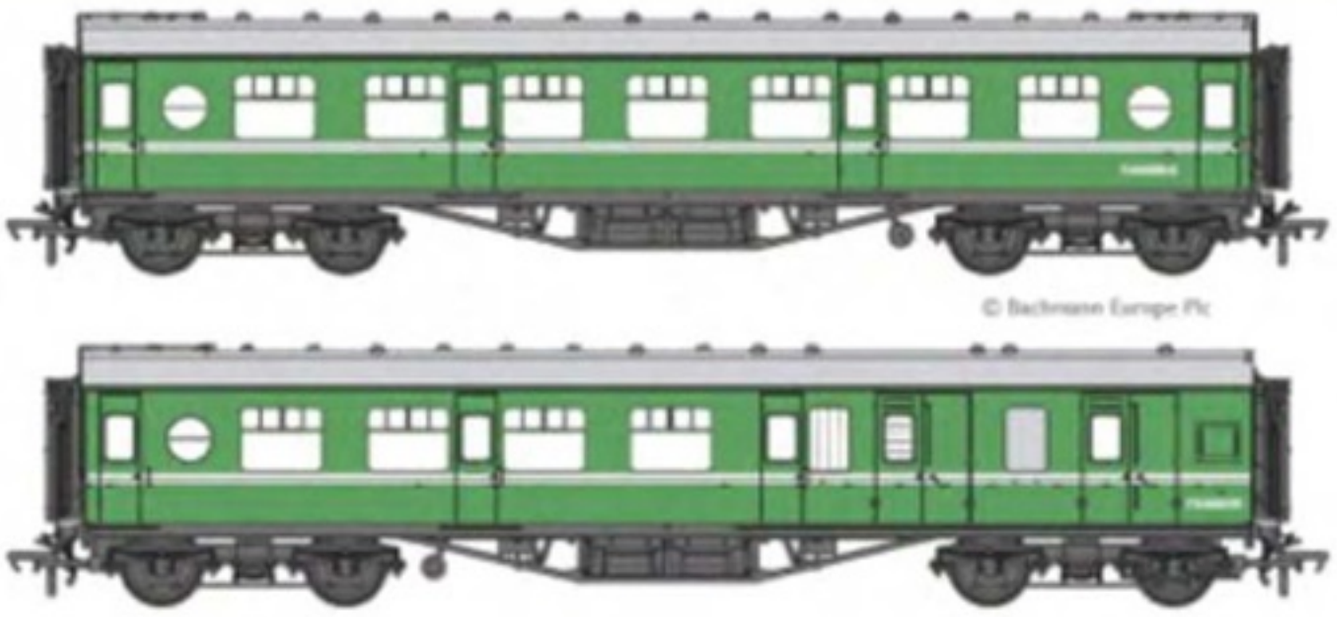
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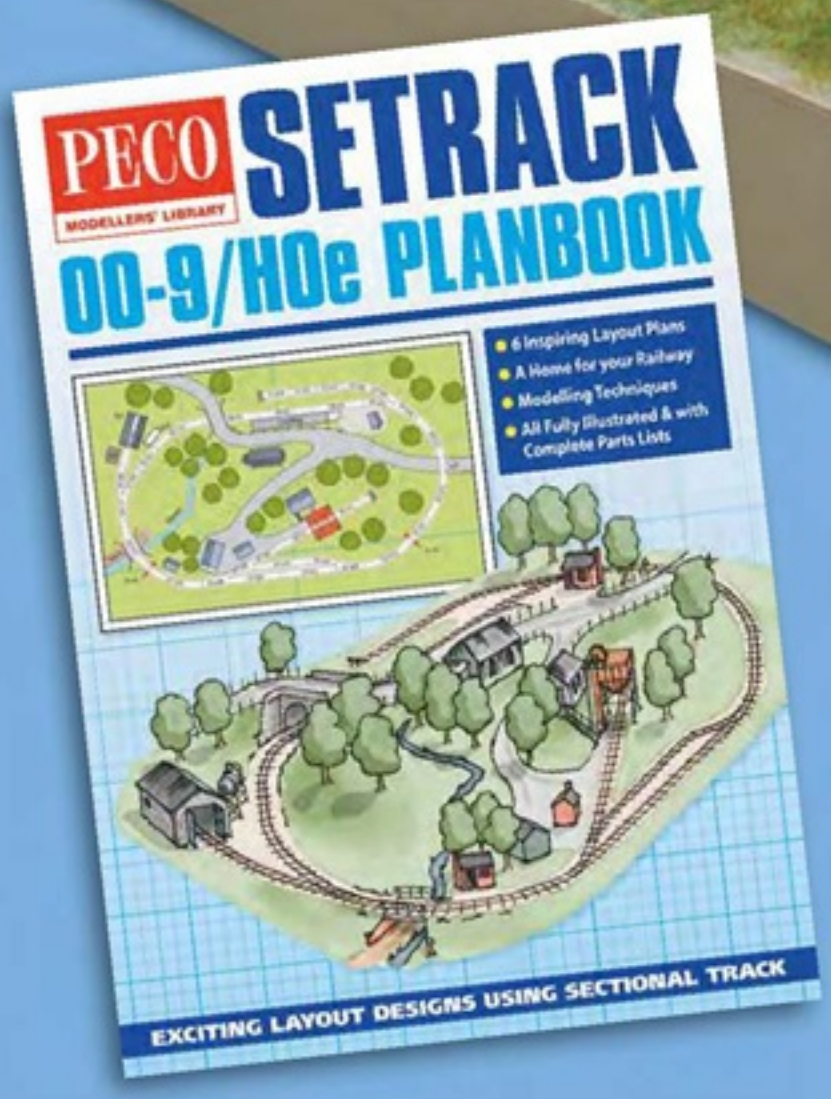
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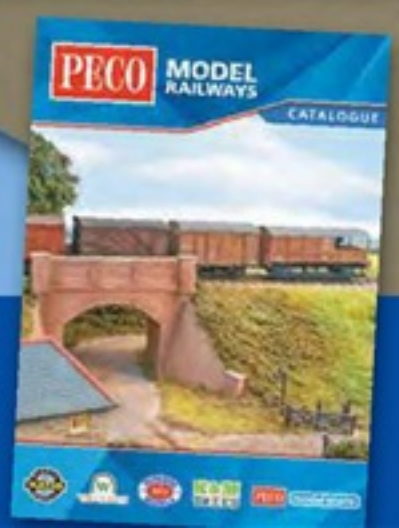
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Welcome from the Editor



A level playing field?

The duplication of products is inevitable when the number of manufacturers operating in a particular market sector increases. This is becoming progressively so in the model railway market, and we now have multiple situations where almost identical models of the same engines are being offered by different manufacturers. Why is this so?

Basically it's because nearly all the ready-to-run models we see in the shops are not actually 'manufactured' in this country. With the notable exception of Peco Model Railways, the British companies we know as 'the manufacturers' do not mould, cast, paint and assemble their models; these activities are outsourced mostly to Chinese factories who have invested in the substantial costs of the manufacturing equipment and plant. Even the research, design and development work – usually carried out in house – can be undertaken by outsourcing if so desired, leaving our home 'manufacturers' to manage the warehousing, distribution and marketing of the models, and keep a watchful eye on cash flow. That, in essence, is the business model to which nearly all of our favourite ready-to-run firms adhere, be they large established companies such as Hornby and Bachmann or newer smaller entrants like Revolution Trains or Accurascale.



In other words the entry costs of becoming a model railway manufacturer have dropped significantly; the playing field has levelled off to enable smaller businesses to enter the domain of high quality model procurement.

The consequence of this is that we encounter old friends and loyal trading partners going head-to-head to be first to get their near identical products to market. All in much the same way as Hornby, in the recent BBC4 programme, was seen to eclipse two of its valued customers who themselves had recently taken up the mantle of becoming commissioning manufacturers and were shortly to release their own versions of the very models Hornby's Marketing Manager Simon Kohler unveiled on screen.

A cynic might say that it was all scripted to make great TV, for a happy ending ensued, and the firms themselves secured huge publicity. But the reality is that duplication of models may be much more likely in future as manufacturers grow in number. How this might impinge on the hobby remains to be seen. Choice is often advanced as good for the consumer, but flooding the market with similar products could be problematic. Memories are stirred of the 1980s over-supply of model railway items which sealed the fate of the Mainline and Airfix (GMR) brands.

It is a truly exciting time in the hobby at the moment, and new ready-to-run manufacturers are popping up like spring daffodils. Indeed in this issue on page 388 we publish Craig Tiley's interview with representatives of one of the newest of those companies, Accurascale.

And of one of the aforementioned brand new models which Simon Kohler unveiled on TV: the diminutive LB&SC Terrier. We have our full and frank assessment of one of the six versions of this ever popular locomotive heading up our expanded product review section on page 420. We will of course be duty bound to so treat the new Terrier model from Rails of Sheffield when samples arrive for review in due course – so watch this space as the choice will be yours.

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

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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 Craig Tiley

No.6004 *King George III* speeds through Newton Bishop whilst No.175 *Viscount Churchill* is turned and a Hall is coaled.

Newton Bishop

An evolving OO gauge garage system

Spurred on by the present of a controller from his wife, **ROGER BRADFORD** *developed a project began in a loft into a garage-based setting. The layout represents a fictitious Great Western junction station and high-level branch terminus; additions and alterations have seen the terminus replaced by a through station, whilst the final arrival of a cross-garage bridge allows freight trains free rein over the entire network, which has probably reached its zenith due to space and access reasons.*

My interest in model railways started at five and a half years old when, in the late 1940s I was given for Christmas a second-hand Trix-Twin three-rail layout.

The love of all things Great Western was nurtured throughout my teenage years by spending holidays and some weekends trainspotting between West Drayton and Hayes on the main line out of London Paddington, when a very wide range of classes were seen during the period 1954 to 1961.

A Hornby-Dublo three-rail system was acquired in my early teens, but modelling started in earnest over 40 years ago when my wife presented me with an H&M Duette so that I could operate a few locos acquired during the intervening years. *Newton Bishop* started life in the loft, but before much progress had been made a move of home took place, and I was allowed the attached garage in which to build a layout, hence the 16' x 8' dimensions.

The metal garage door was subsequently replaced by rendered block work and a double-glazed window and, after more alterations and extensions to the property, access is now achieved from within the dwelling.

Baseboards

How I wish I had taken more care of the baseboard construction. The garage floor sloped slightly so it was necessary to adjust each vertical support accordingly to obtain a level surface. Carpentry was never a strong point of mine.

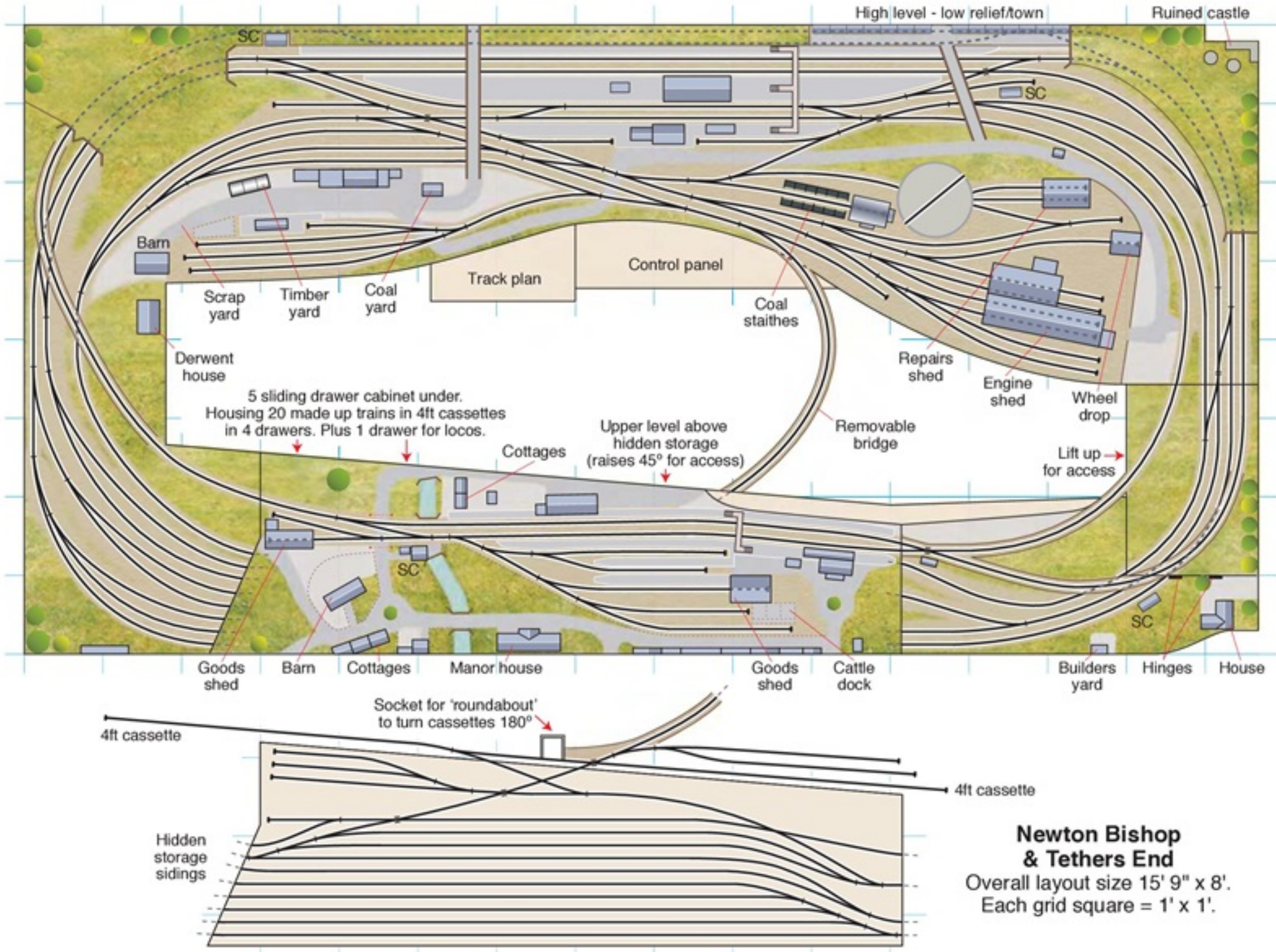
The original baseboards are generally 8' x 4' sheets of 5/8" chipboard supported on well seasoned 3" x 2" timbers; all ex-shuttering from construction of a bridge on the M5 motorway south-west of Exeter. (That's another story!)

Layout design

Newton Bishop is not modelled on any particular location and is purely freelance. I wanted to see lengthy trains running so a

A short freight runs around on the avoiding loop whilst open-cab tank No.638 arrives with a local train of four-wheelers.





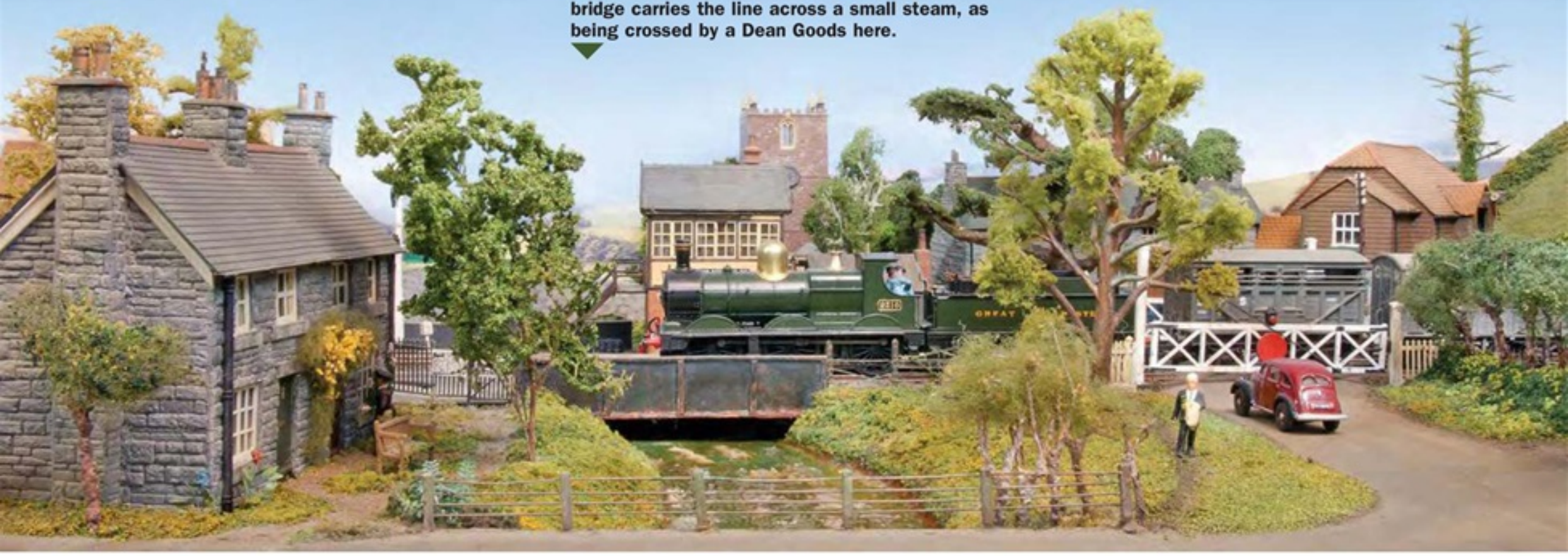
Newton Bishop & Tethers End
Overall layout size 15' 9" x 8'.
Each grid square = 1' x 1'.

continuous loop system was chosen with hidden sidings. For variation a high level terminus was devised (Tethers End), accessed from the viaduct on the left-hand side of the track plan with hidden track

The author at the controls, with the freight-only curved bridge in front of him. (A clear plastic visor protects the locos on shed, removed for photography.)

behind and below the town scene.

Although this gave some variation I decided to change this to a through country station with further inclines at the opposite end across another large scratchbuilt viaduct. From the double slip at the platform end I could opt to continue running around



On the approach to Tethers End station, a bridge carries the line across a small steam, as being crossed by a Dean Goods here.

the 'high level' area, or descend to the main station.

Other alterations and extensions have been made over time: the loop line from the hidden sidings which now permits continuous running separate from the main lines, and two additional roads on the outside of the engine shed. The goods yard was extended by another four roads and although this gave more shunting options a train could not enter or depart without considerable shunting and use of the headshunt. So – a year ago another idea came to fruition, having thought on several previous occasions that I had reached the absolute maximum of additions and alterations. I built a removable bridge across the central space with further points and double slip so that goods trains can enter and leave by the hidden section and, thereby, reach all parts of the layout. This proved much more difficult than expected because of levels and curvature, but the result is well worth the effort.

Bidirectional running is permitted over some tracks throughout the system and, although not strictly prototypical, gives good variation and running possibilities.

Track and electrics

Track is Peco code 100 with electrofrog points and mainly Peco motors (some 35 to 40 years old), although H&Ms are used where the throw is lengthy or under tracks. Hindsight is a wonderful thing. Originally some points were placed under scenery and in hidden sections when my agility was far better, requiring much of the scenery to be removable in sections so that access is still possible – just. The upper section (Tethers End) is hinged and raises to about 45° giving access to the hidden sidings.

Points, which number about 80, are operated by the electric pencil method and letter coded so that a route can be chosen from a table on the control panel. The system is analogue due to its age and I have no inclination to go DCC.

The layout is divided into 12 main sections with three controllers for the main area: a Gaugemaster UDS and a Walkabout together with a controller made by my father some 40 years ago with the aid of a magazine article. Cab control is achieved via an ex-GPO switch panel. A further controller is located at the upper level which works sections there and some on the main lines, so that trains can run between the two levels using one controller. There are numerous breaks controlled by on/off switches, particularly in the hidden storage area which enables trains to be stopped in exactly the right spot, or purely for isolating purposes.

Cassette flexibility

There are two locations in the hidden sidings which can receive a 4' cassette, one each to serve either direction of running. A removable 'turntable' system was devised comprising a 4" x 4" wooden block 10" high which slots into runners in front of the hidden section. On top of this is screwed a lazy-susan bearing, and affixed to this a piece of timber 24" long with shallow sides into which the cassettes fit, so when required a train, or rake of stock, can be placed onto this and spun through 180° and replaced on the system. Thus a train can enter the cassette, be lifted and turned, and put back either on the same or the opposite cassette location and re-enter the layout in the opposite direction. This only takes a few moments – see photo sequence overleaf.

Beneath the hidden section is a sliding five drawer system which



Tethers End village, and the station serving it...

...are on a hinged board for access to the storage roads beneath.



Kits from the major structure model suppliers have been adapted to fit, such as the low-relief White Hart Hotel (Metcalfe).

houses 20 cassettes and one shelf for spare locos. These cassettes hold 20 made-up trains of varying types – freight, mixed, parcels, mail, loco breakdown etc – with or without locos, so with the nine hidden storage sidings (two are left as through roads, one in each direction) and four other sidings the layout can accommodate 33 trains, although not all can run over all parts of the layout due to length, curvature and gradients.

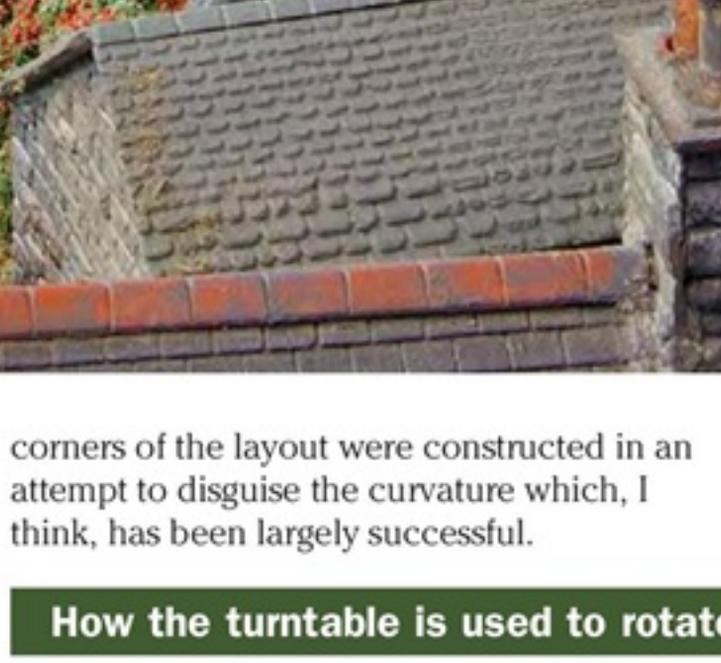
Scenery

Because of hidden trackwork and points, sections of the scenery lift out which enables most areas to be reached for cleaning and maintenance. There are no special construction methods; the usual timber formers, polystyrene, plaster, flock and scatter materials. The two large trees at Tethers End were 'experimental' about 30 years ago; 24-core electrical wire spread, twisted, plastered and covered with Woodland Scenics foliage.

Large hillsides over the tracks in two corners of the layout were constructed in an attempt to disguise the curvature which, I think, has been largely successful.

I have taken great pleasure in creating many small dioramas which bring the layout to life; I have tried not to overdo the

How the turntable is used to rotate trains if required



▲ Once the turntable block has been secured in place, the chosen train can be taken from the 'magazine', lifted using hooked handles...



▲ ...and placed onto the turntable's deck. (The lazy-susan is invisible from this angle but is sandwiched between deck and block.)



▲ **Small Prairie No.4542 arrives at Tethers End with a local train of clerestories.**

A variety of locos – of all ages – on shed at Newton Bishop. ▶



detailing, yet provide sufficient scenes showing everyday life. When looking at a model the human eye takes in much more distance and detail than in real life and I think it is important to try and achieve this balance. Whether or not I have done so, is for others to judge.

Buildings

Because of time, or rather the lack of it, most buildings are kitbuilt although many are heavily modified or adapted to fit the location or space available. Readers will recognise the largely Ratio station buildings and Wills cottages. Many of these are 'fronts' only. Metcalfe structures were also used: its Railway Hotel was far too deep for the space



▲ **The train – a mixed – has nearly travelled 180° to face in the required direction. When the movement is completed...**



▲ **... the train can be lifted off. The end plates preventing runaways (potentially disastrous this high off the floor) are removed only when...**



▲ **...the train is ready to leave the docked cassette. Trains are returned to the drawers directly or after being turned as here.**

so was cut in half lengthways; the front provided the hotel in the town area, the rear – with modifications to the entrance – became a superb manor house at Tethers End. Some other buildings were contrived from bits and sections remaining from kits.

Locos and rolling stock

The layout does not depict any specific era and was designed to run trains of varying length and type and for shunting. Over the years 80 locos have been acquired representing the 1880s to nationalisation. So the layout is not for the purist, although I can run locos, for example, from 1880 to 1915 or 1920 to 1948, but generally there is a mixture at any one time.

I have a good representation of the development of GWR express passenger locos from Dean singles; Armstrong 4-4-0; No.98 *Ernest Cunard*; No.175 *Viscount Churchill*; a Barnham; Saints; Stars; Cities; Bulldogs; Castles and Kings. Some of these were constructed in the 1980s and 1990s when I went through a phase of kitbuilding. My first attempt was not a simple one; a Falcon Brass King which took 250 hours to finish and which still pounds around the layout.

Many readers may remember Crownline and its superb, extensive range of conversion parts and kits for modifying ready-to-run locos. I built a 47xx using a modified King body and this pulls the van train using a Mashima 1024 motor from Branchlines – a motor used in most of my locos.

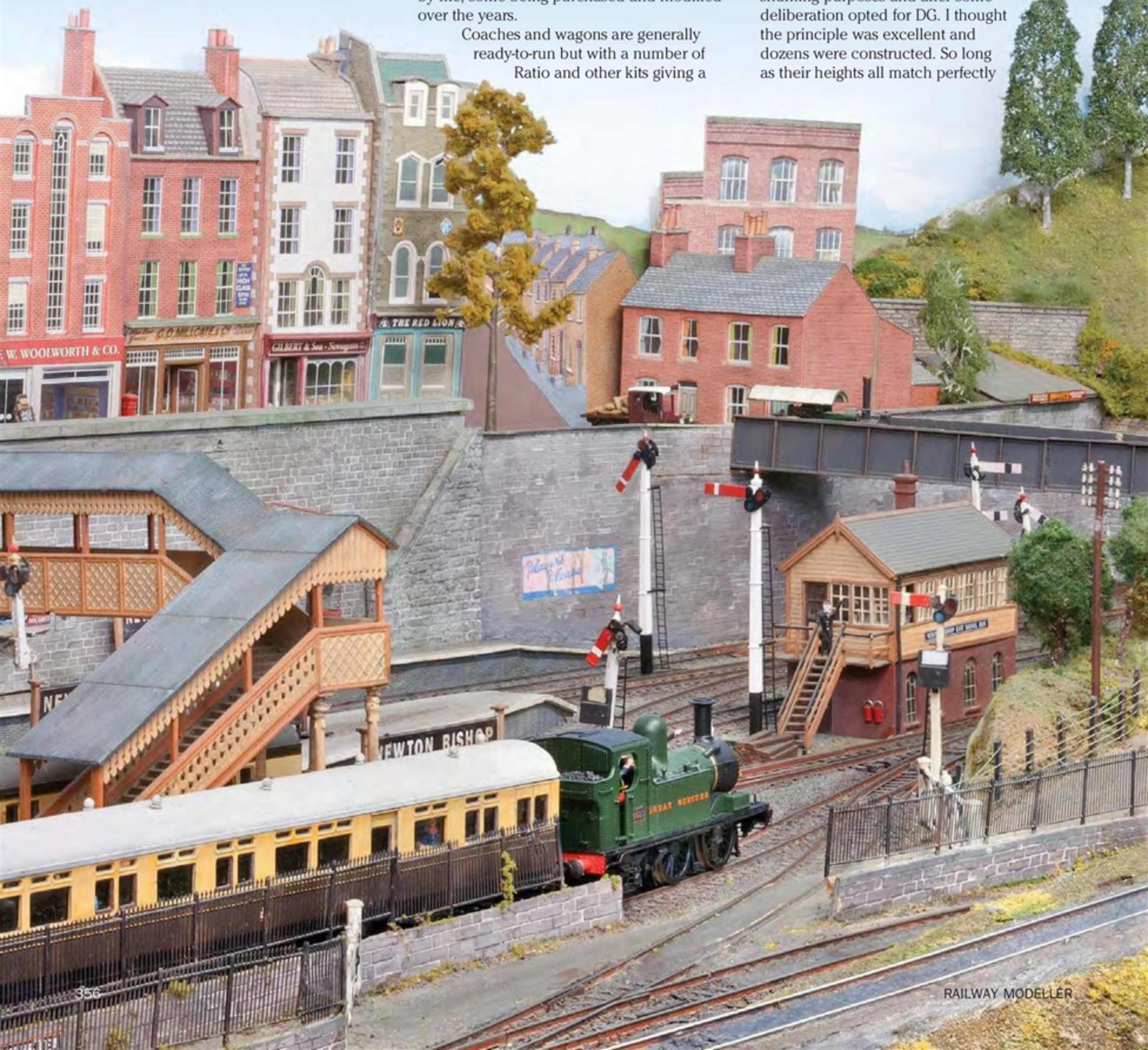
There is a various assortment of tanks including the experimental loco No.1; a Buffalo; outside-framed Dean goods; Metro and so on. Not all the kits were constructed by me, some being purchased and modified over the years.

Coaches and wagons are generally ready-to-run but with a number of Ratio and other kits giving a variety of stock including parcels, mails, breakdown and weedkilling trains. Unfortunately there are no crimson lake livery coaches.

On the rakes of main line coaches, gangway connections were contrived from the pliable black garden weed control material which eliminates daylight and gives a reasonable representation of the real thing. A very quick and inexpensive solution.

Most stock is weathered in varying degrees, although express passenger locos – particularly those in the 1920s and 1930s period – are normally pristine or very close thereto.

Coaches and goods trains which usually run in unchanged rakes generally have their Hornby/Dapol/Bachmann couplings, but some years ago I started thinking about changing couplings particularly for shunting purposes and after some deliberation opted for DG. I thought the principle was excellent and dozens were constructed. So long as their heights all match perfectly



they work well. But I found that the formation of the loop and soldering of the separate dropper arm was extremely fiddly and devised a way of making the loop and arm in one piece from steel wire which is quicker and stronger. No doubt other modellers have modified likewise.

At last the major manufacturers are moving towards a universal 'standard' coupling and mount allowing easier interchange of stock and surely, the technology is available to produce a relatively cheap automatic coupling system. Using different couplings in a rake of coaches or wagons invariably causes problems, no doubt due to the different tension and sizes of loops and hoops and the fact that some are fixed to the chassis while others are fixed to the bogie.

North Devonshire inspiration

The layout has evolved over many years, but I think the stage has now been reached where it is physically impossible to enlarge or adapt further. But I seem to have reached this conclusion a few times before! I have achieved, however, what I set out to do and can sit and watch a variety of reasonably long trains running, spend an hour or two shunting, or watch shorter trains climb the bank to Tethers End.

A great deal of inspiration was obtained from the *North Devonshire Railway* of Ken Northwood, based on his fictitious town of Torreyford and which frequently graced the pages of RAILWAY MODELLER. I got to know Ken through the MODELLER and visited many times and it was a sad day some years ago when I was one of the five who dismantled the layout.

I must also thank my good friend Peter Lock who is always there to assist and advise on overcoming problems and for the use of his vast collection of tools and equipment.

A Pannier removes an empty wagon from the coaling stage whilst No.4953 *Pitchford Hall* awaits a further tub.

LNER Gresley V2 2-6-2



The most powerful mixed-traffic 2-6-2 class on UK railways was introduced by Nigel Gresley in the mid-1930s, and eventually numbered 184 examples. Powerful and well-liked, they lasted until the end of 1966. Historical background by **W G ASCOUGH**, *accompanying drawings by* **IAN BEATTIE & STEVE CROUCHER**.

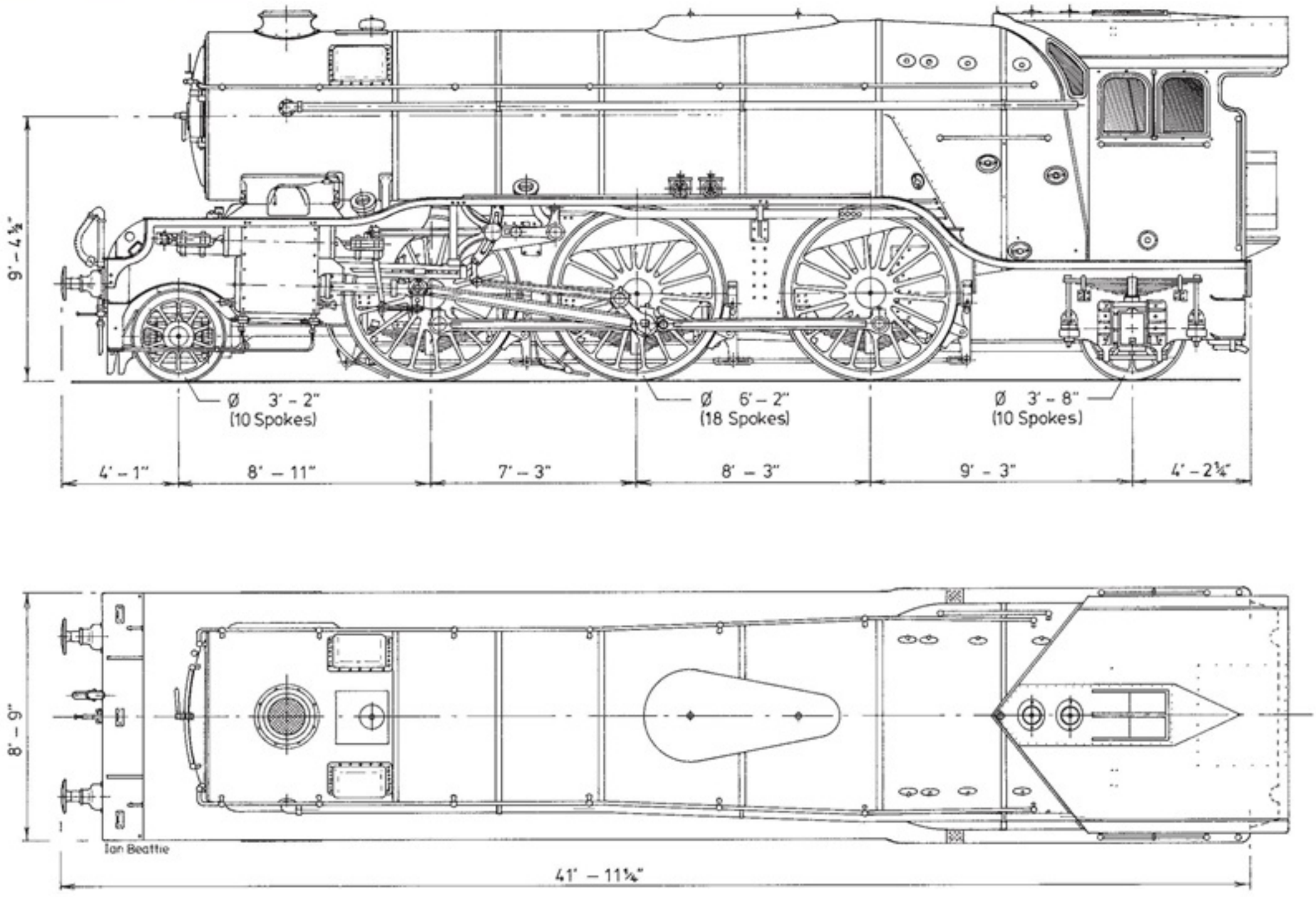
The V2 Class, introduced in 1936 with its 2-6-2 wheel arrangement and wide firebox, was a very innovative design for a mixed-traffic locomotive; one that had not been tried before by a British railway company. At this time the other railways of the Big Four relied on 4-6-0s for the vast majority of their express passenger and express freight trains. Whilst the 2-6-2 wheel arrangement had been employed on tank engines for suburban duties it had not been used for a large tender engine.

The 4-6-0 design had proven itself most popular for express passenger and freight traffic although a few of these express services were still hauled by large 4-4-0s or a few Pacifics, which was especially the case on the LNER. On this railway, with increasing competiton from road haulage there was perceived to be a need for accelerated fast freight services.

So it was that the first engine of a new design appeared from the Plant – Doncaster Works – for this purpose. Numbered 4771, it was named *Green Arrow* to publicise the regular Scotch Goods service between London and Glasgow which departed from Kings Cross at 3.40pm.

The new locomotive was immediately successful and production continued from both

LNER Gresley V2 2-6-2



The preserved No.4771 *Green Arrow*, photographed at Bewdley on the Severn Valley Railway in 2007. *Photo: Craig Tiley*

A young visitor to Peterborough New England shed notes double chimney V2 No.60881 c.1962. *Photo: Colour Rail*

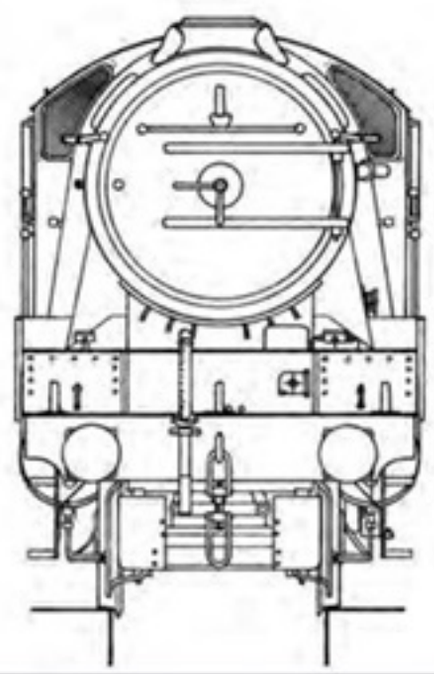


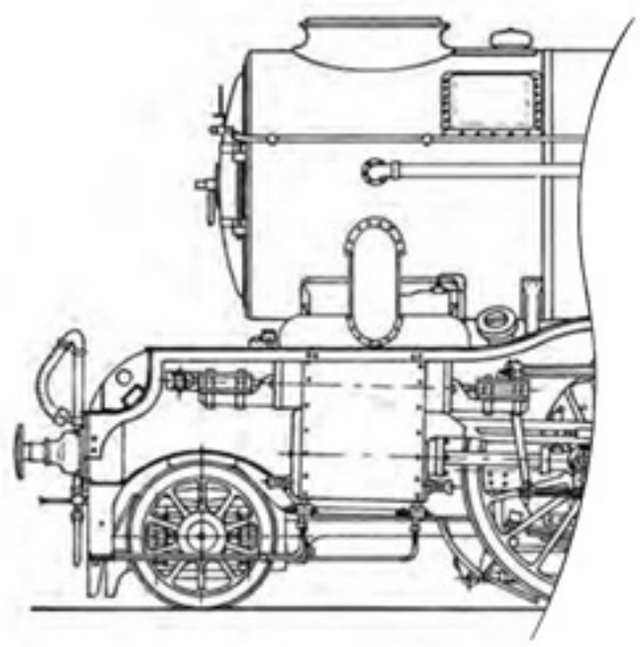
Doncaster and Darlington Works until 1944, by which time there were 184 locomotives in the class. The first five engines were allocated to sheds widely separated on the LNER system in order to assess the new design. As a result they were soon found working trains as varied as the Express Fish out of Aberdeen and the Yorkshire Pullman to Leeds and Bradford. Such was their usefulness that when the last engine No.3674 was completed at Darlington the class had gained a reputation as the 'locomotives that won the war'.

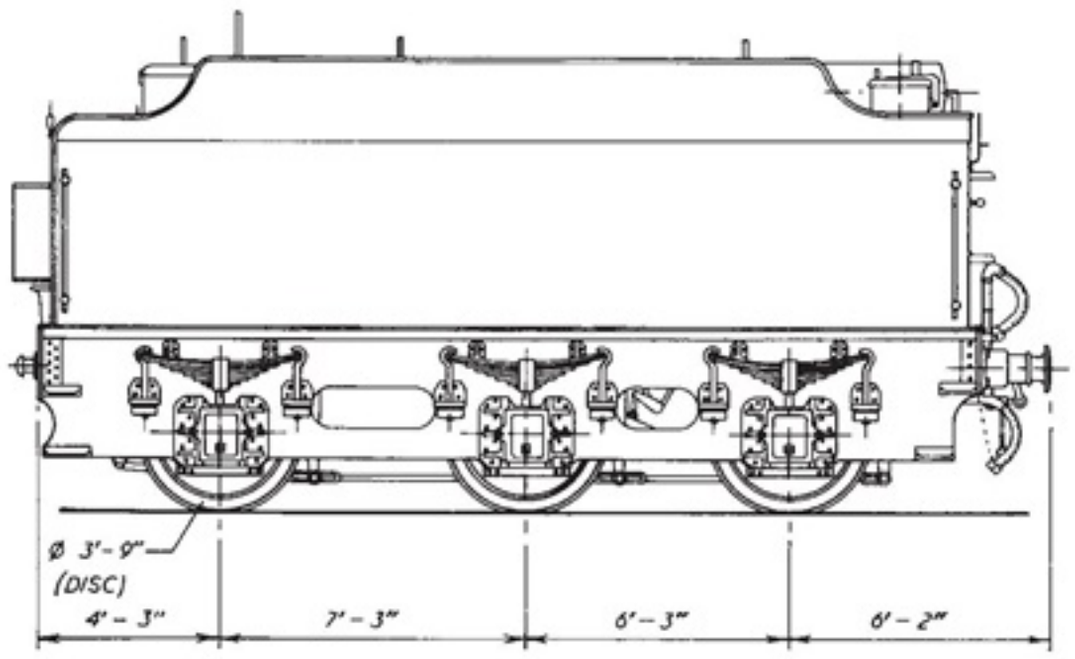
From the time they were built and throughout their existence the V2 Class engines continued to provide the motive power for the fast freight and express passenger trains for which they had been designed.

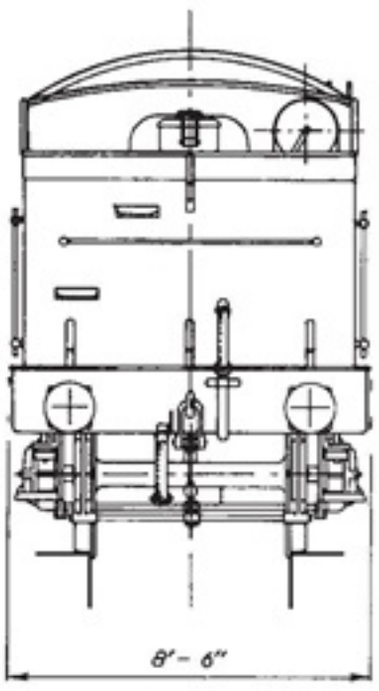
Green Arrow now forms part of the National Collection and has been preserved. This engine was initially restored in LNER apple

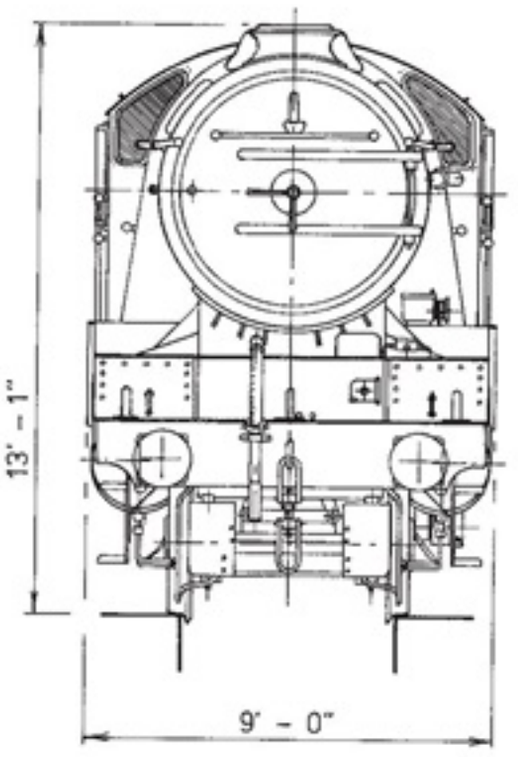
Scrap views showing versions with separate cylinders and double chimney

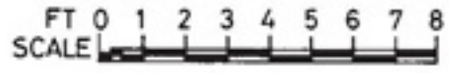


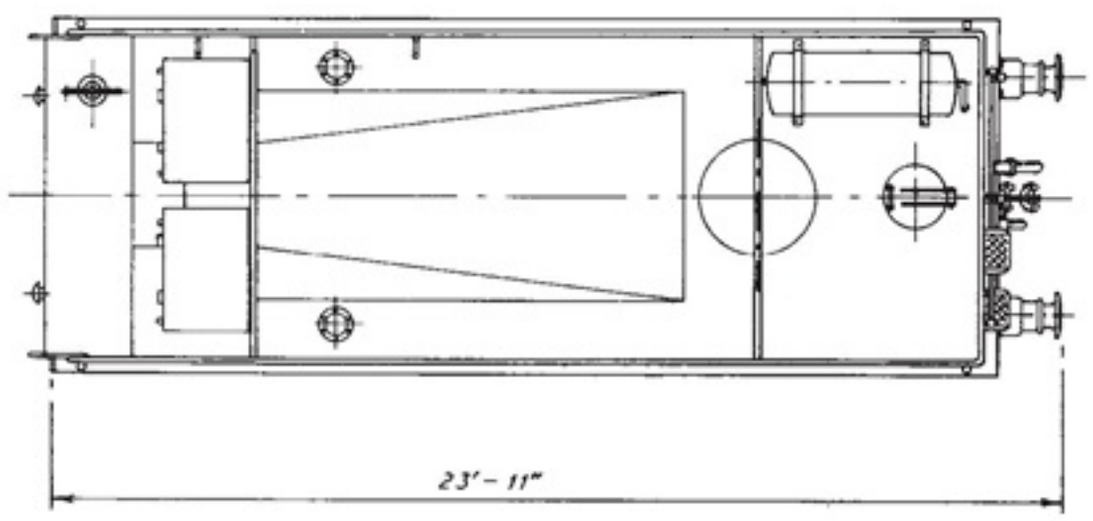












V2 summary

Nos.4771 – 4775 built Doncaster 1936
Nos.4776 – 4842 built Darlington 1937 – 1939
Nos.4843 – 4852 built Doncaster 1939
Nos.4853 – 4899 built Darlington 1939 – 1942
Nos.3655 – 3664 built Doncaster 1941 – 1942
Nos.3641 – 3654 built Darlington 1941 – 1942
Nos.3665 – 3695 built Darlington 1942 – 1944
Total 184



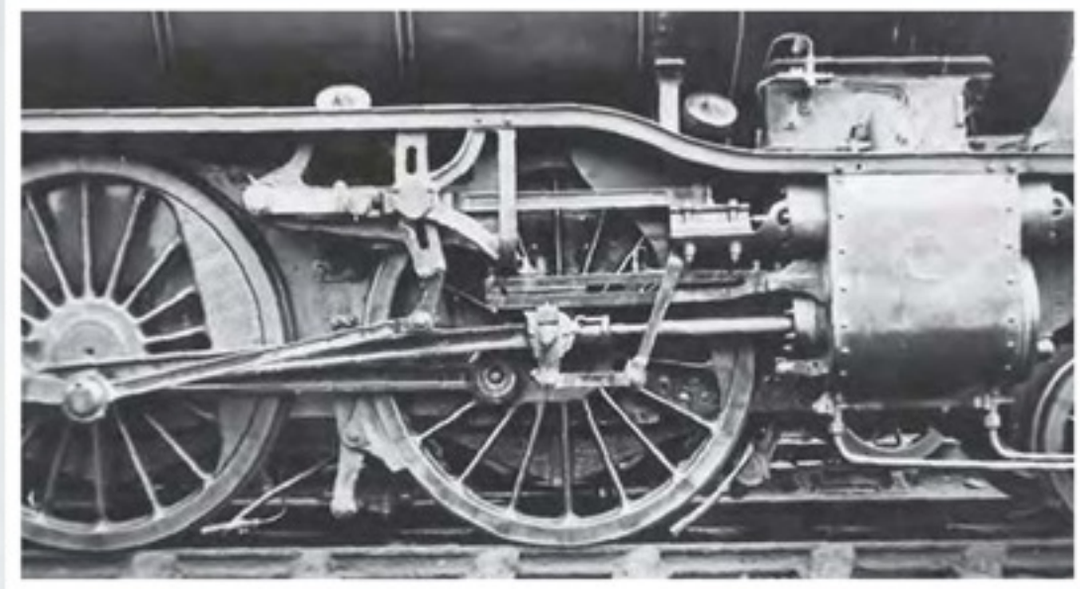
▲ **Named V2 No.60809 *The Snapper* with later tender having high front and long copings. *Photo: Keith Pirt, Gresley Society via author***

LNER No.	BR No.	Name	Date of naming
4771	60800	*Green Arrow*	3 June 1936
4780	60809	*The Snapper* [1]	11 September 1937
4806	60835	*The Green Howard* [2]	24 September 1938
4818	60847	*St Peter's School* [3]	3 April 1939
4831	60860	*Durham School*	15 June 1939
4843	60872	*King's Own Yorkshire Light Infantry*	20 May 1939
4844	60873	*Coldstreamer*	20 June 1939
3676	60964	*The Durham Light Infantry*	29 April 1958

[1] suffixed *The East Yorkshire Regiment The Duke of York's Own*

[2] suffixed *Alexandra, Princess Of Wales's Own Yorkshire Regiment*

[3] suffixed *York A.D.627*



▲ **The original cylinder casting and valve gear; compare the former with No.60881, which received separate cylinders in 1958. *Photo: author***

green livery as No.4771 and operated on the main line, however it is currently only on static display in the National Railway Museum in York, and it is unlikely it will be restored to running condition.

In service

As mentioned above the first five engines were allocated to running sheds across the LNER system: No.4771 worked from Kings Cross, 4774 from Peterborough, 4772 and 4773 were based at York with No.4775 at Dundee.

When new Nos.4776 – 4783 were sent to the North Eastern Area, allocated either to York or Heaton. After this Nos.4784 to 4776, 4778 and 4779, 4791 and 4792, 4774 – 4778 were allocated to Southern Area sheds whilst Nos.4787, 4790 and 4793 were sent to Aberdeen.

A few V2s were allocated to services on the former Great Central main line, in particular No.4798 from 1938 and then 4828, 4832 and 4833 working from Gorton shed, whilst 4830 and 4845 went first to Leicester shed and then to Neasden. Nos.4815, 4820, 4828, 4852, 4860 and 4861 were dispatched to Sheffield. Later in BR days Nos.60815, 60817, 60818, 60820, 60826, 60830 – 60832, 60845 and 60853 were found operatibng out of Woodford Halse.

The V2s were restricted from working over many of the former Great Eastern routes, although they were permitted to run along the GE/GN Joint Line to Doncaster. So it was that Nos.60803, 60830, 60858, 60899, 60938 and 60948 came to be shedded at March from March 1952.

On the Great Northern main line V2s associated with Kings Cross and the Scotch Goods were Nos.4771, 4785, 4789, 4794, 4797, 4801, 4816, 4821 and 4826. The V2s could put on a burst of speed when required; in particular Doncaster-based No.4817 was timed at 93mph whilst working the Yorkshire Pullman in the summer of 1939.

During wartime some amazing feats of haulage were seen, especially that of engine No.4800 which took a train of 26 coaches south from Peterborough to Kings Cross.

After Merchant Navy Pacific No.35020 *Bibby Line* suffered a broken driving axle at speed at Crewkerne in April 1953, six V2s – Nos.60893, 60896, 60908, 60916, 60917 and 60928 – were sent to Nine Elms to work on the Southern Region main lines to Bournemouth and Exeter. They were there for some two months whilst the MNs were fixed; and trains hauled included the prestigious Bournemouth Belle all-Pullman service.

The last locomotive in service was 60831 of York shed (which at one time had 59 engines of the class allocated to it); it was withdrawn in December 1966.

General design

A three-cylinder 2-6-2 mixed traffic engine was chosen as being an economic solution to the movement of freight merchandise, fruit and fish along the routes of the LNER. Another factor likely to have influenced the design was the need to reduce capital costs by the use of standard parts including a boiler similar to that designed for the Gresley Pacifics. The design incorporated a monobloc cylinder casting with steampipes noticeably smaller on one side of the smokebox. The inside cylinder's motion was worked by Gresley-type rocking levers locat-

V2s were popular machines with Great Central crews: No.60974 was captured at Nottingham Victoria with a Marylebone-bound train on 20 October 1961. *Photo: Hugh Ballantyne/Rail Photoprints*

ed in front of the outside cylinders, as with the Pacifics.

During BR days, starting in May 1956, some 71 V2s were fitted with separate outside steampipes as they were fitted with new but separate cylinder castings. This work commenced with No.60940 and the last engine to be modified in this way was No. 60835.

Renumbering

When built the V2s were numbered 4771 – 4899 and 3641 – 3674. Then as a part of the Thompson renumbering scheme in 1946, some began to receive interim Nos.701, 709 –711, 714, 718 – 722, 729, 733, 750, 762, 771, 795, 799, 805, 809 and 871. Later 100 was added to these numbers and the whole class was renumbered in the series 800 – 983.

Under BR ownership they became 60800 – 60983.

Smokebox doors

In BR days one of the most noticeable differences between V2 Class members was to be found in their smokebox doors. A few engines such as 60867 and 60917 had the BR cast numberplate fitted below the top handrail on the smokebox door. Later in 1962, on five locos the lam piron was lowered and the handrail split in two so that headboards could be fitted; these locos included 60854 and 60871.

Pony trucks

The original pony truck was designed with swing link suspension. After the war – and with different maintenance priorities for locomotives and trackwork – some problems were experienced with the swing link pony truck; as the class was often used on express passenger trains there were incidents which threw doubt on the suitability of this design of truck for such work. Accordingly trucks with spring side control were gradually fitted to all the V2s . The truck frames were made longer and deeper with a straight upper edge. The guard irons were then fitted further forward, and those on the front buffer beam were dispensed with.

Boiler fittings

Multiple-valve regulators were fitted to five engines when they were new (Nos.4804 – 4808). They were later removed between 1942 and 1944.

V2 No.813 was fitted with a stovepipe chimney which incorporated a cowl-type smoke deflector to its sides and rear. This engine carried this arrangement from the end of 1946 until it was withdrawn in November 1966. As this engine was allocated for some time to both Kings Cross and St Margarets, and then at Dundee, it was to be seen at both ends of the East Coast main line.

In early 1960 Nos.60817 and 60963 were fitted with double blastpipes of the BR Royal Scot design (which did not have the Kylchap cowls). This arrangement did not improve the steaming of these locos sufficiently and so it was agreed by management to fit a further engine, No.60881 with a double blastpipe and also the Kylchap cowls in October 1960. The effect was notable: it was recorded at a speed of 101.5mph when travelling down Stoke Bank on test.

After this, authority was given to modify a further five engines to this configuration (Nos.60858, 60862, 60880, 60902 and 60903), carried out between August and November 1961. More V2s would almost certainly have followed but for the modernisation and dieselisation programme.

Buffers

The V2s were fitted with Spencer Moulton buffers whilst Group Standard versions were attached to their tenders.

Tenders

Initially all 20 of the earliest V2s were fitted with GS tenders of 4,200 gallons capacity, with water pick-up gear and having straight copings. These copings were lower at the front and rear and the toolboxes were separate and mounted on top of the tender at the front.

The next V2s to be built were given a revised design of tender, having a high front plate which was located about 1' further forward than previously. These tenders had the toolboxes recessed behind this front plate into the tanks.

When engines Nos.4804-14 were built they were teamed up with some earlier GS tenders which had short flared or stepped-out copings, making them 8'7" wide overall. No.4777 also temporarily used one of the tenders which had been recovered from D49 and J39 Class engines.

Subsequently Nos.4815 – 4899 and 3641 – 3695 were attached to the new design of GS tender with straight side copings and a high front shield. Tenders fitted to engines after No.4889 had a fall-plate which was hinged to the cab footboards rather than a tender front dragplate.

Liveries

The V2s built before the war and up until 1941 were all painted in the standard LNER apple green express passenger livery with black and white lining and black frames. The numbers and lettering were gold, shaded black and red. The letters LNER on the tenders, and the numbers on the cab sides were 12" high.

Engines painted at Darlington works had their cylinder sides panelled in green with a red line surround and the class V2 in white paint on the bufferbeam.

During the war the V2s were painted in plain black livery; the first engines turned out from the works new in black being Nos.3658 and 4895. The lining was omitted but the lettering on the tender remained LNER until simplified to NE during 1942.

After the war the livery was still plain black, with the full LNER restored. In November 1946 a solitary engine, No.883 was returned to service in the former apple green livery.

In 1948 the livery adopted for the class was BR mixed traffic black, lined out with red, cream and grey. From December 1956 some V2s were turned out from the works in fully lined BR Brunswick Green livery.

Models

Kits for models of V2s have been produced by different manufacturers from time to time. Some of these are no longer available.

A ready-to-run model has been made by Bachmann, produced with a selection of different numbers, including some of the named engines. Revised new tooling versions are under development, illustrated by prototype photos in the 2019 catalogue.

In O gauge a kit is also produced by Ace Products which can be supplied to represent any particular V2. This product is photo-engraved in brass for the body with cast metal fittings. The chassis is mirror imaged in 28thou nickel-silver and incorporates the valve gear.



The sole survivor at Kidderminster in 2007, the year before its boiler certificate expired. It is unlikely to return to steam in the near future due to its mechanical condition, especially the cylinder casting. ***Photo: Craig Tiley***

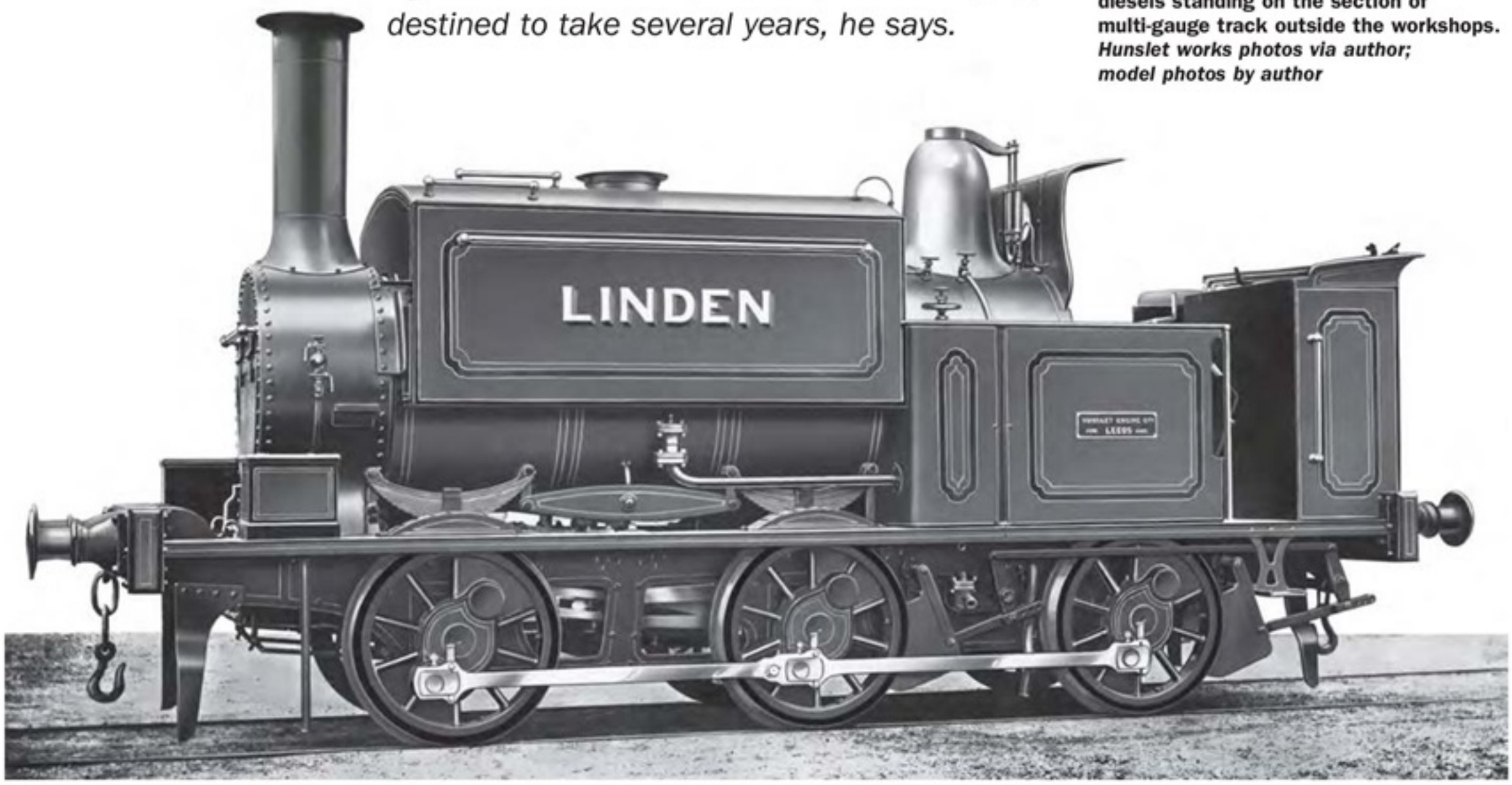
Why do we do it...?

Hunslet Engine Co workshops reborn

As an alumnus *of this famous Leeds-based locomotive manufacturer,* **ANDY ROSS** *explains the reasons why he has set himself a mammoth 7mm scale task of modelling a scene from his personal past. It's a project destined to take several years, he says.*



▲ **One of the firm's narrow gauge 0-8-0 diesels standing on the section of multi-gauge track outside the workshops.** ***Hunslet works photos via author; model photos by author***



▲ **The first locomotive built by Hunslet was this standard gauge 0-6-0 saddle tank *Linden* and delivered to Brassey & Ballard in 1865.**

Different people have different reasons for their model railway projects – some build a layout as a platform to display their collection of locomotives and rolling stock built up over many years; some have a childhood memory they want to recreate, such as happy hours spent trainspotting in the days of steam; others see a photograph in a book or magazine which triggers something inside, activating their need to create; and so it goes on.

No doubt we could expand on these reasons over several pages, and someone will still pop up with yet another one.

It is what makes this hobby so fascinating and varied, and allows individuals to choose just how much time and effort they want to put into their individual projects.

In my case the reasons have changed over the years, but one key feature that has continued as a theme throughout is that I want to do something different from anything we have seen before.

I have built several layouts over the years: the last major project was the final section to my 4mm scale Leeds tram layout – *Headingley Depot* (see RM October 2007). The layout had grown over the years from a small layout only 2'6" x 4' begun in the early 1980s, to a monster 48' set up when combined with Andy Morris's *Middleton Parkside* layout. This fell into the 'different' category in that two sections of the layout were recreations of a real place, rarely seen in model tramways, and at the time the whole layout was the biggest tram layout on the exhibition circuit.

Other articles on the layout appeared in the RAILWAY MODELLER over the years; the *Headingley Depot* article gives references.

Since the tram layout was completed my modelling activities had pretty much stalled due mainly to spells of working away from home for several years.

Though, thankfully during this arid period, I did find the opportunity to research several ideas and complete some preliminary design work. This included a possible new tram layout based on Kirkgate in Leeds; I had even spent hours researching the buildings in the West Yorkshire Archives and building a small-scale mock up. However, this was shelved, though maybe to be resurrected in the future.

That was then, and now, I am moving onto something completely different, this time with a deep personal connection.

So, what could possess such a heartfelt connection and be the inspiration for a model railway layout?

Well, it all started in 1979 when I began my apprenticeship at the Hunslet Engine Company in Leeds. Little did I know that 35 years later, after a few false starts, I would conjure up a mad idea to build an O gauge model of a specific part of the old Works: namely the multi-gauge test track which egressed through the side wall of the erecting shop and stopped just short of the only point in the yard, just before the standard gauge track crossed Jack Lane.

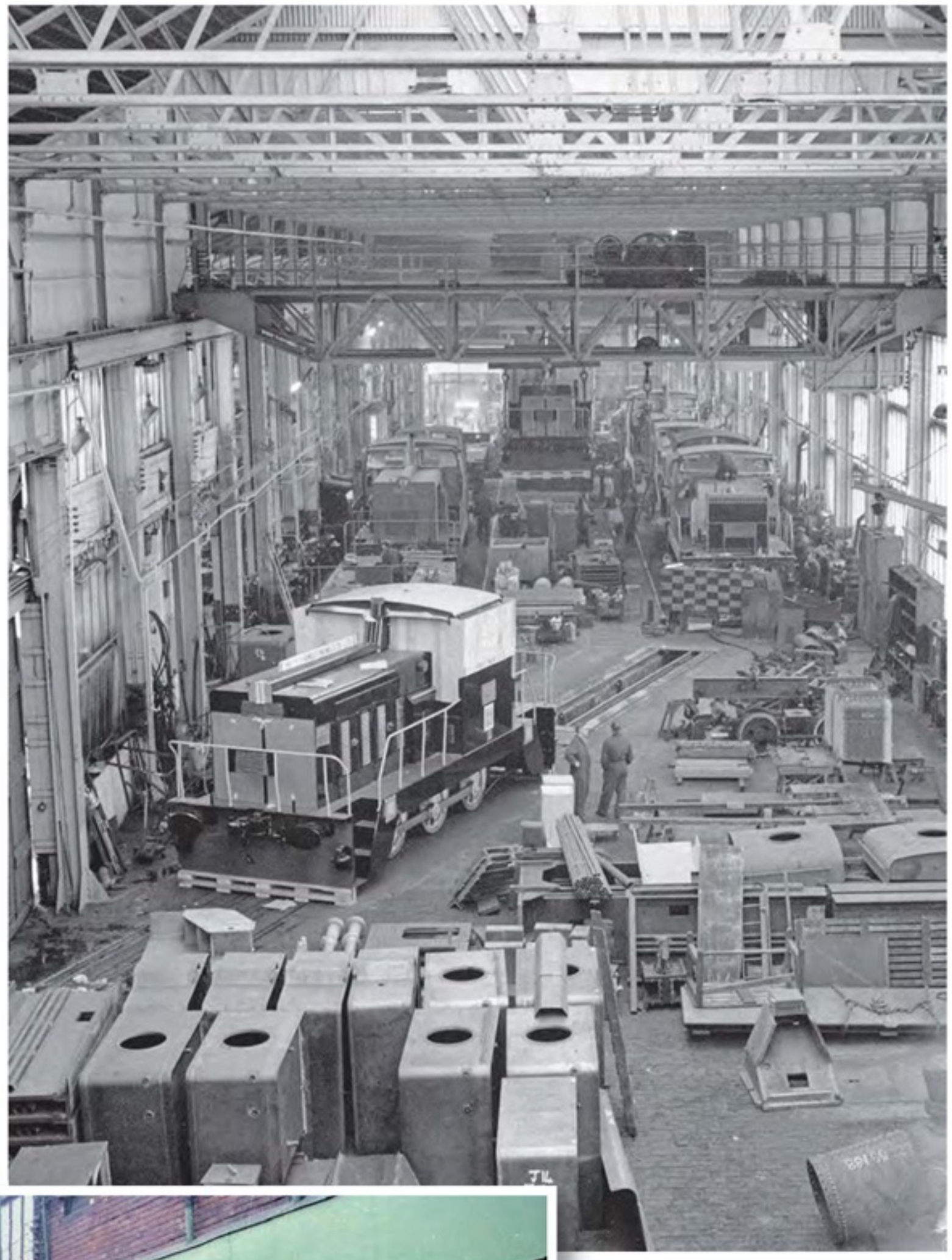
The Hunslet Engine Co

A lot of readers will be familiar with the name Hunslet as a locomotive maker; over recent years some of the locomotives bearing the Hunslet name have been announced and/or brought to market by the ready-to-run manufacturers: the Heljan 05 in both 00 and 0 gauge; numerous models of the J94 Austerity by several firms and in several guises; and more recently Quarry Class Hunslets in 009 from Bachmann. But where does the name come from?

Hunslet is a suburb of Leeds, to the south of the city centre and which is synonymous with the manufacture of steam engines and locomotives of all types. In the immediate area were Manning Wardle, Hudswell Clarke, Kitson, and Fowler.

Hunslet was founded in 1864 and completed its first locomotive *Linden* in 1865. The locomotive was delivered to Brassey & Ballard which, three months previously, had secured the contract for the construction of the section between Bedford and Aldenham (Elstree) of the main line of the Midland Railway. The locomotive was delivered to Ampthill, Bedford, on 18 July.

From this simple beginning Hunslet went on to build hundreds of locomotives; was responsible for the early developments of diesel locomotives; and introduced the first diesel to work in mines. Along with the product development the firm also expanded including the absorption of the old Manning Wardle premises.



The erecting shop in busier times, and the scene to be recreated in the model. Several 311hp 0-6-0DH shunters are on the production line.

There are several books and information on the internet detailing the history of the company and the site, the locomotive developments and the diversity over the year right up to the site closure in 1995.

I was lucky enough to join Hunslet before the decline in the industrial and mining loco business started; the



A view of the side of the workshop which will provide the frontage to the layout. One of Hunslet's 0-4-0DH locomotives poses centre stage.

The Hunslet Engine Co (continued from previous page)

company was still operating as it had done for the previous 100 years.

We still manufactured most components on site with only items such as engines and transmissions being bought in. The forge, machine shop, gear cutting, heat treatment, boiler shop, various assembly sections, main erecting shop, copper shop and even a research and development department were still all operating as they had done for years. It was also still a family business run by the Alcock family. But like all good things it had to come to an end. The sale of the business into a corporate organisation looked at the time to be good for the company especially as we were in the boom business created by the construction of the Channel Tunnel and the large orders for tunnelling locomotives.

However this was short-lived, especially with the loss of most of the mine locomotive business, as pits closed following the steady decline in demand for coal, together with the importation of the fuel from cheaper sources overseas.

The change in direction to manufacture the Class 323 EMUs for Hunslet Transportation Projects in the early 1990s brought investment to the site and the reorganisation of the group, with the Engine Company operating from a small area of the site in the two bays that were previously, at the time I started, the repair shop and forge.

The death of the site came about due to the privatisation of the railways which stalled any new train builds for many years, so with the completion of the 323 contract the works was three-quarters empty and the Hunslet Engine Company alone, with its reduced business level, could not support the whole site. It finally closed in 1995.

Despite this some of the buildings stand to this day, but the majority of the premises has been rebuilt by the new owners who now manufacture electrical equipment and switch gear.

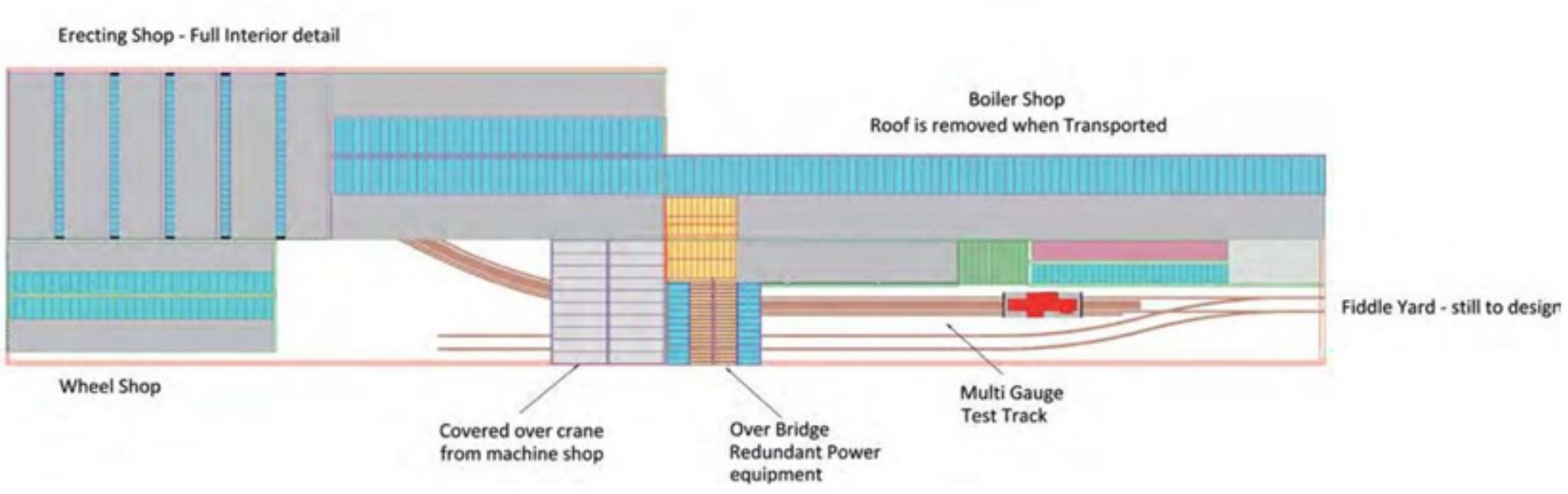


▲ Another of Hunslet's 311hp 0-6-0DH shunters. This one is destined for National Coal Board work as No.502 and outshopped in two-tone green. A good view of the multi-gauge test track is afforded, adjacent to an old steam tank loco at rest on the parallel siding.

At the time of closure I was in the role of Works Manager, the final one as fate had decreed, and one of the last Hunslet employees. Unfortunately my concluding task was the clearing of the works prior to demolition of a large part of the site.

With the Leeds closure the remaining Hunslet business moved to a sister company in Barnsley, but this was also short-lived. When the business transferred within the group in 1996 I did not move with it, but then spent 10 years away from Hunslet.

I rejoined the business, now under new owners, in 2005 as sales manager, and after several positions within the group I now manage the Hunslet business along with other projects.



Evolving the design

Because Hunslet is in my blood, I thought of the idea of building a model locomotive works which would effectively be a working diorama loosely based on the firm. However, the more I looked at it as a design it became apparent that it needed to be a proper model of the Hunslet test track; it could then be used to display models of various Hunslet locomotives and generate discussions about the history of the works, and the different products made there.

As you can see from the photos, due to the size of the erecting shop door there is an open view into the shop. This meant I would have to build a lot of the internal details that would be visible. I even thought about a crude false crane arrangement running past with some locomotive parts passing the door.

What happened next changed everything.

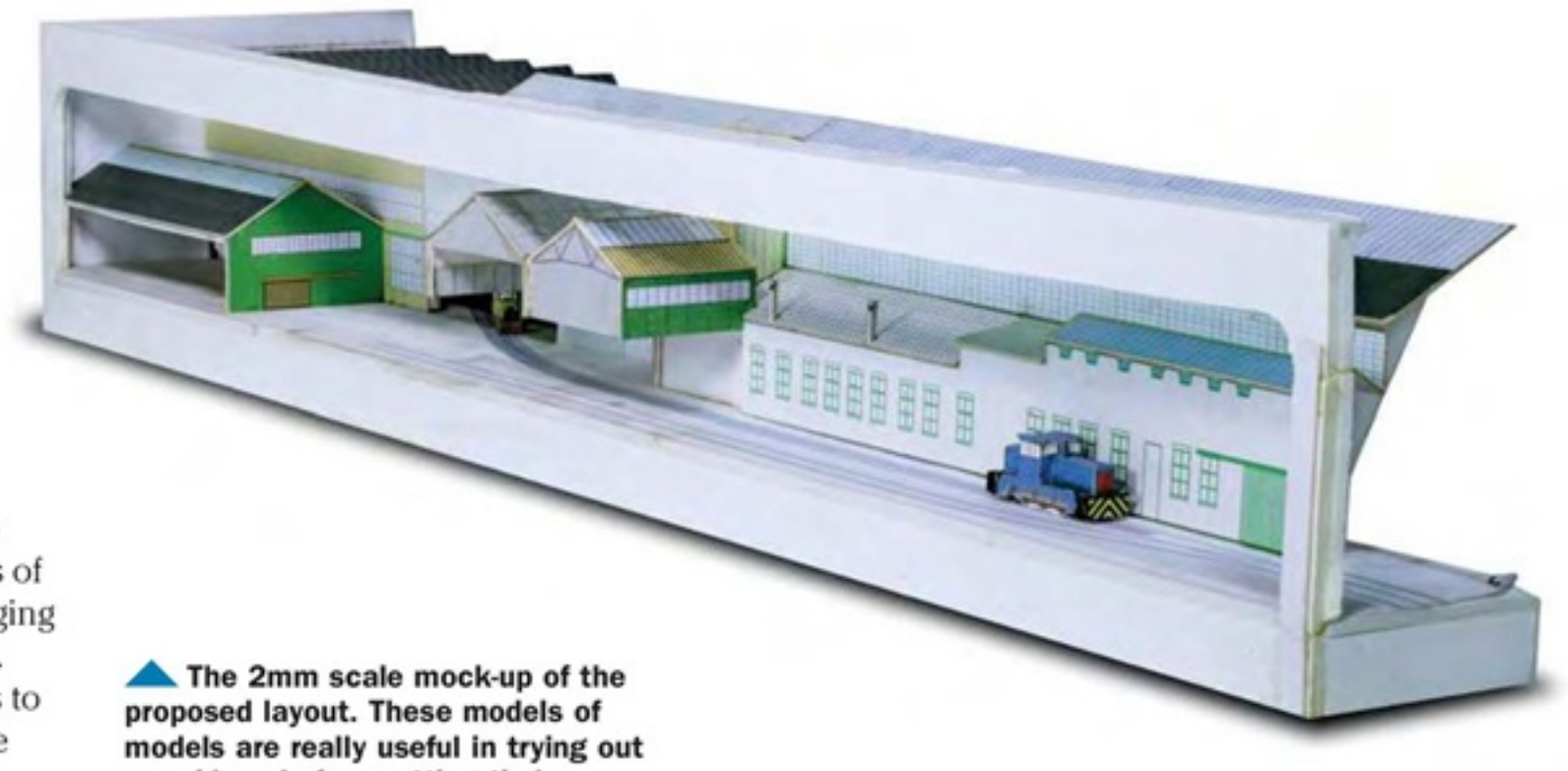
Mock-up

I decided to build a 2mm scale mock-up of the layout to see what it would look like and

the best way to present it. I had obtained a few drawings of the original erecting shop from the West Yorkshire Archive and this meant I had been able to produce CAD drawings of the buildings with all the vital measurements, in particular the crane track height and gauge, and overall building dimensions etc. Combined with photos, I had enough information to build the mock-up.

Included in this process I wanted to establish what you would see through the door – this meant making some mock-ups of completed and part-built locos and arranging them in typical positions in the workshop.

As with the buildings I plotted drawings to scale and stuck these to card, then cut the different parts out to create suitable representations. I really got carried away with this, as with only a little more effort, I could make a few more locos and parts to the point where I filled the entire shop.

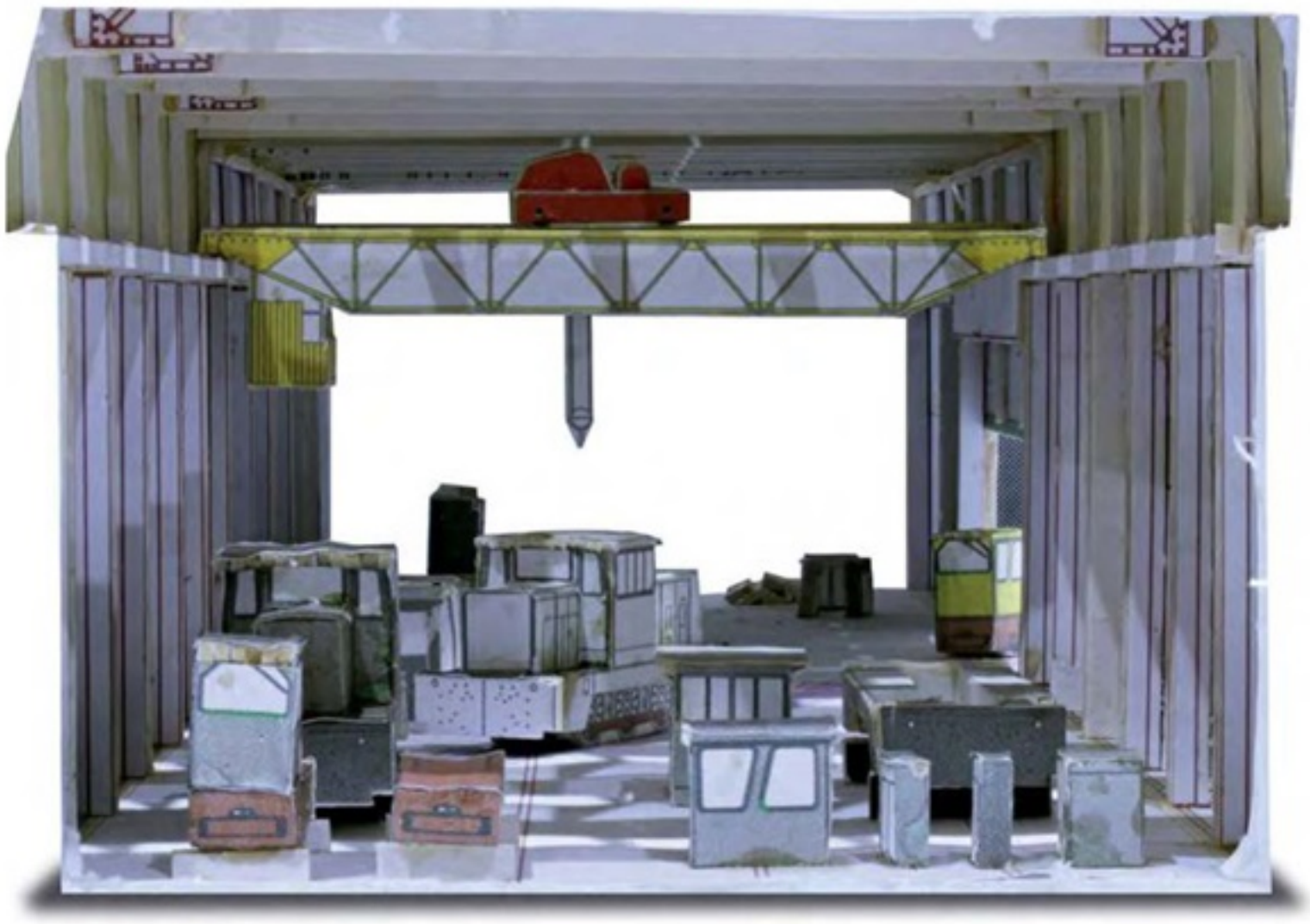


The 2mm scale mock-up of the proposed layout. These models of models are really useful in trying out your ideas before cutting timber.



A close up of the proposed viewing side of the mock-up model. All was built from card and paper after printing out the CAD drawings, including the miniature locomotives!

Taking away the end wall of the mock-up revealed a view down the length of the workshop. Compare this to the real view (from the opposite end) seen on page 363.



I even made a mock-up of one of the 25T cranes and placed it in the shop in a position as seen in one of the photos taken through the door.

At this point I thought hang on a minute, this is like nothing I had seen before in model form. The mock-up had a full end panel as originally built, but I wondered what will this look like through the end, looking down the shop – so the foamboard was removed and the view was revealed.

It was one of those moments of sudden revelation: I knew the model would have to be built so this scene down the length of the shop could be viewed in all its splendour.

Next issue

Andy makes progress on the planning of his project with the aid of some larger 7mm scale mock-up models, and reveals the early stages of construction.

Keeping cool under pressure



Team leader Callum Wilcox gets to grips with modelling the landscape as the first of the cooling tower models is tried out for space.

Photography by Steve Flint

ADRIAN BOOTS *shows how he created the power station cooling towers for the Railway Video Division team's entry into the grand final of* The Great Model Railway Challenge.

"You'd better blooming well do it then," my wife said after I told her I'd been press-ganged into joining a team of layout builders for *The Great Model Railway Challenge* on TV.

The team was the Railway Video Division and its captain, Callum Wilcox, had announced my enrolment to the world in a short film, though he hadn't quite cleared it with me!

Anyway, my speciality is in scratchbuilding, kitbashing and generally making things at the eleventh hour, so I was perfectly at home with the stuff we put together for our entry – which was called Blackadder Goes Forth.

We won our heat and when it came to discuss what we were going to do for the final, I was adamant that we had to be big and impressive. I suggested that we include the biggest pair of power station cooling towers ever seen on a model railway. The team agreed. Except I had never made anything like that before, and so, the night terrors began.



At almost 400' high the cooling towers of Drax Power Station dwarf the surrounding North Yorkshire landscape. They would be about 5' tall if modelled to scale for OO gauge.



The completed models in position on the finished layout during the filming of the Great Model Railway Challenge grand final in June 2018.

How tall?

In reality, power station cooling towers can be as tall as a 6-coach train of BR Mk.I coaches is in length. In 4mm scale that equates to a height of almost 6'. The layout was only 12' long, so after much consideration we settled on one third scale height – and that's over 2' tall anyway.

Making the shape

One of the first things I did was to research: were there any manufacturers making power station cooling tower kits? Yes, in N gauge, but they too were scaled down even more. Eventually I discovered a website dedicated to architecture, and within a section on the former Tinsley power station in Sheffield. The site includes a link to a page with a free to download PDF of templates from which a cooling tower could be made.

As seen on TV in THE GREAT MODEL RAILWAY CHALLENGE

The website belongs to Paul Dower and his PDF drawing provides a series of sectional strips, larger at the bottom, tapering in the middle, flaring out again at the top. Each strip has a series of tabs that allows it to be glued to the next strip, and so on. 32 strips are glued together in this way to recreate the hyperboloid shape of the cooling tower.

The drawing as downloaded fits on an A3 sheet and four copies of it are required to produce sufficient strips for one cooling tower approximately 13" tall. It is possible to scale down or scale up the drawing to suit. Scaled onto an A4 sheet would produce a tower 10" in height.

Construction

I was confident that the method would work and that I had something scalable which would look just the job when assembled, sprayed up and weathered. The drawings were sent to a local printer and, as we wanted something big, I asked for it to be scaled up so as to make a cooling tower 1m tall. It was printed on wide format silk paper sheets, four for each tower, which were then spray mounted onto 1mm foamex boards.

Once at the competition it took all three days to cut out the strips – 64 in total – tape and glue them together to create the two shapes, and finally spray and weather them.

It was fun, repetitive, exhausting, and most definitely a challenge. Each tower was sprayed with grey car primer and then weathered with browns and blacks. I was very pleased with the finished product and whilst not perfect, they certainly would create the right look and feel for our competition layout. It met all the criteria and really caught everyone's eye.

Lessons learnt

There are however a few things I would definitely do differently if I were to have a go at this project again. First and foremost I would be using a thinner gauge card onto which the images were printed directly, to save having to glue the prints onto a second thicker sheet. I think this would save time, money and effort and produce very similar results.

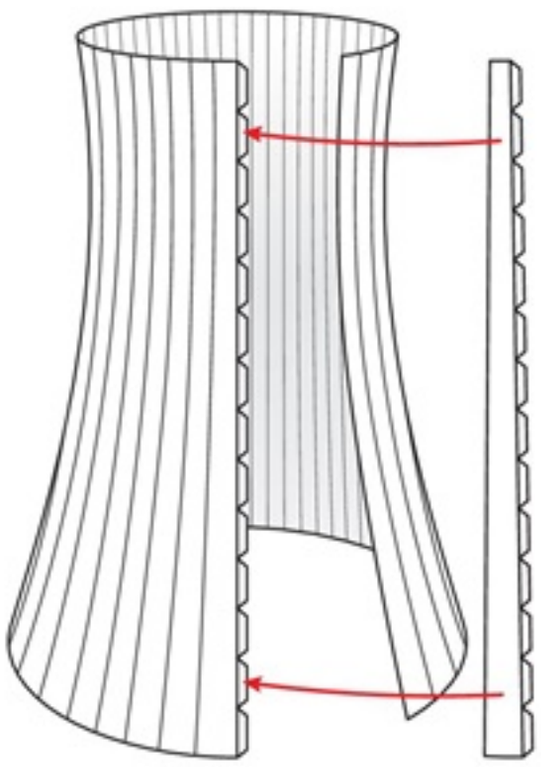
We met some great people and had an incredible time at *The Great Model Railway Challenge*. Thanks for encouragement go to my team mates, my wife, and everyone involved.

If you wish to have a go yourself – good luck. Cooling towers make a great addition to any model railway set postwar; and they don't have to be exact scale, otherwise they would be far too big.

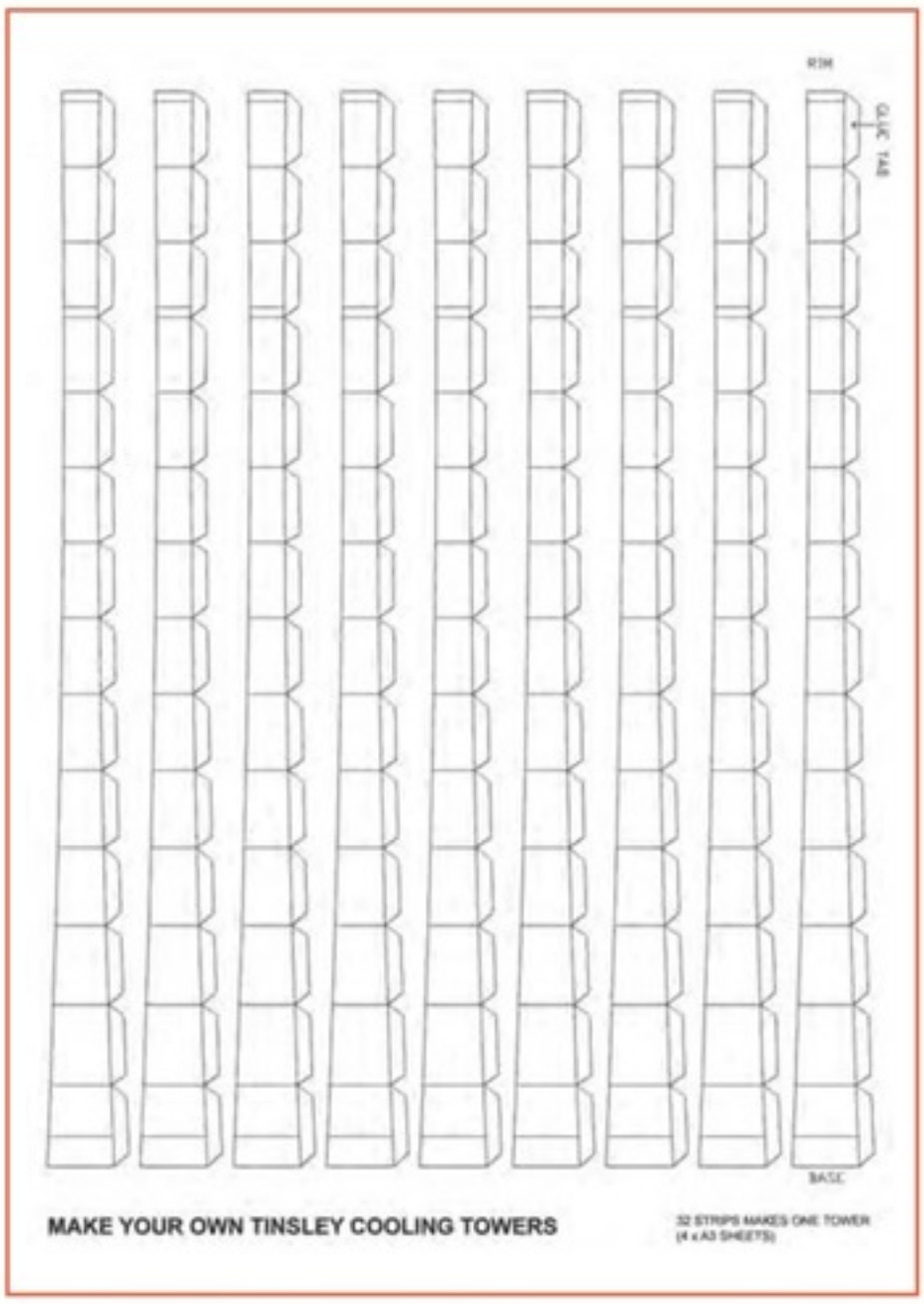
MAY 2019

A power station cooling tower from thin card

The PDF of the strips for the towers, four of these need to be printed in order to have enough (32) for the full diameter of the model



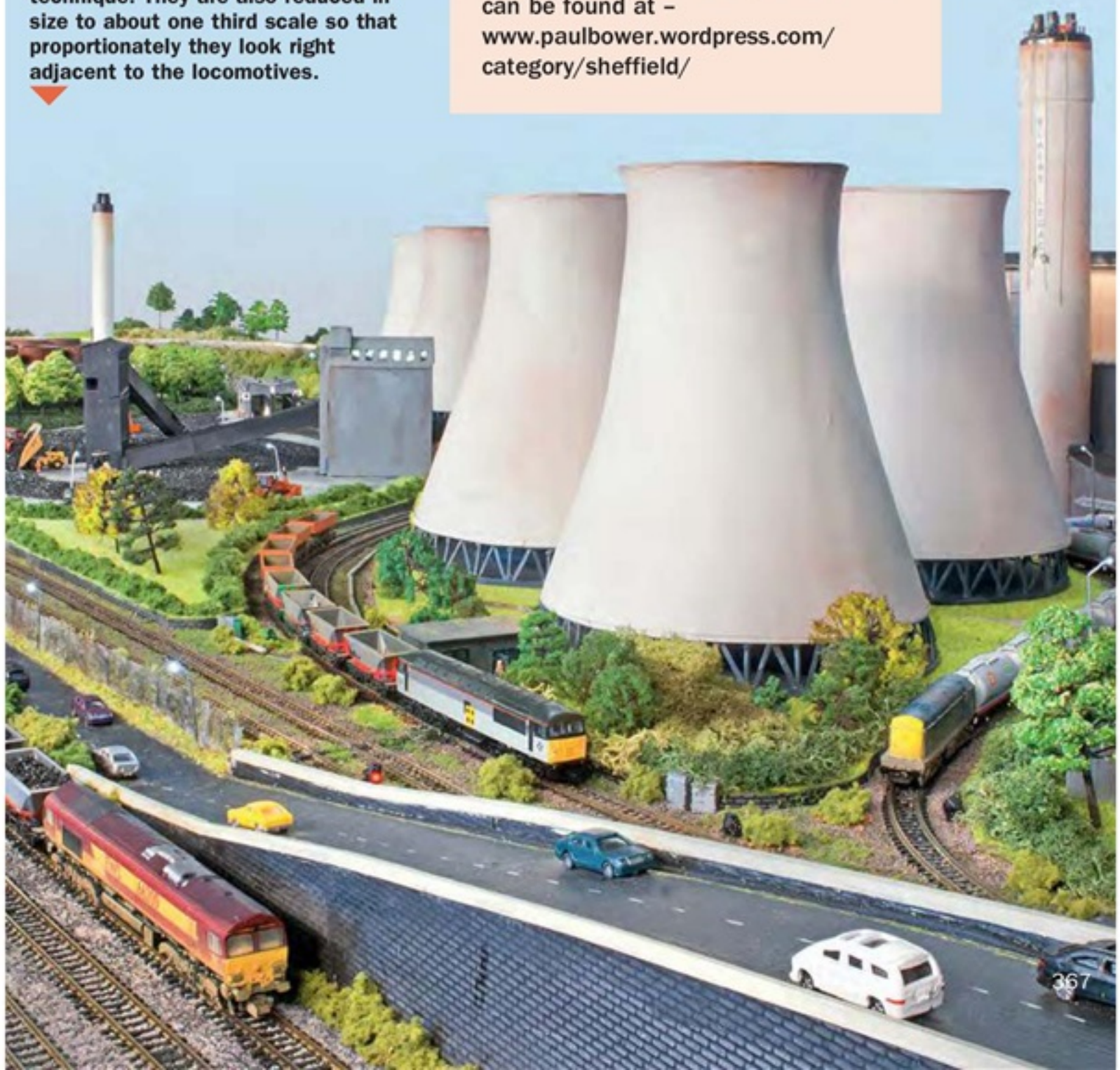
All the strips are cut out to include side tabs for gluing to the next strip, as shown. Thin card is ideal so as to minimise the ridge between each strip when glued to the next one. When assembled the model can be painted to represent concrete and weathered accordingly.



The cooling towers on the N gauge *Didcot A Power Station* layout built by Tony Musgrave and Roly Hamblin were made using a different moulded technique. They are also reduced in size to about one third scale so that proportionately they look right adjacent to the locomotives.

PDF Website details

The website and PDFs by Paul Bower can be found at – www.paulbower.wordpress.com/category/sheffield/



A quart in a pint pot...

Queens Street Yard

A busy scene is captured by the camera as an LNWR Coal Tank prepares to collect a flat wagon conveying a traction engine. All stock is fitted with Dingham auto-couplings.

As often happens, a small test track is developed into a micro-layout, and this was the route that led **GERALD MAHER** *to create this shunting layout in O gauge. Many lessons were learnt along the way, making such a project an ideal toe-in-the-water for different scales and techniques.*

Photography by Craig Tiley



▲ **A GER (LNER Y6) tram 0-6-0T locomotive shunts a perishable goods van. The tram was built from a Connoisseur Models etched kit.**

This small cameo layout came about from the need to build a test board for rolling stock and locomotives in the space available in my railway room. My main interest has always been constructing locomotives and rolling stock – mainly in O gauge – but I have only been able to run them on a rolling road on the workbench, with the occasional opportunity for them to stretch their legs on a club test track. The requirement needed to include some curved track and at least one point in order to check out a locomotive's performance properly. To achieve this I utilised a mixture of track that I had already to hand. The plain track is either Peco finescale or handbuilt with copper-clad sleepers, and the points were handbuilt using Marcway components. This resulted in some 'interesting' trackwork, ideal for a test track.

I had decided to construct a basic shallow plywood box with the trackwork glued down that could be placed on a table when test running stock, but it was suggested that I developed the idea into a small cameo layout that could be exhibited yet still function as a test board. Another factor then came into play: it had to fit inside my car to minimise costs and thus be manageable by no more than two people.

Construction begins

The design was refined to include two points and short sidings which obviously dictated the theme as being cramped and compact, hence a small goods yard set in an industrial location. The overall size was dictated by using a standard 1200mm x 600mm sheet of 6mm plywood to minimise cutting and waste, and the available space in my workroom. The result was a box with three

A GER G40 class 0-4-0ST (built from a Ragstone Models etched kit) takes a break between duties. Note the Peco iron fencing.



sides and an open front face.

Construction was based around a 100mm deep box with zig-zag diagonal bracing underneath to stiffen the structure. The corners were braced with 19mm square pine to strengthen the joints where necessary and stiffen the backscene panels. The top surface was faced with a layer of 25mm thick foam insulation from the local DIY warehouse to try to reduce noise levels.

The new format then required a fiddle yard of sorts to function properly as a layout, so a short additional box was constructed in the same way as the layout but slightly wider in order to hold stored stock. The fiddle yard track was laid with a sector plate to feed the two main sidings and a fixed track entering the rear of the engine shed.

The whole layout is supported on self-contained legs fitted with adjustable feet that fold up into the baseboards for

The chimney attached to the front of the warehouse was fabricated from a section of small bore central heating pipe.



A broadside view showing the entire scenic section of the layout. Scenic items are mainly from the Skytrex and Andy Duncan ranges.

travelling. I have learnt the hard way with previous layouts that it is advisable to minimise the loose components that can be overlooked when setting off to an exhibition! Once erected the layout stands approximately 1200mm above the floor. This gives a good viewing height to look into the scene from the front.

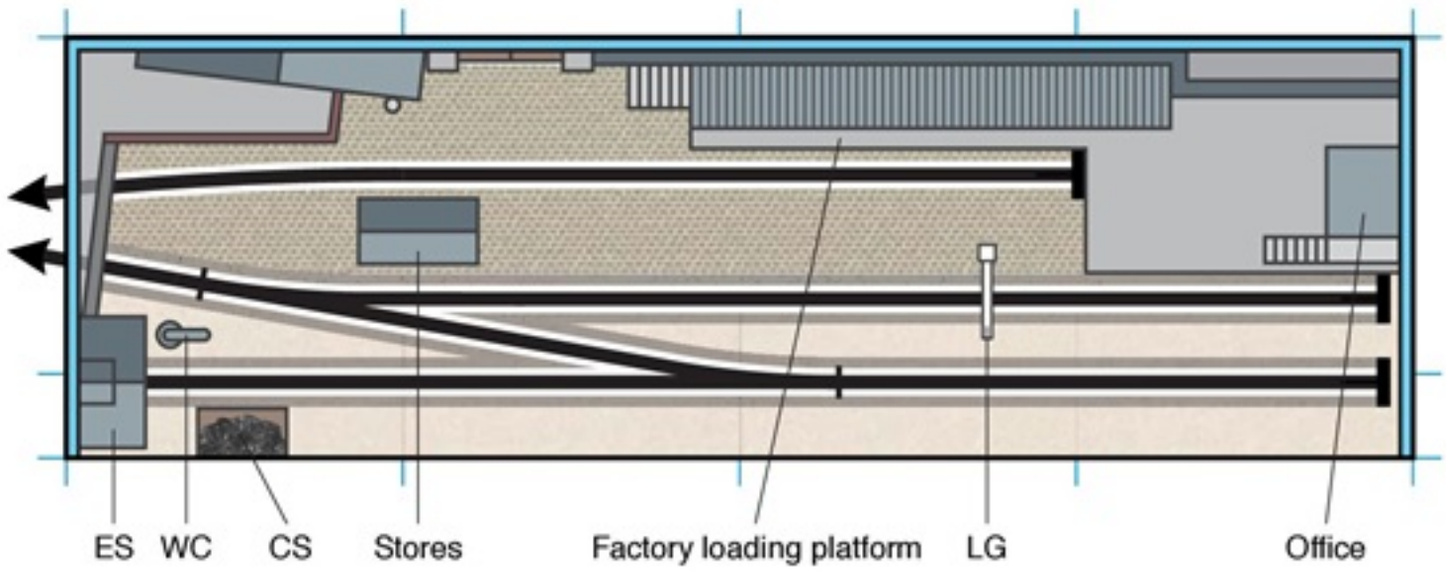
Electrical

As construction had already begun when the decision was made to develop it into a fully scenic layout, a great deal of the wiring – such as it is – was complete but fixed across the upper surface of the board not through the base into the void below. Consequently all the wiring is now buried under the scenery! A far from ideal situation if a problem arises.

There are four isolating sections, one on each of the three sidings and one on the engine shed road. Being so compact the layout is usually operated on the one engine in steam principle but the sections do allow trains to be held for another locomotive to come on shed etc if required. The two points are worked by the wire-in-tube method, operated by sliding switches located at the edge of the board which change the frog polarity; a very simple method but foolproof. The layout is operated from the front; the control panel was built into the front face of

QUEENS STREET YARD

Overall scenic dimensions: 4' x 1' 3". Each grid square = 1ft x 1ft.

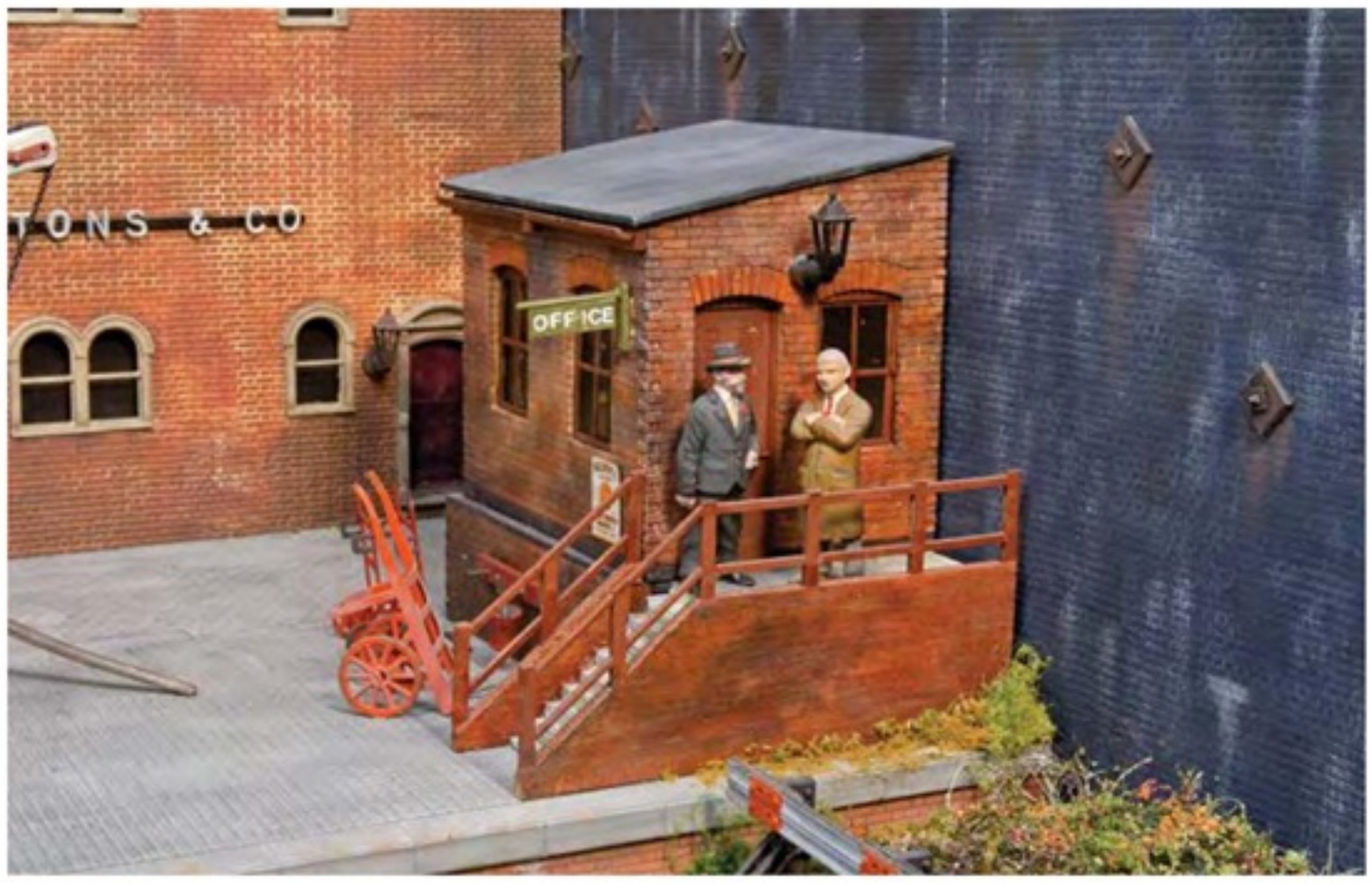




The fiddle yard comprises a two-position sector plate at the back and a single line along the front that runs through the engine shed.



An overall view of the front-operated layout in exhibition setup, showing the cased presentation with integral LED lighting.



Figures on the layout were whitemetal items from the Phoenix range, painted with enamels. The office was kitbuilt.

the fiddle yard board, recessed to protect the switches during transport. This consists of the four section switches, the lighting switch, a DIN socket for the hand-held controller, a two-way centre-off switch to control the fiddle yard roads, plus a basic track plan to clarify things. Connections are made by computer multi-pin plugs.

The engine shed and coal stage act primarily as a view blocker for the exit to the fiddle yard. The LNWR 0-4-0ST is a Mercian kit.

A proper safe ventilated plywood box was fitted out with 12V and 3V transformers supplied by a 240V fused incoming supply. This is controlled by an external isolating switch on one end of the box, and a separate double socket is fitted to the opposite end for any temporary requirements such as soldering irons and the layout lighting plug. The power supply lead is built into the box and is also protected with a RCD plug.

The lighting is in the form of LED self-adhesive tapes fixed to the underside of the pelmet over the front of the main board. These were purchased as a kit of four strips complete with the 12V driver to provide power. These strips are connected together by miniature two-pin connectors. The beauty of the system is the tapes can be cut to produce the required length. An added bonus is they produce very little heat and use minimum power.

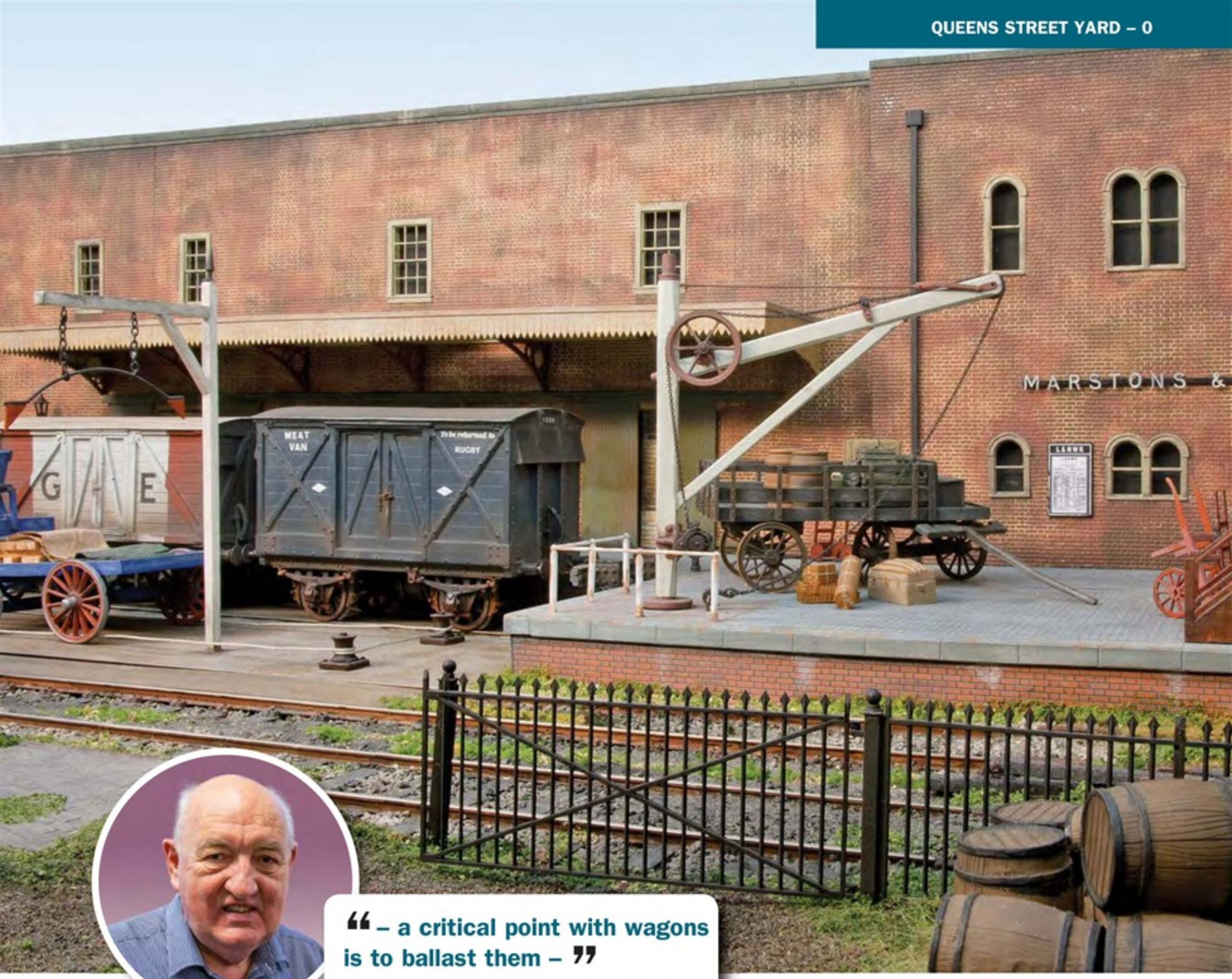
Lighting has been installed in the office building and also externally on the warehousing etc by utilising a separate 3V supply operated by a switch on the main panel.

Scenic treatment

On the scenery front I have used the usual popular materials and methods. The yard area is largely covered in Howard Scenics embossed card to represent the inlaid trackwork of a typical Victorian goods yard, and embossed plastic sheet from various sources for the brick facings of the buildings and structures. For the construction of the backscene structures I have utilised artists' foamboard extensively as this is a very easy and lightweight material to work with. However I was careful to use only solvent free adhesives with foamboard as superglue and some other popular makes dissolve the foam core of the material leaving little strength in the finished article!

The background is a 4mm scale printed backscene with the sky area cut away and then glued on to my own painted back boards.

The small office, engine shed and warehouse canopy were built from laser-cut card kits. The small coaling stage was built from surplus C&L sleeper components. Raiding my store cupboard of accumulated kits and materials the wagons and scenic bits





“ – a critical point with wagons is to ballast them – ”

Gerald Maher

and pieces were found to add the final details where required. A compact layout of this type needs detailing as much as possible as it will inevitably be scrutinised closely by the viewing audience.

All the scenery was painted using enamels, apart from some of the yard surfaces which used water paints. This is purely a personal preference as I find acrylic paints dry far too quickly and cannot be worked as well as enamels.

Rolling stock

The rolling stock is inevitably short wheelbase wagons and small tank locomotives, mainly smaller LNWR and small GER locos. The locomotives are all brass etched kits from various manufacturers, all spray painted with aerosols from a well known high street retailer, and weathered accordingly. All my locomotives run on Slater's wheels as they are easy to set up, and are powered by a mixture of MSC motor and gearbox combinations or skew-wound motors from Dragon Models with Exactoscale gearboxes.

The wagons used are a motley selection of pre-Grouping types from different sources. A mixture of plastic and brass etched kits with the odd resin moulded one for good measure. Again all run on Slater's wheelsets. A critical point with wagons is to ballast them to all be somewhere near a comparable weight. The Parkside plastic wagons are particularly light and the uneven track can cause some derailments if they are not weighted to match the others. This was the whole reason for the test track!

As yet there is not an operating sequence as such; operating the layout from the front means you are in close contact with any audience. Conversations interrupt the running of trains but that is the way I like it.

After a couple of exhibitions I found the original fiddle yard would be better a little longer, so I extended the existing box by another 300mm. This necessitated the construction of a new sector plate which now makes the fiddle yard approximately 900mm long. This means I can operate trains of a loco and five wagons which improves the operating scope of the scenic area.

▲ An often overlooked aspect of the traditional goods yard is rope shunting of wagons with the aid of capstans, which was achieved in reality by steam or horse power.

Conclusion

The layout has given me a lot of pleasure to construct and, being very compact, completion was achieved in a reasonable timescale. Consequently I am considering the construction of another box to double the length of the scenic part of the layout which will enhance things further – but would it fit in the car?

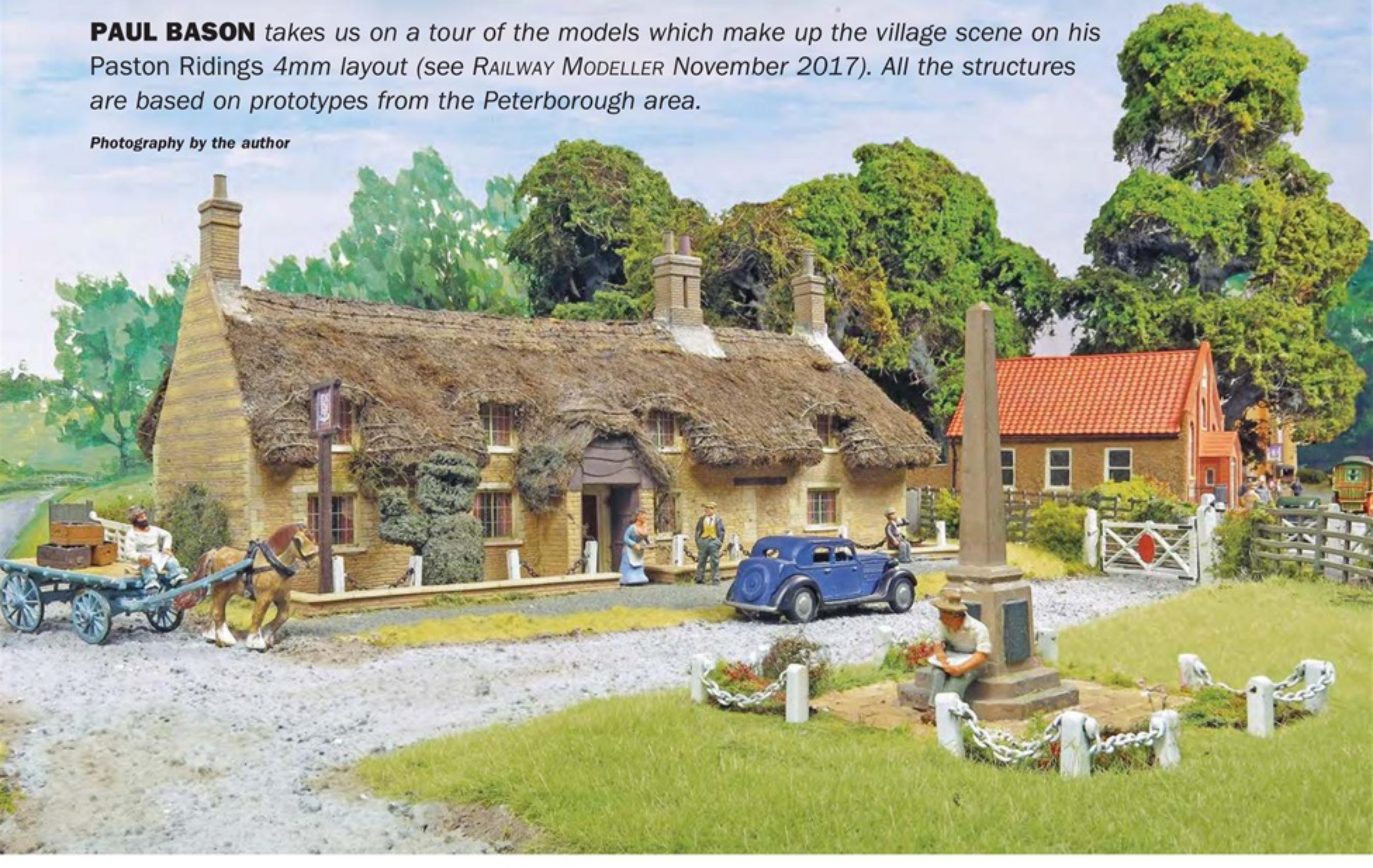
Many lessons have been learnt in the process of building this little layout and hopefully it illustrates that you do not have to have acres of space to enjoy modelling in O gauge.

Historic structures for a 4mm layout

Paston Ridings – the village

PAUL BASON *takes us on a tour of the models which make up the village scene on his* Paston Ridings *4mm layout (see* Railway Modeller *November 2017). All the structures are based on prototypes from the Peterborough area.*

Photography by the author



It all started back in 1983 when I decided, randomly, to scratchbuild a model of a thatched pub from Plastikard and plumbers' hemp purely to prove that the project – and thatching in particular – would not be in any way as hard as some modellers seem to think. My first model was of a pub known locally as the Green Man (although it is really called The Fitzwilliam Arms), which was once frequented by members of my local model railway club.

The resulting model was a bit rough around the edges by current standards but was, I was told, a fair first attempt that spurred me on to make another. Although the old pub could possibly benefit from a rethatch it does look like a suitably weathered, bird-eaten example to contrast the crisp newly-thatched models that I built subsequently. It still takes pride of place on the layout, if only to mark the starting point of this personal modelling journey. On reflection perhaps I should have built something much smaller and simpler, but that is youth and enthusiasm for you I guess!

My next three cottages, two thatched examples and one slated, were models of much smaller mundane prototypes that were eventually mounted with the Green Man on a 2' x 1' diorama that was only used for the occasional demonstration. With a keen parallel interest in architecture – I became a chartered quantity surveyor – I soon wanted to get stuck in to something much more complicated. The Bluebell Inn wasn't thatched but it did have some quite ornate stonework to create and, although only one now survives, was once surrounded by

▲ The Fitzwilliam Arms at Marholm, better known to people in the area as The Green Man due to the topiary in its front garden, was my first attempt at thatching. Despite looking a bit ragged and 'bird damaged' when compared with my more recent attempts I have resisted all temptation to rethatch it. All I wanted to do when I made it was to have a go and prove to myself (and perhaps a few others) that thatching was a lot simpler process than some folk would have you believe. Beyond the crossing gates is the small Methodist chapel from Dogsthorpe which is still in use today as a scout hut.

thatched cottages. Along with the old Methodist Chapel just along the road, these all became subjects for models as time and enthusiasm allowed. Started as a stonework scribing demonstration at an exhibition in Ilford Town Hall in 1984, the Bluebell took around nine months to make and taught me a lot of new skills in the process. Like the Green Man scene, this too formed a diorama used for demonstrations.

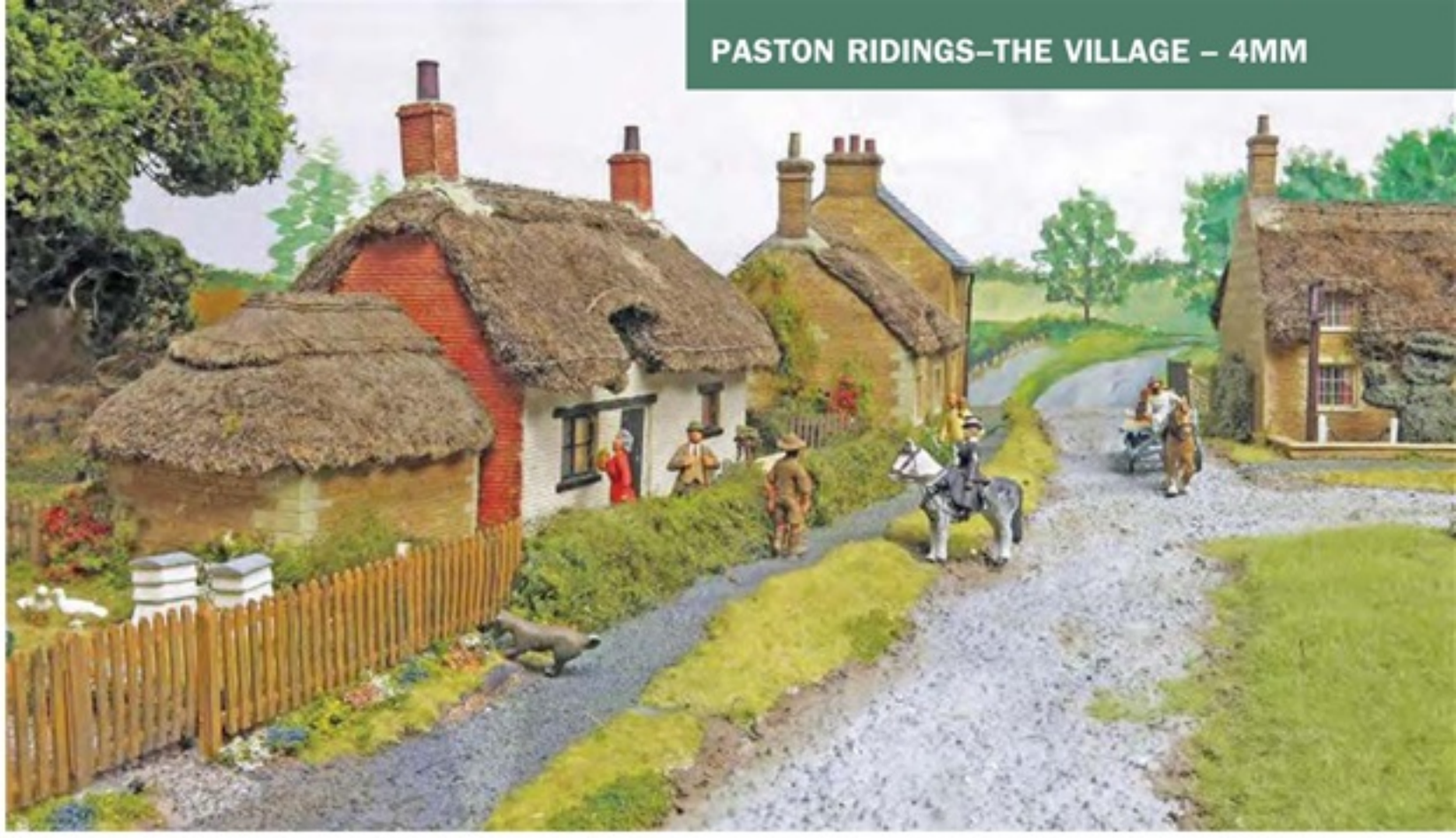
At this point the project seemed to shoot off at a tangent. While researching the area around the Bluebell and the cottages that had long since disappeared, a local historian let me borrow his collection of old photos of the area, revealing a host of potential projects that I would have never known about or even considered. Inspired by this treasure trove of information, I soon knuckled down and produced another batch of buildings with a common Dogsthorpe theme. By now my collection of scratchbuilt structures had developed into what could be considered as a small village and I started to consider what I could do with them rather than display them on a demonstration stand from time to time.

Creating the village scene

My first thoughts were to make something based on Dogsthorpe with the M&GNJR running prototypically behind the Bluebell scene and possibly with the terminus of Peterborough's short-lived 3'6" gauge tramway system in the foreground. Although interesting, this would not have been practical due to the depth needed to allow the tram tracks to run off to the front while retaining the railway in the background.

The final layout design adopted for *Paston Ridings* was based on Wansford Road, nestling in the rolling Jurassic limestone hills to the west of Peterborough. This also meant that my industrial interest could be conveniently catered for as ironstone quarries were close by at Nassington. As a result the Dogsthorpe-based models were joined over the years by buildings that were fairly close by geographically but were all interesting to me for one reason or another.

Royal Oak Cottage, for example, was based on a pub of the same name in the village of Castor, just a few miles from Wansford Road; not only was it a complicated shape on plan



This is where *Paston Ridings* started. My first village scene featured this row of cottages and the Fitzwilliam Arms pub on the right. Although not technically correct, the cottage in the foreground was supposed to be a quick 'throwaway' exercise to improve my thatching skills. It turned out better than I had hoped so was saved and used in the diorama which was eventually transplanted in place onto the layout.

Bluebell Row looking along the village street, with The Bluebell Inn and St Paul's Row beyond, was built using old photographs and maps that I found in my local museum and reference library. Only the left-hand cottage survives next to the pub; a rather unsightly Tesco Express and Esso filling station are now sited to the right.





▲ **Looking right at home behind the goods yard on *Paston Ridings* is the Willoughby Arms which in real life can be seen from the East Coast Main Line at Little Bytham. Although it wasn't on the original master plan, the pub, formerly known as The Steam Plough Inn was the venue for my friends Tony & Clarry Edwards and I to go to enjoy a Friday evening pint or two while watching Deltics speed by back in the late 1970s. An article on the construction of this building will feature in RM later in 2019.**



▲ **St Paul's Row, the original of which was demolished in the 1920s, was also modelled based on historical research into the village of Dogsthorpe which is now engulfed by the ever-expanding city of Peterborough. Looking along the road towards the railway, the closed crossing gates can just be seen beyond the chapel.**



◀ **Fairly new to the layout is Hope Cottage from Godmanchester, seen here with Sir John and Lady K who is going out for a hack on her trusty steed, Fen Tiger. Regular readers of RM may think that this building looks vaguely familiar. Well, having built it in 7mm scale (see RM January & February 2015) for my friends John & Jackie Kneeshaw, I just had to make a 4mm version for my own train set too.**

but it also had double-pitched dormer windows to make construction a little more challenging. Duck Street Cottage from Elton (near Nassington) had always been on my list as it was there that my Mum was born; whereas others such as the Post Office (based on Alwalton) was built simply because I needed a shop! The other reason for choosing Wansford Road was that, being part of the Marquis of Exeter's line, the

Paston Ridings Post Office is based on a prototype from Alwalton near the A1 which at the time of my original survey was thatched in long straw. In more recent times both this prototype and the Fitzwilliam Arms have been rethatched in less historically accurate but more durable reed that in my opinion somewhat ruins the smooth lines of the roof they once had. In the distance, the white cottage is another from the Dogsthorpe area and is one that I remember seeing regularly as a child from the kitchen window of my gran's flat. It also plays quite an important part in the *Paston Ridings* story as it is where the local historian who gave me so much information on the local area once lived.

▲ **The station at Paston Ridings is based on Wansford Road on the line from Stamford East to Wansford, once operated by the GNR. Scratchbuilt exGNR G1 0-4-4T No.770 is seen alongside the stone buildings.**

Paston Ridings yard hut and stationmaster's house are also based on the stone prototypes at Wansford Road. More commonly brick-built versions of the same design can still be found in the Spalding area on the long closed GN/GE Joint Line. ▶

buildings were all constructed in matching stone well suited to the developing scene.

A couple of structures from a little further afield also feature; Hope Cottage from Godmanchester and the Willoughby Arms from next to the East Coast Main Line at Little Bytham, both fit in nicely with the general architecture of the area and both were highly interesting and challenging models to make in their own right.

For a more detailed look at how I make model buildings from Plastikard, a stage by stage article on the construction of the Willoughby Arms will appear in a future issue of RM. An account of my thatching process appeared in RM January 2015.

Closing thoughts

Aware that I don't want to overcrowd the village I am still to decide whether I want to extend the village end of the layout; whether I want to extend the station/ironstone end of the layout; or simply want to build something new. Needless to say I have plenty of ideas for new buildings… I just need to find the time (and space) to put them into practice!



▲ **The Bluebell Inn (OK so it has a Blue Bell on the sign but had Bluebells on it when I was small!) forms part of the Dogsthorpe diorama that mirrors as far as possible, maps and photographs dating back to the period. As with all of the other stone structures, the walls were all made from Plastikard with stonework individually scribed to match the prototype using a scraper board tool. The window details and stone embellishments are from plastic strip, rod and Milliput that has been smoothed to the correct profile.**

A Somerset & Dorset rival in the Cotswolds…

Forest Green

Acquired from the widow of its builder, this OO gauge layout was revamped by **ROB WHISH** *and team, and then refreshed to represent a station on an imagined extension of a Midland branch in south Gloucestershire that has become a through route for traffic between the Midlands and the south coast.*

Photography by Steve Flint

Forest Green had an interesting gestation period. I was asked by my neighbour, Iris White to dispose of a home-based model railway built by her late husband Ray who had been an important member of the GWR Historical Society. On inspection the Cotswolds-set layout, although rather tired, was too good to break up so after discussion with Dave Harding at the Exe MRS we upgraded it for exhibition.

The rationale for the railway is that the Nailsworth branch from the Gloucester – Bristol main line has been extended through the Cotswolds to join the Great Western main line near Chippenham. With a bit of poetic licence this gives us another route from the Midlands to the south coast to rival the Somerset & Dorset. As our line goes from Gloucestershire to Wiltshire it's not the S&D (Slow and Dirty), but the G&W (Grimy and Weak).

The Exeter Show went well despite the fact that we made many errors with the logistics involved in taking a layout to an exhibition. How the fiddle yard survived its transportation by being lashed to a car roofrack was a minor miracle. On reflection the team decided that, although we had enjoyed the experience, any future layout would be purpose built for shows. *Forest Green Mk.II* was born and extensive planning meetings at The Great Western Hotel in Exeter followed!



The station is the junction for a branch to Kemble, which would have been quite a steeply-graded route in reality.

The layout reborn

We set ourselves the deadline of June 2013 which gave us nine months from design to exhibition. The six baseboards are of conventional construction with plywood tops and combine to create a 17' x 8' template. They were made to stack in threes and to fit into our 8' x 6' trailer.

The trackwork is Peco code 100 with wire-in-tube point control augmented with microswitches for electrical continuity. This gives reliable running, looks good when well

An Ivatt Mogul sets off from the station, having crossed with a Gloucester single-car DMU. Signals are the working Dapol models.

A southbound train hauled by parallel-boiler Patriot No.45509 *The Derbyshire Yeomanry* slows for its station stop.





Cassettes are made from sections of uPVC drainpipe, which locate in a dock incorporating a railing device. ***Photo: Andrew Burnham***

ballasted, and allows good range of stock to be run.

The control is analogue with a degree of cab control. This allows two operators at the front who can run the yard and shed independently of the main through lines while two operators at the back can prepare trains in the fiddle yard. We can therefore keep trains moving on the through lines, maintain regular local services and provide movement in the shed and yard. The single-into-double-track nature of the main line creates interest and keeps the operators on their toes!



An Ivatt Class 4 Mogul leaves the single line section with a northbound freight train. A pannier tank shunts the yard.

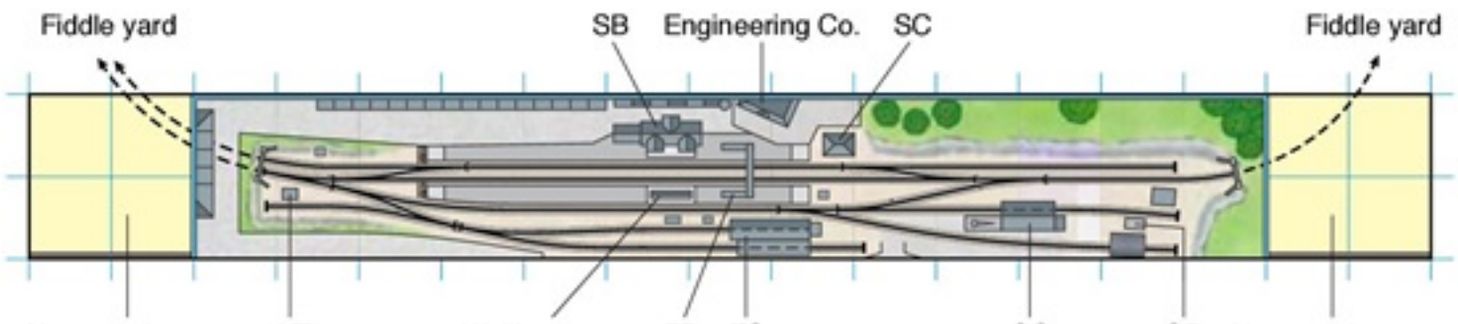
Scenic treatment

The landscape was formed using polystyrene blocks covered with expanding foam. There was some consternation when the foam expanded so much that the tunnel openings completely disappeared! Subsequently it proved to be an excellent medium which could be carved to create realistic rock faces. The buildings are a mixture of scratchbuilt and kitbashed to avoid the 'buy-and-plant' look.

We have made good use of Dapol working signals and have added many lighting features to create cameo scenes which help bring the layout to life. How long is it going to take to burn those logs and what is the welder doing in the loco shed? The chimney

FOREST GREEN

Overall scenic dimensions: 15' x 2'. Each grid square = 1ft x 1ft.





An Ivatt 2-6-2T has charge of the Kemble service, which connects with main line trains. A six-wheel milk tank forms tail traffic.

Lighter services on the Kemble branch are handled by a four-wheel railbus, which lays over in the carriage siding. A Black Five with freight waits for the local train to clear the single line from the Chippenham direction.



▲ **A mix of steam and diesel, of ex-LMS and Western Region hydraulic designs on shed. The 8F was obtained from Hornby; the Class 22 from Dapol.**

Cameo scenes abound on the layout, such as these builders, erecting a bothy beside the double track tunnel mouth. ▶



that disguises the join in the backscene started life as a landing net handle, donated by the local angling centre. The vegetation was created from a variety of conventional methods including static grass; trees were made from twigs or tree armatures covered with foam flock foliage.

The backscenes themselves are proprietary items much adjusted with overlays to produce an authentic Cotswolds scene. Everything has been weathered to create the careworn look of rural railways in the declining years of steam.

The course of the Nailsworth branch itself ran along a steep-sided valley, an effect represented well by the multi-layer backscene. ▼

Locomotives and rolling stock

The rolling stock is typical of the South Gloucestershire area in the 1960s which, following the boundary changes, combined aspects of London Midland and Western power, supplemented by the gradual influx of diesels. The stock is mainly from Bachmann, Hornby, Dapol and Heljan and has been suitably weathered, modified and renumbered to reflect locomotives which were seen in the Gloucester and Bristol area.

At present we have standardised on small tension-lock couplings which allows a variety of automated shunting operations on the scenic side and easy changes in the fiddle yard. I'm impressed with the potential of Kadee couplers but have resisted this development because of the wide range of stock used at exhibitions and on my home-based layout.

At shows we aim to keep trains moving as much as possible so our 'backstage' team works hard to change locomotives and maintain a good variety of traffic. We also use cassette operation for short local trains. We think the railway offers an intensive service that BR could only dream about!

Conclusion

We've had six very enjoyable and interesting years exhibiting *Forest Green* with lots of encouragement from Dave Harding at Exe MRS. The 72A Exmouth Junction group, the Soar Valley and Syston clubs have also been very supportive. We'd like to thank all the show managers who have invited us to their shows – The Great Central Model Event was fantastic!

2019 promises to be another busy year for *Forest Green* and our sister layout, *Coaley Junction*. We always try to have one of us at the front to have a chat and answer questions. We have tried to recreate the declining years of steam in south Gloucestershire while not taking ourselves too seriously. The trains run on electricity and we run on a good sense of humour.

Our layout is very much a team effort so Kevin and Jean Teague, Chris Sanders, Dick Owen and Lynda Whish look forward to meeting you.

Forthcoming exhibitions

Forest Green is booked to appear at the **Helston** show on 27 & 28 April; details in Societies & Clubs.

A railway journey back in time...

Sandy Bay



N gauge can come into its own in a small space, and with careful design work a very satisfying layout can be built on a standard 78" long interior door. **KEVIN SMITH** *distilled the essence of the long-closed Scarborough to Middlesbrough route in 1:148, including one of the trademark iron viaducts.*

Photography by the author

The subject matter for this layout came from two lines along the north-east coast. The Whitby, Redcar & Middlesbrough Union Railway was built between 1871 and 1883. The Scarborough & Whitby Railway opened in 1885. Both were underfunded, difficult routes, and both were taken over by the North Eastern Railway.

The line north of Whitby contained many iron viaducts, which had legs which were supposed to have been filled with concrete. They actually had been filled with beach gravel and this subsequently led to the partial closure of this route on 5 May 1958 due to corrosion. South of Whitby, the route had severe gradients which limited the length of trains, and finally closed to all traffic on 8 March 1965.

Doorway to a new project

Sandy Bay came about after I had finished my previous N gauge layout, *Mickleover (GN)*, and I wanted to build something a bit smaller and easier to handle. I have always liked the coastal railway which ran from Scarborough, up through Whitby on to Loftus, with its iron viaducts crossing the coastal valleys.

The problem was I had seen several very good layouts based on locations along the line, and did not want to repeat what others had achieved in various scales. The answer came to build a compact layout encompassing elements from all along the line. I had previously acquired several flush-panelled doors which a neighbour

Looping the railway into the scene – as opposed to a straight run across the frontage – creates a more pleasing composition in my opinion.

was throwing out, and these have formed the baseboards for quite a few of my layouts. A standard 78" door, cut in half – with new timber let into the new open ends – formed a couple of manageable 39" x 27" boards. Fastened together with case clips and dowels they make a compact layout, which easily fits in a small hatchback, and is light enough to be moved single-handedly.

These boards sit on three folding trestle legs which I use for all my layouts. Interchangeability is the key. It also reduces the space needed for storage.

Design considerations

Once I had the boards assembled, it was time to start thinking about which elements of the route I wanted to include, and what would fit in a 78" x 27" continuous run layout. The first concern was how to handle the trains behind the scenes. I decided on a six-track traverser, which was made as long as a B1 and two Gresley gangwayed coaches. This is indexed by making two square tubular bolts, one at either end, which engage in square tubular receptacles, soldered to copper-clad strip. These align the tracks and provide electrical continuity to one rail on each track. The other rail was connected to the common return. The main circuit is a single track line, so I needed to introduce something of interest 'out front'.

I now had my maximum train length set – a tender loco and two Gresley coaches, or a two-car DMU, or a freight engine and five wagons. This then set the length of the passing loop I added to the station plan. This would fit conveniently on one of the boards without crossing the joint. So I started drawing on the boards, sketching in what could be accommodated using Peco medium radius live frog points. I used the downloadable paper templates, which could be moved around, and checked with stock to ensure adequate clearances were maintained. The exits from the scenic area had to be on a curve, and had to hide the fiddle yard, so I looked at photos of the route and found two suitable tunnels – Ravenscar towards the south end, and Kettleness at the north. These would require a raising of the ground above the tunnels in order to accommodate them. An idea was forming in my head. If the ground above the tunnels was at a higher level, could the land below the trackbed fall down to sea level? This would give me the reason to build an iron viaduct across a small harbour, and I could create a seaside vista with a promenade, beach and railings.

I had decided that the station would be modelled on the layout at Scalby, with the omission of one siding, but the addition of a passing loop to increase operational interest. The track plan was transferred to thin ply, supported on wooden blocks, and glued down, except for the gap where the viaduct was going to be located. This was made of brass tube, with fuse wire cross-braces, and soldered together. The girders are Peco mouldings, turned upside down, with their ends cut off and a plasticard deck attached. It is self-supporting and very strong.

I now had a space where I could build a small harbour, so a trip was taken up the

The harbour scene was created from a base coat of Artex, followed by layers of blue/green gloss paint and several layers of gloss varnish.

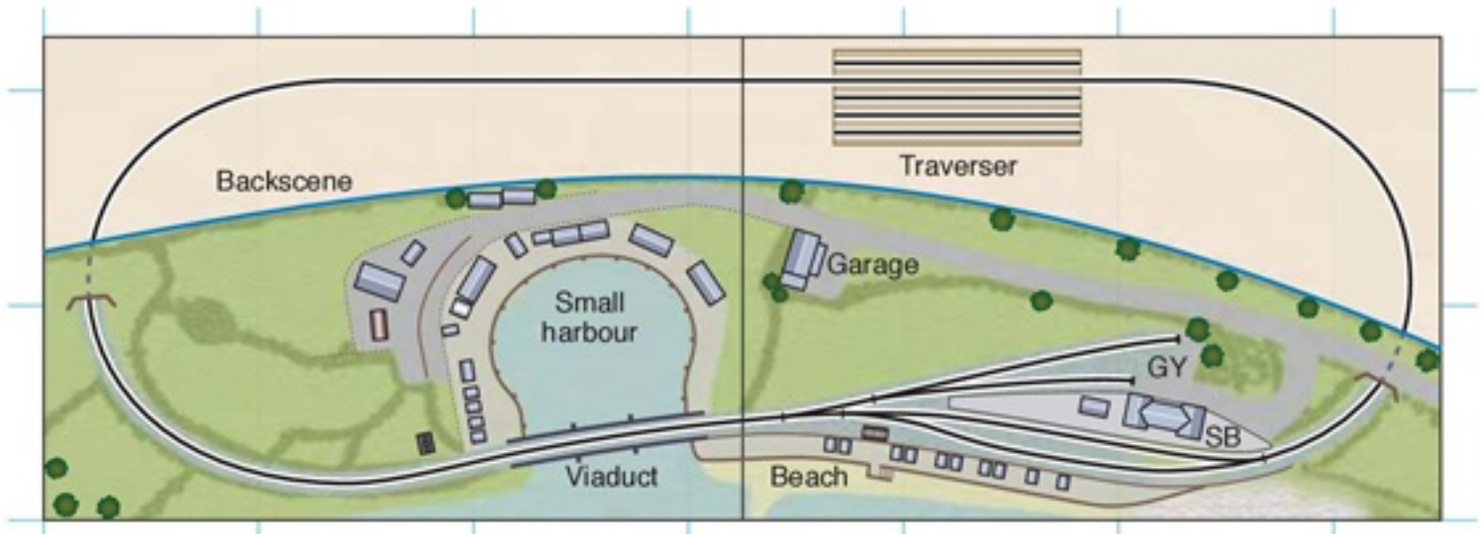
The former door as two boards, clipped together and placed on trestles. Landform features have been sketched out.



Scenery construction under way, with the layout at the 'Narnia' stage, prior to painting and application of scatters.



A view of the scenic frontage to the layout which has a mix of elements drawn from the old Scarborough – Middlesborough coastal route.



Sandy Bay Overall layout size 6' 6" x 2' 3". Each grid square = 1' x 1'.

coast to Staithes, and many photos were taken of the buildings. I could see what I wanted in my mind – a beach with a raised promenade behind it (Whitby), with a retaining wall, above which was the station and goods yard, with the land raising behind this along which ran a road from the harbour to all places north. The backscene was attached in a curve behind this, to screen the fiddle yard, which slides under the raised area – are you still with me?

All the trackwork was well tested with all the locos and stock I was likely to use. This was done before any scenic work took place, so any rectification could easily be accomplished. So I now had an operating layout, which had only two feed wires and was analogue 12V dc – simplicity!

Scenery construction

Once I was satisfied that it all worked properly I started building the landforms out of cardboard, polystyrene, *papier mâché*, and my favourite substance – Artex. This is pliable, forms a hard skin and absorbs minor impacts rather well.

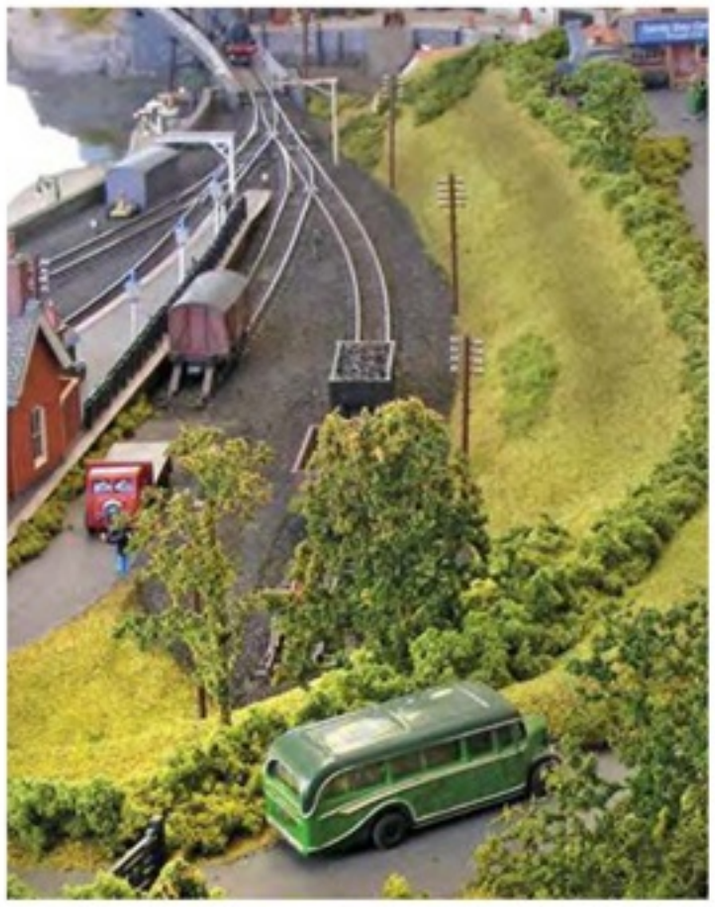
The layout now looked like a scene from Narnia. So the next job was to paint it all with buff coloured emulsion paint. The rocks around this area vary from dark greys, through browns and oranges to pink, so the cliffs around the headlands were painted to reflect what I saw as I walked along the beach from Whitby to Sandsend.

Ground cover was the usual scatter materials sprinkled onto neat PVA, brushed onto about a square foot at a time, and I mixed the colours as I went along. An old sugar shaker, or a coffee jar with lots of holes punched in the lid with a nail is ideal for this. There are very few trees along the coast due to the winds, but some were added as required to hide joins in the backscene and mask the exits of the road from the layout.

The harbour walls were made out of some OO stone sheets by Wills. The large blocks in these scaled out well to those I had measured at Whitby promenade. Wooden baulks were added from firework rocket sticks, retrieved free on 6 November. The



Buildings situated around the harbour were all mixed and matched using the Scalescenes downloadable self-print kits.



The goods yard trackplan is based on that at the former Scalby station near Scarborough, but with only two sidings instead of three.

harbour was modelled with the tide on its way out, so there is a stretch of brown, sticky mud around the edge, with old chains, tyres etc embedded in it. This was made from more Artex painted brown and black.

The sea started out as a light brown gloss paint, covered with layers of darkened thin paint gradually going from blue, through green to black. It took several different layers to achieve what I wanted. The paint was then given several coats of gloss varnish, allowing each one to dry thoroughly before adding the next.

The top of the promenade consists of flagstones cut from cereal packets, and glued onto the formers. This was painted with emulsion match pots from well-known DIY stores. These were mixed and matched as I proceeded, and are very inexpensive.

I now had the sea, a harbour, and a prom with a retaining wall, and a big hole where the village should be. I went back to my photos of Staithes. White, rendered houses with red pantile roofs. I started searching on the net and found suitable buildings I could modify, from Scalescenes downloads. Several were purchased and elements of them where mixed and matched to form the village. The windows are brass etchings. This left a gap on the left, at the top of the road which was calling out for a small business to be located there.

In Whitby we have Fortune's Kipper Smokery, so I found a few photos, and created Neptune's Kipper Smokery, complete with smoke house and shop. Various bits of Scalescenes downloads were used for this.

I needed a pub, so a suitable building was purchased as a card kit, and signs added for The Salty Sea Dog. Viewers of a well-known children's programme will be aware of this name. A Post Office and shop were created from more bits of download, as were the privys behind the houses.

I was becoming aware that the visual impact was more about the scene than the actual railway, which was what I wanted to achieve. A typical 1950s garage was created using a Metcalfe pavilion kit, and Langley pumps, and placed alongside the top road to the harbour. There are the obligatory rusting cars in the bushes.

Station fencing and furniture came from the usual sources, and was painted blue and white in 1950s North Eastern Region livery. The station signs were made up on the computer and printed onto matt paper. A tip here: set the printer to highest quality, then go into the printer settings menu, find advanced options and set the definition to the MAX DPI – Yes. This greatly improves the printing of N gauge signs. I used the same technique to print the posters along the prom wall and those on the pub.

There are few vehicles on the roads, this being the 1950s. There is a bus waiting at the station, a couple of lorries making collections, a Post Office van, in green, and a couple of tractors – one very rusty – for pulling boats up the slipway.

Mechanical operation of points and signals

I had decided at an early stage that I was somewhat fed up with electrical operation of points, so I devised a mechanical system of levers, which operate the points and change the frog polarity. I had also got fed up with electrical uncouplers, and devised a system using neodymium magnets and wooden rods, which move under the tracks and are parked under the platform when uncoupling is not required.

A B1 4-6-0 and two Gresley coaches set the maximum train length for the layout.



Since I like a challenge, I decided that since the points and uncouplers were mechanically worked, I should have a go at making the signals operate by the same method. The signal masts were made from brass tube and rod telescoped together, with arms and ladders from MSE. The arm is held in the danger position by an iron weight soldered to an angle crank under the signal. It is pulled off by an approaching magnet on a wooden slider which attracts the weight. The design makes sure the magnet cannot touch the weight! Starter signals were made and placed at opposite ends of the single platform, and home signals were positioned at either end of the layout. The loop and yard are signalled with static ground signals, as I decided it was a step too far for me to make these work in N gauge!

Presentation and operation

Lighting is taken care of by a length of 4" gutter, with lengths of warm white and cool white LED self-adhesive strips stuck inside. These are 12V. The layout and the lights are fed from a 40 Amp/hour sealed rechargeable power pack, so it can be set up anywhere and requires no mains or PAT testing.

Trains are marshalled in the fiddle yard, generally three passenger and three goods, facing in opposite directions. The first sign that a train is due is one of the home signals are pulled off, and a train approaches from that direction. If it is a passenger train it pulls into the platform road and stops at the starter signal. The first home signal is replaced to danger, the points reset then the second home signal is pulled off and a freight train runs into the station loop and stops at the ground signal. The home signal returns to danger, the points are reset, the station starter is pulled off, and the passenger train departs.

If shunting is required, then a freight pulls into the loop, the uncouplers allow the engine to detach, and it then shunts the yard before reassembling a new freight train in the loop to await the arrival of another passenger train, so the section is clear to proceed. I can also use the DMU and confound everyone watching by despatching it in the same direction it came from!

The variations are endless, from steel trains and oil from the north, and van traffic and coal from the south.

Conclusion

The layout was well received at its first show at Goathland in July 2018, and it is booked to appear at the Scarborough club's show at Pickering in August 2019. It is available for exhibition, and I can be contacted at kevwag@btinternet.com

I would like to thank everyone who gave me inspiration for this layout; to my brother-in-law, Peter, who helped me operate it; and finally to my wife, Maggie who gave much needed encouragement and supports my hobby.

A Graham Farish J39 0-6-0 pauses at the station with a rake of non-gangwayed stock from the same firm. Beach huts were obtained online.



Accurascale – what's the craic?

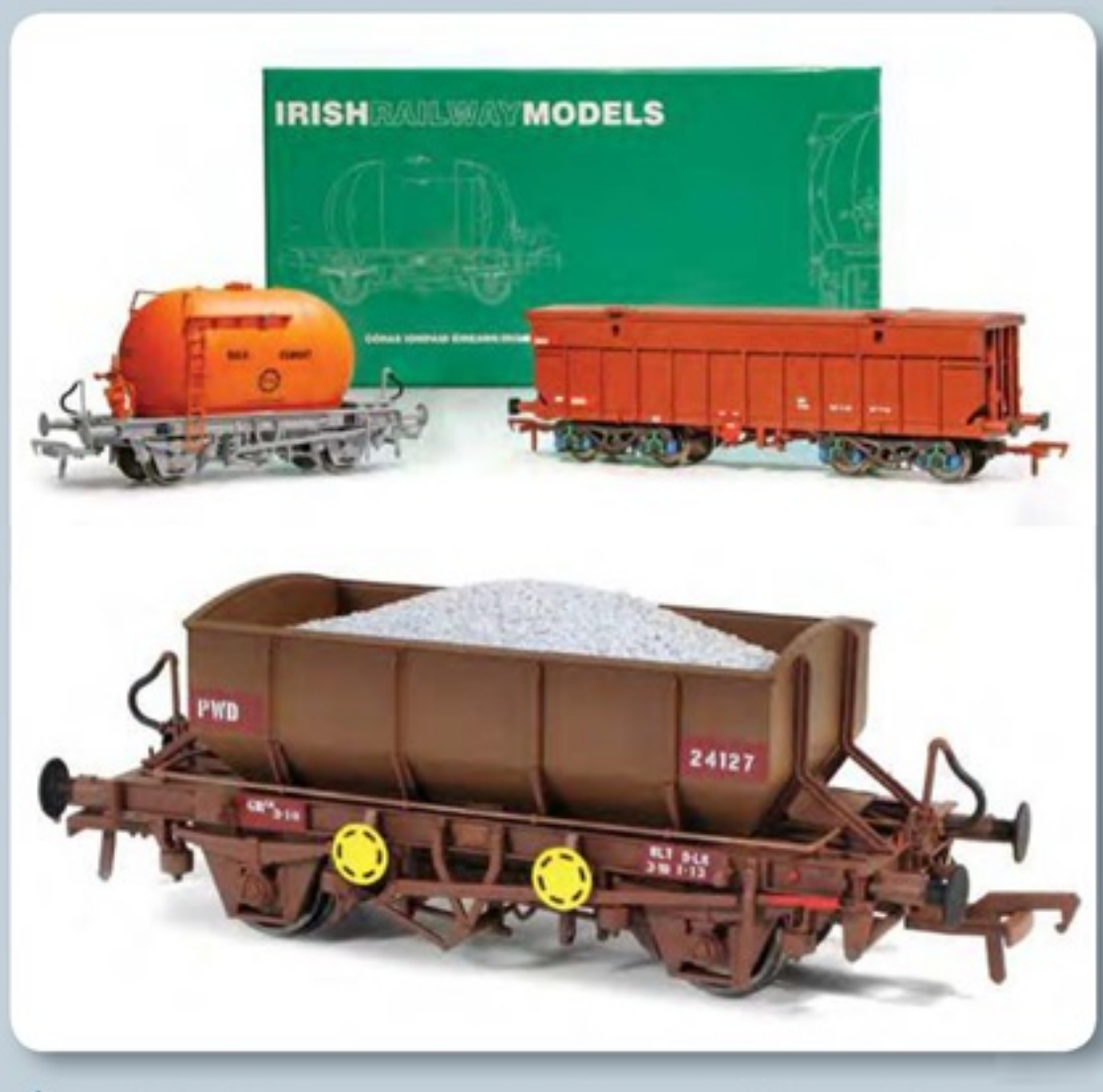
Craig Tiley meets the new kids on the block from Dublin who are making waves in the British R-T-R arena

It was in the February 2018 issue of RAILWAY MODELLER that the name Accurascale – hitherto unheard of in British model railway circles – first appeared. The branding headed a full-page corporate advert, which proclaimed simply, "Uncompromising fidelity in 4mm scale. Coming soon". There was no further information, no links or contact details…

More than 12 months have passed since that bold, teasing, marketing campaign was unleashed upon an unsuspecting model railway community, during which time Accurascale has surfaced as a daring new player in the British ready-to-run arena. The firm was in fact set up as a sister company to Irish Railway Models (which has released a number of OO gauge Irish outline models since being established in 2015), behind which are the same four individuals; Stephen McCarron, Fran Burke, Patrick Conboy and Richard O'Hanrahan.

Accurascale delivered stocks of its first British OO model – the BR 24.5T HUO hopper – in mid-2018. The firm currently has a raft of 4mm models in various stages of development, including more wagons, together with coaches and two locomotives – not to mention dipping a toe in O gauge waters and collaborating with other firms on N gauge projects.

With so many planned models poised to come to fruition over the coming months – from both Accurascale and IRM – we thought it an apposite time to catch up with Fran and Stephen to learn about the audacious entry of Accurascale into an already crowded market and perhaps get a hint of what plans they have in store for the future…



The first IRM release was a ballast hopper in OO (above), followed by a bubble cement wagon (top left) and Tara Mines bogie wagon (top right).



Three of the four personnel that form the Accurascale/Irish Railway Models team – pictured (*from left to right*): Richard O'Hanrahan, Patrick Conboy and Fran Burke. *Photo: Craig Tiley*

Craig Tiley: ***How did the four of you meet and what was the background to the establishing of Irish Railway Models, which eventually led to the founding of Accurascale?***

Fran Burke: I guess we had an unusual way of meeting. There is a long running internet forum for Irish railway modelling and railway modellers in Ireland (www.irishrailwaymodeller.com) which was taken over by Stephen when the original owner was unable to invest time in it anymore. He approached Patrick and I to be moderators and we got to know each other better from there. Richard was a prominent poster on the forum who did a lot of scratchbuilding, and since Stephen was building a layout based on Connolly Station at the time, he got to know Richard and his background too. We all would bump into each other at shows too as the Irish modelling community is quite small and parochial in nature.

Stephen McCarron: While pioneers like Paddy Murphy (Murphy Models) had blazed the trail for us in Irish outline, we felt as a group that the 'mundane' such as freight wagons, presented a gap in the market. Modellers would resort to gluing Kinder™ egg casings together to make Irish outline cement bubbles, for example! Therefore the four of us decided to address this by collaborating to develop our own ready-to-run models.

CT: ***You each brought different skillsets to the business. Perhaps you could explain the roles that each of you have.***
FB: We all have diverse backgrounds which I think Stephen identified when bringing us together. Richard is an architect by trade, and has extensive survey and CAD experience. This means he can measure a prototype, then prepare the computer model for China to use, which helps iron out the errors that can get lost in translation between description and creation by CAD engineers in China. Stephen has a long and successful career in entrepreneurship and the tech industry, so has the necessary skills to run a business and look after the day-to-day management. Patrick looks after research which draws on his experience in journalism and also does our graphic design which was also part of his previous background. He is also in daily contact with China managing the progress of each project. My own background is predominantly communications, broadcasting and public relations, having worked in television in both London and Dublin, so I look after our public relations and marketing. Together we have a strong team covering all bases.

CT: ***What particular challenges did you face at the outset – such as those associated with establishing a relationship with a manufacturing facility in China?***
FB: It was a step into the complete unknown for us. We were clear with the ethos we wanted to adopt. We wanted to create an Irish ready-to-run wagon of the highest quality. It turned out that we could do two off a common chassis, so the IRM ballast hopper and cement bubble was born. It was decided in a pub, so it really was one of those 'lads chatting about their dreams down the local' that just got completely out of hand!

Initially we went to a third-party manufacturer for assistance, and while it started promisingly, we subsequently took the decision to contact China directly and go it alone; a brave decision which thankfully paid off for us in the long term. We were given assistance along this process by Paddy Murphy, to whom we are eternally grateful. Once we took the wagon projects in house we also found that our lead time to market accelerated dramatically.

It was an invaluable learning experience which we have taken into every new project since. We have found China to be excellent to deal with and have struck up a fantastic working relationship. We find that manufacturing facilities in China get blamed for a lot, but at the end of the day it is easy to blame those who have no voice. Yes, delays can occur, and mistakes can be made, but overall, they have been nothing but professional and great to deal with.



The first British outline model for OO delivered by Accurascale was the 24.5T HUO hopper (*right*); which was followed by an O gauge version (*left*).

CT: ***When you started out with IRM, it was a part-time venture for you all, undertaken in your spare time. What were the circumstances around the decision to make the jump as a full-time occupation?***
FB: When the production sample for the ballast wagons arrived, a wagon we measured, designed, commissioned, publicised, and made, in our own packaging, the buzz was sensational. It had been a difficult journey to get to that point, but we had a tremendous sense of achievement. We were amazed at what we achieved, so we decided that if we could do it once, why couldn't we do it again? It was at that point that the full-time business was born.

CT: ***What prompted the launch of the sister Accurascale banner? Was this something you had always hoped to do since founding IRM?***
SM: While Irish Railway Models started out as something of a hobby



A CAD rendering of the forthcoming Accurascale Deltic model in OO. 17 versions are being produced.



Decorated samples of Accurascale's PCA cement wagons in OO. An N gauge version is also being developed in conjunction with Realtrack Models.



Fran Burke announces plans for the Accurascale Deltic at the 2018 Warley National Model Railway Exhibition from the firm's bespoke show stand.

to fill gaps in the OO Irish outline market, it became clear quite quickly that the team we had assembled could deliver excellent models, and discussions were had about developing our plans to encompass full-time involvement. While the Irish outline market is growing, it would not in itself have supported a dedicated business and team of four, so the logical move was to expand into British outline, which each of us also shared a large interest in.

CT: ***There are a number of enterprising manufacturers and model commissioners that have established themselves in recent years. What do you believe gives your brands an edge over others in this sector?***

FB: While there are many other commissioners and special interest groups that are establishing themselves, we believe there are three key aspects that set us apart from the rest: namely the fact that our diverse skillset and team give us a solid, professional base to build a sustainable business on; secondly, we can fund the development of our projects, which means we can tackle models without the need to crowdfund or delay projects, etc; and third, that we perform all research, surveys, design and CAD work in house locally, relying on our Chinese factories only to manufacture to specification.

CT: ***You have set out a very clear retail stance – only selling direct online via the website or from the stand at shows. What is the reasoning for this? Do you think this may change in the future?***

SM: Our key ethos is 'definitive' models at 'normal' prices. We spent many man hours exploring sales models and methods and pricing up our solutions, but ultimately, the 'three tier' model of manufacturer, wholesale and retail, would have priced our models out of reach for many modellers. We felt it better to manufacture and sell directly so that customers could essentially receive a model from us at the best possible price. We have of course manufactured special commissions for retail partners, and groups such as Railway Museum/Deltic Preservation Society, and that is certainly something we feel makes a lot of sense, but ultimately it's about providing the best possible value for money to the modeller.



CT: ***Looking to the future, what do you see as the biggest challenges that will be faced by IRM/Accurascale?***

FB: From an operational point of view, we have a clear plan of what we want to do and we aim to deliver on that. Of course, agility is required should another manufacturer announce something you plan to make, and we can change course accordingly. This has happened already and we have reacted well. Of course, part of our ethos is to keep waiting times to a minimum, and while this is easier to do with rolling stock as they take less development time, we have to announce locomotives a bit further in advance to protect ourselves somewhat. I think many modellers see what they perceive as 'a crowded market' as a bad thing, but competition is always good for the buyer as it drives companies to innovate more and more and create better models.

CT: ***What was the rationale for choosing the prototypes you have developed under both banners? And how much of the decision making comes down to your own personal railway interests, and how much is based on a commercial case?***

SM: The diversity of our interests and passions certainly creates lively and animated 'wish listing' at our planning sessions, but no model is made without exhaustive market study and analysis.

CT: ***Your core model releases have all been in OO, but there are N gauge versions of the PCA in development with Realtrack***



A CAD render of the forthcoming Accurascale Class 92 in OO. (See News, RM April 2019 for full details.)



The Rawie friction buffer stop has become a ubiquitous feature of the modern railway since the late 1980s. Accurascale is developing both standard and 'Sharfenburg' coupler pocket models (also with light bar).

Models, and PCV wagons and Mk.V stock with Revolution Trains. Do you harbour any aspirations to produce N gauge models independently or are collaborative ventures seen as the way forward for smaller scale items?

SM: We believe strongly in working to our strengths and freely admit those do not include expertise in N gauge. We recognise the skill and dedication of partners like Revolution and Realtrack, who are much better placed to bring such items to the market, while we can support with design and manufacture.

CT: ***You've gone the other way for the HUO hopper, upscaling it for 7mm. Is this a 'toe in the water' exercise, or do you have definite plans to develop a 7mm range as part of your portfolio?***

FB: The 7mm HUO is certainly a test piece for the O gauge market, and it is a scale Stephen and I have developed an interest in over the last couple of years. Should it sell well I can see us doing more, including locomotives at some stage. We already have our second 7mm project identified should the 7mm HUO do well, with CAD complete. Whether we push the button or not will entirely come down to sales on the HUO.

CT: ***The Rawie buffer stop represented quite an unusual announcement – a scenic accessory amongst a programme of rolling stock and locomotive projects. Are you planning further scenic accessories?***

FB: It seemed a bit of a no brainer for us to try out the accessory market with something that can be found across the network, both in the UK and Ireland over the past 20 years. We aim to develop a full range in time, with detailing parts and scenic accessories very much in our thinking as well as locomotive and rolling stock. Once again, if there is a solid business case we will make it.

CT: ***The announcement of an all-new Deltic in OO certainly raised a few eyebrows within the hobby. What led you to choosing this particular prototype, and did you have any reservations about choosing a prototype that is already catered for in the ranges of one of the large established manufacturers?***

SM: It was key to our launch into British outline models that, after the exploration of our HUO hopper wagons, we made a clear statement of intent. Our goals of doing models 'definitively' while still being highly competitively priced, and the desire to promote our standards, made the Deltic a logical choice. While there have been Deltic models in the market for many decades, our team felt we could bring something fresh and definitive to the modeller, featuring the very latest technology and detailing 2019 can allow.

FB: Choosing something that has already been done carries risks certainly, but this has been done before. We have our eye on locomotives that have never been done before in 4mm too, so it's not all about replacing something already done.

CT: ***Can you give us any hints or insight into what we might expect to see next from IRM/Accurascale? Will steam era subjects be considered, or do your future plans centre around diesel/electric prototypes?***

FB: Steam is certainly on the agenda and we are researching potential subjects at the moment. If we feel they will be of interest to the modeller and we reckon we can sell them, then we will push the button and make them. We have six yet-to-be-announced projects at various stages of development (five for Accurascale, one for IRM), which we plan to reveal during the remainder of 2019 at shows we are attending. As people now know, we like to play our cards close to our chest, so keep an eye on our website and the news pages of RAILWAY MODELLER over the months ahead to find out what we have planned…

Accurascale/IRM product update

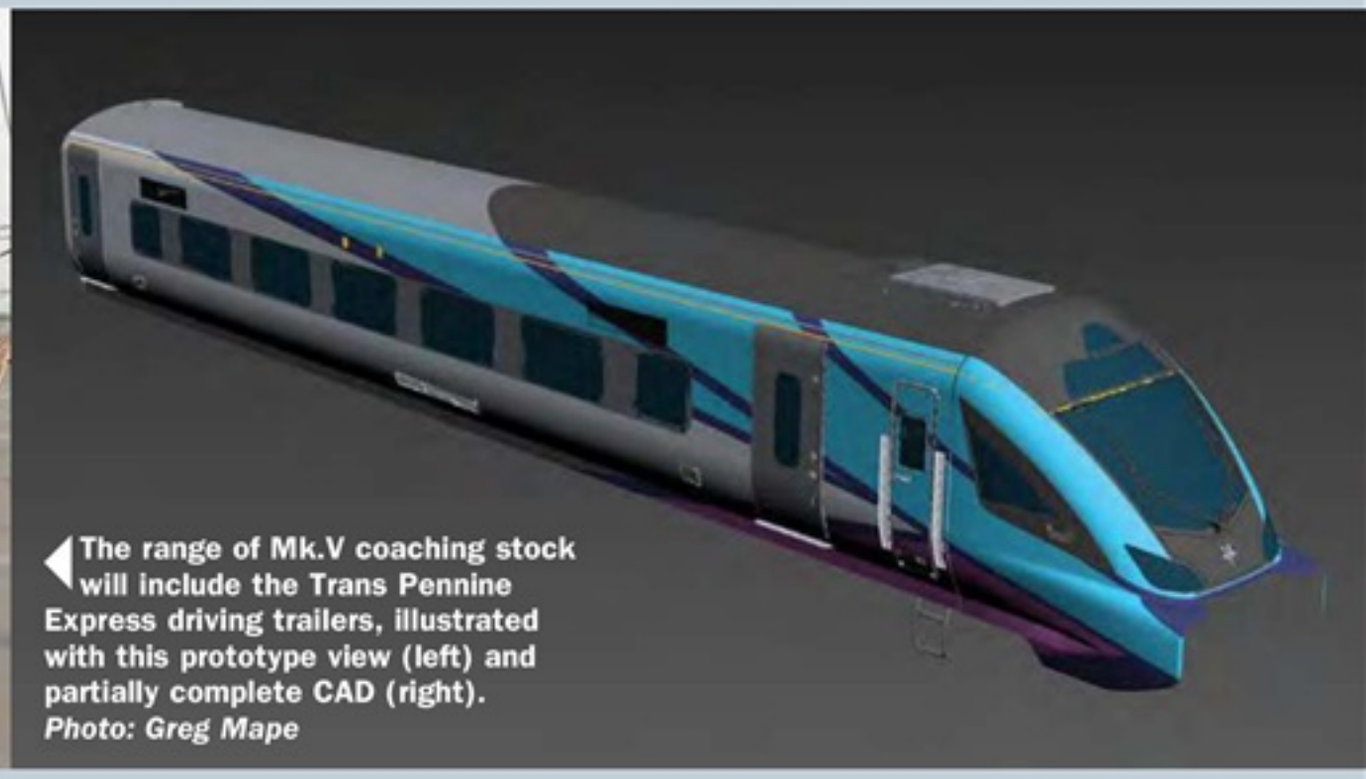
	Status
Accurascale	
OO Class 55 Deltic	In tooling
OO Class 92	In tooling
OO Mk.V coaches	CAD stage
OO BR HUO 24½T hopper	Delivered
OO Cemflo/PCV wagon	Delivered
OO PCA cement wagon	Delivered
OO Rawie buffer stops	Delivered
OO PFA four-wheel flat	Tooled
O BR HUO 24.T hopper	Delivered
Irish Railway Models	
OO Ballast hoppers	Delivered
OO Ballast plough brake	Delivered
OO Cement bubbles	Delivered
OO Tara Mines wagon	Delivered
OO 42' flat wagons	In production
OO A Class locomotive	In tooling
OO Fertiliser wagon	In tooling
OO Guinness bogie flat	In tooling
OO Modern spoil flats	In tooling
OO Weedspray wagons	In tooling
Collaborative projects	
N PCA (Realtrack Models)	In production
N PCV (Revolution Trains)	CAD stage
N Mk.Vs (Revolution Trains)	CAD stage

Further information

Accurascale
www.accurascale.co.uk

Irish Railway Models
www.irishrailwaymodels.com





The range of Mk.V coaching stock will include the Trans Pennine Express driving trailers, illustrated with this prototype view (left) and partially complete CAD (right). *Photo: Greg Mape*

Sand Point

Modelling and words: **RICHARD GLOVER** *Photography:* **ANDREW BURNHAM**

When I started *Sand Point* I already had a perfectly good narrow gauge railway called *Pagham Harbour*. But this was largely complete and I figured that I had room for another, more compact model.

Pagham was a harbour layout, so I thought of moving inland, perhaps with a quarry. Then a friend asked whether I had heard of a layout called *Shell Island*, by Neil Rushby. His article (RM August 2003) was in my collection, so I took another look and the call of the sea became too great.

A west country mineral railway

Further inspiration came from some of the Cornish mineral railways, like the Pentewan and the Redruth & Chasewater, as well as the layout *Tregarrick* by Iain Rice. So *Sand Point* became a small harbour served by a railway bringing crushed granite from an inland quarry.

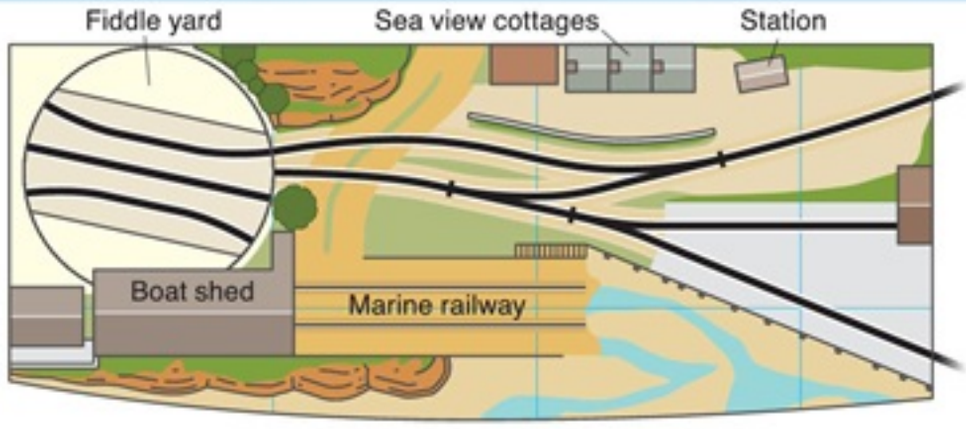
The model was completely self-contained, with a small train table concealed inside a boat shed (see photo 1). The dimensions were designed to fit comfortably into the car I owned at the time. An interesting feature was the marine railway, used to move boats between the harbour and the shipwright's premises.

My previous layout had been fairly flat, so *Sand Point* had several levels, from the harbour at the front to a rocky bluff helping to deflect attention from the hidden sidings.

1

The original version of *Sand Point* was completely self-contained inside its 105cm length. *Photo by the author*

The plan shows how the shell of the boat shed accommodated the rotation of the train table fiddle yard.



SAND POINT

Overall size: 1050mm x 425mm. Each grid square 300mm x 300mm.

Foam construction

I also tried a new (for me) method of layout construction. The model consists of three layers of foam, surrounded by a thin skin of MDF (see photo 2). The foam was shaped to give the different levels and there is no other internal framing. Another thin sheet of MDF provided the trackbed. The well at the left was for the train table.

Overall view of *Sand Point*. Ordovician is preparing a goods train.

With this sort of construction wiring and wire-in-tube point linkages are on the top surface and some are best put down before the track is added. These are then covered by the scenery, rather like the real thing.

The row of cottages at the back were modified Dornaplas kits, but the pub at the end was picked up second-hand at an Amberley Museum rail gala. The buildings concealed the slide switches that operated the points and changed the frog polarity. The boat shed at the front was made from a foamboard shell, covered with Evergreen weatherboard sheet and with Slater's corrugated iron for the roof.

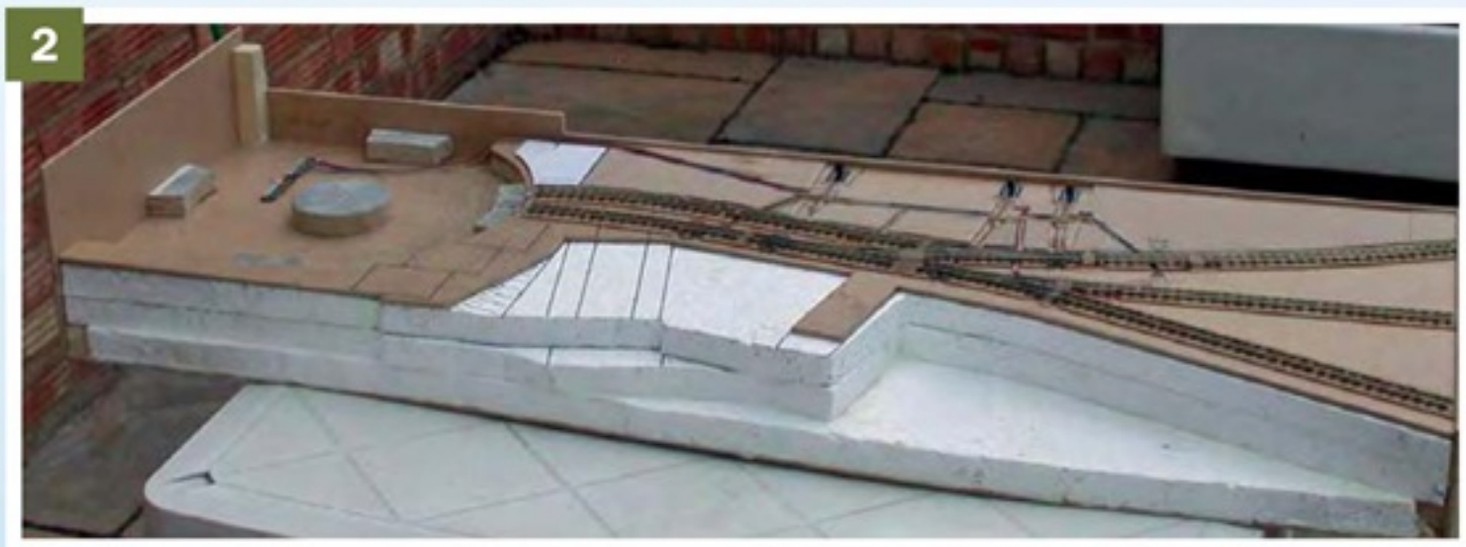
Rocks, both at the front and back, were also made from foam, with a thin layer of modelling clay for the rock surface. This was painted a dark red, to represent old red sandstone. The tide is out, so plenty of sand surfaced the harbour, as well as the rest of the model. I obtained this from a wonderful stand at the French exhibition Expométrique, which had sand of every shade from clear to dark brown. I chose a pale yellow.

Operation

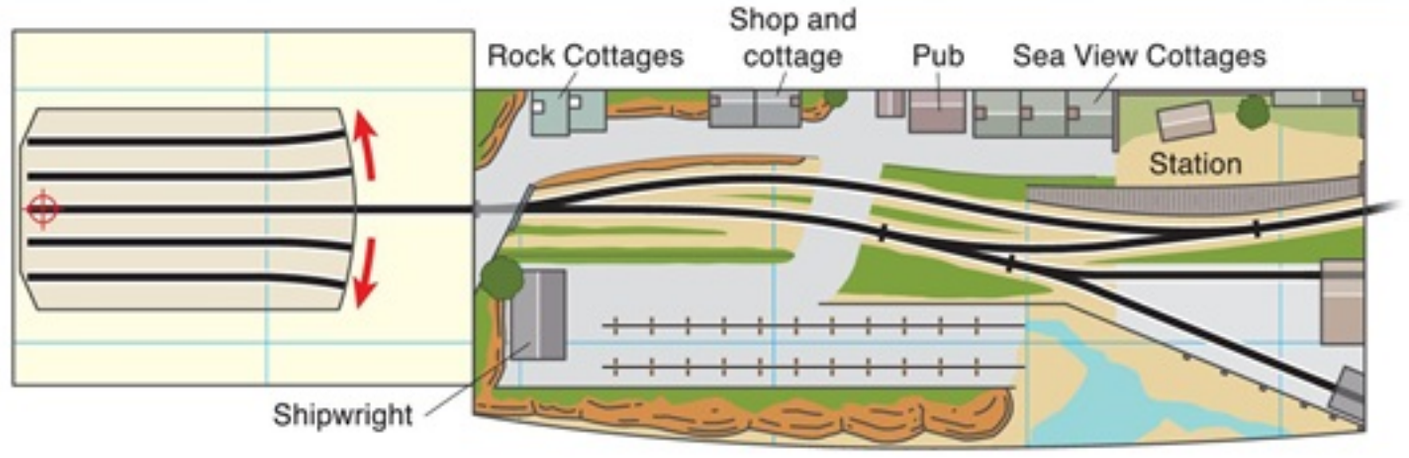
The sidings were short, holding just four wagons each, although made to look as if they extended further. Providing no more than 12 wagons were in circulation all was well. More and the layout tended to seize up!

Passenger services were often provided by a railcar, as this could be held at the end of the platform and just leave room for the loco of an arriving train to run round.

Sidings and fiddle yard were nicely in balance, but this pleasant state of affairs was not to last. Most of my layouts tend to evolve, with a major refit every few years. *Sand Point* was no exception and the temptation to move the fiddle yard off the layout and redevelop the liberated space was too much.



▲ ***Sand Point*** **Mk.I under construction, showing the foam sheets sandwiched between layers of MDF to provide strength yet retain lightness.** ***Photo by the author***



SAND POINT EXTENDED

Overall size: 1600mm x 425mm. Each grid square 300mm x 300mm.

▲ **With the addition of an extra fiddle yard board,** ***Sand Point*** **Mk.II was able to offer more operational and scenic potential.**

The model extended

Now the full length of the loop could be modelled and the road rising behind it to a bridge helped to disguise the exit from the modelled area. This also provided the inhabitants of Sand Point with a road link to the outside world. Previously, the way this had been managed was rather mysterious.

There was also room for more buildings. A new pub, the Spyglass, was provided from the repurposed harbour master's cottage. So



▲ ***Ordovician*** **shunts the empty mineral wagons, before returning them to the quarry.**

that this worthy was not left out in the cold, Rock Cottages were added, just before the sharp bend onto the bridge. All the cottages so far were modified Dornaplas kits, but a pair of Hornby Skaledale buildings provided another cottage and a general store up the hill.

To complement the new buildings and scenery, full height backscenes were added to give some depth to the scenic picture. However, reaching over from the front to change the points was no longer an option. So slow motion point motors from Micro-Mark were placed in the buildings and behind the road, switched from an independent control box.

For the new fiddle yard I changed to a sector plate, as this had room for five tracks. This also ensured that locos always tended to face chimney-first up the railway's ruling grade, although visiting operators do turn them from time to time.

As a final fling I changed the original Peco 'crazy' points for the larger radius main line versions when they became available. In most cases this was done using the existing point linkages. The wider radius points look better and allow the possibility of larger locos in the future.

All was not sweetness and light, as the original balance between the hidden sidings and the station's siding space was no longer there. Longer trains and more of them meant greater risk of

The up empty mineral train waits in the loop as *Devonian* arrives with a mixed train.



On the marine railway a boat hull is waiting to be winched up for fitting out. The petrol loco has arrived with the permanent way train.



The compact goods yard at Sand Point. In addition to the three original cottages and the house-cum-pub, the station building was reused.

congestion and fitting trains into the seaward side of the loop needs careful manoeuvring.

Locos and stock

The layout is usually operated by a selection of small 0-6-0Ts, all made to order by Paul Windle and running on Lifelike mechanisms. The oldest members of the stud are two Peckett Jurassic Class engines. All the 'assic' names were taken, so mine are called *Cambrian* and *Silurian*. These were followed by a Hunslet 0-6-0T, based on Cyprus Government Railways No.1, and a Ransomes & Rapier 0-6-0T. I continued mining geology for their names and they are *Devonian* and *Ordovician*.

Internal combustion power is provided by a petrol-engined Hawthorn Leslie, part of a batch sent out to the Dardanelles in WW1 and then diverted to Palestine. My model was purchased second-hand at an exhibition and has a 3D printed body from Shapeways. The chassis is a Kato 11-103, but it should really be inside-framed and rod coupled.

A selection of goods wagons is used; all open vehicles have removable loads. It's assumed that full mineral wagons are unloaded into ships further along the wharf, but in practice I wait until nobody is looking and remove the loads myself. The same process is used for wagons waiting to enter the goods shed. It's all a matter of timing!

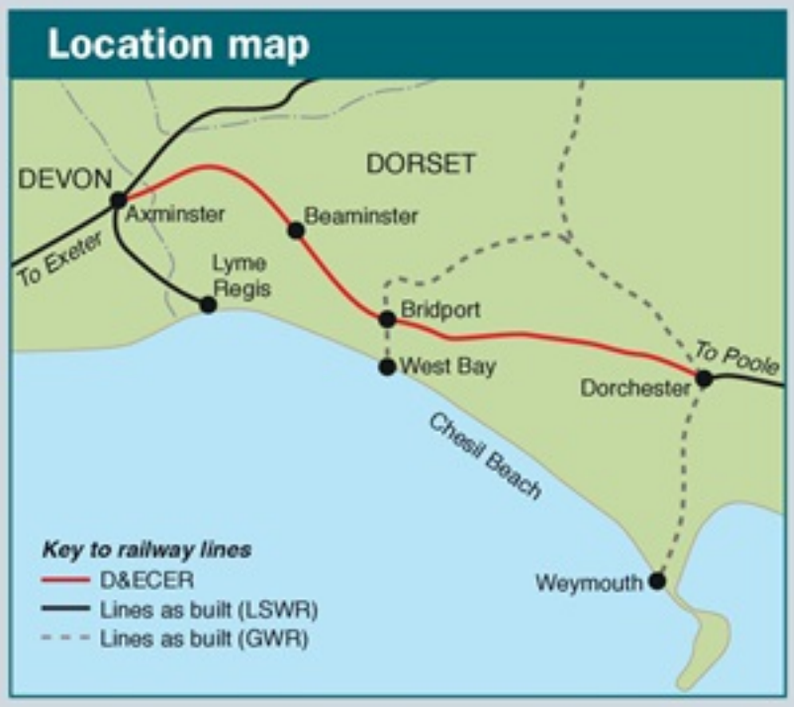
Although the headshunt was now shorter, the platform was longer and passenger trains can now run to two bogie coaches. However, mixed trains of one coach and a few wagons are more normal. Some services are operated by railcars to keep costs down. There are a couple of Drewrys, made by Paul Windle; a railbus set I made from a couple of Dundas Models coaches; and a Sentinel steam railcar, made by my friend Robin Winter.

Conclusion

Although compact, *Sand Point* provides several distinct areas for photography and is enjoyable to operate. It's proved to be popular at exhibitions and the varied operation maintains the interest of both visitors and operators. At home it fits along one wall of the front room, although it does have to take turns with several other models.

On from Bridport

Interest in railway schemes around west Dorset have occupied modellers' imagination for decades, ever since, perhaps the mid 1950s when John Charman took Charmouth as his muse and built Charford *Mk.I in a caravan!* **ALEC FRY** *was equally inspired by the region and, far away from the south coast in a garage in Tenerife, he created a 'just supposing' version of Bridport's town station as it might have been had history been different. The layout had to be dismantled upon Alec's return to England, but the plan and a few images remain as a taster for others who may wish to adapt the layout format to suit their needs.*



Photography by the author

In 1851 the Dorchester & Exeter Coast Extension Railway (DECER) was proposed as a continuation of the recently opened Southampton & Dorchester Railway (S&D). It would have continued due west from Dorchester South station through Bridport and Axminster to Exeter. This scheme was kicked back and forth through Parliament and elsewhere until 1854, when it was finally dropped in favour of the line which was actually built, westwards from Salisbury through Yeovil.

In my version of history, the Dorchester & Exeter Coast Extension Railway to Axminster was built to where it joined the direct line from Salisbury through Yeovil. Because of the existence of the latter, the double track main line of the DECER stopped at Bridport whence it became a single track branch onwards to the west. Main line services from London terminated at Bridport, and thus extensive loco and stock stabling facilities were required.

With the growth of traffic, by BR (Southern) days it is supposed that a number of prestigious titled trains terminated at what was by then known as Bridport Town, among them being The Royal Wessex, the Wessex Belle, the Jurassic Coast Express and the Bridport Limited. In addition there were one or two through trains to Beaminster, Axminster and Exeter over the single line westwards, but the service to the west was mostly provided by local all-station stoppers.

On a Spanish island

The layout occupied a garage and measured 10m x 4m (33' x



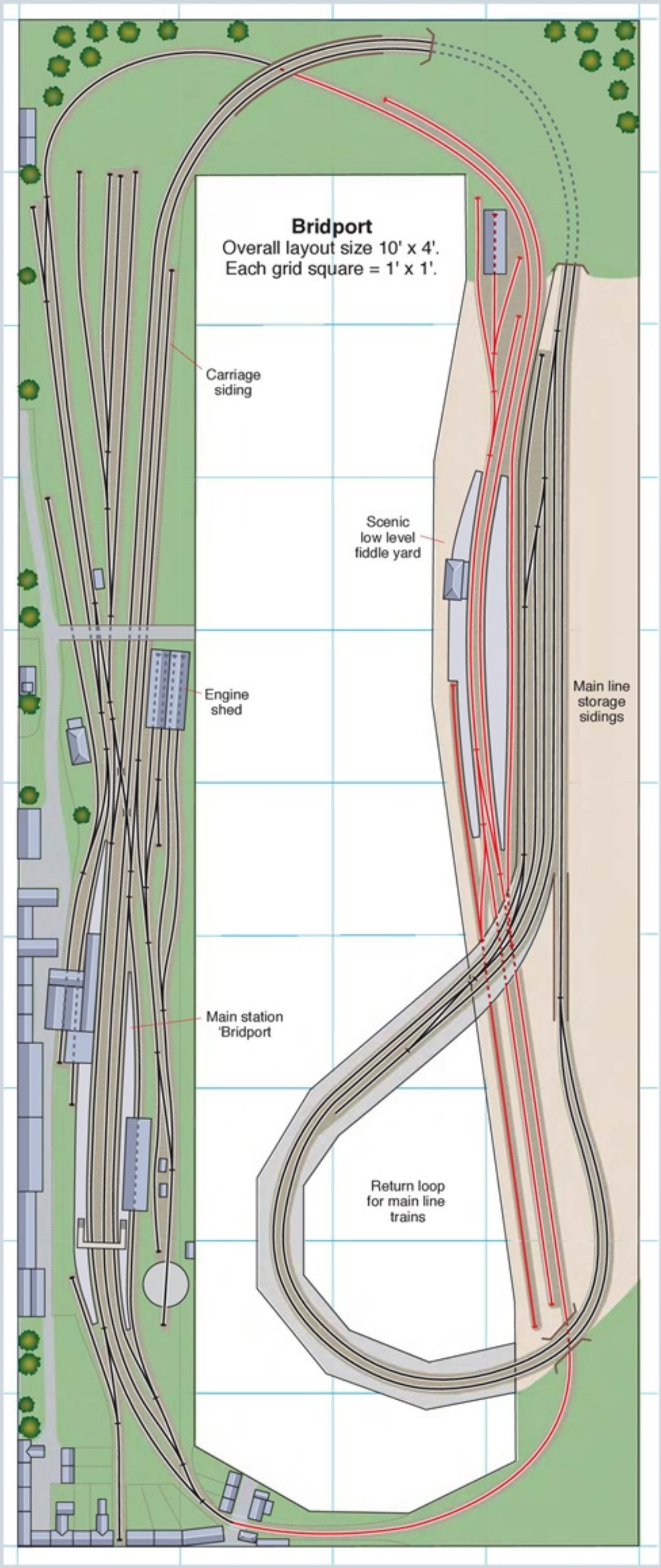
▲ **As the supposed history assumes main line services from London terminate at the station, adequate carriage sidings are provided.**



▲ **The station building is based on the prototype structure at the former station in Ringwood. Here a local train for Beaminster awaits departure.**



▲ **A general overview of the western end of the station. There was still quite a bit of detailing to do when the time came to dismantle everything.**





An overview of the eastern end of the station; the branch line to Maiden Newton bears off to the far left, whilst the main line tracks on the right head to London and the east.

13' approx). Bridport station was along one wall and a fiddle yard with a return loop and storage sidings along the other. This represented the 'rest of England to the east' and enabled the operation of Bridport Town – London main line services. A low level part-scenic through station provided a fiddle yard for the single track services, supposedly Beaminster at one end and Maiden Newton at the other.

Sadly the layout is no more, as I returned to live in England and was not able to bring it back with me. However I hope that the concept might appeal to other modellers, and although I was fortunate to have a vast amount of space in which to build the layout, a degree of selective compression of my plan could provide some stimulus, after all in the modern OO ready-to-run arena, much of the stock is readily available off the shelf.



As a backdrop to the station the buildings in Ropewalks and Gundry Lane were modelled with the aid of photographs in Bridport museum.



My objective was to provide a credible setting that would say to a local person "this is Bridport". With this in mind, I modelled the rear of the shops in West Street. These are made from downloadable kits and brick effect papers.

Heavy industry in 4mm scale

Tees Steel

Cleveland Model Railway Club member **JOHN COLLINS** *wanted to replicate the steelmaking industry local to the area with this OO gauge project, which incorporates some extensive kitbuilt structures. The layout uses digital control to allow sound in the locomotives.*

As a true Yorkshireman born and bred, when I started to spend time in the north-east of England I was fascinated by the heavy industry in the area around Redcar, especially the steel works which had provided work for thousands over the years.

When it was made public that the steel works was to close I felt it would be interesting to create a model railway depicting the main elements of a steel works bearing in mind the limitations of space: it would be impossible to replicate the real Redcar steel works so *Tees Steel* does not represent it, although the buildings match well with the real thing.

Cleveland Model Railway Club has a generous supply of members who have worked in the local steel works and were able to guide me with the basic details to ensure I was able to get the positioning of the processing and buildings in the right order. For instance the rolling mill does not come before the blast furnace in the steel making process. As the layout progressed these

members started to give me more and more detailed information which counted so much to making the whole layout so realistic.

My friend Vic and I set off on this project which we were to complete just inside two years, finishing in August 2016.

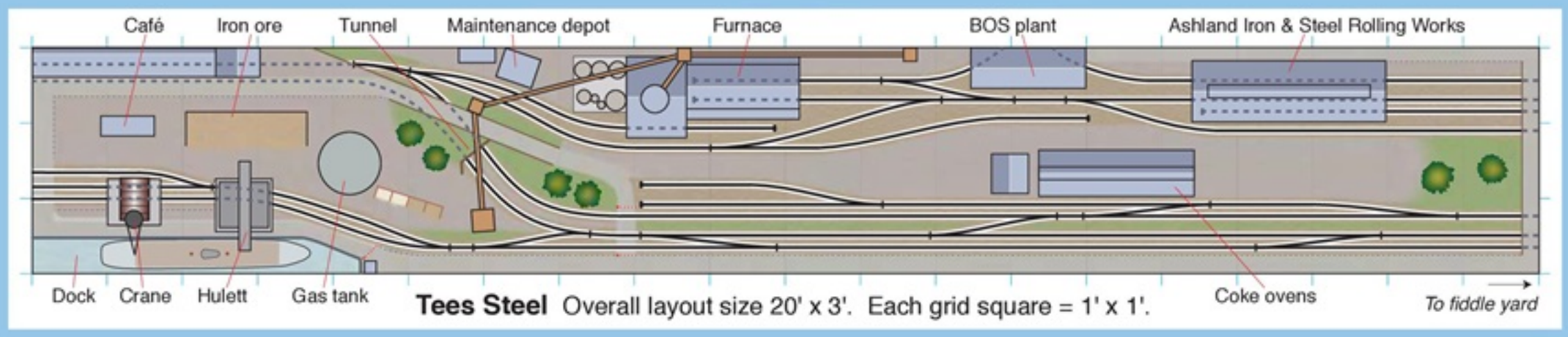
Lightweight baseboards

Construction was based on the need to create an exhibition layout which would be easy to transport to shows, and this has been achieved by using 50mm foam insulation board, as used inside roofs for the baseboards. This was framed with 6mm ply to create 3' x 4' boards. The foam is inert and does not expand or shrink. The material is easy to pierce for wiring, positioning of point solenoids, signalling, and it offers smooth and quiet running of the trains. The final advantage manifested itself when I found one man could carry two boards, one in each hand.

The next thing to do was to prepare a track layout using AnyRail computer software. Before planning the tracks the

Photography by Rebecca Flynn

The centrepiece of the layout is the balst furnace, which has been fitted with illumination to represent the fires.



Tees Steel Overall layout size 20' x 3'. Each grid square = 1' x 1'.

buildings had to be placed in position. Most of the larger buildings would have to be removable for transport; the blast furnace and rolling mill have their own boxes, whilst the large dock crane and coke ovens are boxed together. When planning the track I had to incorporate large radius curves for the Class 66s which work the main line trains; smaller locos such as Class 24s and 25s run inside the steel works. The plan allowed for shunting to be undertaken with four Class 14s, but this has not worked out in practice due to ineffective pickups.

Initial thinking was for an end to end layout but with exhibitions in mind a change of plan was required, hence the layout is now a continuous run providing four oval tracks allowing plenty of train movement at shows. Adding the buildings, which are large, it became clear that the scenic element of the layout would need to be made up of five 4' x 3' boards with the addition of a 4' x 3' board at each end leading to the rear fiddle yard, giving an overall 28' x 7' floor plan with the operators in the centre.

For my previous layout I used Peco code 75 track, but for *Tees Steel* Peco code 100 has been used, which is proving to be a lot more forgiving than code 75. Additionally using insulated frog large and medium radius points has produced better running for the larger locos, mainly the Class 66s. Peco Streamline flexible track was deployed for the rest of the trackwork with curves planned to be at radius 3 and 4 for the outer ovals.

The rolling mill is at the right-hand end of the site: the large buildings had to be taken into account when checking clearances.







The steelworks is active 24 hours a day, thanks to the powerful lighting: models by CR Electrics provide illumination on the layout.

There are many cameo scenes on the layout, such as this group of emergency personnel helping someone out of a marsh.

We found that insulated points were simpler and did not require frog juicers as would have been necessary with electrofrogs.

Digital control

It was considered important to install sound in our locos which led to the use of DCC for the electrics. Hornby decoders control the points from the same firm's Elite controller. We have four operators at shows and we are looking into adding a further controller, a Hornby Select, which will allow for more movement of trains.

For the basic wiring underneath we ran two cables down the middle of the boards with male and female domino connectors across each of the board joins. All track droppers, point and signal wiring is connected to these two bus wires. A second separate bus was created to connect all the point decoders. This was to prevent any shorts on the track disturbing the point decoders, which need resetting every time which is a very time-consuming operation.

A similar problem became apparent when locos could cause a short on crossing the insulated frogs because the wheels were making contact with both rails at the point crossing vee. Our solution was to apply gloss black paint to the crossing vee, extending the insulation of the existing plastic frog.

Centrepiece structures

The buildings were obtained from the American manufacturer Walthers as kits: these included the large crane in the port, the blast furnace which is the feature item, the coke ovens and the rolling mill. All are HO scale but they still look large. The corrugated BOS plant was scratchbuilt. All buildings were weathered with an overall covering of iron ore dust which impacts everything in the area. The Walthers kits could be considered to be expensive, but building them is a great hobby on its own. Some were very complicated but well worth the time spent.

We added lighting into the blast furnace to achieve a realistic fire effect. Lighting was also added to the inside of the coke ovens to represent burning the coal to convert it to coke which is used in the furnace. This required drilling small holes in the front wall to allow the light to come through. The tall yard lamps were sourced from CR Electrics

and are spread around the site. For the general roads street lighting was used. All lighting is connected to a separate transformer. Signals are DCC units from Train-Tech which just need to be connected to the track and given an accessory number on the main controller.

There are various scenarios dotted around the layout to create interest for viewers, such as a homeless person under the bridge, a man being helped out of a marsh and a welder cutting some pipe.

Once unloaded from the shipping, iron ore and other raw materials are stockpiled ready for use elsewhere on site.

A suitable name

We needed to give the layout a name: we could not call it *Redcar* simply because it





The iron ore unloader is a model of the Hulett type popular around the Great Lakes in America, and was built from a Walthers kit.

Class 66s are the main type of locomotive on the layout, and around the area modelled.

could not possibly be made big enough. Our railway club was due to hold its annual exhibition, but all the layouts at the show had to represent areas of the north-east to be included: so one of our club members came up with the name *Tees Steel* which when we created the logo became Teesteel. Problem solved – we were in our first show.

Operation

The main line to the seaside town of Saltburn runs along the side of Redcar steelworks. Saltburn is served by Northern Class 142s. Also running on this line is traffic hauled by EWS Class 66s from Skinningrove steelworks which produces specialist steel items. Finally Freightliner Class 66s pull up to 15 100T hoppers serving the potash works at Boulby. We have tried to replicate these workings on our layout.

Conclusion

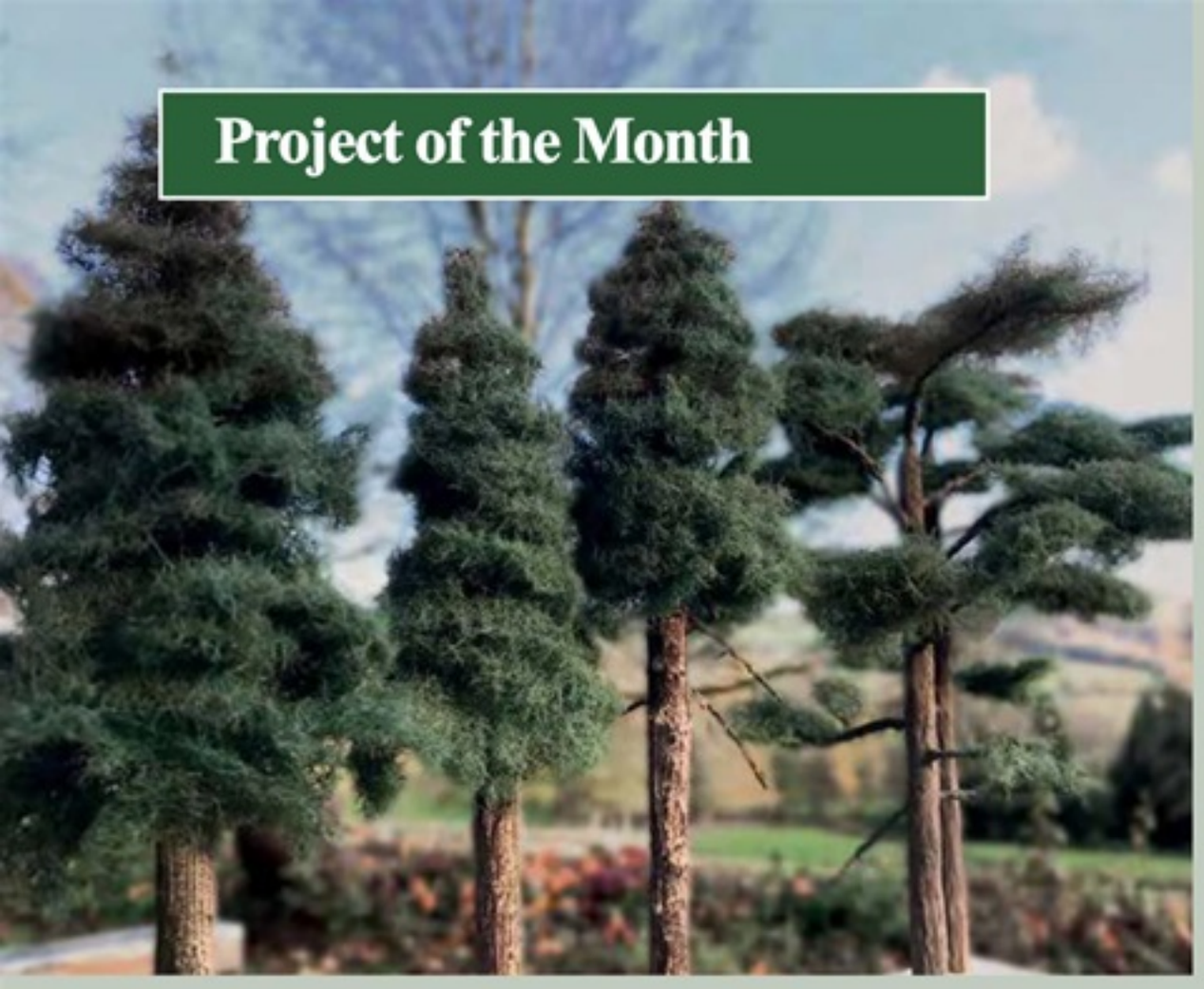
Finally we have taken *Tees Steel* to several local shows – Shildon, and Perth Green early in 2019 – and also as far away as the Eurospoor event in Utrecht in 2017.



This track-level view shows how lighting can enhance a layout: DCC allows fine control of the effects. Signals are the digitally-operated items from Train-Tech.



Project of the Month





Trees from pan scourers

This economical method of tree construction was perfected for an episode of The Great Model Railway Challenge *by Fawley Flier* **RACHAEL HOLLOWAY-REID**.

Photography by the author

In March last year a TV production company was casting for a brand-new television series for Channel 5, titled *The Great Model Railway Challenge*. For our team this was something completely new for us, and – to be honest – a bit bonkers!

We assembled the home team, McAlpine's Fawley Fliers, and set about making our permitted six pre-made items. For me this was the first big challenge, as I had done absolutely no modelling before; elected as the 'Scenery Expert' nonetheless, I got a couple of Gordon Gravett books thrust into my hands and was asked to "…learn to make trees."

In fact, to make the trees that appeared on the heat layout – all conifer and spruce type, as these would be the only types of trees in green during the winter – I turned to that endless fount of knowledge – the internet – for inspiration. And pan scourers caught my eye!

As someone who had never scratchbuilt anything before, the idea of creating something realistic from a basic household item appealed to me. Also dowelling is very easy to obtain from DIY shops and I had a good reel of steel gardening wire in a drawer at home – I was set! Armature glue was not a substance I ever thought was a 'thing' until I had to make some, but PVA glue and kiddies' poster paints from a craft shop, and all-purpose filler (back to the DIY store) were very obtainable. Static grass was also an item I had no concept of until the materials ordered by our team arrived at Fawley. I grabbed some of that and set off for my arboreal mission.

The desk behind the sofa became my new modelling studio (hint: it still is…) and I set about with basic home tools; wire cutters, craft knife, small electric drill, pliers etc making these new trees. While I thought that the method for these creations seemed simple enough, such as the barmy notion of 'par boiling' pan scourers, I wasn't prepared for the amount of time it would take to create a tree using all the materials described, and also I was new to this, so a 'batch job' mentality and something of a production line was employed.

The recipe for making evergreen trees from pan scourers is shown in the step-by-step sequence on the opposite page.



▲ A batch production method was employed to enable several trees to be assembled at a time.

Life After 'The Challenge'

By the time filming of the final had finished, rather than bolting off to a safe place to contemplate how everything would come out in the 'final cut' – you do get concerned about these things you know – I discovered I had caught the railway modelling 'bug' and continued to practice making railway scenery.

The poster paints are in the

As seen on TV in THE GREAT MODEL RAILWAY CHALLENGE

A leafy and unkempt country lane made using the techniques described below, but with added foliage scatter. The backdrop is real countryside by the way.

back of a cupboard and its shelves are full of Tamiya paints. Artex powder has replaced the all-purpose filler, tile grout, chinchilla dust and tallus have been added to the ever-growing list of scenic materials I use, as well as lots of different static grasses and scatters – I've got it bad, clearly!

Trees, undergrowth and grassland are definitely my 'thing' and I continue to improve on my new-found skills.



Fibres, granules, and wispy fibrous matting, plus some static grasses, can all be used to replicate natural-looking plants, shrubs and trees.

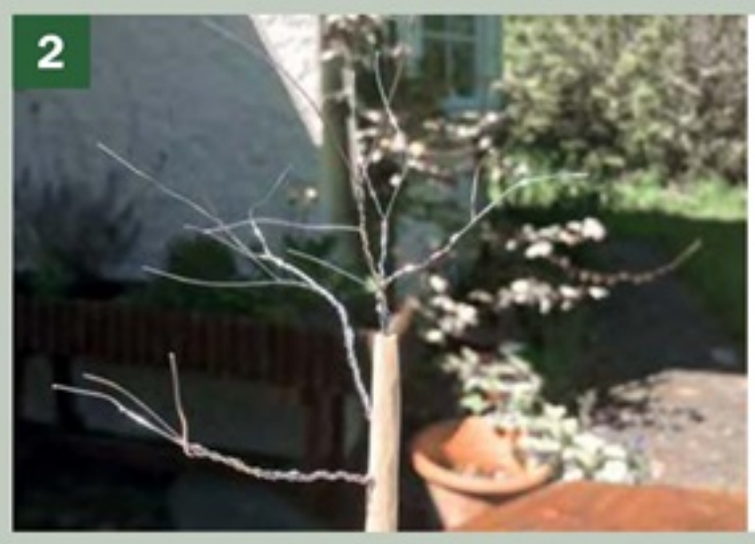


Another view down the lane, as seen opposite. The use of commercial scatter as a final coat really makes the shrubbery look realistic.

Trees from pan scourers step-by-step



Choose a large saucepan that the pan scourers can fit into comfortably. Place the pan scourers in the saucepan and pour on boiling water. Bring the pan scourer and water mixture back to the boil, cover, turn the heat down a little and then allow to simmer for two hours. When the 'cooking time' has finished remove the pan scourers and allow to cool and dry. When dry you'll be able to peel the layers of synthetic fibres apart; there are about four layers and the boiling makes the fibres softer.



Cut various lengths of 12mm dowelling between 18cm and 22cm long for the tree trunks. Drill a 2mm hole in the bottom of each one and for the spruce trees a 2mm hole in the top as well. Add a twisted length of wire in the bottom of each trunk to hold them up and for 'planting'. Using a craft knife, whittle the conifer tree trunks to a sharp point at the top and for the spruce trees whittle the wood away enough to keep the hole at the top intact. For the spruce trees add a simple, and fairly open, wire armature from 0.5mm wire and place in the hole at the top of the tree. Add more wire armatures glued into holes made with the drill or a bradawl down the length of the trunk.



The trees can have the armature glue added now; I used PVA glue, premixed water-based poster paint and an all-purpose filler. Build up the layers and then score the final layer with a stiff dry brush to create the rippled bark. I used the same poster paints to paint each tree a brownish colour and then dry-brushed lighter colours onto the bark when dry. For the spruce trees, cover the wire armature as well as the dowel trunks, with the same bark effect mixture (note that the photo shows this stage with some foliage in place. Normally the bark effect is added prior to the foliage being fixed).



The fun part with the pan scourers. For the conifer trees the pan scourers were torn by hand (to keep the edges a bit rough, rather then use scissors) into circular discs of decreasing circumferences and then a hole punched into the centre of each disc.

Starting with the largest disc at the bottom, these were threaded onto the trunk of each tree, with a bit of a gap between each one. The discs were cut into with sharp scissors to create a frond-like appearance. The spruce trees had randomly torn pieces of pan scourer in different sizes attached with PVA glue over the ends of the wire armature.

The controversial hairspray step – 2mm green static grass fibres were added to the conifer trees with hairspray used as the fixative, which gave the trees a softer finish. For the spruce trees two layers of static grass were applied, 6mm first then the 2mm, which gave the pan scourers a little more bulk. Some sections of woodland (above) had a coat of commercial foliage granules applied, but the trees did not.



Through The Railway Room Door...

Widdiford – a new challenge!



PETER & BIRGIT MARTIN *show their layout which is housed in a fully insulated workshop in the back garden. This was a new challenge for Peter who, having spent 40 years modelling German standard and narrow (in its many forms) gauge lines, made a return to UK outline modelling, in OO.*

Notwithstanding my more recent continental projects, I like many readers of this magazine, cut my teeth on British outline modelling in OO well over four decades ago. Eventually I moved away from this popular standard for several reasons; at 16.5mm gauge, it always looked too narrow to me; and in those days, to get half-decent running you had to have just about everything kitbuilt.

In recent years however the quality (both visual and technical) of OO models has improved greatly and, late in 2015, I decided it was time for another dalliance and set out to build a small OO layout so that I could operate my equally small collection of British models. Unfortunately I have very limited space in my workshop (10' x 8'): but just enough to allow a 9' x 7' L-shaped layout to be mounted on shelving. I have deliberately limited the width to 11" – just wide enough for a small branch line terminus.

Living in the south-west of England, a fantasy layout based loosely on BR Western Region practice in the 1950s/60s was a natural choice, thus *Widdiford* was born. *Widdiford* is pure fiction, no more, no less. It is not intended to be an accurate recreation of British (WR) practice or of a specific time. It has been built to give me somewhere to run my British stock, be reliable in operation and fun to play with, capturing the spirit of the era, in the best 'it's my train set' tradition.

Not wanting to go down the EM/P4 route for a much more accurate track gauge, a compromise was needed. To my mind flat-bottom rails emphasise the 'narrowness' of proprietary OO gauge track. So I experimented with some SMP code 75 bullhead track and point kits and I felt that, at least, the visual impact of the 'narrow' track could be reduced to an acceptable level. My choice of track was settled: it was time to bite the bullet and start to build!

Baseboard construction is very simple: 3" x 1" framing and 9mm MDF decking. My original idea was that there would be three boards; 6' x 11" for the station section, 3' x 3' x 11" for the right angle turn with a 3' radius, and a 4' x 11" fiddle yard section.

Photography by Steve Flint





The autotrain departing in the background. The boiler house supplies an off-layout factory.

However to achieve a workable track plan, the station and turn sections were assembled as a single unit; a little cumbersome, but manageable.

As with the majority of my layouts, DCC operation was chosen. Once the track plan was finalised, laying the track could begin. I found the SMP track a little fragile and it is also essential to remove the web between the sleepers on the inside of curves. The track was laid onto a cork underlay and wired for DCC operation with all conducting rail joiners having been bridged with a wire (under the baseboard) for belt and braces reliability – important!

Once laid and wired the trackwork was thoroughly tested to ensure reliable operation. Once I was happy with the performance, the track was spray painted using Humbrol dark brown Acrylic aerosols. I prefer the rails to be roughly the same colour as the sleepers; this may not be correct, but then visually the track blends into the surrounding landscape better and is a lot less conspicuous.

SMP point kits were used throughout, their

Pannier tank No.6412 arriving at Widdiford with an autotrain. The goods shed and yard crane in the background.



Widdiford

Overall layout size 9' x 7'. Each grid square = 1' x 1'.

▲ The layout is served by a three-track fiddle yard.

◀ An overall view of the layout with Class 25 D7638 heading a pair of Mk.I coaches.

assembly onto the plastic sleeper web is not too difficult and the running and operation is acceptable. They were built with the blades wired to the appropriate stock rails and the polarity of the frogs switched via integral switches in the point motors. These are Traintronics TT300 DCC slow action point motors, I have found them to be good value, reliable, self-adjusting and easy to install, I normally set the DCC address before installation.

Ballasting was then completed (Woodland Scenics). Laid dry, the ballast was then moistened with a fine mist of warm water and then glued in place with thinned down PVA (about 3:1 water/glue), care being taken not to get glue on the point blades or around the operating shaft. Several applications of thinned glue are normally needed and once fully dry the track can be cleaned and retested.

Now to the layout control system, and as I alluded to above, I'm a DCC advocate. Information about *Widdiford*'s control system, which some may find a little too sophisticated for small layouts, can be found in the adjacent panel.

Most building kits are from Ratio and Wills, carefully assembled, airbrushed and then lightly weathered using Pan Pastel acrylic powders then sealed with a fixative spray. The station building has been built as a low-relief unit to save space. A pair of resin R-T-R buildings have been

▲ 2-8-0 No.5239 bringing in a short freight, Tompkins Cider apple farm and the cattle dock in the foreground. The Kings Arms pub overlooks the station site.

Route-setting program for DCC

With tracklaying, track wiring and ballasting completed, the digital control system could be deployed, programmed and tested.

I have two DCC systems that I can use on the layout; the Lenz system 100 or the Roco Z21 system coupled to an Android tablet device and/or the new Z21 wireless hand-held controller.

One of the disadvantages with DCC is that if a short circuit occurs, such as when a loco encounters an incorrectly set point, the system shuts down.

In the domestic situation this not a major problem, however at exhibitions, especially if locos are sound fitted, the situation becomes very obvious: the sound effects stop abruptly until the fault is identified and rectified, then restart from the beginning of the sequence when the power is restored.

There are several remedies including the use of a multi-channel power manager, but this would require more complex layout wiring to separate the point and track power feeds as a minimum.

I feel that a better way is to use a route setting and signalling program to minimise operator error.

Heinz-Willi Grandjean, a dear friend of mine, developed a Windows-based program (ESTWGJ) for use on his own layout. The program replicates the German signalling rules very accurately, and the on-screen views represent that which would be seen in a modern German electronic signal box using entry-exit button operation.

In that respect it is not so dissimilar to a British electronic signal box. Using the program is straightforward; your track plan is drawn using pre-drawn track, signal and button mosaics.

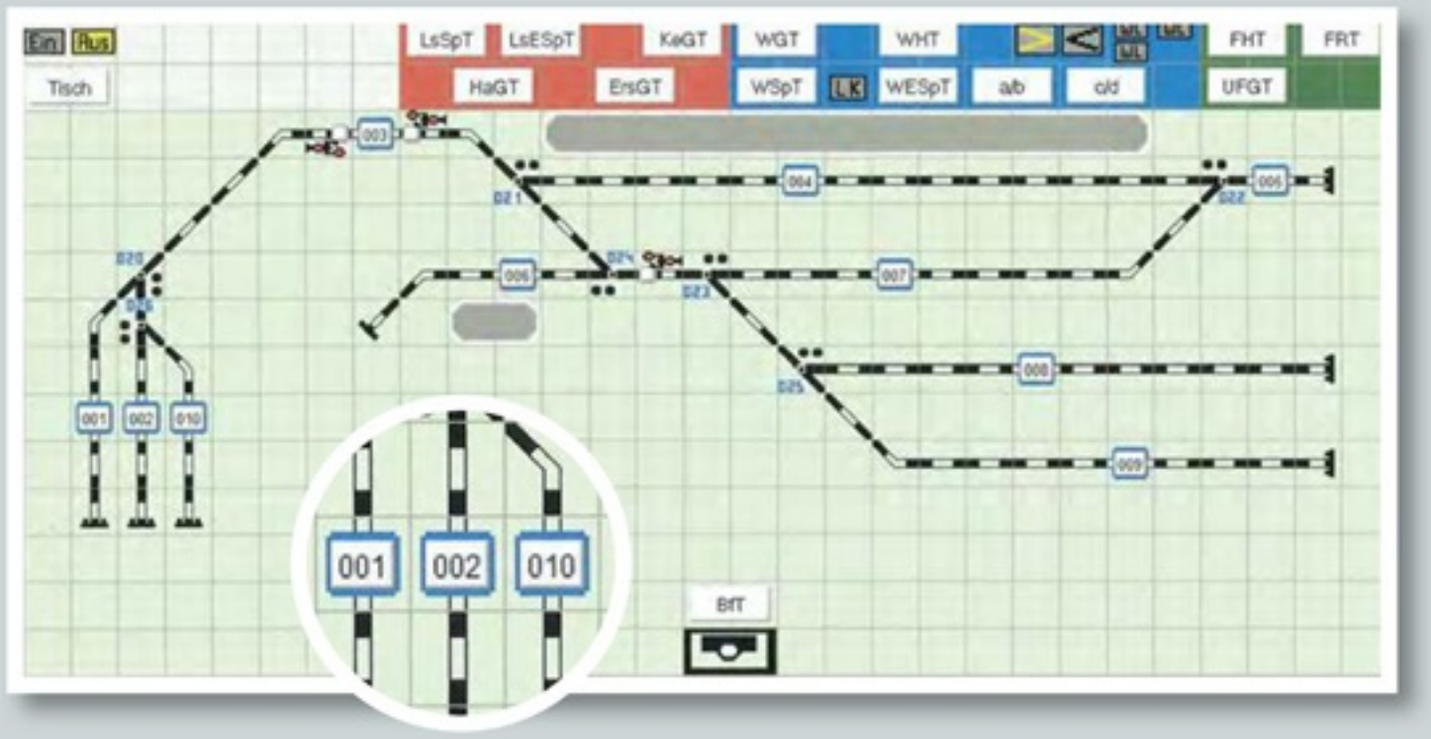
ESTWGJ will interface with various DCC systems. Routes are defined using an entry button, the required points and signals to an exit button: good practice is to build routes in each direction of travel, ie A to B and B to A. Although a very powerful and complex program, capable of creating prototypical operation for your model railway if required, for my layouts, I only need to use the most basic facilities within it.

What benefits does this type of software give the railway modeller? Once set up it gives reliable route and signal operation with the touch of two buttons, which eliminates faults caused by incorrect point operation – very important at exhibitions. *Widdiford* is normally operated by two people, a signalman and a train driver. Whilst *Widdiford* shall not be exhibited I wish to have a common operating system throughout my layouts.

One minor disadvantage is that, being written to replicate German signalling practice accurately, there are no mosaics for semaphore signals, only German colour light signals. I have used simple shunt signal mosaics which operate the semaphore signals via Peco SmartSwitch servos.

If a layout is fitted with track occupancy it is also possible to program the signals to return to danger automatically as the train passes. For simplicity I have not added track occupancy, but I program the signal motors with a timer to set the signal back to danger after a preset time.

Further information about this program is available from – **www.estwgj.com**



The on screen control panel drawn using Heinz-Willi's software. Operation of the layout is very easy; simply select and operate the entry and exit buttons (inset), points and signals are sequentially operated, and confirmation is indicated on the screen. A conflicting route cannot be set until all signals have been restored to danger by the timers.

A general view of the goods yard, with 5239 bringing in a freight. The yard crane is a Ratio product, as is the goods shed.





Where the telegraph 'wires' cross sides of the track it is important that the poles are stayed. The Wills fencing is in the background.



A view of Widdiford station and the weighbridge. The station building is the Ratio Castle Cary model, made into a low-relief structure due to space constraints.

thrown in for good measure. Scenery was built up with layers of Polyfoam 2" insulation board, this is light and very easy to work, though a dust mask is essential if it is to be sanded. Styrofoam glue (available from Hobbycraft) bonds the Polyfoam layers well and will normally dry in 24hrs. I sealed the Polyfoam with PVA and interior DIY filler mix, once dry the scenery was built up. I used a thick broth of filler, PVA, poster paint powder and water, which was generously painted over the shaped and sealed Polyfoam, and a mix of various shades and textures of Woodland Scenics grass scatter material was applied whilst the broth was still wet then lightly misted with water which helped the scatter material to adhere. For HO/OO I prefer scatter material to static grass which I think can look a little heavy in these scales. The lineside fencing uses Wills posts. These were painted then each post had three holes drilled through it. The posts were then threaded onto three lengths of fine fishing nylon, the thread on the first post was glued with a spot of superglue. The posts were then glued into appropriately-placed holes at the lineside; the three lengths of line were then tensioned and held fast with superglue on the last post.

The three semaphore signals were built from Ratio kits. They are actuated by Peco SmartSwitch servos through its DCC adapter, each signal having its own address.

I have a small collection of BR(W) rolling stock and locomotives all of which have been weathered/dirtied. The locomotives are DCC chip fitted, normally the address is the four digits of the running number. The top speed has been reduced to give a maximum speed that is appropriate for the layout and operation. Likewise acceleration and braking are also optimised. CV29 (loco configuration) has both dc operation and Railcom bits turned off.

Normal BR(W) locomotives including Panniers, Prairies etc, mostly things I can remember from my childhood plus a couple of diesels that I also like. Coaches are in carmine & cream or maroon liveries, and most of the wagons are of GWR origin, R-T-R or kitbuilt. I have used continental style loop and hook couplings on locos, wagons and the end of coach rakes. Coaches are coupled together with either Roco or Fleischmann close couplings.

Finally I must thank all of those who have helped me with this project over the year, so much had been forgotten. In particular I would like to mention Doug Tompkins and my wife Birgit whose ideas and insights into scenic details has helped so much.

Type 2 diesel hydraulic D6327 emerging the road bridge underway to Widdiford.



2-6-2 Prairie tank No.4507 arriving with a train, whilst D6327 waits in the yard.



Collings Lane – a start in N gauge

JOHN TURNER *shows how to build a small circular layout using the Peco ST-300 starter set and a few extra pieces of track.*

I've been an N gauge enthusiast for a while as I find the size of the models to be ideal for building small layouts when you have very little room to spare. A previous layout of mine called Otterton Mill was featured in the August 2012 issue of RAILWAY MODELLER. *That too was made using Peco Setrack clip-together track, which makes track laying easy.*

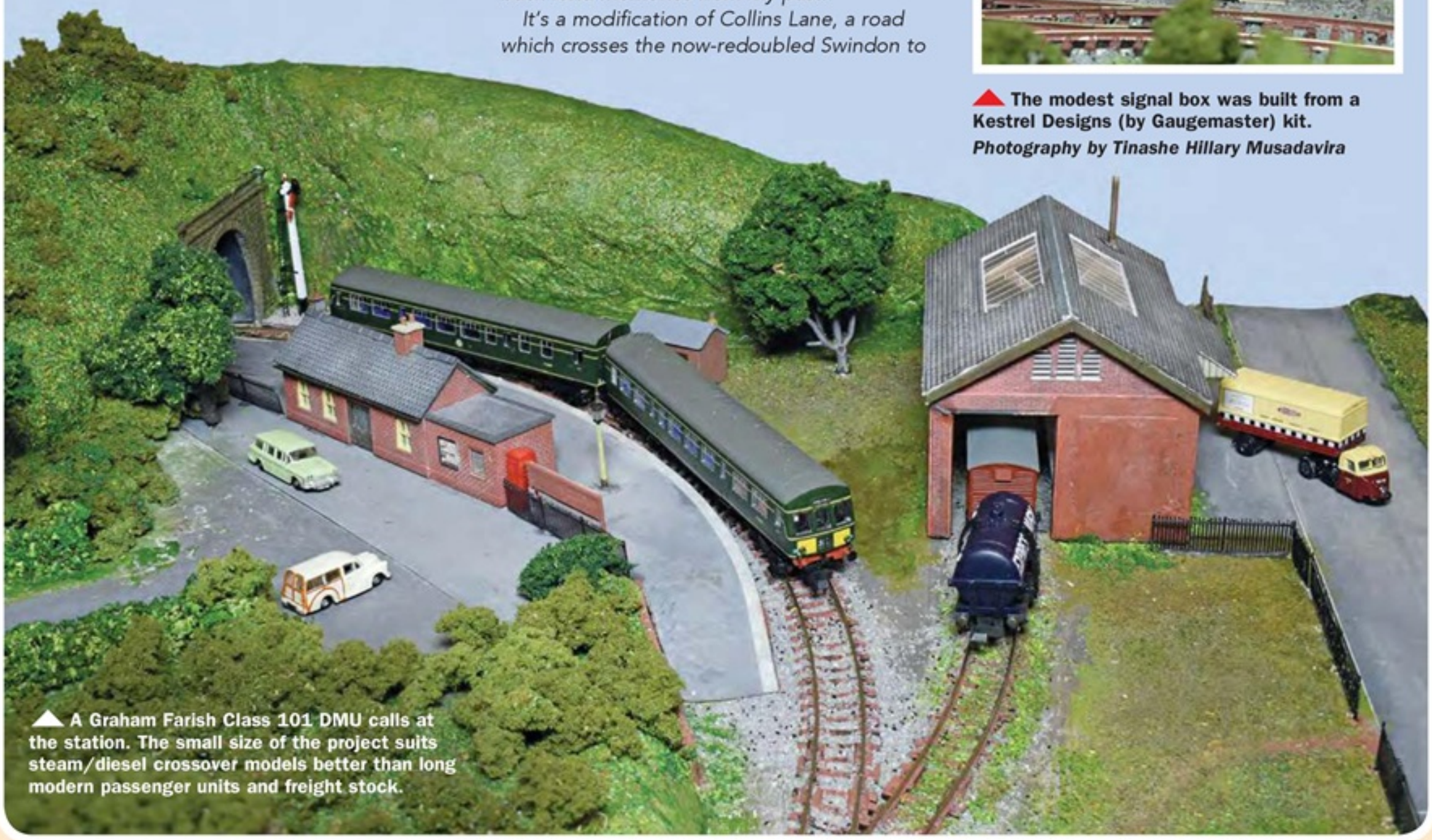
When the chance to build another layout arose, I recalled a super small-space N gauge circular one which appeared in the May 1977 issue of RAILWAY MODELLER. *It was called* Littleton Curve *and was built and written about by Brant Hickman. It gave me the impetus to have a go at building my own version which I call Collings Lane.*

I chose Collings Lane as the name brings back fond memories from my past.

It's a modification of Collins Lane, a road which crosses the now-redoubled Swindon to



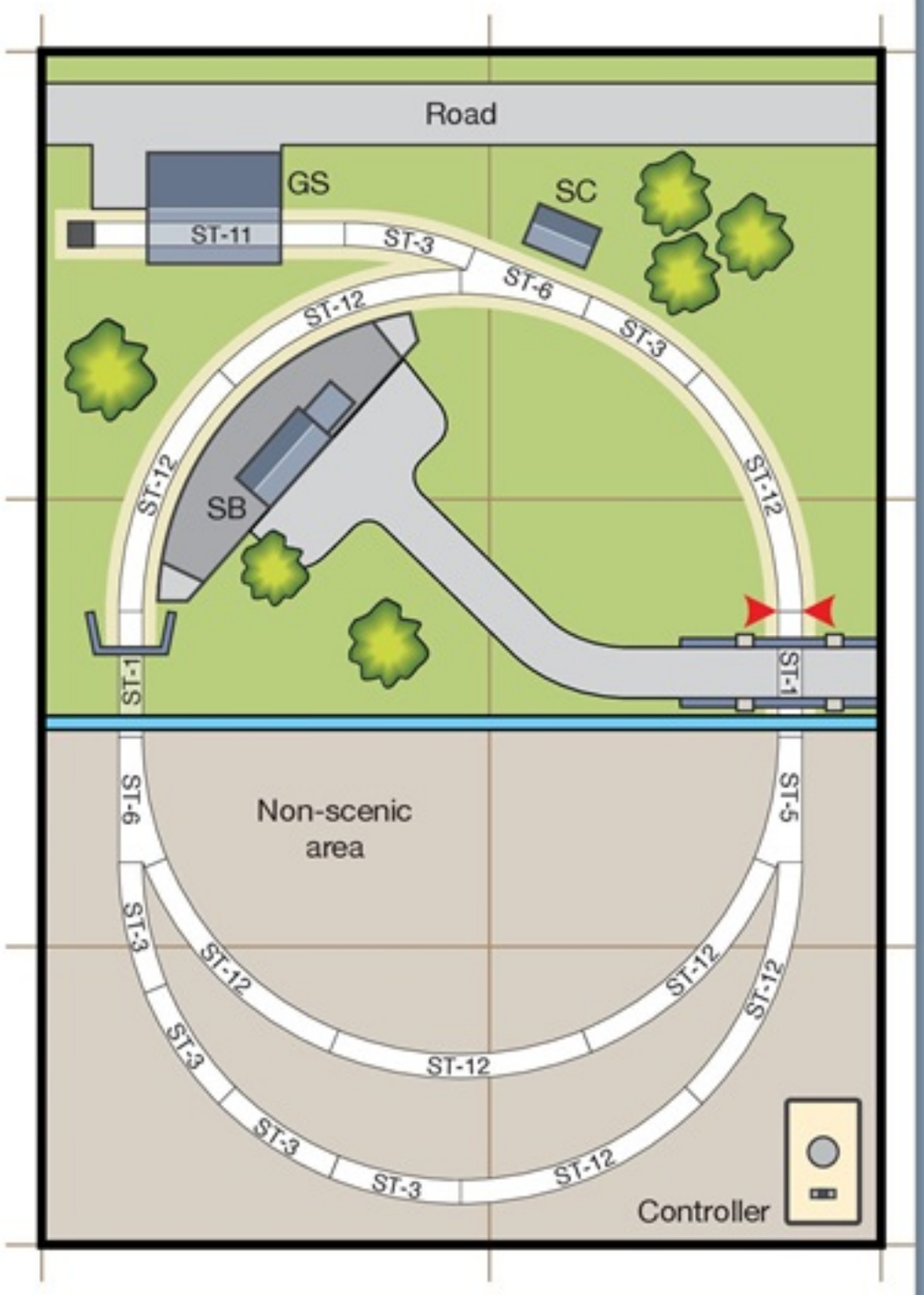
▲ **The modest signal box was built from a Kestrel Designs (by Gaugemaster) kit.**
Photography by Tinashe Hillary Musadavira



▲ **A Graham Farish Class 101 DMU calls at the station. The small size of the project suits steam/diesel crossover models better than long modern passenger units and freight stock.**

COLLINGS LANE

Overall scenic dimensions: 2' 9" x 1' 10½".
Each grid square =1ft x 1ft.



Kemble route by a level crossing south-east of the site of the long-gone station. My uncle was a crossing keeper there. Anyone who lives in Purton, Wiltshire should know it well.

The PECO Starter Track Set



The ST-300 includes many of the track parts needed to construct your own version of *Collings Lane* and includes a copy of our Setrack N gauge Planbook which is packed with ideas on how to grow your railway. Each design has 'shopping list' which details all track parts required, plus advice on baseboard construction and suchlike (also available separately, ref.IN-1).

The design

The baseboard measures 2'9" x 1'10½", and sits on a small table. The materials used came from part of a decorator's paste table topped with hardboard. I added additional battens underneath to increase support.

As I intended to use a Peco ST-300 Setrack Starter Pack, I began by drawing the proposed track plan on lining paper using Peco ST-5 and ST-6 paper point templates as a guide.

I then purchased the ST-300 starter pack as a springboard to create the whole layout and found it superb. In the fiddle yard – the non-scenic sidings at the back – are the right-hand ST-5 and left-hand ST-6 points from the pack; I purchased another ST-6 for the scenic section, giving entry to the siding.

When it came to laying the track and points on the baseboard, I decided not to use any cork or foam underlay as a track base, and laid track directly onto the surface of the baseboard with track pins

Before I added ballast to the track bed and between the sleepers, it was painted in a rust colour - keeping the electrical surfaces of the rails free of paint.

Peco fine grade ballast was used, fixed down in the time honoured way by gently dripping a 50/50 PVA/water mix onto the ballast particles and leaving everything to set.

Overall view of the layout. The compact nature of the scene means that progress is easy to make and very satisfying to complete.



Two things to note here; don't forget to add a drop of washing-up liquid to the PVA adhesive mix to help the solution flow freely into the ballast granules; and secondly keep the solution clear of track joiners and the moving parts of the points to avoid them get glued up, as this can have an adverse effect on electrical continuity.

Wiring is very simple, just two wires from the track to a Gaugemaster Combi controller. The ST-300 includes two power connecting clips, but readers who wish to follow in my footsteps can use the ready-wired ST-10 standard straight as an alternative. No other wiring is required, and any isolation desired is achieved by the insulated frogs of the points, which are 'self-isolating' in that they cut the power to the route against which they are set.

Scenery

To protect the track during this stage of the build I covered it with masking tape. Then I installed formers made from strong card cut to the shape of the landform and at a distance of 30mm between each one. I laid strips of card across each former and cut up lengths of kitchen towel and covered them with a mix of DIY filler. When it was dry I painted this base a green/brown mixture to hide its white colour, then pasted the area with diluted PVA and scattered grass flock particles liberally all over.

The bridge sides, tunnel mouth and station kit are from Peco; goods shed from Metcalfe; signal box from Kestrel (obtained via Gaugemaster); and trees are from the Woodland Scenics range.

The backscene was made from 5mm MDF. I painted the sky and from my laptop sourced a country scene, cut it out and pasted onto the board.

Conclusion

I would like to thank my wife and other friends who helped with lots of sound advice. I hope also you can watch my short film about the layout too. [Ed. – see below]

Illustrating the point made on page 411, this train of short wheelbase wagons, hauled by an 0-6-0PT, looks more suited to the sharp curves.



John's impetus

Brant Hickman's Littleton Curve

John's model was inspired by this superb little layout built by Brant Hickman and illustrated in the May 1997 RAILWAY MODELLER. The cover photo of that issue depicts a blue-era Class 20 on the line. John chose to portray the steam - diesel transition period, but this layout would work equally well as a modern day heritage line.



Only a few buildings will be needed, so the opportunity to paint and detail them well presents itself.



The May 1997 issue of RM is now out of print, but second-hand copies may be found on trade stands at shows. Photocopies of the article are available from our Technical Advice Bureau; call 01297 21542.

See the layout in action

John has had a short video made of the layout which you can watch and listen to John's own commentary. To watch the four-minute clip in which John expands on the construction of his model and shows trains in operation, simply visit the RAILWAY MODELLER page on the main Peco website and navigate to the video via the drop-down menu, or enter this link into your browser search bar; www.peco-uk.com/pages/collings-lane-video



Working up a plastic structure kit

CHRIS FORD *explains how beginners can hone their modelling techniques by constructing a simple kit such as the Wills coal office in 4mm scale.*

Photography by the author



▲ **The office and coal bins as supplied by Wills, to show the start point.**



▲ **The prototype inspiration hut was built from slate slabs (of slightly larger dimensions than the pattern of the kit) and roofed with local slates. The door and window are firmly secured to protect from vandals as the site is quite open. The main difference in styling to that of the Wills kit is the chimney stack at the right-hand end, and that this right-hand wall is rendered. Although this particular detail is not added it would be simple enough to replace this wall with one of plain plastic sheet, or cover it with a layer of air-drying clay and sand it flat.**

I have plans for a small OO9 layout, and for a change I decided to build most of the structures first, rather than get the board built and the track down beforehand. The first of these was to be a small tally hut, inspired by a prototype at the foot of the incline at the Llanberris Slate Museum in North Wales. It dawned on me that this was pretty close in general style to the Wills coal office (ref.SS15) so I set about adapting the kit. Whether this was any quicker than starting from scratch is debatable, but the kit will take a fair amount of detailing and is a good value basis for having a first go at putting a little extra into a basic plastic kit.

For this conversion you will need some plastic solvent; a knife and ruler; a variety of small files; and most importantly a home-made flat sanding board, to create mitre joints and to thin down some of the parts. (Although a file could possibly be substituted.)

The kit is made up of 10 parts plus a set of coal bins which are not required here. The stove pipe and roof sign can be put to one side as they are not used. The moulded walling pattern is almost identical to the pattern on the Ratio N gauge/2mm scale walling (ref.302) and a slice of this is used for the chimney. The photo sequence details how the hut was made.

Altering and detailing a simple pocket money priced kit such as this will only take an evening or two, and despite its lowly status will undoubtedly give great pleasure as you have now made it yours. Starting with a kit which is tried and tested will give you an almost cast-iron guarantee of success and is a very low cost way of trying a few new techniques. Once you have mastered the basics of cutting plastic sheet and creating angled joints it opens up a whole world of scratchbuilt structure work that will make your layout highly individual.

A further article expanding these techniques and using all that spare sheet may follow…

How to modify your kit



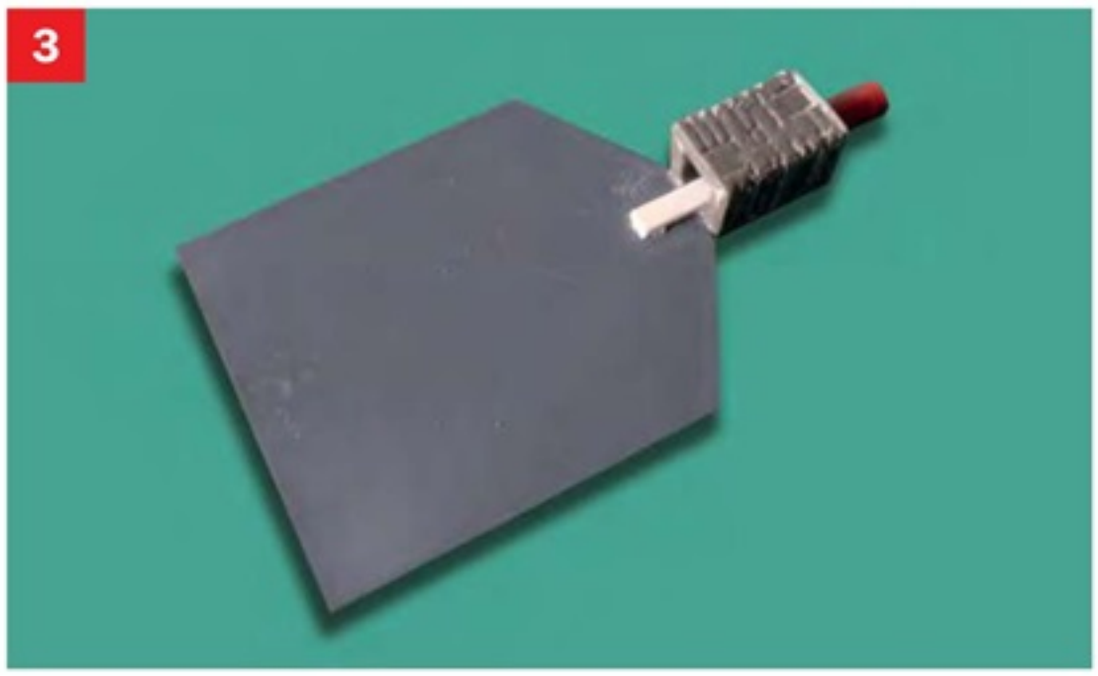
Cutting sheet material is a technique in itself. The best way is to mark the line to be cut on the reverse and make a series of light cuts a third to halfway through. Then bend the cut so that it opens up, but *do not snap*. Put the sheet back down flat and cut the remainder of the line with the knife. This way the cut on the outward face is clean. Snapping will probably split the detail and create a jagged edge on the stonework.

The chimney only needs a mere 8mm vertical slice. This may seem a little wasteful, but you will use the rest of the sheet and pack should you move to a little scratchbuilding. Cut this long slice into four 11mm lengths – aim to line this up with the stone courses. Now the fiddliest bit of the entire build.

'Mitre' every edge using the sanding board (as shown in photo 6) or by using a file. Aim for an angle of less than 45° and this will mean that the parts will touch just at the leading edges and not further back which would require filling.



Construct the chimney parts and when set run a triangular or oval file around the corners to extend the mortar courses to make it look all of a piece. Add a section of scrap 30thou or 40thou sheet or card to the top and round the top edge off to represent the cement bed. Then add a pot either from a Wills building pack or from a length of plastic tube. If the former is used, use a 2mm drill to open up an indentation on the top.



Place the finished stack on top of one of the wall sections and mark where it intersects with the roof angles (probably about two courses). File the top of the end wall down to this level. With the wall face down add the chimney to the new top edge checking that all is level in every plane. When set add a short length of scrap plastic inside the chimney to reinforce the thin joint.



Add the window part to the front wall, making sure that it lines up evenly with the aperture. Then add the door *on top* of this as shown, slightly raised and add a scrap of plastic below it. This acts as reinforcement and from the front forms the inside of the step. Paint the window frame and door at this juncture.

7 The four wall sections can now be assembled as per the instructions. When fully set, round the mortar courses at the corners as before.

Take the roof sections and (making sure that they are the right way up) remove a section two slate courses deep and 9mm wide from the top corner of each. Lay them flat on the bench in the correct format while you do this as it's easy to get them the wrong way up. Fit them to the ridge tile piece one at a time and add to the top of the structure, fettling around the chimney if necessary. Don't worry if there is a slight gap – it's more important that they are set evenly on the walls.

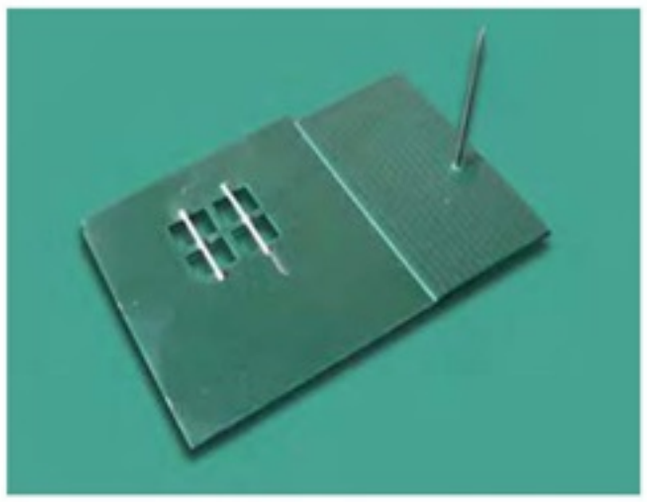
Add flashing using 1.5mm strips of paper. This will cover any gaps and can be added by prodding into place with a brush-full of solvent. Using magazine paper from a dark grey or black advert is ideal.

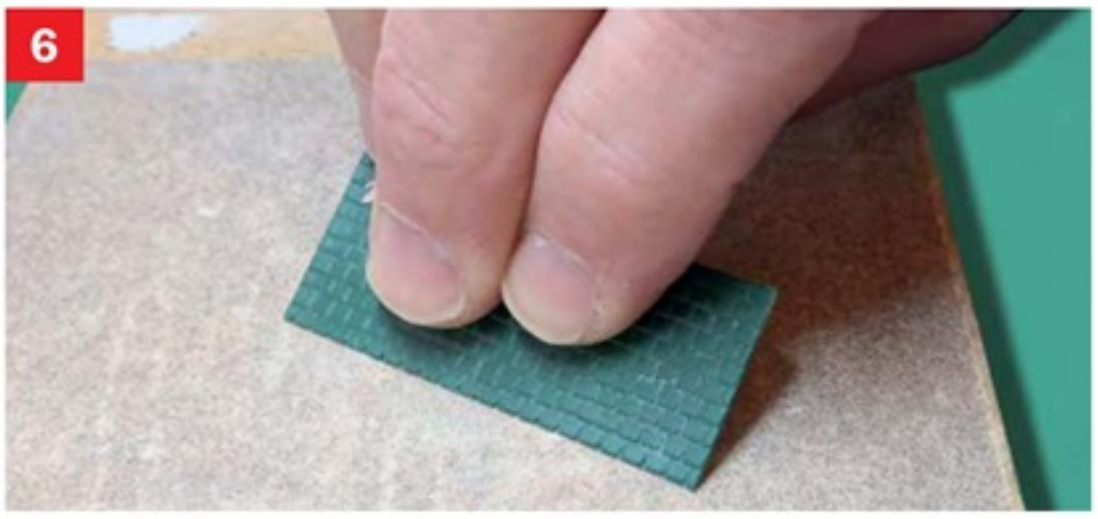
A window cill can be fixed level with the window aperture using a scrap of plastic or card set at a slight downward angle. Gutters are simply strips of 40thou plastic around 2mm deep which can be fixed under the roof line and then have their lower face rounded off with a file.



4 Clean up the green internal part, and noting which is the front and rear, add two strips of 20thou x 10thou strip to the rear of the window as shown. This will immediately change the look of the hut and change it from all the other similar Wills huts.

Drill a small hole in the door on the opposite edge to the hinge plates, four planks in and 15mm up from the foot. Push a household pin through the hole from the front so that the head sits 1mm from the surface and fix with superglue. When set, trim the excess at the rear. Finally slice the door from the moulding using the raised lip as a guide.





Take the roof pieces and 'feather' the sides and lower edges using a sanding board. This can be made simply by sticking a sheet of sandpaper to a small offcut of flat MDF or chipboard around 150mm square. The sanding angle should be quite shallow to create a sharp edge to the roof. Fill the hole in the rear roof section by adding a backing piece of scrap plastic or card and back-fill the dip with either model filler, or at a push some original style Tipp-ex, which will work as a filler on small areas. Whichever you use, when it is fully dry clean up with a flat needle file and re-scribe the slate detail.

8 Painting can now be carried out using a mx of greys and browns. A base coat of German grey (Humbrol 67) can be put on and left to dry, followed by very light coats of light greys (64 & 27) 'wiped' diagonally to pick out only some surfaces. Odd stones can be picked out with brown (29) and dark orange (62). When this is fully dry, a wash of white can be added one side at a time and allowed to settle into the mortar courses and then gently wiped off the top surface. The roof can be given a coat of dark grey and odd slates picked out in a lighter shade.

Finally, bargeboards can be added from 20thou sheet or thin card 2mm deep, and these and the gutters can be painted. A downpipe can be added from the Wills building pack or from 1mm plastic rod or wire.



Hiding joins with hedging

PETER OSBORNE *explains how removable sections of the layout can be disguised simply and economically using scenic materials and household items.*

Photography by the author



The farmstead out in the moors on Langdon Beck, with the finished hedges beyond.



The raw materials: clump foliage (left), a torn-up pan scourer (centre), and a loofah (right), obtained from a local chemist. Cocktail sticks, fencing and gates are also required.

My OO layout Langdon Beck *(see RM April 2018) had areas which, for access, necessitated removable sections of scenery. However I did not want the section joints to show so I constructed these unkempt field-edge hedges to mask them. This could be a useful ploy for portable layouts too. Construction was simple, employing nothing more than some cocktail sticks; model 'clump' foliage; a torn up pan scourer and a loofah from the local chemist.*

The following photographs show the sequence. A field gate from laser-cut card provided access to the field and helps to reinforce the scale as does the use of adjacent fencing.

The hedge was sprayed with an airbrush (how else does one paint a hedge?) using a matt dark grey/brown enamel paint. Masking the surrounding field the hedge was then sprayed with Peco Layering Spray and various scatter materials applied. Firm-hold unscented hairspray secured everything to complete.

Constructing hedges for removable sections of scenery

1



Start by drilling a series of holes and inserting the sharp end of a cocktail stick in each. Cut off at about 15mm height for OO.

2



Paint the sticks grey/brown matt enamel or acrylic and start pressing loofah over them, having first made a hole in the loofah clumps.

3

Continue adding loofah and scourer until the required height is reached.



4

Spray paint the hedge a woody grey/brown.



5

Add scatter materials to the wet Peco Layering Spray and finish with unscented firm hold hair spray.



6

The hedge provides a suitable backdrop to the farm scene.



Comment

Observations and opinions on railway modelling

Tim Rayner



The printed word

"It was inevitable, given that I am the son of a district librarian whose first 'proper' Saturday job was in Twickenham Library, that one of the responsibilities that have evolved my way here at Peco is to look after the library. We are blessed not only with an extensive collection of books – retained review copies and those acquired through donation and bequest – but also bound volumes of *The Railway Magazine* (1923 – 1995 and *Railway World* from its inception as *Railways* in December 1939, both titles amongst many which were amassed by our Founder Sydney Pritchard. From these pages one can glean, first-hand, a great deal of information that will aid research for a project, background for a review, or simply for a trip down memory lane.

Today of course there is the internet: a couple of clicks will usually give you a start, but is it sufficient? Do books matter any more? In my 30+ years at Railway Modeller I have seen the birth of the internet: the first publicly available web browser was released in August 1991 – all right, I have just looked that up on the internet – but a glance at the comparable issue of RM reminds us that the most sophisticated way of contacting a model shop back then was by fax…

I am probably biased in favour of books, given my grounding in them: even now I will not place an opened perfect-bound book face down on its pages, even though binding technology has rendered fracturing the spine of the book by so doing a thing of the past! They allow one to browse, immerse oneself in photographs that are far bigger than the thumbnails found on internet image searches. If nothing else, it gives time to be away from the keyboard and screen, with its insistent blinking cursor hurrying oneself along! (As a complete digression, consider how technology has come on in 30 years of the print industry since the days of pasting up galley proofs produced by typesetters to accompany photographs sent to reprographics departments at printers who were still compositing pages using hot metal: we couldn't produce the printed magazine using old technology these days, and as for the digital editions…)

Our library is not only used by we scribes in the editorial department, but company-wide, which is why the volumes are arranged by 'kind'. For example, all the wagon books are shelved together, making the task of the member of the sales team in need of information for a new private owner wagon easy, as they do not have to remember the surnames Hudson and Turton for example; their works are all grouped together rather than being scattered by strict alphabetical order. This enables the resource as a whole to be fully accessible by all who might want to use it, and not just a collection of dusty old books.

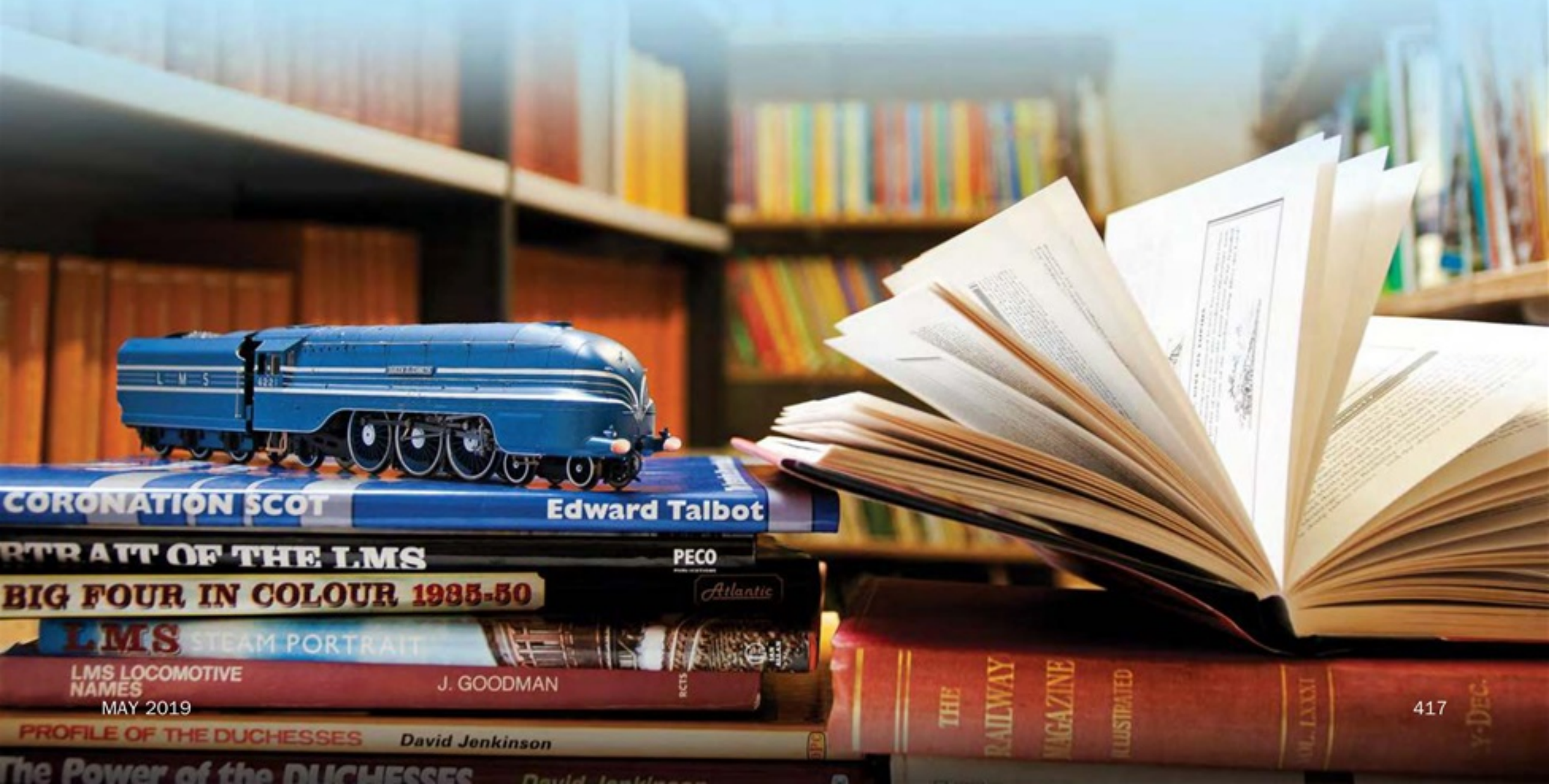
Today, with the world assailed by 'fake news' and user-editable websites, the printed word is so valuable

Today, with the world assailed by 'fake news' and user-editable websites, the printed word is so valuable. Books by their very nature have bibliographies leading one to other books; histories frequently cite primary sources such as plans deposited with parliament, accident reports and other official material. In our field of interest, there are the noted names such as O S Nock, whose collections of performance logs bring to life the working railway; then there are photographers such as Derek Cross, Gavin Morrison and Ivo Peters to name but three of the many lensmen whose work can be appreciated in the many albums available today; and historians who record main lines and branches diligently, and find that publication brings out more material.

Finally, of course, there's little to beat the pleasure of relaxing with a book – a real one, not on a device – in a comfortable chair with a glass of something to hand. This can be carried out in a power cut (during daytime, naturally), cannot be interrupted by spam emails, and requires no malware check.

Still want to boot up the PC?"

***Tim Rayner** has been with Railway Modeller since late 1988, but his layout isn't finished!*



Readers' Letters

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.

Lightweight dust covers



I am fortunate to have an insulated loft space where I am constructing a layout that can be left in position without having to pack away the stock at the end of every session. However, dust can be a problem and frequent cleaning can damage models as well as requiring undesirable handling. While looking at some lightweight cold frames in my garden I saw a possible solution that was relatively inexpensive and easily manoeuvrable. The design uses horticultural grade polycarbonate box section ('twinwall') sheet (sometimes known as greenhouse polycarbonate). I used 6mm thickness but 4mm is also available and is slightly less expensive and just as rigid. This can be supplied in 1220mm x 610mm, 1220mm x 1220mm or 2440mm x 1220mm sheets from various sources.

I cut the top of the cover with a Stanley knife to the size of the area to be covered. Mine covers my fiddle yard where the rolling stock can be assembled within a relatively small area. The sides are cut to the same length and deep enough to more than clear the rolling stock (mine are for OO and are 120mm) and act as a transparent tunnel. The ends are reinforced with narrower strips that give sufficient clearance for stock to be moved under the covers if required. Jointing uses L-shaped plastic moulding strip, obtainable from a DIY chain in 2.4m lengths and the edges are simply butted together within the strip using contact adhesive. For a 2-metre long fiddle yard I have used two separate covers (see photo) so that each is easily handled.

The covers are rigid enough to allow lightweight items to be placed on top while working nearby and they keep debris, eg scenic materials, away from the stock as well as general dust. They are simply picked up and laid to one side (under another part of the layout) when I am running trains, and wiping clean is simple.

With their inherent strength offcuts from the sheets could be used for other scenic purposes if the opportunity arises. Being transparent I can also see where my stock is without having to lift the covers!

MALCOLM BURGESS

S&B Productions' Dermic Oilers

With reference to Barry King's letter (April issue) about Dermic Oilers. To clarify the situation S&B Productions of 3 Orton Building was set up in I think the late 1940s by Frank Stedman and George Birmingham. Frank had previously been part of the Leeds Model Company. The Dermic oiler was produced by S&B together with many other items as Simon James recalled (in February 2019), and were retailed from the small shop in South Norwood.

I do not recall S&B selling anything that was ready-to-run: its stock consisted of the items designed by Frank and produced in the little back workshop and other items for scratchbuilding model railway items. Although I do remember when the Peco Wonderful Wagons appeared I purchased some from S&B.

When Frank Stedman died the patterns for some of his items were used by George Mellor (GEM) to produce the Dermic Oiler and the point levers. It is not known what happened to his other patterns for the wonderful sprung axleboxes. Subsequently the small shop in South Norwood was opened by Norwood Junction Models as a general model railway retailer.

GEORGE RAY

It's back to good old 12V dc for me!

I recently dabbled in DCC control, wiring my new layout accordingly, acquiring a controller and a sound chip for one of my locos. Initially I thought it was fantastic: slow speed control, smooth acceleration and super-realistic sound, however, as time progressed it all got a bit tiresome. Constant track and wheel cleaning, the sound became a bit irritating and the occasional mishap occurred while trying to control more than one loco or not setting points correctly. One day in frustration I de-chipped a loco and connected an old analogue controller and was hooked, a simple rewire to add some isolating sections and hey presto – everything worked just as well.

I still think DCC is super for exhibition layouts with multiple operators but for me and I'm sure many others there is still nothing wrong with good old analogue.

ALAN WOODS

Station announcements via a Pi

In response to Michael Berry's letter in the March issue of RAILWAY MODELLER about electronics and programming for model railways, I thought that readers might be interested in a project that I have been working on.

I must admit that I am a sucker for locomotives with DDC sound. Having a Class 55 diesel purring away in a siding before notching up a gear and roaring away brings another element to the model railway. One thing that is missing though are suitable background sounds. While waiting for a train at my local railway station I realised that the sounds that my layout was missing were not country sounds, or from a steam maintenance yard, but periodic station announcements. I therefore started looking for a method of producing custom railway announcements. The system that I came up with is low cost and suitable for both DC and DCC layouts as it is totally independent of the railway control system.

I have used an online text-to-speech service to create a selection of voice messages and a Raspberry Pi computer to play them randomly.

So that others may build on this I have 'productised' the small computer program that I wrote and made it and a PDF detailing what I have done available for download at –
http://rpisoundplayer.co.uk/

CHRIS JUDGE

Ed. – readers may contact Chris via the RM office; email the usual address for a copy of his PDF.

Coffee stirrer wagon planking in G3

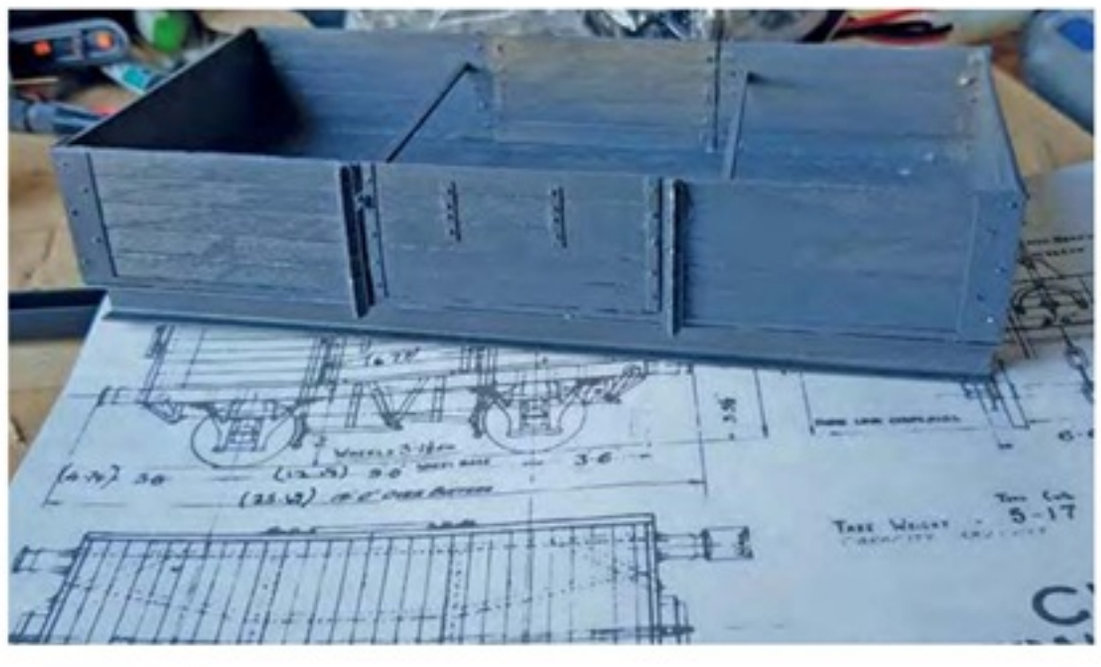
I noticed in the March edition that the article on timber loads for small layouts *[by Peter Harrison, p.242 – Ed.]* mentioned the use of coffee-stirrers as loads in the smaller scales. Modelling in Gauge 3 as I do, I discovered some stirrers that I found here in Holland to be suitable for scale width planking for wagon and van bodies.

To prove to my own satisfaction that it might result in a passable representation I attempted my first-ever scratchbuilt model – a GWR 10 Ton Open, and enclose a photo of the resulting body. This was very much a hurried project, but now that I know what is possible I shall repeat the process but with a lot more care and attention.

At less than £1.00 for a pack of 100 'planks' I have calculated that with buffers, wheels and all running gear and transfers, this wagon will cost me in the region of £50.00 and, more importantly, give me much more satisfaction than I have ever obtained from a kit, or R-T-R item.

I know I am not the first to have discovered this virtually free source of building material, but would say to modellers in any scale – anything you see could be put to use in your modelling if, like me, your mind is rarely off railways!

COLIN NIVEN



Scenic breaks – a modern twist on the topic



Further to his 'prototypes for everything' feature in the 2019 RM Special, Greg Mape has sent in another modern way of making a scenic break: just outside Altrincham station there are bends and overbridges between new style flats and a large supermarket. No.66 130 passes with a waste train heading from Knowsley (Liverpool) to Wilton (Teeside). *Photo: Greg Mape*

70 years of RM

Congratulations on celebrating 70 years of RAILWAY MODELLER. I can well remember, as a 16 year old in the early 1950s, going with my father to visit the early Peco premises in the middle of Seaton. What a splendid selection of layouts you include each month.

JOHN DINNING

I write to congratulate RAILWAY MODELLER on 70 years, and to let you know that I still have, in good condition, the first copy I bought, volume 1 No.2, dated December 1949 – January 1950. This cost me three weeks' pocket money; the price in those far-off days was 1/6 (annual subscription 10/-).

I have treasured this 'first' copy; I wonder if other readers still have their first copy of the nation's favourite model railway magazine?

G PRITCHARD

End-to-end train sets?

There's a lot of talk about how to encourage new people, young or old, to start railway modelling.

Let's leave aside the objections to ready-to-run from the purists: you have to walk before you can run. Or you may not have the time or aptitude to build things yourself. But having bought the odd starter set myself over the years, something has been nagging me about these for some time. That old problem, lack of space, often rears its head. Now, in my experience lack of space shows itself most in the required width of the layout rather than the length. It has to be wide enough to accommodate at least minimum radius curves to allow trains to circulate.

And here we meet the obstacle in every starter set – the oval of track.It comes with the need for a baseboard wider than the space you have, unless you are prepared to lay it on the carpet or kitchen table every time you want to play trains. What chance of a permanent mini-layout to get you going? You might have a handy shelf or bedroom wall or worktop for shuttling trains back and forth. But you will have to buy extra straight track and waste the curves.

Why not an end-to-end starter set? It meets all sorts of criteria: any scale or outline; contents and specification can vary according to price; can include say a three-way point or loop; suits coach or wagon add-on packs; digital or analogue capability; passenger or freight; a straight backscene; modular construction/expandability; all surely easier to set up than an oval.

OK, you won't have trains going round in circles. But how many real trains do?

M HUNT

The hobby – "different strokes for different folks"

With regard to Alistair Macdonald's letter in the March RM: he says that for him "railway modelling is the replication of a prototype railway" and he seems to think that this requires more modelling discipline. I assume he has chosen to do it this way because this will give him most pleasure. What I do not understand is how Mr Macdonald manages to avail his trains actually to pick up real passengers and transport them to other stations, which of course will be many scale miles down the line. Most passengers on layouts are either stuck on the train or stuck on the platform, literally.

Anyway to my point. Such attitudes of 'my way is better than your way' set the hobby in disrepute to some respect. We need rivet counters, we need prototype practice and we need people to run what they want. It gives the hobby diversity and it gives the participants choice.

To RAILWAY MODELLER I say "thank you for continuing with your excellent magazine, which I have been reading since the late 1960s".

PETER PRINCE

I think people seem to miss the mark when it comes to the concept of hobbies. There is no right way or wrong way. As the saying goes 'different strokes for different folks'. If you want to operate ready-to-run stock in circles on a board then be my guest. Do you prefer prototypical operations with 100% accurate track layouts and scratchbuilt buildings that are exactly faithful to an actual location? Sounds good to me too!

The idea that a serious and scholarly approach to the hobby is the *only* correct way does nothing to help dissuade the illusion that all modellers are grumpy, antisocial old men hiding in basements and counting everything down to the last bit of ballast and the beads of sweat on the fireman's brow. I also believe this does no favours to the promotion of the hobby.

NICHOLAS PARKER

The attitude of some in the hobby brings to mind a marathon runner finishing the London Marathon in two and a half hours and then walking back from the finishing line and telling the 30,000 participants behind him not to bother as they are clearly "not as good as him".

ROBIN SUNDT

Snippets...

Statfold's first day of 2019



The first Enthusiasts Day of 2019 at Statfold Barn took place on Saturday 23 March, with 15 locos in steam! The first train on the main line was a triple header (photo 1); there were double headers too (photo 2); trains were topped and tailed on the High Line (photo 3); *Jack Lane* and *Statfold*, the two new build Hunslet Quarry Class 0-4-0STs, were in steam (photo 4); and my last shot of the day shows *Howard* and *Fiji* in Statfold Junction station.

Don't miss the Statfold Giant Miniature Weekend which will take place on 11 & 12 May; for details see www.statfoldbarnrailway.co.uk

GRAHAM LIGHTFOOT

Plastic-free RM

I have just received RM in the mail here in Australia. I would like to complement you on the new packaging *[Ed – see April p343]*. The idea of not using plastic is wonderful. The wrapping was undamaged so travelled well. Keep up the good work!

KEITH SINGLETON

New-tooling Terrier 0-6-0T

Brand new from Hornby in 00

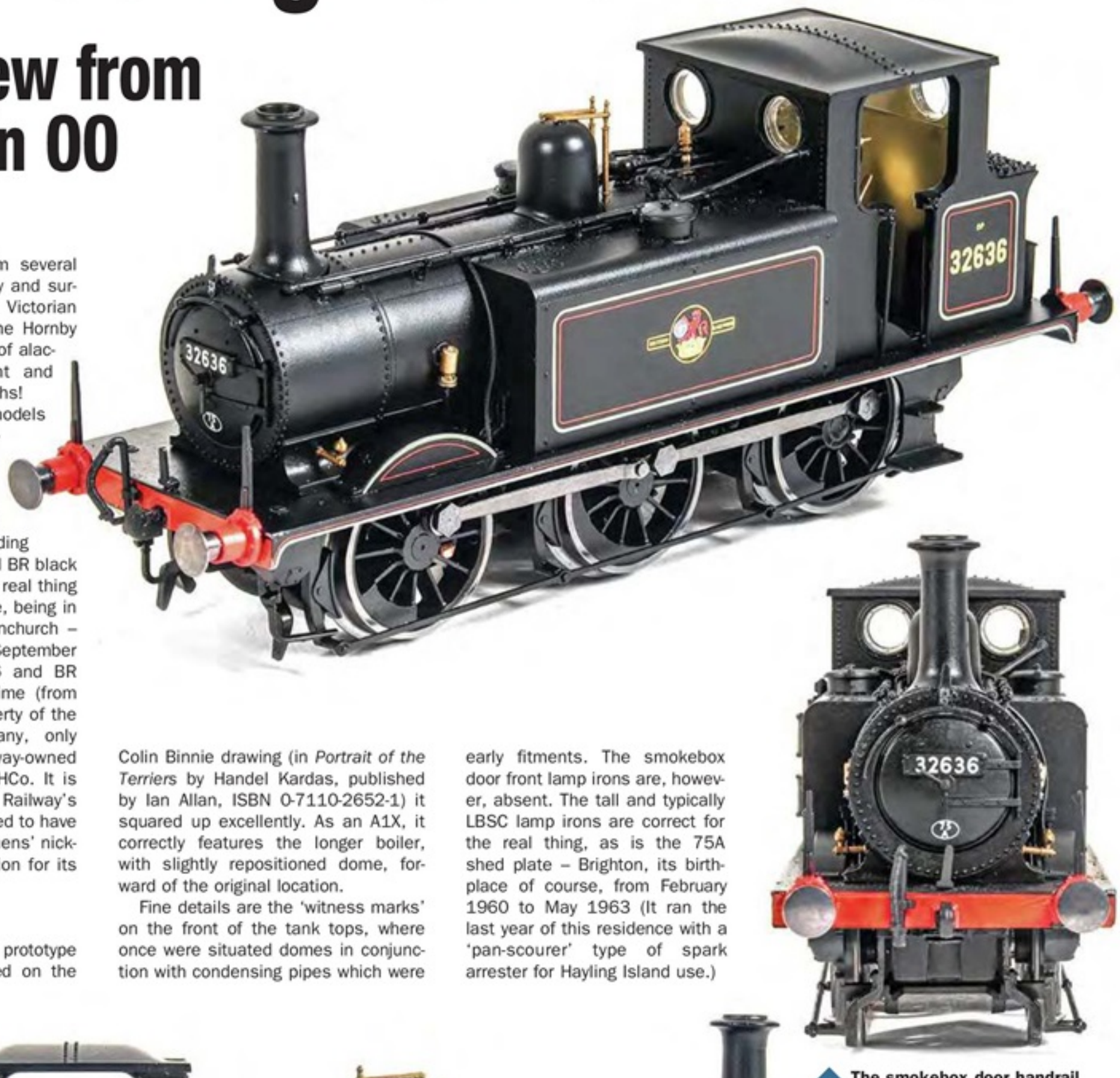
If the real things can claim several records in terms of longevity and surviving numbers from one Victorian class of locomotive, then the Hornby model might claim one too, of alacrity between announcement and delivery – just over two months!

These are new-tooling models which supersede the versions originally produced in 1989 by Dapol and subsequently acquired and improved by Hornby. Several versions are available, including Class A1X No.32636 in lined BR black with late crest, as here. The real thing was one of the 10 to survive, being in its past variously No.72 Fenchurch – the first to traffic on 7 September 1872 – SR No.636, 2636 and BR 32636, not forgetting its time (from 1898 to 1926) as the property of the Newhaven Harbour Company, only becoming Southern Railway-owned when the SR bought the NHCo. It is currently on the Bluebell Railway's inactive list, though it is hoped to have the 'rooter' (London enginemens' nickname for them) back in action for its 150th birthday in 2022.

Prototype fidelity

The Hornby model matches prototype dimensions very well: placed on the Colin Binnie drawing (in *Portrait of the Terriers* by Handel Kardas, published by Ian Allan, ISBN 0-7110-2652-1) it squared up excellently. As an A1X, it correctly features the longer boiler, with slightly repositioned dome, forward of the original location.

Fine details are the 'witness marks' on the front of the tank tops, where once were situated domes in conjunction with condensing pipes which were early fitments. The smokebox door front lamp irons are, however, absent. The tall and typically LBSC lamp irons are correct for the real thing, as is the 75A shed plate – Brighton, its birthplace of course, from February 1960 to May 1963 (It ran the last year of this residence with a 'pan-scourer' type of spark arrester for Hayling Island use.)



▲ The smokebox door handrail should not extend so far down on either side.





Performance

The loco is a sweet and smooth runner, weighing 112g. Liveries are expertly applied, with crisp lining on our sample. A 6-pin socket and blanking plug is fitted at the smokebox end of the chassis for DCC use; a sound decoder and speaker might prove a tight squeeze! (Versions of all the Terriers are available with a decoder factory-fitted.)

The conventional three-pole skew-wound motor is fully encased with integral brushes. The motor is not user-serviceable, and the manufacturer advises that after considerable use it may need to be replaced by a Hornby service dealer. It acts on the trailing axle via gearing that allows the Terrier to have a sensible top speed and a good shunting one. The way that the mechanism has been engineered to leave a full unhindered cab (and clear view under the boiler and through the front frames) has been well thought out. Tension-lock couplers are provided, but look enormous on such a dainty little machine.

Onward, then, to the Isle of Wight examples of Stroudley's masterpiece!

Tim Rayner



Salter safety valves were fitted to all Terriers, save those with Drummond boilers and safety valves.

Inside is a 6-pin DCC socket, and ingeniously-designed mechanism.

Sample supplied by

HORNBY HOBBIES Ltd,
The Gateway, Third Floor,
Innovation Way Discovery Park,
Sandwich, Kent CT13 9FF.
www.hornby.com

PRICE
ref.R3768, £89.99
DCC fitted (ref.R3768X) – £109.99



View into the finely detailed cab. Due to the small size of the panel, diesel-font numbers were applied.

VINTAGE VIEW Terrier 0-6-0T



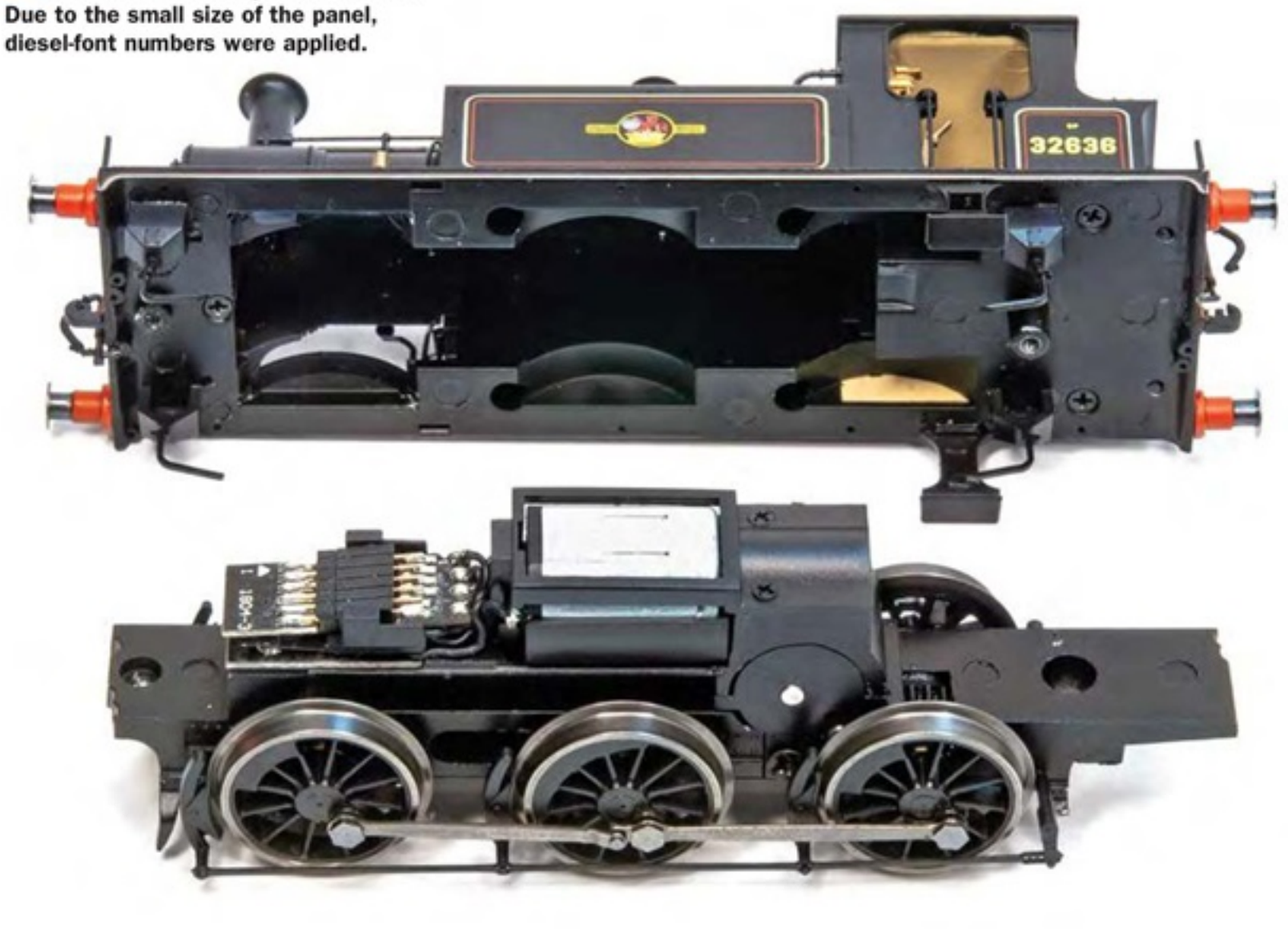
Terrier No.32636 back at Brighton on 7 October 1962, in the company of Billinton E6 0-6-2T No.32418 during the running of the Sussex Special railtour from the seaside resort. Note the 12 bolts on the tank side, as referred to below.
Photo: Dave Cobbe collection/www.railphotoprints.co.uk

The Terriers in service

Take care if renumbering: Terriers are of course a modellers' minefield when it comes to details (even at 1:1 scale the experts can get it wrong; photos exist of Fenchurch *on the Bluebell with a three-digit duplicate list number, which the real thing never carried). For starters, consider the number of bolts which held cladding to the side tanks on the real things. In order to heat the water in the tanks – for more efficient steam generation – condensing pipes were fitted to return hot exhaust to the tanks, which not only heated the water but heated the tanks; the cladding kept the heat where it was intended.*

Originally there were eight bolts but around the time that most (but by no means all) of the surviving fleet was reboilered and reclassified from A1 to A1X – from 1911 onwards – the number of bolts was increased to 12. Provision of 12 however was not exclusively confined to A1X conversions: several of the class that remained A1s were so equipped. In similar vein, not all locos converted to A1X format by or at the behest of 'outside' owners of Terriers were given 12 bolts.

No.32636 should have 12 but the model has eight. Whether the purchaser can overlook this and several other discrepancies between model and reality is for them to decide.



NBL Type 4 diesel hydraulics from Kernow Model Rail Centre | 00

After a very lengthy period of gestation (the project was initially a commission from Dapol, see RM News May 2008) the OO gauge NBL Warships have finally made it to the shop counter of the Kernow Model Rail Centre.

Our samples include the only D6xxs to receive rail blue: D600 *Active* with full yellow ends (ref.K2600) and D602 *Bulldog* with small yellow panels (ref. K2605; of the six versions offered, the sole loco to be duplicated is D602). Also received were No.D601 *Ark Royal* in BR green with no warning panels, but with headcode discs and original louvres, representing the period from as built to c.1962 (ref.K2601) and No.D604 *Cossack* in BR green with no warning panels, no headcode boxes but with later style mesh grilles, period c.1962 (ref.K2604).

Also available are No.D602 *Bulldog* in BR green with small warning panels, headcode boxes and later mesh grilles, representing the period c.1962 – 1966 (ref.K2602) and No.D603 *Conquest* in BR green with small warning panels, no headcode boxes but with later style mesh grilles, as running c.1962 – 1964 (ref.K2603).

In an attempt to improve airflow around the locomotives' radiators, the original bodyside louvres adjacent to the fans were changed to mesh grilles late in 1962.

The models conform to published dimensions and the drawing in RM July 1980 very finely, and as with their prototypes have unpowered central wheelsets in each bogie, which are correctly of a smaller diameter than the powered ones either side. (Driven wheelsets were 45" diameter, idle ones 39½", all spoked – as modelled.)

Buffers are sprung, and there is a



Detail differences abound across the five versions: headcode discs and original horizontal louvres on D601, and headcode boxes and mesh grilles on D600.





VINTAGE VIEW

NORTH BRITISH TYPE 4 DIESEL HYDRAULICS



In later years, the NBL Type 4s were confined to Plymouth Laira, working west into Cornwall. D600 rumbles off the Royal Albert Bridge into Devon in 1967. ***Photo: Colour Rail***

The D600s in service

The quintet of locos that made up this unique class (designated Class 41 but never allocated) were ordered at the behest of the British Transport Commission in a move to curb the enthusiasm of Western Region top brass for the German V200 design of diesel hydraulics which had a better power/weight ratio than the diesel electric designs being constructed elsewhere as part of BR's 1955 modernisation plan.

Introduced in 1958, simultaneously with the first of the Swindon built Warships, comparative service performance results proved the Swindon locos to be superior and, in consequence, the North British's hoped-for repeat order for more of the heftier A1A-A1As was modified to the Class 43 NBL-built MAN/ Voith batch of four-axle Warships.

Furthermore, the six-axle machines proved troublesome in service, due mostly to auxilliary equipment failures, and lasted from introduction in 1958/1959 to the end of 1967 before formal withdrawal. None of the class was preserved, but the shell of D601 Ark Royal *could be seen at Woodham's scrapyard in Barry until July 1980.*



Etched nameplates, correctly coloured, are factory-fitted. Headcode discs (open and closed) are supplied as appropriate.

host of detail parts provided for the purchaser to install, including buffer beam pipework, optional open and closed headcode discs on appropriate models and dummy scale couplings. Etched plates are factory-fitted and D601 has a set of four 'Cornish Riviera' head boards.

One of the (few) areas where the D600s bettered their four-axle stablemates was in tractive effort thanks to their greater weight and the models performed likewise, weighing 457g and tackling 20 Hornby Pullman cars on the Pecorama loft layout *Peckwick Rye*, with its 3' radius curves and 1:48 gradient. In motion the models perform smoothly (the manufacturer recommends 30 minutes of light running-in in each direction), the cab interior lighting and headcode plus marker lights illuminating with direction of travel. Switches within the underframe-mounted battery enclosure/water tanks allow the cab lighting to be turned off, and the tail lighting to be extinguished if the loco is hauling a train. The coreless motor is not to be used in conjunction with electronic track cleaners or feedback controllers.

Access to the interior – for fitment of a DCC decoder for example – is by unclipping the superstructure gently from the chassis. The circuit board incorporates a 21-pin socket and blanking plug for a decoder, and there is a rectangular recess measuring 59mm x 22mm to accept a speaker if digital sound is desired. Under DCC the lighting can be controlled with more finesse than on 12V dc.

The motor is of the coreless variety and thus fully sealed and not user servicable. The manufacturers advise that it may not be compatible with feedback controllers and high-frequency track cleaners.

These fine models of an ill-starred class have certainly been worth the wait: KMRC is to be congratulated for its perseverance with this project.

Tim Rayner

Samples loaned by

KERNOW MODEL RAIL CENTRE,
98A Trelowarren Street,
Camborne, Cornwall TR14 8AN.
www.kernowmodelrailcentre.com

PRICE
all versions – £179.99 each



The diesels sported the red route availability markings, GWR-style.



GWR bow-ended non-gangwayed coaches from Hornby



Elsewhere in these pages we report on the swift work being made by Hornby in bringing its announced projects to market: the firm has made similarly speedy progress with its GWR bow-ended non-gangwayed coaches.

The models represent Diagram E131 composites and Diagram D98 six-compartment brake thirds, which were built in 1927 to form 20 four-coach trains for suburban working. They and similar 58' stock equipped the Birmingham, Bristol, Plymouth and Exeter districts, and worked until the late 1950s when displaced by modernisation plan DMUs. Several of the sets were rendered third class only in the 1950s by a downgrade of the first class. The sets were 'handed': the single ventilators per compartment were, curiously offset from the vehicles' centreline, and the first class compartments are marshalled in the centre of the set.

Hornby has followed the Great Western's quirk faithfully, thus coaches are described as 'left hand' and 'right hand', meaning for the brake third 'left' relates to the orientation of the passenger accommodation, and on the composites the position of the first class compartments. Thus in our photo we have (l – r) a right-hand brake third; a right-hand composite; a left-hand composite, and left-hand brake third, all representing set 43 on the Birmingham division, as evidenced by the crisp branding on the brake ends.

Our samples sport the post-1934 'shirt button' monogram and exhibit





Bachmann CCT and new Mk.II FK from Graham Farish

OO & N

New to the **Bachmann OO** gauge range is the four-wheel BR Mk.I covered carriage truck (CCT) in a range of liveries, such as BR maroon, blue and in the short-lived Tartan Arrow red & white as here, representing the late 1960s/early 1970s express parcels service between London and Glasgow.

The model is impressively detailed underneath, and items such as brake pull rods and buffer beam details are supplied in the packaging for the purchaser to install. Notwithstanding its fixed wheelbases of around 94mm the CCT glides through first radius reverse curves without fuss. The slimline tension-lock couplers are clipped into NEM pockets on sprung self-centring mountings, and functional screw couplings are also included in the detail parts bag.





The BR Mk.II corridor first is now in the **Graham Farish N** gauge fleet in BR(S) green with coach crest as S13389, one of a batch of 28 FKs built at Derby in 1964, all but the first eight destined for the Southern Region. They would be perfectly legitimate behind steam on its last legs, and intermingled with Bulleid stock. The prototype for our sample lasted until the Sprinter revolution in 1989.

Livery appication is good, right down to the first class and no smoking brandings. Access to the interior is via the chassis, which can be unclipped from the body. *Tim Rayner*

Samples supplied by

BACHMANN EUROPE Plc,
Moat Way, Barwell,
Leicestershire LE9 8EY.
www.bachmann.co.uk

PRICES
CCT (ref.39-556) – £43.95
Mk.II FK (ref.374-951) – £39.95

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excellent livery application. Note the window brandings, predominantly declaring SMOKING but with a scattering of red NO SMOKING triangles.

The end of each vehicle carries fine lamp irons, whilst the brake ends have neatly moulded steps. Hand rails on ends and roofs are formed from wire and stand proud of the bodywork. Buffers are sprung.

Access to the interior is by unclipping the underframe from the body. The interior moulding can be slid out of the latter in order to insert a trainload of miniature 'Brummies'. The top of each partition is notched 13mm wide to accept a lighting bar if desired. The composites have the correct compartment widths, but according to Appendix 2 of the HMRS tome *Great Western Way* the third class should be a predominant grey and first class brown for the period modelled; in 1935 the specification called for a blue & green tartan in first class and dark brown for third, although such humdrum coaches as these would be well down the queue for reupholstering.

The coaches share a common underframe, there being well thought out alternative positions for equipment such as battery boxes, dynamos and vacuum cylinders dependent on coach type. Bogies are fine replicas of the 7' wheelbase originals.

Supplied with each is a set of destination boards and alternative Roco-type close couplers, which can be used to replace the slimline tension-locks which are factory-fitted, clipped into NEM pockets on sprung self-centring mounts. (Other types, such as the Bachmann drawbars found in its Mk.I coaches – available separately, ref.36-060 – would be ideal couplers for fixed-formation stock such as this.)

These fine new models will be just the ticket for any GW large Prairie – existing or awaited – to pull. Two fleet numbers for each version, and each livery (also BR crimson) are available.

Tim Rayner



Samples supplied by

HORNBY HOBBIES Ltd,
The Gateway, Third Floor,
Innovation Way Discovery Park,
Sandwich, Kent CT13 9FF.
www.hornby.com

PRICE
Nine-compartment composite left hand (ref.R4874)
ditto, right hand (ref.R4875)
Six-compartment brake third left hand (ref.R4876)
ditto, right hand (ref.R4877)
– £48.99 each

PCV Cemflo cement wagon new from Accurascale

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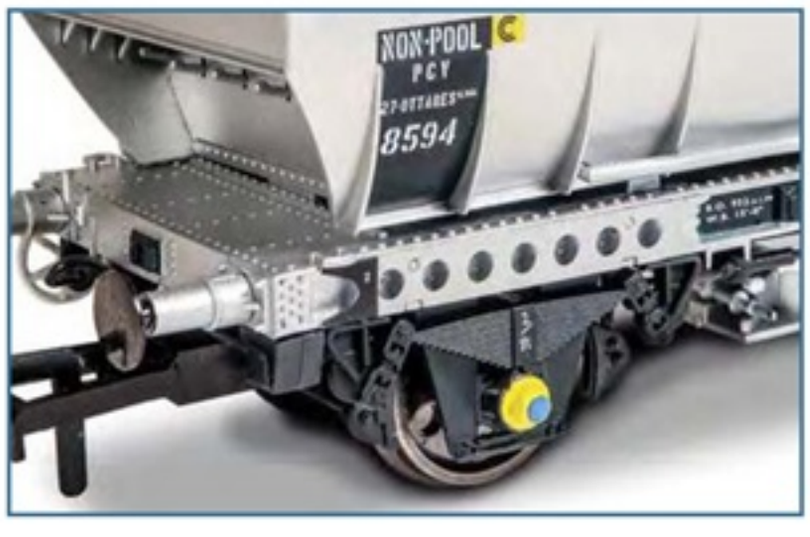
Announced in summer last year (see News, August 2018), the 00 gauge PCV Cemflo wagons are now available from Accurascale in a variety of liveries: illustrated is one of the TOPS-coded examples.

The real things – 285 in all – were introduced between 1961 and 1965 for Blue Circle, and used on the company's block trains between Cliffe and Uddingston amongst others. Built by Gloucester and Metro-Cammell, they featured light alloy bodies (so light in fact that unladen they were prone to derailment until their suspension was modified). The last of the fleet was withdrawn in 1988, and just one survives in preservation in Darlington, the start point for Accurascale's model.

These distinctive wagons have been captured very well in model form: weight is 43g so the issues that plagued the real things are absent here. Accurascale has chosen the Metro-Cammell batch to model: especially worthy of note are the roof hatches, the brake cylinders, solebar detail and underframe. Buffers are sprung, and the models are supplied with working scale couplings to replace the slimline tension-locks if desired.

Models are available singly or in triple packs: see the Accurascale website for full details.







Sample supplied by

ACCURASCALE,
Dalton House, 60 Windsor Avenue, London SW19 2RR
www.accurascale.co.uk

PRICE
£24.94 singly, £69.95 triples

New locomotive and wagon commissions

00



A new commission by the **Kernow Model Rail Centre** is a certified limited run of 512 Bachmann Class 47s with heavy weathering as No.47 537 *Sir Gwynedd/County of Gwynedd* in large logo BR blue. The weathering on the model matches that of the condition of the 'namer' by 1991, when it had lost its pristine finish of 1986. The models are a certified limited run of 504, including etched nameplates: price £189.95 for DCC ready versions, fitted with 21-pin sockets and blanking plugs, and £274.95 with DCC Sound factory-fitted.

In conjunction with Rapido Trains, ***Model Rail*** magazine has commissioned the production of an LNER J70 in a variety of liveries, including post-war LNER as here. Skirted, semi-skirted and unskirted examples are available. They would be ideal for any budding Wisbech & Upwell modeller, overshadowing the fact that several were based elsewhere in East Anglia.

Models have 6-pin sockets and blanking plugs for DCC and sprung buffers. A coreless motor drives the axle furthest from the chimney via a gear tower. Weight is 168g. Detail parts include etched window frames and works/shed/GE area plates; scale couplings and replacement cowcatcher fronts if dispensing with the tension-locks; and full illustrated instructions. Each version is a limited run of 500 examples, RRP £127.50. Postal orders are being handled by Kernow Model Rail Centre.

The **Mid-Hants Railway Wagon Group** has received its latest commissions from Dapol; two vans, Southern-style, numbered 3 and 6 and lettered for the Hunt & Co Brewery of Alresford. The proceeds of the sales will go to aiding the upkeep of the Watercress Line's freight stock. There are 166 examples of No.3 and 175 of No.6: prices are £13.00 each or £25.00 for two, with P&P £4.50 (first class) or £4.00 (second) for up to two wagons. Please check availability by post via the address in the panel or by emailing james.ottley@yahoo.co.uk

The latest wagon commissioned by the **Bagnall Locomotive Group** from Dapol is a fictitious but plausible PO wagon lettered for Buggleskelly Quarries Ltd, referencing the incident in the famous Will Hay movie where wagons are shunted over the edge of a quarry by accident. Proceeds aid the restoration of Bagnall Austerity *The Duke* at Wirksworth. There are 200 wagons in the run, price £15.00 each, with P&P of £3.50 for up to four wagons.

Tim Rayner





Samples loaned by

KERNOW MODEL RAIL CENTRE,
98A Trelowarren Street,
Camborne,
Cornwall TR14 8AN.
www.kernowmodelrailcentre.com

MID-HANTS WAGON GROUP,
Keith Ottley,
The Vines,
Basingstoke Road, Riseley,
Berkshire RG7 1QD.

BAGNALL LOCOMOTIVE GROUP,
13 Trenchard Drive, Buxton,
Derbyshire SK17 9JY.



Welshpool & Llanfair open wagons from Fourdees

009

Fourdees has released new ready-to-run wagons, based on the Welshpool & Llanfair Railway 4T four-wheel opens, which are intended to be an appropriate fit behind the company's models of 2'6" gauge locos, including the former Sierra Leone 2-6-2T which now runs on the preserved line (see Reviews, RM November 2018).

The firm makes the point that as 009 caters for quite a wide range of prototype gauges – and, more importantly, *loading* gauges – the models are at the large end of 4mm scale narrow gauge. Thus they are prototypically much wider at 25mm than, say the 17mm or so of the average 1'11½" gauge Welsh slate carrier: check those clearances first!



The models, made by advanced additive manufacturing machines, are available unlettered in grey or brown, ready for purchasers to add their own railway lettering, numbers, and some finishing touches such as picking out the ironwork in black. Metal wheelsets with pinpoint axles, and Peco GR-102 couplings are fitted, the latter clipped into NEM pockets.

Tim Rayner

Samples supplied by

FOURDEES Ltd,
57 Wentworth Road,
Blacker Hill,
Barnsley S74 0RP.
www.fourdees.co.uk

PRICE
plain grey (ref.45-101) and plain brown (ref.45-102) – £24.50 each. Insured and tracked UK postage – £5.00

'Pull-along' track cleaners from Ten Commandments

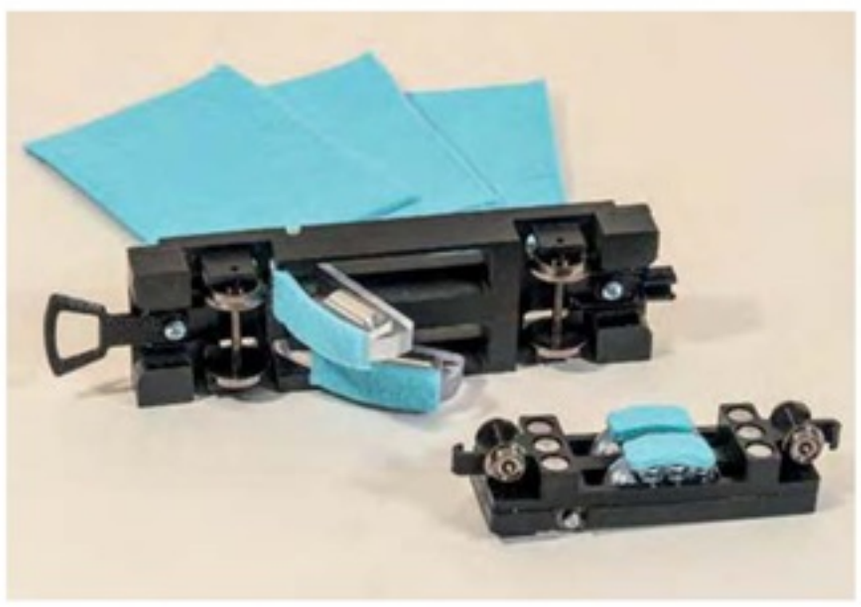
OO & N

We illustrate the track cleaning devices manufactured by KPF Zeller in Germany, and which are available from Ten Commandments. The devices are suitable for trackwork to 16.5mm gauge and 9mm gauge, thus can be equally effective for OO and N standard gauge layouts, or narrow gauge layouts in 0-16.5, 09, and 009. They work by dragging a couple of small abrasive pads along, cleaning the rail heads as they go. The pad holders are weighted with ball bearings: these plus cast chassis mean weights of 47g (OO) and 26g (N), to maintain good contact between pad and rail.

Each cleaner is supplied with three 70mm x 52mm self-adhesive pads of the cleaning material, and when the supplied pair of cleaning pieces are spent, they can be used as a template when cutting replacements.

The beauty of this system is that no cleaning fluids or solvents are required to work with these cleaners.

Tim Rayner



Samples supplied by

TEN COMMANDMENTS,
20 Struan Drive,
Inverkeithing,
Fife KY11 1AR.
www.tencommandments.co.uk

PRICES
16.5mm gauge version – £40.00
9mm gauge version – £40.00

More laser-cut wood details from Scale Model Scenery

OO & N

New to the extensive Scale Model Scenery range of lineside details made from laser-cut wood is a 4mm scale replica of the famous commemorative LNER-style sign which was installed at milepost 90¼ (on the up side of the line) in 1998 to mark the 60th anniversary of the epic brake test special run of No.4468 in July 1938. The kit comprises three parts: the sign itself and two thickening pieces, cleanly cut into 34thou wood. Assembly is a simple process of lamination.

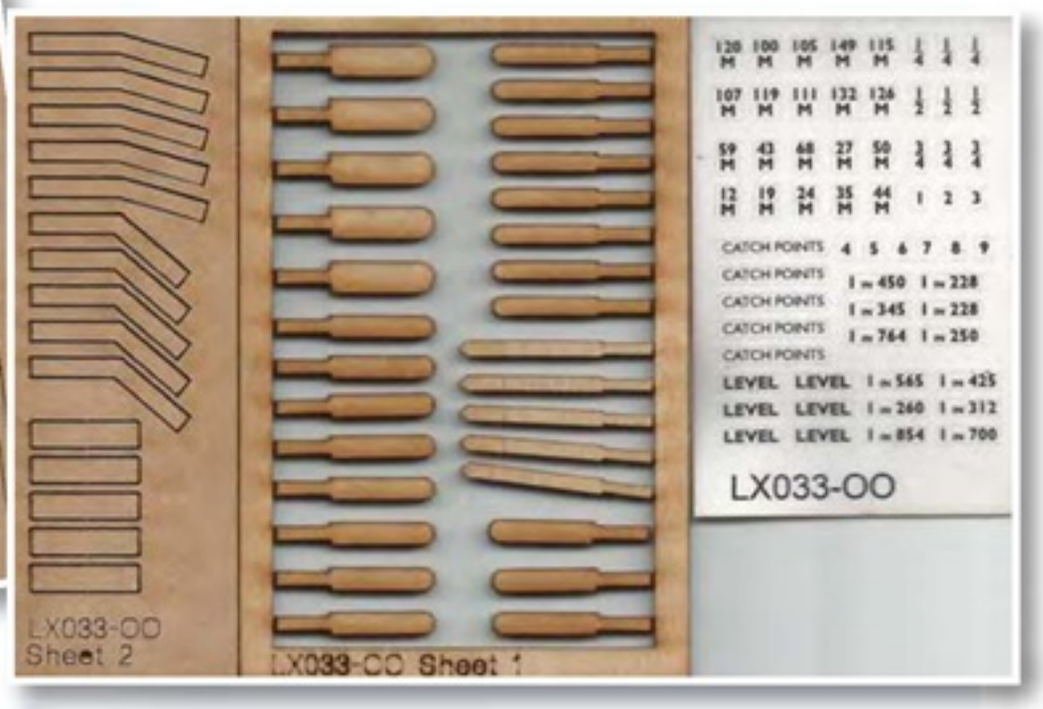
More prosaically, but no less important is a pack of 29 steam-era lineside markers, representing gradient posts, catch point posts and mileposts. The wood items represent various shaped-posts (rounded and pointed tops) and are complemented by self-adhesive paper signs with typical wording.

Finally, modern-era platform coping including 'tactile' textures to aid those with limited sight is available in 4mm scale and N, the latter of which is illustrated: they are for use with the Peco injection moulded plastic edging (refs.NB-26, NB27 and NB-28); five strips of 17thou wood make up the pack, for a total platform length of 335mm.

Tim Rayner





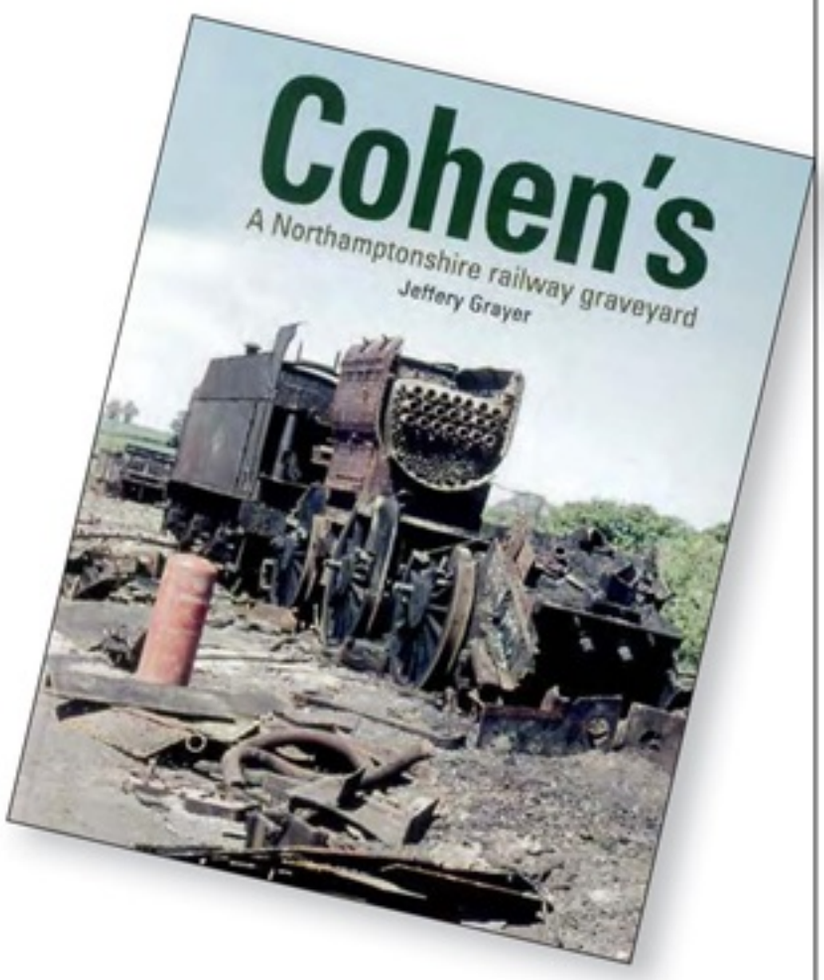


Samples supplied by

SCALE MODEL SCENERY Ltd,
62 Station Road,
Hugglescote,
Coalville LE67 2GB.
www.scalemodelscenery.co.uk

PRICES
Mallard sign (ref.LX215-OO) – £3.99
Mileposts, gradient & catch point signs (ref.LX033-OO) – £4.99
Platform coping (ref.LX213-N) – £3.99 (OO pack £5.99)

Book Reviews



Cohen's – a Northamptonshire railway graveyard

Jeffery Grayer

Scrapyards exert a powerful and melancholy pull over the transport enthusiast of whatever stripe – air, sea, road and indeed rail. Who has not seen those pictures of South Wales yards and thought of the 'lucky' occupants (Woodham's, Barry) or the 'unlucky' ones (Cashmore's, Newport) with a mix of hope and wistfulness? One of the lesser-known firms and sites is looked at in full detail in this new book.

The firm of George Cohen was founded in London in 1834 and made its name post-WW1 as a disposer of surplus munitions – over 400,000 tons of it! The firm was instrumental in the demise of the London trolleybus fleet amongst other major contracts. In 1963 the firm relocated its chief centre of operations to Cransley in Northamptonshire, along a recently-closed ex-Midland ironstone branch near Kettering. Its predominantly rural nature contrasted sharply with the industrial settings of its counterparts in Wales, Scotland and elsewhere.

A couple of introductory chapters sets the scene, with BR's scrapping policy outlined, and details of the early days whereby mobile teams of scrapmen went to BR depots to carry out their tasks. As the rundown of steam accelerated, the need to acquire larger premises focused the scrap firms to seek suitable locations of their own, as did Cohen's here.

The machines broken up at Cransley are arranged by BR region, with emphasis on certain classes (such as the ex-GWR Granges, and the Baby Deltic diesels), along with multiple units, Underground stock and loco-hauled coaches. A plentiful supply of industrial locomotives (steam and diesel) met its end at Cohen's site too.

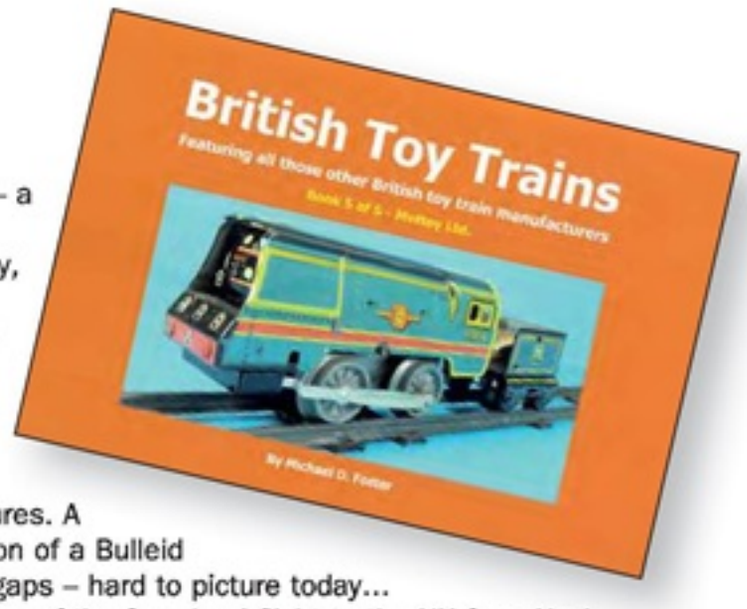
Colour and monochrome photos show locos at Cohen's, being scrapped, and/or in service. They will aid modellers wishing to recreate a scrapyard scene or, alternatively, represent a wide range of motive power in happier times.

OPC, an imprint of Crécy Publishing Ltd,
1a Ringway Trading Estate,
Shadowmoss Road,
Manchester M22 5LH
www.crecy.co.uk

285mm x 220mm 128pp
Hardback £25.00
ISBN 978-0-86093- 680-0

British Toy Trains

Michael D Foster



This is the fifth survey of the field of toy trains by the author – a lifelong enthusiast of the subject – and his 'partner in crime' Michael Bowes. Having covered Whitanco, Chad Valley, Palitoy, Astra and DMCT in book 1; Dunham, White & Betal, British Marx and A Wells in book 2; Brimtoy and Wells-Brimtoy 1914 – 1945 in book 3; Wells-Brimtoy 1946 – 1991 and various small firms in book 4; we turn to Mettoy in this volume. That most (all?) of the firms quoted in the previous sentence will be alien names to most (all?) of today's readership shows how far we have come from simpler times and simpler pleasures. A heavy tinplate 0-4-0 with four-wheel tender as an approximation of a Bulleid Merchant Navy needs a youngster's imagination to fill in the gaps – hard to picture today...

The introduction to the products covered tells a familiar story of the founders' flight to the UK from Nazi Germany and subsequent flourishing in the 1930s with all manner of tinplate delights. Contemporary advertising and editorial pieces, plus colour views of items in the authors' extensive collection, accompany the run-down of products. Variations of A4s – 0-4-0s with four axle tender in garter blue and lined green – exemplify the depth of research involved in telling the story. The box art was frequently evocative, and is given free rein within these pages.

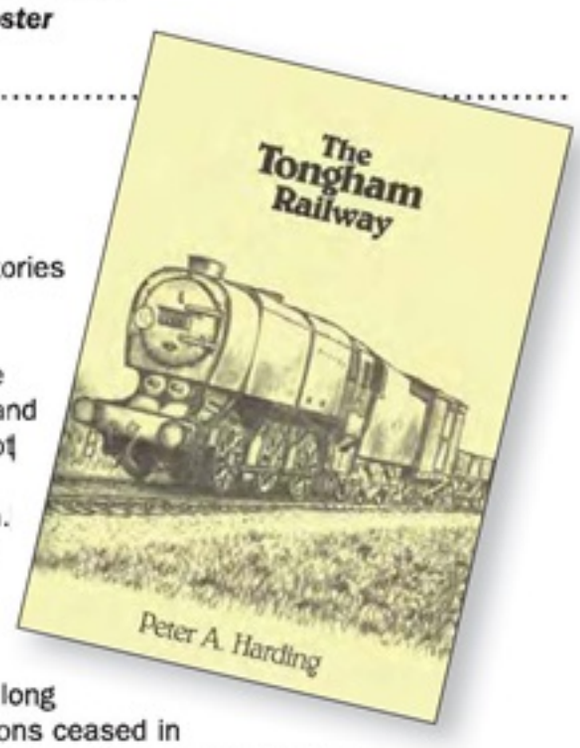
Happily, the story will continue, authored by Train Collectors Society journal editor Nicholas Oddy.

Published by the author,
Marldon Cottage, Manor Road,
Ullesthorpe, Nr Lutterworth,
Leicestershire LE17 5BN.

210mm x 297mm 192pp
Softback £23.50 including UK P&P. Please make cheques payable to M D Foster
ISBN 978-0-9932047-4-6

The Tongham Railway

Peter A Harding



This is another welcome updated reprint of the author's concise histories of overlooked branch lines, in this case a reissue of a work first published in 1994 and out of print for some years.

As the 2018 photos demonstrate only too vividly, travellers on the Southern Electric between Ash Vale and Farnham, and North Camp and Wanborough, would never know that these two routes were linked not just by the 1879-built chord between Ash and Aldershot but by the original 1849 LSWR line linking Guildford and Farnham, via Tongham. Its *raison d'être* in later years was serving Aldershot Gas Works with coal, in the final years (from 1954) accessed from the east end of the triangle only.

With the above-mentioned chord having taken away much of the line's purpose, it comes as no surprise that the line was singled as long ago as 1930 and passenger service to the unstaffed (in 1926) stations ceased in 1937. By the time the remaining stub was shut for good in 1960, the service was down to two freight trains a week. Today the eastern section is a linear park, but housing and other developments has obliterated the rest.

With a good selection of photographs, timetable extracts and diagrams this history tells the ups and (mostly) downs of an almost unknown Surrey railway very well indeed.

Published by the author,
'Mossgiel', Bagshot Road, Knaphill,
Woking, Surrey GU21 2SG.

210mm x 150mm 32pp
£4.50 including P&P
ISBN 978 0 9523458 0 0

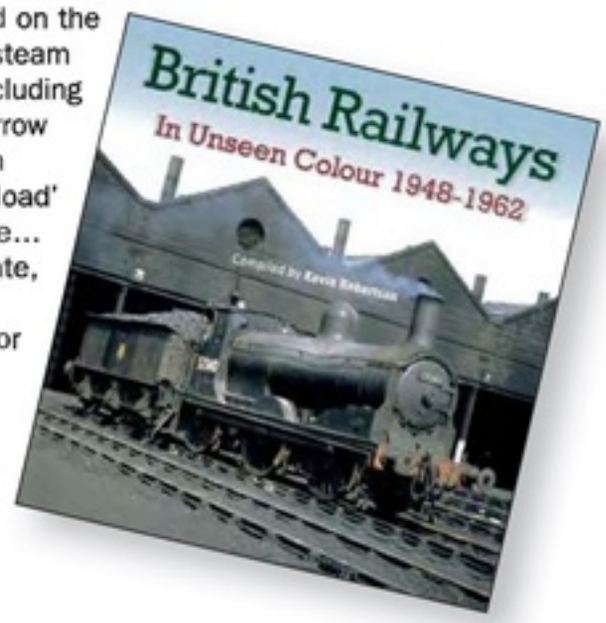
British Railways in unseen colour 1948 – 1962

Compiled by Kevin Robertson

This album showcases the work of photographer and career railwayman Roy Vincent, whose extensive library of transparencies is in the safe hands of the Transport Treasury (and from which copies of the images presented may be purchased). Explaining that the list of photographs is not presented in any numerical or geographical order, compiler Kevin Robertson justifies the similarly haphazard arrangement of views in this book as "a surprise on every page"; fortunately those seeking a particular location will find an index at the back, saving the need to remember page numbers of particular favourites.

The captions are extensively researched and well written, with but one location misidentified – Roy's notes did not list every place where he pressed the shutter – where a view of Devonport (Albert Road) is stated to be at Liskeard on p168. (It is listed on the Transport Treasury catalogue correctly.) The photographs are chiefly of steam traction, at work and on shed, but early diesels and electric traction (including London Transport) pop up occasionally. There is also a scattering of narrow gauge, including an LCGB tour of the Welshpool & Llanfair in 1956, with passengers riding in open wagons! Bookmark p30 for inspiration for a 'load' to put inside the Fourdees 009 models reviewed elsewhere in this issue...

By and large Western Region and Southern Region scenes predominate, but there's much for those interested in other areas to enjoy; all were taken in good lighting conditions and have been reproduced very well. For those that missed the spectacle, of course, every page turn is indeed a surprise.

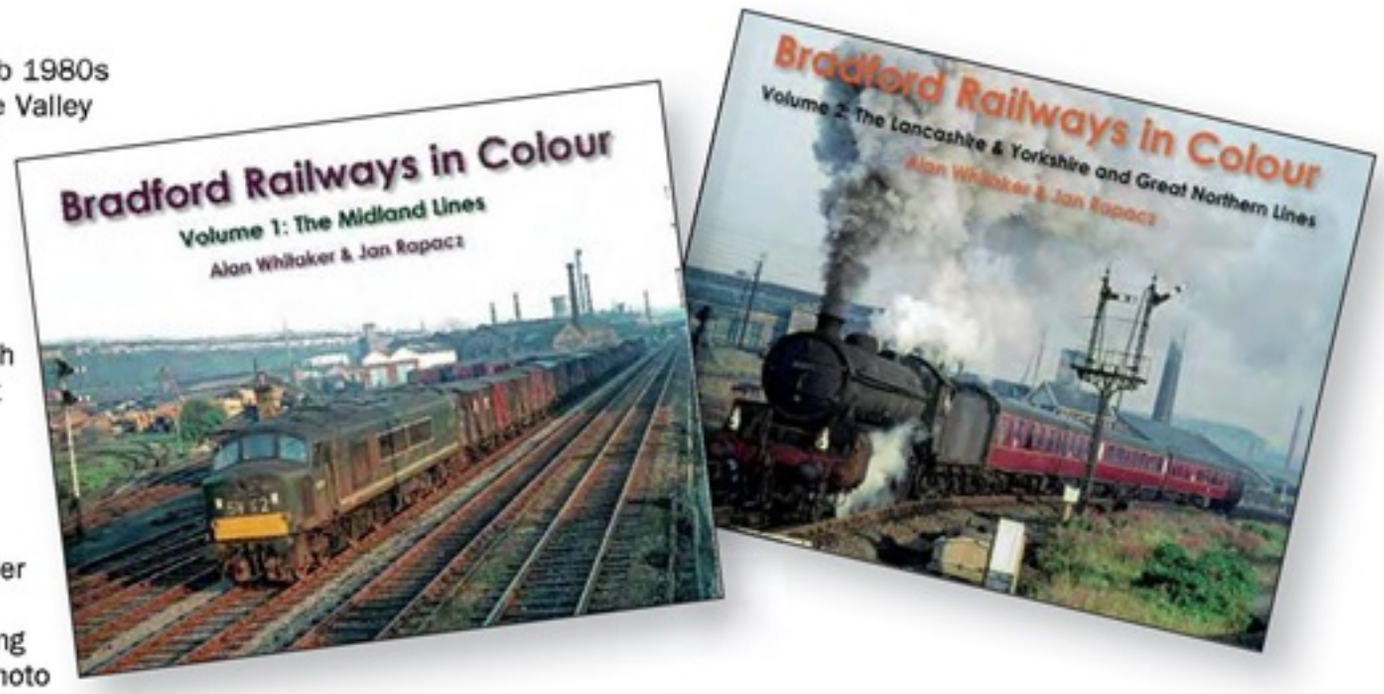


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1a Ringway Trading Estate,
Shadowmoss Road,
Manchester M22 5LH
www.crecy.co.uk

260mm x 255mm 208pp
Hardback £20.00
ISBN 978-1-90932-883-9

Bradford Railways in colour – Volume 1: The Midland Lines, Volume 2: The Lancashire & Yorkshire and Great Northern lines

Alan Whitaker and Jan Rapacz



Nowadays Bradford is served by two basic terminus stations with pre-fab 1980s buildings; Forster Square at the end of a branch from the electrified Aire Valley line and Interchange between Leeds and Halifax, served by a variety of Sprinter and Pacer diesel multiple units. It is hard to imagine it differently, but in years gone it was a much more elaborate and interesting affair, with both stations having much larger capacity, large buildings with overall canopies and vast goods and loco servicing facilities. These two books illustrate in full colour the 'glory days' of Bradford's stations and surrounding railways, including closed lines such as the Idle line and familiar sights such as the Worth Valley branch, but pre-preservation.

Most of the photos are from the last days of BR steam, showing wonderfully filthy examples of all types of loco that served the area at work, including some surprising rarities such as A3 No.60052 *Prince Palatine* handling a Bradford-bound freight passing Shipley. The new order of diesels and first generation DMUs are also well represented.

As a modelling reference it not only shows the type of locos and rolling stock that would be suitable for a layout, but the background of each photo is full of modelling queues such as the blue/white colour scheme of wooden structures and characteristically sooty sandstone buildings, mills and retaining walls, all essential for building a West Yorkshire-based layout in this era, or just generally interesting to those who aren't. These books are available to purchase post free from the publisher's website.

A third volume, bringing the story up to date with post-1968 developments, is in preparation.

Willowherb Publishing,
P O Box 160, Manchester M9 9AN.
www.willowherbpublishing.co.uk

both 195mm x 245mm 112pp (vol 1)
128pp (vol 2)
Hardback £19.95 (vol 1), £21.95 (vol 2)
ISBN: 978-0-9935678-2-7 (vol 1)
978-0-9935678-3-4 (vol 2)

DVD Reviews

Riding the ROG Stock Move #1 – Cab Ride: Bristol Temple Meads to Castle Donington



With the next era of the High Speed Train beginning north of the border, their reign on former Western Region express services is coming to an end. As the train sets are taken out of service they are being put through a refurbishment programme, but in the meantime some are taken to storage at various places around the Midlands.

This DVD features a ride in the cab of one of these HSTs, a six-car set headed by power car No.43133 and No.43136 on the rear, as it is transferred from Bristol Temple Meads to the disused freight yard at Castle Donington, via the Lickey Incline, Water Orton, Tamworth and Stenson Junction.

It does seems strange to see catenary in place and in use on the Lickey. It has certainly transformed the ambience of this famous route. Filmed from the front cab, the audio is from the rear of the front power car, giving the viewer the full effects of the engine at full power and the sound of the track. Occasional commentary and helpful on-screen captions indicate where you are on your journey, and many passenger and freight services are passed on the way. Some bonus footage is added at the end of the programme in the form of a cab ride on board Class 37 No.37 884 as it runs light engine from Castle Donington to Leicester.

If you like cab rides and want to get into the driver's seat then this programme will give you plenty of enjoyment. A really useful feature of these programmes is the ability to choose the section of the journey that you are particularly interested in, so although the programmes duration is long, you're not having to sit down for the full trip in one sitting!

Train Crazy/Videoscene,
P O Box 243, Lytham FY8 9DE
www.videoscene.co.uk

DVD two-disc set, 207 minutes, £19.95

Marsden Rail 40: Yorkshire and Lancashire



So, here's a question. Which was the last British Railways standard gauge steam locomotive to derail before steam ended in August 1968? Answer later.

This programme, No.40 in a long series of archive ciné film presentations, covers the broad swathe of land stretching across the Pennines from Leeds to Manchester, and the Settle & Carlisle route to Carlisle. Filmed during the mid-to-late 1960s by Michael Marsden, this footage will rekindle memories of everyday scenes of passenger and freight trains operating at the time. From Leeds the journey takes us to Bradford, via a light-hearted high speed run on board a DMU. Pity the poor dishevelled bowler-hatted businessman struggling with his copy of *The Times*! You'll have to watch it to understand!

From Bradford we head over the hills via the Calder Valley, Huddersfield and Standedge Tunnels. Electric trains at Manchester Piccadilly, a variety of steam and diesel shunters on the Manchester Ship Canal system, road traffic chaos at Ais Gill and the 15 Guinea Special of 11 August 1968, and the delightful sight of the ex-North Staffordshire Railway L Class No.2 working at Walkden Colliery rate as some of the highlights. And of course no programme featuring steam in the north-west in the 1960s could forget those two great steam sheds, Lostock Hall in Preston and Rose Grove, Burnley. Speaking of which, to answer the question posed at the beginning: that would be Stanier 8F No.48666, off the rails and needing the assistance of two Black Fives to drag back on after much effort of the Rose Grove depot staff. The last BR steam locomotive to have to endure this indignity, not that this was known at the time!

An enjoyable film, mostly in colour, and despite the prevalence of hand-held camerawork, with the consequently wobbly footage at times, a still very enjoyable hour or so of nostalgia.

Cine Rail/Videoscene,
P O Box 243, Lytham FY8 9DE
www.videoscene.co.uk

DVD, 75 minutes, £19.95

Class 91 and Mk.IV stock for OO and N from Cavalex Models



Class 91 No.91 016 sweeps past the photographer at High Dyke on 11 May 1992. *Photo: Colour Rail*

Buoyed by the delivery of its debut OO gauge R-T-R model (the PGA hopper wagon – see Reviews, RM April 2019), Cavalex Models has announced plans to develop models of the Class 91 electric locomotives and matching Mk.IV coaching stock, together with TEA bogie tankers – all in OO and N gauges.

A total of 31 Class 91 locomotives were built at Crewe works between 1988 and 1991; the first passenger earning service taking place in March 1989. Electrification of the East Coast Main Line was completed in 1991, with InterCity 225 services commencing from London to Edinburgh in the summer of that year.

Since privatisation in 1994, the Class 91 fleet and Mk.IV carriages have been owned by Eversholt Rail Group, with the stock leased to companies operating under franchise; the ECML franchise is currently run by London North Eastern Railway.

Still in revenue earning service today, the Class 91 locomotives, together with accompanying Mk.IV coaching stock (including Driving Van Trailers) are set to be made available by Cavalex in liveries including Intercity 'Swallow', GNER and LNER schemes.

Expressions of interest are being invited via the website, with a facility for pre-orders due to be opened soon. Details of price, specification and projected delivery dates are still to be confirmed. Production is dependent upon sufficient orders being received.

Cavalex Models has also announced its intention to produce OO models of the 102 Tonne GLW Class A bogie tank wagon, as built in the late 1980s by The Standard Wagon Company for Total Oil in two batches. Equipped with Gloucester GPS 25 bogies, VTG currently own the wagons, which can still be seen in operation today working out of the Lindsey oil refinery.

Development CAD renders are illustrated here (note that the bogies are just 'place holders'), with original Total grey livery amongst those planned. Variants representing KBA barrier wagons (used to transfer London Undergound S-stock) are also being considered.

Regarding other Cavalex projects, and further to our news item in the March issue, the pre-order deadline for the N gauge PGA hopper has been extended to 15 April, whilst tooling for the OO gauge 50' BBA bogie steel wagon was due to be underway by the time this issue goes on sale. An N gauge version of the BBA is also being considered, as are OO and N gauge versions of a PHA hopper.

A second run of the firm's OO PGA hoppers are also being produced, which will be available through selected Cavalex retailers from the third quarter of 2019. For further details:
www.cavalexmodels.com

Dapol reveals decorated samples of all-new 'Terrier' 0-6-0Ts in OO

Dapol has received the first batch of decorated samples for its Stroudley 'Terrier' 0-6-0Ts in OO, which are being manufactured from all-new tooling as a joint venture with Rails of Sheffield and York's Railway Museum.

First announced in our May 2018 issue, seven versions are being produced, with the tooling catering for most variations of the A1 and A1X classes, together with the Isle of Wight examples.

Six of the seven versions will be available direct from Dapol and Rails of Sheffield only; these will cover Kent & East Sussex Railway blue, South Eastern & Chatham Railway lined green, Southern Railway olive green, British Railways black (early and late) and London Brighton & South Coast Railway liveries. The latter version will be No.82 *Boxhill* (pictured) and this identity will be mirrored with the seventh version of the model, which will be exclusive to the Railway Museum but in 'as preserved' gloss finish. It will be available through Locomotion Models as part of its 'National Collection in Miniature' series.



The specification is set to include a five-pole skew wound motor, realistic fire box flicker, diecast chassis and running plate, diecast wheels which are fitted with turned metal tyres, sprung centre driving wheels and all-wheel electrical pick-up.

Models will be available 'DCC and sound ready' with a Next18 decoder socket (price £110.00), DC-fitted (£140.00) and DCC sound-fitted (£239.00). Factory sound-fitted locomotives will feature 'RealDrive' braking control. Delivery is planned for later in the year; more details and pre-orders can be placed via the respective websites:

www.dapol.co.uk
www.railsofsheffield.com
www.locomotionmodels.com

Model Rail Scotland spotlight

Busier than ever. That was the verdict of the organisers of the recent Scottish national model railway show – Model Rail Scotland – held at the Scottish Event Campus in Glasgow at the end of February.

Archie Brown, Honorary Chairman of the Association of Model Railway Societies in Scotland said that interest surrounding *The Great Model Railway Challenge* on TV had encouraged the public to come along to see on display both winning layouts built by the Aberdeen Model Railway Club.

The retail trade too reported brisk activity over the three day event, and hot topics for discussion were the latest announcements from several of the manufacturers, including Accurascale, attending the show for the first time.

Layouts old and new wooed the public and enthusiasts alike. John Varley's *Ghylldale*, Mick Bryan's *New Bryford* – making positively its final exhibition appearance – rubbed corners with modern day show stoppers like Barrowmore MRG's *Maunch Chunk*, Trevor Gibson's *Bridgwater*, and The Scottish D&E Group's *Wellpark*.





Ray Nolton's *United Mills* industrial branch line set in West Fife won first place in the ASSRMS layout awards.
Presentation photos: Tom Smith

Third place in the ASSMRS awards went to *Wellpark*, a portrayal of 1980s suburban Glasgow by the Scottish Diesel and Electric Group.

The N Gauge Society also announced the formation of a new area group to be known as the NGS in Scotland – Forth & Clyde Area Group, which will be open to members of the NGS.

As usual awards were made for the best layouts in show. *United Mills* from the East of Scotland 4mm group took first in the Association competition, with *Wellpark* in second place, and the 57 Study Group's *Montague Field* in third. *Mauch Chunk* took first place in the visitors competition, *Ardmore* from the Model Railway Society of Ireland came second and Wakefield's *Troutons* took third.

The dates for next year's event are 21 – 23 February 2020.
www.modelrail-scotland.co.uk



▲ *Mauch Chunk* by the Barrowmore MRC took first place in the visitors layout awards.



▲ Ed Fahey (centre) and Harry Lewis collect the second place visitors award for *Ardmore* from MRSI.



▲ Show manager Ian Porteus presents the third place visitors award to Chris Burnage for *Troutons*.



▲ Ray Nolton (left) of the East of Scotland 4mm Group collects the first place association award.



▲ The second place association award is received by Stephen Johnston of the SD&EG for *Wellpark*.



▲ AMRSS chairman Archie Brown with third place association winner Steve Driver for *Montague Field*.

Bachmann shows progress with new models in 00, 009 and N

Bachmann Europe Plc has revealed progress with a number of its forthcoming projects that are being developed for release as part of its 00 (Branchline), N (Graham Farish) and 009 (Narrow Gauge) ranges. First of these is an engineering prototype for the manufacturer's model of a Midland Railway '1532' Class 1P 0-4-4T in 00. Three versions are being produced, covering MR crimson lake, LMS plain black and BR lined black liveries; tooling for the latter is illustrated here, which will be presented as No.58072 with early emblems, riveted side tanks, Belpaire firebox and condensing pipes. Features will include a Next18 decoder socket, pre-fitted speaker (to facilitate digital sound installation), firebox flicker and sprung buffers.

Also illustrated here is an engineering sample for the long-awaited Hawksworth 94xx 0-6-0PT, which was announced in our May 2015 issue. Three versions are being produced; No.9402 in GWR green, No.9487 in BR plain black with early emblems, and No.9479 in BR black with late crests. Features will mirror those outlined above for the 1P.

3D prints have been produced from the CAD artwork for the planned narrow gauge 0-4-0ST Quarry Hunslets in 009. There will be two open cab examples, presented as *Alice* in Dinorwic Quarry red and *Nesta* in Penrhyn Quarry lined black, together with a pair of closed cab locomotives; *Britomart* in Pen-yr-Orsedd Quarry lined blue and *Dorothea* in Dorothea Quarry lined green. All will be equipped with six-pin decoder sockets and detail variations will include dumb buffers or chopper couplings.



▲ Tooling sample of the MR 1P in 00



▲ Tooling sample of the 94xx 0-6-0PT in 00



▲ 3D print of the closed-cab Quarry Hunslet in 009



▲ 3D print of the open-cab Quarry Hunslet in 009

For N gauge there is tangible progress with the refurbished Class 31/1 and 31/6 models. Utilising the existing Class 31 mechanisms (used on the early class variants already in the Graham Farish range), these later versions incorporate new body tooling with detail variations including high intensity headlights where applicable and buffer beam modificatiions. Three versions are planned; 31 154 in BR Railfreight, 31 319 in BR Railfreight (Petroleum sector) and 31 602 in Network Rail yellow.

For further details about all these models (for which projected delivery dates are to be advised), refer to the manufacturer's 2019 catalogues or go to:
www.bachmann.co.uk



▲ Tooling samples of the refurbished Class 31s in N

Minerva announces GWR 'Open A' wagon for 0

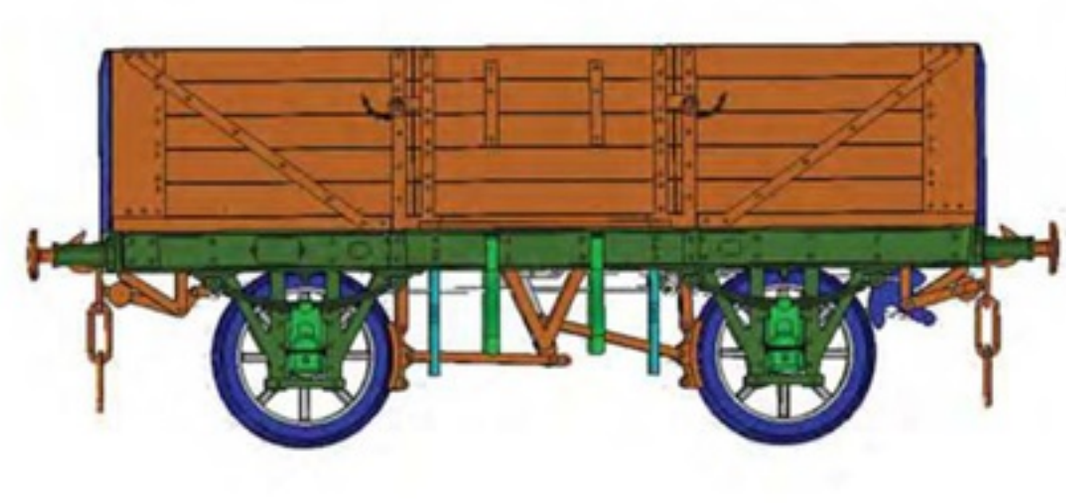
Minerva Model Railways has announced that it is producing ready-to-run injection-moulded 0 gauge models of the Great Western Railway 'Open A' wooden-bodied goods wagon.

The Great Western Railway built a large number of open wagons, designated eventually by the code 'O', ranging from one to seven planks.

The Minerva model will depict the five-plank version introduced around 1902-4 to Dia.04. It is set to be the first in a range of similar wagons that will be released by Minerva, and will come with DC3 brake-gear and optional sheet rail. It will be available in four liveries: c.1903 Great Western, c.1923 GW, c.1936 6" GW, and British Railways unfitted. Three different numbers for each livery will be offered.

The models feature a plastic injection-moulded body and chassis with full internal detail, wheels with metal tyres on shouldered axles (fitted in compensated axle-boxes), sprung buffers and hook draw-gear with three-link couplings. A removable steel ballast weight will be clipped to the underside of the floor.

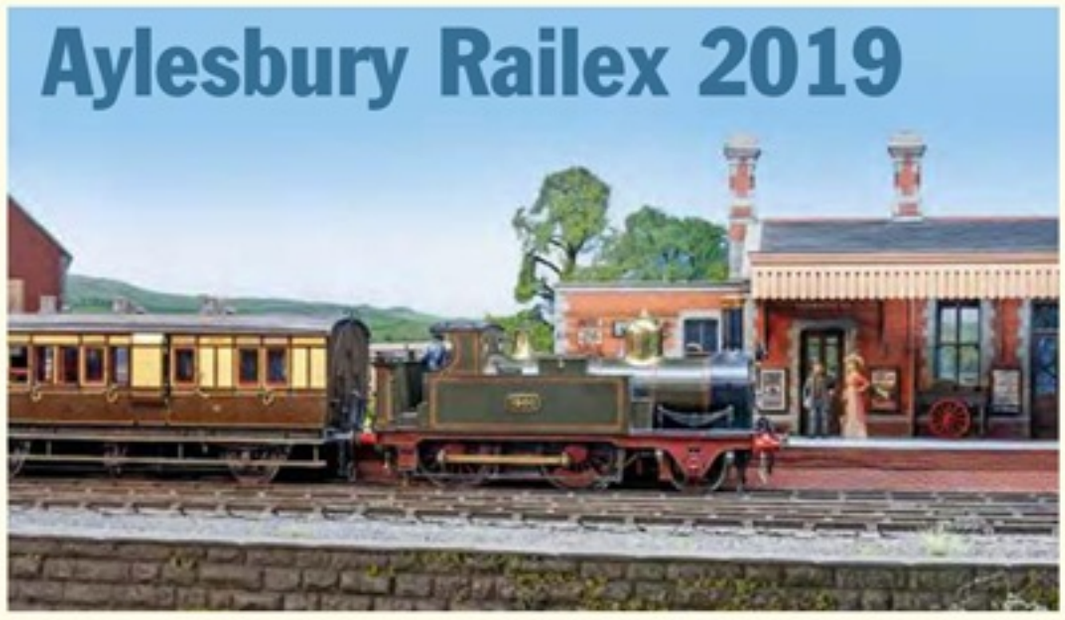
All versions will be priced £46.00 each, plus £4.00 P&P per order. Wagons ordered in multiples of five or more will be available at the reduced price of £43 each. Delivery is planned for late 2019.



The models will only be available direct from Minerva Models via mail and telephone order, the Minerva website and from the Minerva stand at selected model railway shows. For further information:
Minerva Model Railways
Tel: 02920 531 246/
07775 782 086
sales@minervamodelrailways.co.uk
www.minervamodelrailways.co.uk

EXHIBITION FOCUS

Aylesbury Railex 2019



The late May Bank Holiday weekend of 25 & 26 May 2019 will see the Risborough & District Model Railway Club present its 15th annual Railex Model Railway exhibition at Stoke Mandeville Stadium in Aylesbury, Buckinghamshire (HP21 9PP).

This year's show once again promises the traditional Railex combinations of quality layouts in all major scales along with specialist trade support. Amongst the layouts booked to appear are *Arun Quay* (RM April 2019) and *Llangerisech* (RM December 2017). The event will also provide an opportunity to see David Stone's exquisite 7mm scale layout *Sherton Abbas* (pictured), which is planned to be featured in an upcoming issue. To complement the layouts there will be around 50 specialist manufacturers, traders and demonstrators.

There will be a free vintage bus from the railway station to Railex and return on both Saturday and Sunday, linking in with Chiltern Railways services from London Marylebone and Princes Risborough. The vintage bus will run up to every half hour on Saturday and hourly on Sunday.

For further information – including opening times and admission prices – see Societies and Clubs, or see the club's website:
www.railex.org.uk

Narrow gauge trains model and full-size at Bala Lake

The Bala Lake Railway in North Wales will be hosting its annual 'Great Little Trains Model Railway Show' on the three-day bank holiday weekend of Saturday 25, Sunday 26 and Monday 27 May 2019 at Ysgol Y Berwyn Secondary School (on the A4212), Bala, Ceredigion LL23 7RU.

The show venue has free parking and full refreshments will be available, together with a free vintage bus service, which will be linking the exhibition venue with the Bala Lake Railway; the BLR will be operating an intensive timetable as part of the Bala Lake Festival of Transport (taking place on the Saturday and Sunday), which means visitors can enjoy narrow gauge exhibits in model form before taking a train ride on the full-size narrow gauge railway – all in the same day!

There will be more than 20 layouts in action, covering scales from T through to G of both narrow gauge and standard gauge prototypes. Amongst these will be Swindon MRC's O gauge layout *Wood Street* (*inset*). For further details about the show, see Societies & Clubs or go to:
www.bala-lake-railway.co.uk





RM-featured layouts at Bristol association show

The Association of Model Railway Clubs Wales & West of England will be staging its 51st anniversary show on Friday 3, Saturday 4 and Sunday 5 May 2019. Taking place at the event's customary Thornbury Leisure Centre venue (Alveston Hill, Thornbury BS35 3JB). The event is billed as the "largest model railway show in the South West of England and Wales".

There will be in excess of 35 layouts on display, covering a wide range of scales, gauges and prototypes – of both British and overseas outline. These will include a number that have been featured in the pages of RM, including: *Cadham Bay* (OO, RM December 2012), *Gravelly Oak* (pictured, N, RM January 2019), *Bottle Kiln Lane* (OO9, RM April 2014) and *Ackthorpe* (OO, RM February 2014).

The layouts will be complemented by extensive trade support, society stands and modelling demonstrations.

Advance tickets are available to purchase via the website – the closing date for applications is Friday 26 April 2019. Entry is free for accompanied children aged under 12. For further details, including opening times and admission prices, see Societies & Clubs, or go to:
www.bristolmodrailex.uk



More than 70 stands at Derby Roundhouse 2019 exhibition

The Mickleover Model Railway Group will be holding its 39th annual Derby model railway exhibition on Saturday 11 and Sunday 12 May 2019, once again at The Roundhouse – the 1839-built Grade II listed former locomotive workshops of the North Midland Railway, now part of Derby College. This will be the fifth exhibition the group has held at the venue.

The event is set to feature in excess of 25 layouts, together with trade support (including Peco Publications), a comprehensive range of displays and specialist societies. Amongst the layouts set to appear, which will cover various scales, gauges, eras and prototypes – of both British and overseas outline – will be Peter Johnson's EM gauge model *Canada Street* (pictured, see RM November 2017) and Richard Harper's RM 2017 Cup winning layout, *Sidmouth* (RM June 2017).



Situated adjacent to Derby railway station, the venue (located at Roundhouse Road, Pride Park, Derby, DE24 8JE) is easily accessible by public transport or car; full directions and maps are available on the group's website (see below).

Hot and cold refreshments and food will be available throughout the day in the venue, including a bar serving a selection of bottled and draft real ales.

In a bid to encourage younger visitors to the show, children aged under 14 will be admitted free when accompanied by a paying adult. Admission for adults will be priced £8.00.

For further details (including opening times), see Societies & Clubs or go to:
www.mmrg.org.uk

The latest news from the PECO group of companies

Beer Heights raises steam for 2019 season!



Thursday 14 March 2019 saw all members of Pecorama's Beer Heights Light Railway 7 1/4" gauge locomotive fleet in steam for their annual boiler inspection. All were passed with flying colours before the opportunity was taken to arrange them for the accompanying photo. Pictured (from left to right) are BHLR locos: No.5 *Linda*, No.3 *Dickie*, No.9 *Claudine*, No.4 *Thomas II*, No.7 *Mr.P* and No.12 *Jools* – together with John Edmonds' *Otter*, which is a regular visitor to the BHLR. Not pictured, but also in steam, was BHLR No.8 *Gem*.

The railway's 2019 running season commenced on 1 April, with daily running taking place through to Sunday 3 November 2019. Refer to the website for further details including admission prices and opening times: **www.pecorama.co.uk**

New faces join the Peco sales team

Recent months have seen changes within the Peco sales team with long-serving Southern Region Sales Representative Robert Page preparing to retire and new additions joining the team.

Peco retailers situated south of Birmingham will know Robert very well, having represented the company for more than 21 years with his friendly, calm and helpful manner. Robert is due to retire in mid-April, whereupon his role will be taken on by Andy Page (no relation!), who has joined Peco from Monk Bar Models in York. Andy brings with him a huge amount of Peco product knowledge and experience, plus a good background in sales and retailing.

The Peco sales team has also welcomed Ed Busby, who is taking on a new Sales Representative role based at the company's Beer headquarters, bringing with him first-hand experience from the production side of the business.



Pictured (left to right): Garry Gunter, Stock Control; Di Nodwell, Home Trade Sales; Ian Kay, Northern Region Sales Representative; Brenda Birmingham, Export Trade Sales; Robert Page, retiring Southern Region Sales Representative; Steve Haynes, Sales Manager; Andy Page, new Southern Region Sales Representative; and Ed Busby, Sales Representative.

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Wolverhampton's railways remembered in new book

In 2010 the Wolverhampton Branch of the Severn Valley Railway published *Wolverhampton's Railways in Colour;* written by Simon Dewey, this was a full colour album of photographs of Wolverhampton railway scenes, locations and locomotives. A companion volume has recently been published, titled *Wolverhampton's Railways Revisited*. The book, again in hardback, follows a similar format to the earlier book but has been increased to 88 pages with over 100 photographs, again in full colour and each accompanied by an informative caption.

Locations featured include the Low Level and High Level stations, the engine sheds at Stafford Road, Oxley and Bushbury, Stafford Road locomotive works and Wednesfield Road Goods Depot amongst others. The book covers the latter days of steam in Wolverhampton and the electrified railway through the city in more recent times.

The book is available from the SVR shop at Bridgnorth station, Ian Allan Bookshops, Waterstones, MDS Books and other outlets, priced £17.99. Alternatively it can be ordered by post from Severn Valley Railway Wolverhampton Branch, 49 Tyninghame Avenue, Tettenhall, Wolverhampton WV6 9PP for £21.00 (inc. P&P).

Richard Hollingworth

Richard Hollingworth who founded the Parkside range of plastic wagon kits 40 years ago has died following a short illness, less than two years after announcing his retirement. His understanding of railways, which was so evident in his kits and conversation, was founded on practical railway experience gained in the day-to-day running of Britain's railways. His posts ranged from booking office to control office and on to Area Manager. He was also responsible for implementing the TOPS wagon system in various centres across the UK during the 1970s from which stemmed his deep acquaintance with freight wagons and freight yards. Richard's tool making and machining skills were remarkable and completely self-taught, but even then it was a big leap for him to leave the railway and set up a plastic moulding business.

In 1986 Parkside partnered with Andrew Hastie's brand of Dundas, and the name Parkside-Dundas became household amongst the modelling fraternity. The firm supported scales from 2mm to 7mm with bespoke and general kits, which have given and fortunately continue to give pleasure across the world.

His own roots were in Burntisland, and this was reflected in his part in the development of the 4mm layout *Burntisland 1883*, though his personal modelling interests inclined to 7mm scale. He was prominent in the East of Fife Gauge 0 Group and was also a regular and accomplished operator on Richard Chown's extensive *Castle Rackrent*, but he was not spared the time to create a layout of his own. He sold the Parkside business to Peco in August 2017.

He leaves behind an unrivalled legacy of support for railway modellers world-wide. who will no doubt join us in expressing deepest condolences to his wife Kathleen and children Sandy and Jenny.

Ed – Our thanks to Jim Summers and Andrew Hastie for their help with the preparation of this obituary.

Accurascale announces PFA in OO





The Dublin-based model manufacturer (the background to which forms the subject of this month's Talking Points feature – see p388), has revealed that it is developing OO gauge ready-to-run models of the PFA four-wheel container flat wagon.

172 of these wagons were constructed between 1986 and 1988 for use on the iconic Cawoods Coal containerised coal trains, which ran from collieries across England and Wales to ports in the North West for onward shipment to Ireland. In the early 1990s a portion of these wagons were allocated to British Fuels and ran to various destinations between the North of England and Scotland. After privatisation of the railways, the PFAs continued in service carrying domestic coal traffic, but were also used to carry special gypsum containers for British Gypsum, and are still in service today, carrying low level nuclear waste for DRS.

Accurascale's model will be of largely diecast construction with tooling that caters for multiple configurations to reflect the prototypes' years of diverse service, together with an array of different container bodies in multiple packs. The models will also have separate sprung buffers and provision for straightforward conversion to EM and P4. CAD design has been completed, with tooling underway.

The as delivered iconic Cawoods Coal wagons will be catered for, as well as the bright orange British Fuels containers. These will come in packs of three wagons, with different identities and multiple packs available, allowing appropriate rakes to be built.

Two different gypsum containers in two different liveries will also be offered for British Gypsum traffic, again in multiple packs of three wagons with different identities, branding and liveries, allowing colourful long rakes to be assembled as per the prototypes. There will be two packs of three DRS flats carrying low level radioactive waste vessels and a separate pack of empty DRS flats which are also used as barrier vehicles.

The price for each pack is £69.95, available direct from Accurascale. Pre-orders are being taken, with a delivery date of July 2019. For details:
www.accurascale.co.uk

Heljan confirms GBRf-liveried Class 50 in O

The Danish manufacturer Heljan has confirmed that there will be an additional livery version produced of its forthcoming Class 50 model in 7mm scale, which will be presented as 50 049 *Defiance* in the orange and blue scheme of GB Railfreight (model ref.4028).

The real 50 049, together with its Class 50 Alliance stablemate 50 007 *Hercules*, have recently been repainted into GBRf colours at Eastleigh in recognition of the close working relationship between the two organisations. Following the repaints, the locomotives remain based at the Severn Valley Railway but are now available to operate selected GBRf trains on a 'spot-hire' basis, including movements of locomotives between heritage railway gala events, and railtours. Delivery of the Class 50 models – in all liveries – is scheduled for summer this year.



The GBRf-liveried duo head the outbound 'Class 50 Terminator – Phoenixed' railtour past Oath on 23 March 2019. *Photo: Steve Haynes*

Heljan has also received engineering samples for its forthcoming all-new OO models of the Class 86 electric and late body style Class 25 diesel locomotives, plans for which were announced in our January 2019 and September 2018 issues respectively.

For further details:
www.heljan.dk



Tooling samples of the late style Class 25 (above) and all-new Class 86 (right) in OO. *Photos: courtesy Hatton's Model Railways*

In brief

James May's Big Trouble in Model Britain on iPlayer

Many readers will have seen this two-part documentary, which was presented by James May and broadcast during March on BBC4. The programmes took viewers behind the scenes of the Hornby Hobbies group, with much of the second instalment centred around the development of its new Terrier model in OO (see review on p420). For those that missed it, part two will be available on BBC iPlayer until 16 April 2019:
www.bbc.co.uk/iplayer

March station charity open day

The Friends of March Railway Station (on the Ely – Peterborough line) are staging an annual model railway event (in the community rooms on platform two) on 11 May 2019 from 1000 – 1500. There will be a number of layouts attending, and there will be a chance to see progress with the charity's own under-construction model of March station. Teas, coffee and cakes will be available. It's a free event but donations will be welcomed. Local modellers who would like to bring a layout to the event are also being invited to get in touch. Contact:
Gary Christy
email: gary@christy.org.uk

Benfleet show to raise church funds

The St Mary's Model Railway Club (Benfleet) will be holding an exhibition on 11 May 2019 (1000 – 1600) to raise funds for the St. Mary's Benfleet Church Restoration. There will be eight layouts on display, together with a second-hand stall and refreshments. Admission adults £4.00, accompanied children free. For details:
Robin French
Tel: 01277 225 206

Conference for show oganisers

The Chiltern Model Railway Association will be holding an Exhibition Conference on Saturday 11 May 2019 in The Orrell Suite, Premier Inn, The Mount, Orrell Road, Wigan WN5 8HQ. It is being held for the benefit of groups or individuals who organise or take part in model railway exhibitions. There will be talks on Advertising, General Safety Management, Electrical Safety and Exhibition Insurance. For further details contact Stephen Roberts:
exhibition.manager
@wiganfrm.org.uk

Coming next month

June 2019 –

Out Thursday 9 May



inside ....

- **FREE BOOKLET!**
  On The Rails – our annual guide to UK and Ireland railway attractions
- **A B17 FROM PARTS**
  A 'footballer' in 00 using spares
- **HUNSLET ENGINE CO – 2**
  Andy Ross continues his factory modelling project in 7mm scale

plus all the regular features ....

Alton Febex award winner

Despite widespread heavy snowfall in the run up to this year's Alton Febex model railway show, which took place on 2 & 3 February, the event organisers were relieved to report a satisfactory attendance over the two days. RAILWAY MODELLER Editor Steve Flint judged and presented the *Peco Publications Shield* for 'Best in Show' award during the weekend; the recipient was Tim Couling (pictured left) of the 009 Society for his 4mm scale narrow gauge layout *The Clyre Valley Railway*.



Leeds MRS open day

The Leeds Model Railway Society's extensive 4mm scale *Chapel-en-le-Frith layout* (RM November 2017) will be the centrepiece exhibit at the society's open day on 12 May 2019 (1000 – 1600) at Westfield House, Broad Lane, Bramley, Leeds LS13 3HA. Admission is free but donations will be welcomed. Also on display will be the society's new O gauge layout, together with N gauge and 009 models, plus displays and demonstrations by members. It should be noted that there is limited disabled access. For further details contact Richard Timms: lmrsmembership@outlook.com

Shop News

Kernow Model Railway Centre expands with new Guildford shop

The Camborne-based model railway retailer, Kernow Model Rail Centre, is set to expand its operations with the opening of a second shop premises – some 250 miles away in Guildford, Surrey! The official opening is planned for 1 May 2019, with a programme of special events planned for the following week.

KMRC proprietor Chris Trerise explained that Guildford was chosen following careful research, which showed that the retailer has a large existing mail order customer base in the area, which isn't served by other bricks and mortar model shops. He said, "It is vitally important for the future of our hobby to attract new modellers and this can only be done by having a physical shop to showcase the vast range of products available. Our Guildford branch will have working displays and knowledgeable staff to assist".

KMRC is looking to recruit additional staff to work in the new shop, which will be located at 75b Stoke Road, Guildford, GU1 4HT. CVs for full or part-time roles at the new branch can be submitted by email.

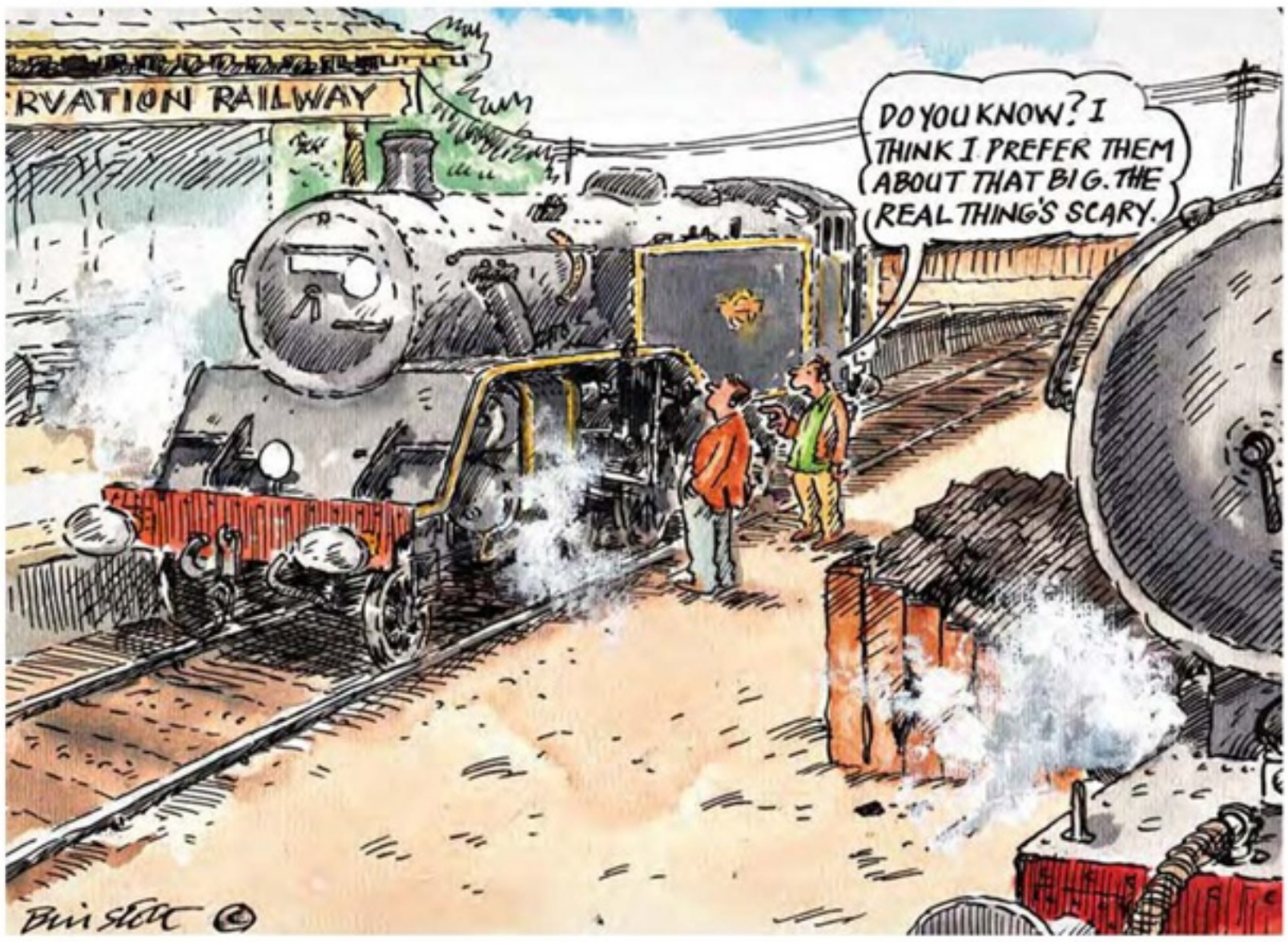
The shop is within walking distance of both Guildford main line and Guildford London Road stations, whilst car parking is available nearby. All mail and web orders will continue to be dealt with from the Camborne shop – Guildford will be for personal callers only.

For further details:
email: sales@kernowmodelrailcentre.com
www.kernowmodelrailcentre.com

Modelmania comes to Bradford

A family friendly exhibition, exploring modelling and why models are created, is running at Bradford Industrial Museum until Sunday 10 November 2019. The exhibits – covering railways, aviation and automotive subjects – include models used in engineering and by apprentices, as well as children's educational and instructional toys. For more information visit:
www.bradfordmuseums.org

Laughter Lines...



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.

July issue deadline: May 1st

EVENTS

Saturday 13 April
FORDINGBRIDGE, Hampshire
Organiser: Fordingbridge Rotary Club.
Venue: Avonway Community Centre, 39 Shaftesbury Street, Fordingbridge, Hampshire SP6 1JF.
Open: 1030 – 1630
Admission: adults £5.00, children (5 – 16) £1.00, family £10.00. Proceeds to rotary charities and good causes.
Amenities: refreshments all day.
Features: layouts including live steam models and exhibits outside, trade support, clubs, local history film.
Contact:
https://fordingbridge-rotary.org.uk

Saturday 13 April
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 13 April
NORWICH, Norfolk
Organiser: Norwich MRC, part of the Norwich Railway Heritage & Model Society.
Venue: Hellesdon High School, Middletons Lane, Norwich NR6 5SB.
Open: 1000 – 1630
Admission: adults £5.00, accompanied under 16s free.
Amenities: wheelchair accessible venue, refreshments throughout the day.
Features: 15 layouts in gauges O to N including Obervaz and Grunbach. Trade support, heritage railway societies.
Contact: www.norhams.org.uk

Saturday 13 April
WELWYN GARDEN CITY, Hertfordshire
Organiser: De Havilland MRS.
Venue: Ludwick Way Methodist Church, Ludwick Way, Welwyn Garden City, Hertfordshire AL7 3PN.
Open: 1000 – 1700
Admission: adults £5.00, children £2.00, under 5s free.
Amenities: both floors accessible by those with limited mobility, refreshments, free parking nearby.
Features: 12+ layouts including *Havil Junction* and Underground Ernie layout *Shabbey Road*. Trade support and society stands.
Contact: 01707 267541
www.dhmrs.co.uk

Saturday 13 & Sunday 14 April
BANGOR, Co Down
Organiser: North Down MRS.
Venue: Bangor Grammar School, Gransha Road, Bangor BT19 7QU.
Open: 1000 – 1700 Saturday
1200 – 1700 Sunday.
Admission: adults £5.00, children £4.00, family (2+2) £15.00.
Amenities: refreshments, free parking on site, venue wheelchair-friendly. On Saturdays only, hourly bus service 302D outward, 302C & 302D inbound.
Features: 20 layouts, 40+ traders and display stands.
Contact: Derek Carter 028 9145 0833
www.ndmrs.co.uk

Saturday 13 & Sunday 14 April
CORSHAM, Wiltshire
Organiser: Bentley MRG.
Venue: Springfield Community Campus, Corsham, Wiltshire SN13 9DN.
Open: 1000 – 1730 Saturday
1000 – 1630 Sunday.
Admission: *on the door* – adults £8.00, children (5 – 16) £5.00, group (2+2) £20.00. Under 5s free. Sunday only after 1300 adults £5.00, children £2.00 (one child free with each paying adult). See website for advance ticket details.
Features: TRAINWEST 2019 – layouts *Amiens 1918* (OO9), *Bakewell Street* (O), *Birmingham Moor Street* (P4), *Bridge at Remagen* (N), *Burton on Trent* (N), *Calstock Halton Quay* (O-16.5), *Cato Pass* (OO), *Chewton Mendip* (EM), *Deansmoor* (N), *Denton Brook* (O/O14), *Enigma Quay* (O9), *Fenchurch St Peter* (OO), *Herculaneum Dock* (OO), *Kannotburn* (OO), *Much Murkle* (OO), *Navigation Road* (EM), *Roundtrees Sidings* (EM), *Salsdorf* (TT), *Scratchy Bottom Halt* (Gn15), *Stodden Hundred* (O). Trade support, demonstrations.
Contact: Geoff Endacott 01249 654417
www.trainwest.org.uk

Saturday 13 & Sunday 14 April
DUKINFIELD, Greater Manchester
Organiser: Tame Valley Scout Council.
Venue: Astley Sports College, Yew Tree Lane, Dukinfield SK16 5BL.
Open: 1000 – 1730 Saturday
1000 – 1630 Sunday.
Admission: adults £5.00, concessions £4.00, children £1.00, family (2+2) £10.00. All funds raised go to the scouts.
Amenities: refreshments.
Features: 25+ layouts in all scales, trade support, model road transport displays, live steam ride-on 5" gauge railway outside, plus vintage/veteran vehicles and motorcycles, military vehicles, displays by emergency services.
Contact: Tom Lowther 07719 259638

Saturday 13 & Sunday 14 April
GATESHEAD, Tyne & Wear
Organiser: North East of England Group of the N Gauge Society.
Venue: Gateshead Masonic Hall, Alexandra Road, Gateshead NE8 1RB.
Open: 1000 – 1700 Saturday
1000 – 1630 Sunday.
Admission: adults £3.00, children (5 – 15) £1.50, under 5s free, family (2+2) £6.00.
Amenities: all on one level, disabled access, car park, refreshments.
Features: club layout, members' and visiting layouts, trade support.
Contact: neil.walker64@btinternet.com

Saturday 13 & Sunday 14 April
HORSHAM, West Sussex
Organiser: Crawley MRS.
Venue: Tanbridge House School, Guildford Road, Horsham RH12 1SR.
Open: 1000 – 1700 Saturday
1000 – 1600 Sunday.
Admission: adults £6.00, children (over 5yrs) £4.00, family (2+2) £17.00.
Amenities: free parking, refreshments, fully accessible.
Features: layouts include *Aldermouth* (7mm), *Banbury* (N), *Biscuit Quay* (N), *Brixham Bay* (N), *Gosport Railroad Group* (N), *Harton Gill* (P4), *Hassell Hill Colliery* (7mm), *Lakeside* (HO), *Mawgan Porth* (EM), *Merstone* (OO), *Neuhausen* (HO), *Normandy Junction Shed* (7mm), *Palmerston Road* (7mm), *Pwllheli* (P4), *Svanda* (HO). Plus children's OO Drive It drive it yourself layout and ride-on miniature railway. Trade support, demonstrations, second-hand stand.
Contact: 07411 353757
www.crawleymrs.org.uk/exhibition

Saturday 13 & Sunday 14 April
MOUNTSORREL, Leicestershire
Organiser: Ivanhoe MRS.
Venue: The Memorial Centre, Leicester Road, Mountsorrel LE12 7AJ.
Open: 1000 – 1600 both days.
Admission: adults £5.00, concessions £4.00, children £3.00, family £12.00.
Amenities: wheelchair-friendly, ample free parking, refreshments.
Features: approx 24 layouts, some making their debut. Trade support.
Contact: www.ivanhoe-mrs.co.uk

Sunday 14 April
EARDISLAND,
Nr Leominster, Herefordshire
Organiser: Herefordshire Borders O Gauge Group.
Venue: Eardisland Village Hall, Eardisland, Nr Leominster HR6 9BP.
Open: 1000 – 1630
Admission: £2.50, accompanied children free.
Amenities: light refreshments provided by local WI ladies, bacon rolls, home-made cakes.
Features: O gauge running day – test track for visitors' models. Local traders, displays.
Contact: Doug Tantrum 01544 387972

Sunday 14 April
MARKET DRAYTON, Shropshire
Organiser: Chantilly Grey.
Venue: Festival Drayton Centre, Frogmore Road, Market Drayton TF9 3AX.
Open: 1000 – 1600
Admission: adults £5.00, children £2.00, under 5s free.
Features: model railways, trade support.
Contact: www.chantillygrey.com

Saturday 20 April
SPEY BAY, Morayshire
Organiser: Chris Hall.
Venue: Village Hall, Spey Bay IV32 7PJ.
Open: 1000 – 1500
Admission: £2.00 per person, under 16s free.
Amenities: tea & coffee.
Features: exhibition in memory of the late Robert Malcolm; seven layouts and a Lego display, more planned.
Contact: Chris Hall 07487 899943

Saturday 20 to Monday 22 April
GAINSBOROUGH, Lincolnshire
Organiser: Gainsborough MRS.
Venue: Florence Terrace, Gainsborough, Lincolnshire DN21 1BE.
Open: 1330 – 1730 Saturday & Sunday, 1030 – 1730 Monday (last admission on all days 1630)
Admission: adults £4.00, seniors/children £3.00, family (2+2) £10.00.
Features: open days. One of the largest O gauge model railways in the country; dozens of trains running on a total of over half a mile of track.
Contact: B Hodgkinson 01427 610475
www.gainsboroughmodelrailway.co.uk

Saturday 20 to Monday 22 April
YORK
Organiser: York Model Railway Show.
Venue: Knavesmire Stand, York Racecourse, Racecourse Road, York YO23 1EX.
Open: 1000 – 1700 Saturday
1000 – 1700 Sunday
1000 – 1630 Monday
Advance ticket holders admitted at 0945 each morning.
Admission: *On the door (cash only)* – adults £9.00, children (5 – 15) £4.00, family (2+3) £22.00. Under 5s and any carer looking after a disabled person admitted free.
Amenities: full disabled access, step stools for children (returnable deposit required), full refreshment service, bar, free parking for 800 cars (ground conditions permitting).
Features: layouts include *Arun Quay* (O, see this issue), *Billingham* (N), *Black Lion Crossing* (EM), *Bodmin Generally* (OO), *Bw. Nerdelheim* (O), *Chebstone* (OO), *Coppell* (OO), *Dunston Harbour* (OO), *Edford* (P4), *Fence Houses* (2FS), *Halifax King Cross* (P4), *Harlyn Pier* (O), *Hebble Vale Goods* (EM), *Helmthwaite & Chapel Lane* (O), *Heybridge Wharf* (3mm), *Invercalley* (N), *Ladycross* (OO), *Launceston Steam Railway* (OO9), *Lockwood Street* (N), *Mills Bridge* (2FS & N), *Newhaven Harbour* (OO), *North Ballachulish* (EM), *Orchard Road* (OO), *Pottendorf* (HO), *Purgatory Peak* (On30), *Todmorden Midland* (N), *Ventnor West* (O), *Wardwood* (OO). Extensive trade support, demonstrations, society displays and more.
Contact:
Malcolm Scrimshaw 01482 503188
www.yorkshow.org.uk

Sunday 21 April
CANVEY ISLAND, Essex
Organiser: Canvey Island Transport Museum.
Venue: The Museum, 105 Point Road, Canvey Island, Essex SS8 7TD.
Open: 1000 – 1630
Admission: adults £3.50, seniors £2.00, children up to 15 £1.00, under 5s free.
Amenities: light refreshments, disabled access, free parking at football field.
Features: layouts, trade support, vehicle display.
Contact: 07533 349094
www.castlepointtransportmuseum.co.uk

Sunday 21 April
WOKINGHAM, Berkshire
Organiser: Bracknell Railway Society.
Venue: Pinewood Leisure Centre, Old Wokingham Road, Wokingham, Berkshire RG40 3AQ.
Open: 1330 – 1630
Admission: free.
Features: open afternoon – the permanent OO and O gauge layouts will be operating, plus others.
Contact:
www.bracknellrailwaysociety.co.uk.gridhosted.co.uk/welcome

Sunday 21 & Monday 22 April
WEXFORD, Co Wexford, Republic of Ireland
Organiser: Wexford MRC.
Venue: St Joseph's Community Centre, Bishopwater, Wexford.
Open: 1200 – 1800 Sunday
1100 – 1700 Monday.
Admission: adults €8.00, seniors €5.00, children €3.00, family (2+2) €16.00.
Features: 11th annual Easter show.
Contact:www.facebook.com/wexfordmodelrailwayclub

Saturday 27 April
BAWDESWELL, Norfolk
Organiser: 32A MRC.
Venue: Bawdeswell Village Hall, Reepham Road, Bawdeswell, Norwich, Norfolk NR20 4RU.
Open: 1000 – 1600
Admission: adults £5.00, concessions £4.00, juniors £2.00, family (2+2) £10.00.
Amenities: refreshments, ample free parking.
Features: numerous layouts in O, OO and N. Trade support, demonstrations.
Contact: Alan Ball 07717 502597 www.32amrc.co.uk

Saturday 27 April
COVENTRY, Warwickshire
Organiser: Coventry & Warwickshire O Gauge Modellers.
Venue: The Church of the Holy Cross, St Austell Road, Wyken, Coventry CV2 5AE.
Open: 1000 – 1500
Admission: free.
Amenities: free tea & coffee, parking.
Features: spring open day– members' layouts, full test track (bring along your stock to run), demonstrators on all areas of railway modelling. Two local traders.
Contact: 02476 313221

Saturday 27 April
FAREHAM, Hampshire
Organiser: Rotary Club of Fareham.
Venue: Fareham College, Bishopfield Road, Fareham PO14 1NH.
Open: 1030 – 1700
Admission: adults £6.00, children (5 – 16) £2.00. All profits to the Hampshire and Isle of Wight Air Ambulance.
Amenities: free on-site parking, full disabled access, refreshments.
Features: ROTARAIL 2019 – layouts include *Abbeyfield* (N), *Addison Park* (3mm), *Danbee* (O), *Dovington Camp* (O), *Fawcett Street* (OO), *Fordingham* (3mm), *Friedrichstrasse* (HO), *Frogpool* (O), *Hillbrow* (OO9), *Hilldale* (N), *Kydmore Light Railway* (OO9), *Loddon Road* (OO), *Lulworth Castle* (OO), *Milford on Sea* (OO), *Newport Road* (OO), *Pwllheli* (P4), *Ryedown Lane* (OO9), *San Maria Gandia* (HO/HOe), *Santa Maria* (HOm), *Shillingsford* (OO), *Stoke by Nayland* (P4), *Whitmoor* (N), *Wickhambreux Road* (OO9). Plus a display by the Hampshire 16mm Group, and trade support.
Contact: Chris Thomas 01329 663685 www.rotarail.webs.com

Saturday 27 April
FLITWICK, Bedfordshire
Organiser: Luton MRC O scale section.
Venue: Flitwick Village Hall, Dunstable Road, Flitwick, Bedfordshire MK45 1HP.
Open: 1000 – 1630
Admission: adults £5.00, children up to 16yrs £2.00, family (2+3) £10.00.
Amenities: disabled access, light refreshments, car parking.
Features: a variety of O scale layouts, trade support, demonstrations, society stands.
Contact: 01582 413200/652478

Saturday 27 April
LLANTWIT FARDRE, Rhondda Cynon Taff
Organiser: Pontypridd MRC.
Venue: Crown Hill Community Centre, Llantwit Fardre CF38 2NA.
Open: 1000 – 1600
Admission: adults £3.00, accompanied children free.
Amenities: free car park, wheelchair access, light refreshments. Bus routes 100, 244, 400 (ask for Crown Hotel).
Features: 10+ layouts, trade support and society stands.
Contact: Phil Gerrish 01443 217511 www.pmrc.co.uk

Saturday 27 April
STONELEIGH PARK, Warwickshire
Organiser: Hornby Railway Collectors Association.
Venue: Warwick Suite, NAEC, Stoneleigh Park, Warwickshire CV8 2LZ.
Open: 1000 – 1700
Admission: adults £5.00, accompanied children under 15 free, HRCA members free.
Amenities: hot & cold refreshments, fully accessible to hand-powered wheelchairs, free on-site car park.
Features: HRCA 50th anniversary toy train show – 20 vintage Hornby layouts from 1922 to 1964 including O gauge, two- and three-rail Dublo. Hornby toy train dealers and spares suppliers.
Contact: 01533 631820 www.hrca.net

Saturday 27 April
STOURPORT-ON-SEVERN, Worcestershire
Organiser: Wyre Forest MRC.
Venue: Stourport Community Centre, Lower Lickhill Road, Stourport-on-Severn, Worcestershire DY13 8RW.
Open: 1000 – 1600
Admission: adults £2.00, accompanied children 12 and under free.
Amenities: free parking, light refreshments, disabled access.
Features: at least seven club and members' layouts, second-hand stall.
Contact: www.wyreforestmrc.com

Saturday 27 & Sunday 28 April
EWELL, Nr Epsom, Surrey
Organiser: Epsom & Ewell MRC.
Venue: North East Surrey College of Technology (NESCOT), Reigate Road, Ewell, Surrey KT17 3DS.
Open: 1000 – 1730 Saturday
1000 – 1700 Sunday.
Admission: adults £7.00, children under 16 free.
Amenities: free parking on site, full level access and disabled facilities, refreshments. 10 minute walk (direct footpath) from Ewell East station. Buses serve Ewell Village (Green Man stop) half mile away.
Features: layouts include *Arun Quay* (O), *Dent* (OO), *Fintonagh* (O-16.5), *Frecclesham* (O), *Garreg Wen* (OO9), *Herstmonceux* (OO), *Hornby Junction* (OO), *Little Aller Junction* (N), *Llangerisech* (2mm), *Minories* (P4), *Northallerton* (N), *Snowdon (NWNGR)* (1:38), *St Georges Dock* (O), *Theobalds Yard* (O), *Vale of Oxbury* (N), *Wittenden* (O-16.5), *Wolfe Lowe* (O). Trade support, societies, plus Searles Steam Railway (5" and 7¼" live steam).
Contact: 01483 576274 www.eemrc.org.uk

Saturday 27 & Sunday 28 April
HANWORTH, Middlesex
Organiser: Hampton & Kempton Waterworks Museum and Railway.
Venue: Kempton Park Waterworks, Snakey Lane, Hanworth TW13 7ND.
Open: 1030 – 1600 both days.
Admission: museum and model railway show £8.00, concessions £7.00. Train rides adults £3.00, children £1.00, under 5s free.
Amenities: refreshments, toilets, free parking.
Features: museum and railway open weekend. The 1000T triple expansion engine will be in operation. Admission includes free guided tours of the engines. The model railway show will feature layouts of various scales and gauges from local societies.
Contact: 01932 765328 www.hamptonkemptonrailway.org.uk

Saturday 27 & Sunday 28 April
HELSTON, Cornwall
Organiser: Helston & Falmouth MRC.
Venue: Helston Community College, Church Hill, Helston, Cornwall TR13 8NR.
Open: 1000 – 1700 Saturday
1000 – 1600 Sunday.
Admission: adults £5.00, children (under 16) £3.00, family (2+2) £10.00.
Amenities: free parking, disabled access, hot food and refreshments.
Features: 15 layouts, trade support.
Contact: www.hfmrc.com

Saturday 27 & Sunday 28 April
ROMFORD, Essex
Organiser: Ilford & West Essex MRC.
Venue: St Edward's Senior School, London Road, Romford, Essex RM7 9NX.
Open: 1000 – 1700 Saturday
1000 – 1600 Sunday.
Admission: adults £6.00, concessions £5.00, children £3.00, under 5s free, family (2+2) £15.00.
Amenities: full disabled access.
Features: 20+ layouts with trade support.
Contact: Steve Wraight 01708 701290 www.iwemrc.org.uk

Saturday 27 & Sunday 28 April
SHEFFIELD
Organiser: Neepsend MRS.
Venue: Park Centre, Samson Street, Sheffield S2 5QT.
Open: 1000 – 1700 Saturday
1000 – 1630 Sunday.
Admission: adults £5.00, children £2.00, family (2+2) £12.00.
Amenities: selection of sandwiches and snacks plus hot & cold drinks; disabled access.
Features: 14+ layouts, trade support and demonstrations.
Contact: www.neepsendmrs.weebly.com

Saturday 27 & Sunday 28 April
SUTTON COLDFIELD, West Midlands
Organiser: Sutton Coldfield Railway Society.
Venue: Bishop Walsh School, Wylde Green Road, Sutton Coldfield B76 1QT.
Open: 1000 – 1700 Saturday
1000 – 1600 Sunday.
Admission: adults £5.00, concessions £4.00, accompanied children under 16 free.
Amenities: sandwiches, cakes and light refreshments, ample free parking.
Features: 14 layouts including *Museum of Transport, Stackton Tressell* from Stafford MRC and *Watney & Worsted* from the Warley MRC junior section. Trade stands, Demonstrations, preservation societies and audio-visual presentations.
Contact: www.scrs.club

Sunday 28 April
KEIGHLEY, West Yorkshire
Organiser: Keighley MRC.
Venue: The Clubrooms, Knowle Mills, South Street, Keighley BD21 1SY.
Open: 1000 – 1630
Admission: adults £3.50, children £2.50.
Amenities: free parking, refreshments, lift access.
Features: spring open day.
Contact: www.keighley-mrc.org.uk

Sunday 28 April
STOWMARKET, Suffolk
Organiser: Stowmarket Railway Club.
Venue: Mid Suffolk Leisure Centre, Gainsborough Road, Stowmarket, Suffolk IP14 1LH.
Open: 1030 – 1700
Admission: adults £5.00, under 16s £2.00.
Amenities: disabled access, free parking, refreshments.
Features: layouts include *Butley Quay* (OO9), *Docklands* (O), *Elvington St John* (OO), *Fenchurch St Peter* (OO), *G Scale Display* (G), *Greystock Junction* (OO), *Hunters Drove* (N), *Ipswich South Bank* (OO), *Lambton & Verdance Regis Tram* (O-16.5), *Roseland Bay* (N), *St Aubins Bay* (Gn15), *St Saviour Street* (N), *The Lochty Branch* (O), *Three Holes* (O), *West Foxley* (OO), *Whitecross Street* (OO). Plus trade stands.
Contact: 01449 771360 www.stowrailclub.org.uk

MAY

Friday 3 to Sunday 5 May
THORNBURY, South Gloucestershire
Organiser: Association of Model Railway Clubs Wales & West of England Ltd.
Venue: Thornbury Leisure Centre, Alveston Hill, Thornbury BS35 3JB.
Open: 1300 – 1900 Friday
1000 – 1830 Saturday
1000 – 1700 Sunday.
Admission: *advance tickets* – adults £7.50, young adult (12 – 16) £6.00. Advance tickets available by post. Send SAE and payment (no cash) to Bristol Model Railway Exhibition, c/o 15 Mount Pleasant, Littleham, Bideford, Devon EX39 5HW. Closing date for applications Friday 26 April. Tickets also available at advance prices from Cheltenham Model Centre and Lord & Butler (surcharge for card payments may apply).
On the door – adults £9.00, young adult (12 – 16) £7.00. Accompanied children under 12 and carers admitted free.
Amenities: free parking at venue, six miles from Jc16 M5 and Jc1 M48. All parts of exhibition accessible to wheelchair users.
Features: Bristol Model Railway Exhibition 2019 – layouts include *45C Westlands* (OO), *Ackthorpe* (OO), *Amiens 1918* (OO9), *Bleadon* (O), *Boscawen Junction* (N), *Bottle Kiln Lane* (OO9), *Bridgwater S&DJR* (O), *Cadham Bay* (OO), *Cadiford Water* (OO), *Castell Sofia* (OO), *Dalry Road* (O), *Franwood TMD* (OO), *Fredstone Lane* (N), *Gravelly Oak* (N), *Haydon Square* (O), *Kunze Brücke* (HO), *Merrivale Road* (OO), *Merryfield Lane* (OO), *Mostyn* (P4), *Pavilion End* (O), *Plumpton Green* (P4), *Pol Sands* (O), *Railroad Crossing* (HO), *Rhineside* (3mm), *Ripple Road* (OO), *Rolvenden* (P4), *St Kenvince* (OO), *St Phillips* (OO), *Shunters Halt* (OO), *Soberton* (OO), *Streatwell Green* (OO), *The End Of The Line* (O/O14), *Tormouth Quay* (OO), *Villefranche-la-Chapelle* (HO). Trade support, society stands and demonstrations.
Contact: www.bristolmodrailex.uk

Saturday 4 May
BROMFIELD, Nr Ludlow, Shropshire
Organiser: Craven Arms & District MRC.
Venue: Ludlow Racecourse, Bromfield, Nr Ludlow, Shropshire SY8 2BT.
Open: 1000 – 1600
Admission: adults £3.50, children free.
Amenities: free parking, disabled

access, refreshments.
Features: 15 layouts of various gauges, trade support, static displays.
Contact: 01588 672145

Saturday 4 May
CASTLE VALE, West Midlands
Organiser: Birmingham MRC.
Venue: Brueton Hall, Cadbury Drive, off Farnborough Road, Castle Vale B35 7JE.
Open: 1000 – 1600
Admission: adults £1.00, accompanied children under 14 50p.
Amenities: refreshments, disabled access, free parking.
Features: club open day – see the layouts in 3mm, 4mm and 7mm scales not displayed at exhibitions. Trade support, demonstrations.
Contact: Paul Boot 07954 390144

Saturday 4 May
SCARBOROUGH, East Yorkshire
Organiser: Scarborough Model Railway Show.
Venue: The Old Parcels Office, Scarborough Central Station, Westborough, Scarborough YO11 1TU.
Open: 1000 – 1600
Admission: adults £5.00, children under 14 free.
Amenities: refreshments, disabled access.
Features: model railway show on a main line railway station – 15 layouts plus trade support.
Contact: Chris Martin 01723 870166

Saturday 4 May
SELBY, North Yorkshire
Organiser: Selby Salvation Army.
Venue: The Church at the Crossroads, Parkin Avenue, Selby YO8 8BY.
Open: 1000 – 1630
Admission: adults £4.00 (including show guide), children £1.00, family £9.00. Proceeds to Selby Salvation Army.
Amenities: refreshments (including home-made cakes), on-street parking, disabled access.
Features: 10+ layouts in the popular gauges, trade support, demonstrations. Steam train rides.
Contact: Ian Kerrison 01757 701169

Saturday 4 & Sunday 5 May
BRADFORD, West Yorkshire
Organiser: Bradford MRC.
Venue: Sedbergh Centre, Huddersfield Road, Odsal, Bradford BD6 1DJ.
Open: 1000 – 1700 Saturday
1000 – 1600 Sunday
Admission: adults/concessions £4.50, children £1.00.
Amenities: refreshments, disabled access.
Features: BMRC 40th anniversary special open weekend – 10+ layouts in N, OO and O plus trade supoport and club stand.
Contact: Chris Towers 07941 553307
www.bradfordmrc.org.uk

Saturday 4 & Sunday 5 May
LUTTERWORTH, Leicestershire
Organiser: Lutterworth Railway Society.
Venue: Lutterworth Sports Centre, Coventry Road, Lutterworth LE17 4RB.
Open: 1030 – 1700 Saturday
1000 – 1600 Sunday
Admission: adults £7.00, children £3.00, family £12.00.
Amenities: free parking, disabled access, refreshments. Jc20 M1 one mile, Jc1 M6 two miles.
Features: 15 layouts, trade support, society stands.
Contact: Harold Dunkley 07504 969447
www.lutterworthrailwaysociety.co.uk

Sunday 5 May
BRIDPORT, Dorset
Organiser: Bridport & District MRC.
Venue: The Salthouse, West Bay, Bridport, Dorset DT6 4HB.
Open: 1000 – 1600
Admission: £1.00.
Amenities: car parking nearby.
Features: B&DMRC open day.
Contact: Geoff Trenholme 01308 281379

Sunday 5 May
BROXBOURNE, Hertfordshire
Organiser: Hoddesdon Model & Railway Club.
Venue: The Old Mill, Mill Lane, Broxbourne, Hertfordshire EN10 7AX.
Open: 1000 – 1600
Admission: adults £3.00, children £1.00.
Amenities: light refreshments, disabled parking at above postcode (other free parking at EN10 6TD).
Features: indoor and outdoor layouts from N to 5". R/c boats in club pool, r/c lorries, working fairground models and other displays. Tombola and sales stand.
Contact: Paul Clayden 01707 898420
www.hoddesdonmrc.org.uk

Monday 6 May
EWELL, Nr Epsom, Surrey
Organiser: Epsom & Ewell MRC.
Venue: Ruxley Church, Ruxley Lane, West Ewell, Surrey KT19 0JG.
Open: 1100 – 1700
Admission: free.
Amenities: full level access and disabled facilities, refreshments, on-site parking.
Features: E&EMRC open day – an opportunity to visit and learn about the club, where all its layouts (2FS to P4) will be on display in full or part. Plus details of a new O gauge project.
Contact: 01483 576274
www.eemrc.org.uk

Monday 6 May
SKELTON, Cleveland
Organiser: Cleveland MRC.
Venue: Unit 2, The *B*-Hive, Skelton Industrial Estate, Skelton TS12 2LQ.
Open: 1000 – 1600
Admission: day membership adults £1.00, children 50p.
Amenities: refreshments, disabled access, on-site parking.
Features: be a member for the day, see the clubroom and talk to members. Eight-plus layouts on show and under construction, with displays, demonstrations, club sales, tombola and trade support.
Contact: www.clevelandmrc.club

Saturday 11 May
BENFLEET, Essex
Organiser: St Mary's MRC (Benfleet).
Venue: St Mary's Church Hall, 376 High Road, Benfleet, Essex SS7 5HL.
Open: 1000 – 1600
Admission: adults £4.00, accompanied children free.
Amenities: refreshments.
Features: eight layouts, second-hand stall.
Contact: Robin French 01277 225206

Saturday 11 May
BILLERICAY, Essex
Organiser: Billericay MRG.
Venue: Hannakins Farm Community Centre, Rosebay Avenue, Billericay, Essex CM12 0SY.
Open: 1000 – 1700
Admission: adults and unaccompanied children £5.00, concessions £4.50, under 18s £3.00, children 5 and under free.
Amenities: parking, wheelchair access, refreshments.
Features: 11+ layouts, plus trade support, demonstrations, static model engineering display.
Contact: 07767 390172
http://www.billericaymrg.org

Saturday 11 May
BLOXWICH, West Midlands
Organiser: Bloxwich (St John's) MRC.
Venue: St John's Methodist Church, Victoria Avenue, Bloxwich, Walsall, West Midlands WS3 3HS.
Open: 1000 – 1600
Admission: adults £4.00, children (over 5 and under 15) £2.00.
Amenities: modern premises, location central to bus services, local parking, wheelchair access, refreshments.
Features: 15+ layouts plus demonstrations and trade support.
Contact: John Hill 07970 390258

Saturday 11 May
BUSHEY, Hertfordshire
Organiser: South West Herts MRS.
Venue: Queens School, Aldenham Road, Bushey, Hertfordshire WD23 2TY.
Open: 1000 – 1630
Admission: adults £6.00, children £3.00. Accompanied children under 15 – up to two free with each adult.
Amenities: refreshments, free parking, wheelchair access throughout.
Features: 20+ layouts from Z to O including *Ealing Road* from *The Great Model Railway Challenge*. Trade support and preservation societies.
Contact: John Davy 07783 823457
www.southwesthertsmrs.org.uk

Saturday 11 May
HAYWARDS HEATH, West Sussex
Organiser: Network SouthEast Railway Society.
Venue: Dolphin Leisure Centre, Pasture Hill Road, Haywards Heath RH16 1LY.
Open: 1000 – 1700
Admission: £5.00. Accompanied children free.
Amenities: free parking, refreshments, disabled access. Venue is five minutes walk from Haywards Heath station.
Features: Haywards Heath Model Railway Show – layouts include *Arnold Layne* (7mm), *Banbury* (2mm) *Battledown* (2mm), *Brankstone* (4mm), *Chelwood Exchange* (4mm), *College Halt* (4mm), *Dorchester* (4mm broad/standard gauge), *Frimley North* (4mm), *Gellilydan* (OO9), *Goutieres 63390* (HO), *Hayes Lane* (7mm), *Hobbs Hill* (4mm), *Holly Bank* (4mm), *Hope Hill* (7mm), *India Hill* (16mm), *London SW999* (2mm), *Mych Grumblyn* (16mm), *Newchapel Junction* (7mm), Oakley (2mm), *Santas Globe-trotting Vacation* (4mm), *Southbridge* (2mm), *Staindrop* (7mm), *Surrey Oval* (G1), *Well Creek Basin* (7mm). Plus a 'have a go' layout in 7mm, the West Sussex G Gauge Group and trade support.
Contact: John Ely 01444 483266
https://en-gb.facebook.com/events/457466974777271/

Saturday 11 May
HEXHAM, Northumberland
Organiser: Hexham Model Railway Show.
Venue: Hexham Auction Mart, Tyne Green, Hexham NE46 3SG.
Open: 1000 – 1600
Admission: adults £3.00, under 16s £1.00, under 5s free.
Contact: 07919 368418

Saturday 11 May
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 11 May
MARCH, Cambridgeshire
Organiser: Friends of March Railway Station.
Venue: Community Rooms, Platform 2, March Railway Station, 4 Station Approach, March PE15 8SJ.
Open: 1000 – 1500
Admission: free. Donations welcome
Amenities: refreshments.
Features: layouts, historic displays, book sale, memorabilia. See how the FoMRS is getting on with its replica of the station and transformed its disused rooms. Learn of the plans for the future.
Contact: www.facebook.com/groups/338840846205436/

Saturday 11 May
READING, Berkshire
Organiser: Association of Larger Scale Railway Modellers Ltd.
Venue: The Rivermead Leisure Centre, Reading, Berkshire RG1 8EQ.
Open: 1000 – 1630
Admission: adults £9.00 (£1.00 discount for approved society members); partners, accompanied children and ALSRM members free.
Amenities: refreshments, licensed bar, disabled access.
Features: 15+ layouts in S scale, O gauge, G1, G3 and 16mm. 70+ traders, plus ALSRM Bring & Buy stand, demonstrations, society stands.
Contact: www.alsrm-events.co.uk

Saturday 11 May
REDHILL, Surrey
Organiser: Dorking MRC.
Venue: Halls of the Holy Trinity Church, Carlton Road, Redhill, Surrey RH1 2BX.
Open: 1000 – 1700
Admission: adults £5.00, children £2.00, family (2+2) £10.00.
Amenities: light refreshments, disabled access.
Features: two halls of layouts, plus trade support.
Contact:
www.dorkingmodelrailwayclub.com

Saturday 11 & Sunday 12 May
DERBY
Organiser: Mickleover MRG.
Venue: The Roundhouse, Roundhouse Road, Pride Park, Derby DE24 8JE.
Open: 1000 – 1700 Saturday
1030 – 1630 Sunday.
Admission: adults £8.00, under 14s free when accompanied by a paying adult.
Amenities: hot & cold refreshments and food available throughout the days, licensed bar. Parking on-site for visitors.
Features: layouts include *Burton on Trent* (N), *Bw Nerdelheim* (O), *Canada Street* (EM), *Charwelton into the 80s* (OO), *Combourg* (HO), *Hyde Lane Servicing* (O), *Kingsbey* (OO), *Kirkwood – West Riding* (O), *Leeman Road* (P4), *Llwyn Grug* (N), *Mahachai* (HO), *Melangoose* (OO), *Millsbridge* (2FS), *Much Murkle* (OO), *Northworthy* (OO), *Northwood Park* (OO), *Number 5 Passing Place* (OO), *Portway* (OO), *Pottendorf* (HO), *Red Hook Bay* (HO), *Red Wing Iowa* (HO), *Ryburgh* (OO), *Salsdorf* (TT), *Sidmouth* (P4), *Splott* (P4), *Thomas the Tank Engine* (OO), *Troutbeck Bridge* (OO), *Victoria* (EM). Trade support including Peco Publications, displays, specialist societies.
Contact: Alex Hall 07973 640746
www.mmrg.org.uk

Saturday 11 & Sunday 12 May
GLENROTHES, Fife
Organiser: Glenrothes MRC.
Venue: The Lomond Centre, Woodside Way, Glenrothes, Fife KY7 5RA.
Open: 1000 – 1700 Saturday
1030 – 1630 Sunday.
Admission: adults £4.00, over-60s £3.00, children £2.00, family (2+2) £11.00.
Amenities: refreshments, disabled access, ample free parking.
Features: layouts plus trade support.
Contact: Angus Stewart 01334 475311
www.glenrothesmrc.org.uk

Saturday 11 & Sunday 12 May
SCUNTHORPE, North Lincolnshire
Organiser: Scunthorpe Modern Image Railway Group.
Venue: St Paul's Church Hall, Ashby High Street, Scunthorpe DN16 2JR.
Open: 1000 – 1700 Saturday
1030 – 1600 Sunday.
Admission: adults £3.50, concessions £3.00, children £2.00, family (2+3) £9.00.
Amenities: light refreshments, good disabled access.
Features: 10 layouts from the BR blue period up to the present day in various scales. Trade support.
Contact: peterfawcett125@yahoo.co.uk
www.smirg.co.uk

Saturday 11 & Sunday 12 May
SOMPTING, West Sussex
Organiser: Sompting & District MRC.
Venue: Sompting Village Hall, West Street, Sompting BN15 0BE.
Open: 1000 – 1700 Saturday
1000 – 1630 Sunday.
Admission: adults £3.50, children £1.80.
Amenities: refreshments, free parking, wheelchair and buggy access.
Features: layouts in OO, OO9 and N including 'hands-on' one for children. Morris Models for sales and advice.
Contact: www.somptingdistrictmrc.co.uk

Sunday 12 May
LEEDS
Organiser: Leeds MRS.
Venue: Westfield House, Broad Lane, Bramley, Leeds LS13 3HA.
Open: 1000 – 1600
Admission: free. Donations welcome.
Amenities: limited disabled access – please contact for details.
Features: open day – club layouts including *Chapel-en-le-Frith* on show, plus displays and demonstrations by members.
Contact: Richard Timms 07913 901769 (text message preferred after 1800)
www.leedsmrs.org

Saturday 18 May
ELY, Cambridgeshire
Organiser: Ely & District MRC.
Venue: City of Ely Community College, Downham Road, Ely CB6 2SH.
Open: 1030 – 1630.
Admission: adults £5.00, children (5 – 16) £3.00, under 5s free.
Amenities: refreshments including hot and cold drinks, disabled access to all areas except the stage in the main hall, free parking. Venue will be signposted; Downham Road is just off the A10.
Features: layouts include *Abbey Street* (S), *Aviemore* (N), *Beyton Bridge* (OO), *Bourton on the Marsh* (O), *Gas Lane* (OO), *Grange West Tramway* (O-16.5), *Morlock Heath* (O), *Tashvale* (N), *Teign House Sidings* (O broad gauge), *Three Holes* (O), *Tigley Yard* (O), *Tudwick Road Sidings* (O), *Wickham Market* (OO – debut of E&DMRC's new layout). Traction engine giving rides for charity, full trade support, demonstrations including loco clinic by Tony Wright and society stands.
Contact: David Abbott 01353 721280
www.elymrc.org.uk

Saturday 18 May
LITTLEHAMPTON, West Sussex
Organiser: South Downs Group of the 7mm Narrow Gauge Association.
Venue: The Littlehampton Academy, Fitzalan Road, Littlehampton BN17 6FE.
Open: 1000 – 1630.
Admission: adults £6.00 (£5.00 if booked in advance), children under 14 and accompanied by an adult free.
Amenities: free parking (100m walk from venue), full step-free access. Event supporting Chestnut Tree Children's Hospice.
Features: SWING 2019 – 20 layouts, plus trade support, society stands and demonstrations.
Contact:
http://swing.model-railway.org.uk/

Saturday 18 May
MIRFIELD, West Yorkshire
Organiser: Mirfield Team Parish Music Guild.
Venue: Mirfield St Mary's Parish Community Centre, Church Lane, Mirfield, West Yorkshire WF14 9HU.
Open: 1000 – 1600.
Admission: adults £5.00, children £2.00.
Amenities: refreshments, free parking, wheelchair access.
Features: approx 18 layouts in various scales and gauges, trade support and society stands.
Contact: 01924 495929

Saturday 18 May
STAMFORD, Lincolnshire
Organiser: Market Deeping MRC.
Venue: Stamford Welland Academy (formerly Queen Eleanor School), Green Lane, Stamford, Lincolnshire PE9 1HE.
Open: 1000 – 1630.
Admission: adults £5.00, children (5 – 17) £3.00, family (2+2) £12.00.
Amenities: free parking, refreshments, disabled access.
Features: club and visiting layouts including *Beal Street*, *Burham*, *Donaldsay Railways*, *East Calletano*, *Helmthwaite & Chapel Lane*, *Knowle End*, *Lindsell Town*, *Macbeth*, *Minions*, *Operation Bolero*, *Re-United Biscuits*, *Shasto Tramway*, *Sibeeks*, *Silver Hill*, *Spilsby*, *Woodcroft*. Trade support demonstrators, club stands.
Contact: https://mdmrc.org

Saturday 18 & Sunday 19 May
BRACKNELL, Berkshire
Organiser: EM Gauge Society.
Venue: Bracknell Leisure Centre, Bagshot Road, Bracknell RG12 9SE.
Open: 1030 – 1730 Saturday
1000 – 1630 Sunday.
Admission: adults £9.00, EMGS members £7.00, accompanied children £2.00, family £16.00. Tickets valid for both days.
Amenities: free on-site parking, catering (including licensed bar), level access. Venue within easy reach of Jc3 M3 and Jc10 M4 – follow brown signs. Bracknell railway station ¾ mile.
Features: Expo EM Spring 2019 – layouts include *Cheddar SDJR* (P4), *Hebble Vale Goods* (EM), *Hope-under-Dinmore* (EM), *Horsebridge Wharf* (EM), *Kielder Forest* (EM), *Kitedale* (P4), *Llanastr* (P4), *Llanwryglyn* (EM), *North Ballachulish* (EM), *Porthcullin* (P4). Plus guest layout *Addison Park* (3mm). Specialist trade support including EMGS Stores, plus members' second-hand sales. Society stands and demonstrations.
Contact: www.emgs.org

Saturday 18 & Sunday 19 May
MANCHESTER
Organiser: L&Y DCC MRG.
Venue: Museum of Transport, Boyle Street, Cheetham, Manchester M8 8UW.
Open: 1000 – 1630 both days.
Admission: adults £7.00, accompanied children free.
Features: 15 layouts, plus trade support and DCC seminars.
Contact: 07918 627448
www.lydcc.org.uk

Saturday 18 & Sunday 19 May
MIDDLESBROUGH, Cleveland
Organiser: Middlesbrough MRC.
Venue: Newport Settlement Community Centre, Union Street, Middlesbrough, Cleveland TS1 5NQ.
Open: 1000 – 1600 both days.
Admission: adults/concessions £5.00, children £3.00, family (2+2) £10.00.
Amenities: refreshments, disabled access, parking (weather dependent).
Features: 10 layouts in various gauges plus trade support.
Contact: Bill Stephenson 01642 584800
https://en-gb.facebook.com/MiddlesbroughModelRailwayClub/

Saturday 18 & Sunday 19 May
SALISBURY, Wiltshire
Organiser: Salisbury & South Wilts Railway Society.
Venue: Michael Herbert Hall, South Street, Wilton, Salisbury SP2 0JS.
Open: 1030 – 1630 both days.
Admission: adults £5.00, children (5 – 16) £2.00. One child admitted free with each paying adult, under 5s free.
Amenities: light refreshments. Disabled access to main hall, refreshment area and toilets. Short flight of stairs to stage. Free local car parks.
Features: 12+ layouts in various scales/gauges. Garden railway open (weather permitting) a short walk from hall – see website for details. Trade support.
Contact: David Graney 07768 448369
www.sswrs.org.uk

Saturday 18 & Sunday 19 May
STOURBRIDGE, West Midlands
Organiser: Stourbridge Railway Society.
Venue: The Bonded Warehouse, 2 Canal Street, Stourbridge DY8 4LU.
Open: 1000 – 1700 Saturday
1000 – 1630 Sunday.
Admission: adults £3.50, seniors & children £2.00, family (2+2) £10.00.
Amenities: ample free car parking. refreshments etc. Exhibition on three floors with wheelchair access to basement area only.
Features: 13+ layouts in gauges N to O, Trade support, demonstrations.
Contact: Pat Ryan 0121 459 5510
www.modelexmodelrailways.co.uk

Saturday 18 & Sunday 19 May
TROON, South Ayrshire
Organiser: Kyle MRC.
Venue: Troon Concert Hall, South Beach, Troon, South Ayrshire KA10 6EF.
Open: 1000 – 1700 Saturday
1000 – 1600 Sunday.
Admission: adults £4.00, concessions & children £3.00, family (2+2) £11.00.
Amenities: refreshments, free parking, wheelchair access. Within easy reach of public transport.
Features: 10 layouts, trade support, demonstrations.
Contact: Alan Rosamond 07751 044984

Sunday 19 May
KEWSTOKE, Weston-super-Mare, North Somerset
Organiser: 1st Ashcombe (W-s-M) Scout Group.
Venue: Kewstoke Village Hall, Kewstoke, Weston-super-Mare BS22 9XB.
Open: 1030 – 1600
Admission: adults £4.00, family (2+2) £10.00.
Amenities: refreshments, free parking.
Features: layouts in various scales and gauges, trade support.
Contact:
Edward C M Florey 07900 912628

Sunday 19 May
NOTTINGHAM
Organiser: The G Scale Society.
Venue: Harvey Hadden Sports Village, Wigman Road, Nottingham NG8 4PB.
Open: 1000 – 1630
Admission: adults £6.00, G Scale Society members £4.00, children and carers free.
Amenities: light refreshments, free parking, all on one level, full wheelchair access.
Features: GSS garden Railway Show – layouts in the popular garden railway scales & gauges, trade support, members' modelling competition, sales, grand prize draw.
Contact:
eventmanager@gscalesociety.com

Sunday 19 May
STOW ON THE WOLD, Gloucestershire
Organiser: StowRail 2019.
Venue: St. Edward's Hall, The Square, Stow On The Wold GL54 1AF.
Open: 1030 – 1630
Admission: adults £2.50, children under 16 free. Raising funds for Action Medical Research charity.
Amenities: cakes and refreshments available.
Features: layouts from the UK and around the world – *Allerdale* (15" gauge in 7mm), *Coleford* (OO9), *Gare de Brindille* (1:35), *Gleisbau Bitterfeld* (HO), *Gunpoint* (HO), *Jager Strassenbahn* (HO), *Lesobeng* (OO9), *Stow Falls* (On30).
Contact: www.stowrail.org.uk

Friday 24 & Saturday 25 May
BANGOR, Co Down
Organiser: First Bangor MRC.
Venue: First Bangor Presbyterian Church Halls, Upper Main Street, Bangor, Co Down, Northern Ireland BT20 4AG.
Open: 1900 – 2130 Friday
1000 – 1630 Saturday.
Admission: adults £5.00, concessions £3.00, children £2.00, family (2+2) £10.00.
Amenities: refreshments available, full disabled access.
Features: 45+ exhibits and static displays.
Contact: Gary Rogers 028 9145 5363
www.firstbangormrc.org.uk

Saturday 25 May
BRIDLINGTON, East Yorkshire
Organiser: Bridlington (Area) Railway Modellers And Train Enthusiasts Society.
Venue: Emmanuel Church, 72 Cardigan Road, Bridlington YO15 3JT.
Open: 1000 – 1600.
Admission: adults £4.00, concessions £3.50, accompanied children free.
Amenities: light refreshments, public car parking nearby.
Features: layouts include *Abbotsholme* (OO), *Coal Hill West* (N), *Garside* (16mm live steam), *Glynton Bridge* (N), *Hedon Road Yard* (OO), *Lea Green Yard* (N), *Mill Lane* (O-16.5), *Rectory Farm Sidings* (OO), *St Trinians* (OO), and more plus trade support.
Contact:David Harrison 07811 254080
www.bridmodelrail.org.uk

Saturday 25 May
RAINHILL, Merseyside
Organiser: Rainhill MRC & Stephenson MRG.
Venue: Rainhill Village Hall, Weaver Avenue, Rainhill, Merseyside L35 4LU.

Open: 1000 – 1600.
Admission: adults (+one child) £3.00, children £2.00.
Amenities: full refreshment service, disabled access.
Features: Rocket 190 Exhibition – layouts in popular gauges, NRM replica *Rocket* locomotive on display around Rainhill village all weekend.
Contact: www.rainhillmrc.org.uk
www.stephensonmrg.org.uk

Saturday 25 & Sunday 26 May
AYLESBURY, Buckinghamshire
Organiser: Risborough & District MRC.
Venue: Stoke Mandeville Stadium, Stadium Approach, Aylesbury HP21 9PP.
Open: 1000 – 1730 Saturday
1030 – 1630 Sunday.
Admission: adults £9.00, children £5.00, family £20.00. On Sunday only, up to two children admitted free.
Amenities: refreshments, fully accessible, free vintage shuttle bus linking stadium with Aylesbury railway station. Free parking at venue, chargeable parking nearby. Visitors are recommended to park in town and use the shuttle bus; full details on website.
Features: Railex 2019 – layouts include *Arun Quay* (O), *Bottom Works Sidings* (OO), *Cameo Callaton* (2FS), *Central Works* (O), *Crowsnest Wharf* (O), *Dewerstone* (EM), *Ellesmere* (OO), *Lananta Quay* (3mm), *Leighton Buzzard (Linslade)* (EM), *Leysdown* (P4), *Llangerisech* (2FS), *Longwood Edge* (P4), *Midland In Bristol* (O), *Mini-MSW* (2FS), *Newhaven Harbour* (OO), *Newhurst* (O), *New Kensal Green* (OO), *Newton Heath Works* (O & O-16.5), *Penfold Priory* (O), *Sherton Abbas* (O), *Wickwar* (N). Extensive trade support, displays, society stands.
Contact: David Lane 01296 437475
www.railex.org.uk

Saturday 25 & Sunday 26 May
BROCKENHURST, Hampshire
Organiser: New Forest MRS.
Venue: Brockenhurst Village Hall, Highwood Road, Brockenhurst, Hampshire SO42 7RY.
Open: 1000 – 1700 Saturday
1030 – 1630 Sunday.
Admission: adults £5.00, children (5 – 16) £3.00, family (2+2) £13.00.
Amenities: refreshments, full disabled access, free parking. Venue is approx 10 minutes walk from Brockenhurst station.
Features: layouts and trade support.
Contact: Steve Brigden 01425 673668
www.nfmrs.org

Saturday 25 & Sunday 26 May
ROBERTSBRIDGE, East Sussex
Organiser: Rother Valley Railway Supporters Association.
Venue: Robertsbridge Village Hall, Station Road, Robertsbridge TN32 5DA.
Open: 1000 – 1600 both days.
Admission: £4.00, accompanied children free. Tickets valid both days.
Amenities: refreshments, free parking, disabled access. Venue is off A21 and opposite Rother Valley Railway.
Features: layouts and trade support. Visit the RVR shop and visitor centre and see the progress of the extension to Bodiam and the Kent & East Sussex Railway.
Contact: 01580 881833
www.rvr.org.uk

Saturday 25 to Monday 27 May
BALA, Gwynedd
Organiser: Bala Lake Railway.
Venue: Ysgol y Berwyn Secondary School, Ffrydan Road, Bala LL23 7RU.
Open: 1000 – 1700 Saturday
1000 – 1700 Sunday
1000 – 1530 Monday.
Admission: adults £5.00, children free, family (2+2) £10.00.
Amenities: full refreshments, free parking, easy disabled access. Free hourly vintage bus to Bala station; frequent services on Bala Lake Railway to the Festival of Transport Country Show at Llanuwchllyn (26 & 27 May).
Features: 30+ layouts in various scales with an emphasis on narrow gauge railways. Trade support.
Contact: 01678 540666
www.bala-lake-railway.co.uk

Sunday 26 May
ALNWICK, Northumberland
Organiser: Alnwick MRC.
Venue: The Old Village Hall, Rock, Alnwick, Northumberland NE66 3ES.
Open: 1100 – 1700
Admission: free.
Features: Alnwick MRC open day.
Contact: 01665 603243
www.alnwickmodelrailwayclub.co.uk

Sunday 26 May
THIRSK, North Yorkshire
Organiser: Bob Dawson.
Venue: The Three Tuns Hotel, Market Place, Thirsk, North Yorkshire YO7 1LH.
Open: 1000 – 1600
Admission: free, but donations to CLIC Sargent gratefully received.
Features: seventh Wetherspoon's Model Railway Exhibition. Layouts, trade stand and demonstration.
Contact: 07779 436652

Monday 27 May
FARNHAM, Surrey
Organiser: Farnham & District MRC O Gauge Group.
Venue: Wrecclesham Community Centre, Greenfield Road, Wrecclesham, Farnham, Surrey GU9 8TJ.
Open: 1000 – 1600
Admission: £2.00.
Amenities: parking, refreshments, disabled access.
Features: O gauge running day. Several layouts plus an O gauge running track. Bring something to run, meet fellow modellers, expert help on hand.
Contact: www.farnhammrc.org.uk

MEETINGS

Wednesday 1 May, 1900hrs
Association of Shrewsbury Railway Modellers
Modelling Buildings In Plastikard by Geoff Kent.
Contact: Nick Coppin 01952 884398
www.shrewsburyrailwaymodellers.co.uk

Wednesday 1 May, 1930hrs
Burton Railway Society
Through Kirton Tunnel, Sheffield To Cleethorpes Part 1 by Stephen Gay.
Venue: Marston's Sports & Social Club, Shobnall Road, Burton upon Trent, Staffordshire DE14 2BD.
Admission: non-members £2.00
Contact: Mark Ratcliffe 01283 221537
www.burtonrailwaysociety.co.uk

Thursday 2 May, 1930hrs
Lutterworth Railway Society
To Scotland For Steam Around 1960 by Peter Groome.
Venue: United Reformed Church, George Street, Lutterworth LE17 4EF.
Contact: David Hanger 01455 203307
www.lutterworthrailwaysociety.co.uk

Thursday 2 May, 1930hrs
RCTS – Milton Keynes
Railways In The Cornish Landscape by Stephen Gay.
Venue: The Methodist Church Hall, Silver Street, Stony Stratford MK11 1BE.
Contact: Ronnie McAdam 0131 669 7503

Thursday 2 May, 1930hrs
The Great Central Railway Society – Sheffield Branch
Myanmar Adventure by Pete Hackney.
Venue: The Harlequin, 108 Nursery Street, Sheffield S3 8GG.
Contact: Bob Gellatly 01909 565763
www.gcrsociety.co.uk

Friday 3 May, 1930hrs
RCTS – Bristol
Remembering The Withered Arm: Then And Now by Nigel Wassell.
Venue: St Peter's Church Hall, Church Road, Filton BS34 7BX.
Contact: Ronnie McAdam 0131 669 7503

Friday 3 May, 1930hrs
RCTS – Carnforth
Sounds Like Trains by David Bousfield.
Venue: Station Hotel.
Contact: Ronnie McAdam 0131 669 7503

Friday 3 May, 1900hrs
SLS – Newcastle upon Tyne
Absolute Block And Why We Have It by Simon Cox.
Venue: The Conference Room, 1st Floor (access via Black Swan Courtyard), Newcastle Arts Centre, 67 Westgate Road, Newcastle upon Tyne NE1 1SG.
Contact: www.slsnewcastle.org.uk

Monday 6 May, 1930hrs
Peak Rail Association – Sheffield Branch
Distant Trails by Ted Parker.
Venue: The Harlequin, 108 Nursery Street, Sheffield S3 8GG.
Contact: Dave Sharp 0114 274 5478
www.peakrail.co.uk/sheffieldbranch

Tuesday 7 May, 1930hrs
Gravesend Railway Enthusiasts Society
Railroads In The USA by Dave Fenner.
Venue: Emmanuel Baptist Church, Windmill Street, Gravesend DA12 1BB.
Admission: non-members £1.00
Contact: Henry Harryman 01322 370148

Tuesday 7 May
RCTS – Merseyside, Chester and North Wales Branch
Felixstowe Docks (Boat Trip Around)
Contact: Alan Turton 01606 854227
Merseyside@rcts.org.uk

Tuesday 7 May, 1900hrs
RCTS – Watford
Discovering The Penistone Line by Stephen Gay.
Venue: Beechen Grove Baptist Church, Clarendon Road WD17 1JJ.
Contact: Ronnie McAdam 0131 669 7503

Tuesday 7 May, 1930hrs
SEG/LRTA – Eastleigh
More Live Action From My Tramway DVD Series by Bob Hodges.
Venue: Eastleigh Railway Institute, Romsey Road.
Admission: £3.00
Contact: www.southernelectric.org.uk
www.lrta.org

Wednesday 8 May, 1930hrs
RCTS – Cardiff
Railways Of Glamorgan And The Valleys by Steve Davies.
Venue: Old Church Rooms, Park Road, Radyr CF15 8DF.
Contact: Ronnie McAdam 0131 669 7503

Thursday 9 May, 1930hrs
LCGB – St Albans Branch
AGM followed by *New Zealand – Rimutaka Incline* by Ross Middleton.
Venue: The Chiswell Green United Reformed Church Hall, Watford Road, St Albans AL2 3HG.
Contact: John Green 01727 861839
www.lcgb.org.uk

Thursday 9 May, 1400hrs
The Leicester Railway Society
Thirty Years On The Main Line by Karl Jauncey & Dave Richards.
Venue: The Braunstone Civic Centre, 209 Kingsway, Leicester LE3 2PP.
Contact: Stephen Hewitt 07980 008370
www.leicesterrailwaysociety.com

Thursday 9 May, 1900hrs
RCTS – Newcastle
A DMU Miscellany by Paul Warburton.
Venue: The Arts Centre, 67 Westgate Road, Newcastle upon Tyne NE1 1SG.
Contact: rctsnewcastle@gmail.com

Friday 10 May, 1915hrs
Great Western Society – Swindon
Preserving The GW Trust Photographic Collection by Mike Beale.
Venue: Lawn Community Centre, Guildford Avenue, Off Windsor Road, Lawn, Swindon SN3 1JE.
Contact: 01793 495970

Saturday 11 May, 1900hrs
RCTS – Exeter
Strictly Freight Only – Part 2 by Brian Ringer.
Venue: Conference Room, Great Western Hotel, by Exeter St David's station, EX4 4NU.
Contact: Ronnie McAdam 0131 669 7503

Monday 13 May, 1930hrs
Lincoln Railway Society
43 Years On The Railway by Robin Skinner.
Venue: St Hugh's Church, Harewood Crescent, North Hykeham, Lincoln LN6 8JG.
Admission: visitors £3.00
Contact: 01522 698085
grahamlightfoot1948@gmail.com

Monday 13 May, 1930hrs
Plymouth Railway Circle
Members photos and video evening:
20 Years Of Railway Photography – The Story So Far by Gareth Harrison;
Steam At Work – 2008/2012 by Paul Maycock;
The Gotthard Base Tunnel Operation And Other Swiss Railways News by John Fissler; and
The Railways of The Baltic States by David Goodyear.
Venue: St Edward's Church Hall, Home Park Avenue, Peverell, Plymouth PL3 4PG.
Admission: visitors £2.00
Contact: Stuart Hammond 07814 821116

Monday 13 May, 1930hrs
RCTS – Croydon
The Brighton Line Upgrade – Unblocking The Croydon Bottleneck by Paul Mitchison & John McEntee.
Venue: Small Hall, East Croydon United Reformed Church, Addiscombe Grove,

CR0 5LP.
Contact: Ronnie McAdam 0131 669 7503

Monday 13 May, 1930hrs
RCTS – Ipswich
A Tour De France By Narrow Gauge by Michael Bunn.
Venue: Greenfinch Church Hall, Greenfinch Avenue IP2 0SX.
Contact: Ronnie McAdam 0131 669 7503

Monday 13 May, 1930hrs
SEG – Sussex Branch
Railways And Art – A Personal Perspective by Matthew Cousins.
Venue: The Deall Room, Southwick Community Centre, BN42 4TE.
Admission: non-members £3.00
Contact: stuart.hicks90@gmail.com

Tuesday 14 May, 1945hrs
Great Western Society – Bristol
Railways In The West Country by Peter Triggs.
Venue: BAWA, 589 Southmead Road, Filton, Bristol BS34 7RG.
Contact: 01454 324230

Tuesday 14 May, 1945hrs
Pewsey Vale Railway Society
Southwark Bridge LSWR by Mike Day.
Venue: Woodborough Social Club, SN9 5PL.
Contact: 07899 967221

Tuesday 14 May, 1930hrs
RCTS – Cambridge
Station To Station – Cambridge To London by Terry Ward.
Venue: The Swift, Haggis Gap, Fulbourn CB21 5HD.
Contact: rctscambridge@gmail.com

Tuesday 14 May, 1930hrs
RCTS – Hitchin
A History Of The Post Office Underground Railway by Chris Taft.
Venue: Tilehouse Street Baptist Church, Upper Tilehouse Street SG5 2EE.
Contact: Ronnie McAdam 0131 669 7503

Tuesday 14 May, 1930hrs
Wells Railway Fraternity
To Scotland For Steam Part 1 by Rev Canon Brian Arman.
Venue: Wells Town Hall, Market Street, Wells, Somerset BA5 2RB.
Contact: Andrew Tucker 01749 830695

Wednesday 15 May, 1930hrs
RCTS/Mid-Hants Railway – Eastleigh
Czech It Out by John Godfrey.
Venue: Eastleigh Railway Institute, Romsey Road SO50 9FE.
Contact: Ted Vaughan 023 8084 9533
tedvaughan449@yahoo.co.uk

Thursday 16 May, 1930hrs
Lutterworth Railway Society
Sheffield Victoria To Nottingham Victoria – The Transition From Green To Blue by Ken Grainger.
Venue: United Reformed Church, George Street, Lutterworth LE17 4EF.
Contact: David Hanger 01455 203307
www.lutterworthrailwaysociety.co.uk

Thursday 16 May, 1915hrs
Marlow & District Railway Society
My Railway Career And Return To The Western by Dick Fearn.
Venue: Bourne End Community Centre, Bourne End, Bucks. SL8 5SX.
Contact: 01494 638090
www.mdrs.org.uk

Thursday 16 May, 1900hrs
RCTS – Darlington
Building The Replica Sandringham by Brian Hall.
Venue: Darlington Cricket Club, South Terrace, Feethams DL1 1SG.
Contact: Brickjames94@gmail.com

Thursday 16 May, 1930hrs
RCTS – Shipley
The Railway Films Of Cam Camwell by Ian McInnes.
Venue: Saltaire Methodist Chapel, Saltaire Road, Shipley BD18 3HJ.
Contact: Ronnie McAdam 0131 669 7503

Friday 17 May, 1930hrs
Great Western Society – Taunton
Steam In The 1950s/1960s From The Arthur Dodd Collection by Mike Dodd.
Venue: Village Hall, Stoke St Mary, Nr Taunton, Somerset TA3 5DE.
Contact: 01823 334188

Friday 17 May, 1900hrs
SLS – Newcastle upon Tyne
The Rise, Wobble And Fall Of The Commercial Light Railway by George Falkner.
Venue: The Conference Room, 1st Floor (access via Black Swan Courtyard), Newcastle Arts Centre, 67 Westgate Road, Newcastle upon Tyne NE1 1SG.
Contact: www.slsnewcastle.org.uk

Monday 20 May, 1400hrs
RCTS – Coventry
Warwickshire Railways, Past, Present And Future by Fraser Pithie.
Venue: The Coventry and North Warwickshire Sports Club, Binley Road CV3 1HB.
Contact: Derek Morris 01926 855069

Monday 20 May, 1930hrs
RCTS – Didcot
Southampton Railways (Part 2) by Gordon Adams.
Venue: Didcot Civic Hall, Britwell Road OX11 7JN.
Contact: Ronnie McAdam 0131 669 7503

Monday 20 May, 1930hrs
RCTS – Maidenhead
Railways Of China by Peter Robins.
Venue: Cox Green Community Centre, Highfield Lane, Cox Green SL6 3AX.
Contact: Ronnie McAdam 0131 669 7503

Monday 20 May, 1930hrs
RCTS – Shenfield
An Evening With Father's Slides by David Cross.
Venue: Shenfield Parish Hall, 60 Hutton Road CM15 8BL.
Contact: Ronnie McAdam 0131 669 7503

Tuesday 21 May, 1915hrs
RCTS – Woking
The Brighton Belle Restoration by Gordon Rushton.
Venue: Woking United Reformed Church, White Rose Lane GU22 7HA.
Contact: Ronnie McAdam 0131 669 7503

Tuesday 21 May, 1930hrs
The Grimsby & Cleethorpes Railway Group
Steam In And Around York by Chris Nettleton.
Venue: The No.1, Station Approach, Cleethorpes DN35 8AX.
Contact:
Stuart Blackbourn 01472 505853
www.gcrsociety.co.uk

Tuesday 21 May, 1930hrs
The Leicester Railway Society
North From Bedford On The Midland by John Downing.
Venue: The Cricketers, Grace Road, Leicester LE2 8AD.
Contact: Stephen Hewitt 07980 008370
www.leicesterrailwaysociety.com

Wednesday 22 May, 1930hrs
RCTS – Chichester
The Railways Of Paris by Michael Bunn.
Venue: Council Meeting Room 2, County Hall, West Street PO19 1RQ.
Contact: Ronnie McAdam 0131 669 7503

Thursday 23 May, 1930hrs
Gravesend Railway Enthusiasts Society
150th Anniversary Of The Midland's London Extension by Ray Schofield.
Venue: Emmanuel Baptist Church, Windmill Street, Gravesend DA12 1BB.
Admission: non-members £1.00
Contact: Henry Harryman 01322 370148

Saturday 25 May
T&LRS – East Midlands Area
Outing – Carlton Colvillle.
Contact: David Hanger 01455 203307

Tuesday 28 May, 1400hrs
RCTS – Welwyn Garden City
The Somerset & Dorset Railway by John Day.
Venue: The Methodist Church, junction of Ludwick Way and Cole Green Lane, AL7 3PN.
Contact: Ronnie McAdam 0131 669 7503

Thursday 30 May, 1400hrs
RCTS – Shipley
Alongside The Trackside by Steve Batty.
Venue: Saltaire Methodist Chapel, Saltaire Road, Shipley BD18 3HJ.
Contact: Ronnie McAdam 0131 669 7503

Friday 31 May, 1930hrs
Great Western Society – Oxford
The North Staffs Part 1 by Tommy Tomalin with Brian Sullivan.
Venue: Pauling Human Sciences Centre, 58 Banbury Road, Oxford OX2 6QS.
Contact: 01865 243526

Thursday TBA May, 1930hrs
Aln Valley Railway
Annual quiz versus the Gunnerton Railway Circle. Complimentary buffet.
Venue: The Old Waiting Room, Alnwick Station.
Contact: Roger Jermy 01665 606168

CLUB NEWS

Chelmsford & District Model Railway Club has changed its website address: all other contact details remain the same. See www.cdmrc.co.uk

The **Launceston All Gauges Model Railway Group** meets on the fourth Friday of the month at Dingley Hall, Castle Street, Launceston, Cornwall – adjacent Central Methodist Church – 1900 – 2200. Free car park opposite. All ages are welcome: pop for a cup of tea and a chat with our modellers and bring a loco (OO or N) for a run on our track. Next meetings Friday 26 April, 24 May, 28 June, 26 July. For more details contact Les Whaley on 07972 333202.

Area groups of the **Model Electronic Railway Group** meet as follows:

Aberdeen Area Group meetings are usually held at 1900 on the third Thursday of the month at the Aberdeen Model Railway Club premises on the Ferryhill Railway Heritage Trust site near the centre of Aberdeen.

East of Scotland Area Group meetings are held at West Calder Community Centre, Dickson Street, West Calder, West Lothian, EH55 8DZ and start at 1030 on the last Saturday of even months and last Sunday of odd months. Months 1, 4, 7, & 10 will be meetings and the rest workshops.

London Area Group meetings are held at The Model Railway Club, Keen House, 4 Calshot Street, Kings Cross London N1 9DA. It is located just off Pentonville Road which is about 10 minutes walk from Kings Cross station or 15 minutes from the Angel. Next meetings Saturday 1 June, Saturday 31 August.

North East Area Group meetings alternate every two months between A19 Club in Bede's World in Jarrow on a Tuesday and BTMRS above Asda in North Shields on a Wednesday, but only as decided at the previous meeting.

Northern Ireland Area Group meets on the first Saturday of each month (usually excepting August) in the hall at Cooke Centenary Presbyterian Church, 15 Park Road, Belfast BT7 2FW. It aims to start at 1400 and finish about 1630 to 1700.

Somerset Area Group meetings are held at St James Church Hall, Preston Road, Yeovil on the first Saturday of each month throughout 2019.

South Hants Area Group meetings are held at Southampton Model Railway Society clubroom on the second Thursday evening in the month and all day Saturday workshops normally on the third Saturday in the month, unless exhibiting that day.

Thames Valley Area Group meet on the first Tuesday of the month at Grazeley Village Hall, Church Lane, Grazeley, Reading, Berkshire, RG7 1JN, at 1900 for presentations; show and tell; trouble-shooting; swap shop.

Warwickshire & North Oxfordshire Area Group meetings are held at LWMRS Clubrooms, Knightcote, Warwickshire.

West Midlands Area Group meetings are held at Titford Pump House, Engine Street, Oldbury, West Midlands: Saturday 13 April, Sunday 14 July, Saturday 12 October.

For full details of these meetings, and the complete programme, see the MERG website: **www.merg.org.uk**

A new **Shrewsbury Railway Modelling Group** is now open for railway modellers of all abilities. It meets weekly on Thursdays at 1900 in the Abbey Railway Station Building, Abbey Foregate, Shrewsbury. Tea and coffee is available, and there is free parking in the Abbey Foregate car park. For full details contact Sandy Harper on 01743 289737 or email: a.harper930@btinternet.com

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Trade

Retailers' Announcements

YORK - MONK BAR MODEL SHOP LTD. *2 Goodramgate (by Monk Bar).* Large selection of new model railways, Scalextric, plastic kits, diecasts, etc. *Tel: 01904 659 423.*

HULL - EAST YORKSHIRE'S ONLY SPECIALIST model railway shop. Model Railways bought, sold and exchanged. *53A MODELS, 430 Hessle Road, Hull.* (Closed Mondays). *www.53amodels.co.uk. Tel: 01482 227 777.*

COLWYN BAY, CLWYD MODELS. Opening times: Thursday, Friday + Saturday 10-1pm, 2-5pm**.** Second hand model railway books, videos, layouts, diecast bought, sold and exchanged. *447, Abergele Road, Old Colwyn. Tel: 01492 518 709.*

PLUS DAUGHTERS OF BASILDON ESSEX. N gauge specialist for the UK, Continental and American Modeller. New and second hand, bought, sold or exchanged. *PLUS DAUGHTERS, 8 Britannia Court, Burnt Mills Industrial Estate, Basildon, Essex, SS13 1EU. Tel: 01268 726 211 www.plusdaughters.co.uk*

MODEL EXCHANGE. *Tel: 07580 065 017 website: www.themodelexchange.co.uk* BUY*EXCHANGE*SELL TOYS.

DINGWALL (ROSS-SHIRE)-SPORTS & MODEL SHOP, 66 High Street, Dingwall, IV15 9RY. PLASTICS-METALS-SCENICS. OO and N scale, PECO, Hornby, Bachmann, Metcalfe, Wills, Ratio & Dapol. *Tel: 01349 862 346.*

LANCASHIRE – MODEL RAILWAYS AND DIECAST SHOP. We buy and sell obsolete and new diecast and railway items.
Tel: 01282 867 711.

RHYL MODEL RAILWAYS, 44 Wellington Road, Rhyl LL18 1BN. Opening times, please check website. *Tel 01745 798460.*
www.model-railways-rhyl.co.uk

SHREWSBURY AND TELFORD – COME TO MODELSCAPE FOR YOUR MODEL RAILWAY NEEDS. Open Monday 10-5, Wednesday 2-5, Friday 2-5 and Saturday 10-12:30. *Unit 8bc, Rodenhurst Business Park, Rodington, Shrewsbury, SY4 4QU. On B5062 between Roden and High Ercall. 01952 771 115 www.modelscape.net*

Trade Sales Products

O GAUGE ETCHED KITS. Locomotives, Carriages and Wagons. Connoisseur Models on line catalogue, www.jimmcgeown.com or send 2nd class address label for free printed catalogue. 1 Newton Cottages, Nr Weobley, Herefordshire, HR4 8QX.

LOCOMOTECH MOTORIZING KITS FOR PECO AND SOUTH EASTERN FINECAST TURNTABLES. Standard (3.5rpm) £27.99, Deluxe (2 rpm) £34.99, U.K. postage £3.25. 12V motor. Enclosed all-metal gearbox. NEW - AUTOMATIC INDEXING - stops automatically at each exit. (Currently only for PECO LK-55/LK-555) Indexing Standard £57.99, Indexing Deluxe £64.99. Reviewed by Railway Modeller May 2016. *More information and order online at www.locomotech.co.uk*
Telephone orders: 01903 871149.

NEW WEBSITE:
www.zetlandmodelrailways.co.uk Good quality second-hand North American, Continental & British, "O", "HO", "OO", "N" & "Z" scales.
email Bob@zetlandmodelrailways.co.uk

Trade Sales Books

SPECIALIST IN OUT OF PRINT RAILWAY books, timetables, photographs, official publications and relics. Lists welcome. Visitors by appointment. *BARRY JONES, 28 Marine Crescent, Worthing, BN12 4JF. Tel/Fax: 01903 244 655.*

MIDDLETON PRESS – PUBLISHED ON 27 APRIL. Lines north of Stoke, to Crewe, Congleton and Leek. Recently published – Hull to Hornsea & Withernsea, Ilkeston to Chesterfield, Loughborough to Ilkeston. £18.95 free P+P (UK) mail order service. Cheque, Visa or Mastercard. Write or telephone for latest brochure. *MIDDLETON PRESS, Easebourne Lane, Midhurst, West Sussex, GU29 9AZ.*
Telephone: 01730 813 169
Email: info@middletonpress.co.uk
www.middletonpress.co.uk

RAILWAY MODELLER BACK NUMBERS – for more information on which issues are available, please contact: *Technical Advice Bureau, PECO, Underleys, Beer, Seaton, Devon, EX12 3NA, England, telephone: 01297 20580.* Please see website for prices.

Trade Services

WHITEMETAL AND BRASS KIT BUILDING SERVICE, QUALITY LOCOMOTIVES AT REALISTIC PRICES. For costs plus current delivery dates, please phone *01325 382 452* or write to: *DAVID TEMPLE, 28 Walworth Crescent, Darlington, County Durham, DL3 OTX.*

CUSTOM AND STANDARD DECALS. PLASTIC AND METAL KIT BUILDING, modification and scratch building service**.** Locos, Rolling stock, track, structures and scenic items. Any scale. *See www.aardstorm-models.com*

KIT BUILDING SERVICE, LOCOS, ROLLING STOCK, QUALITY WORK AT REASONABLE PRICES. *Contact: JOHN NOWELL, 28 Victoria Road, Tuebrook, Liverpool, L13 8AW. Tel: 0151 259 5957, email: johnnowell@blueyonder.co.uk www.tuebrooktrains.co.uk*

O GAUGE AND GAUGE 1 MODEL BUILDER – OVER 30 YEARS EXPERIENCE. *Contact: PAUL ALLEN, telephone: 01773 741 194 (after 5pm).*

Wanted (Trade)

This section is reserved for the use of traders only.

WE VALUE YOUR USED MODEL RAILWAYS very highly. Best prices paid for good condition modern 00 and N Gauge second hand items. Send us your list of surplus items in any gauge or make (s.a.e. please) for our quotation by return post. We also buy tinplate of all kinds, Dinky Toys, Corgis and Lesneys. We will travel anywhere to collect.
RAILWAY ROUNDABOUT, The Walnut Tree, Egremont Street, Glemsford, Suffolk CO10 7SA.
Tel: 01787 280 452
Email: 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 0-Scale also considered along with interesting items of railwayana. (Closed Mondays).*53A Models, 430 Hessle Road, Hull. 01482 227 777. www.53amodels.co.uk*

AIRFIX/FROG/REVELL and other makes of unmade Second-hand plastic kits wanted. Aircraft especially wanted. Any quantity. *KINGKIT, Unit 8, Cedar Court, Halesfield 17, Telford, TF7 4PF. Tel: 01952 586 457.*

WANTED - TRAIN COLLECTIONS O, OO, N. Always calling in areas SOMERSET, DEVON, CORNWALL, S-WALES, WILTS, HAMPSHIRE, most places in UK covered. Will dismantle layouts any size. Interested in British N gauge Farish, Mintrix, Peco, OO Bachmann, Hornby, Mainline, Lima, Wrenn, Tri-ang. Damaged, scrap locos, Peco points, track work, buildings, cars, people, books, diecast, EFE buses. Cash paid, friendly service offered. *R.FOSTER 15 Rosebery Avenue, Yeovil, Somerset BA21 5LW. Tel: 01935 424165 email russelltrains@aol.com*

MODEL RAILWAYS ALWAYS WANTED, including Hornby Dublo, Wrenn, Trix, Lima, Bachmann, Steam, Modern Image, OO, O, N gauge, kits and kit built. Send lists or give me a call. *BARRY JONES, 28 Marine Crescent, Worthing, BN12 4JF. Tel/Fax: 01903 244 655.*

MODEL RAILWAYS WANTED - All Gauges including N, OO, O Gauge. Large collections to surplus items. British/American and Continental boxed or unboxed, no problem. Spares and track also purchased. We will also buy any diecast. *Send list or telephone: MJH MODELS, S'Agaro, Goring Road, Woodcote, Reading, RG8 0QE. 01491 681 262 email: mjhtoys@aol.com*

WE CARE A GREAT DEAL MORE! We realise that your collection large or small is a prized possession, so we will always give our highest price, we will respond quickly to receiving your list and collect, dismantle and remove your items efficiently because we care. Whatever you have to sell from single items to large collections. Give us a call and prepare to be amazed! *S&J MODELS. 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. DARREN COOPER. *Tel: 01254 234 017.*

MODEL RAILWAY COLLECTIONS URGENTLY REQUIRED – SMALL & LARGE, any scale and any condition. British, European and American collections all required. Nationwide collections, distances no object. Contact us today for a quick and friendly service. *Telephone: 01302 371 623, mobile: 07526 768 178.*
Email: anoraksanonymous@googlemail.com

WANTED WANTED MODEL RAILWAYS, ALL MAKES, ALL SIZES from N Gauge, 00 scale to G Scale and larger, will travel all UK. We also dismantle layouts, over 30 year's experience. *Send lists to DEREK BARNETT, 6 Vale Gardens, Penkridge, Staffs, ST19 5LQ. Tel: 01562 750 076 daytime, or text me 07721 333 521 anytime and I will ring you back, email footplate@btconnect.com*

WANTED TOP PRICES PAID! BUY-SELL-EXCHANGE ANY GAUGE, MAKE OR AGE. Also Specialists in diecast Lorries, cars, buses and railwayana. Friendly, fast, professional service from our family run business, established for over 40 years. "We are a real shop not just a phone number" Distance no object, from single items to lifetime collections, instant settlement by your preferred payment method. See our main advert. Deal with confidence from a name that you can trust. *Rails of Sheffield 21/29 CHESTERFIELD ROAD, SHEFFIELD, S8 ORL. Tel: 01142 551 436 www.railsofsheffield.com*

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: claireaclarke@aol.com
Telephone: 01902 342 722.

MODEL RAILWAYS WANTED – N GAUGE, OO GAUGE, O GAUGE – ANY MAKE. Free valuations, home visits, layouts dismantled. Fast friendly, courteous service. *Contact MARTIN: 01623 473 376, lists to: modelpower@sky.com*

Auctions

THE LATE ROBERT GLASS – HIS CUSTOMISED RAILWAY COLLECTION WILL NOW BE GOING UP FOR AUCTION on the 15th May at Warwick and Warwick in Warwick. 1,000+ engines. Online catalogue and further information on their website www.warwickandwarwick.com

Private

Private Sales

BRANCHLINE OO GAUGE GWR SMALL LAYOUT WITH OPERATING SIGNALS, CONTROLLER ETC, plus miscellaneous unused/new locos and stock, plus Allan Downes buildings. *Contact: JOHN PHILLIPS, telephone: 07825 120 438.*

EXTENSIVE OO GAUGE LAYOUT; CONSTRUCTED IN SECTIONS IN LOFT; fully landscaped with stations, buildings, canal etc; overall size 190 x 375 cm; largest section 190 x 120cm; will help with removal but buyer to provide transport; will require some rewiring on re-assembly; photos on request; Conwy area of North Wales. £475.
Email: eckersley.david@btinternet.com or phone on 01492 572570.

Property for Sale

Cut the expense of moving house by advertising your property in the RAILWAY MODELLER or CONTINENTAL MODELLER for just 15p a word its great value for money!!

Clubs and Societies

GREAT EASTERN RAILWAY SOCIETY. Railways in East London and East Anglia from the 1800's to today. Quarterly Journal and News magazines, publications and meetings. *SAE for details to: GERS, 24 Bacons Drive, Cuffley, Potters Bar, EN6 4DU, website 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.*

COLLECTOR PURCHASES QUALITY BRITISH OO COLLECTIONS, plus 009 ON30 kit-built O fine-scale LMS/LNER. *Phone for a friendly discussion: 0114 250 8009, email: ellnitty@hotmail.com*

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.*

HORNBY DUBLO & WRENN RAILWAYS WANTED, LOCOS, COACHES AND WAGONS. Single items or whole collections, distance no object. Immediate cash settlement. *DARREN COOPER, 26 Warmden Avenue, Baxenden, Accrington, Lancs BB5 2PR. Tel: 01254 234 017.*

WANTED TRIANG TT AND LONE STAR TREBLE O LECTRIC 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*

O GAUGE WANTED - LOCOS, ROLLING STOCK, ACCESSORIES, TRACK/POINTS, SPARES AND BUILDINGS. Large or small collections purchased. *Tel 01302 481274, Mob. 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*

BACHMANN 37-975X HARBURN HOBBIES SPECIAL, Conflat wagon with two blue AFP Macfisheries containers (or the containers only). *Tel: 01382 502 584 & 07960 880 097 alanglands@btinternet.com*

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.

April 2019

14 April (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 £8, Senior Citizens £7.50, Children £2. Hundreds of stalls selling everything you want in model railways, don't miss Britain's biggest Toyfair.
Tel: 01604 846 688 www.bpfairs.com

19 April (Good Friday) 10.30am-2pm
LEIGH, Leigh Leisure Centre, Sale Way WN7 4JY (off the A580 then onto the A579) Up to 75 tables. Adults £2, Children 50p. BARRY STOCKTON.
Tel: 0151 334 3362 www.barrystocktonfairs.co.uk

21 April (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.

22 April (Bank Holiday Monday) 10.30am-2pm
BRIDGNORTH LEISURE CENTRE, High Town, WV16 4ER. 100+ stalls of all types of model railways, Dinky's, Corgis, various Die-casts etc. Admission £2. TONY OAKES FAIRS.
Tel: 01270 652 773 & 07825 631 323.

26 April (Fri) 7pm-9pm
ALFRETON LEISURE CENTRE, DE55 7BD. Superb range of rail & diecast, free parking and refreshments. Next event: 6th September. Contact MALC.
Tel: 07951 072 790.

28 April (Sun) 10am-2pm
ASHINGTON TOY & TRAIN COLLECTORS FAIR, Ashington Community Centre, Foster Lane, Ashington, West Sussex RH20 3PG. Telephone for further information.
PETE: 01424 846 676 or DAVID, telephone: 07742 609 865, email: modelcarmart@gmail.com website: www.modelcarmart.com/ashington

28 April (Sun) 10.30am-3pm
CARMARTHEN TOY & TRAIN SALE, Carmarthen Leisure Centre, Llansteffan Road, Johnstown, Carmarthen SA31 3NQ. 60 tables, free parking, great range of dealers. BUY* SELL*EXCHANGE. Admission £2.
Tel: 01643 702 757 & 07966 694 579. www.chrisdyerfairs.co.uk

28 April (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.

28 April (Sun) 10am-2pm
COLCHESTER, LANGHAM COMMUNITY CENTRE, School Road, Colchester, Essex CO4 5PA. Next event: 2nd June. SRP TOYFAIRS.
Tel: 01322 662 729 or 0773 999 8012.
www.srptoyfairs1.co.uk

28 April (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

May 2019

4 May (Sat) 10.30am-3pm
BRECON TOY AND TRAIN SALE, The Market Hall, Town Centre, Brecon, Powys, Mid Wales, LD3 7LG. BUY*SELL*EXCHANGE. Café, top dealers, 80 tables. Admission £2.
Tel: 01643 702 757 & 07966 694 579.
www.chrisdyerfairs.co.uk

4 May (Sat) 10am-2pm
HAWKINGE, Hawkinge Community Centre, Heron Forstal Avenue, Hawkinge, Kent CT18 7FP (off M20). Next event: 13 July. SRP TOYFAIRS.
Tel: 01322 662 729 or 0773 999 8012.
www.srptoyfairs1.co.uk

5 May (Sun) 10.30am-3pm
COVENTRY – 150 STALLS, The Connexion, Ryton on Dunsmore, Coventry CV8 3FL. Lots of stalls full of new and used model railways – many at bargain prices. Adults £3, Seniors £2.50, Children £1.
Tel: 01604 846 688
www.bpfairs.com

5 May (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

5 May (Sun) 10.30am-2pm
HAYDOCK PARK RACECOURSE, The Exhibition Centre, WA12 0HQ M6 Junc. 23). Up to 85 tables. Adults £2, Children 50p. BARRY STOCKTON.
Tel: 0151 334 3362
www.barrystocktonfairs.co.uk

5 May (Sun) 10am-2pm
WORTHING – SUSSEX, The Charmendean Centre, Forest Road, Worthing, West Sussex BN14 9HS. Next event: 23rd June. SRP TOYFAIRS.
Tel: 01322 662 729 or 0773 999 8012.
www.srptoyfairs1.co.uk

5 May (Sun) 10am-2.30pm
YORK RACECOURSE, The Knavesmire Stand, York Racecourse, York YO23 1EX. 125 tables, admission £2.50, Seniors £2, 1st Child £1.50. Organised by LORRAINE for J&J FAIRS.
Tel: 01522 880 383 jandjfairs@virginmedia.com

11 May (Sat) 10am-4pm
BLUEBELL RAILWAY COLLECTORS FAIR, Horstead Keynes Station, Station approach, Horstead Keynes, East Sussex RH17 7BB. Admission by platform ticket, or free with train travel ticket or Bluebell membership card. Contact JOE LOCK.
Tel: 07866 641 215.

11 May (Sat) 10am-3pm
GATESHEAD INTERNATIONAL STADIUM, Neilson Road, Gateshead NE10 0EF (Just off Felling by pass A184) Admission £3, Concessions £2. Future date: 28th September. JIM CORR.
Tel: 0750 403 5955, email: jim_73@hotmail.co.uk

12 May (Sun) 10am-2pm
ASHFIELD – Festival Hall, Kirkby in Ashfield NG17 7DJ. Good access, free parking, refreshments. Always a good selection of rail and diecast. Next event: 21ST July. Contact MALC.
Tel: 07951 072 790.

12 May (Sun) 10am-2pm
CARNFORTH, Crag Bank Village Hall, LA5 9UH. Refreshments, free parking, wheelchair friendly.
Tel: 0161 620 0321, 0779 279 5512.
Email: quadsquad0@gmail.com
Website: www.cragbanktoyfairs.webs.com

12 May (Sun) 10.30am-3pm
POTTERS BAR, Elm Court Centre, Mutton Lane, M25 J24. EN6 3BP. Adults £1.20. Refreshments.
Tel: 020 8205 1518.

12 May (Sun) 10am-2pm
RAYLEIGH, ESSEX, The Sweyne, Park School, Sir Walter Rayleigh Drive, off London Road, SS6 9BZ. Next event: 16th June. SRP TOYFAIRS.
Tel: 01322 662 729 or 0773 999 8012.
www.srptoyfairs1.co.uk

12 May (Sun) 10am-2.30pm
SPALDING, Springfields Event Centre, Camelgate, Spalding, Lincolnshire, PE12 6ET. 150 tables, admission £2.50, Seniors £2, 1st Child £1.50. Organised by LORRAINE for J&J FAIRS.
Tel: 01522 880 383 jandjfairs@virginmedia.com

12 May (Sun) 10.30am-3pm
WALSALL WOOD – Oak Park Active Living Centre, Coppice Road, Walsall Wood. Details: Transtar Promotions.
Tel: 01922 643 385.

12 May (Sun) 10.15am-3pm
WIMBORNE MODEL TOYS & TRAIN COLLECTORS FAIR, Queen Elizabeth School (QE). Wimborne Minster, Dorset BH21 4DT. Large free car park, refreshments. Admission £1.50. Enquiries to DAVE.
Tel: 01202 590 158 or 07808 484 414.

12 May (Sun) 10.30am-2pm
WIRRAL, Hulme Hall, Bolton Road, Port Sunlight CH62 5DH. Up to 75 tables. Adults £2, Children 50p. BARRY STOCKTON.
Tel: 0151 334 3362
www.barrystocktonfairs.co.uk

14 May (Tue) 7pm-9pm (early entry £2 5pm)
BARNSLEY TOY & TRAIN FAIR, Elsecar Heritage Centre, Elsecar S74 8HJ, space for 150 stalls, lots of free parking for stallholders and visitors. Adults £1.50. 5 minutes M1 junction 36.
Tel; 01226 744 425
www.newcomenfairs.co.uk
sales@newcomenfairs.co.uk

14 May (Tues) 6.30pm-8.30pm
ODIHAM/HOOK, Community Centre, Ravencroft, Hook RG27 9NN. Second Tuesday monthly.
Tel: 01380 725 322, anytime.

15 May (Wed) 6.30pm-8.30pm
BURTON ON TRENT, Town Hall, DE14 2EB. Always a good selection of rail & diecast. Next event: 17th July. Contact MALC.
Tel: 07951 072 790.

18 May (Sat) 10am-2.30pm
BRENTWOOD, The International Hall, Brentwood Centre, Doddinghurst Road, Brentwood, Essex, CM15 9NN. Adults £3, Seniors £2.50, 1st Child £2. 200 tables organised by LORRAINE for J&J FAIRS.
Tel: 01522 880 383 jandjfairs@virginmedia.com

18 May (Sat) 10.30am-3pm
MERTHYR TYDFIL TOY & TRAIN SALE - NEW EVENT Merthyr Tydfil Leisure Centre, The Leisure Village, Merthyr Tydfil, CF48 1UT. BUY*SELL*EXCHANGE. This large and modern building has level and easy access, free parking and café. Merthyr town centre is close by with excellent road and rail facilities on hand. 90 tables, admission £2. Enquiries: CHRIS DYER FAIRS.
Tel: 01643 702 757 & 07966 694 579.
www.chrisdyerfairs.co.uk

18 May (Sat) 10.30am-3pm
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WORCESTER – CANCELLED, (next event 24th August) Perdiswell Leisure Centre, Bilford Road, WR3 8DX. TONY OAKES FAIRS.
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Email: rayheard66@btinternet.com

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Tel: 01322 662 729 or 0773 999 8012.
www.srptoyfairs1.co.uk

19 May (Sun) 10am-1.30pm (last entry)
SOUTHAMPTON TOY FAIR, Blighmont Barracks, Millbrook Road West, Southampton SO15 0AJ. £1 Admission fee (Children under 12 free). For more details or bookings please call or email.
Tel: 0238 077 2681 r.lines@hotmail.co.uk

21 May (Tues) 7pm-9pm
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Tel: 01282 439 009.

June 2019

29 June (Sat) 10am -2pm
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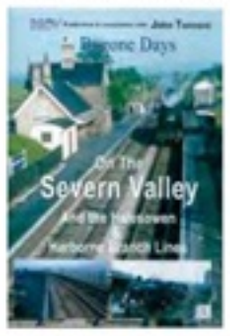
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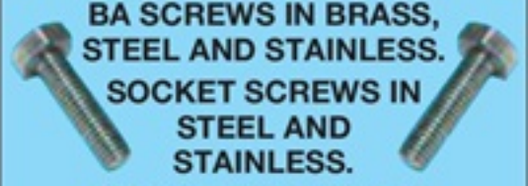
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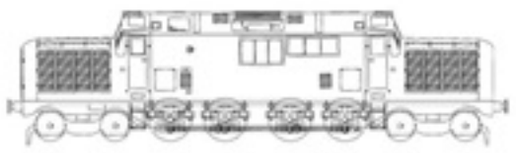


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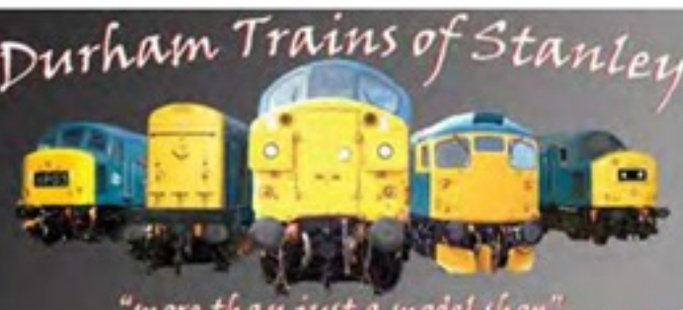
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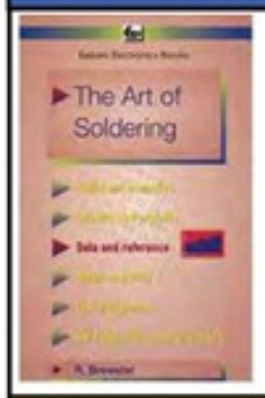

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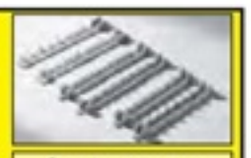
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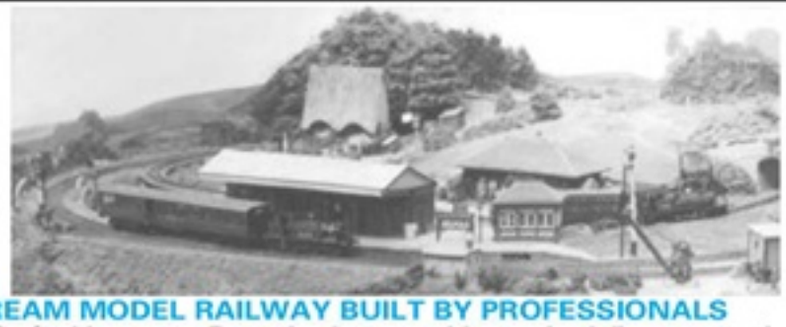
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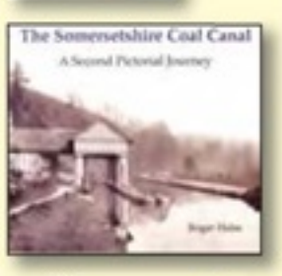
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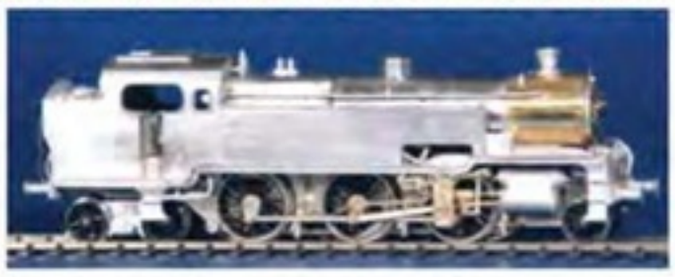


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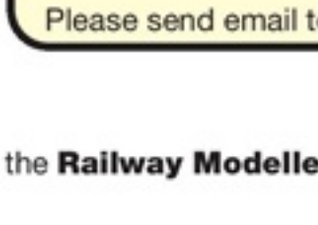
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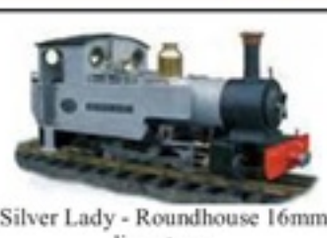
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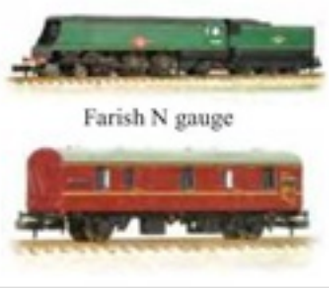
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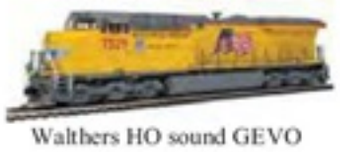
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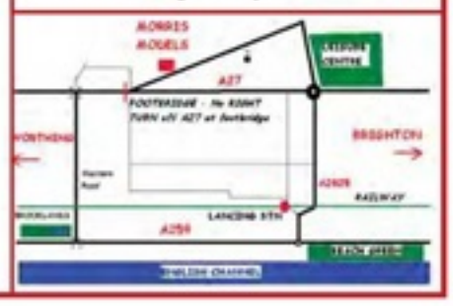
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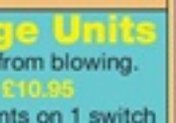
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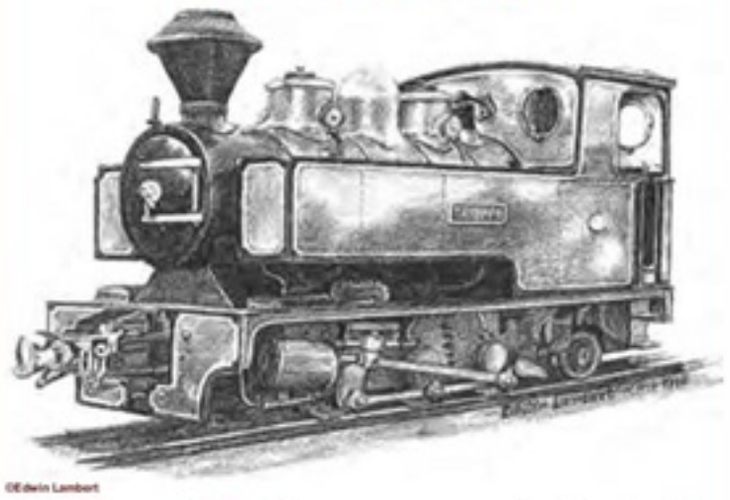
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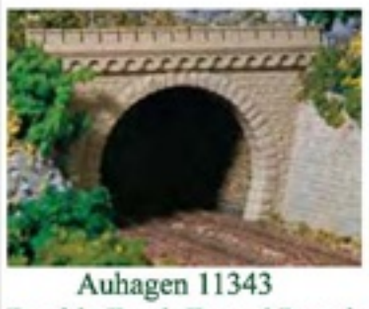
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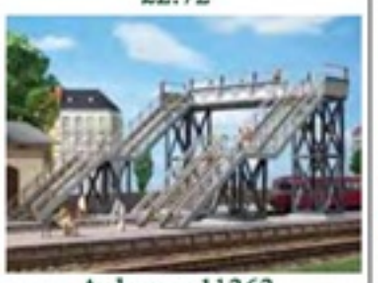
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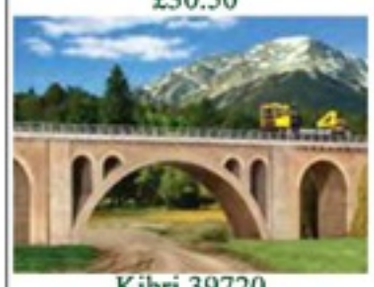
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	10m	100m
EW07/0.2 Multistrand wire 1.4amp 7 strands of 0.2mm wire in plastic sleeving; ideal N & 00	£1.50	£8.40
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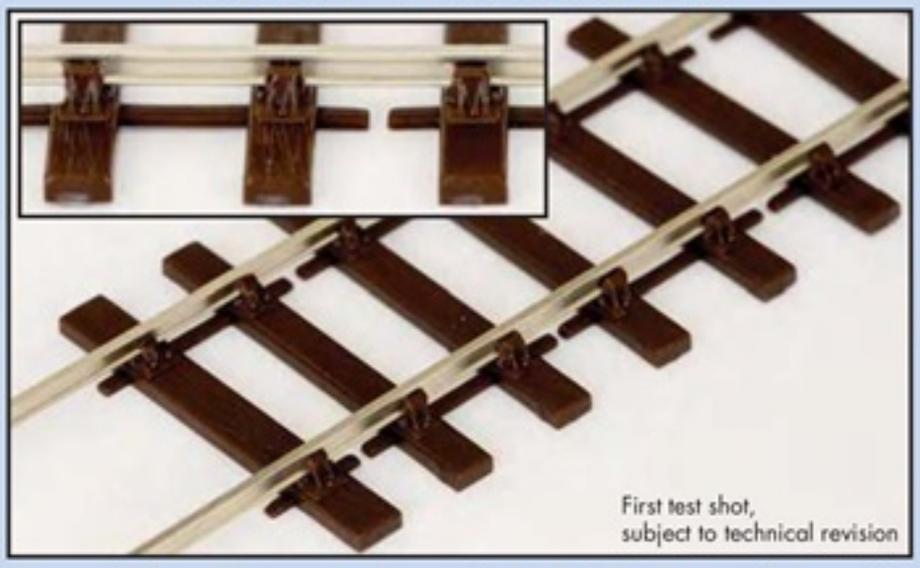
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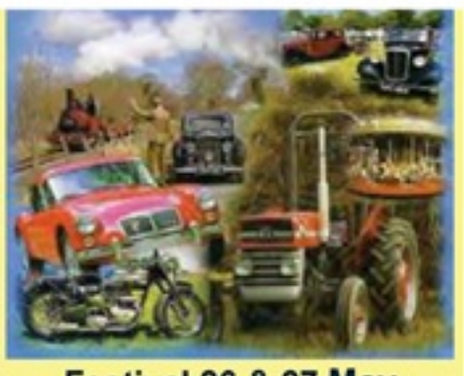
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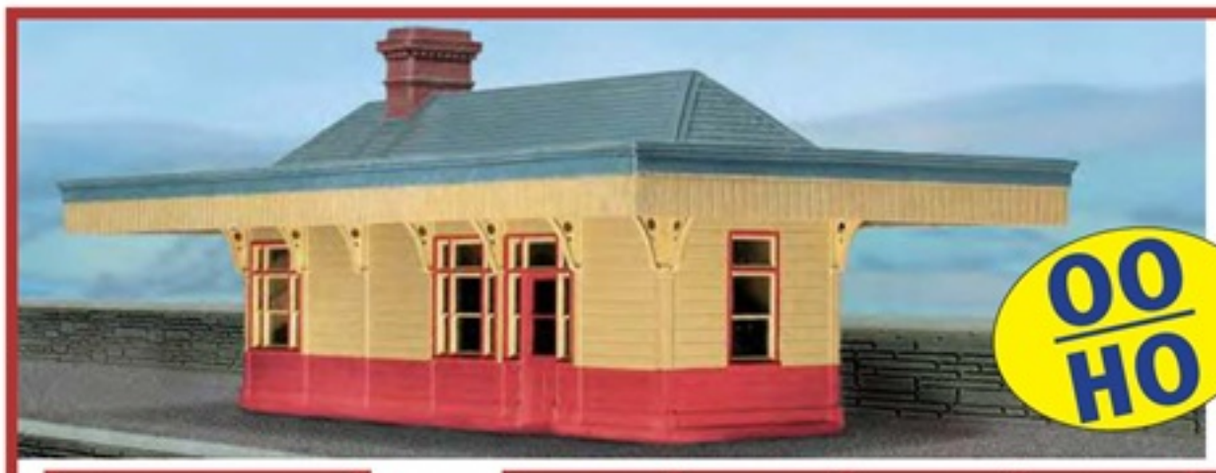


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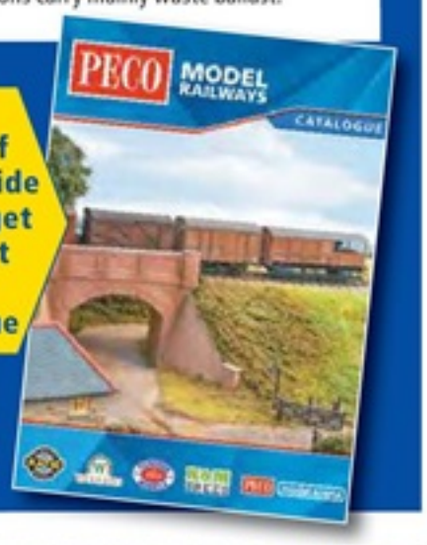
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PN69



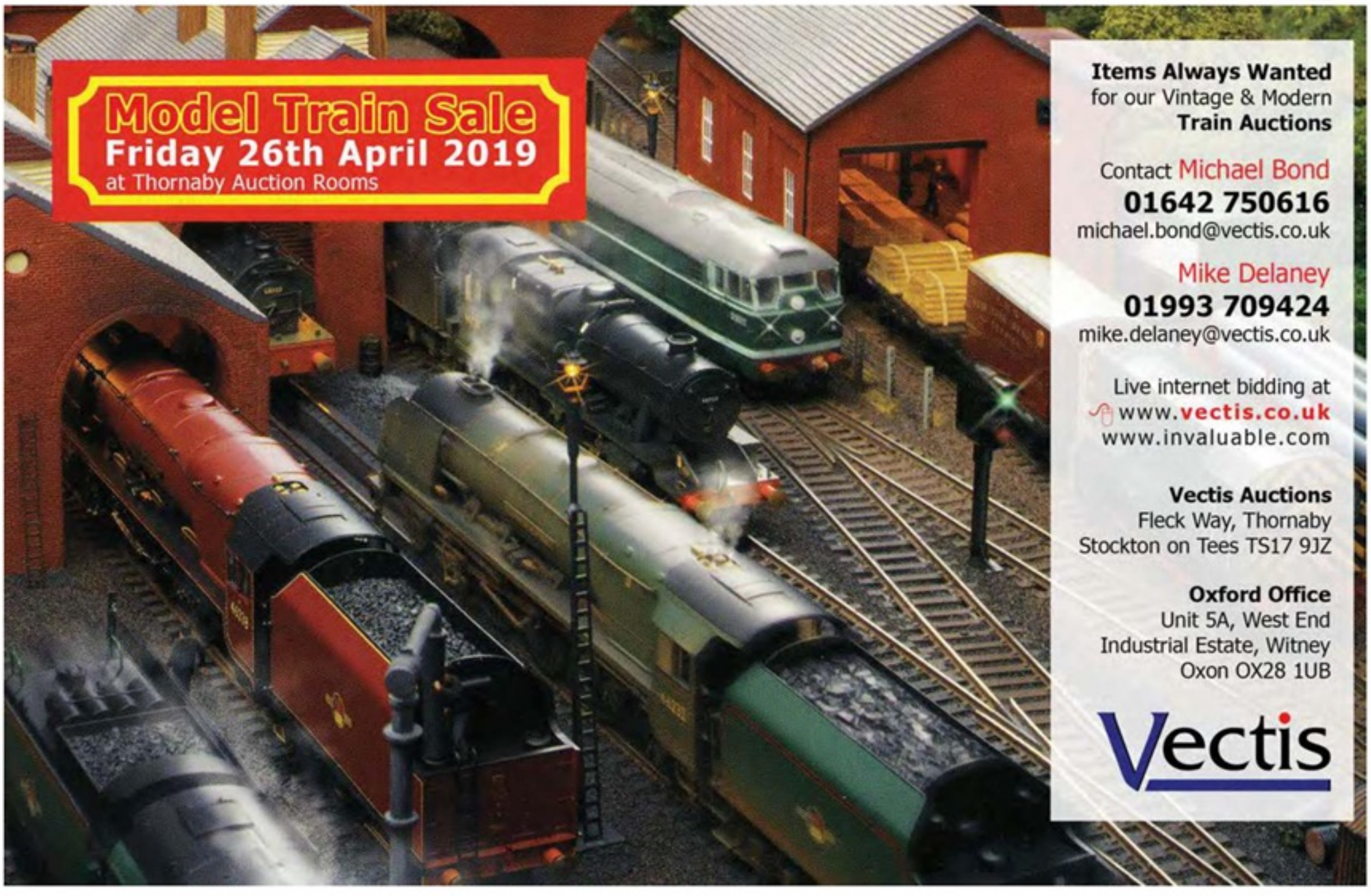
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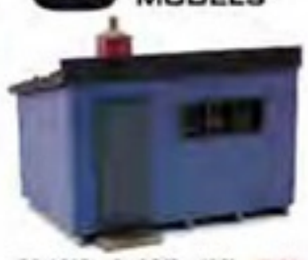
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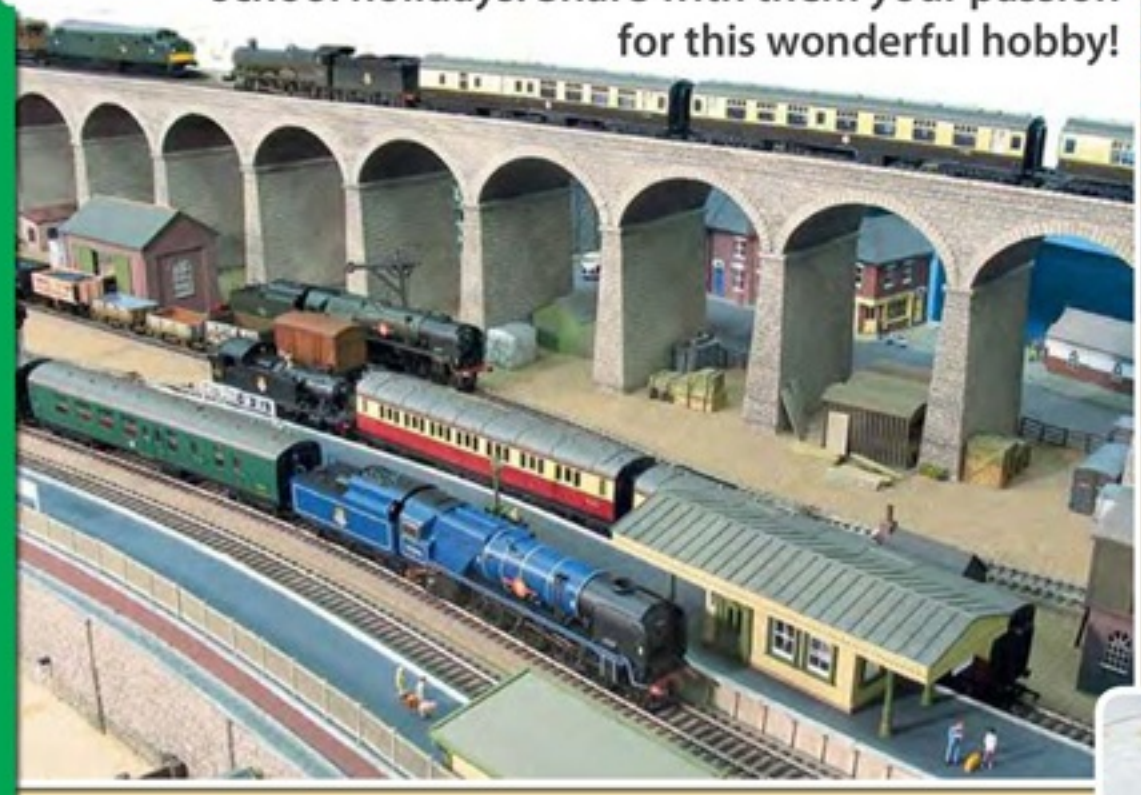
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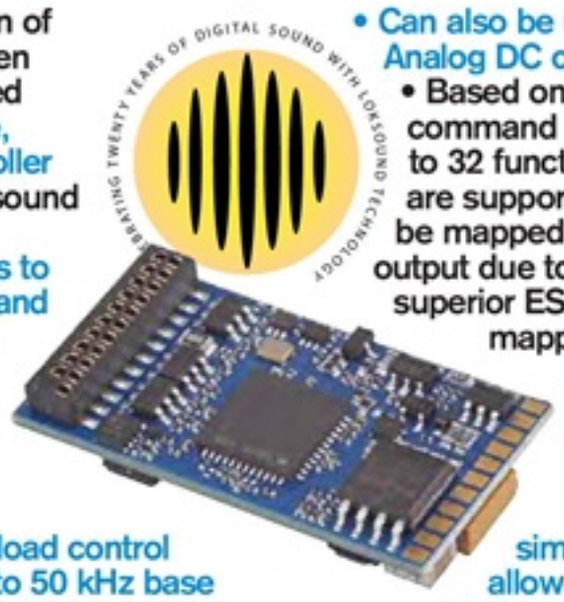
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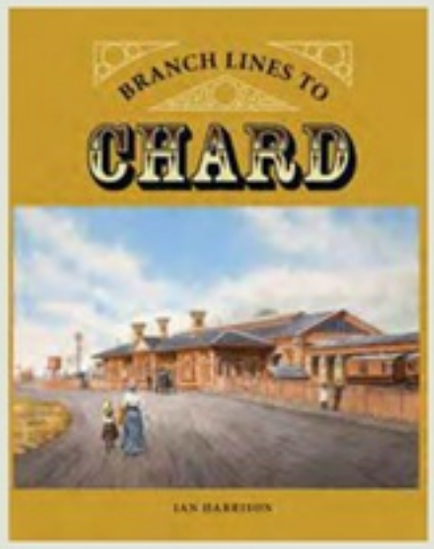
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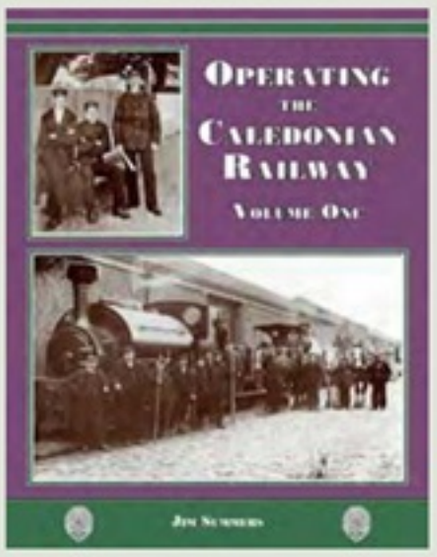
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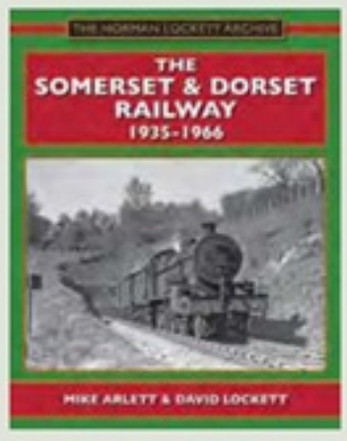


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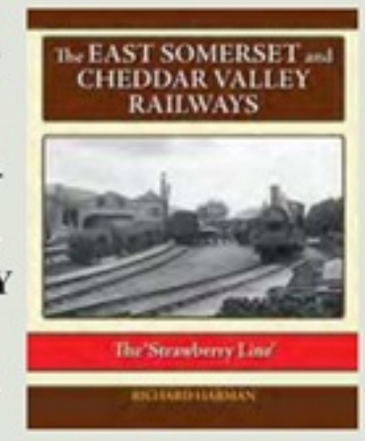
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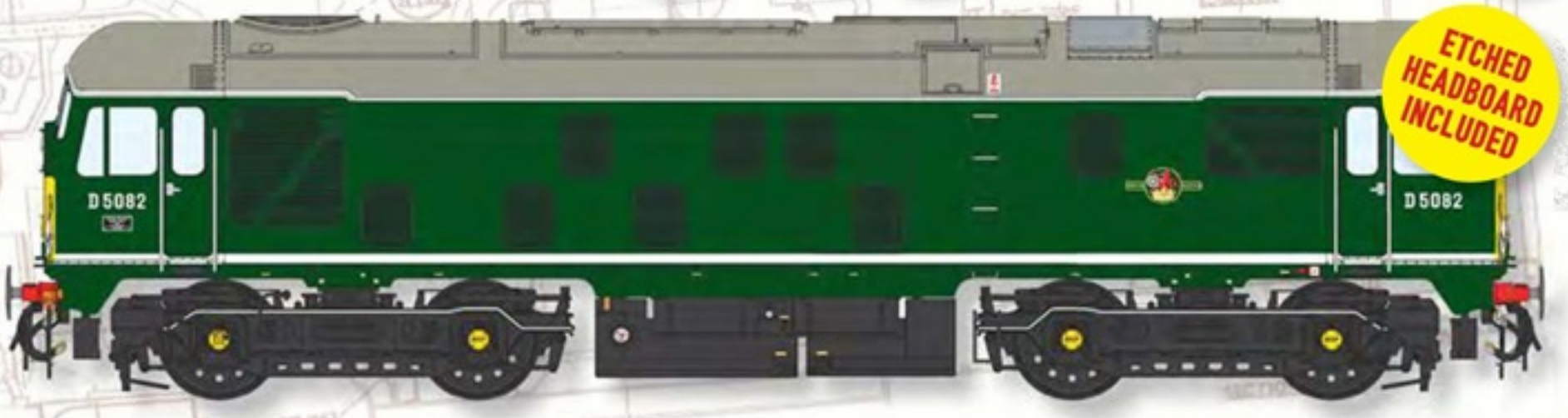
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