

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

JUNE 2019 £4.60

AT THE HEART OF THE HOBBY

VOLUME 70 No 824

# RAILWAY MODELLER

## Compact cityscape in 00

Twin level British Rail-era  
depot and station scheme



**A 'footballer'  
from spares**

Converting the Hornby 4-6-0  
in 00 gauge

**Burnham**

An impression of the  
M&GN in 00 gauge

**Dunstan Harbour**

A 'just supposing' North Eastern  
branch terminus in 00 gauge

**Reviewed inside ...**

Minerva Manning Wardle K Class in O  
Graham Farish SECR birdcage coaches in N  
Brand new Accurascale PCA hoppers in OO

**Rock Junction**

Extensive club layout  
in 00 gauge

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# RAILWAY MODELLER

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An extensive digitally-controlled OO gauge exhibition layout, built by members of the Alnwick Model Railway Club and described by Jim Kirtley.

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Kevin Lawrence packed a lot of operation into a small space with this OO gauge depiction of a 1980s/1990s TMD and high level passenger station.

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Paul Smith combined the recently-retooled Hornby LNER 4-6-0 with spares to create a 'footballer' worthy of the top division in 4mm scale.

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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 Kent's 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.



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**Limited Edition of 300**

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

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

**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

**New Versions N Gauge Class 68s**

2D-022-008 - Class 68 004 Rapid DRS Compass.....£119.85  
2D-022-009 - Class 68 019 Brutus Trans Pennine Express.....£119.85  
2D-022-010 - Class 68 026 DRS Plain Blue.....£119.85  
2D-022-011 - Class 68 034 DRS Compass.....£119.85

**New Versions OO GW Railcars**

4D-011-005 - GW Streamlined Railcar 12 GWR Monogram (Valances).....£125.75  
4D-011-006 - GW Streamlined Railcar 10 GWR Monogram.....£125.75  
4D-011-007 - GW Streamlined Railcar W11 BR Chocolate & Cream.....£125.75  
4D-011-008 - GW Streamlined Railcar W8 BR Carmine & Cream.....£125.75  
4D-011-009 - GW Streamlined Railcar 16 GWR Twin Cities.....£125.75  
4D-011-100 - GW Streamlined Railcar 17 Parcels Chocolate & Cream.....£125.75  
4D-011-101 - GW Streamlined Railcar 17 Express Parcels Crimson.....£125.75

**HELJAN**

OO gauge Class 86/0 confirmed running numbers & liveries

8650 - Class 86 E3104 BR Blue With Red Bufferbeams.....£161.46  
8651 - Class 86 E3114 BR Blue With Small Yellow Panels.....£161.46  
8652 - Class 86 E3178 BR Blue With Full Yellow Ends.....£161.46  
8653 - Class 86 E3146 BR Blue With Full Yellow Ends, White Cab Roofs.....£161.46  
8654 - Class 86 E3156 With Full Yellow Ends.....£161.46  
8655 - Class 86 86036 BR Blue With Cantrail Stripe.....£161.46  
8656 - Class 86 86034 BR Blue Weathered.....£161.46

**HORNBY**

**Class 66s**

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

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

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

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

**Mk3 Sliding Door Coaches - Due June**

R4907 - Mk3 Coach Sliding Door TGFB1 ScotRail.....£31.50  
R4890 - Mk3 Coach Sliding Door TSL1 ScotRail.....£31.50  
Mk3 Coach Sliding Door TSL1 ScotRail.....£31.50  
R4890B - Mk3 Coach Sliding Door TSL1 ScotRail.....£31.50  
R4891 - Mk3 Coach Sliding Door TSD1 ScotRail.....£31.50

**Hornby 2019 Catalogue**  
£8.99

**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 £3.50 each for any quantity of Peco or Hornby point motor in working order.

**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.

**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  
£3.65 each or  
Any 4 Large Boxes for £13.00

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

**Small Size** - 08 or Pannier Tank size boxes  
157mm L x 48mm D x 62mm W  
Red/Blue/Green/Brown/Black  
£3.15 each or  
Any 4 Medium or Small Stock boxes  
For £10.00

**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)

**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 £7.00 each 2 for £13.00

**Cork Sheeting**

**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)

**Dapol OO Gauge 121 DMU**

4D-015-006 - Class 122 DMU NSE Route Learner.....£116.00  
4D-015-007 - Class 122 DMU Loadhaul Route Learner.....£116.00  
4D-015-008 - Class 122 DMU BR Green Speed Whiskers.....£116.00  
4D-015-009 - Class 122 DMU BR Green Small Yellow Panel.....£116.00  
4D-015-010 - Class 122 DMU BR Blue 55003.....£116.00



### WHICH PRODIGY CONTROLLER?

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

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

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

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

### DCC CONTROLLER STARTER PACKAGES

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



**BEST FOR**  
Beginners

- 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

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



**BEST FOR**  
General 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

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



**BEST FOR**  
Large 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



### 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.

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### 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.

The Prodigy WiFi is also available as a starter pack, combined with a Prodigy Express under part number **DCC06**. See [gaugemaster.com/rightlines](http://gaugemaster.com/rightlines) for articles describing you you can use the two apps which are compatible with the Prodigy WiFi on your specific operating system.

### DCC40 Auto Reverse Module

This useful module allows digital modellers to overcome a problem that faces most railway modellers at some point: how to operate a reverse loop or turntable on their layout without needing to change the polarity on the track.



### PRICES

Controllers & Handsets		
DCC01	Prodigy Express Package	£199.95
DCC02	Prodigy Advance2 Starter Package	£339.95
DCC04	Prodigy Advance2 Wireless Starter Package	£529.95
DCC05	Prodigy WiFi	£109.95
DCC06	Prodigy Express WiFi Digital Control System	£279.95
DCC13	Prodigy Advance2 Wireless Walkaround	£209.95
DCC14	Prodigy Advance2 Backlit Walkaround	£159.95
DCC15	Prodigy Decoder Doctor	£104.95
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	£59.95
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	£7.50
DCC71	Prodigy DC Adaptor Plate/Decoder Tester	£11.00
DCC77	Prodigy Walkaround Adaptor	£11.00
DCC80	DCC Autofrog	£6.50
BPDC80	DCC Autofrog (Pack of 3)	£16.95

GAUGEMASTER products are available from your local model shop or, in case of difficulty, direct from ourselves  
**GAUGEMASTER** Controls Ltd, Ford Road, Arundel, West Sussex, BN18 0BN, United Kingdom  
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**www.gaugemaster.com**





# GAUGEMASTER

## Analogue Control



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

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

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

### What's the difference between the controller types?

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

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

### MAINS POWERED CASED CONTROLLERS

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



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

**BEST FOR**  
Beginners

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



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

**BEST FOR**  
Twin Tracks

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



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

**BEST FOR**  
Four Tracks

### PANEL MOUNTED CONTROLLERS

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



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

**BEST FOR**  
Control Panels

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



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

**BEST FOR**  
Realistic Running

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



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

**BEST FOR**  
Flexibility

### Did you know...

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

**GMC-WM1**  
Wall Mounted  
Transformer  
16V or 12V DC 1.1a



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### PRICES

#### Cased Controllers

GMC-COMBI	Single Track Controller/Transformer	£44.95
GMC-100M	Single Track Controller	£94.95
GMC-100MO	Single Track Controller for O Scale	£94.95
GMC-10LGB	Single Track Controller for G Scale	£109.95
GMC-10LGBSF	Single Track Controller for G Scale with Fan	£189.95
GMC-P	Single Track Controller with Simulation	£104.95
GMC-D	Twin Track Controller	£104.95
GMC-DS	Twin Track Controller with Simulation	£189.95
GMC-TS	Three Track Controller with Simulation	£189.95
GMC-Q	Four Track Controller	£199.95

#### Panel Mounted Controllers (Orange text shows transformer required)

GMC-100	Single Track Controller (GMC-T1/M1/W1)	£39.95
GMC-100.O	Single Track Controller for O Scale (GMC-T2/M2/W2)	£49.95
GMC-U	Single Track Controller with Simulation (GMC-T1/M1/W1)	£49.95
GMC-UF	Single Track Controller with Feedback (GMC-T1/M1/W1)	£44.95
GMC-UD	Single Track Controller with Simulation for O (GMC-T2/M2/W2)	£64.95
GMC-UDF	Twin Track Controller with Feedback (GMC-T1/M1/W1)	£59.95
GMC-UDS	Twin Track Controller with Simulation (GMC-T1/M1/W1)	£64.95
GMC-UTS	Three Track Controller with Simulation (GMC-T1/M1/W1)	£79.95
GMC-UQ	Four Track Controller (GMC-T1/M1/W1)	£89.95

#### Walkabout and Hand Held Controllers (No GMC-T1/M1/W1)

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

#### Transformers

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

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

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# THE HEREFORD MODEL CENTRE

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NR-P993C	BP Grey no. BPO67095	£13.45
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NR-P993EW	BP Grey no. BPO67177 withd	£14.25
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NR-P994B	BP Green no. BPO67162	£13.45
NR-P994C	BP Green no. BPO67368	£13.45
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NR-P994FW	BP Green no. BPO67574	£14.25



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NR-P995C	BP Black no. BPO65771	£13.45
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NR-P995EW	BP Black no. BPO65765	£14.25
NR-P995FW	BP Black no. BPO65766	£14.25

## OFFERS ON ABOVE WAGONS

Any 3 Pristine	£39.60
Any 3 Weathered	£42.00
3 weathered + 3 pristine	£79.50

## HELJAN LOCOMOTIVES

15081	Class 15 BR Green TOPS	£87.50
3526	Class 35 BR Green	£110.45
3527	Class 35 BR Green	£110.45
3528	Class 35 BR Early Blue	£110.45
3529	Class 35 BR Blue withd	£118.95
3530	Class 35 Preserved Dutch livery	£110.45

## HORNBY Steam Locomotives

R2744	Schools Blundells BR	£84.95
R2844	Schools St. Lawrence	£84.95
R2917	2800 Class BR	£103.99
R3004	Serlby Hall	£116.45
R3004X	Serlby Hall weathered	£133.45
R3233	D16/3 LNER	£100.95
R3235	D16/3 British Railways	£100.95
R3240	Class 700 BR Early	£96.45
R3242A	K1 BR Early	£116.95
R3243B	K1 BR Late	£116.95



R3311	BR Schools Westminster	£119.45
R3312	BR Class A3	£143.45
R3323	BR Black 5	£119.45
R3327	SR S15	£123.99
R3329	BR Late S15	£123.99
R3333	BR Early Adams Radial	£107.95
R3334	BR Late Adams Radial	£107.95
R3338	BR Class B1 Apple Green	£128.95
R3380	LNER J15	£96.90
R3381	BR Early J15	£96.90
R3408	GWR King	£142.25
R3411	SR S15	£125.95
R3413	S15 Late	£119.45
R3414	LNER J15	£99.45
R3416	J15 BR Late	£99.45



R3418	K1 BR Early	£114.45
R3420	BR Late 700 Class	£99.45
R3421	BR Early 700 Class	£99.45
R3422	SR Adams Radial	£109.45
R3423	BR Late Adams	£109.45
R3424	LNER Q6	£125.45
R3425	BR/Early Q6	£125.45
R3426	BR Late Q6	£125.45
R3432	BR Late B12	£127.95
R3445	BR W/C Camelford	£147.45
R3452	BR Grange	£119.25
R3462	BR Class 42xx	£106.45



R3517	The Final Day Royal Scot	£149.00
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R3681	LMS Coronation	£184.00
R3682	BR Blue Coronation	£184.00
R3767	BR Early Terrier	£80.75
R3781	K&ESR Terrier	£80.75
R3603TTS	BR Lord Nelson	£175.00

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R3261	Class 08 Network	£84.45
R3262	Class 31 D & C	£142.45
R3268	CL67 Arriva	£111.95
R3342	Class 08 BR	£104.45
R3343	Class 08 FGW	£104.45
R3349	Class 67 EWS	£123.95
R3353	Sentinel Balfour Beatty	£49.45
R3373	NRM Class 71	£134.95
R3374	BR Blue Class 71	£134.95
R3376	BR Green Class 71	£134.95



R3473	BR Class 56 Rft	£135.99
R3482	Sentinel MSC	£51.45
R3483	Sentinel Crossley	£51.45
R3484	BR Class 08 Green	£109.45
R3485	BR Class 08 Blue Laira	£109.45
R3573	Class 66 GBRF	£79.45
R3577	Sentinel Graham	£58.00
R3653	Class 50	£137.25
R3658	Class 50	£129.25
R3685	GWR HST	£261.00
R3580	Class 87 BR Blue	£139.40
R3582	Class 87 Intercity	£139.25
R3659	Class 67 Colas	£144.00

## HORNBY Train Packs



R3607	15 Guinea Special	£270.00
R4871	Brighton Belle Pullman car pack	£179.99

## HORNBY TRACK

R083	Buffer Stop	£1.65
R207	Track Fixing Pins	£2.50
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R604	Curve 1st Rad.	£1.65
R605	Double Curve 1st Rad.	£2.05
R606	Curve 2nd Rad.	£1.40
R607	Double Curve 2nd Rad.	£1.95
R608	Curve 3rd Rad.	£1.65
R609	Double Curve 3rd Rad.	£2.25
R610	Short Straight	£1.10
R614	LH Diamond Crossing	£9.25
R615	RH Diamond Crossing	£9.25
R617	Uncoupling Ramp	£2.60
R618	Double Isolating Rail	£6.85
R620	Railer Uncoupler	£4.35
R628	Half Curve 3rd Rad.	£1.80
R643	Half Curve 2nd Rad.	£1.20
R8072	LH Point	£7.95
R8073	RH Point	£7.95
R8074	LH Curved Point	£12.60
R8075	RH Curved Point	£12.60
R8076	Y Point	£8.95
R8077	LH Express Point	£12.60
R8078	RH Express Point	£12.60
R8261	4th Radius curve	£1.85

## HORNBY Track Accessories

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R169	Junction Home Signal	£10.35
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R171	Single Home Signal	£7.95
R172	Single Distant Signal	£7.95
R406	Colour Light Signal	£19.00
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R645	Single Level Crossing	£12.45
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# THIS MONTH AT

Compiled between 14th March 2019 and 17th April 2019

*Hattons*  
• MODEL RAILWAYS •

## Latest News



### RHTTs Now in Stock

Our highly anticipated OO Gauge RHTTs are now in stock. Order now to ensure you don't miss out as stocks are selling fast.

[www.hattons.co.uk/tmah18](http://www.hattons.co.uk/tmah18)



### Realtrack Class 156 in Stock

The latest project from Realtrack Models is now available, with incredible detail, dual motors and full lighting functions.

[www.hattons.co.uk/tmah19](http://www.hattons.co.uk/tmah19)



### New Dapol Class 08s in O

Dapol has shown samples for their next batch of Class 08s in O Gauge which cover later modifications received by the class.

[www.hattons.co.uk/tmah20](http://www.hattons.co.uk/tmah20)



### Titled Train Formations

See the latest installment of our formation guides, this time covering famous named trains between 1958 and 1967.

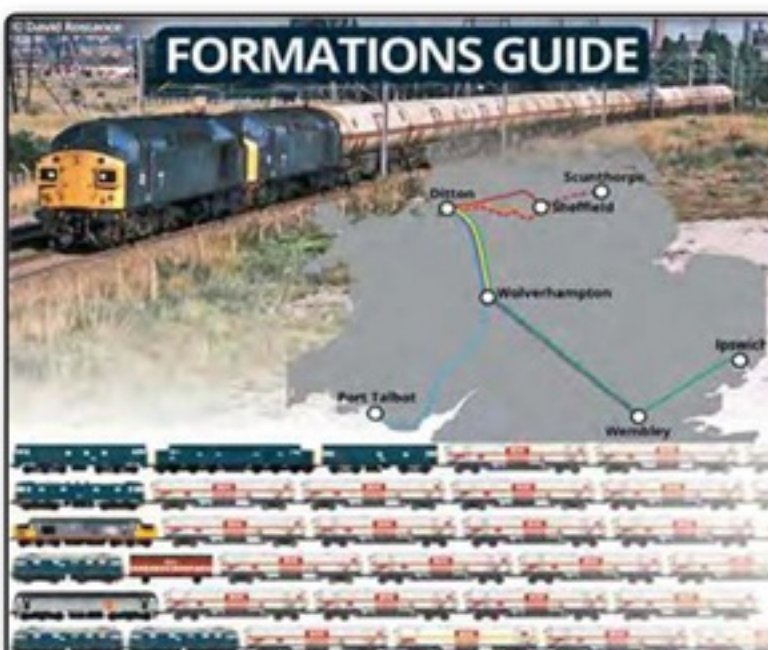
[www.hattons.co.uk/tmah21](http://www.hattons.co.uk/tmah21)



### Easter Bargains

Take a look at the range of items we have available at discounted prices as part of our Easter Bargains.

[www.hattons.co.uk/tmah22](http://www.hattons.co.uk/tmah22)



### BOC Tank Wagon Formations

See the latest installment of our formation guides, this time covering famous named trains between 1958 and 1967.

[www.hattons.co.uk/tmah23](http://www.hattons.co.uk/tmah23)

## Top 5 Best Sellers



**Hornby**  
R3491 - £34.50



**Hornby**  
R3600TTS - £148.50



**Hornby**  
R4666C - £11



**Oxford Diecast**  
76LRL006 - £5



**Oxford Rail**  
OR76BOOM02 - £46



# Forthcoming Releases from Hornby & Dapol

All available to pre-order now at: [www.hattons.co.uk](http://www.hattons.co.uk)

**HORNBY®** 2019 Range Announcement - see details at [www.hattons.co.uk/hornby2019](http://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 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 June 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 each  
Due in Stock June to November 2019



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

## Mk2F "Aircon" coaches

Pre-order for £31.50 each  
Due in Stock July 2019



17 variations now available to pre-order. Liveries include: ScotRail 'saltire', Network Rail, BR blue and grey & Intercity Swallow. Numerous vehicle types available to allow prototypical formations.

## dapol Forthcoming Items

See the full range of forthcoming items from Dapol at [www.hattons.co.uk/dapolpreorders](http://www.hattons.co.uk/dapolpreorders)

### N Gauge

#### Class 50

Pre-order from £123.21  
Due in Stock: June 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 67

Pre-order from £108.76  
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: March 2020



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.



## 00 Gauge (1:76 Scale)

Bachmann Branchline - Steam locos



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



31-921 Class H2 Atlantic 4-4-2 32424 'Beachy Head' in BR black early emblem (RRP £189.95) ..... BARGAIN £124.50

Hattons Originals - Wagons



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-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



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

## Top 30 Best Sellers

Last 30 Days



R3781 Class A1 Terrier 0-6-0T 5 'Rolvenden' in Kent and East Sussex Railway blue NEW ..... £81



R3600TTS Class J36 0-6-0 673 'Maude' in North British Railway lined black - as preserved - TTS sound fitted NEW ..... £148.50



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



R3603TTS Class LN 'Lord Nelson' 4-6-0 30850 'Lord Nelson' in BR green late crest - TTS sound fitted NEW ..... £175.50



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



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 30696 in BR Black early emblem (RRP £124.99) ..... BARGAIN £59

Diesel locos



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

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



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

Peco Products - Track - Code 100 Streamline



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

Dapol - HSTs



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

Peco Products - 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

O Gauge (1:43 Scale)

Peco Products - Track - Code 124 Bullhead Streamline



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

Any or Multiple Scales

DCC Concepts - Point motors



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

Gaugemaster Controls - Digital controllers



DCC02 Prodigy 'Advance 2' starter DCC controller package. £269

Hattons Originals - Digital decoders



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



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

NCE - Digital controllers



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

Peco Products - Point motors



PL-11 Side/surface mounted point motor ..... £8



**Customer  
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# British Model Railway Awards 2018

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



BARGAIN

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



BARGAIN

32-236 Class 3F 'Jinty' 0-6-0T 47619 in early British Railways black (RRP £109.95) ... **BARGAIN** £74.50



BARGAIN

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



BARGAIN

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



BARGAIN

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



BARGAIN

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



BARGAIN

31-921 Class H2 Atlantic 4-4-2 32424 'Beachy Head' in BR black early emblem (RRP £189.95) ... **BARGAIN** £124.50



BARGAIN

31-981 Standard Class 3MT tank 82021 in BR lined black early emblem ... £98

### Diesel locos



BARGAIN

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



BARGAIN

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

### EMUs



BARGAIN

31-426B Class 411 4CEP EMU 7122 in BR Green yellow warning panels (RRP £299.95) ... **BARGAIN** £206

### Wagons

38-1220L1 VBA barrier van BOC bauxite - to work BOC tank wagons - 200291 **NEW** £56

38-1220L2 VBA barrier van BOC bauxite - to work BOC tank wagons - 200292 **NEW** £56

### Dapol - Diesel locos



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

4D-022-009 Class 68 68006 'Dating' in Scotrail ... £131.71



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

### DMUs

4D-009-HAT04 Class 121 single car DMU 'Bubblecar' 121020 in Chiltern Railways blue - Hatton's limited edition (RRP £129.95) ... **BARGAIN** £89



BARGAIN

4D-009-HAT02 Class 121 single car DMU 'Bubblecar' 121032 in Arriva Trains Wales - Hatton's limited edition (RRP £129.95) **BARGAIN** £105



BARGAIN

4D-009-HAT06 Class 121 single car DMU 'Bubblecar' 960010 in Railtrack 'coaching stock' maroon - Hatton's limited edition (RRP £129.95) ... **BARGAIN** £89

4D-009-002D Class 121 single car DMU 'Bubblecar' W55028 in BR green small yellow panels - DCC Fitted ... £142.70



BARGAIN

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

### Track Maintenance vehicles



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

### Wagons

4F-034-026 21 ton mineral hopper E289-45-46 in BR grey - weathered **NEW** £11



4F-026-014 HIA aggregate limestone hopper 369012 in Freightliner green ... £22.52

### DJ Models (Dave Jones) - Steam locos



BARGAIN

H1415 Class 14xx 0-4-2T 1432 in BR Lined green late crest - Heavily weathered (RRP £99) ... **BARGAIN** £74



BARGAIN

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

### Gaugemaster Controls - Buildings - rail-

#### ways

GM421 Diesel depot fuelling point - plastic kit **NEW** £32

GM414 Single track stone bridge - plastic kit **NEW** £12.50

### Man-made scenic structure - railway-related

GM418 Goods yard loading crane - plastic kit **NEW** £11.50

### Buildings - general

GM423 Modern bus shelters and bicycle stands - plastic kit **NEW** £15

GM422 Modern Portakabin site offices - plastic kit **NEW** £15

### Man-made scenic structure - non-railway

GM416 Outdoor adventure playground - plastic kit **NEW** £12

### Farming and construction

GM417 Construction building site accessories - plastic kit **NEW** £19

GM420 Farm Silos - plastic kit **NEW** £14

### Hattons Originals - Steam locos



BARGAIN

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



H4-P-001 SECR P Class 0-6-0T 178 in SE&CR full lined green (with brass) ... £99



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

H4-P-016 SECR P Class 0-6-0T 31556 in BR black early emblem ... £99

### Wagons



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

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



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-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



1321 Class 1366 0-6-0PT 1369 in Great Western green - as preserved ... £135.96

4782 Class 47xx 2-8-0 'Night Owl' 4707 in GWR green post-war GW lettering ... £154

4785 Class 47xx 2-8-0 'Night Owl' 4709 in BR lined green late crest - as preserved ... £154

3911 Class 02/3 Tango 2-8-0 63954 in early British Railways black stepped tender (RRP £184.95) ... **BARGAIN** £84

### Diesel locos

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

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

### Diesel train packs



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

### Electric locos



BARGAIN

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



BARGAIN

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

### DMUs



BARGAIN

8940 Class 128 parcels DMU M55993 in BR Blue full yellow ends and flush fronts (RRP £119.95) ... **BARGAIN** £54

### Wagons

BOC09 100 ton BOC tank BOC Gases red stripe and Gloucester bogies - 0006 **NEW** £75

BOC03 100 ton BOC tank BOC Gases red stripe and Gloucester bogies - 0010 **NEW** £75

BOC18 100 ton BOC tank in BOC Gases red stripe and GPS bogies - 0034 **NEW** £75

BOC13 100 ton BOC tank in BOC Gases red stripe and GPS bogies - 0040 **NEW** £75



BOC07 100 ton BOC tank in BOC Liquid Nitrogen red stripe and Gloucester bogies - 0007 **NEW** £75

BOC20 100 ton BOC tank BOC Liquid Nitrogen red stripe and GPS bogies - 0013 **NEW** £75

BOC16 100 ton BOC tank BOC Liquid Nitrogen red stripe and GPS bogies - 0014 **NEW** £75

BOC05 100 ton BOC tank in BOC Liquid Nitrogen yellow stripe and Gloucester bogies - 0016 **NEW** £75

BOC01 100 ton BOC tank in BOC Liquid Nitrogen yellow stripe and Gloucester bogies - 0030 **NEW** £75

BOC11 100 ton BOC tank BOC Liquid Nitrogen yellow stripe and GPS bogies - 0035 **NEW** £75

BOC02 100 ton BOC tank in BOC Liquid Oxygen yellow stripe and Gloucester bogies - 0003 **NEW** £75

BOC08 100 ton BOC tank in BOC Liquid Oxygen yellow stripe and Gloucester bogies - 0006 **NEW** £75

BOC06 100 ton BOC tank in BOC Liquid Oxygen yellow stripe and Gloucester bogies - 0015 **NEW** £75

BOC17 100 ton BOC tank BOC Liquid Oxygen yellow stripe and GPS bogies - 0019 **NEW** £75

BOC12 100 ton BOC tank BOC Liquid Oxygen yellow stripe and GPS bogies - 0032 **NEW** £75

BOC15 100 ton BOC tank BOC Liquid Oxygen yellow stripe and GPS bogies - 0034 **NEW** £75

BOC04 100 ton BOC tank BOC unbranded red stripe and Gloucester bogies - 0005 **NEW** £75

BOC10 100 ton BOC tank BOC unbranded red stripe and Gloucester bogies - 0009 **NEW** £75

BOC14 100 ton BOC tank BOC unbranded red stripe and GPS bogies - 0002 **NEW** £75

BOC19 100 ton BOC tank BOC unbranded red stripe and GPS bogies - 0011 **NEW** £75

### Man-made scenic structure - railway-related



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

### Hornby - Steam locos

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



BARGAIN

R3292 Class 0F Pug 0-4-0ST 56011 in BR black - Hornby 2014 Collectors Club special edition (RRP £24.99) **BARGAIN** £14.50

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





**UK P&P £4 per order**  
**£2.75 per single diecast item**  
**£7 guaranteed Next Day delivery**  
**(Orders before 2pm)**



R3616 Class 5MT 'Black Five' 4-6-0 5089 in LMS black ... £153



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



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



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



R3642 Class 8P Princess Coronation 4-6-2 46232 "Duchess of Montrose" in BR green early emblem ... £171



R3555 Class 8P Princess Coronation 4-6-2 46256 "Sir William Stanier F.R.S." in BR maroon ... £189  
 R3086 Class A1 4-6-2 4472 "Flying Scotsman" LNER apple green - Railroad Range ... £94



R3284TTS Class A1 4-6-2 4472 "Flying Scotsman" in LNER green - TTS sound fitted - Railroad range ... £114



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



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



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



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



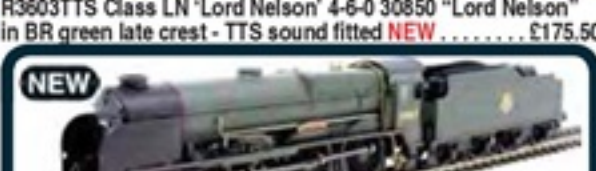
R3600TTS Class J36 0-6-0 673 "Maude" in North British Railway lined black - as preserved - TTS sound fitted NEW ... £148.50



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



R3603TTS Class LN 'Lord Nelson' 4-6-0 30850 "Lord Nelson" in BR green late crest - TTS sound fitted NEW ... £175.50



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



R1183Loco Class P2 2-8-2 2001 "Cock O' The North" in LNER green - Split from Set ... £70



R3329 Class S15 4-6-0 30830 in BR black late crest (RRP £134.99) ... BARGAIN £94



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



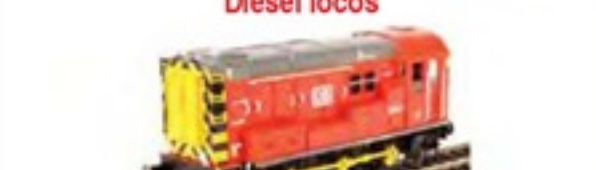
R3421 Drummond Class 700 0-6-0 30698 in BR Black early emblem (RRP £124.99) ... BARGAIN £59



R3419 Drummond Class 700 0-6-0 693 in Southern Railway black (RRP £124.99) ... BARGAIN £69



R3504TTS Class 08 08623 in DB Schenker - TTS Sound fitted £139



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



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



R3658 Class 50 50033 "Glorious" in revised Network SouthEast ... £136



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



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



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



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



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



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



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



R4876 Collett 57 "Bow ended" non-corridor brake third (Left-hand) 5503 in GWR chocolate and cream ... £44.50



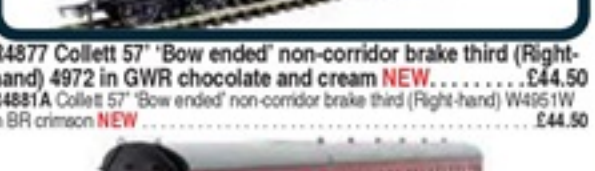
R4876A Collett 57 "Bow ended" non-corridor brake third (Left-hand) 5503 in GWR chocolate and cream NEW ... £44.50



R4880A Collett 57 "Bow ended" non-corridor brake third (Left-hand) W4949W in BR crimson NEW ... £44.50



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



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



R4881A Collett 57 "Bow ended" non-corridor brake third (Right-hand) W4951W in BR crimson NEW ... £44.50



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



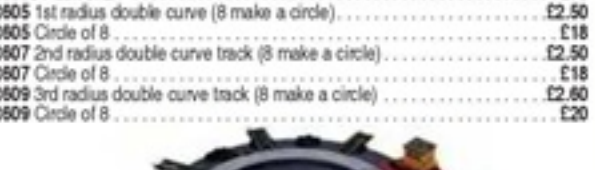
R4878A Collett 57 "Bow ended" non-corridor composite (Left-hand) W6237W in BR crimson NEW ... £44.50



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



R4879A Collett 57 "Bow ended" non-corridor composite (Right-hand) W6242W in BR crimson NEW ... £44.50



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



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



R4643A Mk1 TSO second open M4473 in BR maroon (RRP £24.99) BARGAIN ... £18



R4643A Mk1 TSO second open M4473 in BR maroon (RRP £24.99) BARGAIN ... £18



R4643A Mk1 TSO second open M4473 in BR maroon (RRP £24.99) BARGAIN ... £18

## HSTs



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

## Electric locos



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

## EMUs



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

## 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



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



R1202 Mallard Pullman Train Set Class A4 4468 'Mallard' in LNER blue and pair of Pullman coaches ... £144

## Train sets - digital



R1173 e-Link DCC Western Master train set GWR Class 2721 steam loco & 3 wagons ... £130



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) 5503 in GWR chocolate and cream ... £44.50



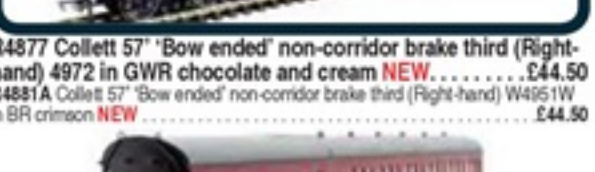
R4876A Collett 57 "Bow ended" non-corridor brake third (Left-hand) 5503 in GWR chocolate and cream NEW ... £44.50



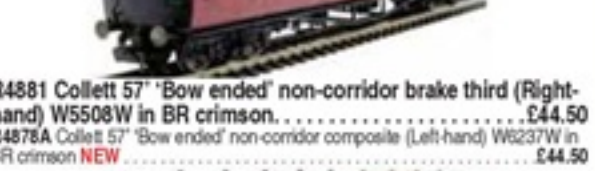
R4880A Collett 57 "Bow ended" non-corridor brake third (Left-hand) W4949W in BR crimson NEW ... £44.50



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



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



R4881A Collett 57 "Bow ended" non-corridor brake third (Right-hand) W4951W in BR crimson NEW ... £44.50



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



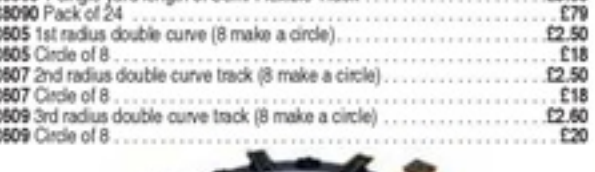
R4878A Collett 57 "Bow ended" non-corridor composite (Left-hand) W6237W in BR crimson NEW ... £44.50



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



R4879A Collett 57 "Bow ended" non-corridor composite (Right-hand) W6242W in BR crimson NEW ... £44.50



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



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R4643A Mk1 TSO second open M4473 in BR maroon (RRP £24.99) BARGAIN ... £18



R4643A Mk1 TSO second open M4473 in BR maroon (RRP £24.99) BARGAIN ... £18

## Digital controllers

R8213 DCC Select unit (boxed) ... £98

## Point motors

R8243 Surface Mounted point motor ... £8.50

## Switches and levers

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

## Electronic components

R8211 Rolling road for all types of steam loco (utilises live rollers) ... £76

## Man-made scenic structure - railway-related

R083 Box of 6 Buffer Stop ... £9.50

R083 Single ... £1.80

## Track - Code 100 Settrack

R8090 1 single yard length of Semi-Flexible Track ... £3.50

R8090 Pack of 24 ... £79

R805 1st radius double curve (8 make a circle) ... £2.50

R805 Circle of 8 ... £18

R807 2nd radius double curve track (8 make a circle) ... £2.50

R807 Circle of 8 ... £18

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R809 Circle of 8 ... £20



R070 Electrically Operated Turntable ... £64

R8077 Left hand Express point ... £14.50

R8072 Left Hand Standard Point ... £14.50

R8078 Right hand Express point ... £14.50

R8073 Right Hand Standard Point ... £9.50

R821 Single 970mm length of flexible track ... £3

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GAUGE 'O'

# EE/BR Class 37/4 Co-Co diesel

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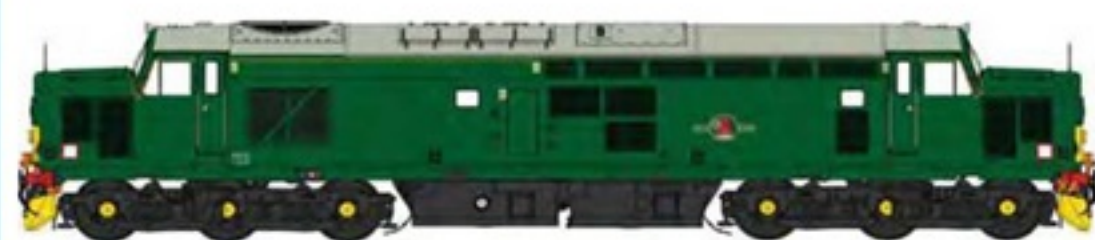


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3741 - BR large logo blue



3742 - InterCity / Mainline



3743 - EWS



3744 - Regional Railways



3745 - Triple-grey sector livery

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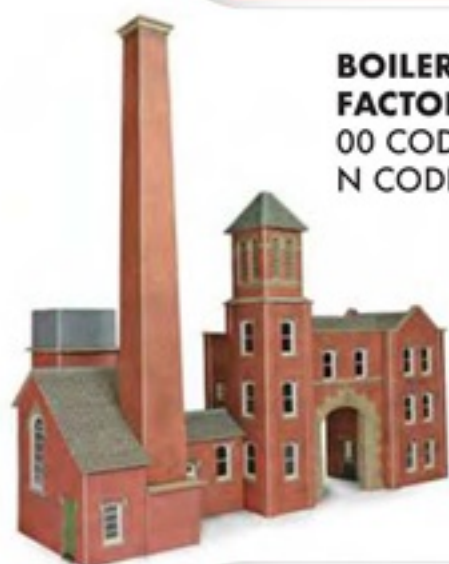


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N CODE PN840 - £5.00  
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N CODE PN810 - £5.50



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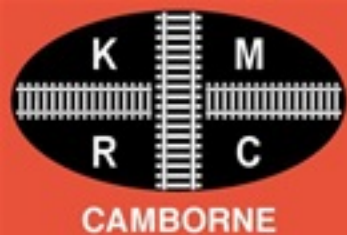


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32-370NF Class 37/4 Diesel No. 37 425 "Concrete Bob/Sir Robert McAlpine" DRS.....£164.95  
32-370NFDS Class 37/4 No. 37 425 "Concrete Bob/Sir Robert McAlpine". DCC Sound.....£254.95



32-816NF Class 47 Diesel Locomotive No. 47 727 "Rebecca" Colas.....£154.95  
33-438 SSA Scrap Wagon No. 470005 EWS, weathered.....£24.95  
33-857B 30 Ton Bogie Bolster Wagon LMS Grey.....£20.95  
33-858 30 Ton Bogie Bolster Wagon BR Bauxite, weathered.....£22.95  
39-550 BR Mk1 CCT BR Maroon.....£37.99  
39-551 BR Mk1 CCT BR Blue, weathered.....£40.99  
39-556 BR Mk1 CCT Van Tartan Arrow.....£37.99

### BACHMANN OO - EXPECTED DURING 2ND QUARTER 2019

32-775NF Class 37/0 Diesel Locomotive No. 37 104 Railfreight Triple Grey.....£164.95  
32-775NFDS Class 37/0 Diesel Locomotive No. 37 104 Railfreight Triple Grey. DCC Sound.....£254.95

### BACHMANN SCENECRAFT OO

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44-0099 The Gate Inn.....£63.99  
44-0100 Midsomer Norton Signal Box.....£63.99  
44-050 Four Road Engine Shed.....£139.99  
44-126 Single Road Servicing Shed.....£55.95  
44-288 Urban Stone Walling.....£15.00

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4F-012-021 Ventilated Van No. 123550 GWR Grey.....£11.00  
4F-012-022 Ventilated Van No. 123550 GWR Grey, weathered.....£12.00  
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4F-014-024 Fruit D Van No. 2850 GWR, weathered.....£19.99  
4F-016-108 Banana Van No. 35639 GWR Grey.....£11.00  
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4F-016-114 Banana Van No. B240737 Fytles Yellow.....£11.00  
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H4-FHTT-001 Rail Head Treatment Train 'Sandite' w/2 wagons & sandite modules.....£118.00  
H4-FHTT-002 Rail Head Treatment Train Water Jet w/2 wagons & water jetting modules.....£118.00  
H4-FHTT-003 Rail Head Treatment Train Water Wagon with three water tanks.....£59.00  
H4-FHTT-004 Rail Head Treatment Train 'Sandite' w/2 wagons & sandite modules, withrd.....£126.00  
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H4-FHTT-006 Rail Head Treatment Train Water Wagon with three water tanks, withrd.....£63.00

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R3603TTS Lord Nelson Class Steam Locomotion No. 30850 'Lord Nelson' BR Green L/C.....£175.49  
R3616 Class 5MT Steam Locomotion No. 5089 LMS Black.....£152.99  
R3621 J36 Class Steam Locomotion No. 722 LNER Black.....£125.99  
R3635 Lord Nelson Class Steam Loco No. 30863 'Lord Rodney' BR Green E/E.....£152.99  
R3638 West Country Class Steam Loco No. 34019 'Bideford' BR Green L/C.....£166.49  
R3643 BR Std Class 7MT Britannia 4-6-2 Steam Loco No. 70046 'Anzac' BR L/C.....£161.99  
R3661 Class 31 A1A-A1A Diesel Locomotive No. D5509 BR Green.....£152.99  
R3747 Class 66 Diesel Locomotive No. 66 779 'Evening Star' GBRI Green.....£67.99  
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R3767 Terrier 0-6-0T Steam Locomotive No. 32655 BR Black E/E.....£80.99  
R3768 Terrier 0-6-0T Steam Locomotive No. 32636 BR Black L/C.....£80.99  
R3768X Terrier 0-6-0T Steam Locomotive No. 32636 BR Black L/C. DCC Fitted.....£98.99  
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R3778 Class 66 Co-Co Diesel Locomotive No. 66 097 DB Schenker.....£67.99  
R3779 Class 66 Co-Co Diesel Locomotive No. 66 783 'The Flying Dustman' Biffa.....£69.99  
R3781 K&ESR Terrier 0-6-0T Steam Locomotive No. 5 'Rolvenden'.....£80.99  
R3784 Class 66 Co-Co Diesel Locomotive No. 66 705 'Golden Jubilee' GBRI.....£67.99  
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K2601 Class 41 Warship Diesel No. D601 'Ark Royal' BR Green.....£179.99



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R6731A LMS 20 Ton Coke Hopper Wagon No. 299958 LMS Grey.....£16.99  
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31-462A C Class 0-6-0 Steam Locomotive No. 31227 BR Black E/E.....£74.99  
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32-359A BR Standard Class 4MT Tank No. 80092 BR Black E/E.....£85.99



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38-477 12 Ton Non-ventilated Van No. E181202 BR Bauxite (Early), weathered.....£14.95  
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39-251D BR Mk1 RFO Restaurant Car No. M1 BR Maroon.....£27.99  
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39-274 BR Mk1 GUV No. E93326 BR Blue & Grey InterCity Motorail.....£27.99  
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39-310C BR Mk1 SP Pullman Second Parlour Coach No. 350 Umber & Cream.....£41.99  
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39-360C BR Mk2A TSO Tourist Second Open Coach No. W5316 BR Blue & Grey.....£30.99  
39-363A BR Mk2A TSO Tourist Second Open Coach No. 5354 Network SouthEast.....£29.99  
39-410A BR Mk2A BFK Brake First Corridor Coach No. W17069 BR Blue & Grey.....£28.99  
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39-500 BR Mk1 SLF First Class Sleeper Car No. M2002 BR Maroon.....£32.99



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£136.99

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2F-034-008 21 Ton Hopper Wagon No. 10 Sykes, weathered.....

£9.00

2F-038-012 20 Ton Steel Wagon No. 12 Cilely, weathered.....  
2F-038-013 20 Ton Steel Mineral Wagon No. 6390 Bolsover.....

£10.00  
£9.00



2P-012-302 Maunsell Corridor 1st Class Coach No. S7367 BR SR Green.....

£17.99



D4GM202 A4 Steam Locomotive No. 4488 "Union of South Africa" LNER Garter Blue.....

£134.95

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371-329 Class 150/2 2 Car Sprinter DMU No. 150 247 BR Provincial, weathered.....  
371-350A Class 60 Diesel Locomotive No. 60 035 EWS.....

£161.95  
£110.95  
£80.95



371-357 Class 60 Diesel Locomotive No. 60 057 "Adam Smith" Trainload Coal.....  
371-383A Class 66 Diesel Locomotive No. 66 101 DB Schenker.....  
371-397 Class 66 Diesel Locomotive No. 66 434 DRS Plain Blue Compass.....  
371-505 Class 101 2 Car DMU Set No. L837 BR Network SouthEast.....  
371-628 GWR Railcar No. W22W BR Brunswick Green with Speed Whiskers.....  
372-310 Merchant Navy Class Steam Loco No. 35024 "East Asiatic Company" BR Blue.....  
372-311 Merchant Navy Class Steam Loco No. 35023 "Holland-Africa Line" BR Green.....  
372-312 Merchant Navy Class Steam Locomotive No. 35028 "Clan Line" BR Green.....

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£86.95  
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£107.95  
£69.99  
£114.95  
£114.95  
£118.95



372-313 Merchant Navy Class Steam Locomotive No. 35021 "New Zealand Line" BR.....

£114.95



372-579 Rebuilt Royal Scot Steam Loco No. 46122 "Royal Ulster Rifleman" BR, weathered.....  
372-653 BR Standard Class 4MT Steam Loco No. 76079 BR Lined Black.....  
372-654 BR Standard Class 4MT Steam Loco No. 76053 BR Lined Black.....  
372-800A Class A1 Steam Loco No. 60163 "Tornado" BR Lined Brunswick Green.....  
372-931 N Class 2-6-0 Steam Locomotive No. 31844 BR Black.....  
372-933 N Class 2-6-0 Steam Locomotive No. 810 SECR Grey.....

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£104.99  
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373-576A 46 Tonne glw MEA Open Box Wagon No. 391035 BR Coal Sector, weathered.....  
373-626D 31 Tonne OBA Open Wagon No. 110717 Railfreight Red & Grey, weathered.....  
373-629 31 Tonne OBA Open Wagon No. 110521 BR Railfreight Brown.....  
373-741A 10 Tonne BR Meat Van No. B870023 BR Early Bauxite.....  
373-742A 10 Tonne BR Meat Van No. B870067 BR Late Bauxite.....  
374-036B BR Mk1 BG Full Brake Coach No. W80725 BR Maroon.....

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374-042 BR Mk1 BG Full Brake Coach NEX No. 92002 Intercity.....  
374-110A BR Mk1 RMB Mini Buffet Car No. E1882 BR Blue & Grey.....  
374-161A BR Mk1 FK First Corridor Coach No. M13323 BR Maroon.....  
374-165 BR Mk1 FK First Corridor Coach No. M13341 Intercity.....

£20.99  
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374-257C BR Mk1 CK Corridor Composite Coach No. M16005 BR Maroon.....  
374-258C BR Mk1 CK Corridor Composite Coach No. M16153 BR Blue & Grey.....  
374-415 Southern PMV Passenger Luggage Van No. S1068S BR Crimson.....  
374-417 Southern PMV Passenger Luggage Van No. S1733 BR Blue.....  
374-640 BR Mk1 CCT NOV Coach No. M94739 BR Blue, weathered.....  
374-642 BR Mk1 CCT NOV Coach No. M94598 BR Blue Express Parcels, weathered.....  
374-643 BR Mk1 CCT Coach QXK No. ADB 977076 BR Re-Railing Yellow Black Hatch Line.....  
374-711 BR Mk2A TSO Tourist Second Open Coach No. 5410 Network SouthEast.....  
374-830C Stanier Brake Corridor First Coach No. 5057 LMS Crimson Lake.....  
374-831C Stanier Corridor Brake First Coach No. M5056M BR Crimson & Cream.....  
374-845C Stanier First Corridor Coach No. 1055 LMS Crimson Lake.....  
374-846C Stanier First Corridor Coach No. M1081M BR Crimson & Cream.....  
374-847A Stanier First Corridor Coach No. M1053M BR Maroon.....  
374-852A Stanier Vestibule Composite Coach No. M9739M BR Maroon.....  
374-875 LMS 50ft Inspection Saloon No. 45028 LMS Lined Crimson Lake.....  
374-876 LMS 50ft Inspection Saloon No. M45029M BR Maroon.....  
374-877 LMS 50ft Inspection Saloon No. M45030M BR Blue & Grey.....  
374-902A BR Mk1 Travelling Post Office Coach No. E80304 BR Blue & Grey.....  
374-926A BR Mk1 SLF Sleeping First Coach No. M2109 BR Maroon.....  
374-927A BR Mk1 SLTP Sleeping Second Coach No. E2681 BR Blue & Grey.....

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£20.99



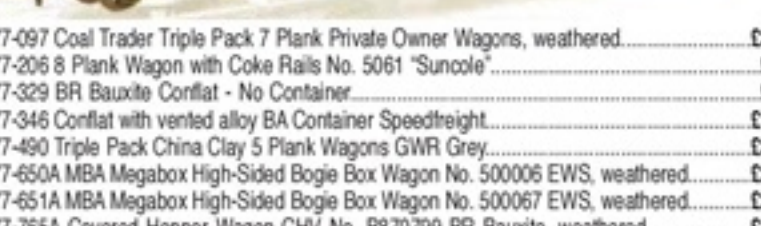
374-990 Mk1 Coach Pack "Works Test Train" BR Blue & Grey, weathered.....  
374-992 Mk1 Coach Pack Hunslet-Barclay Weed Killing Train.....  
377-060 5 Plank Wagon Wooden Floor No. 1 A.E. Moody Coal Merchants Sharpness.....  
377-068 7 Plank Wagon End Door No. 06515 GWR Grey.....  
377-089 7 Plank Wagon Fixed End No. 18166 SR Brown.....  
377-090 7 Plank Wagon Fixed End No. 127916 NE Grey.....  
377-091 7 Plank Wagon End Door No. 110 North End.....

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£10.50  
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£9.95  
£9.95  
£9.95



377-097 Coal Trader Triple Pack 7 Plank Private Owner Wagons, weathered.....  
377-206 8 Plank Wagon with Coke Rails No. 5061 "Suncoke".....  
377-329 BR Bauxite Conflat - No Container.....  
377-346 Conflat with vented alloy BA Container Speedfreight.....  
377-490 Triple Pack China Clay 5 Plank Wagons GWR Grey.....  
377-650A MBA Megabox High-Sided Bogie Box Wagon No. 500006 EWS, weathered.....  
377-651A MBA Megabox High-Sided Bogie Box Wagon No. 500067 EWS, weathered.....  
377-765A Covered Hopper Wagon CHV No. B870799 BR Bauxite, weathered.....  
377-766A Covered Hopper Wagon No. B886096 BR Grey "Soda Ash" branding.....  
377-775 12 Ton Pipe Wagon ZDV No. KDB484176 BR Engineers Olive Green.....  
377-776 12 Ton Pipe Wagon ZDV No. B741318 BR Bauxite (early).....  
377-777 12 Ton Pipe Wagon No. B484163 BR Bauxite (late).....  
377-877 Queen Mary Brake Van YTX No. ADS58299 EWS, weathered.....  
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377-927A PCA Metalair Bulk Powder Wagon No. 11069 Grey Unbranded weathered.....

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377-954A 13 Ton High Sided Steel Wagon No. 278985 NE Grey with smooth sides.....  
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379-532 Bristol RELH Royal Blue.....  
379-545 Leyland Titan PD2 Bus Southdown.....  
379-548 Leyland Titan PD2 Bus Leicester Corporation.....  
379-576 Leyland National Bus United Counties.....  
379-577 Leyland National Bus Alder Valley.....  
379-578 Leyland National Bus Midland General.....  
379-590 Leyland Bristol Lodekka Bus Thames Valley.....  
379-591 Leyland Bristol Lodekka Bus Northern.....  
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42-003 Cattle Dock.....  
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42-035 Bicycle Rack.....  
2-037 Riveted Water Tank.....  
42-059 Oak Hill Brewery Boiler House.....  
42-060 Oak Hill Brewery Boiler House Chimney.....  
42-133 BR Type 15 Signal Box.....  
42-150 Road Side Farm Shop.....  
42-164 Shillingstone Station Building.....  
42-165 Shillingstone Signal Box.....  
42-166 Shillingstone Parcel Office.....  
42-169 Shillingstone Platelayers Hut.....  
42-170 Shillingstone Goods Shed.....  
42-177 Line Side Control Cabin.....  
42-181 Depot Hoist.....  
42-182 Ground Frame Hut.....  
42-191 Red Star Parcels Office.....  
42-192 Platform Buffet.....  
42-194 Taxi Office.....  
42-197 Coal Distribution Building.....  
42-198 Power Station Chimney.....  
42-209 Low Relief Butchers.....  
42-219 Low Relief Stone Factory.....  
42-227 Low Relief Rear Victorian Tenements.....  
42-228 Low Relief Double Track Tunnel.....  
42-232 Low Relief Pub.....  
42-233 Low Relief Rear of Terraces.....  
42-234 Low Relief Public Convenience.....  
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42-245 Low Relief Corner Chemists.....  
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42-296 Low Relief Boiler House.....  
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K2701A Bulleid 1-Co-Co-1 Diesel Loco No. 10201 BR Black E/E. £169.99	K2701ADS. £294.99
K2702A Bulleid 1-Co-Co-1 Diesel Loco No. 10202 BR Black E/E. £169.99	K2702ADS. £294.99
K2703A Bulleid 1-Co-Co-1 Diesel Loco No. 10203 BR Black E/E. £169.99	K2703ADS. £294.99
K2704A Bulleid 1-Co-Co-1 Diesel Loco No. 10204 BR Green L/C. £169.99	K2704ADS. £294.99
K2705 Bulleid 1-Co-Co-1 Diesel Loco No. 10201 BR Green L/C. £169.99	K2705DS. £294.99
K2706 Bulleid 1-Co-Co-1 Diesel Loco No. 10202 BR Green L/C. £169.99	K2706DS. £294.99

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S8006 EWS YCV Turbot Bogie Ballast Wagon Bulk Pack. £109.99	
S8006E / F / G / H - YCV Turbot Bogie Ballast Wagon EWS. £29.99 EACH	
S8006I / J / K / L - YCV Turbot Bogie Ballast Wagon Civil Engineers Dutch, weathered. £29.99 EACH	
S8006M YCV Turbot Bogie Ballast Wagon No. DB978026 Civil Engineers Dutch. £29.99	
S8006N YCV Turbot Bogie Ballast Wagon No. DB978080 Civil Engineers Dutch. £29.99	
S8006Y YCV Turbot Bogie Ballast Wagon Pack x 2, pristine. £49.99	
S8006Z YCV Turbot Bogie Ballast Wagon Pack x 4, weathered. £99.99	

## BACHMANN OO

32-135X Class 4575 Prairie No. 5541 BR Green, weathered. £119.95	
32-640Z Class 491 4-TC Unit No. 416 BR Blue with small yellow warning panel. £269.95	
32-641Z Class 491 4-TC Unit No. 404 BR Blue & Grey. £269.95	
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32-645Z Class 438 4-TC Unit No. 8007 BR Research Department. £269.95	
32-935X Class 150/2 2 Car DMU No. 150 216 in First Great Western livery Purple. £189.95	
33-300W 20 Ton Toad Brake Van ZTO No. DW35377 BR Departmental Green. £16.99	
33-300X 20 Ton Toad Brake Van No. 68642 GW Grey "Penzance". £15.99	
33-300Y 20 Ton Toad Brake Van No. W68366 BR Grey "Gwinear Road". £15.99	
33-825X 25 Ton Queen Mary Brake Van No. ADS56289 BR Engineers Grey. £24.95	
33-825Y 25 Ton Queen Mary Brake Van No. LDS56293 BR Auxilia "Electrification". £24.95	
37-238Z 16 Ton Steel Mineral Wagon Triple Pack, weathered. £59.99	
37-537Y 20 Ton Brake Van B954687 BR "TO WORK WITH AIR BRAKED TRAINS ONLY". £24.95	
38-131Z 40 Ton Seacow YGB Bogie Hopper Wagon Departmental Dutch, weathered. £54.95	
38-132Z 40 Ton Seacow YGB Bogie Hopper Wagon EWS, weathered. £54.95	
38-140W 29 Ton ZXA (ex VDA) Sliding Door Box Van No. ADC201055 Serco. £27.95	
38-140X 29 Ton (ex VDA) Sliding Door Box Van No. ADC200666 BR, weathered. £32.95	
38-326Z High Sided Steel Wagon No. DB479526 "S&T Cable Wagon Guildford", weathered. £24.95	
38-328Z High Sided Steel Wagon No. ADE262721 "AME St Blazey Stores", weathered. £24.95	
39-001T Network SouthEast Mk2 BR Blue & Grey Coach Pack. £59.99	
39-273Z BR Mk1 GUV Coach S86804 BR (SR) Green. £44.95	
39-380Z BR Mk2a BSO Brake 2nd Coach W9426 BR Blue & Grey Network SouthEast. £29.99	
39-411Y BR Mk2a BFK Brake 1st Corridor Coach ADB975654 HST BARRIER VEHICLE. £29.99	



R3674 Class 31 Diesel Locomotive No. D5579 Golden Ochre. £169.99  
R3674DS Class 31 No. D5579 Golden Ochre. DCC Sound Fitted. £289.99



31-651Z Class 47 Diesel Locomotive No. 47 973 "Midland Counties". £149.99  
31-651ZDC DCC Fitted £169.99 31-651ZDS DCC Sound Fitted £249.99



31-653Z Class 47 Diesel Locomotive No. 47 706 ScotRail NSE branding, wthrd. £159.99  
31-653ZDC DCC Fitted £179.99 31-653ZDS DCC Sound Fitted £259.99



R3673 Class 50 Diesel Locomotive No. 50 007 "Sir Edward Elgar" GW150. £169.99  
R3673DS Class 50 "Sir Edward Elgar". DCC Sound Fitted. £289.99



R3672 Class 50 Diesel Locomotive No. 50 010 "Monarch" BR Large Logo. £169.99  
R3672 Class 50 "Monarch". DCC Sound Fitted. £289.99



31-657Z Class 47 Diesel Locomotive No. 47 701 "Old Oak Common". £159.99  
31-657ZDC DCC Fitted £179.99 31-657ZDS DCC Sound Fitted £259.99

## DJMODELS OO

K1003 1914 LSWR Push-Pull Gate Set No. 363 BR Crimson. LOW STOCK £129.99	
K1004 1914 LSWR Push-Pull Gate Set No. 373 BR (SR) Green. £129.99	
K2056 2-4-0WT Beattie Well Tank Steam No. 30587 BR Black L/C. £109.99	
K2058DC 2-4-0WT Beattie Well Tank Steam No. 30587 BR Black L/C. DCC Fitted. £139.99	
K2102 0-4-4T Class O2 No. 16 "Ventnor" BR Black L/C. £124.99	
K2103 0-4-4T Class O2 No. 30182 BR E/E & push-pull equipment. £124.99	
K2104 0-4-4T Class O2 No. 30225 BR Black L/C. £124.99	
K2105 0-4-4T Class O2 No. 225 Southern Black (1949). £124.99	
K2106 0-4-4T Class O2 No. 30193 BR Black E/E. BARGAIN £99.99	
K2201 0-6-0 1361 No. 1361 BR Black L/C. £124.99	
K2201A 0-6-0 1361 No. 1361 Photographic Grey. £124.99	
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K2205 0-6-0 1361 No. 1365 BR Black L/C, weathered. £124.99	
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S8002I/J/K/L PBA TIGER China Clay Wagons ECC International blue. £44.99 EACH	
S8002M/N/O/P JIA TIGER China Clay Wagons ECC International blue, weathered. £49.99 EACH	
S8004A/B/C/D ZAA PIKE Open Wagons Dutch Civil Engineers. £29.99 EACH	
S8005A/B/C/D SPA Open Wagons BR Railfreight, weathered. £32.99 EACH	
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## HELJAN OO

K4101 Dogfish BR Black, weathered. Pack of 4. £99.99	
K4102 Dogfish BR Olive, weathered. Pack of 4. £99.99	
K4103 Dogfish BR Civil Engineers, weathered Dutch. Pack of 4. £99.99	

## HORNBY OO

R3674 Class 31 Diesel Locomotive No. D5579 Golden Ochre. £169.99	
R3674DS Class 31 Diesel Locomotive No. D5579 Golden Ochre. DCC Sound Fitted. £289.99	
R4869 Mk3 Driving Van Trailer No. 82124 Network Rail livery. £69.99	

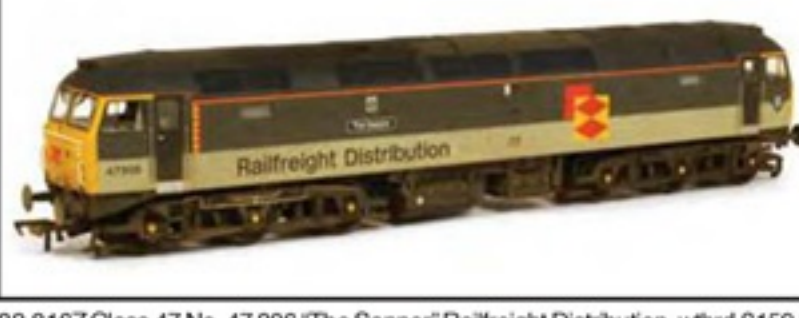
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31-662Z Class 47 Diesel Locomotive No. 47 537 "Sir Gwynedd". £189.95  
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32-816Z Class 47 Diesel Locomotive No. 47 306 "The Sapper" Railfreight Distribution, wthrd. £159.99  
32-816ZDC DCC Fitted £179.99 32-816ZDS DCC Sound Fitted £259.99



32-780U Class 37 Diesel Locomotive No. 37261 DRS. £149.99  
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32-066Z Class 43 Warship No. D845 "Sprightly" BR Green. £164.95  
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32-384Z Class 37 Diesel Locomotive No. 37 672 "Freight Transport Association". £99.99  
32-384ZDC DCC Fitted. £129.99 32-384ZDS DCC Sound Fitted. £169.99



32-762Z Class 57 Diesel Locomotive No. 57 305 Network Rail known as "Sand Castle". £169.95  
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32-727W Class 66 Diesel Locomotive No. 66 709 "Sorrento" GBRI. £169.95  
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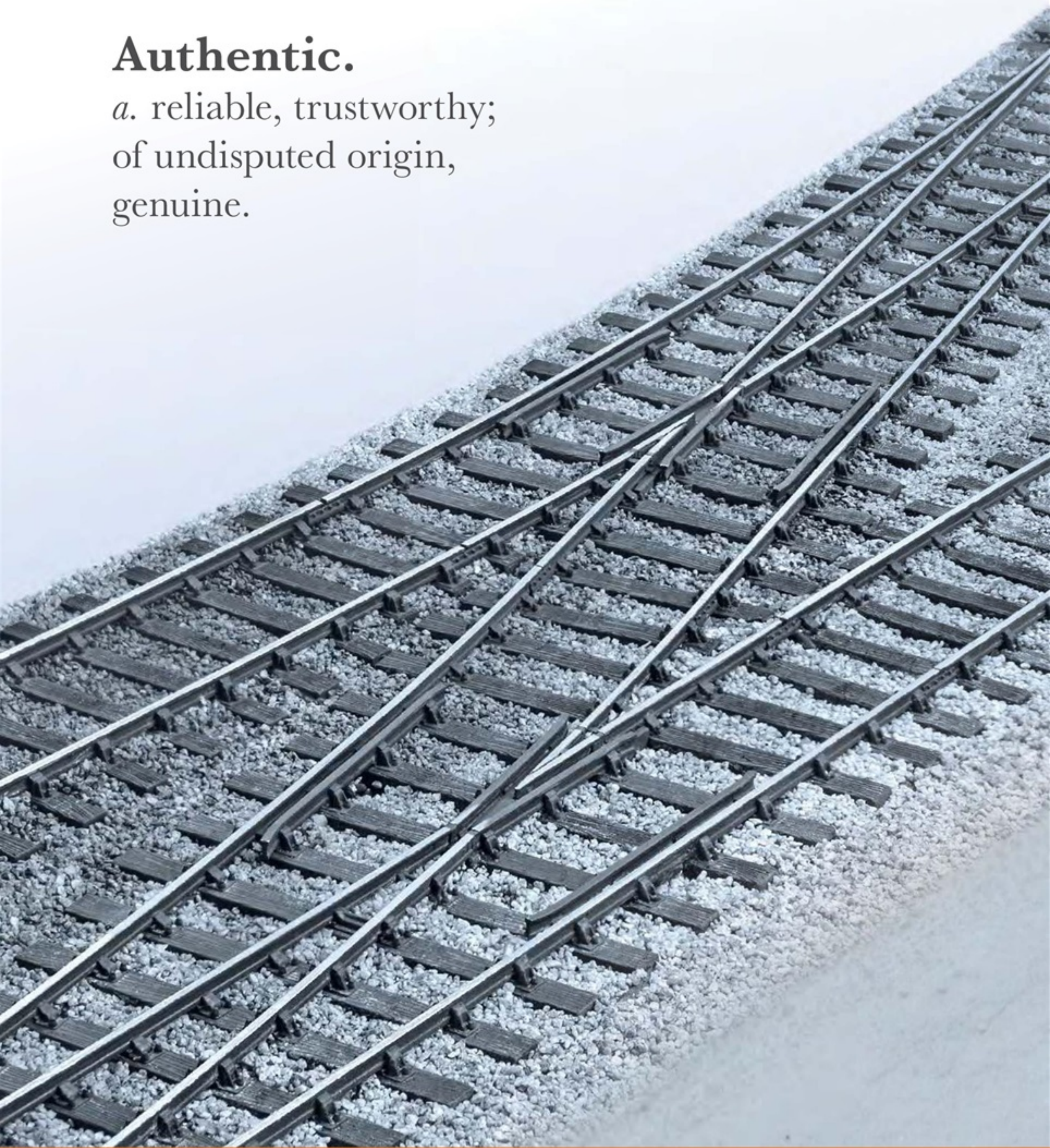
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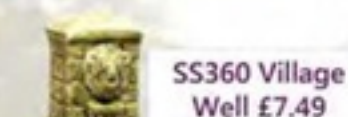
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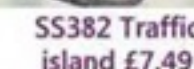
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**Maidstone Games, Models & Railways** - Kent  
**Model Shop Woodchurch** - Kent  
**Romney Hythe & Dymchurch Railway** - Kent

**Kent & East Sussex Railway** - Kent  
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**Dream Steam** - Kent  
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**London Transport Museum** - London  
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# Welcome from the Editor



## Nostalgia, relaxation and indulgence

As the full-size British railway system gradually becomes modernised and standardised, increasingly taking on the role of an overground commuter network - with even a London Underground/TfL Harry Beck style route map for the whole of the UK - where can we turn to in our search for traditional railway excitement and modelling stimulus?

The answer of course is to the country's railway preservation movement with its huge and varied collection of railwayana providing a fantastic reserve of inspiration and wonder that's enviable the world over.

Indeed our annual directory of railway attractions, *On The Rails* (free with this issue), is now so full of entries that we had considerable difficulty squeezing in any illustrations. The popularity of heritage railways is at an all time high for all sorts of reasons; family fun days out, educational field trips, romantic dining, footplate experiences, and even beer festivals!

For railway modellers of course, heritage lines are a treasure trove of potential layout schemes, research opportunities and model making ideas.

Furthermore, we must remember that many of the ready-to-run locomotives which the model manufacturers have released in recent times are here thanks to the generosity and collaboration of heritage railway custodians and museum keepers, those individuals and groups who have allowed their engines and carriages to be measured, scanned and photographed, often in secret, lest a competitor was to find out prematurely.

Building layouts based on preserved railways has also been gradually gathering speed. Heritage lines have been a part of our culture now for over

half a century and many new to modelling are discovering steam and early diesel railways for the first time through these revived railway enterprises.

Little wonder then that our newest volume in the Peco Modellers' Library series is entitled *Modelling Heritage Railways*. It's an edition that we in the RAILWAY MODELLER office thoroughly enjoyed putting together. We discovered many unknown facts ourselves and - as we have followed the growth and development of these railways throughout our lives - it was a marvellous sentimental journey for us all.

The book includes lots of brand new content, detailing the history of the preservation movement, photographic surveys of many establishments, branch lines and museums alike, and complete with 26 layout plans. Further details of this book can be found on page 526, and on page 39a in the Peco Publications advert.

By way of an introduction to what is a vast topic, included in this issue of RAILWAY MODELLER are three articles examining some of the more unfamiliar heritage railway modelling subjects; Heritage transport at Beamish on page 475, the cable powered

Shipley Glen Tramway on page 494 and how to model a special 'propelling' coach on page 509.

There are of course lots of 'traditional' railway modelling subjects in this issue too, and it's not to say, as I implied earlier, that our modern railway network is entirely devoid of interest. Some of the new trains which are being rolled out are very futuristic and colourful and bring promise of long awaited improvements in journey times and travelling comfort. But for sheer nostalgia, relaxation and indulgence, it's to the profusion of heritage railways that we must turn.

Steve Flint

You can keep up to date between issues by visiting our new website at [www.peco-uk.com](http://www.peco-uk.com) and our Facebook Page. You can also now follow Steve on Twitter @steveRMed



**Peco Modellers' Library newest  
title *Modelling Heritage Railways***

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### Contributing to RAILWAY MODELLER

We welcome submissions on all aspects of railway modelling, be they layout projects or suggestions, constructional articles, advice and encouragement for beginners, prototype features or what-have-you. We prefer material to be sent through the post to the address below left, on CD-R if digital images are involved, but short introductions to the article involved and a few sample photographs can be emailed in the first instance to [railway-modeller@btconnect.com](mailto:railway-modeller@btconnect.com)

In both cases, please remember to include your full name, address and contact details with your correspondence.

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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 Rebecca Flynn



Rock Junction depicts a busy main line station on the route of the east coast main line but with running powers from other regions.



# Rock Junction

A club layout in OO gauge set in its home region

*When a clubroom relocation was forced on members of Alnwick Model Railway Club they seized the opportunity to design and build a grand new layout. **JIM KIRTLEY** describes how the plan developed to incorporate digital control using a mix of NCE throttles for loco control and the MERG CBUS system for point, signal and ancillary equipment.*

It all began in 2012. Our club needed new premises and fortune favoured us with an offer of a five year lease on the unused Rock Village Hall. The Rock village in our case is located just a few miles north east of Alnwick in Northumberland and about a mile to the east of the East Coast Main Line. Work began, firstly, on making the hall habitable, but simultaneously we plugged away on the design for the new layout.

The lease has since been extended for a further five years, so our immediate future is reasonably secure.

## Layout concept

It was decided that our new railway should be set in the north-east, mid 1950s to mid 1960s before the blue era, and would be to OO gauge standards. A continuous run

arranged in a dog-bone shape was selected with a backdrop divider to hide the fiddle yard behind. Four main running lines representing up and down fast and slow tracks are provided, with a large station at the left-hand end. One half of the station is partly covered by the town above it, with the tracks continuing into a tunnel, turning back on themselves to access the fiddle yard. As well as the four main platforms – 1, 2, 4 and 5 – the station also has a bay, 3, two parcels platforms and two smaller platforms, 6 and 7 for the branch line traffic. There is also a reverse loop from the branch platforms returning via a tunnel to both the goods yard and main lines at the southern end of the station throat.

The fiddle yard consists of two ladders of four sidings, generally used as one ladder for

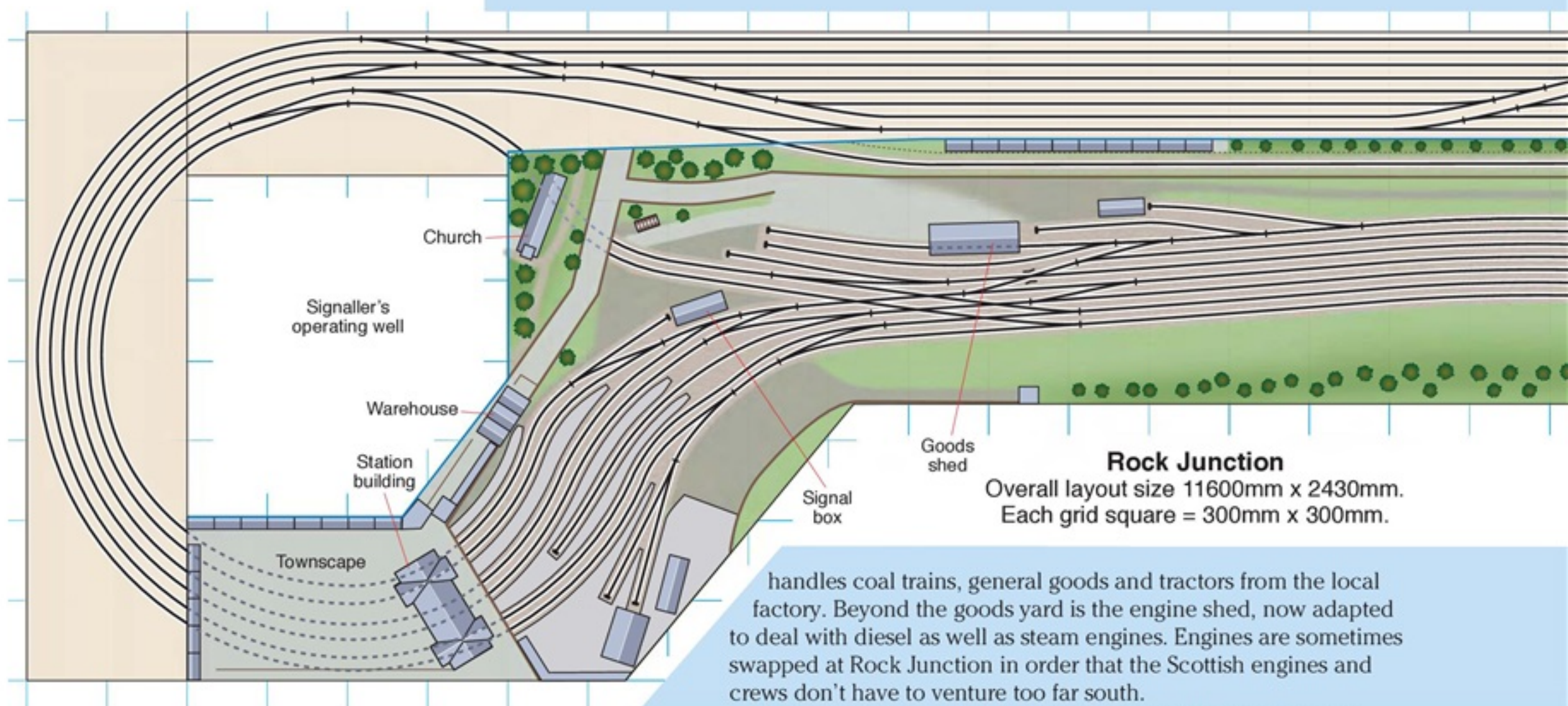
the fast lines and one ladder for the slow lines; however, each siding from either group can access any of the four main running lines. Entry to the fiddle yard is either via the station tunnel at the left-hand end of the layout, or going under the bridge (which carries the single track branch line) at the other end of the layout by the loco sheds.

The branch line itself emerges from a tunnel in the dividing backdrop on the far side of the goods yard and climbs steadily along the length of the layout until crossing over the four main tracks curving around the engine sheds. It crosses a viaduct where originally, it disappeared into a tunnel to

Viewed from inside the left-hand operating well, the branch line sees an LNER K3 (Bachmann) working a coal train over the main lines.







**Rock Junction**  
Overall layout size 11600mm x 2430mm.  
Each grid square = 300mm x 300mm.

handles coal trains, general goods and tractors from the local factory. Beyond the goods yard is the engine shed, now adapted to deal with diesel as well as steam engines. Engines are sometimes swapped at Rock Junction in order that the Scottish engines and crews don't have to venture too far south.

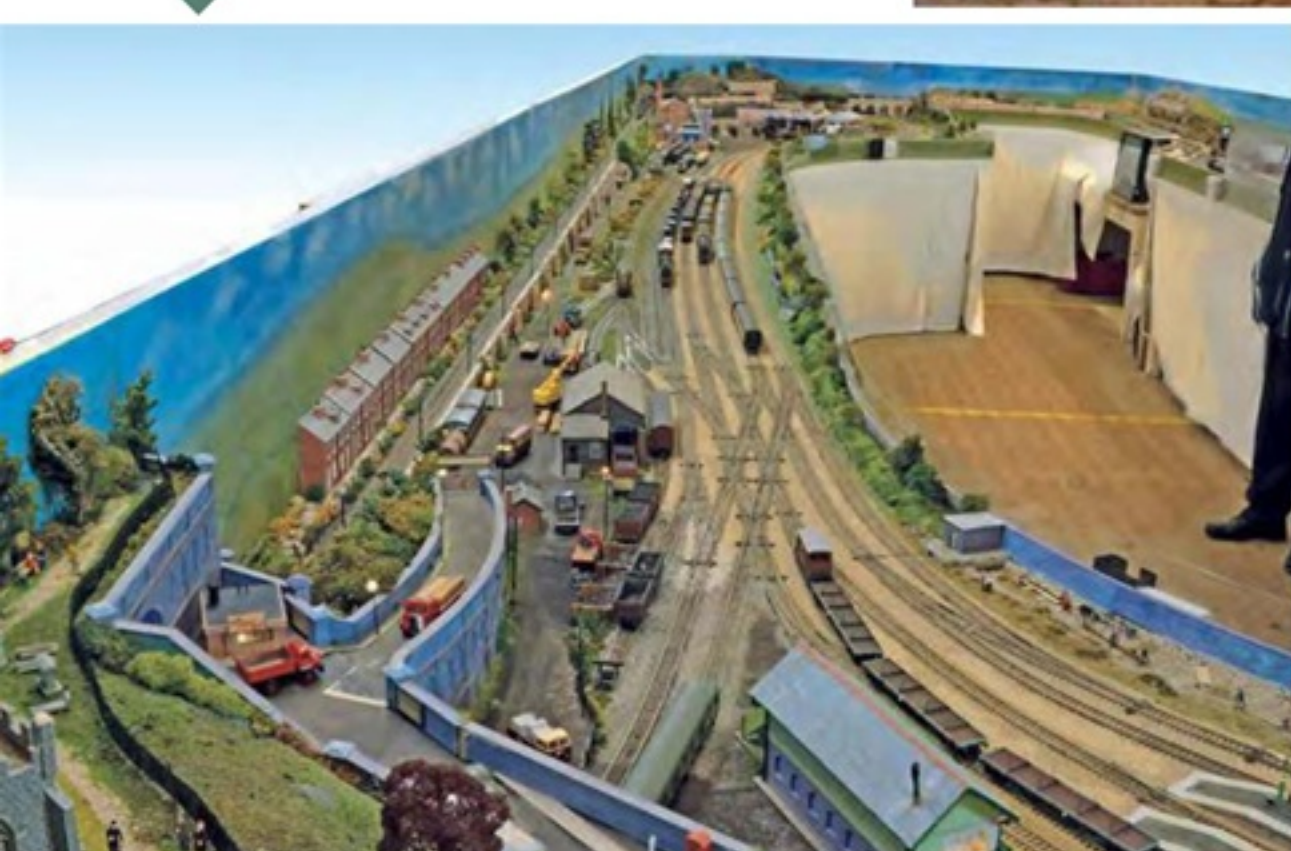
Adjacent to the engine shed is the Hayes & Weston Brewery, which has its own siding. This was built when a water spring was discovered in the area, which allowed a particularly good dark ale to be brewed. So good was this ale that Newcastle Breweries bought out Hayes & Weston and changed the name of the ale to Newcastle Brown. The ale became so popular that production was moved to Newcastle leaving the Rock brewery to make special brews and

finish abruptly in a dead end, but an extension is currently under construction on which the branch line and mine proper will be located. This can partly be seen in the view below of the full layout, and right which shows the viaduct and a dilapidated warehouse which was supposedly served by an old canal. The canal was originally built to serve the colliery but fell into disuse and decay when the railways were built. It is now being renovated by the Inland Waterways Association which wishes to bring it back into use for leisure purposes. Just beyond the bridge and warehouse, on the new extension, the track diverges from the branch line and drops down into the West Rock colliery, which is in NCB hands.

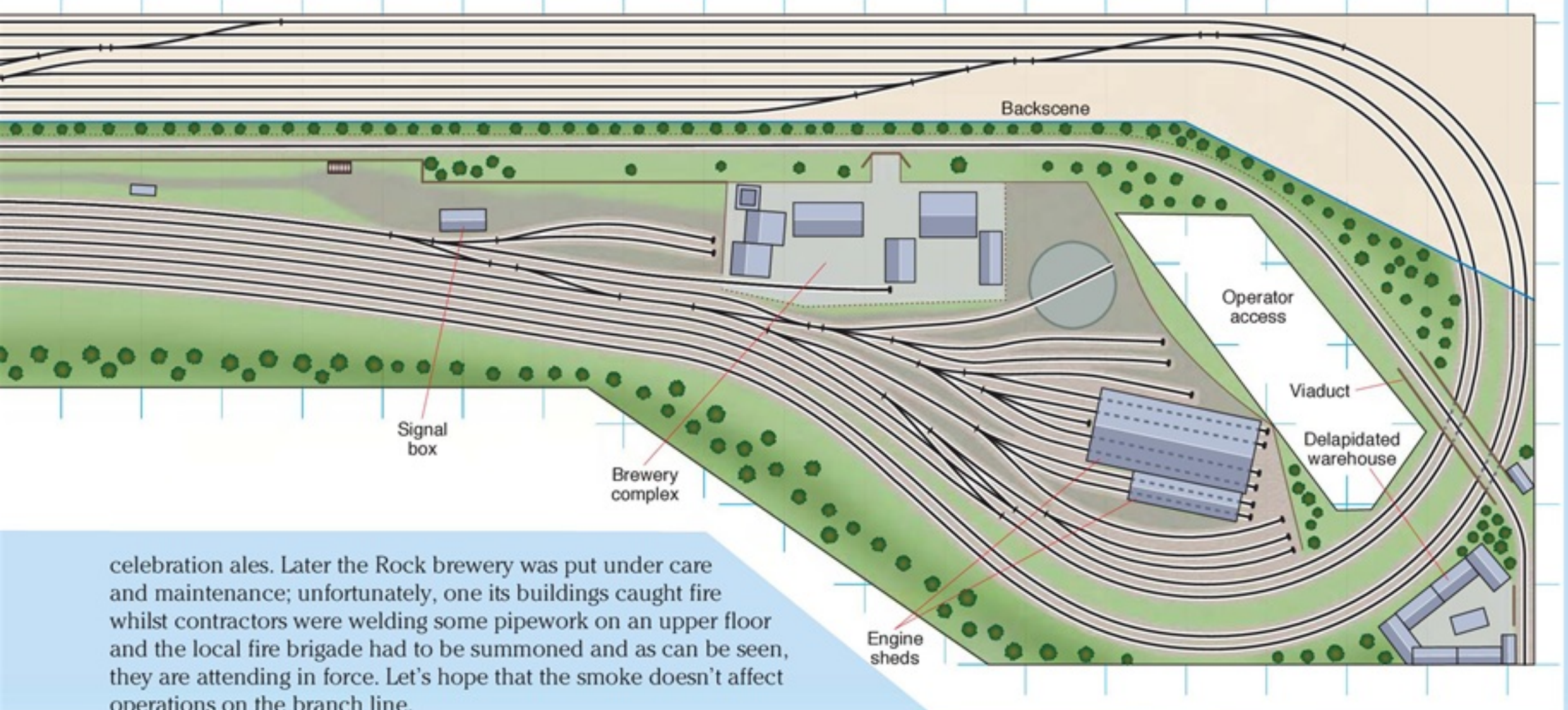
In the centre of the layout, the southern goods yard is adjacent to the main lines and

An overall view along the main layout. The extensive fiddle yards are on the left behind the backscene. To the upper right can be seen the new extension incorporating the colliery branch, which is not shown on the main plan above.

Looking across towards the new extension sees the dilapidated warehouse in the distance with, this time, a Black Five on the coal train.







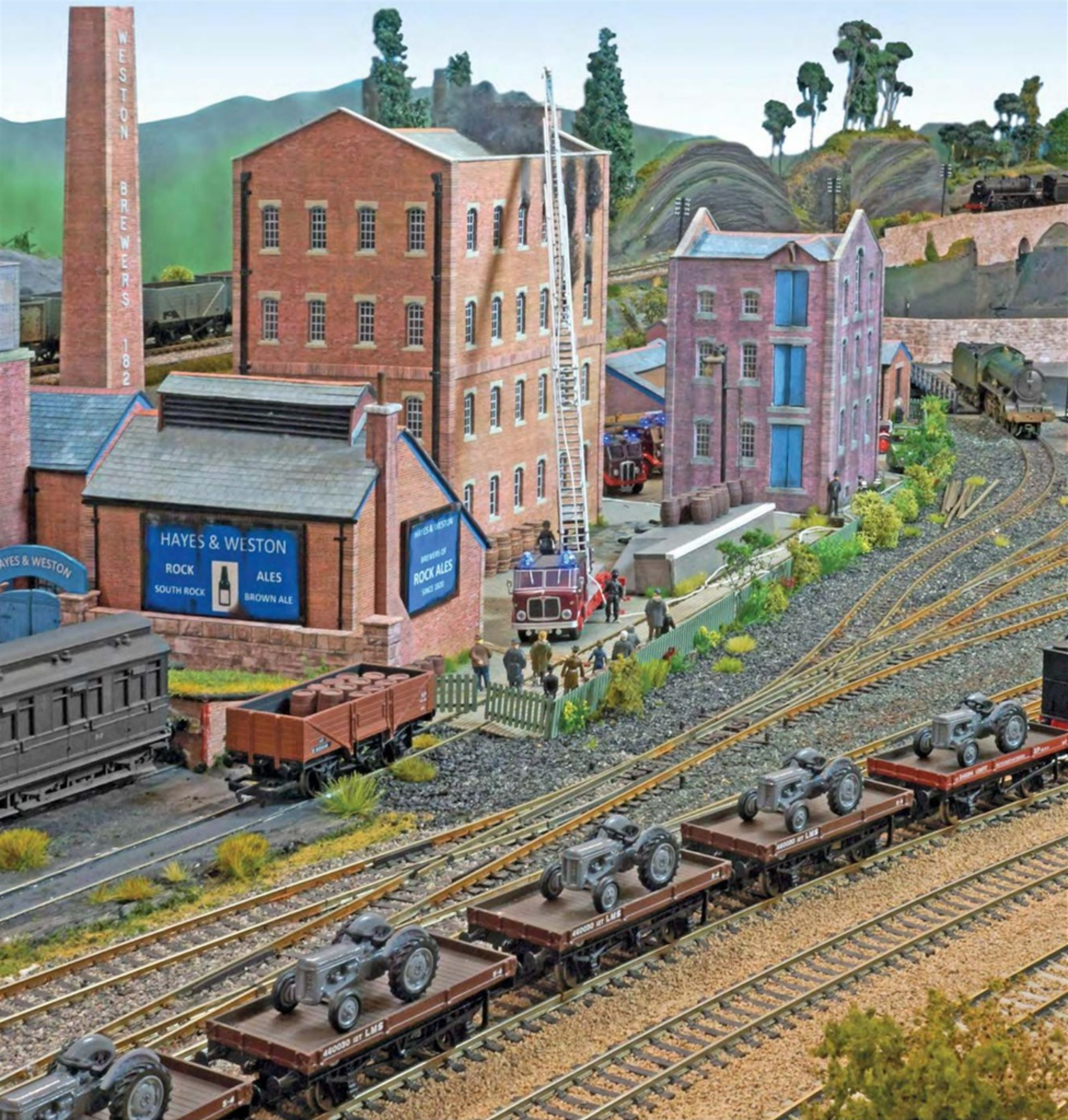
celebration ales. Later the Rock brewery was put under care and maintenance; unfortunately, one its buildings caught fire whilst contractors were welding some pipework on an upper floor and the local fire brigade had to be summoned and as can be seen, they are attending in force. Let's hope that the smoke doesn't affect operations on the branch line.

### Victorian engineering principle

Once the layout design had been agreed, the baseboard structure was started. It was built on the Victorian engineering principle of 'design one strong enough then add 10% just in case'. Consequently, we have a foundation that is very, very sturdy. As the layout is a permanent structure, weight and module size wasn't important, in fact it is all one module! The leg and support structure







code 100 items, pinned to the cork. The track was laid to the original plans, but some modifications were since made to make operations more flexible.

The original design was for a 12V dc control system; however, this was changed to DCC before too much of the wiring had been done. The layout has not yet been completed; as noted earlier the far end of the branch line and the colliery are still under

construction and although they are easily recognisable as to what they will be, there is still a fair amount of work left to do.

### Scenery

The majority of the scenic buildings have been scratchbuilt. We are lucky enough to have a member who has the ability to be given an idea and a picture or two and to produce some excellent models, courtesy of

Mr Kellogg and other cardboard box manufacturers. The buildings all have detailed interiors, eg the main station building has a boardroom on the upper floor, complete with carpet, a large meeting table and chairs for 10 members; each place is set with a blotter and pencil. In one of the guest rooms in the Station Hotel can be seen a couple in bed – apparently having a lie-in!

There are many little scenic cameos, some





▲ The town scene straddles the left-hand dog-bone section of main lines, providing an ideal scenic break for the tracks to enter the fiddle yard.



▲ The right-hand end dog-bone houses the extensive loco shed facilities within its central portion. The operating well here, behind the turntable, is cunningly disguised by the scenic edge.

The smoke billowing from the old brewery building is formed from fine black fibrous material. A J50 0-6-0T (Hornby) passes with coal empties.







▲ How many staff does it take to change a railway station lamp? This is one of many small cameos on the layout.

to hide faults, others just for fun. On the station platform one of the two lamps on the lamppost promptly stopped working soon after it was installed. These little bulbs are difficult, if not impossible, to replace, so a ladder was found and three workmen are now mending the lamp; they have been doing it for some while now so it begs the question of how long does it take the railway staff to change a lightbulb?

Other examples include the coal pens in the goods yard, different groups of people in

▲ Typical of many main line stations, Rock Junction consists of several island platforms accessed from the central overbridge which houses the main station building.

the town centre and St James' Park, and in the station entrance and booking hall.

The town centre above the station has the main station building, the Station Hotel, various shops, a bank and the very popular St James' Park. The police station is on the street leading out from the town centre, just passed the public toilets, with a line of shops on the opposite side. A long flight of steps leads to the elevated church where a wedding is taking place. Opposite the church and just beyond the police station is the road descending into the station yard. The street continues into the countryside through a short tunnel under the church grounds.

The railway runs under the town centre, indeed the northern end of the platforms are all underground, with passenger access only being from the main station building above.

The main signal box is installed in the corner created by the main lines and the reverse loop and is facing the platforms.

### Control

Locomotives are operated with an NCE PowerPro 5A DCC unit through the track bus. A totally separate point and ancillary equipment bus is also installed which functions via a MERG CBUS device control

◀ The fully detailed signal box built by one of our members who specialises in this area.





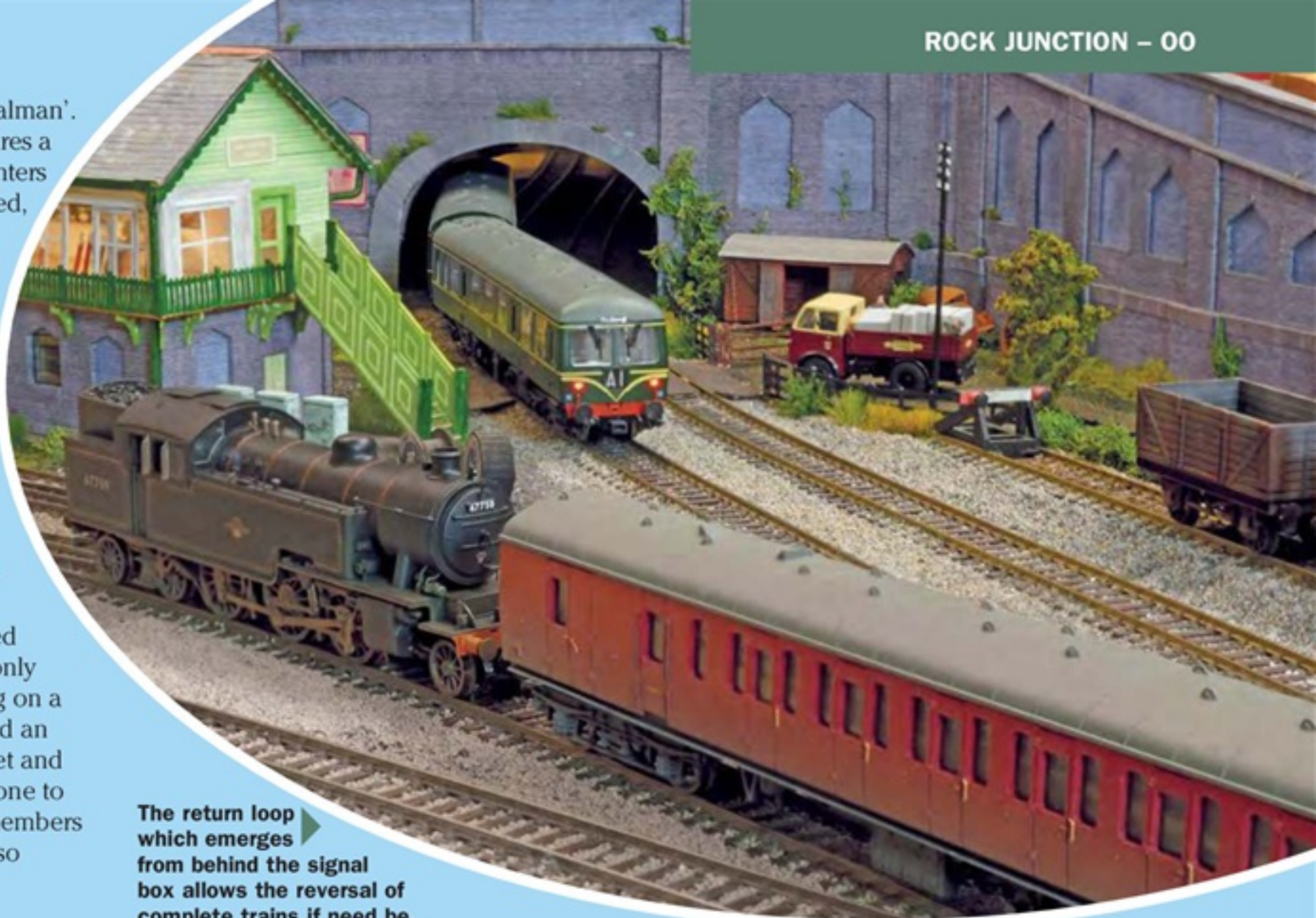
system under the operation of a 'signalman'.

Essentially when a loco driver requires a route that crosses the main lines, or enters or leaves the goods yard or engine shed, he requests the route from the signalman who, when it is clear to do so, sets up the route and the appropriate signals, resetting the route when the train has cleared the section.

The ideal manning complement for a running session is four drivers in the fiddle yard, each with a handset controlling one of the four main lines, a signalman in the signalling control well (left hand side on the plan), a driver in the station goods yard, a driver in the engine shed well and a driver in the colliery. We only attempt to reach this level of manning on a club open day; however, we also need an additional two or three people to meet and greet our visitors and of course someone to make the tea. The club only has 13 members and some of them still have to work, so getting a full complement isn't easy.

### Conclusion

The return loop which emerges from behind the signal box allows the reversal of complete trains if need be.



Some of the Rock Junction crew, from left: Roger Brunning, Jim Kirtley, Paul Weston, Dale Page, Jay Bosanquet, Mick Hayes, Colin Hunter, Neil Brison.

Work has not yet started on the signals, which will be mainly colour light units, but it is planned for later in the year.

We have a number of other ideas, some probably likely to happen, others perhaps not, but that is the nature of railway modelling, most layouts rarely get declared as complete.

[www.alnwickmodelrailwayclub.co.uk](http://www.alnwickmodelrailwayclub.co.uk)  
[www.merg.org.uk](http://www.merg.org.uk)

The diesel age beginning to take shape in the locomotive depot.





# Kaybee St Sarahs

**KEVIN LAWRENCE** proffers the plan of this small OO gauge layout he constructed as a portable layout for exhibition use. It provides a stage on which to run his collection of 1980s and 1990s period models and an upper level for some quasi-main line running of passenger services.

Photography by Paul Bason

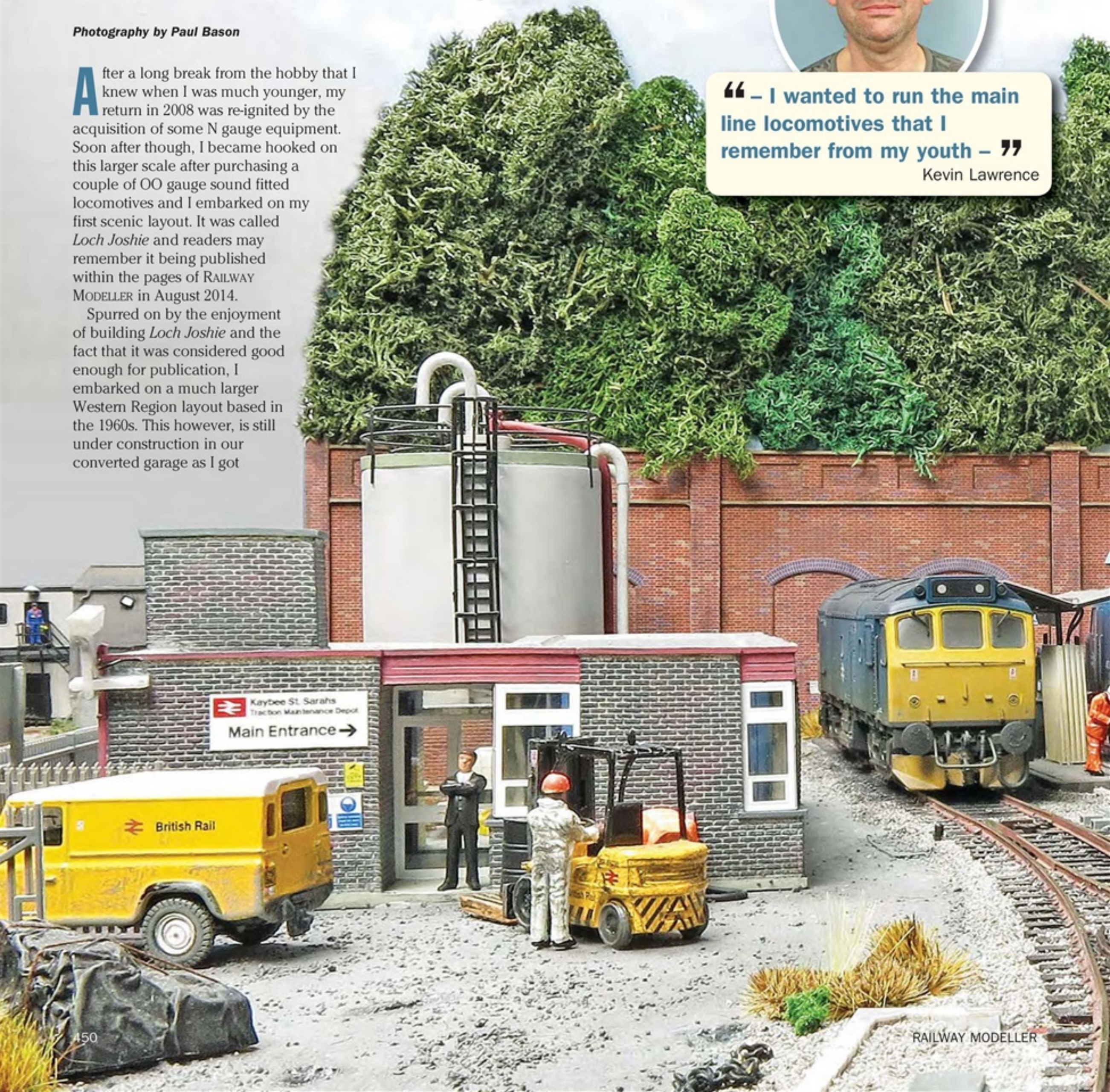
**A**fter a long break from the hobby that I knew when I was much younger, my return in 2008 was re-ignited by the acquisition of some N gauge equipment. Soon after though, I became hooked on this larger scale after purchasing a couple of OO gauge sound fitted locomotives and I embarked on my first scenic layout. It was called *Loch Joshie* and readers may remember it being published within the pages of *RAILWAY MODELLER* in August 2014.

Spurred on by the enjoyment of building *Loch Joshie* and the fact that it was considered good enough for publication, I embarked on a much larger Western Region layout based in the 1960s. This however, is still under construction in our converted garage as I got



“ – I wanted to run the main line locomotives that I remember from my youth – ”

Kevin Lawrence





diverted from permanent layout building by a desire to have a go at a portable one for exhibition opportunities. In a visit to a show in the Coventry area in 2016 I saw a design concept for a model railway that really grabbed my attention, and on my return home a track plan, for what would become *Kaybee St Sarahs*, was sketched.

So what about the name? *Loch Joshie* was named after my son (Joshua) and when it was published, I promised that my next layout would be named after the other members of my family – Katie Bethany (KB); my daughter and Sarah; my wife. Since they have had to put up with losing me to the spare room for several hours at a time, and me taking over various rooms in the house with railway stuff. I think they have earned it!

A close-in eye level view of the refuelling point on the lower level of the layout. The high level station section allows for the quasi-main line services.

### Design and operation

As this was going to be my first attempt at an exhibition layout I wanted to have a single board to avoid the complications of aligning rails across joints. I also wanted to remove the need for uncoupling wagons etc, as I have seen the challenges this causes on some layouts at exhibitions. However, from the start, I wanted to run the main line locomotives that I remember from my youth so a diesel depot seemed the best option to tender to my aspirations.

The layout only measures 5' x 2' and depicts a TMD in either the







▲ Looking into the two road high-level station from the hidden section. Trains are either two- or three-car DMU types, or ostensibly push-pull loco hauled services which terminate.

## Layout technical details

### Encased foam sheet baseboards

As *Kaybee St Sarahs* was intended to be an exhibition layout I wanted it to be relatively light. For this reason the baseboard is constructed from 50mm thick foam sheet encased by a 6mm plywood frame made for me by the staff at Hobbyrail in Sutton Coldfield. The upper tier station is laid on two more layers of foam sheet, making it 100mm above the depot area. The finished layout board is also surrounded by 9mm plywood to form the backscene and then finished with a nameboard to create a front window through which the layout can be viewed.

Although the foam sheet has worked well there is a precautionary tale that care should be taken when selecting glues, etc. Anything other than PVA-type glues caused the foam to melt, which led to some potholes in the road at the front of the layout!

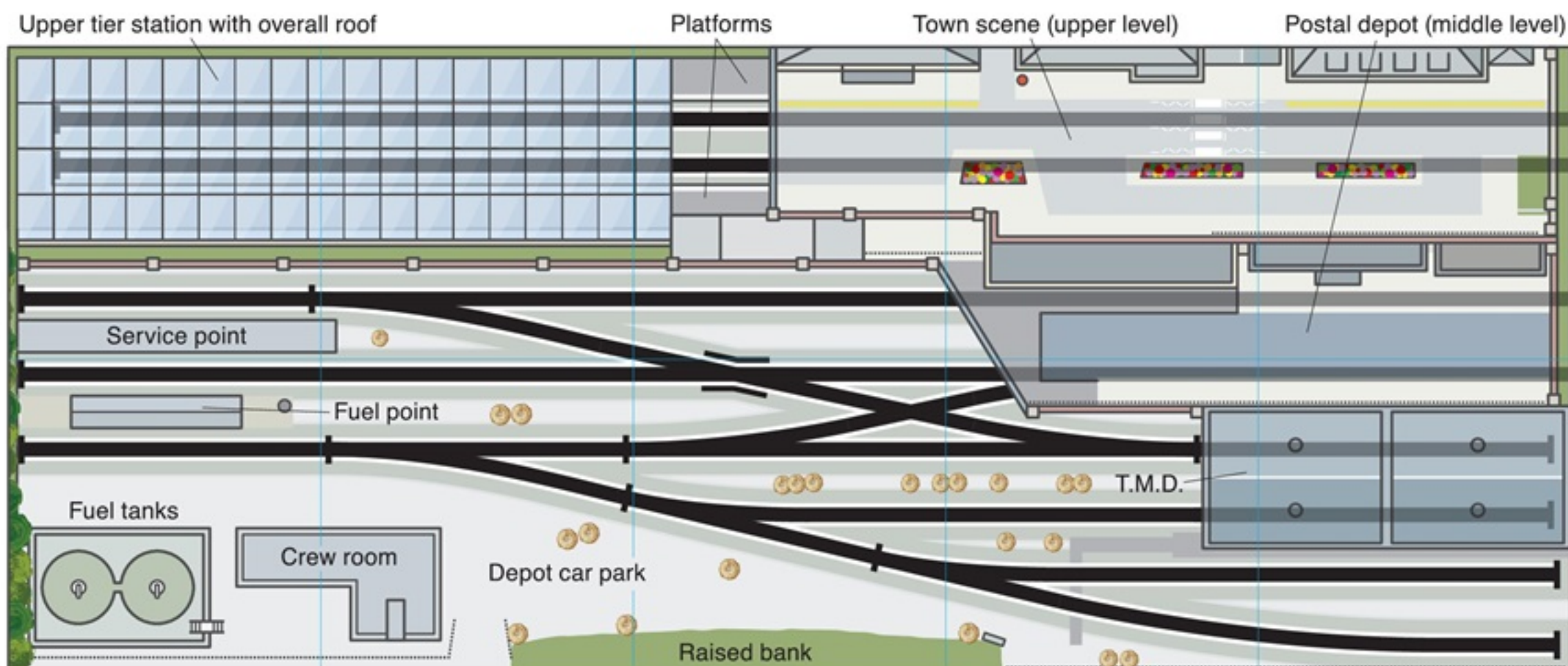
### Track

All the track on the layout is Peco code 75 and, after having some running issues with insulfrog points on

*Loch Joshie*, I decided to use electrofrog points for *Kaybee St Sarahs*. These, coupled to polarity switches for the frogs, have provided improved running thus far. After the track was thoroughly tested it was ballasted with N gauge material using the traditional method of a 50/50 mix of PVA and water. The rails were then painted and the ballast weathered using watered-down black paint. Black gloss paint to represent oil around the fuel and service points was then added neat.

### Control systems

After being convinced by DCC sound-equipped locomotives on previous layouts, locos on both the upper station and the lower depot are run using an NCE Power Cab unit. Points on the other hand use Peco point motors that are switched with passing contact toggle switches powered off a conventional analogue 16V ac power supply. In order to switch multiple points in one go, a homemade capacitor discharge unit was added. In my opinion this is essential to ensure consistent and efficient point switching.

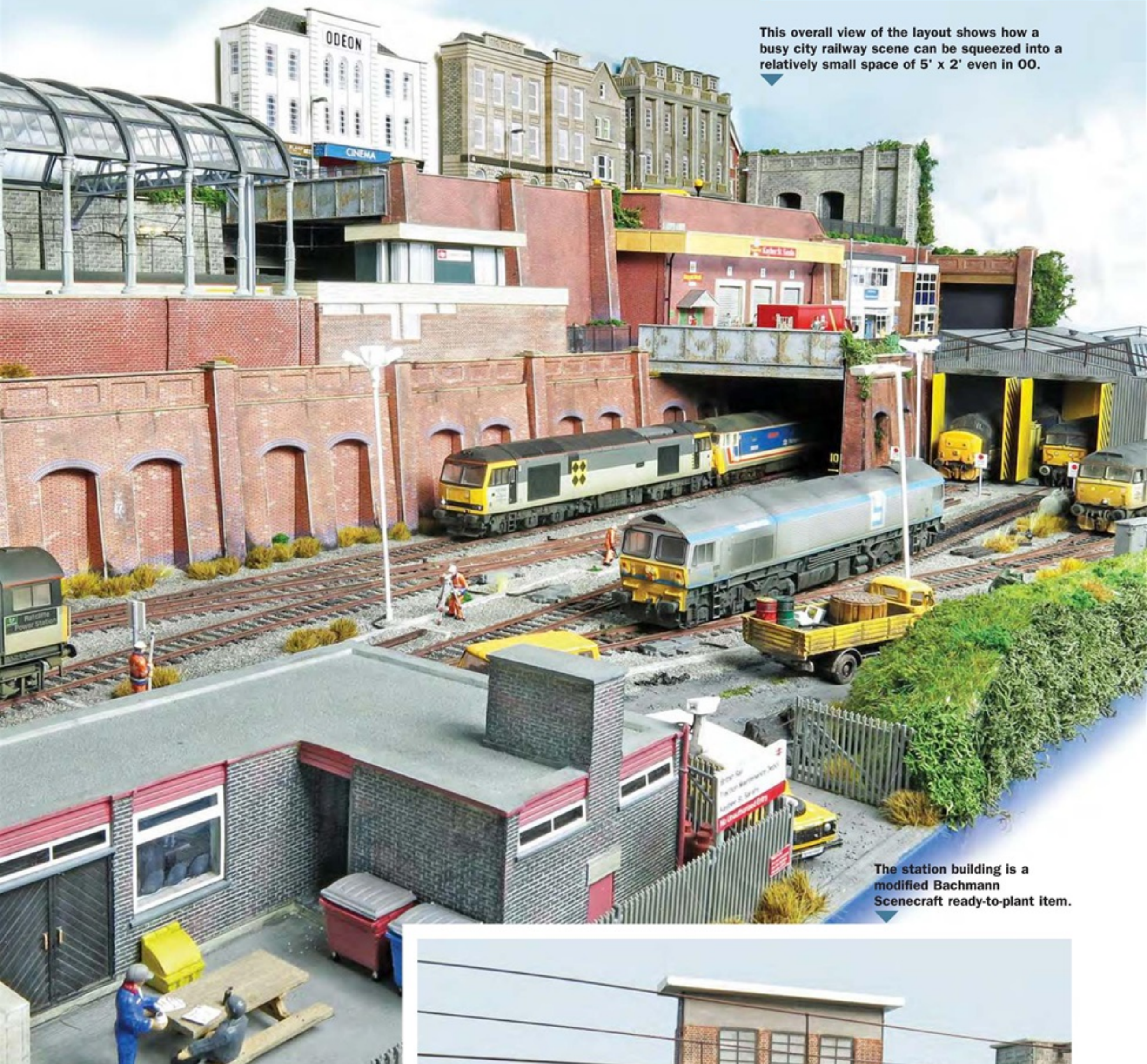


### KAYBEE ST SARAHS

Overall size: 5' x 2'. Each grid square 1ft x 1ft .



This overall view of the layout shows how a busy city railway scene can be squeezed into a relatively small space of 5' x 2' even in 00.



The station building is a modified Bachmann Scenecraft ready-to-plant item.

1980s or 1990s depending on what stock I want to run: to swap periods, it is simply a case of changing the road vehicles to suit the right timescale. Nor does *Kaybee St Sarahs* represent any particular geographical location, thus allowing me to further vary the stock. Even then, although I try to keep to a particular era, I do resort to applying modellers' licence in the operations.

Once I had decided on the key requirements of the layout the next challenge was to get a track plan that would give enough operational value but also fit the limited space. Using Peco point templates I created a full-sized plan on the baseboard

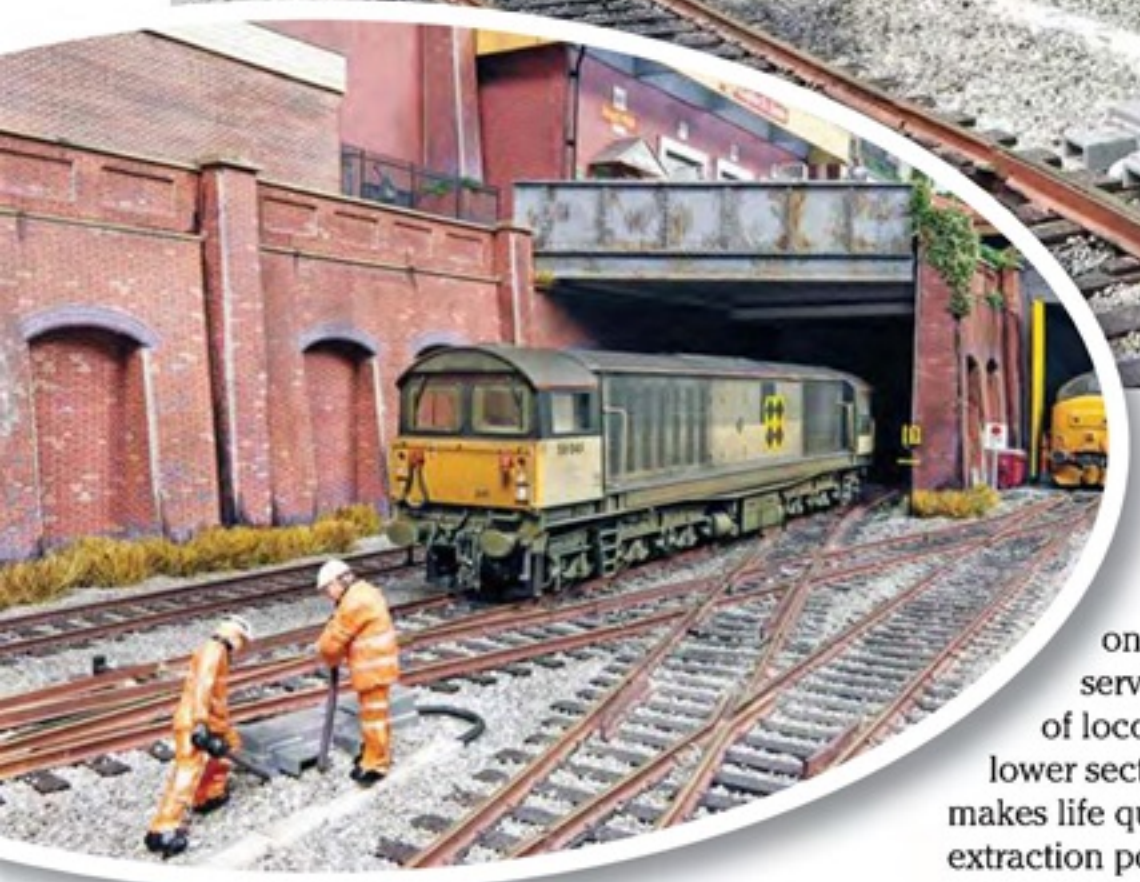






▲ A Class 58 rumbles on shed past the workers fixing the point motor. Complex track allows many movements.

▲ Locos being refuelled; one of the advantages of modelling a diesel depot is that the models' detail parts can be fitted to both ends, only the 08 needing to couple to wagons.



ensuring that I had sufficient space in the headshunts for the longest locomotive before finally laying the track. It was important that I was able to access the various areas of the layout through multiple options hence the use of crossovers and the double slip.

I consider the layout to be a shunting puzzle (without wagons) where locomotives can enter from the hidden section behind the diesel depot before being stabled, taking

on fuel or moving to the shed or service point. The optimum number of locomotives that can be on the lower section is eight as more than this makes life quite difficult. There is no hidden extraction point for the locomotives but despite this operating the layout can provide hours of enjoyment. In my opinion the experience is further enhanced by the addition of DCC sound which really creates the right atmosphere.

Although *Kaybee St Sarahs* is first and foremost a diesel TMD I also wanted to include a station, elevated above the main board, to add some extra interest.

Continuing with the main line locomotive theme I split the top section in half lengthways

and this allows trains to shuttle backwards and forwards from a hidden section designed to represent the rest of the network. This design allows me to run main line locomotives (with two coaches) on the premise of a full eight-coach push-pull configuration.

For some time I have wanted to have a go at installing overhead catenary and this station gave me the perfect opportunity without the need to deal with the complexities of pointwork. That said the fact that the catenary is in a station meant that there was a lot of modification required to the Dapol masts to avoid the live sections being over the platform surfaces. Once modified and attached to plasticard H and lattice sections the wires

## Lighting effects

From the start of the project I was very keen to add lighting to the layout. However lighting really drives the need to add interior detail to the buildings to create the right effect. Therefore the depot crew room, British Rail offices and shops/cinema have interiors added. To avoid adding interior detail to all the buildings on all levels a number of the windows have had tracing paper applied behind them to represent frosted glass.

Other lighting effects in the form of station lamps, plaza lights for the depot, buffer stop lights, street lamps and belisha beacons are all operational. The lighting is powered by a 9V dc power supply with the exception of the locomotive shed which is powered off its own 9V battery so that it can be removed from the layout for transport or track cleaning.



▲ A Class 25 waits for the workers to come off their break under the lights of the refuelling point.



▲ All the buildings and other details have lighting – but the cars have none, as yet...



were added; overall I am very pleased with the outcome (maybe I will venture onto pointwork on my next layout!)

### Metcalfe structure kits just right

Having built many Metcalfe kits over the years I still find these great value and sufficiently finescale from a normal viewing distance. Therefore *Kaybee St Sarahs* uses these kits for the town scene and the retaining walls. The retaining walls on the left-hand side of the layout have been modified to low relief to maximise the length of the operating area. The rest of the buildings came from the Bachmann Scenecraft range, with the diesel shed and station roof made from Peco kits.

The only scratchbuilt building on the layout is the post office, but I feel this fits in well with the surroundings.

The roads were made from Scalescenes prints with road vehicles strategically placed over the joints in the paper. Finally the cable trunking and various fences were obtained from the Wills or Ratio ranges.

I have tried to weather the buildings with either watered-down black paint or graphite scraped from the lead of a pencil (I find the latter very effective and safe for use on cardboard scenery). However, at this stage I would like to thank my friend Justin for his artistic expertise in weathering retaining walls, road vehicles in the depot and adding detail such as the abandoned forklift truck with tarpaulin over the mast. Little touches like this have really brought the layout to life.

### Rolling stock

All the rolling stock used on *Kaybee St Sarahs* is R-T-R stock from Bachmann, Hornby and Heljan and as previously mentioned is nearly all sound-equipped. The addition of the ActiveDrive functionality on the latest Zimo chips (obtained from Digitrains) also adds a new dimension with controlled braking on

Turning the clock back to the 1980s and 1990s allows for an large collection of period motor vehicles, such as fast Fords and a Jaguar XJS.

function 2.

Since the locomotives do not need to haul any rolling stock (on the lower section) they are detailed on both ends which really enhances their appearance. However, to take them to the next level the locomotives needed to be weathered and this is well beyond my technical capabilities. Thankfully after making his acquaintance when building *Loch Joshie* I am a regular customer of Steve Johnson at Grimy Times. He weathered all my locomotives and stock and this really finishes the layout off. The attention to detail is fantastic even down to the water running down the fuel tanks and the grease on the buffers.

### Conclusion

I am very pleased with the way *Kaybee St Sarahs* has turned out and some of the lessons learnt from *Loch Joshie* (interior detail on buildings and electrofrog points to name a few) have really paid dividends. I really hope that it will become part of the exhibition circuit so if there is anybody interested in having the layout at their show please feel free to contact me via e-mail – kevinandsarahlawrence@btinternet.com

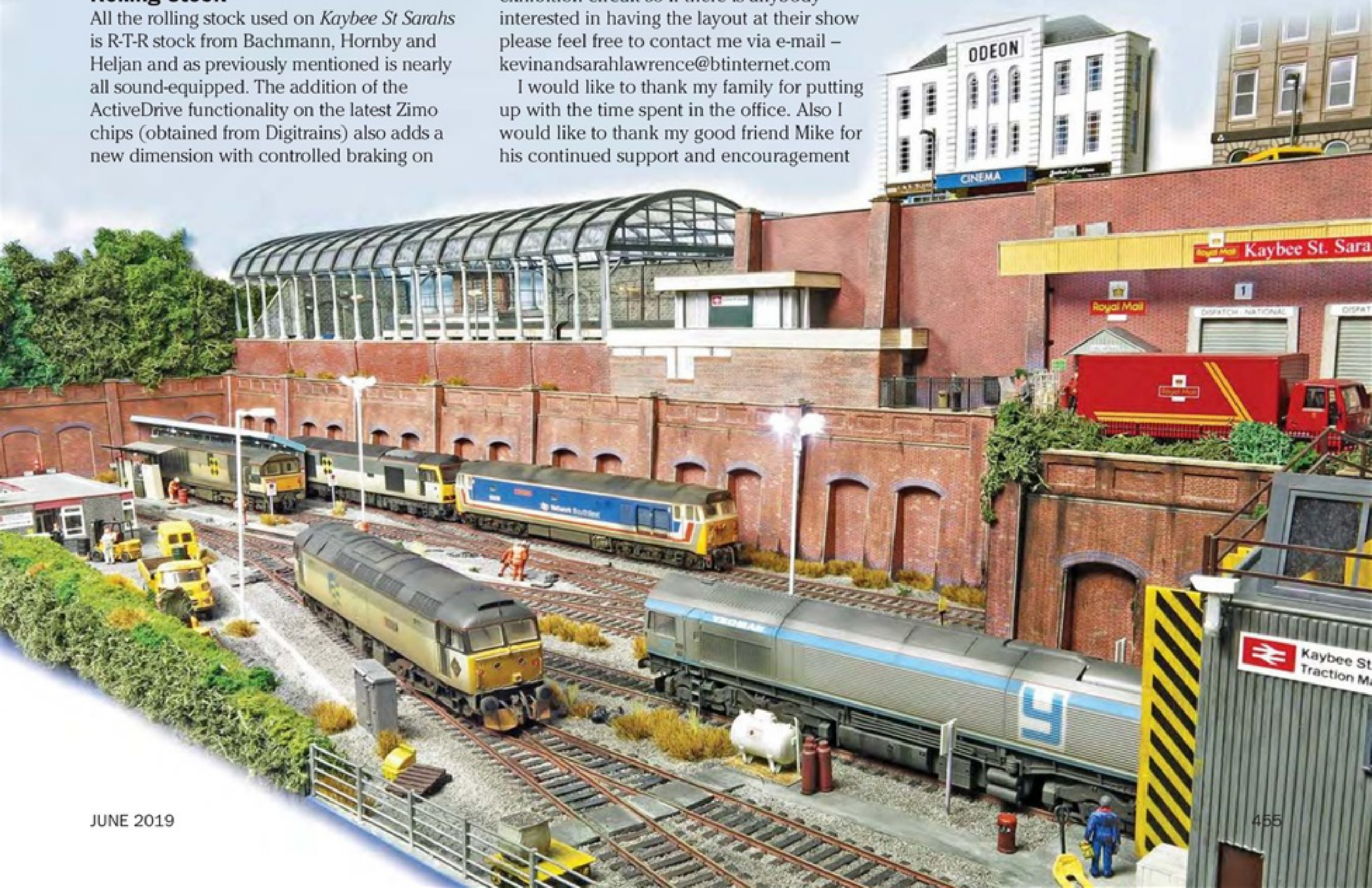
I would like to thank my family for putting up with the time spent in the office. Also I would like to thank my good friend Mike for his continued support and encouragement



(even if this does mean I end up spending money at a show on another locomotive I really don't need!). In fact *Kaybee St Sarahs* contains a cameo scene of Mike, his partner Kerry and their cat Patch as he insisted this was included after having my family on both *Loch Joshie* and the garage layout.

Now *Kaybee St Sarahs* is complete (or as complete as a layout can be) I will get back to my garage layout but for my next venture I would like to experiment with DCC points and computer control to take the digital control to the next level.

The Royal Mail depot was the only scratchbuilt structure on the layout, everything else being kitbuilt or ready-to-plant.

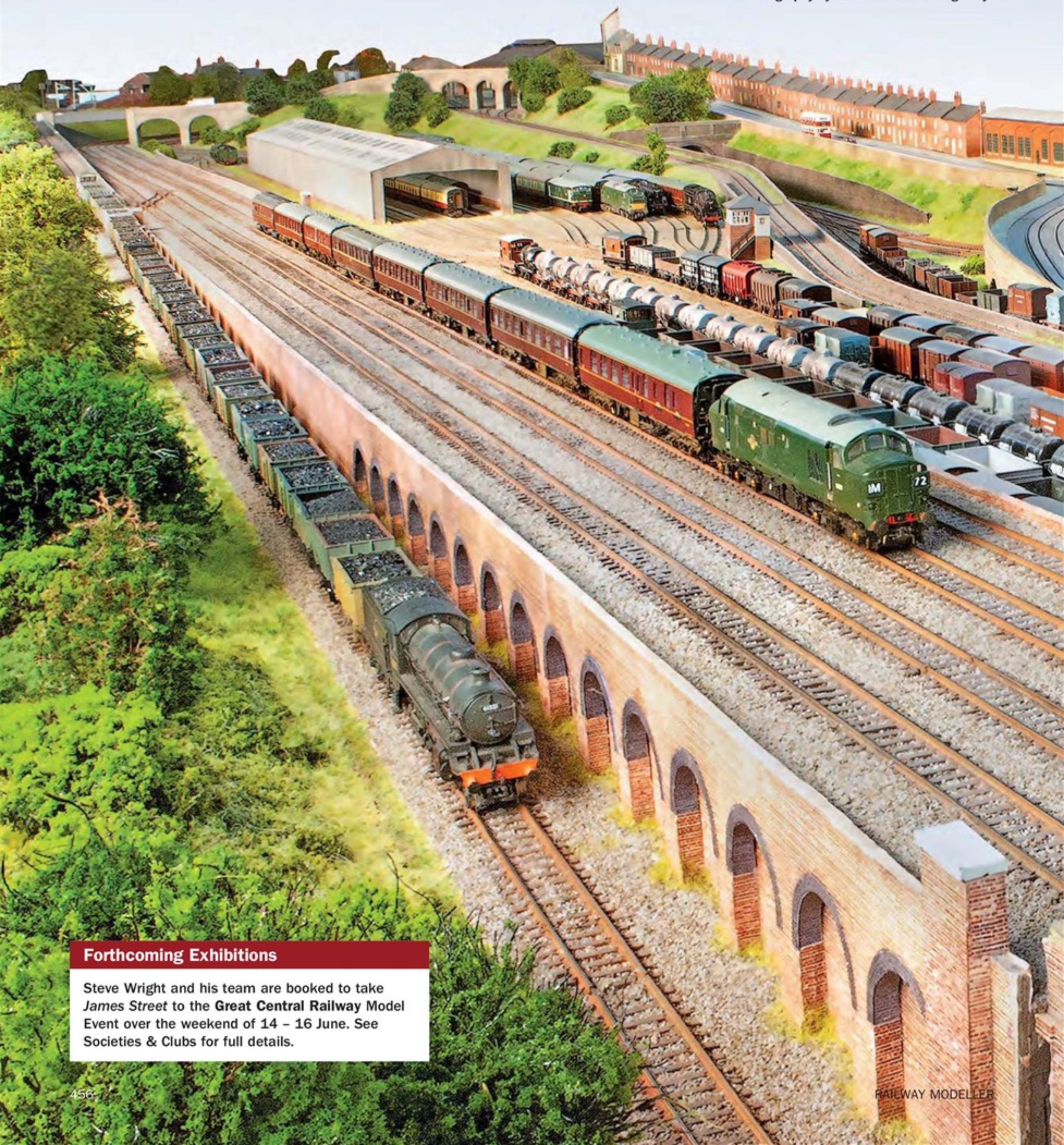




How many wagons do we need?

# James Street Freight

*Photography by Steve Flint and Craig Tiley*



## Forthcoming Exhibitions

Steve Wright and his team are booked to take *James Street* to the **Great Central Railway Model Event** over the weekend of 14 – 16 June. See Societies & Clubs for full details.



This extensive 1:148 scale magnum opus by **STEVE WRIGHT** was featured in the September 2018 issue: now members of the operating crew **DAVE COOPER & MARTYN DAW** explain how the freight operation is organised; keeping track of over 500 wagons on this exhibition favourite is no small task.

**W**ith *James Street* established on the exhibition circuit we have had more opportunities to have the layout fully erected and to exploit its full operating potential. Originally we tended to run trains based on what was easily to hand in our various stock boxes when we arrived at a venue. As time has progressed, Martyn and I began to focus attention on what trains and services should be portrayed on the layout,

leaving Steve to continue his hard work on the layout infrastructure.

In this respect we have aimed to get a representative sample of wagons that could have been seen on BR in our area in the supposed timespan of the layout from 1958 to 1962.

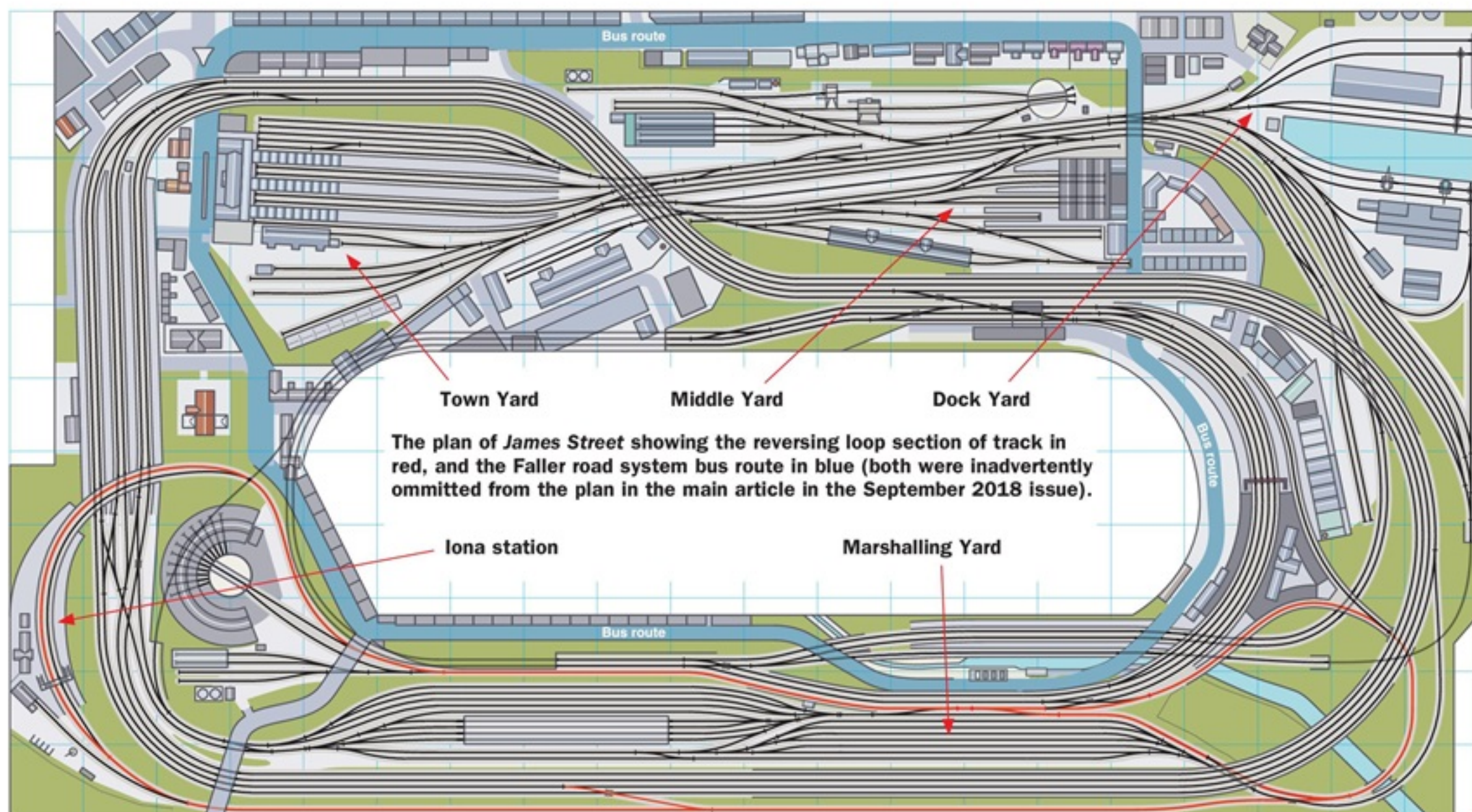
The book *Freight Train Operation for the Railway Modeller* by Bob Essery (published by Ian Allan, ISBN 0-7110-3142-8) became a

prime source, along with internet research. Given that the layout has a 'somewhere in the Midlands' theme, we looked at what freight might be seen in the area, and in what forms it was transported. The factual knowledge we uncovered in terms of freight

**The marshalling yard consists of seven loops, each capable of holding full length goods trains – which means a lot of wagons just for starters!**







traffic had then to be compared with the resources provided on the layout in terms of stock available and freight siding capacity.

It was an interesting experience and comparison, and it turned out we have way too many vans and mineral wagons between us, but not enough in the way of the more esoteric stuff.

### Assessing capacity

So, what quantity of stock could the layout handle, both stationary in the sidings and reception areas, and marshalled into the trains in action?

There are three main goods yards at James Street terminus, all of which are shown on the plan. The yard nearest the station platforms is the Town Yard, the one opposite the loco depot is the Middle Yard, and finally there is the Dock Yard at the left-hand end of the layout.

Town Yard has a capacity for 82 wagons on its nine

sidings, which includes facilities for brewery, cattle, general merchandise and coal traffic.

Middle Yard can accommodate 115 wagons within its 10 sidings, which includes facilities for bonded warehouse goods, fruit and perishables, open loading, general merchandise across the five sidings of the goods warehouse and milk traffic.

The dock yard sidings can take 88 wagons on its 10 sidings, which likewise provide facilities for oil, cement and general merchandise shipment and storage.

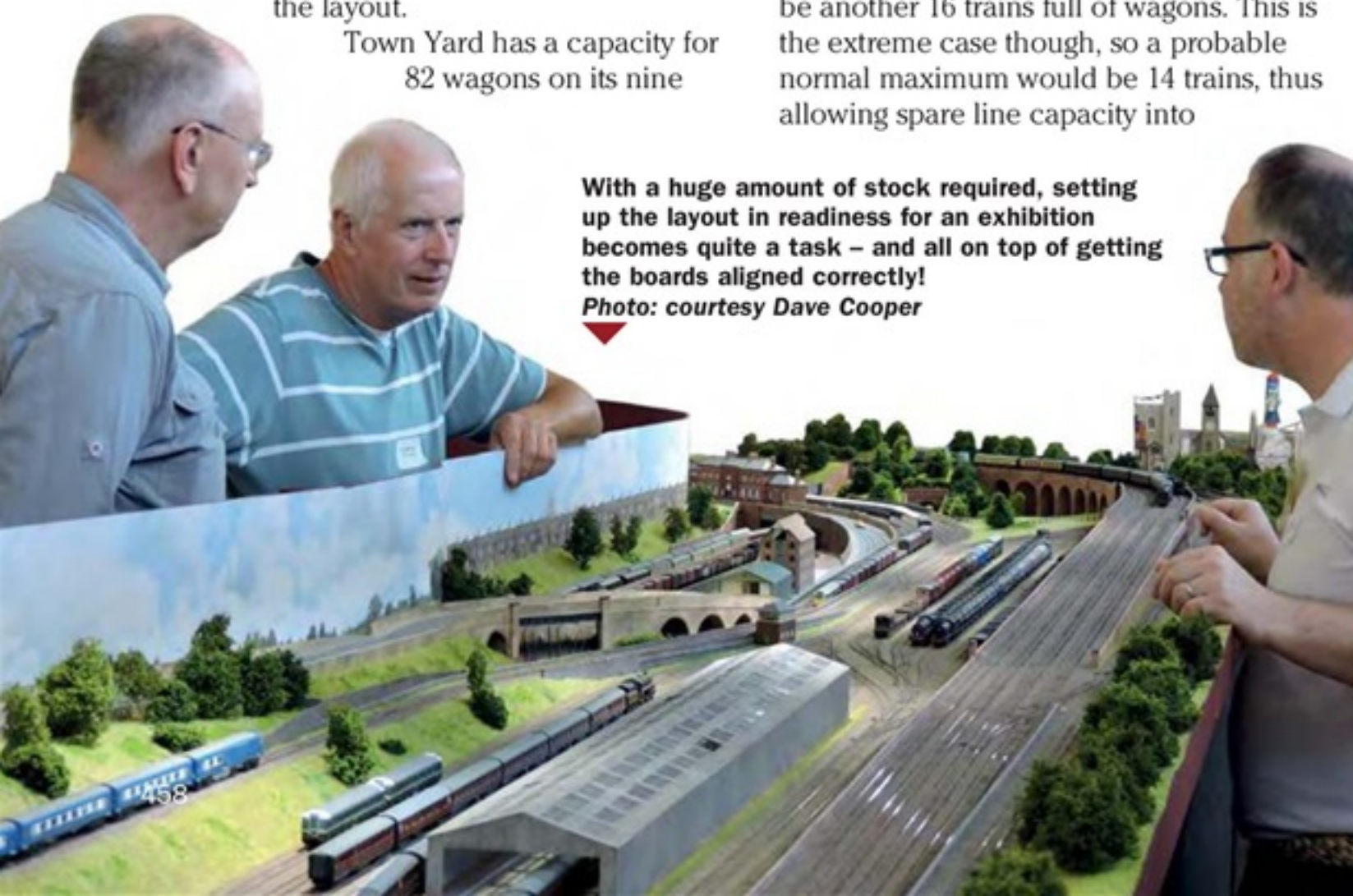
All in all there is capacity for 285 wagons in these 28 sidings. There are also six reception roads: two in the Middle Yard and four in the Dock Yard. If all six of these are full, as well as all seven lines in the marshalling yard on the far side of the layout, plus freight trains on the inner and outer two- and four-track main lines, there could be another 16 trains full of wagons. This is the extreme case though, so a probable normal maximum would be 14 trains, thus allowing spare line capacity into

Town Yard, adjacent to the large terminus station James Street handles coal, general merchandise, cattle and on the far right, brewery traffic.



With a huge amount of stock required, setting up the layout in readiness for an exhibition becomes quite a task – and all on top of getting the boards aligned correctly!

Photo: courtesy Dave Cooper





which circulating trains can move. If we assume an average of 20 wagons in a train, this equates to 280 wagons in motion or ready to move.

In other words the total siding capacity and maximum circulating train capacity are roughly balanced in terms of wagon numbers. *James Street* therefore needs around 560 wagons (ie 2 x 280) to operate the layout to its full capacity. In normal practice some of these would not be used but kept as spares in case of failures.

### Model wagon sources

Our aim is to run freight trains of mixed lengths to represent the various types of traffic that could be expected in the Midlands, as well as through traffic heading for destinations further afield.

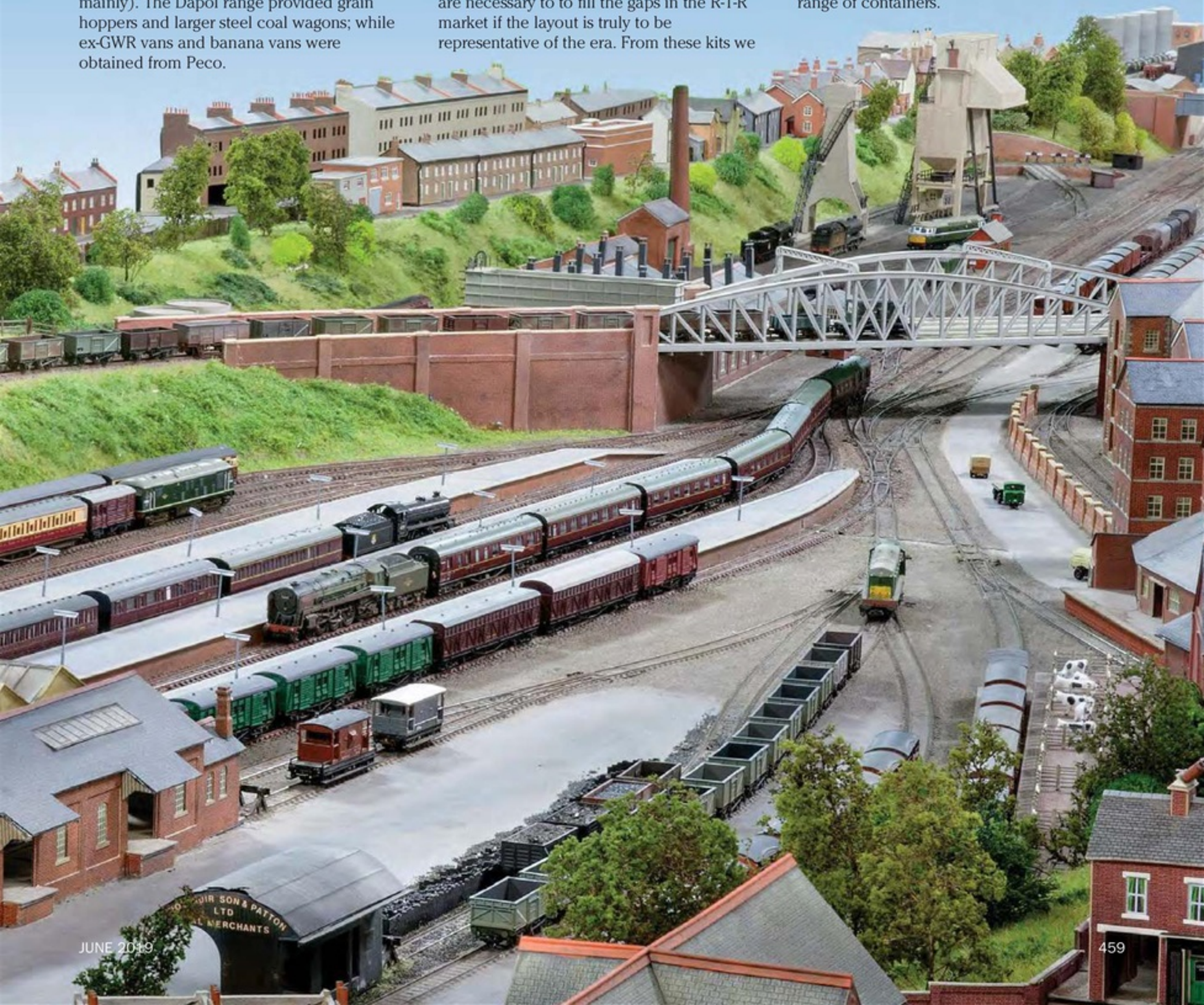
Between the three of us we have large numbers of Graham Farish vans (BR, ex-LNER and ex-SR); opens; container wagons; coal wagons (BR steel mainly, with a few older wooden types); bogie flats; and brake vans (ex-LMS, ex-LNER and BR mainly). The Dapol range provided grain hoppers and larger steel coal wagons; while ex-GWR vans and banana vans were obtained from Peco.

Martyn and I have lots of kitbuilt wagons, mainly from the N Gauge Society range but a few from Parkwood and elsewhere. These are necessary to fill the gaps in the R-T-R market if the layout is truly to be representative of the era. From these kits we

Shunting inside the docks, with vans on the quayside ready to receive ship-borne freight.



have been able to provide ex-LMS/GW/SR vans; BR medfits and palvans; ex-LMS/LNER/GW/SR opens; trestols; warflats; and a bigger range of containers.







▲ Through the arches towards the industrial estate where milk tanks are being shunted.

Martyn also has a complete train of ferry wagon stock, some of which is scratchbuilt while others are suitable continental or kit built items.

By looking at our joint collection, we could soon see the numbers of each kind of wagon that were still required. We could also evaluate the ratio of fitted and unfitted vehicles needed by adding up the numbers for each siding and multiplying by two to cover the complete trains in other areas.

Lynford Junction Upper Station is essentially a passenger junction and has no goods sidings but sees plenty of freight trains passing through. Here a B1 4-6-0 traverses the return loop with a coal train whilst a WR van train is held in the middle loop.

Given that by the period we portray, wagons from the Big Four and pre-Grouping companies were beginning to disappear, we also wanted to get an authentic balance between the quantity of these and the quantity of BR standard stock.

### BR classes of freight train

Freight traffic in our chosen period was also classified by type, the British Railways standard classes at the time were;

**C** Express freight, livestock, perishable or ballast, train pipe-fitted throughout with the automatic vacuum brake operative on

90% of the vehicles in the train.

**D** Express freight, livestock, perishable or ballast train with not less than 50% vacuum braked vehicles piped to the engine.

**E** Express freight, livestock, perishable or ballast train with 20% vacuum braked vehicles piped to the engine.

**F** Express freight, livestock, or ballast train not fitted with continuous brake.

**H** Through freight or ballast trains not running under C, D, E or F conditions.

**J** Mineral or empty wagon train.

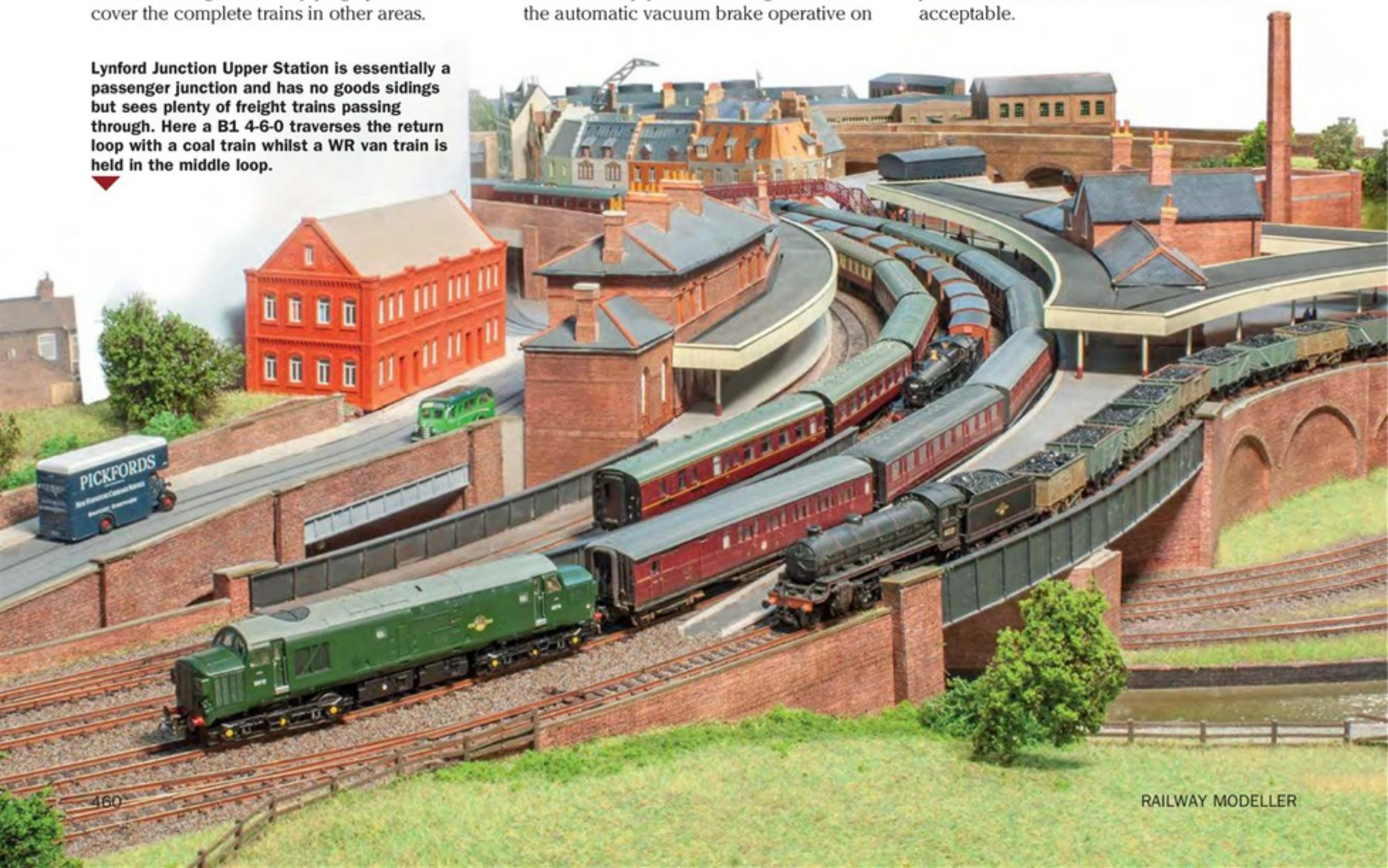
**K** Pick-up branch freight, mineral or ballast train.

**G** Light engine(s) with not more than two brake vans.

All of these types of train can be justified on *James Street*, so we have tried to make sure we have a good blend of stock to replicate them. Taking vans as one example, we knew, from our estimates, that we needed 216, of which 150 should be vacuum fitted varieties. This group included normal ventilated vans plus fruit, fish, meat and ferry vans. We then analysed our joint collection of vans to make sure that we were on target to provide the appropriate mix

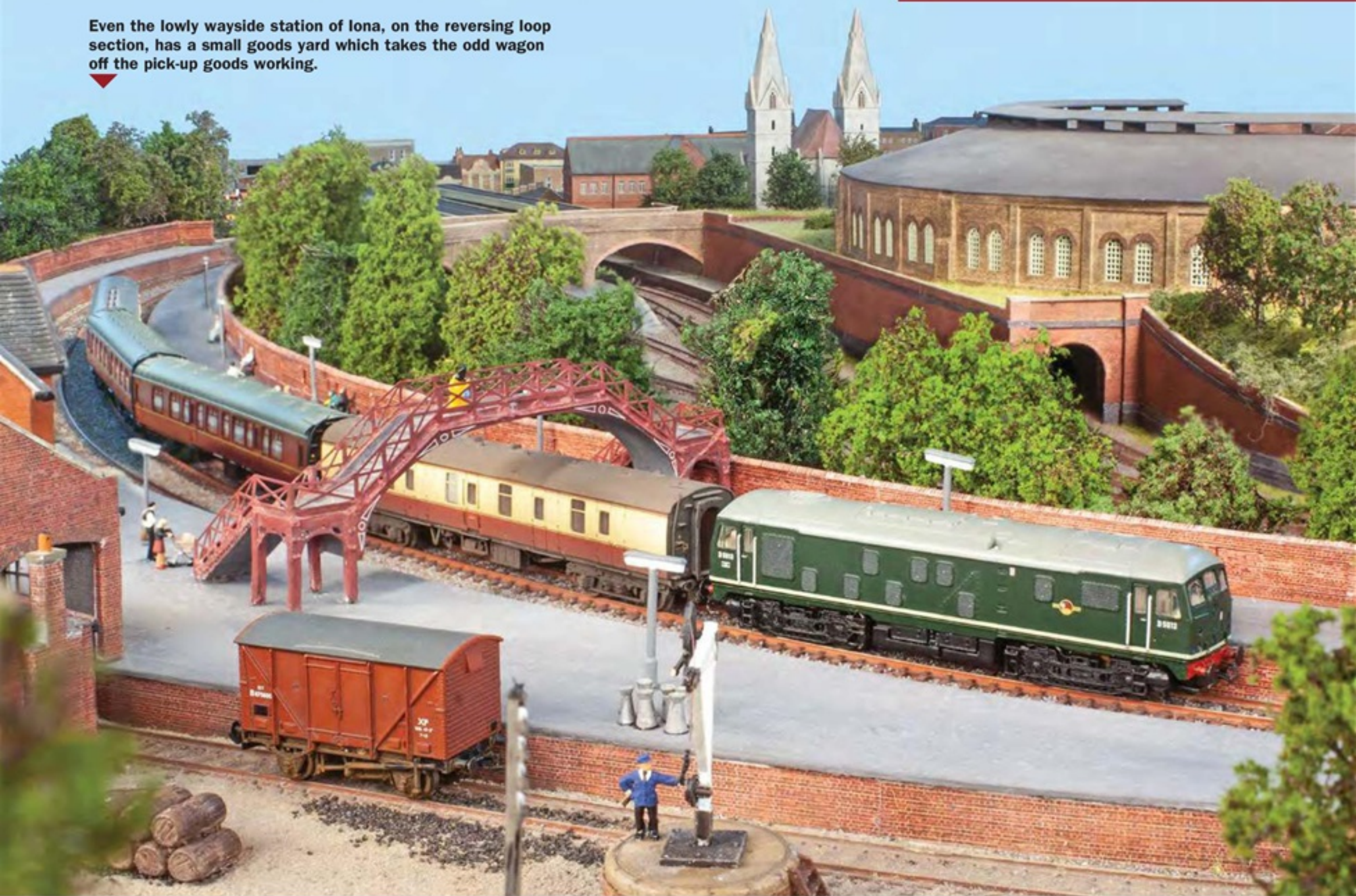
The same process was then followed for the other types of wagon, which gave us a very good guide to any extra stock we might need in order to ensure the freight trains on *James Street* were representative of the period and area we are modelling.

This we all feel is vital, as it adds to the overall ambience and plausibility of the layout. If you study photos of the period and area from magazines, books or the internet, you can soon determine what should be acceptable.





Even the lowly wayside station of Iona, on the reversing loop section, has a small goods yard which takes the odd wagon off the pick-up goods working.



### Proof of the pudding

All the above theory was finally put into practice in October 2018 at Farnham show. We initially loaded the layout with what seemed an appropriate amount of vehicles.

As we had some time to spare before opening time, I made a photographic record of the relevant areas of the layout and reviewed them later.

We actually put out around 400 wagons, instead of the 560 predicted, which initially seemed OK, but at times during the event, parts of the layout looked rather empty, indicating we could have done with another 50 or so at least.

We have tried at subsequent shows to tweak the numbers, and have hopefully arrived at a core stock level which we can make adjustments to as and when new models or other things come along.

### Rule 1 or not?

There is of course Rule 1 – it's our layout and we'll run whatever we want – but if this makes the operation too divergent from the real thing, viewers will consider that accuracy and plausibility has been sacrificed. The odd unusual wagon in a rake

will work, but a whole train of unusual wagons will probably not be so convincing.

### In conclusion

Our approach to developing train formations may seem somewhat over-analytical for some

modellers, but if you want to make your model railway look and feel much more like the real thing, you need to make sure you are looking at every aspect of the layout and align things accordingly.

Replicating the real thing is what we do!



Looking across James Street MPD to Middle Yard and a Brush Type 4 hauled van train.



# A B17 compilation

**PAUL SMITH** presents this cautionary tale which proves the adage 'be careful what you wish for': a long wait for the hoped-for Hornby B17 was dashed by the eventual release, so he accumulated some spares and embarked on his very own 'footballer', named for one of his local sides.



There have been several requests over the years from people wanting a particular locomotive, even though the class is available. I cut my modelling teeth on changing identities of my fleet, and nowadays it is even easier to do.

But then my problem arrived. I had in my collection a Hornby tender drive LNER B17 'footballer' from the 90s, which was a good model for its time.

Then in 2012 Hornby announced a new B17 'Sandringham' – loco drive, a wonderful finish, and also finescale valve gear; it was coupled to a short GE tender. The original releases were to be LNER livery with short tender and also a BR footballer with Group Standard long tender. So I sat back and waited for an LNER footballer – and waited and waited.

Then at last in 2017 it was announced that there was to be a LNER-livery B17 footballer – but in the firm's budget Railroad range. When it arrived in 2018, I was very disappointed – simplified lining, original overscale valve gear, and I believe still the original tender, but without the motor. So all

my wishing and waiting over the previous six years had come to nothing. There was now only one thing left for me to do – build my own.

I chose as my loco ref.R3447 *Kilverstone Hall*, which of course has a short GE tender. All the new loco drive B17s have a four-pin loco to tender connector, as the circuit board is in the tender. This means that the loco will not run on its own. As there are no complete Group Standard B17 long tenders available as spares, I had to build mine from the available Hornby components.

## The tender

All the spares required to build a tender chassis are available from firms such as Peter's Spares, and are listed in the panel. At the time of building, I used the tender set up from a B1, as all the parts were available. I found out later that there is a difference in parts between the B17 and B1; the B17 underframe comes with screws, but no water pickup scoop, whereas the B1 has no screws, but a water scoop. If you use B17 wheels, make sure they are the correct ones – GE wheels are bigger and will not fit on the standard tender. The parts can easily be assembled to make the tender underframe. I also acquired a complete set of

▲ The completed 'footballer', with a couple of livery compromises but a fine sight nonetheless.

brake rodding – only for the tender.

Additionally there is also a requirement for a body screw in the front of the tender for the drawbar.

Now for the four-pin connector. I decided not to cut off the pin on the loco and join the wires together (wires 1 & 2 and 3 & 4 form the circuit). Instead I put in the four-pin socket in the tender, with the connections made there – see photo. This will allow for any future change of heart.

The tender top is the LNER Group Standard tender which is available for the tender drive B17 and D49; it will require fastening in place to complete.



▲ The loco drive B17s have a circuit board in the tender, so a connector had to be installed on the B1 underframe to suit.

## Spares required

ref.X6300 B1 tender wheels  
ref.X6357 B1 brake rods  
ref.X6492 B1 tender chassis  
ref.X6494 B1 tender keeper plate  
ref.X6495 B1 buffers  
ref.X9084 PCB connector





As the tender frames are for BR-livery locomotives, they have no lining (which should be present on LNER livery engines), so I had to overlook this omission.

Finally for the tender; the B1 parts include pick-ups which could be fitted and wired up to the connector if required. The pick-ups are not available in the B17 parts.

### The locomotive

There is very little work to do on the locomotive. The choice of R3447 is a deliberate one, as this loco does not have the Westinghouse brake pump mounted on the smokebox (which is the same with R2920).

The numbers were easily changed to my

**The nameplate adjustment mentioned in the text is hardly noticeable at normal viewing distances. Photos: Craig Tilley and (left) author**

requirements on cabside and buffer beam.

The nameplate however, was a problem. I was used to plastic nameplates, easy to cut *in situ*. This loco has a long nameplate, and requires cutting down. I discovered that the nameplate and splashers are one piece of metal, and require levering away from the body so it can be lifted out. I had decided to use the original nameplates as backing for Fox Sheffield United replacements, to give them more rigidity. The original plates were cut down and re-fitted to the loco.

When I came to fit the new footballer nameplates, I found they were about 1mm short on the splashers – if sat on the footplate, the curve of the original nameplate and splashers projected above. All I could do was to set the new plate to cover the original, and

▲ The B17s with the GS tenders were deployed to the former Great Central main line upon introduction: No.2849 Sheffield United wheels a Marylebone-bound express from Manchester past Little Missenden in 1938. Photograph: Mike Morant Collection

paint black the small gap at footplate level to hide the problem.

Now the loco and tender were connected together, along with the four-pin plug, and tested to make sure everything worked.

### Conclusion

I am very pleased with the results I have obtained; finally I have a very finely detailed and finished LNER B17 footballer in my collection – my long-term wishes finally came true, even if it took my own efforts.





An impression of the M&GN in 4mm scale

# Burnham

Often referred to as the 'muddle & go nowhere', the Midland & Great Northern was wiped off the railway map 60 years ago, but it lives on in this OO layout by **DAVID O'ROURKE**, which was built to be a compact exhibit on the show circuit – including in the area through which the M&GN ran.

Photography by Paul Bason





**M**y wife and I spend a lot of time in North Norfolk; it is a part of the country we really enjoy visiting. Because of this my attentions have often turned to the railways of East Anglia, including the Midland & Great Northern Joint Railway, which closed on 28 February 1959. To the purist, my layout probably doesn't resemble the M&GN at all!

### Genesis

My previous two layouts were going to be the last layouts I would build, but being rich in time however and under my wife's feet, I soon realised I needed a new project to keep me occupied.

Choosing the Norfolk area obviated the need to purchase new rolling stock, as I had plenty that would fit the period I intended to model. A bonus!

The layout would have to be an end-to-end and small enough for transportation. Therefore, I would try to built it to exhibition standards.

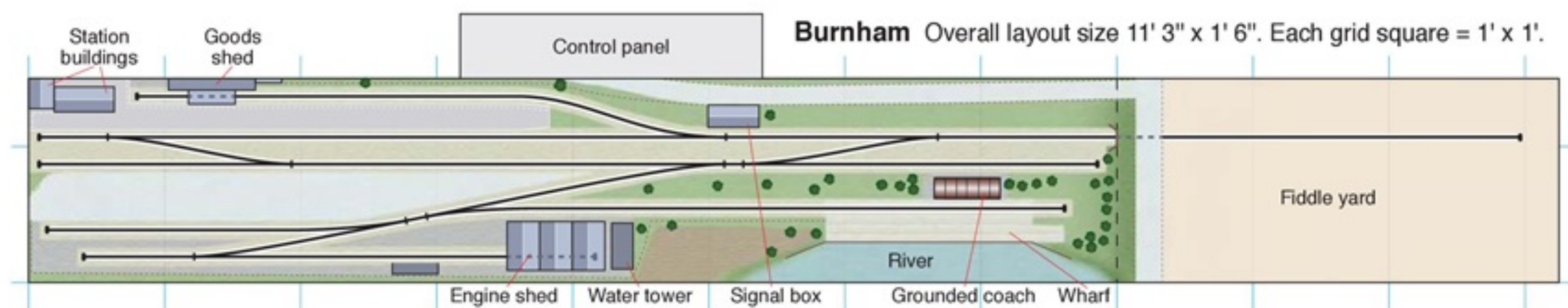
I wanted to recreate something along the lines of the writings of Sir John Betjeman, in his radio broadcasts and book *Trains and Buttered Toast*. This is about his idyll of a country station on a perfect summer's day. It created the image of birdsong and the distant sounds of an approaching train.

I think in this regard I have failed miserably! This is due firstly to the fact that the station is too busy, and there are too many passengers waiting for trains. Also, the service of three passenger trains and one pick-up goods per day of such a prototype would not go down very well with the paying public at shows, as movement is an essential part of any exhibit!

**A short pick-up goods departs from Burnham. The grain wagon in the consist would have been loaded with barley from a silo at a farm and picked up by the inward working. Its final destination would be Scotland for use in whisky making.**







### A firm foundation

I left school in 1958 and started my working life as an apprentice carpenter. This should have been a six-year course but, being an impetuous youth, I gave it up after four! I did however retain the knowledge I gained in those years and I still enjoy working with wood, so the building of baseboards is probably a little easier for me.

My baseboards are of a design that has been refined over the years, coming down from 12mm chipboard to 6mm ply. They are built as box sections, as this eliminates the twisting that may occur when transporting the layout. The distance between the track bed and the underside of the box must be deep enough to accommodate point motors and suchlike.

The size was determined by what could be accommodated in the car. Two scenic pieces, each 8' x 1'6" along with a 3'3" x 1'6" fiddle yard, fitted the bill.

**An overall view of the layout. It shows what can be achieved in a small area yet still giving it a sense of space.**

**The puffer is ready to depart from the wharf after discharging its load, possibly sugar beet. These types of wooden jetties were numerous around the waterways of East Anglia.**

### Permanent way

The track and sundry items are all from the Peco range, and laid on 1/8" cork. The track was then sprayed a suitable colour, in this case sleeper grime, then a thin coat of light grey.

Although ballasting is a pretty boring job, I actually find it very therapeutic! It is important to carry this out to a reasonable standard, as the first thing the viewers will notice is the track!

### Scenics and structures

Cuttings and embankments etc is where my skill level starts to wane – also my scratchbuilding skills are very limited, so I only attempt the most basic structures.

The wharf was constructed from coffee stirrers, 'freely available' from all good coffee shops – but ask first!

All structures on the layout are modified kits, or ready-to-plant resin models. The signals are of Midland type and made by Dapol.

The scenic structures above line level are readily available from all good model shops.

### Signature shipping

I wanted a boat as a feature on the layout. I used a Clyde puffer, supplied in kit form by Langley Models. This is geographically incorrect as the prototypes only worked down the east coast as far as Middlesbrough, but I thought I could get away with it!



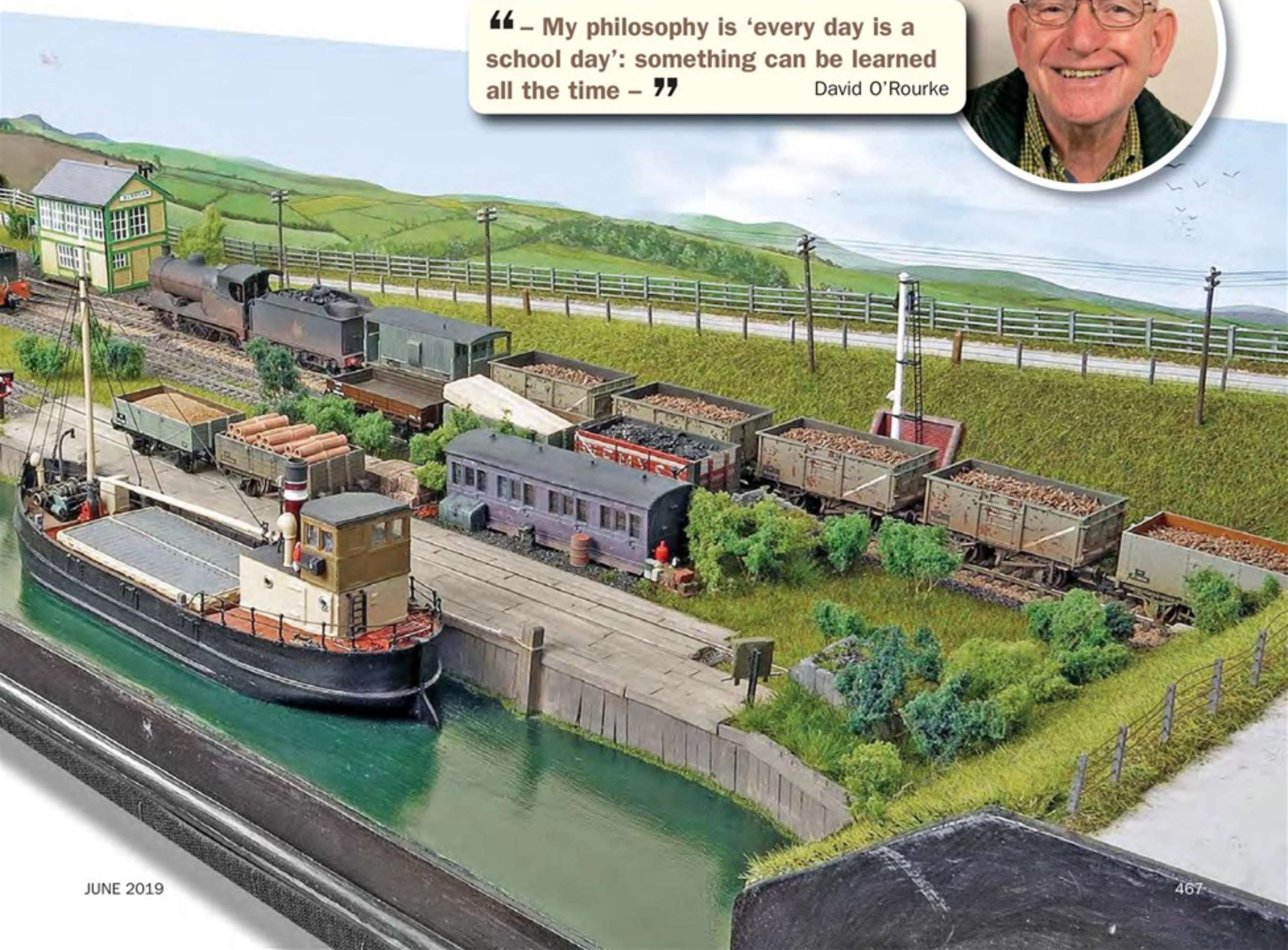


East Anglia isn't noted for its dairy farming but the two or three farms in this area warranted a daily milk working. A J15 is about to leave with such a service, running as a mixed train.



“ – My philosophy is ‘every day is a school day’: something can be learned all the time – ”

David O'Rourke







▲ A 'flying pig' approaches Burnham with a train from Peterborough. Rival transport, in the form of an Eastern Counties bus going to King's Lynn, is crossing the bridge.

I have always liked the puffers after seeing *The Vital Spark*, a TV series which ran from 1965 to 1973. It was based on the stories of Neil Munro and also the 1954 Ealing Studios film *The Maggie*. Puffers were built for the Forth & Clyde canal and trade with the highlands and islands on the west coast of Scotland. They were also used to supply the fleet at Scapa Flow during WW1. The Ministry of War Transport built 63 puffers, 54 steam vessels and nine diesels between 1941 and 1944. These were used to service Royal Navy ships during WW2. They were called VICs. (Victualling Inshore Craft) and were built at Thorne near Doncaster, Hull, Goole and Northwich.

### Lengthmen

I also tend to make my layouts too tidy and this is due to a trick of the memory: it will always enhance things. It makes the good things seem better than they were and the bad things worse than they were!

Looking at photographs that were taken in the 1950s, the track was tidy, which was due to the fact that each mile of track had a lengthman who looked after it. He was

responsible for ensuring the wooden keys were knocked securely into the chairs (alongside the outer edges of the running rails on bullhead trackwork), and also keeping the embankments clean and tidy right back to the boundary fence.

Much to my chagrin, when steam finished in August 1968 it ended the era of the labour-intensive railway industry. No more lengthmen!

### M&GN stalwarts

The rolling stock is all ready-to-run and

includes Ivatt Class 4MTs ('flying pigs' to the crews). There were 35 of these allocated to M&GN sheds and a further 19 shedded at 35A Peterborough which were also used on the line. J15s, a stalwart of the Eastern Region were also prevalent in the area.

Midland 4Fs worked from the East Midlands to South Lynn where an Ivatt Class 4 would take over. Midland types worked to the coast on summer Saturdays, taking holidaymakers to the seaside.

### 'Every day is a school day'

My main enjoyment is building the model and operating it for the first couple of shows to make sure everything works OK. After the initial high, I am then quite content to let someone else have a play as this gives me the opportunity to supervise and talk with the paying public!

I do try to pass on some of my ideas and to encourage others to take up the hobby on a more serious level. They often say "I couldn't do that" or "I haven't the patience". My answer is always, "If I can do it, anybody can!"

Talking with people is always a two way street and one can constantly learn from someone else's experiences. My philosophy is 'every day is a school day': something can be learned all the time. Unfortunately, with advancing years I have become like

▲ An abnormally busy day at the loco shed, with an unusual visitor to the branch in the form of an 03 diesel shunter. The loco shed is a modified Wills Craftsman kit. It is a Great Northern Railway design and is a cut-down version of the shed that was at Bourne in Lincolnshire.



### Forthcoming Exhibitions

*Burnham* is booked to appear at the Market Deeping MRC show at **Stamford** on Saturday 18 May, and the East Anglian Model Railway Show at its new venue in **Kettering** over the weekend of 8 & 9 June. See Societies & Clubs for details. Also the Silverfox DCC MRC show in **Milton Keynes** on 17 August 2019, plus Ely & District MRC 16 May 2020 and Chelmsford 17 October 2020.



Midland 3F passes the Ratio signal box. This has interior fittings and is illuminated.



Homer Simpson. I have to forget one thing before I can remember something new!

### Conclusion

I began to wonder if it was all worth it after spending 800 hours – mostly enjoyable ones

and some rather frustrating – building *Burnham*, but only time will tell. Of course it all depends on the responses I get at shows.

My thanks go to Linda Calvert for the great job she has done painting the backscene; Allan Wardman for weathering my locos; and

my good friend Bill Dulieu for all the help he has given me over the years at exhibitions and putting up with all my idiosyncrasies.





## Working with a local school – the story of a student project

In January this year we reported how some young modellers from Uckfield College wooed the public at the local model railway show with *College Halt*, a joint College and Uckfield MRC layout. Keith Harcourt recounts the trials and tribulations of how the layout came about.

*Photography courtesy Uckfield MRC and Keith Harcourt*

**D**oes your local club have ties with any of the schools in its neighbourhood? The Uckfield Model Railway Club certainly has. Since 2008 the club has enjoyed close links with Uckfield College, an open County Council education establishment for 11 to 18 years olds.

It began when a staff member, Mr Grieve, was asked by four boys if they could start a college Model Railway Club.

"We were allowed to use an old store room," he said. "It had no windows and very limited space. It would only take two people at a

over. However all was not so well. Changes at the college meant the club lost its tiny space. One of the students offered to store the layout at home, where it remained until Mr Vaughan was allocated a new classroom which also contained a large cupboard. Still a cupboard, but larger, and by this time two girls had also joined the group.

### A timely project

Mr Vaughan and Keith together encouraged the students to consider a layout that would commemorate the beginning of World War 1. Keith felt the skills and experience the students would gain would be very valuable.

Together they began to construct a First World War battlefield railway in OO9 scale. It was not a scale representation of any particular time or place, but was devised collaboratively by everyone.

"We were happy with the concept," Mr Vaughan commented, "and for quite a while it kept us all busy modelling. The layout was financed by myself and Keith."

### Sad loss

As ever, with after-school clubs, numbers wax and wane as students move up. At a time when membership had fallen, it was decided that a new layout was needed to try and attract more members.

A proposal to recycle the track from the WW1 layout and devise a new plan was



▲ Mr Vaughan and the students in front of *College Halt* at the Uckfield Model Railway Exhibition in October 2018.

Being a small layout means relatively short trains, such as this Class 122 single railcar. ▶

time and was not really suitable."

It wasn't too long after that inception, that Keith Nock, the then President of Uckfield Model Railway Club, got involved.

"I was a head of year at the college," Mr Grieve added and basically was only there to cover safeguarding issues for the students. Mr Nock did everything for them and with them."

Mr Grieve left the college in 2011 and another staff member, Mr Vaughan, took





agreed. Keith suggested building an oval OO gauge layout so that students could bring their own model locomotives along.

Sadly Keith was taken seriously ill shortly after helping the students to make a start on the new railway. He died soon afterwards, but the ties he had cemented between the college group and the club were by now very strong and I volunteered to pick up from where Keith Nock had left off. So I – also called Keith – agreed to start attending the College Club as the new mentor.

## Funding

The student group decided to apply for funding from the Parent Teacher Association and happily they were granted £250. The PTA also sought general donations from other parents and the club received a three track oval layout and other equipment free of charge.

Mr Vaughan later left the college, but I continued to work with the students along with Miss Ingino, who took on the role as coordinating teaching staff member.

## Challenge

In 2017 the students visited The Uckfield Model Railway Exhibition. They met a number of well-known modellers and learnt new skills. Adrian Colenutt, Uckfield club's exhibition manager, saw the students on the way out and challenged them to produce a layout to exhibition standard that he could invite to the 2018 exhibition.

As both a member of the Uckfield Model Railway Club and also the Education Officer of the Historical Model Railway Society, I felt duty bound to help out.

We discussed the idea of a small end-to-end layout, 4' x 1' scenic, plus a fiddle yard at each end. It was to be based on a real place. The students were really keen to rise to Adrian's challenge.

Uckfield Model Railway Club members built the baseboards and contributed the back scene. Working in a classroom after school for just 1¼ hours per week meant the woodwork would be difficult to tackle, but the students completed the rest of the layout themselves; the laying of track, ballasting, wiring and producing all the scenery.

I had been researching the Culm Valley line in Devon and found some photos of Whitehall Halt as it was in the 1950s. This became the prototype inspiration and the students decided to enhance operational potential by adding a run round loop.

One of the key features of the original, which the students modelled in detail, is the sleeper-built platform. The students counted the sleepers in the photos and worked out the exact dimensions. One student built the platform using P4 plywood sleepers, pre-stained with wood dye. These were glued to a piece of 2mm plywood cut to the shape of the platform. Others used the same technique to add the retaining wall over the lamp hut, which again, is a feature of the historical original.

## Show stopper

When Adrian saw the finished article, he had no hesitation to invite it to the 2018 Uckfield Exhibition. Seven students aged 11 to 15, in teams of five each day, ran the layout with support from college staff and myself. Uckfield MRC members, other exhibitors and the visiting public all remarked on how professional the students were in both layout operation and interaction with visitors. The local media covered the event and Uckfield FM did a live interview. Towards the end of the exhibition other visiting exhibitors, impressed by the students' abilities, invited them to operate their own layouts. Two traders in the show also

A few final adjustments and tests before the show opened to the public.



▲ The layout, built to OO gauge standards, features a single through track with a passing loop and goods siding. The platform was scratchbuilt from scale wooden sleepers and a photo-realistic backscene was utilised.

donated figures and scenic materials to enhance the layout.

The club's link with the local college has been really fulfilling, giving young people access to modelling opportunities, materials and skills they otherwise may not be able to readily access. If other clubs have members who are able to offer a little time on a voluntary basis to work with colleges or other community groups in this way, it can only have positive results.

A reciprocal arrangement could be another solution in which school groups could be offered space and resources one evening per week. Provided that the necessary staffing arrangements can be met this is something which could work effectively. Uckfield MRC are hoping to get larger club rooms and to be able to offer such a facility to the college's model railway club. Indeed, as a start, students are working on an N gauge exhibition layout as their next venture and in early 2019 we awarded a grant to the college club to enable this to be built.

## Where to see College Halt

The layout can be seen at **Haywards Heath** show on 11 May and at **Tinkers Park Model Railway Show** near **Uckfield** on 3 & 4 August 2019. To find out more about the two organisations in this article visit their respective websites;

Uckfield College [www.uckfield.college](http://www.uckfield.college)  
Uckfield Model Railway Club [www.uckfieldmrc.co.uk](http://www.uckfieldmrc.co.uk)





Sir Arthur Heywood's 'minimum gauge' in 4mm scale

# Creech Grange

*The principles of 'minimum gauge' (or 15") for estates and other such premises were established by Sir Arthur Heywood in the 1870s, but the idea proved short-lived and uneconomic.*

*However the concept endures in model form: **JAMES HILTON** explains the genesis of his 4mm scale version, using 6.5mm trackwork as found in the feldbahn military sets produced by Busch (see RM January 2014).*

*Photography and artwork by the author*



**W**ell it all started with a conversation with a good friend over a drink after ExpoNG in 2016. We'd been exhibiting his popular OO9 layout but wanted to find a fresh challenge and something that no one else seemed to be doing. He commented on

**An early internal combustion engine, the Ruston Proctor with a short works train.**

how he'd bought a couple of Busch *feldbahn* sets with the intention of building a Heywood minimum gauge line in 4mm scale... I picked up a few items including a Decauville and diesel and so started my introduction to the benefits and frustrations of working in a new scale and gauge combination.

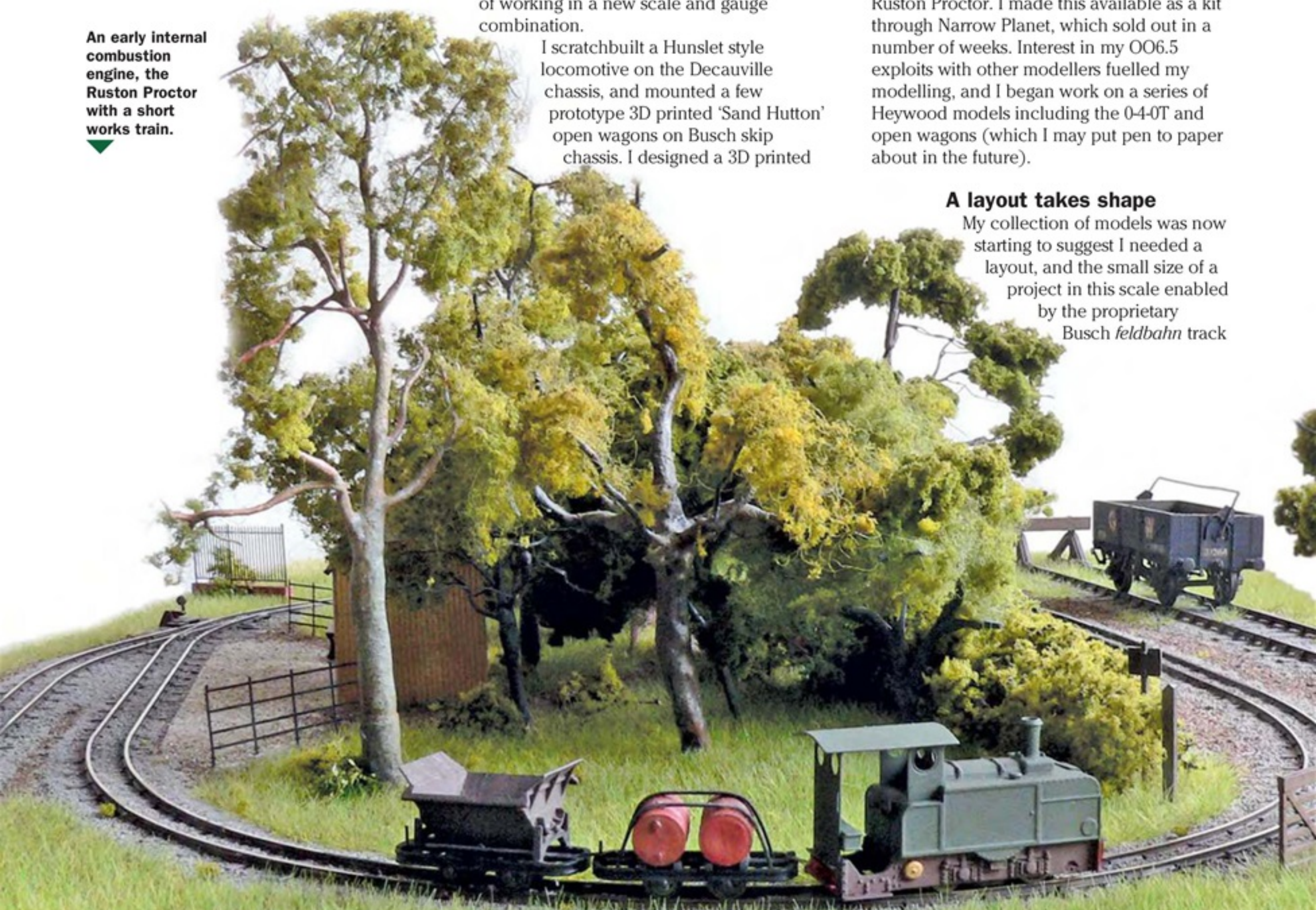
I scratchbuilt a Hunslet style locomotive on the Decauville chassis, and mounted a few prototype 3D printed 'Sand Hutton' open wagons on Busch skip chassis. I designed a 3D printed

▲ **Avonside Empire tank engine stands in Creech Grange with a typical 18" gauge mixed train, inspired by the light railway at Sand Hutton in Yorkshire between the wars.**

and etched nickel silver kit to create a Ruston Proctor. I made this available as a kit through Narrow Planet, which sold out in a number of weeks. Interest in my OO6.5 exploits with other modellers fuelled my modelling, and I began work on a series of Heywood models including the 0-4-0T and open wagons (which I may put pen to paper about in the future).

## A layout takes shape

My collection of models was now starting to suggest I needed a layout, and the small size of a project in this scale enabled by the proprietary Busch *feldbahn* track



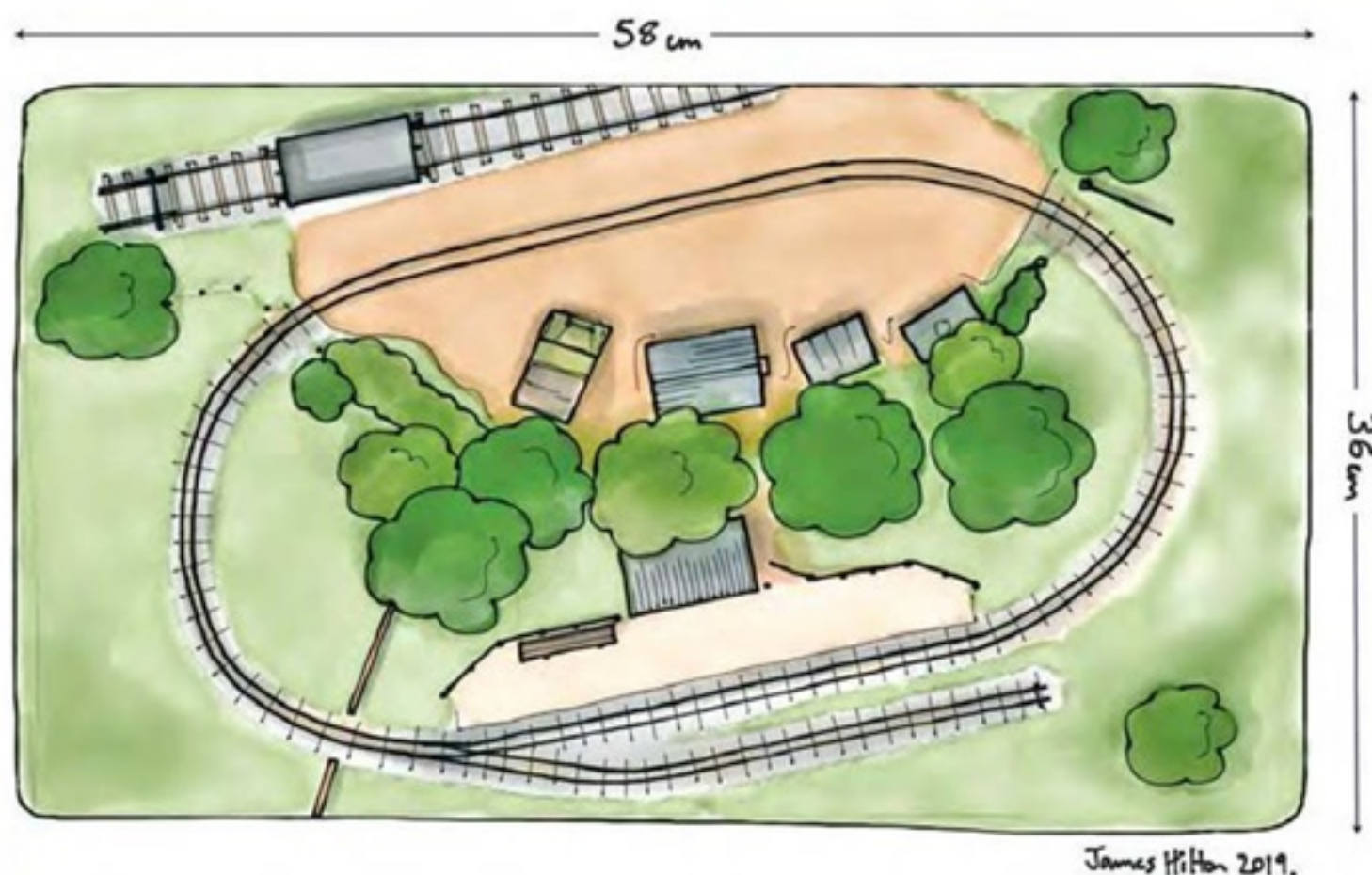


were all the encouragement I needed to sketch out some ideas. My friend was using under-bed wooden storage boxes, about 60cm x 40cm and the size of these seemed to offer scope for a decent layout based upon my memory of *Belfield Hall*, a minimum gauge project in O9 scale by Stephen Brown, which featured in *RAILWAY MODELLER* in December 1991.

I drew some sketches which showed the possibility of just a simple loop and siding, and so I cut a sheet of 12mm ply to size, sealed it with paint and laid the track. The rest of the landscape followed in the coming weeks, with the Busch track painted and weathered using Humbrol enamels, and then ballasted using Woodland Scenics products.

A basic undulating landscape was crafted with filler, and sealed with masonry paint before being covered in various static grasses from Anita-décor and Mini-natur. The buildings and trees are salvaged from a childhood OO gauge layout – it's nice to see them repurposed – the metal fencing is from Scale Link, the gate from Ratio and the fence posts just match sticks.

The standard gauge track is Exactoscale P4, with a Ratio wagon kit



I built over 20 years ago posed to accentuate how narrow the 6.5mm gauge track is!

I use a modified Gaugemaster W controller powered from a 6V ac adaptor, which means the whole range of adjustment is available without damaging the 3V motors used in the Busch mechanisms.

#### Locomotives and stock

The layout is home to my small collection of 15" and 18" gauge prototypes. The Ruston Proctor and Heywood locomotive are built to scale (although the Heywood outside frames are a

◀ Heywood *Katie* (named *Alex*) in the fields between the interchange and the grange.

The 18" Hunslet, based loosely on the 'Waril' at Creech Grange with a short passenger train. The coach is based upon an example used at Dalmunzie House in Scotland.







▲ Arriving at the GWR interchange, *Empire* brings its short train to a stop.

touch wider to accommodate the gauge). The Hunslet is fictional, based on the outline of the 'Waril', but much smaller in size to fit around the motor block.

The Avonside is the latest engine on the layout and was the prototype of my second OO6.5 kit available through Narrow Planet. Based upon the 'Imperial' design which was a 600mm gauge prototype, the side tanks are extended (to hide the mechanism) and the

height dropped to fit on the smaller wheels. It's a lovely little locomotive with a good dose of cuteness!

The Heywood and Sand Hutton wagons were also prototypes of kits that were included in the Narrow Planet range, but the other wagons were scratchbuilt using Busch chassis.

## Conclusion

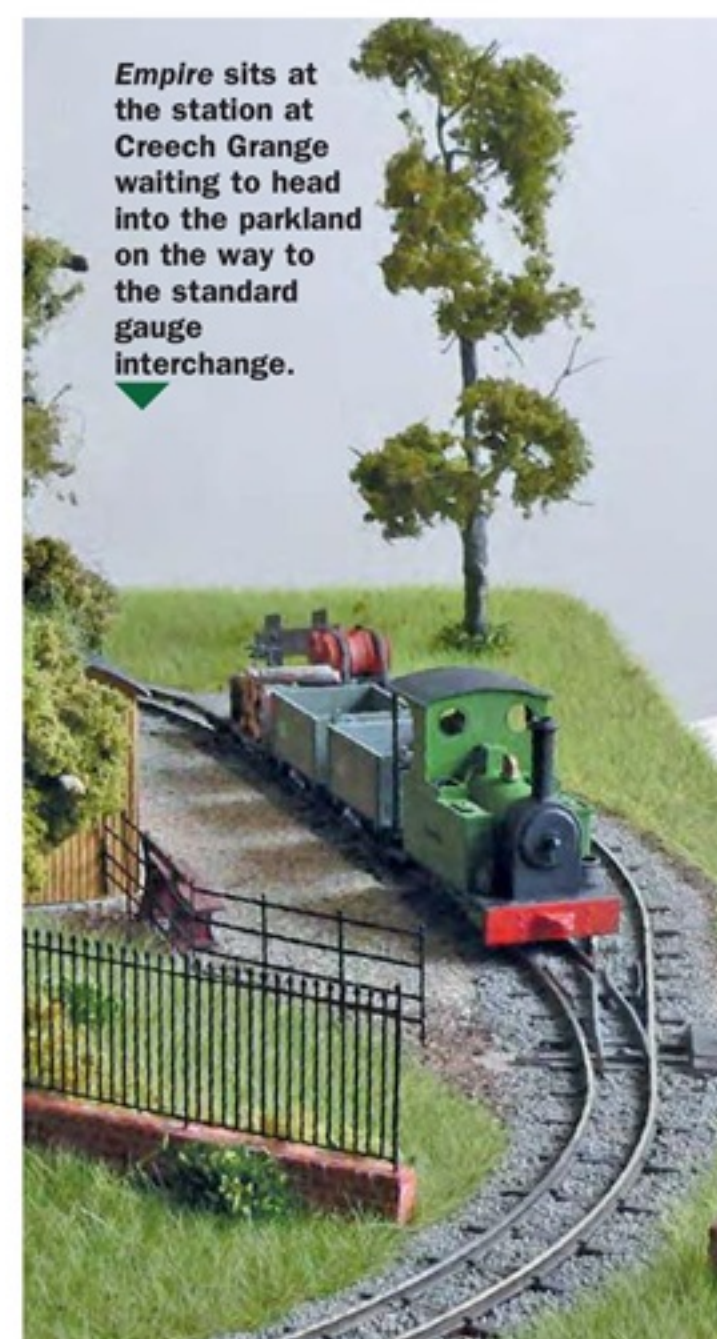
The layout made its exhibition debut at ExpoNG in 2017 and it was lovely to receive such encouraging and positive comments

from the public. It proved to be very portable in its carry case and hopefully a good example and introduction to an intriguing and exciting new scale/gauge combination that opens up the possibility for minimum space industrial or estate railway modelling in 4mm scale.

## Creech Grange – design sketches



James Hill



*Empire* sits at the station at Creech Grange waiting to head into the parkland on the way to the standard gauge interchange.



# Heritage transport at Beamish

Modelling and words: **GORDON & MARGARET BULMER**,  
with **ALAN KIRKMAN**  
Photography: **REBECCA FLYNN**

This compact layout was an exercise to recreate the modern day heritage site at Beamish open air museum in County Durham. Construction began in December 2013 and it represents Beamish Town and Redman Park. It is complete with trams and working buses and was a joint effort. Gordon built the baseboards, laid and wired the track, and made the buildings; Margaret painted all the figures and anything else which needed painting then set the scenes; while Alan Kirkman built the sprung points, the trams, and erected the overhead.

The two baseboards are 39" x 24" with a viewing height of 38". They incorporate 2" x 1" timber framing with a 9mm MDF top. Folding 2" x 1½" timber legs provide support: the Town board has two sets of legs and the Park board has only one.

Viewed from the front Beamish Town occupies the left board and Redman Park the right; boards are linked together by bolts and wing nuts with two metal dowels for accurate track location.

## The tram tracks

These utilise Peco OO code 75 plain track with handbuilt points. It was laid as double track, except around the end of

the park which is single track. The crossover in the main street was built as non-functioning. All track was fixed with track pins.

A Gaugemaster T1 open-frame transformer provides power for the layout via a Traffolyte engraved plastic laminate control panel in the rear of the bank building ([www.traffolyte.com](http://www.traffolyte.com)). One circuit supplies the tramway and the other supplies the buses' automatic control. There is a separate dc supply for the LED street lights.

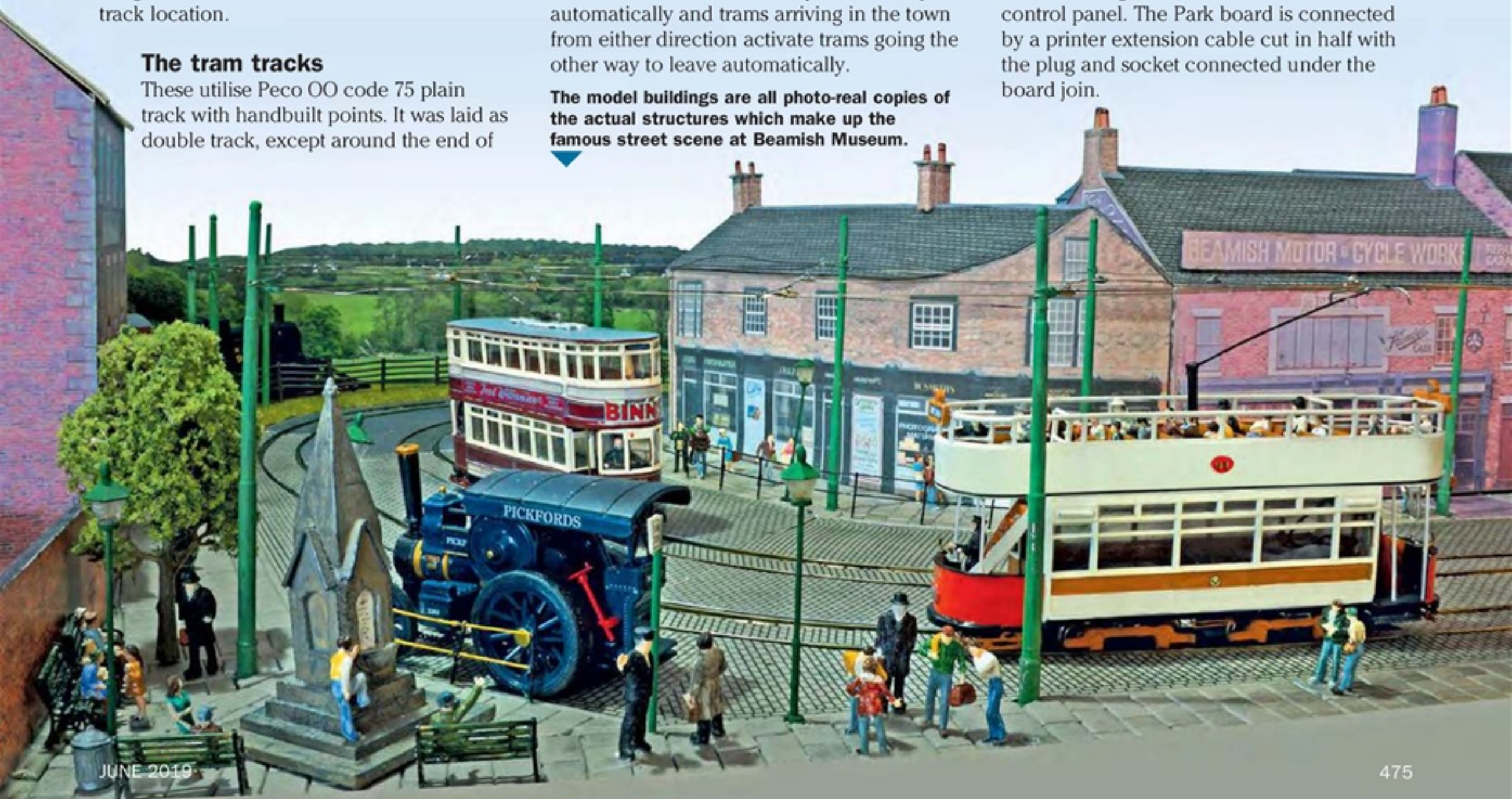
The tramway is run by one Gaugemaster W controller, and trams take power from the overhead. It is automated using the cut rail method, previously explained in RAILWAY MODELLER May 2009 and on my website; this is so that trams in the fiddle yard move up automatically and trams arriving in the town from either direction activate trams going the other way to leave automatically.

The model buildings are all photo-real copies of the actual structures which make up the famous street scene at Beamish Museum.



▲ The four-wheeled trams are powered by Halling chassis and the bogie vehicles by Alan Kirkman-built chassis using Halling motors and bogies.

The automatic control can accommodate between two and eight trams which run without any operator input and all track section wiring is connected back to the control panel. The Park board is connected by a printer extension cable cut in half with the plug and socket connected under the board join.



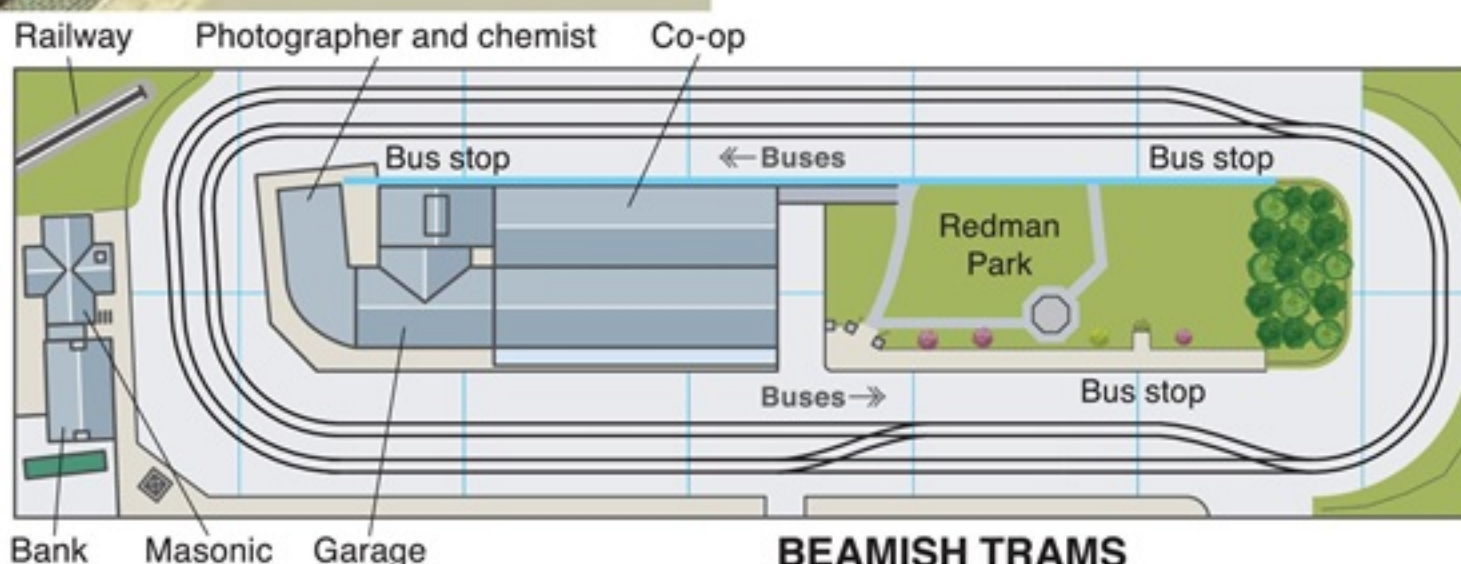




finally with Gaugemaster grass matting.

It was completed with paths, seats, a Shire Scenes bandstand (modified by raising the roof by 15mm), and lots of people enjoying the sunshine and listening to the Langley Models brass band. This is simulated by piping music from a CD player through speakers mounted under the baseboard.

The back and end scene boards were made from 3.6mm ply with 20mm x 12mm framing on the back. The Townscene cloudy sky paper was attached to the boards using permanent spray mount; then the photo scenes with the sky removed were mounted on 1mm card and fitted in front of the sky paper to help the perspective. All of the cut



## Overhead

The overhead was built by Alan Kirkman: it is supported in the scenic area mostly by second-hand Meadowcroft triple-diameter poles and in the off-scene area by Tramalan single-diameter poles. Three of the on-scene poles are also Tramalan with two lengths of brass tube slipped over and fixed to replicate the reducing diameter of the originals. The two centre poles have piano wire bracket arms and brass decoration and stays.

Span and running wires are 0.3mm nickel silver from PC Trams, whilst ears, frogs, pull-offs and joiners are Mark Hughes brass etches from East Lancs Model Tramway Supplies. The overhead supply is connected to two traction poles on each board and there are removable sections in the overhead

wires where the boards join. These are unhooked when the boards are separated and, as nickel-silver wire is brittle, are replaced when necessary.

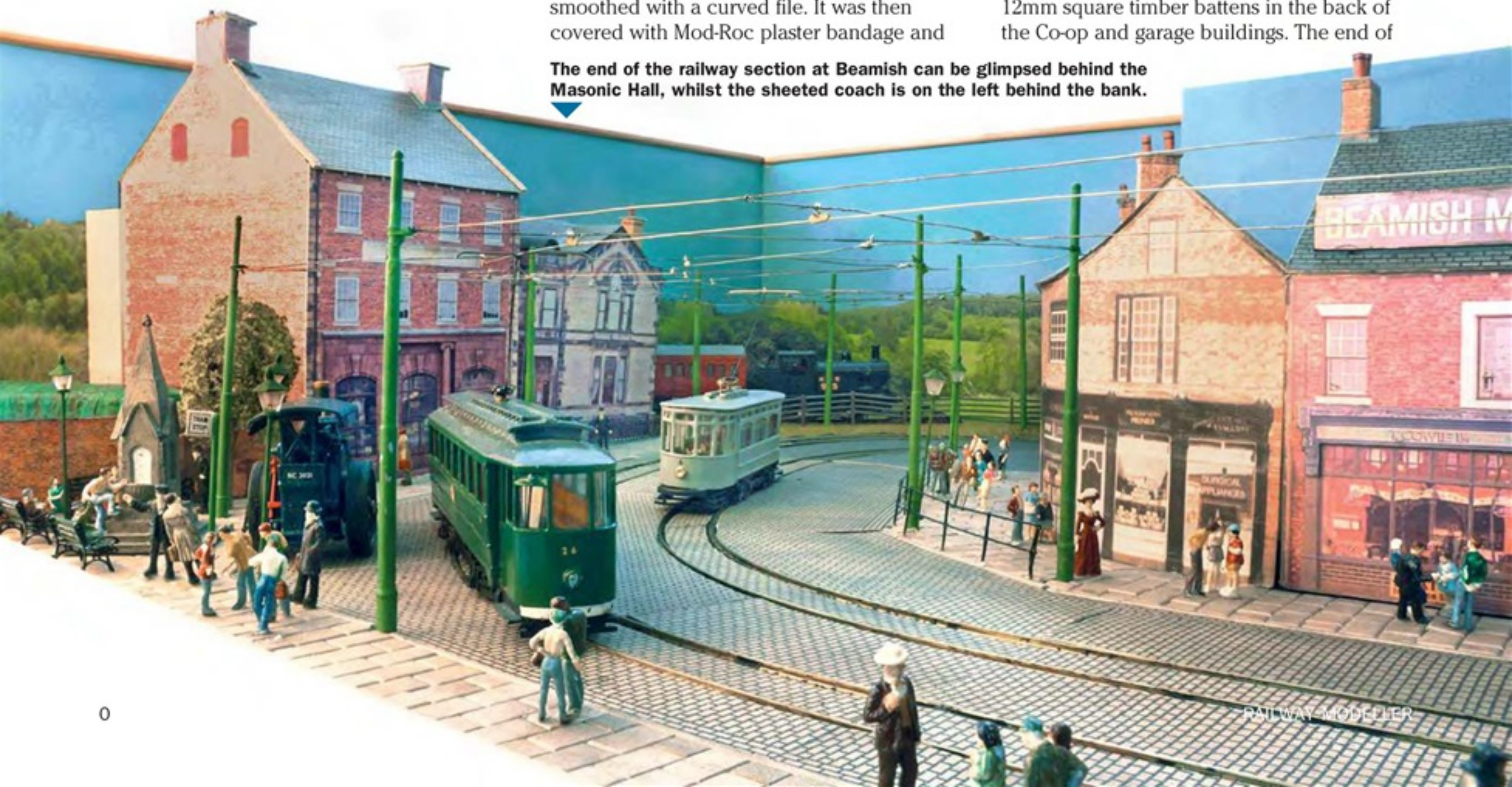
## Scenery

The whole area of the boards was made up to just below track level with layers of 1mm card with the roads topped with Metcalfe tarmac or cobbles before adding the pavements, the buildings and the park. This was made from high density insulation board shaped with an old kitchen knife and smoothed with a curved file. It was then covered with Mod-Roc plaster bandage and

edges were painted grey to make them less visible. They were produced by Malcolm Fraser from photos taken around Beamish and were printed, in sections to fit the boards, by Supersized Print (a firm found on the internet). The rear and end scenes enclose the baseboards and each has a drop-down section at the back so trams and buses can be placed or removed from service.

The central backscene section is held in place with screw-in plasterboard fixings behind the park, and wood screws into 12mm square timber battens in the back of the Co-op and garage buildings. The end of

The end of the railway section at Beamish can be glimpsed behind the Masonic Hall, whilst the sheeted coach is on the left behind the bank.





## Working buses to complement the trams

The buses were added in 2017 after everything else was finished. The 'Northern' and 'Newcastle Corporation' buses were both built from KeilKraft open-top B type London bus kits with most of the floor removed to make room for the N battery and motor. The 'Newcastle Corporation' bus was further modified by adding the driver's cab. The 'Venture' (wheelchair accessible) bus was built by Alan Kirkman from tram kit parts and some plasticard.

All three buses were painted and fitted with transfers and passengers and have scratchbuilt chassis made from 1.5mm black plasticard. They were all motorised with the same M660G64 motor/gearbox and use Faller lorry front axles and rear wheels which were supplied by DCC Train Automation. The normally closed reed switches, on/off slide switches and N battery boxes were purchased from the internet.

They follow a magnetic tape – rather than a steel wire – guide laid just under the road surface, inside the tram tracks. As there are three buses, there are three stops; one outside the park and two behind the backscene. Each one has a bar magnet under the road which opens the reed switch inside the bus passing over it thereby stopping the vehicle. The magnets slide in brass channels so they can be moved away from under the road, by servo motors, to allow the reed switches to close and the buses to move on to the next stop.

The buses are under automatic control using a Heathcote Electronics IRDOT-2D, modified with a short adjustable delay rather than the standard fixed delay, which operates the servos using Heathcote Electronics controllers. The IRDOT is positioned between the rails of the inner tram track outside the Co-op so when a tram passes over it all the buses move on to the next stop.



▲ The buses are modified kits assembled onto lorry chassis from the Faller road system.



▲ On-off control of the buses is effected by a servo-movable magnet under the board.

the railway from Rowley Station appears in the corner behind the Masonic Hall and is complete with NER No.985 and coach. The sheeted remains of Gateshead No.52 awaiting restoration are stored behind the wall next to Barclays Bank. All of the visible areas outside the tramway which were not paved, and where No.52 is stored, were finished with Gaugemaster grass matting.

## Buildings

All of the buildings at Beamish have either been moved from their original locations and rebuilt there or are copies, sometimes reversed, of other buildings which could not be moved.

As we are both volunteer costumed engagers at Beamish the model buildings were all made from photos of the actual structures taken before 1000 when the visitors arrive. These had the verticals corrected and all unwanted traction poles, street lights, signs etc removed by Malcolm Fraser and Peter Rose before being printed on self-adhesive photo paper.

From the left the buildings are Barclays Bank and the Masonic Hall, across the street are the photographer's studio and the chemist's shop and round the corner are the garage and the Co-op.

The prints were attached to 1mm card before being cut out and assembled into the buildings which are all internally braced. All the buildings have short lengths of 12mm square timber glued inside and are fixed in place by screws through the baseboard into these pieces of timber so they can be easily removed should any attention be needed.

The Co-op canopy was printed onto an overhead projection sheet and varnished before it was glued on to the front of the building.

## Trams

The trams comprise the Beamish fleet and some cars which have visited or may do in the future. All were all built from plastic kit parts; complete plastic, resin or whitemetal kits; and one 3D printed body. The four-wheeled trams are powered by Halling chassis and the bogie vehicles by Alan Kirkman-built chassis using Halling motors and bogies.

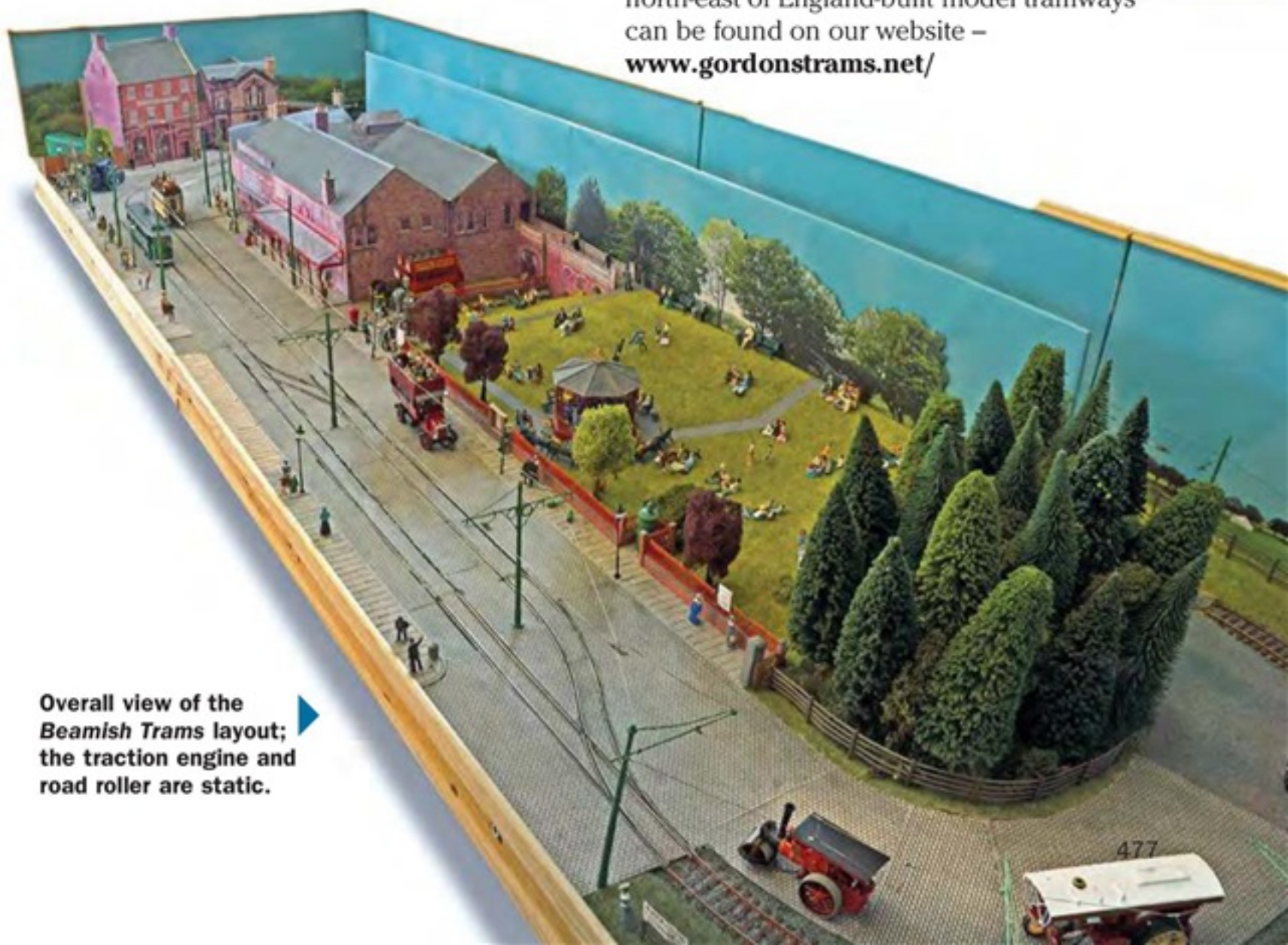
The reason for using all Halling chassis was that our intention was to run four-wheel trams on the inner circuit and bogie trams on the outer, but we found that the four-wheelers run much faster than the bogie trams which made that impossible. Now we run short bogie trams – Blackpool Nos.31 &

147 or Manchester No.765 – on the inner track and long bogie trams from Blackpool or Gateshead, on the outer, or four-wheelers on both tracks.

## Conclusion

*Beamish* was launched onto the exhibition scene in not quite finished form at – where else? – the Beamish Museum Model Tramway Exhibition in April 2015, and on the second day eight trams were running without any problems. Our grateful thanks for their help must go to Malcolm Fraser, Alan Kirkman and Peter Rose.

The Beamish Construction Blog, Automatic Tram Stops, Build Your Own, Motorising Diecast Trams and a number of other north-east of England-built model tramways can be found on our website – [www.gordonstrams.net/](http://www.gordonstrams.net/)



Overall view of the *Beamish Trams* layout; the traction engine and road roller are static.



# Culham ticket office

**CRAIG TILEY** provides this overview of the former station building in Oxfordshire, which dates from 1844 and survives today as a relic from Brunel's broad gauge era. June this year will see a series of special events take place at locations along the Didcot to Oxford line – including Culham – to celebrate the route's 175th anniversary. Scale drawings by **STEVE CROUCHER**.

**T**he old ticket office is all that remains of the original buildings at Culham station, which opened on 12 June 1844, and is a remarkable surviving example of Brunelian Tudor Gothic station architecture. (The station was actually named 'Abingdon Road' at first, being changed to 'Culham' in 1856 upon the opening of the Abingdon branch.)

The ticket office is of red brick construction, with window surrounds and quoins etc. of grey stone. The canopy is supported by large wooden beams, which rest on top of the walls and project out as far as the decorative wooden valancing, which was itself a later addition to the structure.

Although the station has remained open throughout its 175 year history, the building (situated on the 'up' platform) closed in the mid-1970s. It was occupied by various tenants for business use during the subsequent years and in 2003 it was the subject of an extensive renovation project by Network Rail and since 2014 has been occupied by Entikera Ltd.

The firm has opened its offices to the public on a number of occasions as part of the national Heritage Open Days scheme. Interested visitors are always welcome, however, during normal office hours (see website for further details).

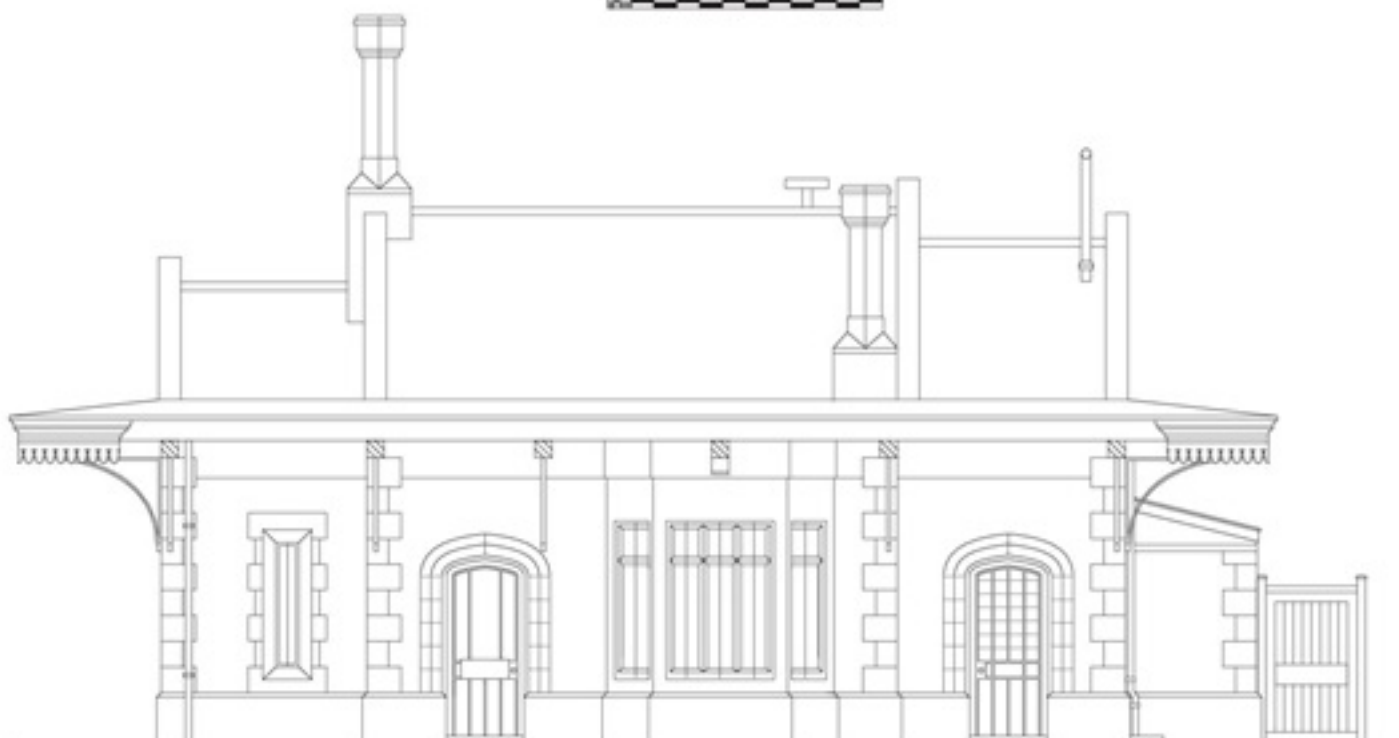
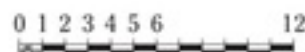
The ticket office forms part of a group of contemporary structures, which includes the original brick road bridge, the Railway Inn (built in 1846) and Thame Lane bridge. Although the future of the station building is secure (it was awarded Grade II\* listing by English



▲ A 2018-dated view of the former ticket office, which is no longer in railway use. Photo: Bill Wright



Forecourt Elevation



Platform Elevation

Note: canopy valancing removed for clarity





▲ The view from the roadside approach recorded on 17 October 1964. Note the lack of canopy valancing along this side. Photo: Colour Rail



▲ The north end of the structure, with a Class 165 DMU departing for Didcot on 18 October 2018. Photo: Bill Wright

Heritage in 1975), there are set to be significant changes to the surrounding station site over the course of the next few years, with electrification of the route and extensions to the platforms planned.

### In model form

Brunel's design has been a popular subject in model form over the years; examples can be seen currently as part of Pendon Museum's 4mm scale *Vale Scene*, and in 7mm scale on the Cornwall

O Gauge Group's layout *Weatherbury Magna*, which was featured in our January and February 2019 editions of RM.

Laser-cut wooden kits for the structure in 4mm and 7mm scales are available from Timber Tracks – construction of the 4mm version being described in our April 2015 issue.

Scale drawings of the ticket office at Culham were published in the May 1974 edition of *RAILWAY MODELLER*, with further notes and photos included in the June 1974 issue.

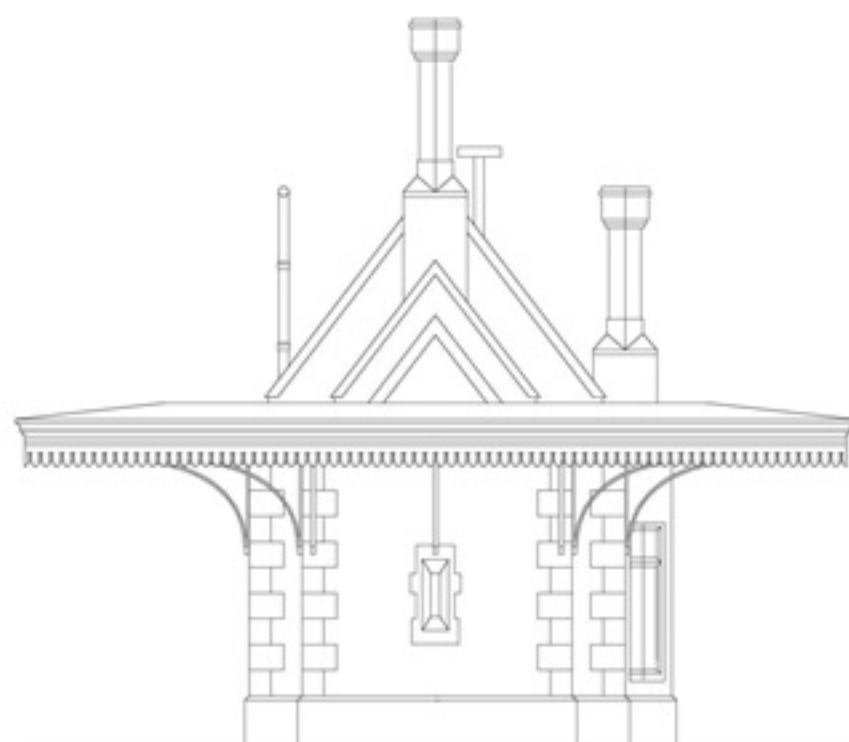
A 'download and print' kit is also available, free of charge from the Culham station website (see 'Further information' box).

### Notes on the drawings

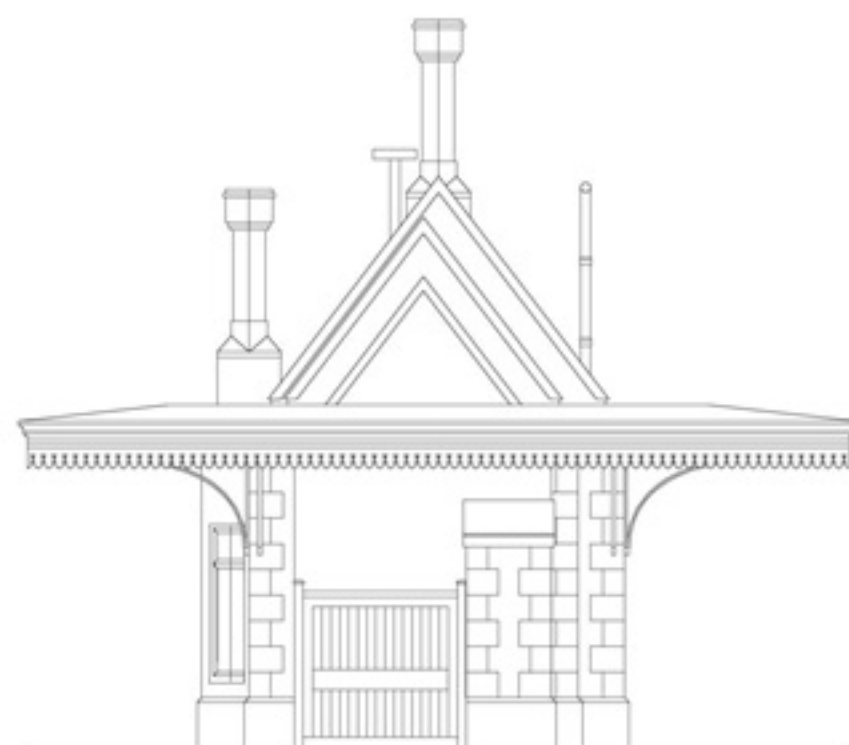
The drawings reproduced here are printed at 2mm scale. Certain details have been omitted for clarity, including the brickwork and roof tiles. Sections of the canopy valancing are shown cut-away to illustrate the supporting beams. Finally, only the outlines of the canopy support brackets have been drawn.

### Further information

For further information relating to the history of Culham station, including archive photos and links to original drawings, visit: [www.culhamstation.co.uk](http://www.culhamstation.co.uk)



End Elevation  
(Ladies Cloakroom & WC)



End Elevation  
(Gents Urinal & WC)

### 175th anniversary events

Culham station building is set to be in the limelight on 15 June 2019, when there will be special events taking place at locations between Didcot and Oxford to mark 175 years since the branch was opened by the Great Western Railway.

The station building at Culham will be open to the public between 0900 and 1600. Inside there will be displays of original GWR memorabilia, items for sale and souvenirs to collect.

At Appleford there will be a steam-themed fête, whilst at Grandpont in Oxford (near the site of the city's first 1844-built railway station), there is planned to be miniature train rides, working model displays and exhibitions about the history of Oxford's railways.

A special combined travel ticket will be available for the day (priced £19.50 per person), allowing unlimited travel to and from the venues/stations between Oxford and Didcot, by bus or train (on Great Western Railway services).

Included in the price will be entry to Didcot Railway Centre, which will be running a special Steam Day, with locomotives which served on the Didcot to Oxford line on display.

Providing additional interest will be a railtour hauled by No.60103 *Flying Scotsman*, which is scheduled to traverse the Didcot – Oxford route early on the Saturday morning.

For further information about these events and ticket details visit: [www.didcotoxfordgwr175.org](http://www.didcotoxfordgwr175.org)





Half a world away in Cambridge, New Zealand **RICHARD VAUGHAN** built this OO gauge layout representing a fictitious town on an imagined secondary route in North Yorkshire.

# Scarsby

In 2006 I moved to New Zealand. This 13,000 mile relocation from my birthplace stimulated me into wanting to recreate my childhood memories of the last days of steam in one of my favourite parts of England. When I was in short trousers we lived in London, but my mother, in particular, had a great love of Whitby. So each summer holiday we would pack a trunk and arrange for it to be sent by the PLA railway service (Passenger Luggage in Advance) to our holiday digs in Whitby.

Amazingly in those pre-computerised days the system worked and for five shillings the trunk was collected by a British Railways lorry from our home in South London and delivered to our lodgings in Whitby without incident.

Yet whilst many of my childhood summers were spent in Whitby, the beach was less interesting to me than what was going on at Whitby Town station. Most of my time was actually spent close to Bog Hall signal box (below) where I could watch trains for Scarborough heading up the gradient via Whitby West Cliff, whilst those for Middlesbrough and Malton/York followed the route of the River Esk inland. The greatest thrill was when locos went to the turntable to be rotated and I was allowed by the crew to help... I am not sure that my efforts counted for much but being a part of it was always a thrill.

**Bog Hall signal box on the outskirts of Whitby station, photographed in 1963, was where Richard spent most of his childhood summer holidays watching the trains come and go.**

**Photograph: Chris Davies/Rail Photoprints**



▲ The layout with BR shunter No.D3032 acting as station pilot removing the parcels van from an arriving train. A Class 108 DMU is awaiting the off on a stopper to Malton.

Layout photography by Trevor James







▲ Overview of the layout looking towards Castle Hill tunnels. The rail-served warehouse in the centre is that of Scarsby Confectionery Company's factory.

My 'proper' modelling started in earnest when I built a reasonable representation of Robin Hood's Bay (RM November 2010). I was very happy with it as a first layout, but a house move meant that I had to demolish it. That new house was challenging as there was no single room that allowed me to build a model of Goathland until agreement was achieved to use two rooms... with two holes in the wall — see RM September 2013. A further self-inflicted move into our current house meant that sadly *Goathland* suffered the same fate as *Robin Hood's Bay*.

This time however, I had a double garage available and I persuaded my partner, Karen, that a new layout could fit into one side, leaving room for her car in the other.

### Operational interest

Following the experience gained with the previous layouts I knew that I wanted a bit more operational interest from my new one. I had seen *Tetley Mills* by Dave Shakespeare in magazines and on YouTube and its design of both a terminus and through station ticked all boxes. This was to be the concept for my new railway. I initially I thought of setting my layout, like *Tetley Mills*, in the West Riding as I couldn't find anything similar in North



▲ Looking across to Scarsby Town (left) and Scarsby West (right). The Teeside to Humberside oil train is passing through Scarsby West as a stopping passenger arrives from Hull.

Yorkshire, but as the saying goes, "why let facts spoil a good story" so Scarsby was created: yes, you guessed it, an unrefined amalgamation of Scarborough and Whitby.

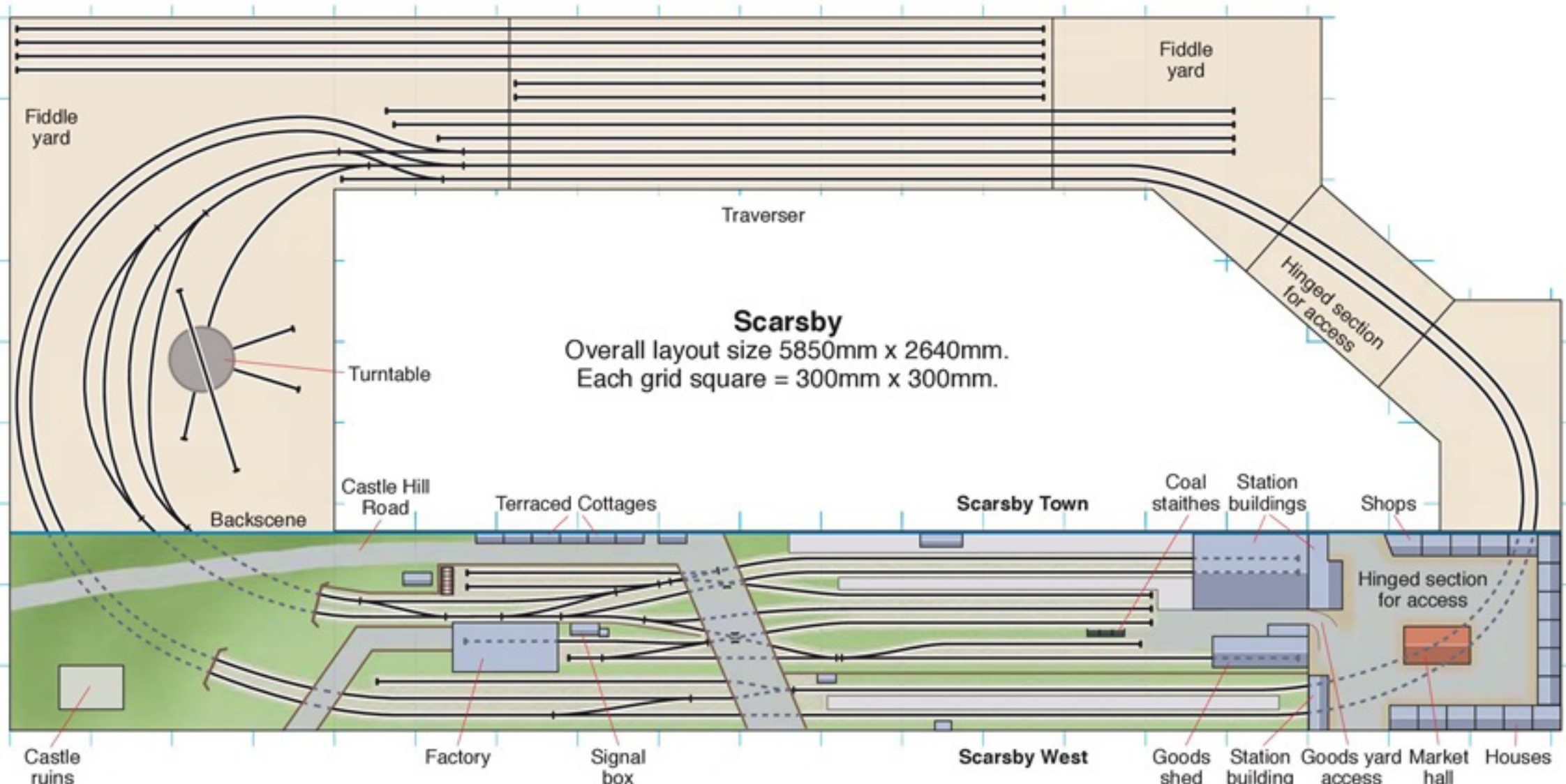
### The setting

Scarsby is my fictional town in North Yorkshire. It is big enough to have two stations, Town and West. West is on an equally mythical direct line between Humberside and Teeside, running inland through the Yorkshire Wolds and Moors. The layout is firmly set in the BR North Eastern Region in that interim period that saw the

◀ The centre of town; the top of Scarsby West station building is in the foreground.







## Layout technical details

### Baseboards

My very close friend John Curtis, himself a modeller of great talent, played a significant role in the boards' construction. He organised the production of a significant number of kitchen-style units designed to allow for two different track levels (Town upper, West lower). They are topped with 12mm MDF which was sealed with varnish. This has meant that there have been no problems with the boards during periods of great heat and humidity. The advantage of this system is that it has given large areas of below-board storage, which can be hidden away behind the unit doors. The slight disadvantage was that working on the electrics was a bit more challenging.

### Layout control

I took a decision very early in the building process that I would keep the electrics to an absolute minimum. As an electronic luddite I had to face up to the undoubted benefits of DCC for this layout. All the locos are chipped and they are all controlled from one NCE Powercab controller. However I cannot get my brain round using the system for point control, so I have been very conventional and use Peco point motors along with the firm's passing contact levers. I have deliberately avoided introducing sound partly because of my lack of confidence in electronic wizardry, and also my opinion on the unrealistic quality of loco sounds, particularly steam.

### Track

Through tracks (Scarsby West) use Peco code 75 as I was able to rescue this from *Goathland*. The rest of the station area and the hidden sidings are Peco code 100. This was partly driven by the need to use insulfrog slip points to minimise the need for complex wiring. All track has been laid on a 40mm black foam, usually used



▲ BR Class 4 2-6-4T No.80120 is approaching Scarsby Town with a local train from Scarborough. D5512 and Ivatt 4MT No.43160 can just be seen behind the train awaiting their duties.

for upholstery. When I switched to DCC I also converted to Kadee couplings. These have proved very beneficial, particularly when it comes to dealing with terminating trains. Some magnets are surface-mounted and others set under the track.

### Hidden sidings

The hidden sidings area is very large and has a double junction where the tracks for Scarsby Town and West diverge. In addition there is a loco shed area with turntable. The main feature of the hidden sidings is a 12-road, 2 metre-long traverser also built for me by John Curtis. The length allows for the storage of a six-coach train with loco. There are some storage roads that lead off for extra space. The traverser was also built on 12mm MDF and runs on two industrial style runners. To date it has performed superbly.



demise of steam and the rise of diesels.

Scarsby's main industries are brewing and agricultural equipment manufacture and it is also a tourist haunt, thanks to its castle and the rambling available on the nearby moors. The mythical Teesside to Humberside line on which it lies, was supposedly developed after WW1 in which the German shelling of Whitby, Scarborough and Bridlington made authorities realise how vulnerable the coastal lines were to enemy action. A new line between existing stations at Helmsley and Battersby was built and because of its perceived strategic importance the line was double track throughout.

Scarsby West station is situated on this main route with Scarsby Town linked via a junction the other side of Castle Hill tunnel. The West station sees four regular semi-fast express through trains a day in addition to the busy goods traffic. The Town station handles mainly local traffic and the success of the introduction of DMUs has seen an expansion of these services to York, Malton, Scarborough and Whitby.

### The design

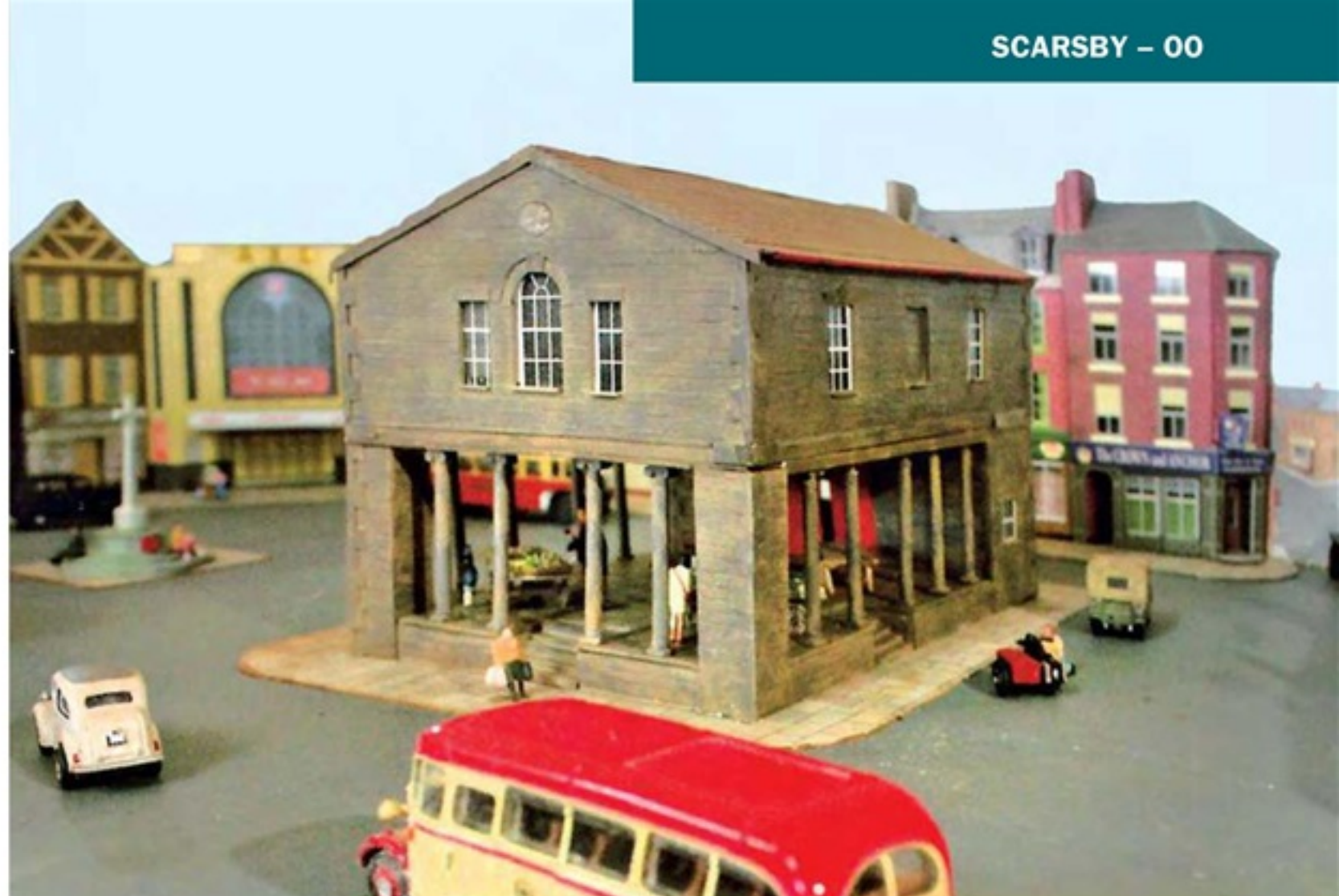
I wanted to avoid sharp curves in the viewing area that can spoil the effect of continuous run layouts. Moreover, I knew that I couldn't fit everything in the space available, so a simplistic approach was taken: there would be no loco shed or large goods yard 'on scene'. These are imagined off-scene, so in the station areas we have a small goods yard with a modest goods shed, Illingworth's coal stathes and the Scarsby Confectionery Company's factory. There is a carriage siding and, on the other side of the approach tracks, a two-road loco stabling point. It has no coaling facilities, but does have a water column and restroom for the crews. The three platforms can each hold six-coach trains with loco. There is an overall roof, but as this only covers two coaches, a canopy was later built along the main platform.

A main road crosses on a bridge at the platform ends. This provides a useful visual break. Castle Hill Road, with its row of terraced cottages joins the main road as it comes off the bridges. Beyond the cottages Castle Hill Road goes over a cattle grid and up towards the castle ruins.

Scarsby West station is much simpler. Capable of handling six-coach trains it has an island platform with a canopy running for about half its length. Although the Teesside to Humberside line is primarily for freight, there are four through passenger trains a day in each direction. A trailing crossover and a refuge siding provide a short term storage area to facilitate the occasional terminating train. At the Scarsby end the railway disappears into a short tunnel under the town centre. The town centre is on a hinged board to allow access to the centre of the layout and the tracks are on a sharp curve.

### Buildings

The station buildings were mainly built on foamboard faced with Vollmer dark stone



card (both 2mm and 4mm), which gives a reasonable representation of the stone used in North Yorkshire. The Town station building is a freelance design, with the canopy roof built using a light wooden framework and plasticard for the actual roof. The canopy extension was built using plasticard and Plastruct for the supports. The factory, and row of terraced cottages are again freelance designs typical of what can be found in North Yorkshire. They were built using a 40mm plasticard shell faced with Slater's stone. Windows and doors were obtained from York Modelling, which also provided the materials for the roofs.

The Market Hall was a real challenge. I based it on the one in Whitby, but realised that the combination of my lack of modelling skills and the lack of appropriate columns made a realistic model too hard. Again the upper hall was a 40mm plasticard shell as was the base. Wills York stone flooring was used, suitably weathered.

▲ The Market Hall is based loosely on the prototype found at Whitby on the south side of the town. The columns were actually ready made items just the right size found on eBay.

Scarsby Town signal box is the Bachmann Scenecraft Great Central resin building repainted in BR (NE) colours which seems to fit into its surroundings quite naturally. Scarsby West signal box started life as a Ratio kit, and then was adapted to become Goathland Summit box on the previous layout. It has now morphed into its present incarnation. The detaching gutter has been deliberately kept as a reminder of how run down our railways were allowed to become in the 1960s.

Selective use has also been made of resin and card buildings for the townscape.

Scarsby Town station building is a freelance design and was scratchbuilt using window frames from York Modelling.







▲ Colour light signals have arrived around Scarsby. The permanent way team are busy removing the old semaphore posts. My biggest mistake with this project is that I haven't learned from my previous situations – Scarsby isn't portable... so I have to resist the urge to move house.



▲ Workers are busy loading coal from the Illingworth drops, so emptying the coal wagon will have to wait. In the background a brand new Class 108 DMU has arrived on a test run from Derby via Doncaster and Hull.



▲ The restroom in the loco sidings is a grounded body kit from the Ratio range. Joe Barraclough and Ned Smith are chatting, no doubt Joe is telling Ned how much cleaner these new fangled diesel units are to drive. Some early 1960s graffiti adorns the side of the carriage.

## Landscape

This was created very conventionally with the use of polystyrene blocks overlaid with plaster bandage and a thin skim of plaster. The plaster was painted brown and then the scenery was built up with scatter and some real rocks for texture. Trees were an eclectic mix of kits, seamoss and dried hydrangea heads duly and liberally coated with Woodland Scenics foliage.

## Locomotives and stock

Having already built two layouts based in North Yorkshire I was quite well placed with a mix of ready-to-run steam and diesel locomotives. On the previous layouts I was very precious about which locomotives I should run and would not accept out-of-area interlopers. I focused on 4MT tanks (80116 – 80120), a 3MT tank (82029) and a Fairburn tank (42085) all of which I spotted during my Whitby visits. All were weathered and renumbered where appropriate. DMUs are mainly Classes 101, 108 and 105 all of which are geographically appropriate.

A few foreigners appear. The J15 has no right to be there, really, but it is a lovely loco and has become an honorary resident in North Yorkshire. A couple of BIs are justifiable and the occasional appearance of a Black Five does not raise eyebrows, but the ex-LMS 3F (43620) is a bit of a stretch... but it's my railway and it is in a fictional spot!

Coaching stock is a mix of ready-to-run coaches and some kitbuilt brass Gresley/Thompson suburbans. They all reflect the stock that was running in my chosen time scale. Wagons are a mix of ready-to-run and kit built. Most are weathered and the outer wagons on sets use Kadee couplings.

## And finally...

Designing *Scarsby* was made so much easier thanks to the late Dave Shakespeare's ideas which offered everything I needed: I am grateful for his vision. My decision to adopt DCC for locomotive control proved worthwhile as it has made operation of the layout so much less complex. I also feel that adopting the simple approach with the design, and not trying to fit in a loco shed or a big goods yard, has been sensible.

I must thank Karen for the tremendous support she gives me, thankfully she likes trains and often accompanies me on walks as I try to find the remains of yet another abandoned railway.

I also must thank Trevor James for his photographs and John Curtis, who is woodworker extraordinaire and a fantastic modeller; he assisted with the provision of the baseboards and the traverser.

Now earlier, I mentioned that Karen was to have the use of the other half of the double garage so she could get her car in. Well it will come as no surprise that after five years in our current house she still hasn't got it into the garage. The empty space has been taken up by a portable narrow gauge layout loosely based in Wales using Colonel Stephens' principles – but that's another story!



Why do we do it...?

# Hunslet Engine Co workshops reborn – part 2

**ANDY ROSS** makes progress on the planning of this unusual project with the aid of some larger 7mm scale mock-ups and reveals the early stages of construction.

*Model photography by Andy Morris*

In the first instalment last month, I related how awestruck I became when I removed the end wall of the original mock-up model. In that instant my layout plan had been transformed from a relatively simple working diorama with test track, into a fully detailed working model of Hunslet Engine Company's erecting shop. It would also include one end of the boiler shop with all the interior details including my old bench!



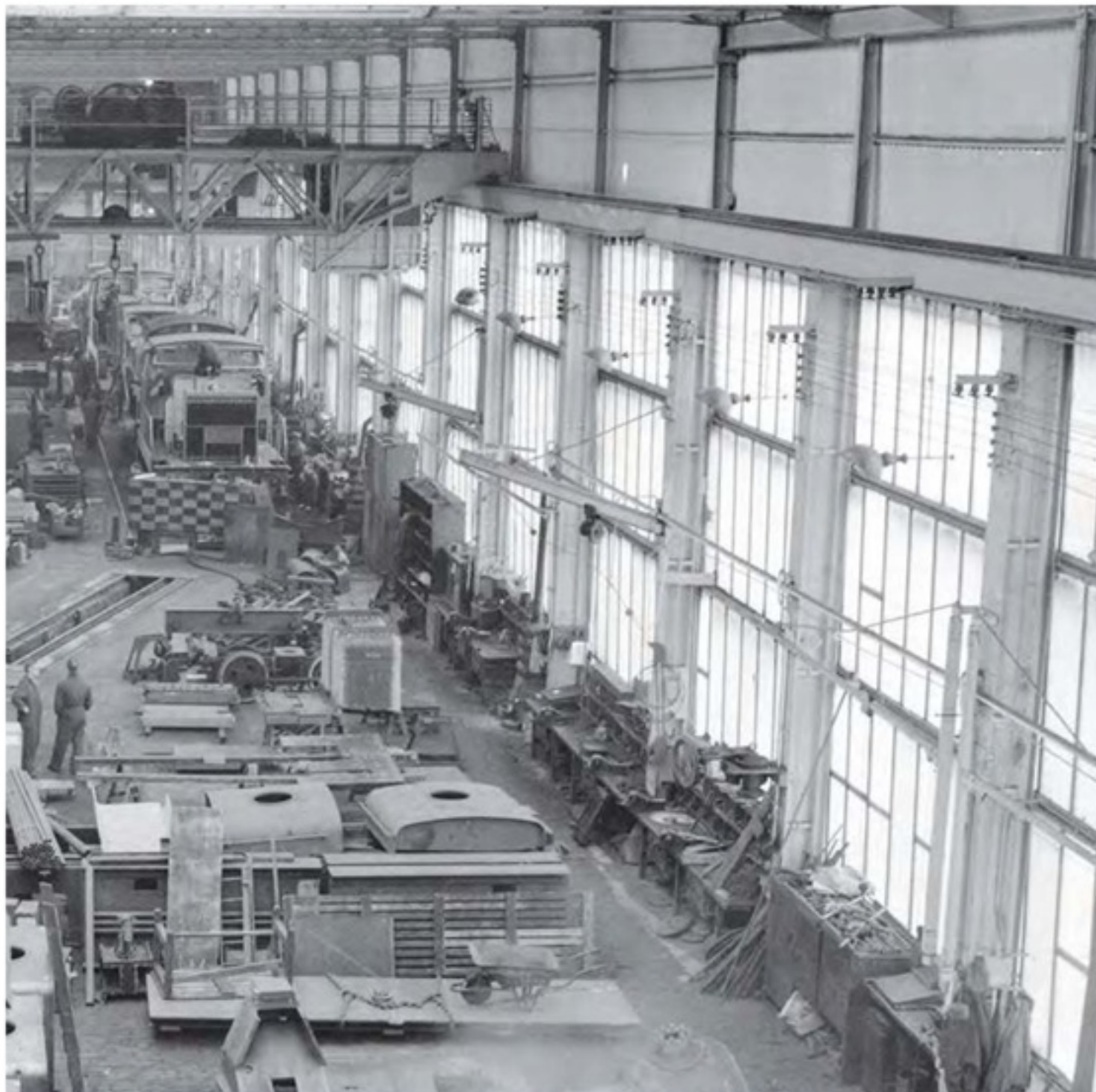
▲ With a Heljan Class 05 placed on the erecting shop floor, an idea of the impressive size of the project can be gauged.

Significantly it also meant that nearly everything inside the building would have to be scratchbuilt, especially the locos, as one can only have so many ready-to-run examples, like the Bachmann Austerities and Heljan 05s for instance. In addition, the locos that are to be portrayed in various states of build would also have to be built from scratch, as would all the tools and machines, stands on which the part-built locos sit on, and all the other items that filled the shops, as you can see from the accompanying photo, taken around 1968 during the building of a batch of locomotives for Sri Lanka. That is a lot of stuff!

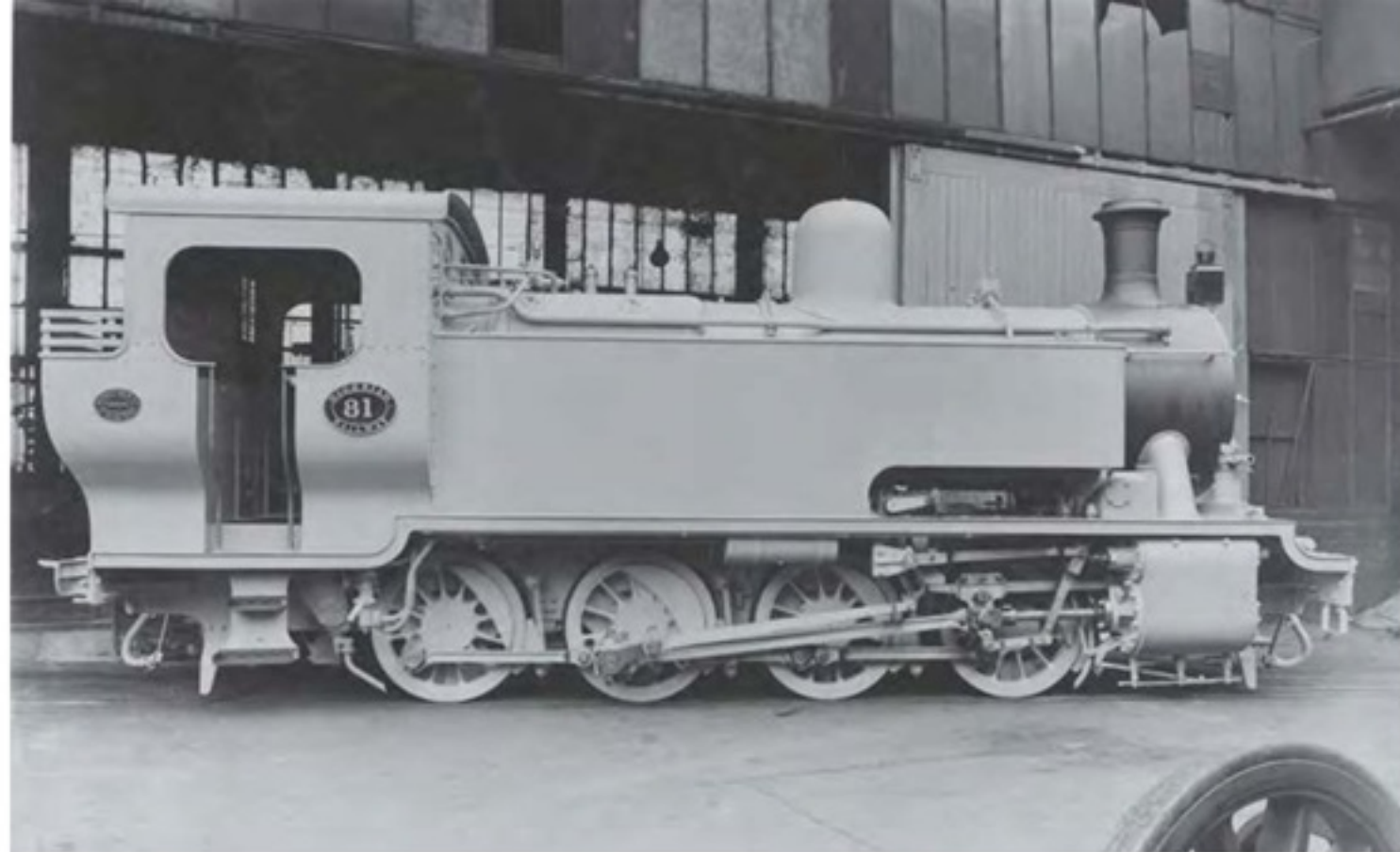
## Forecast and other challenges

How long will it take? Who knows? I am still spending time away from home with my day-to-day work. This limits the time available for actual hands-on model making, but does allow some time for working on the CAD drawings, for instance. As there are so many identical parts to be included, I chose to use a nickel silver etching process to make them as flat frets for bending and soldering.

◀ Adding all the fine detail – tools, machinery, pressings, components (and the coat rack and wheelbarrow!) – will take quite a while...







▲ HE works No.3352, delivered to the 3'6" gauge Nigerian Railway in 1946, standing outside the erecting shop main door illustrates how much you can see of the interior through the door.



▲ This uncompromising front end view of the same 0-8-0T shows it posed on the multi-gauge track that led from the side of the works.

This process also would come in handy for loco bodywork and chassis construction as mentioned later.

As a result, I have made a start on the structure, designing my own etched components for the building steelwork, including the crane columns and track, the lattice cross-beams for the erecting shop roof structure, the main beam that spans the side door and the 25T crane end carriages, main beams, etc.

At the time of writing this, I have made sufficient uprights and crane track sections to construct a short section of the main erecting shop structure. The purpose of this is to act as a test bench for the cranes in order to develop and try out the various drive mechanisms that will be needed. It will also be used to carry out maintenance checks on the cranes themselves, so they can be tested

without putting the whole layout up. As you will see from the photos I have also built the main assembly for the first crane.

The next job is to design the drive mechanisms, so it will function just like the real ones. Yes – I have given myself that challenge. The ultimate aim is being able to lift a loco into the air and move it down the shop suspended from two cranes.

As well as the etches used to put the test section together I acquired sufficient etches to enable me to start assembling the main structure, once the baseboard design is finalised as discussed below.

### Loco parts

I also started to draw loco parts which I included in the 'steelwork' etches so as to fill the sheets – I'm a Yorkshireman so waste nothing!

So far, I have frame plates for the Sudan 2' gauge 0-8-0 locomotives and complete frames for the 3' gauge Bord na Mona locomotives for the peat bog railways in Ireland. It's no coincidence that the first locomotives for which I have started drawing parts, are the very ones that I worked on during my employment at Hunslet.

▲ The 25T travelling cranes are taking shape in this view looking down the shop. This full-size mock-up was built from foamboard and card.





## Designing for presentation

One thing I don't want to do is concentrate just on the models themselves. This is a different type of layout, and its presentation and how it is to be viewed is just as important.

On my previous *Leeds Trams* layout the presentation and lighting was by means of a simple fascia holding florescent lights. These were added to the layout once the model was complete, not quite, but almost as an afterthought.

When I made the first mock-up I incorporated a fascia and its support as an integral part of the structure of the layout/baseboard. In reality it needed to be designed both to help with presentation and to encourage the public to look at the different features from the best possible viewing positions. In addition, with the fixed buildings on the model, it would also have to provide protection for them during transportation. With all this in mind a complete rethink on baseboard construction became essential.

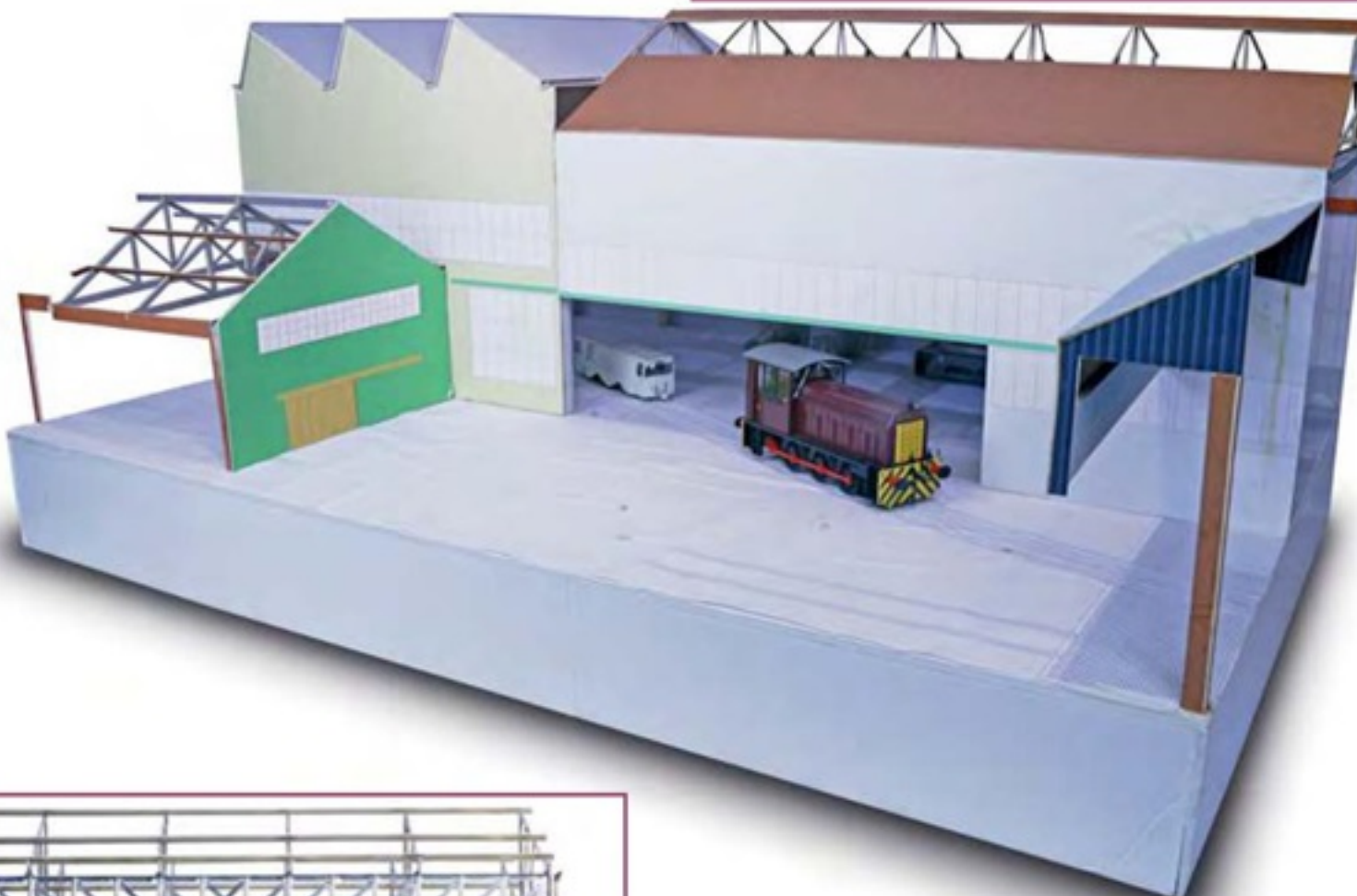
I turned to my good friend Peter Kirmond, who like me aims to produce layouts that are "...different from the norm." His O gauge model of Laramie Engine Terminal in America, is a case in point. Complete with Big Boy locomotives and a huge turntable all fitted into an incredibly small space, it has unconventional viewing from three sides rather than just one or two (see *CONTINENTAL MODELLER* November 2017 and his website [www.laramieenginetterminal.com](http://www.laramieenginetterminal.com)).

As part of that project Peter did a lot of research into the optimum height for the layout, the lighting, and the best way to protect the structures during transportation. Peter offered to work with me to come up with a design for my project. This also needed to take into consideration the total weight, as with the large amount of nickel silver etchings to be used, I was beginning to get concerned about how heavy the display would be.

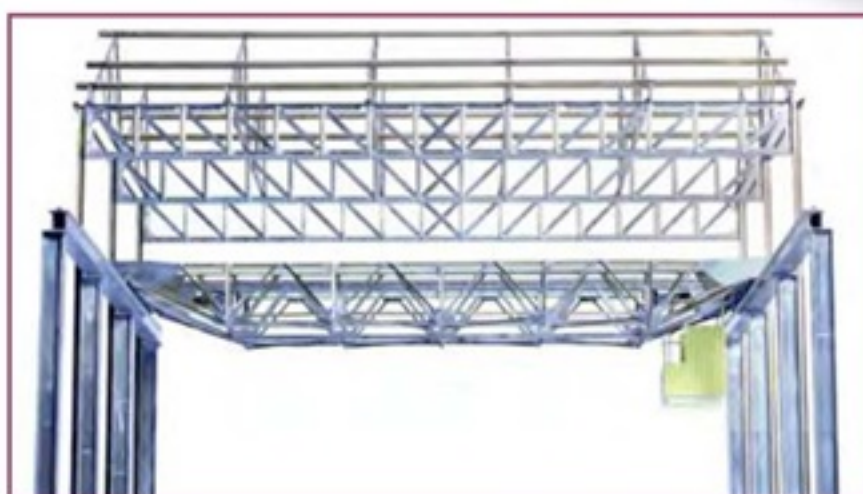
Peter has also suggested that I need to leave the frosted windows out on the far side of the erecting shop to give more viewing options for the interior details. At the moment I am not too sure as this would not be a natural viewing point when you compare the model to all the photos. Either way this is the one thing on which we shall decide as we go along.

## Full size sectional mock-up

As well as the 2mm scale mock-up featured in the first instalment last month, I have also built a short section of the erecting shop in 7mm scale from foamboard and cardboard. I did this to establish how much access I would have through the end of the shop to fit out the interior, for access to the working



▲ The first section of the works in model form; compare with the photos opposite. Welcome feedback from showing the mock-ups has given the project new impetus.



▲ Two views of the actual works structure in 7mm scale assembled from the first etches produced, as made possible using the mock-up to flag any potential problems such as crane clearance, etc.

cranes, and to give a feel for the physical size of the main buildings. The mock-up also confirmed that the project was both viable and achievable. It was also used, with the help of Peter and some adjustable trestles, to confirm the best height for both viewing and working on the layout.

The mock-ups have proven to be invaluable tools both from a visualisation point of view, and to help spot and eliminate potential problems before spending hours of work on the etching artwork, and possibly even pounds spent on materials that might be wasted. I would certainly recommend anyone embarking on a new project to go through this process.

## Visitor feedback

Both mock-ups have also been exhibited as part of a demonstration stand which also includes a photographic slide show of the old works. The feedback received has been very positive, especially now I have some of the structural and crane parts to display. Lots of visitors have expressed their interest in the project which is always good for one's motivation.

## What's in a name?

This is very much the dawn of the recreating the Hunslet Engine Co Workshops in miniature. I am sure it will be a long-term venture and take several years to complete, though in all fairness, I doubt if it will ever be 'finished' as I plan to set out the interior with interchangeable mini-scenes depicting different locomotive builds so as to generate as much on-going variety as possible. That, I suppose is a slightly different take on the interchangeable period notion which many modellers use to add further interest and depth to their projects. The model will not therefore portray any particular set date. I have always accepted the time frame would be a bit woolly, and it's because of this that the layout is not going to be called *Hunslet Works*, or even *Hunslet Engine Company*, as the title of this two-part feature suggests. Instead when the layout hits the exhibition circuit its name will probably be based on part of the old address – 125 Jack Lane – perhaps, or even just the old post code – LS10 1BT.

With the editor's accord I shall be providing periodic updates on this somewhat out of the ordinary model railway feat as the various elements come together, focusing on some of the methods and techniques adopted. Do please join me in the adventure.



Change here for the Farne Islands...

# Dunstan Harbour

Imagine if you will, a small rail served harbour on the Northumberland coast acting as a ferryport for the Farne Islands. **ALAN BLACKBURN & NORMAN COOK** did just that and set their resultant 'just supposing' OO gauge terminus in LNER days.

Photography by Rebecca Flynn

In 1890 His Grace the Duke of Northumberland decided to give his approval to the rebuilding of Dunstan Harbour, situated at the foot of the cliffs on which is perched that most iconic of ruins,

Dunstanburgh Castle, home of the early Scottish Kings. The plans were for a new ferry terminal to cater for the growing interest in trips to the Farne Islands. A short branch line was built by the North Eastern Railway, and as the Victorians, and later Edwardians enjoyed their day trips to the Farnes, the harbour and station became a busy place in

the 1930s, the period of our model.

While there is no need to give a fictitious model a history, it does give a sense of time and place and makes it easier to get the picture right. For us, being narrow gauge steam drivers as well as modellers, and living close to the beautiful Northumberland coast, the setting and timescale was an easy choice.

The crew of the paddle steamer prepares for a pleasure trip to the Farne Islands for seal and bird watching, though on this day there's a distinct lack of interested passengers. Perhaps the choppy waters are putting folk off the idea!







▲ Creating the choppy water effect was a lengthy process, as detailed overleaf, but the result has received many compliments.

The layout idea came from Norman's interest in building a small quayside shunter, which slowly grew into a larger harbour layout for the two of us. With common interests in shunting and scenery, our aim was to portray as close as possible a picture of a small but thriving harbour of the 1930s.

### Laying the foundations

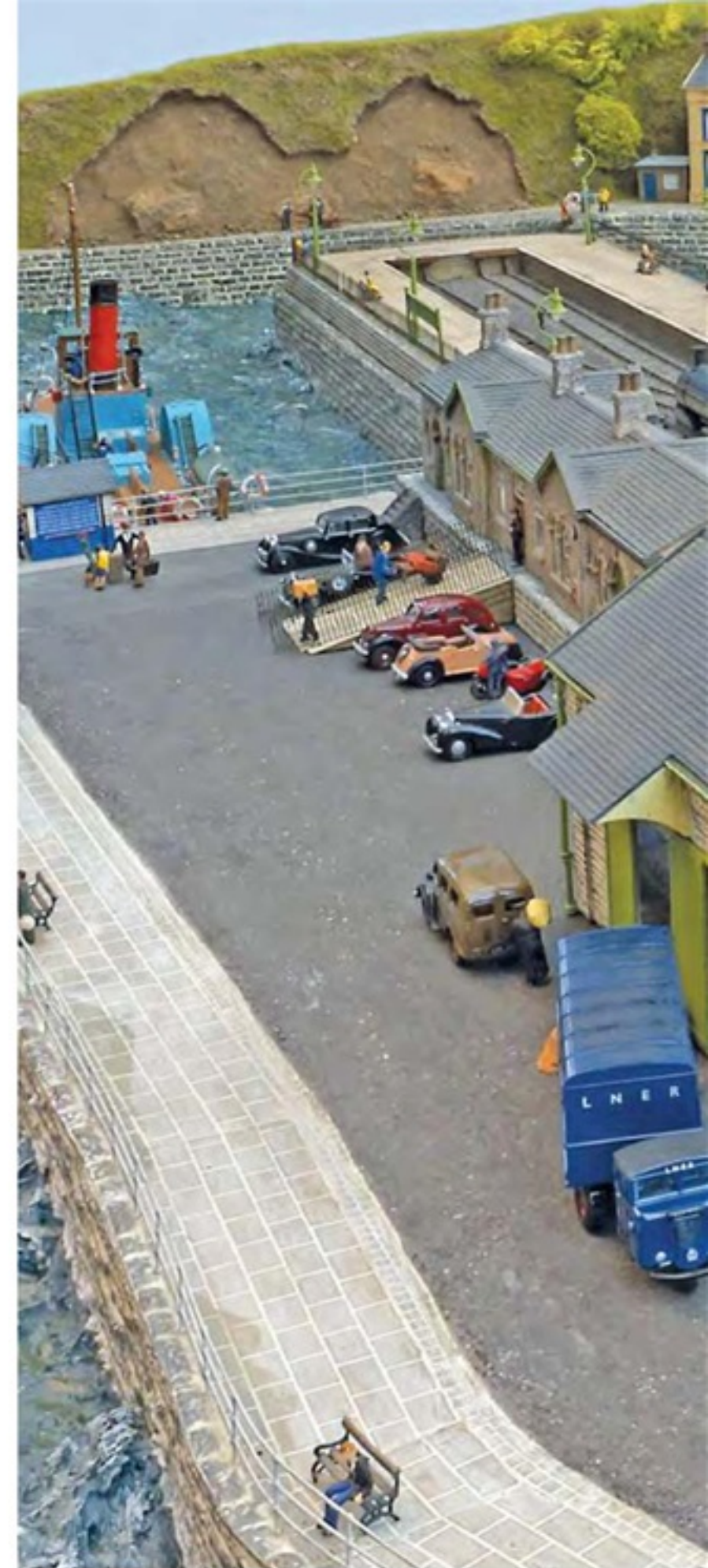
Fitting a ferry berth, fishing wharf and railway terminus into a harbour meant quite deep boards, 32" in fact, so to make handling easier, the three scenic boards are only 43" wide. They are built from 19mm pine framing with 6mm ply tops.

We chose C&L track, for its visually pleasing wider sleeper spacing. Not ready to start building points, we used Peco ones, medium radius with over-centre spring cover and oversize timbers cut off. Ballast is a mix of Woodland Scenics and Green Scene ash as per NER practice.

No NER branch terminus would be complete without a turntable, and we planned on a 60' one. Unfortunately, having built the boards, we could not find a reliable model or conversion, so at this late stage we had to squeeze in a Heljan 90' one, which was converted with UK style handrails and wooden decking. The revised approach track to this is really too tight a radius, but being at the back of the layout it is not too obvious.

The fiddle yard has a 36" turntable with three sets of double tracks, and was built from softwood with a 6mm ply top, and a large turntable bearing. Track location is by removable-pin hinges. Our first effort was not accurate enough for the finescale double track entry, and had to be rebuilt. External end stops are provided for all roads, and power is disconnected when turning, to





▲ The paddle steamer was built by Norman Cook from a Langley Models kit. The fishing boats are Artitec resin kits and all are waterline models.

avoid that scary moment when the wrong train departs the fiddle yard over the side!

### In deep water

When I agreed to build the harbour, my fallback was conventional modelling of calm water. But really, the North Sea just doesn't do calm!

So I experimented, and while plaster might have worked, it was going to be pretty heavy – and then in Homebase I found lightweight fillers.

The harbour water is a layer of this, applied direct to dry ply, as I thought this would key in best. The calmer water was moulded with some crunched-up then flattened aluminium foil pushed lightly on the top. The boat hulls were covered in clingfilm and pressed into the filler.

The heavy sea was done with ridges of the

filler applied with plastic gloves and a certain way of finger movements that gave the wave effect. Once dried it was tidied up with a knife, and the inevitable voids filled with lightly thinned filler using a paintbrush. The wave troughs were painted in greens, then deep blues for the waves. In order to enhance the water effect, the whole area had Woodland Scenics E-Z Water dribbled and brushed over it, so that all the hollows were filled, especially between the large waves. It's only a few millimetres thick, but it makes quite a difference. Dry brushing the wave tops with pure white paint finished the job.

I am pleased with the result, and we have had quite a lot of compliments on it, but as a small caveat from an average modeller, it is not as easy as it sounds!

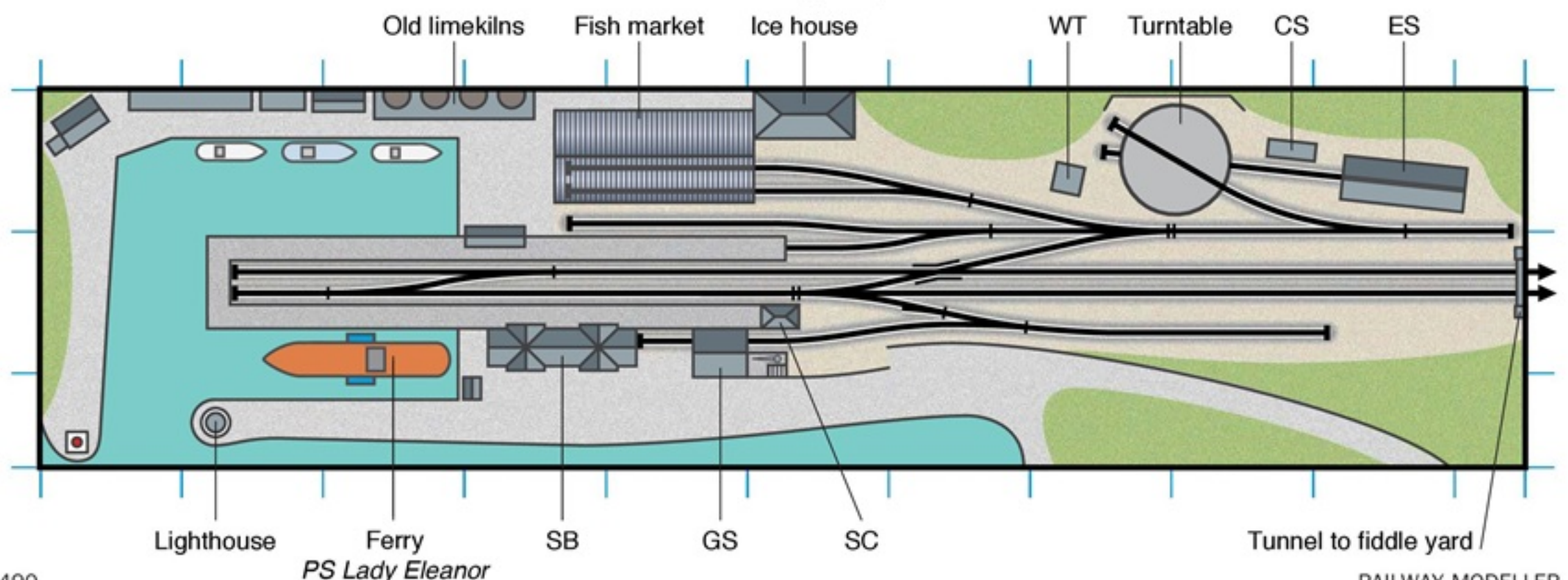
The harbour walls are Slater's 7mm scale coarse stone, which gives the look of Victorian heavy stonework. The railings are model boat stanchions and brass wire, strong and easily curved. The lighthouse is a cut down Artitec one, to match the one on the harbour wall at Seaham.

▲ Fish vans are mostly Bachmann OO gauge ready to run examples, though examples built from Parkside kits are also in use.

▶ A Heljan 90' turntable, suitably angliscised by adding new railings and wooden decking, had to make do for what should have typically only been an LNER 60' one: so we can even turn Pacifics if need be!

## DUNSTAN HARBOUR

Overall scenic dimensions: 10' 6" x 2' 8". Each grid square = 1ft x 1ft.











▲ The NER, allegedly, had a signal for every manoeuvre, so we created this gantry for Dunston Harbour from several Ratio kits.

The fishing boats are Artitec kits, and the ferry is a paddle steamer kit from Langley, made by Norman. We added mooring hawsers, brass bollards and a gangplank and crew to finish the scene.

### Landscape and buildings

The hills were formed from polyurethane boards, shaped with coarse rasps, and covered in thin light filler mixed with paint. Static grass was used, darkened with a brush for wetter areas. The road was made from loco ash on a filler roadbed, sanded flat, which sounds odd but it looks quite good.

Most of the buildings are modified kits or resin buildings, with a few scratchbuilds. The station building is two Hornby 'Haworth' stations, sold out of 'The Railway Children' box sets. By judicious cutting I was able to make a larger station with central entrance, something more in keeping with a Ducal estate.

The signal box started out as a Midland kit from York Modelmaking, found in an inexpensive bin at a show, and altered to look like a NER box with a rear-positioned frame and front stovepipe.

The Wills goods shed at the front of the layout has the interior detailed, so unloading vans can be seen through the shed.

### Down to the wire

It is often said that whatever the move, the NER had a signal for it, so we had to have at least some signals. Norman built some Ratio

lattice post ones, but the station really needed a signal gantry. This was built from several Ratio kits using long bracket posts with a central lattice spine, new deck and various posts.

If you have a signalbox, then you need telephone poles, and we used the wood and brass ones from Express Models. Having built

a transition pole to cross the track to the signal box, I found our operators kept muttering about telephone wires.

I couldn't see how this could be done over a baseboard joint, but Norman suggested trying back-to-back poles. It sounds odd, but it seems to work, or it is not as noticeable as we thought it might be. I used light grey





The Wills Craftsman goods shed, although of Great Western design, doesn't look out of place on a Northumberland LNER layout.

cotton because we couldn't see black. I found later that pre-war wires were bare copper, and they weathered to grey/green – perfect!

The finishing touch was adding the figures and equipment to bring the layout to life. Trains need workers, staff and passengers; ferries need supplies and sailors; fishing boats need fishermen and fish, and so on. All are set in the likely activities of a busy harbour.

### Locomotives and rolling stock

Locos are all ready-to-run, fitted with DCC sound, being a mix of suitable LNER passenger and freight locos from the major manufacturers. The harbour shunter is a Dapol Sentinel 0-4-0 permanently coupled to a shunters' wagon with extra pick-ups.

Coaches are Hornby Gresley non-gangwayed teaks, plus a set of old Tri-ang clerestory ones with new bogies and roof vents, in NER crimson. Wagons are a mix of R-T-R and Parkside kitbuilt fish vans, open wagons, and a birdcage brake. All are lightly weathered.

For couplings, we use modified tension-locks and magnets (see below), and for closer wagon coupling we cut the nose of the NEM pockets so that the coupling hoop is about 1mm proud of the buffers. This gives more realistic spacing, yet wagons can still be shunted through our points.



For fixed rakes, we use a 3D printed rigid three-link coupling for NEM pockets from James' Train Parts. These are flexible, close coupled, and are nevertheless compatible with medium radius points. Painted steel they are quite effective.

### Operating and display

For exhibitions we run to a timetable that replicates a typical day, from the early ferry and empty fish van stock; the busy later ferries, the fish trains for Newcastle, and the daily pick-up goods; to finally the late return ferry run. It takes about an hour and a half, and is quite intensive, so this is a good time

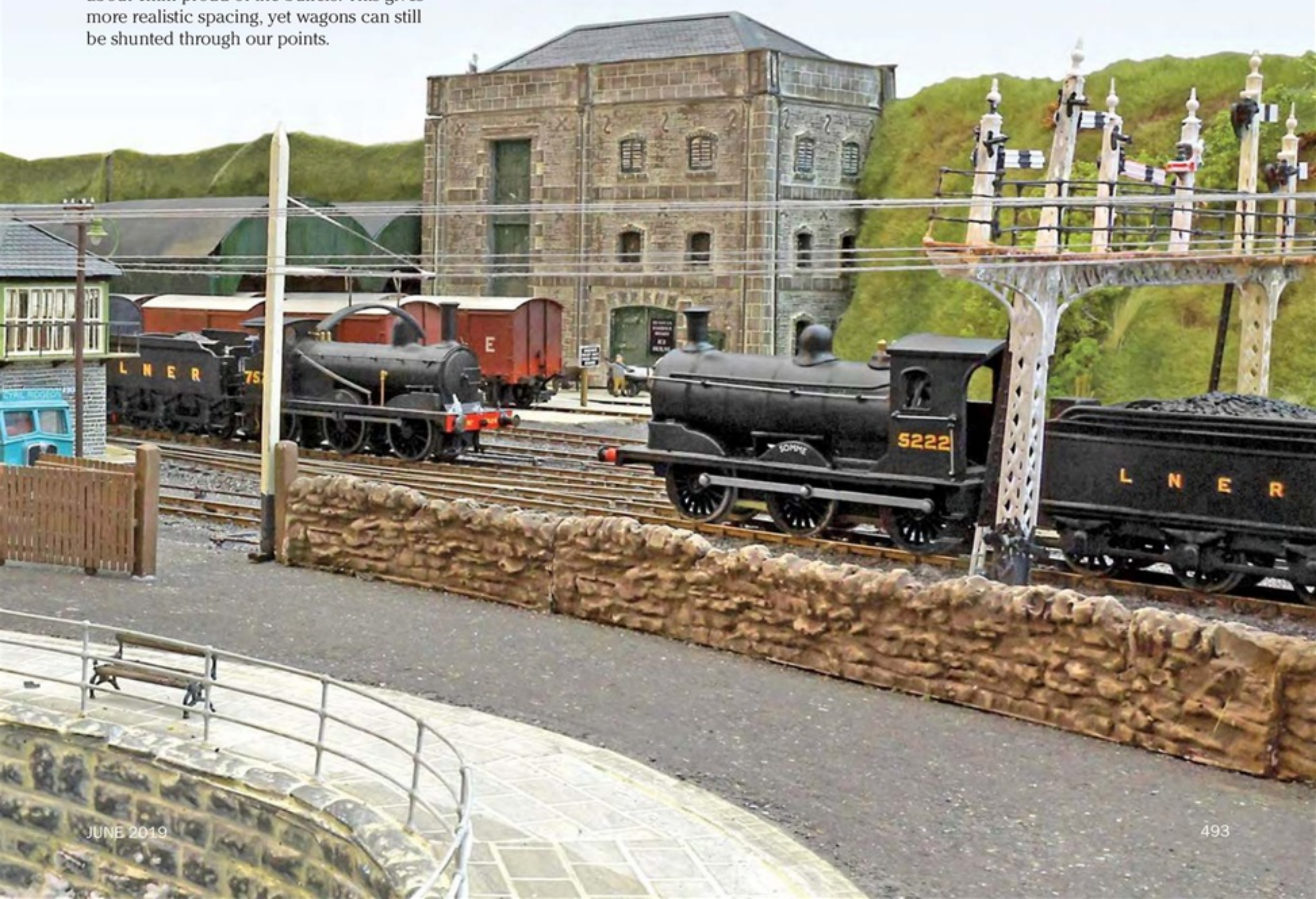
to thank our operators from Darlington Model Railway Club.

### And finally...

So far we have not travelled outside the north-east, so if you would like to see us in your area, contact Norman by email – [norm\\_cook@yahoo.co.uk](mailto:norm_cook@yahoo.co.uk).

We are still adding improvements to the rolling stock, and there was mention of fishing boats rocking in the breeze...

Look carefully at the fish van by the warehouse and you can just see the raised hook on the modified tension lock coupling.





Heritage prototype inspiration

# The Shipley Glen Tramway

*Have you ever thought about modelling a cable-hauled tramway as an adjunct to the main layout? Here we examine a little-known example which celebrates its 125th anniversary in 2020. Notes by*  
**CHRISTOPHER WADE**, with  
photography by **DEREK SHORE**.



**N**ever heard of Shipley Glen? Well that's not surprising as it doesn't appear on any maps. The 'Glen' is actually the rocky channel cut by Lode Pit Beck as it flows gently down an escarpment in the middle of suburban Shipley and Baildon. The area is covered by woodland; Walker Wood and Trench Wood to be precise, so dense that even the sentinel eye of the Google Earth satellite cannot penetrate: a faint dotted line gives a suggestion of something lurking beneath the trees if you choose to look. Yet, the tramway has been there since 1895 taking tourists from, well,

the bottom of the escarpment, to the top.

That it has survived for so long is down to fate and, today, an enthusiastic band of volunteers backed by the Shipley Glen Tramway Preservation Society Co Ltd, which help to keep the little gem of Victorian travel alive. There are two stations, or rather tram stops, one at the top of the incline which houses the cable winding gear, and one, naturally, at the bottom. Two open-sided tram cars operate the 20" gauge twin-track route, both clinging to the continuous cable by means of some hefty all-metal clamps attached to the underside of the four-wheel

▲ **The lower station, with a car loading passengers. The cable turns through 180° underneath the concourse.**

rigid chassis. The cars have 'toastrack' seating with adjustable backs for up or down directions.

## **Build a model**

This sort of project will appeal to those modellers who love to tinker with novel drive mechanisms and unusual challenges. Unpowered tramcar models would probably benefit from a metal chassis, with extra





▲ The cable runs on rollers set between the running rails, interspersed with pulleys to keep the cable centred.



▲ The cable is secured firmly to each end of the cars. Guard rails keep the rail heads clear.

weight underneath, to help keep them on the track, especially if OO9 track was utilised in 4mm scale. The fairings, canopies and seats could be fabricated from plasticard, with wire roof supports.

There will be several ways to tackle the mechanical mission of getting the cars to run



▲ In this view of the upper station, the winding house is just discernible at the rear of the building. The roofing itself would be an interesting modelling project.

smoothly. One way might be a single cable (nylon line or similar) linked to the two cars and fed around a small electric motor-driven pulley wheel hidden in the top station building. Some means of adding friction to the wheel to stop the 'cable' from slipping would be necessary.

All in all a little project with no track wiring, pick-ups, or on-board vehicle motors to worry about; and a great research opportunity over the summer months. [Ed. – *the Shipley Glen Tramway* is listed in the free *On The Rails* guide, included with this issue, on p27.]



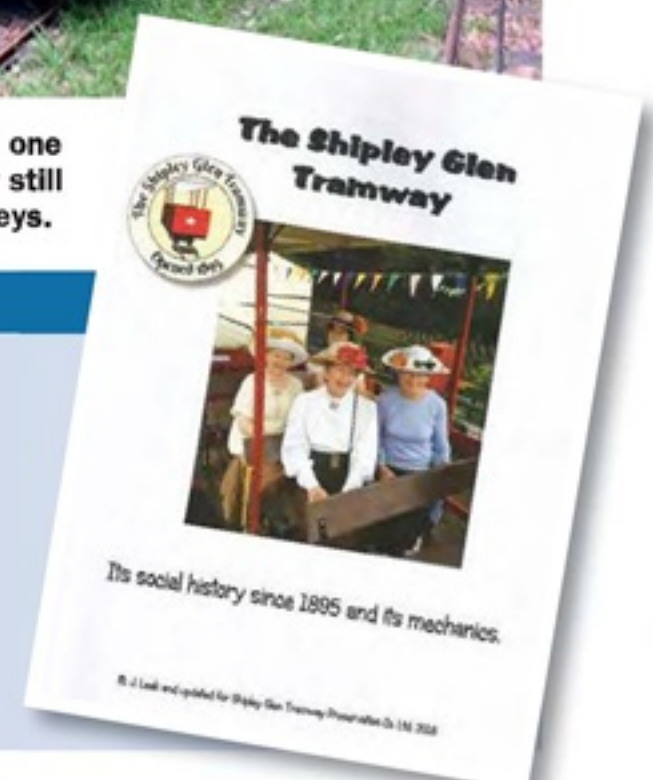
▲ The upper level station. Note that only the narrow island platform is in public use, the offside of each car being equipped with full-length 'fenders' as protection from lineside vegetation.



▲ On quiet periods only one car is used, but the other still has to make all the journeys.

### Further information

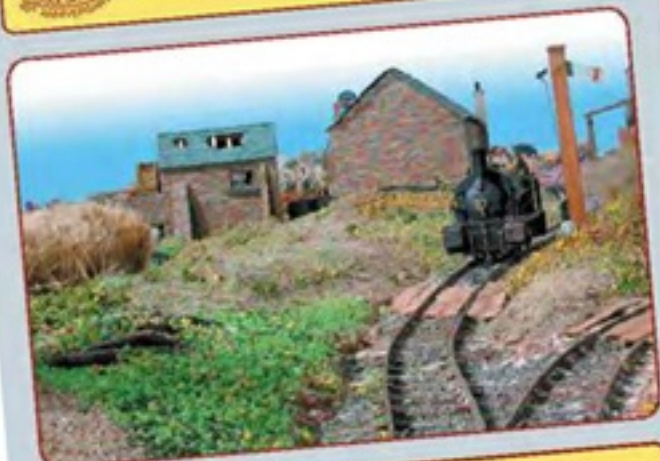
The Shipley Glen Tramway,  
Prod Lane, Baildon, Shipley,  
West Yorkshire BD17 5BN.  
Opening times: Sundays only from  
6 January until 29 March, then  
Saturday & Sunday 1200 – 1630.  
[www.shipleyglentramway.co.uk](http://www.shipleyglentramway.co.uk)  
A guidebook (right) is available.







### The 7mm Narrow Gauge Modeller's Handbook



A collection of modelling articles from the pages of *Narrow Lines* magazine to celebrate the 40th Anniversary of the Narrow Gauge Association's 40th Anniversary

### Your introduction to THE 7mm NARROW GAUGE ASSOCIATION

for the 6mm, 1/4 inch, 7mm & 8mm to the foot narrow gauge modeller.



▲ The full colour 7mm Narrow Gauge Modeller's Handbook is a present day offering from the Association and contrasts with one of the early publications in black and white.

### 7mm NG Association Show

This takes place at the Town Hall in **Burton upon Trent** on Saturday 8 June 2019 from 1030 to 1630. See Societies and Clubs for further details. *Worton Court* (see main text) is being revived, and will appear at the event.

# Life begins for the 7mm Narrow Gauge Association as the group hits 40

*This association is the leading group supporting modellers who build narrow gauge model railways to 1:43 scale which run principally on 0-16.5 gauge track.*

Life might begin at 40 as the old adage goes, but in truth, this worldwide association of narrow gauge modellers has already spent a very fruitful existence.

The Association was inaugurated following an invitation to the custodians and builders of the *Cottesmore Light Railway* layout to the National Exhibition of the Model Railway Club at Westminster Hall in April 1979.

The CLR was the work of five members of Twickenham & District MRC: Roy Thurston, John Langridge (both now deceased), Geoff Thorne, Laurence Murray, and Stephen Brown. It was a NG modular layout, operated from the front, and featuring Kadее couplings. The operating group expanded, and some of the modules moved to Staines.

At that MRC exhibition, some of the *Cottesmore* operators met with Don Mason, a modeller already interested in developing the 7mm scale narrow gauge genre in the hobby, and shortly thereafter he constructed his first 0-16.5 layout.

Don placed an advert in the model press, asking for contact from anyone with similar interests to help form a Narrow Gauge Association.



An inaugural meeting was held at Don's house late in 1979, where the foundations were agreed. Don Mason became the first Chairman with Geoff Thorne, Secretary; Geoff Hewitt, Publicity; Bill Corser, Membership. Other founders were John Stitson, Treasurer; and Andrew Hastie, Trade Liaison.

In 1979 there was very little trade support, and most 7mm NG modellers had to 'make do and mend' with OO mechanisms, bodies and underframes. Encouraging the trade, and developing an identifiable market, would be a key activity for the new Association.

Recruiting members was another key aim. Don Mason produced the first edition of *Narrow Lines* in February 1980. Geoff Thorne

A view of the *Cottesmore Light Railway* with handbuilt narrow gauge trackwork.  
Photograph: author's collection







▲ Another scene on the CLR, this time a section with dual gauge, with *Atlantic* crossing the standard gauge tracks.  
Photograph: author's collection

designed a Membership Application form that was sent to anyone who responded to the publicity and was willing to part with the £5.00 initial subscription.

The effort produced enough members to hold an Extraordinary General Meeting: 42 members in fact, and other interested parties, attended on 21 June 1980 at the Alumwell Centre in Walsall.

There was a large display of models, and two layouts: *Worton Court* by John Langridge (one of the *Cottesmore* modules) and *Stoke Goldington* by Chris Holmes. *Stoke Goldington* later had a *Cottesmore* 'interface' board fitted, and both layouts appeared together at several shows, the biggest being a 64' run at Sandown Park, when it took a stopping train 10 minutes to get from one end to the other!

Geoff Hewitt designed the 7mm logo which was adopted following a competition amongst the membership: it appeared for the first time in *Narrow Lines* No.4.

The rest, as they say, is history, but one which we hope other founders and early members would want to contribute their memories and recollections ...

With special thanks to Stephen Brown, Laurence Murray and Geoff Thorne.

[www.7mmnga.org.uk](http://www.7mmnga.org.uk)



Contemporary 21st century 0-16.5, in the guise of *Ashbourne (Park Road)* from the Trent Valley Group of the Association.  
Photo: Steve Flint



▲ From left: Roy Thurston, John Langridge, Laurence Murray, Stephen Brown and Geoff Thorne taken during the early years of the Association.  
Photograph: author's collection



▲ Another shot from eye level of the same station on the Trent Valley Group's *Ashbourne (Park Road)* layout.  
Photo: Steve Flint



# Ealing Road in perspective

In this third instalment examining the Missenden Modellers' Great Model Railway Challenge entry Ealing Road, **ANDREW HICKS** explains how the forced perspective effect was achieved.

Photography by the author or as credited



The really *Big Idea* behind *Ealing Road*; the thing that evokes the most commentary at shows, is its use of forced perspective. Perspective refers to the visual effect in which things appear to diminish in size as they get further away from the viewer, in which parallel lines appear to converge onto a point on the horizon. Forced perspective is a deliberate optical trick – more commonly known as an optical illusion – in which objects of diminishing size are arranged such as to create a perception of greater distance. by mimicking the effect of perspective. There is more to it than that, of course (which we will come to in a bit), but that is the basic idea.

Paul Bambrick is the undisput-

ed master of forced perspective in the world of model railways (see RM May 2016 and April 2017). Paul has created some stunning backscenes in 3D that merge seamlessly into the scenery in front of them and regularly teaches his techniques of building 3D backscenes at Missenden Abbey.

It was there that Barry Cossins (captain of the Missenden Modellers team in season 1 of *The Great Model Railway Challenge*) got the inspiration that would lead to *Ealing Road*. Indeed many of the other techniques we used were also learnt at Missenden.

The original design for *Ealing Road*, once we had settled on our theme of London-East-End-Grimy-

Docks, called for a road running behind the viaduct with terraced houses on either side. The visual effect we were after was a sea of chimneys flowing into the backscene. There was initially some debate among the team as to the sanity of building houses that would be mostly hidden from view, given the time constraints of the show to build the whole thing in 24 hours. That was nothing compared to the argument when Barry suggested we increase the number of terraces

▲ A view across the central part of the finished layout showing the rows of terraces gradually reducing in scale to give the effect of greater distance.

from two to five (see Fig 1). The point, Barry insisted, was visual impact not operational interest. We were building a landscape with a railway running through, not a railway with landscape around it. There is a difference. He was right.

We named the front road

As seen on TV in

THE GREAT  
**MODEL RAILWAY**  
CHALLENGE



'Ealing Road', after the studio whose films inspired most of the cameos on the layout, and the rear road 'Balcon Street' after Michael Balcon who headed Ealing Studios during its most prolific and successful period. 'Miramont Place' (the set of *Passport to Pimlico*) connects the two roads on the right.

From the outset we agreed on Scalescenes self-print kits as our preferred choice of building. Metcalfe buildings are good quality and usually much quicker to build, but we had already cast sanity out of the window: the advantage of the self-print card kits is that one can select any scale when printing them by using the percent printer setting, and thus ideal for perspective reduction.

A test build showed that they take about 10 hours per house and quick calculation led to the conclusion that to build them all (over 80 buildings) within the 24 hour time limit would require a team of 30+ people.

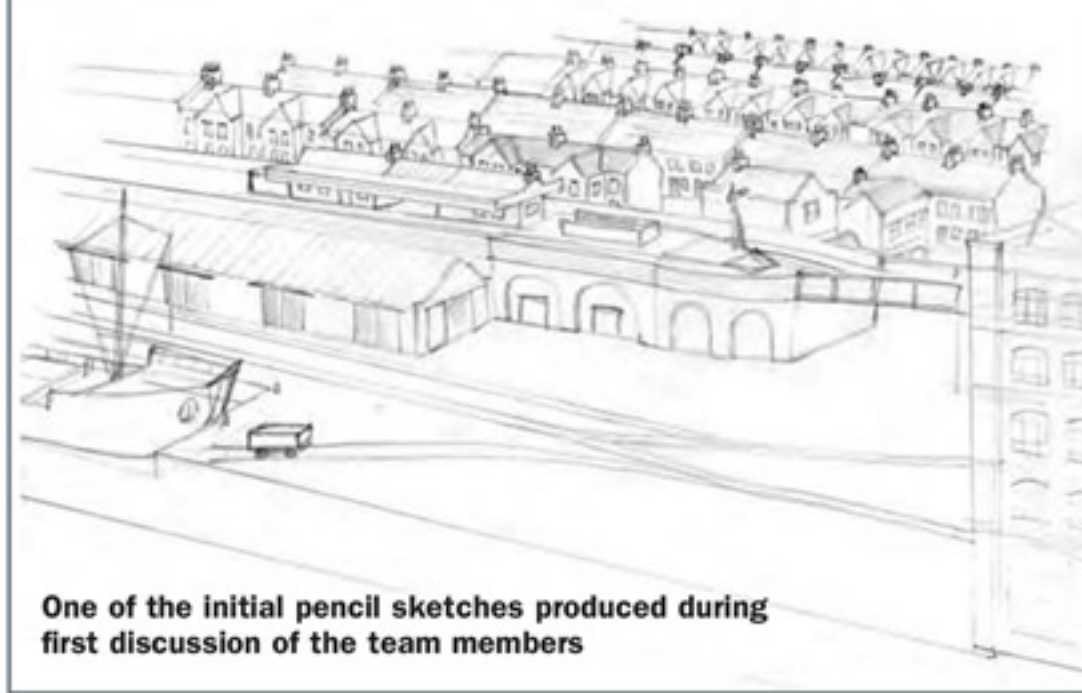
Fortunately, Barry assured us, the production company had already agreed to accept whole clusters of buildings as single prebuilt items: so no worries there then [Ed. – *the competition judges did, however, have a different view!*]. Nevertheless, after looking at the row of test-built houses in reducing scale, it was just so mesmerising, that we just had to press on and do it (see photo 1).

### Reducing scale

Everything close to the track had of course to be at 4mm scale (100% on the printer). The reduction in scale started immediately behind that. We decided that the very back row should be 2mm scale so we could use Metcalfe N gauge low-relief terraced house backs, weathered by team member Kiwi, who made them blend in with the Scalescenes houses.

The intermediate rows were set to decrease in stages from 100% to 50%. Rather than scaling down in linear steps (100, 87.5, 75, 62.5, 50) we set our scaling as 100%, 90%, 80%, 70% and 50%. Forced perspective looks better if scale decreases in exponential steps rather than in identical fixed steps. This is because equal distances appear to get closer together as they approach the horizon; like a row of telegraph poles. Done properly the buildings should also have got flatter

Fig 1



One of the initial pencil sketches produced during first discussion of the team members

towards the back. This is known as 'foreshortening' – when an image in 2D gets compressed when viewed at an oblique angle.

Paul Bambrick does this sort of thing; but we had to operate with-

in the limits of the competition. To keep things simple we progressed from the low relief 2mm terrace directly to the 3D laminated backscene as an acceptable compromise.

### View point

Another challenge to overcome with 3D forced perspective is to make sure the perspective lines all point in the right direction to the horizon. Houses of diminishing size on a flat baseboard will have forced perspective lines that point downwards – towards a horizon level with the board. This is fine if the model is to be viewed only at track level. If it is to be viewed from normal standing eye height then it should appear as if viewed from a tall building, helicopter or balloon – in which case the horizon will be higher (level with the viewer's eye – see photo 2) and the perspective lines should point upward towards a horizon point on the backscene.

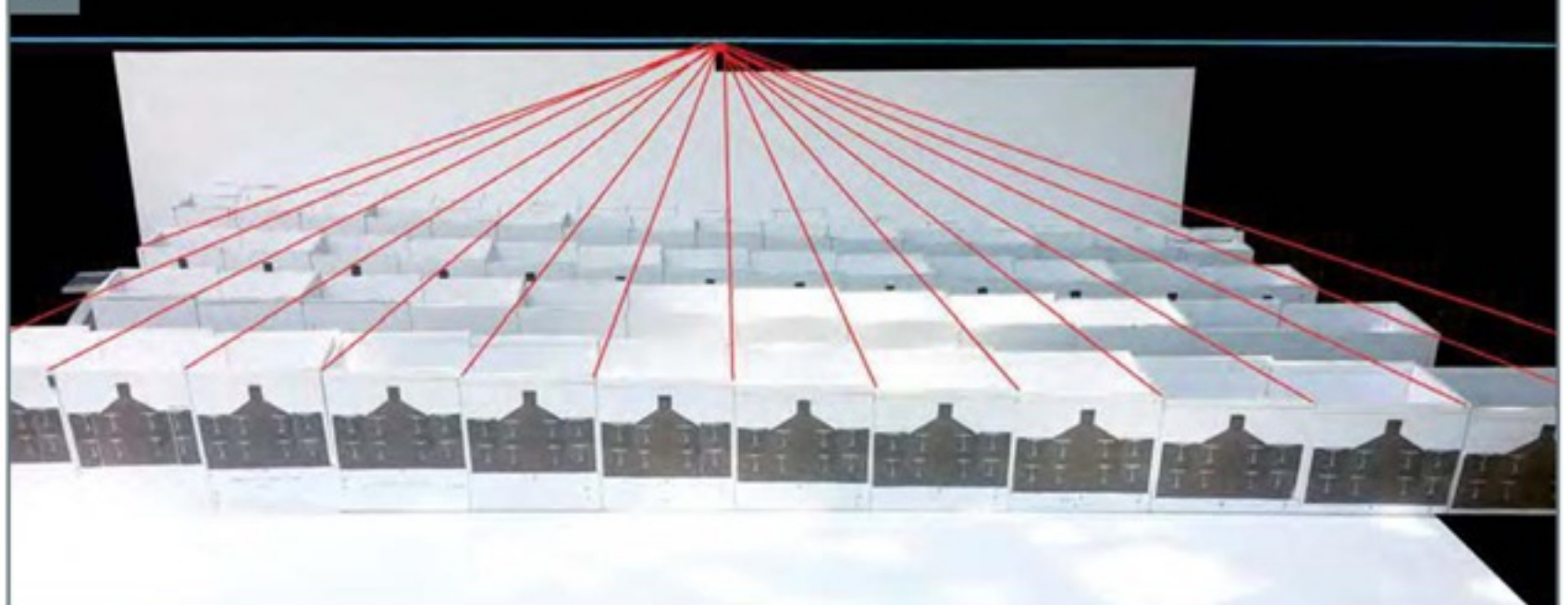
The solution is that the ground level of the model has to rise towards the back, so that the tops

1

The mock-up to test the concept of forced perspective. It was not part of the pre-build for the TV show but a trial to see if our ideas were sound. The result gave us the impetus to proceed with the concept.



2



▲ Showing how the horizon line was raised in tandem with the viewing height – street level being lower than normal eye level.



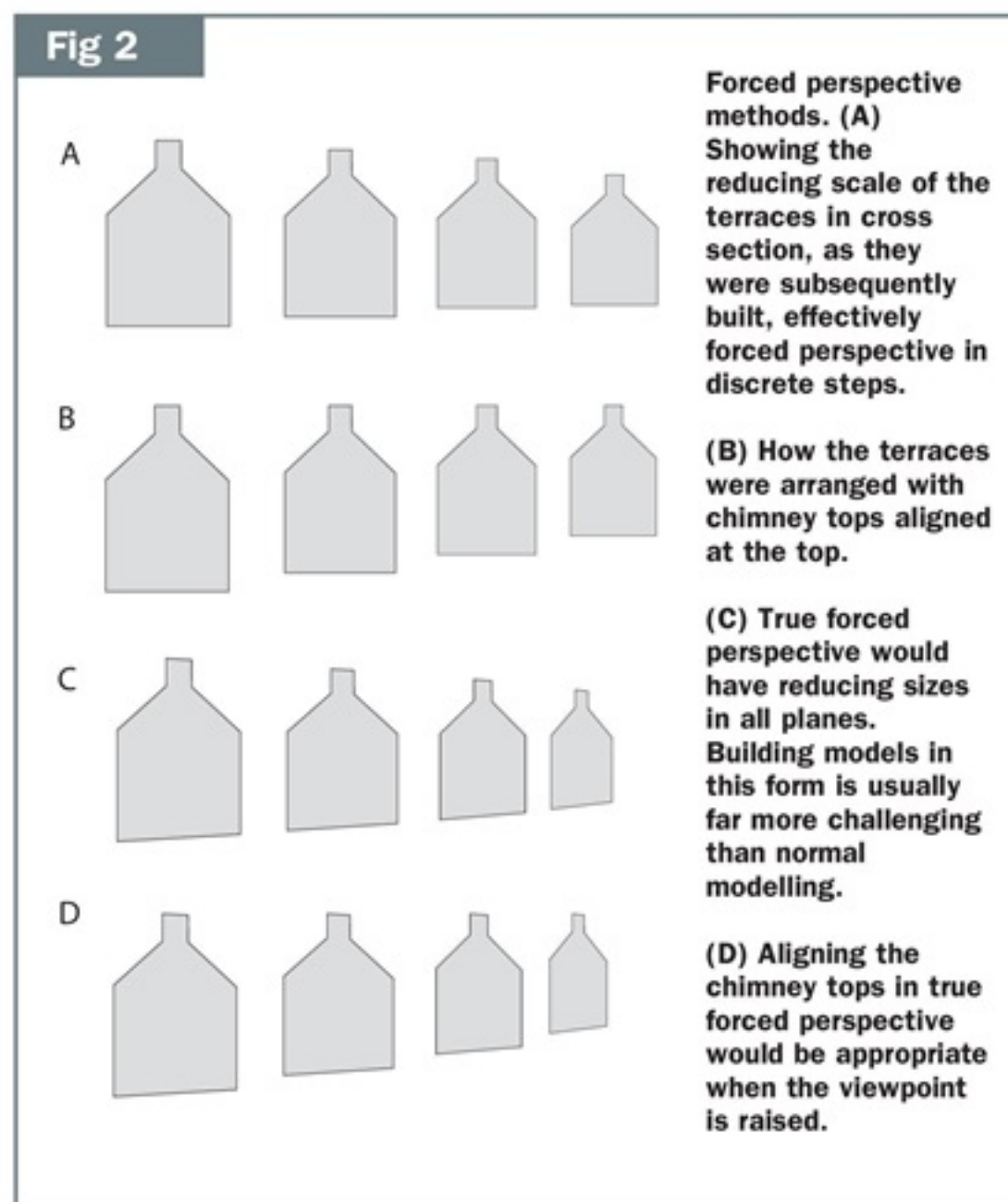
of the buildings at the back appear very slightly higher than those at the front. It doesn't have to be much higher for this to work: because they are smaller they will also be closer together with more buildings on each terrace going back and so will naturally create converging lines of forced perspective just from looking at the chimneys.

### Discrete steps

So for *Ealing Road*, the houses in the front row were 12cm high while those at the back (50%, 2mm scale) were 6cm high. Therefore the ground had to rise 6cm between front and back. Because the perspective lines are based on the tops of the chimneys, and the chimneys in each scale get shorter, the roof ridges will rise slightly. That, combined with the converging chimneys, is enough to give the effect.

In proper forced perspective the ground should rise, not as a steady gradient, but in an elliptical curve into the backscene. This is, again, a property of the foreshortening phenomenon. As a rule of thumb, each halving of scale towards the backscene should occur in half the horizontal distance towards the backscene, in a continuous reduction of size.

What we built however was a form of forced perspective in which the scale changed in discrete steps.



crete steps. Each row of buildings were built to a single fixed scale, in regular cuboid size, rather than reducing in size towards the rear elevations that proper forced perspective with foreshortening would demand (see Fig 2). As a result, we faced the added problem that houses on one side of each road were at a different

height to the other. We resolved this by building the roads at an angle – sloping them upwards towards the rear side – so as to meet the houses on each side. This effect can be seen in the bomb crater behind Miramont Place: even the water in the crater had to slope upwards to follow the gradient – making it flat

simply looked wrong within the forced perspective surroundings (see photo 3).

Then we realised the added complication: Mrs Willoughby's lopsided house has to sit, at the end of the rear road, on the top of a hill above a tunnel overlooking the track. That meant Balcon Street and Ealing Road both had to climb gradients towards the left in order to reach the 20cm elevation at Mrs Willoughby's.

Because Balcon Street was close to the back it was already raised 6cm at its right-hand end, and Ealing Road could climb the same amount once it turned the corner at the left. Therefore each of the straight sections had to climb 14cm along their length with matching gradients so that the chimneys would always line up correctly front-to-back to give the right forced perspective effect.

Except: the number of houses on each road is not the same. Because the scale gets smaller there are progressively more houses on each row going back. It means that the step height between houses along each road had to be carefully calculated to make sure the overall gradient was correct. Smaller buildings means more buildings which means smaller steps between each building.

An easy rule-of-thumb is to divide the gradient into multi-house steps of 12mm. This can be divided evenly into smaller steps of 2, 3, 4 or 6mm, depending on the number of houses on each step. As long as the terraces don't get too far out of alignment; it doesn't have to be more exact than that.

Finding out, in front of cameras, that one has made a disastrous error in one's calculations is a situation generally to be avoided at all cost. It happened anyway (the best laid plans of mice and men...) but that's a different story.

To be certain the Big Idea would really work; there is only one fail-safe way and that is to build it. So that's why we made the aforementioned mock-ups of all the terraces, in full scale with all the steps as calculated, using foamboard purchased in large sheets from the local hobby store (see photo 4).



Although not so obvious in the photo, the water in the bomb crater is actually on a gradient.



The early stages of our trial set up constructed from foamboard.

We made these as simple cuboid blocks for each terrace, and faced with Scalescenes wall textures (as in photo 1 on the previous page), just so we could see what it would all look like 'in perspective'. This later also included the front profile of the viaduct and the simple shapes of the dock with the ships. This could then be placed on the baseboards, which had by then been delivered for prepping and track laying, so we could confirm everything would fit and would look OK.

Standing in front of a fully mocked-up *Ealing Road*, with the forced perspective effect so overwhelming, it quickly became apparent that it would be better than just OK. We knew then that we were onto something really good. It was a powerful moment for the whole team, topped only when we assembled the real thing for the first time on location at Fawley.

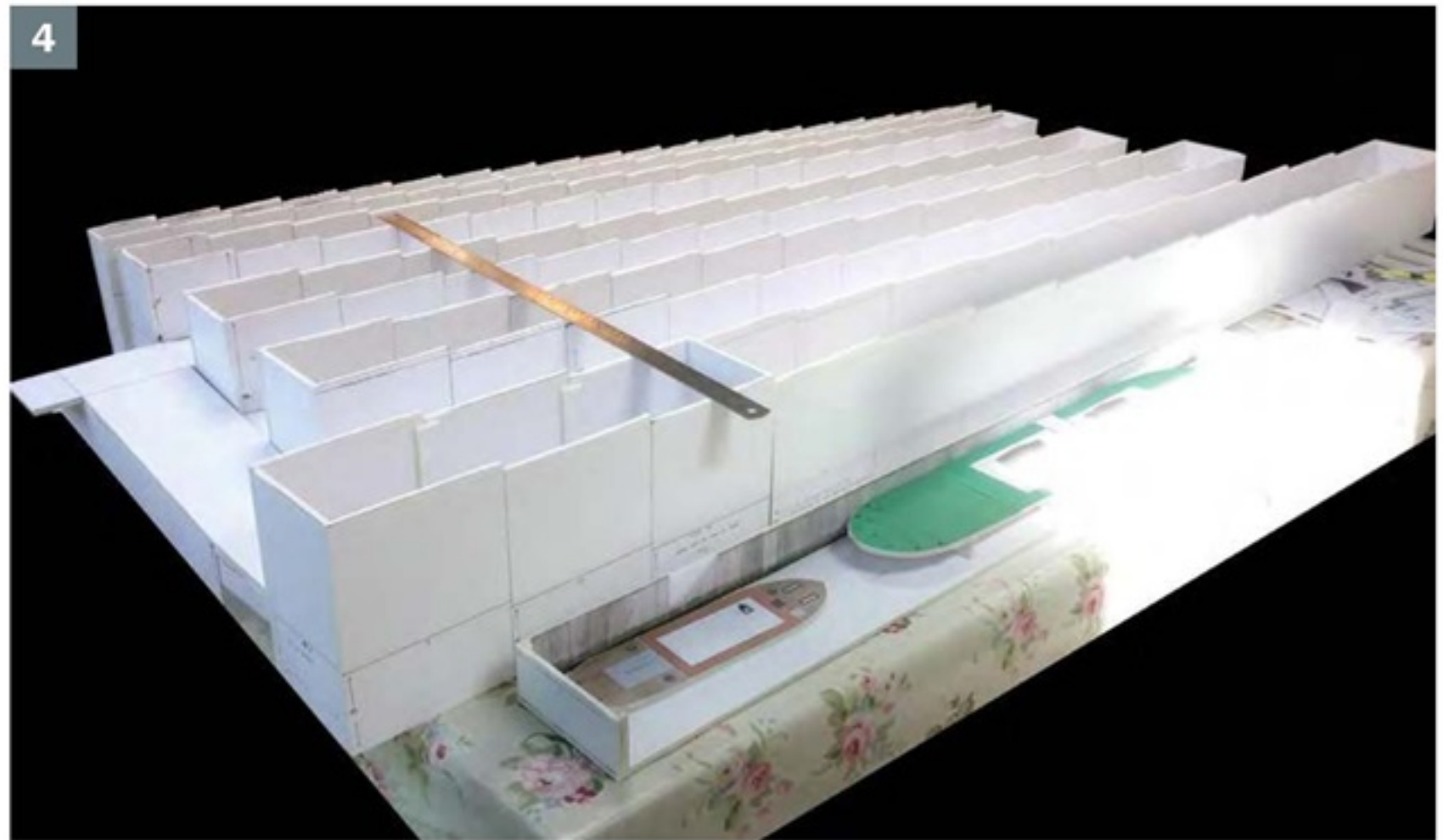
Then it had to be dismantled while we got on with the fateful prebuilds. Simon took the blocks away to start on the terraces while I took the harbour for the

ships. In fact parts survived through to the final build as the frame for the dock scene and the roads. The ground structure on *Ealing Road* at either end is made from blocks of lightweight roofing insulation, carved to shape, but all the terraces are made from foamboard; much of it reused from the mock-ups to make the precisely stepped platforms for each house.

Of course we bit off more than we could chew, like several platefuls too much, but who wouldn't after having seen what might be? Even looking back with hindsight now I think none of us would have chosen differently. So we dug down and struggled on to build our allotted tasks so it could come together on camera at Fawley and inspire viewers as we were inspired.

So it was that I was left with only three days before filming for my other task: to come up with a 3D backscene to match the layout. That, too, is another story.

**The proof of the whole idea was demonstrated in front of the cameras on the set of the TV production. The layout has since been finished and has appeared at several shows in the interim.**  
Photo: via Knickerbockerglory TV





Through The Railway Room Door...

# Ardloch

**KENNY MACKAY** built his own garden shed to house this commodious OO gauge layout, and although essentially freelance in nature, the railway is set to conjure 1960s images of main line steam in Scotland.

Photography by the author

**A**s a youngster the house in which we lived was located alongside the ex-Highland Railway main route north from Inverness to Wick and Thurso. Sadly the family moved away from the railway when I was eight, but I took with me vivid memories of double-headed Black Fives pounding up and down the line. Those were some days indeed, and many decades ago now.

Years later, just after I got married I called into the newsagent for my paper on my way to work and espied on the magazine rack the latest issue of RAILWAY MODELLER. I bought it there and then, and after reading it from

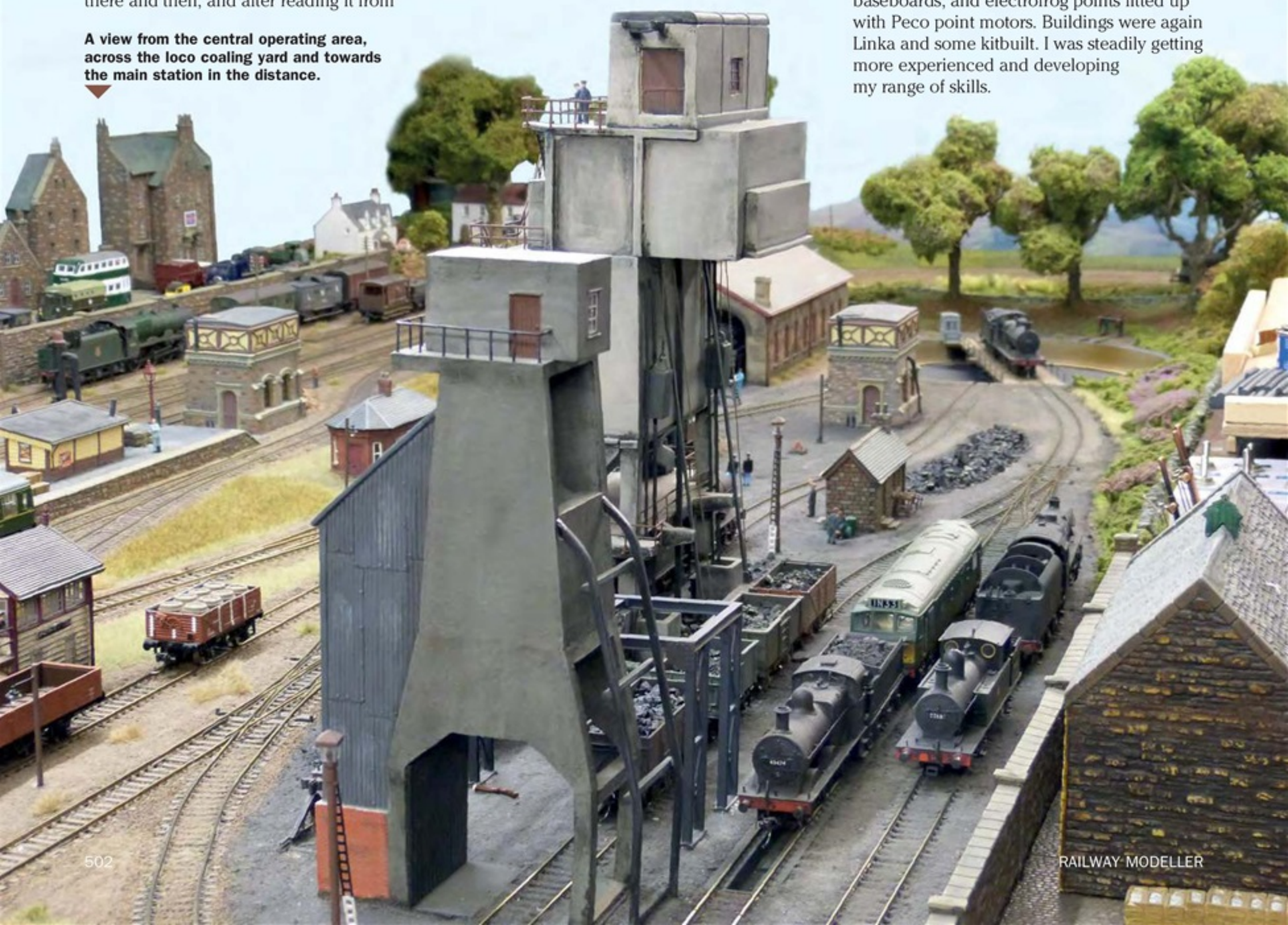
**A view from the central operating area, across the loco coaling yard and towards the main station in the distance.**

cover to cover, I was hooked! Within weeks I was starting to buy track and rolling stock and over the next 25 years various layouts were built, though none were ever finished due the general shortage of time, space and money. Then in 1990 after the children had flown the nest, a spare bedroom became available and *Ardloch* Mk.I was started.

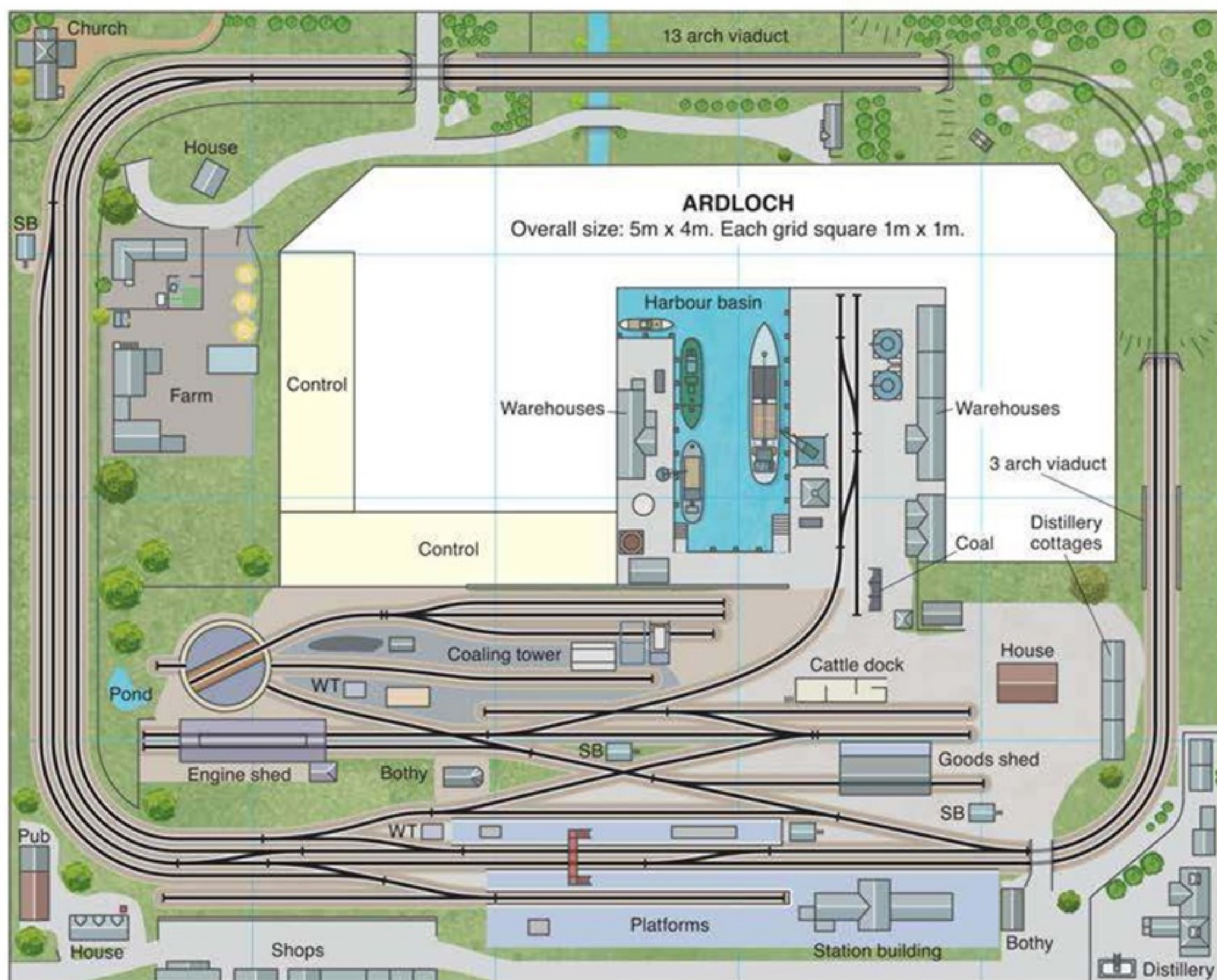
It was a double track tailchaser with station, goods yard, engine shed, turntable and village. It was a great learning curve and the first time I had used Peco Streamline code 100 flexible track and insulfrog large

▲ A Wills kit 13-arch viaduct forms a focal point along one wall of the layout room.

radius points. Most of the buildings were made using old Linka moulds which I prefer (see [www.scalecast.co.uk](http://www.scalecast.co.uk)), as I find the plaster takes paint very well. Scenery was made using plaster bandage, painted earth colour and covered in various scatters. In 2001 we moved to a house with a large spare bedroom, and *Ardloch* Mk.II was started. This time I used a timber girder construction system with 7mm ply tops for the baseboards, and electrofrog points fitted up with Peco point motors. Buildings were again Linka and some kitbuilt. I was steadily getting more experienced and developing my range of skills.







### Ardloch Mk.III – and the viaduct

The house has a large back garden and as I have some building experience, I decided to build a shed to house the new layout. This time, baseboards were made from 4" x 2" timbers with 9mm ply tops and supported on kitchen base units, giving plenty of storage underneath. A dropped section 16" lower than the baseboard top was incorporated to

accommodate a viaduct.

Before work commenced on tracklaying and scenery, strips of 4mm ply, 15" high, were cut and screwed to the walls to act as a backboard. This was primed and a mountainous backscene was pasted on.

Over the winter evenings a start was made on the Wills 13-arch viaduct. The piers were made first: when complete they were given a

base coat of Humbrol 29 dark earth then each individual stone was picked out in different shades. The arches of the viaduct were then made and painted in the same way and set aside.

A base for the structure - a 6" wide length of 9mm ply, strengthened by two 3" x 2" battens - was then produced so the entire viaduct could be assembled on top of it. The



▲ Buildings are a mixture of Bachmann Scenecraft, Linka, Townstreet kits, and several home-made structures from ply and Wills moulded sheets.



▲ No good Scottish railway layout would be complete without a whisky distillery, although this one, made using the Linka system, isn't rail-served.





▲ The process of creating the landform, rock faces and grassed areas is described below.

deck for the tracks was made from 4mm ply, fitted, painted and weathered to match. The height of the viaduct was adjusted to suit the final track level, and enough parts were left over from the Wills kits to make a short three-span viaduct.

### Trackwork and wiring

Track is again Peco code 100 streamline laid double, with inside curves not less than 30" radius. Wire droppers were soldered underneath to every piece of track which was then painted and ballasted with very fine chippings. The wiring was connected up with all joints soldered, then fully tested. Trains are operated by a four-track Gaugemaster controller and the MPD and goods yard can be switched to a hand-held controller.

### Scenery – the hard shell method

The scenery consists of a ply fascia, shaped to the desired profile and screwed to the base. The basic landform was created from a

lattice of card strips, fixed using a hot glue gun, and coated with a watered-down PVA glue to which squares of torn newspaper were applied. Several layers were built up this way with two further layers of plaster bandage added. When dry, a coat of brown paint followed by a mix of plaster, sawdust, more brown paint, PVA and water was then brushed on fairly thickly. This, when thoroughly dry provide a strong and robust hard shell.

Rocky areas were made up by mixing grey paint with plaster: pieces of kitchen foil, first crumpled up then opened out again were then given a generous coat of the plaster mix and applied onto a thick plaster base. Once the plaster was dry the foil was peeled off to reveal a rocky-looking face, which was highlighted with dry brushing; washes of watered-down paint were allowed to run into the cracks and crevices.

Woodland Scenics' static grass along with horsehair bushes and fir trees cover the most remote parts of the layout. The deciduous trees were made by the twisted wire method; hot glue covered the trunks and branches



▲ A separate board, with a dropped section for the harbour, was bolted to the station board.

which were then painted various colours of grey, olive and brown. The branches were then covered with rubberised horsehair, sprayed brown, scatters dusted on and finally sprayed with matt varnish.

### Ardloch Mk.III – the station

The main station area was built last. Three lengths of 6" x 2" timber was fixed in place then covered by 9mm ply, which gave an area of 11' x 4' plus the 2' at either end for curves.

Both Code 100 and Code 75 track was used, with electrofrog points mostly large radius. On this version Circuitron Tortoise point motors were purchased and fitted, being operated by DCC Concepts Cobalt-S levers. The signals are from Dapol, the turntable is a Heljan model, and magnets were laid under the track for my preferred Kadee buckeye-style couplings.

The buildings are a mixture of Bachmann Scenecraft, Linka, the excellent Townstreet kits, and my own scratchbuilt items from ply and Wills stone sheets. All buildings are lit with grain of wheat bulbs.

Harbour water is a Woodland Scenics product put in after the base was sealed and painted various murky colours. The ships are all from Artitec; a coaster, puffer, fishing boat and a harbour tug. Detail items were obtained from the usual manufacturers which advertise in the model press.

The rolling stock is a mixture of Bachmann, Hornby and Heljan, weathered and with lamps and crew added. The coaches are Bachmann and the wagons are Bachmann and Dapol, most in fixed rakes with Kadees at each end, but a few mixed wagons are left loose for shunting. I try to keep to the locos that worked in Scotland but I am more interested in reliable running, especially those with tender pickups.

### A couple of tips – and a minicam

Here are my two tips which I think help to ensure a successful layout; use colour-coded wiring, and keep a log of everything you do.

I have also purchased a camera wagon from Branor Systems so that I can get a drivers eye view. I can thoroughly recommend this, as it can show your layout in a completely different light.

## My railway room from outside the door – a DIY build

I began this in the summer of 2012. It involved digging foundations for a concrete slab base 5m x 4m. When set, two rows of concrete blocks were laid flat side down around the perimeter, and the inside was filled with crushed roof

tiles up to a depth of 4" below the blocks. A further mix of concrete was prepared and poured on top. Due to the slight slope of the garden the base was 10" above ground level at the back and 18" at the front. When all was dry six coats of bituminous paint was applied.

The frame for the shed itself consisted of 4" x 2" timbers and 6" x 2" roof beams. The walling consisted of 1" by 6" wide vertical boards, the joints between which were covered by 2" x 1" battens. The roof was



then felted and metal roofing sheets put on. The inside was lined 70mm Celotex insulation, and a ring main was installed to provide five double sockets. A lighting circuit was included to power three 6' fluorescent tubes

and a further bank of 12 spots with blue bulbs, which give a moonlight effect.

The insulation was covered with 1" dressed boards and 2" x 2" battens were put down on the floor and covered with flooring grade chipboard followed by rubber-backed carpet tiles. The double glazed window unit and the 3" thick timber door made and fitted. Finally facings and skirtings were put on, painting was completed and security lights, heater and steps up to the door were provided.





# RAILWAY MODELLING *Explored*



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

**THIS MONTH** • The Skarloey Railway • Modelling a coach for propelling moves

## The Skarloey Railway

*Photography by Steve Flint*

**MICHAEL FARR** describes how he built this small layout in 009 for his granddaughter Gaby.

**T**he arrival via the USA of ready-to-run models in 009 of two of Revd Wilbert Awdry's narrow gauge locomotives from the Thomas the Tank Engine series – called Skarloey and Rheneas – gave me the stimulus to build a small layout for our youngest granddaughter Gaby to play with on the occasions when she visits us.

Each year, her family stays near Talyllyn Lake, just up the road from the little village of Abergynolwyn, the station of which is on the Talyllyn Railway Welsh heritage line.

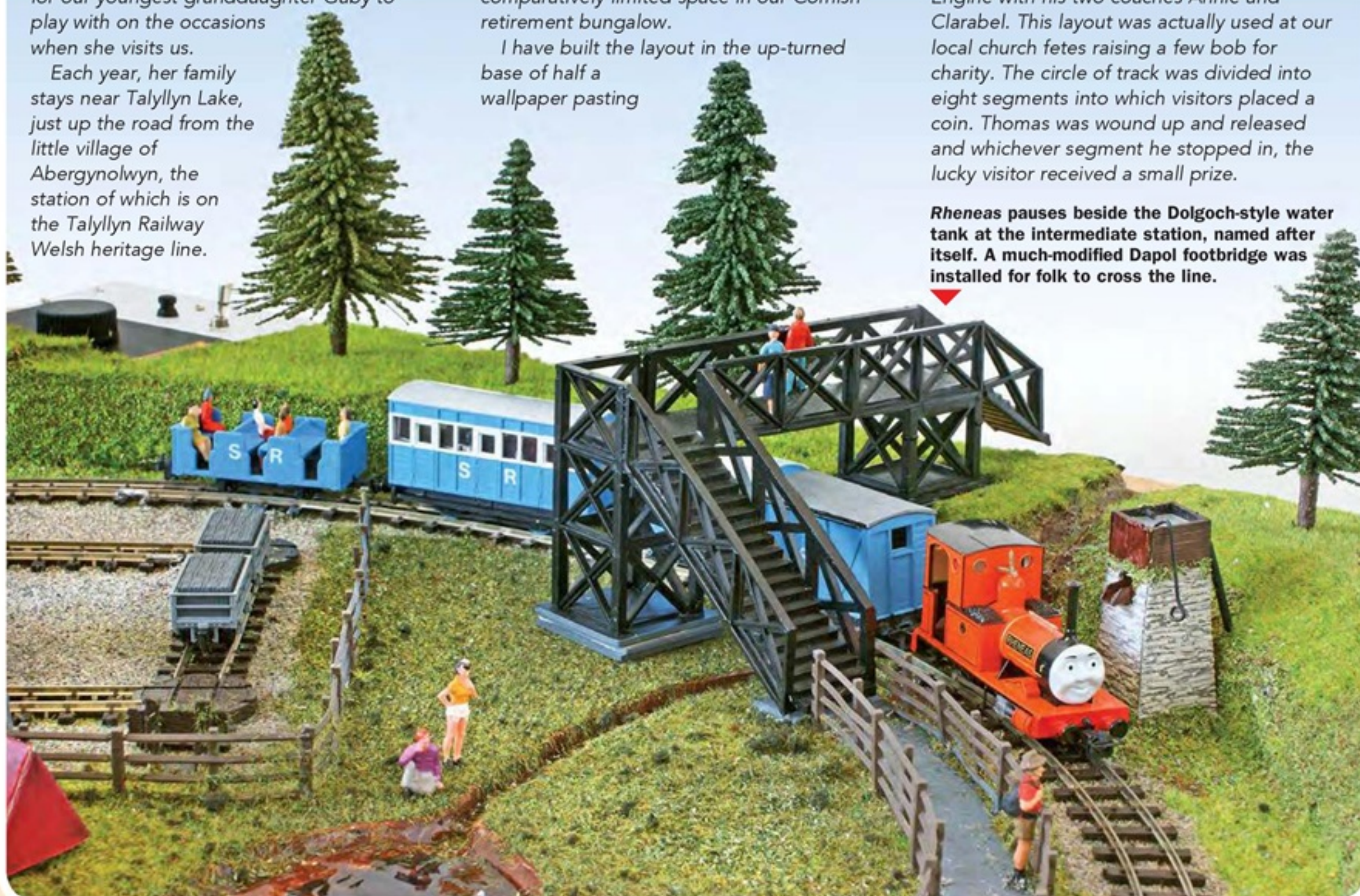
We are always sent a photo of Gaby standing on the footplate of one of the Talyllyn locomotives, proudly wearing her Engine Driver cap. It does make me envious!

Gaby's railway had to be light enough to be easily portable and storable; as we have comparatively limited space in our Cornish retirement bungalow.

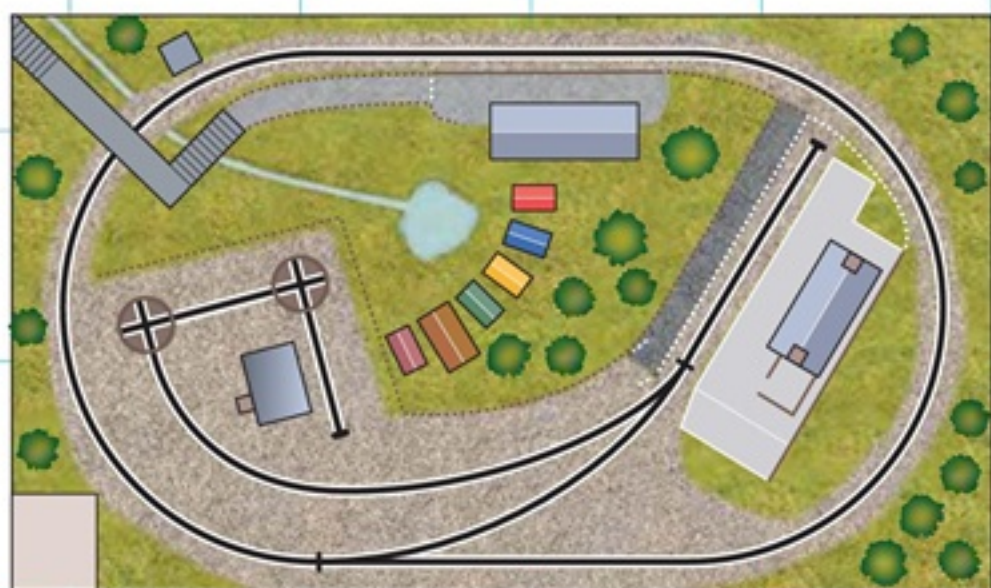
I have built the layout in the up-turned base of half a wallpaper pasting

table (internal dimensions 85 x 50cm). The legs had been removed several years ago and, after repositioning the hinges, the two sections of the table had provided a baseboard for an oval of OO gauge track on which we ran a clockwork Thomas the Tank Engine with his two coaches Annie and Clarabel. This layout was actually used at our local church fetes raising a few bob for charity. The circle of track was divided into eight segments into which visitors placed a coin. Thomas was wound up and released and whichever segment he stopped in, the lucky visitor received a small prize.

Rheneas pauses beside the Dolgoch-style water tank at the intermediate station, named after itself. A much-modified Dapol footbridge was installed for folk to cross the line.

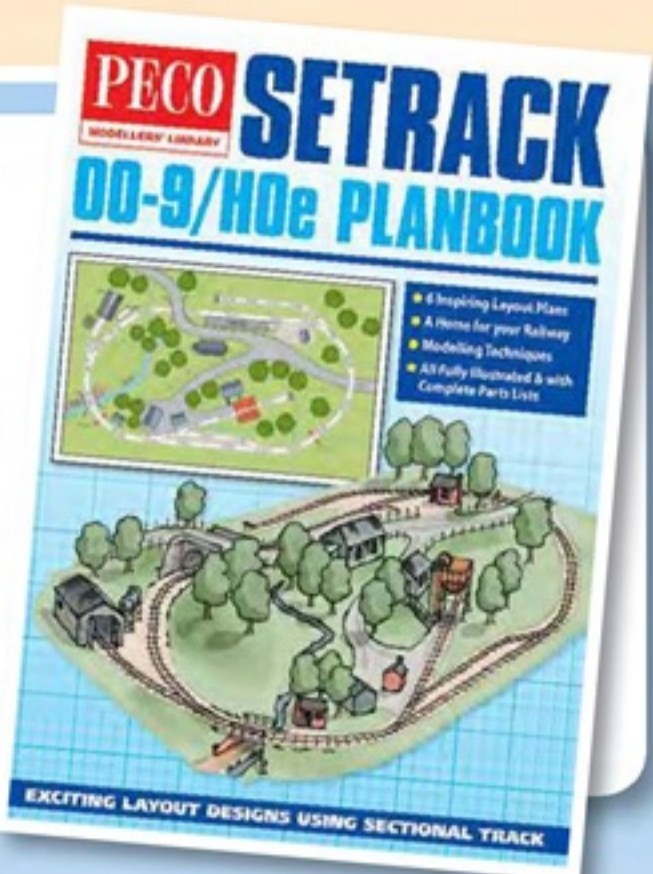






The Peco Setrack 00-9/H0e Planbook (ref.PM-400) is an ideal way to get started in narrow gauge modelling. It's packed with inspiration and advice, plus layout suggestions from small quarry enterprises to more extensive systems such as the Ashover Light Railway. It is available from your local Peco stockist, or direct from our Technical Advice Bureau at the usual address.

THE SKARLOEY RAILWAY  
Overall size 85cm x 50cm  
Each grid square = 20cm x 20cm



As Skarloey and Rheneas run on OO9 track I found that a small oval of Peco OO9 Setrack would just fit inside one half of the pasting table. Inside the oval is Skarloey terminus and the intermediate station of Rheneas (for the falls) is on the 'main line'. There is insufficient room for run-round loops, so a spare loco is held in a spur at the terminus and if you need to run round at Rheneas, the loco does a circuit of the track.

#### THE REVD WILBERT'S NARRATIVE

To to build up a picture of his brainchild, the Skarloey Railway, I had great fun re-reading

the Thomas series of stories featuring the Reverend's narrow gauge empire on the Island of Sodor. Always being a stickler for authenticity, he based the events in his books on real-life happenings, many of them on the Talylllyn Railway, where he (like me) was an early volunteer. Indeed, when I spent my final school holiday in 1954, age 15, selling tickets from Tywyn Wharf booking office I took over the job from Wilbert.

As well as reading Brian Sibley's book, The Thomas the Tank Engine Man, I found a very comprehensive description of the Skarloey system on Wikipedia. Among the information given was the prototypes that Wilbert used for his stations. This told me that Rheneas was based on Dolgoch, always my

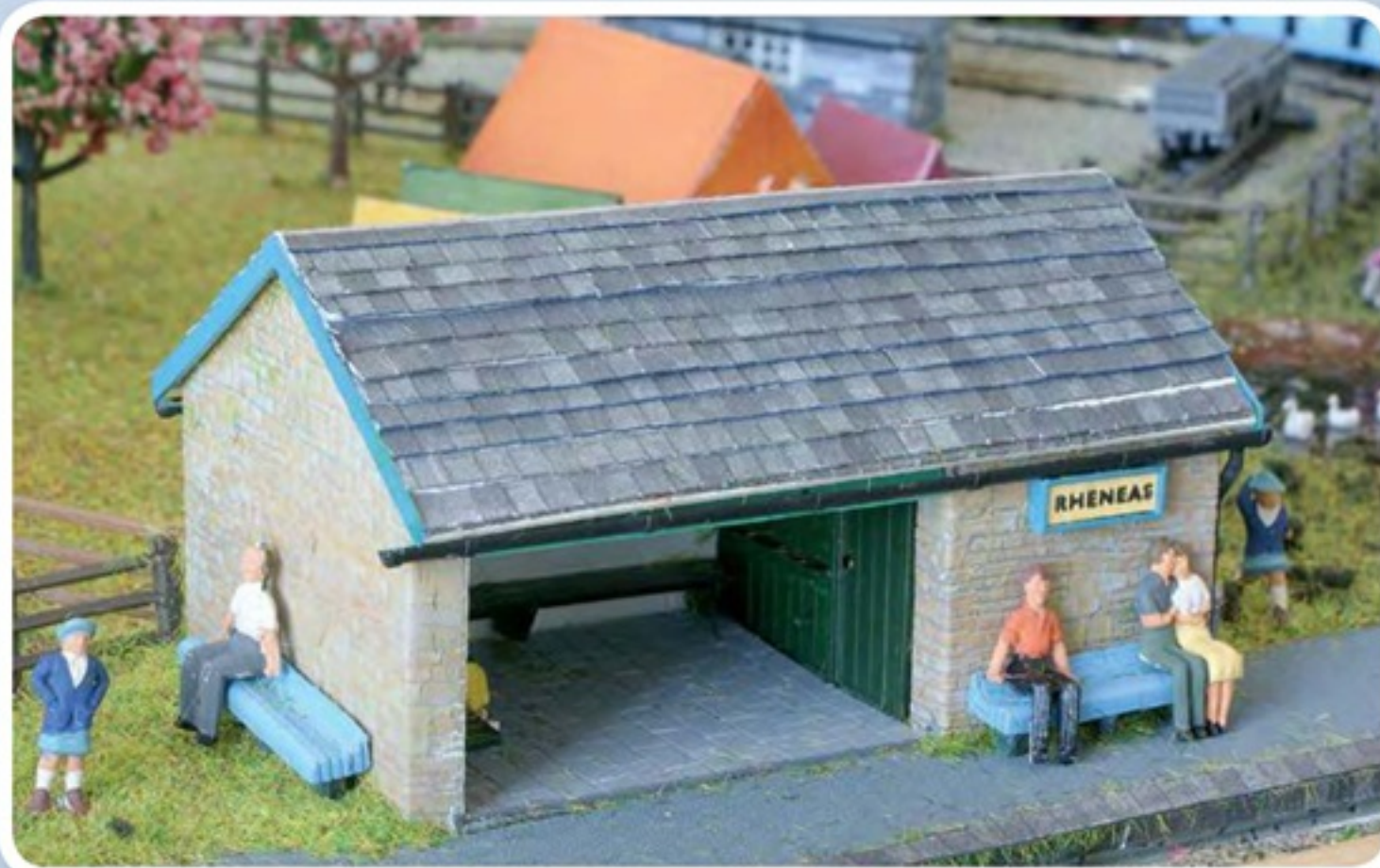
favourite Talylllyn station – it was our local station when we stayed there each summer.

Skarloey station's prototype, on the other hand, was the northern terminus of the Corris Railway, at Aberllefenni. In his book Narrow Gauge Rails in Mid-Wales James Boyd commented: "The station site was narrow... the station building with small waiting room and booking office was possibly a contender for the narrowest station building in existence," so ideal for a minimum space model. I found photographs showing the ends of the building in a couple of books (including James Boyd's) and was able to obtain a copy of one of these from the NRM's Loco Publishing Company collection, but had no guidance for the front or rear of the station. (C. Reginald Dalby's illustration on page 46 of Four Little Engines is identical to the LPC photograph.)

The terminus of Skarloey was built using foamboard and Redutex self-adhesive textured sheets. Horses are a particular favourite of Gaby's so some were included on the layout.







milk churns from which the lifting handles were carefully scratched away.

## COLOURING

Hindsight is a wonderful thing, and if beginning now I would have used BR blue for painting the rolling stock and building fittings like doors and bargeboards. The actual shade of blue does vary from one 'Thomas' book to another and based on the first one I bought I chose the shade of light blue I have used in my Swiss railway modelling for coaches of the Montreux Oberland Bernois line. On Wilbert Awdry's model now in the Narrow Gauge Railway Museum at Tywyn, he used a considerably darker blue.

▲ Dolgoch was the muse for Rheneas station, as mentioned in several works on Revd Awdry and his publications.

Rheneas sets off from the terminus. Just visible is a Peco ref.SL-330 uncoupler, which works fine with the hook-and-loop couplers. ►

As this was the Corris Railway, I enlisted the aid of fellow 4mm scale narrow gauge modeller Rod Alcock, custodian of the superb layout based on the village of Corris which has graced several exhibitions all over the country. [Ed. – see also RAILWAY MODELLER December 2013 issue.]

He very kindly referred me to a photo tracked down by Sara Eade which showed a figure standing in the semi-derelict building.

Assuming the person was about 6' high I made a drawing as a basis for my model. Rod suggested that the open space in which the figure was standing probably indicated that whilst the main part of the building was of dressed slate, this part was planked wood. I understand that the building was provided originally for the freight service and it may well have been altered to provide accommodation for passengers when this service began.

## MAKING BUILDINGS

These are made from my preferred material, 3mm thick foamboard for the sides, with three plus 5mm used to provide extra depth for the ends which include the chimneys. I usually use self adhesive Redutex sheets to cover the walls and roof but when building this model no dressed slate sheets were available and so I used random slate. The wooden walls are clad in planked Plastikard which I scuff horizontally with coarse glasspaper to represent the grain. These marks are emphasised when you colour the planks with a wide brown felt-tip pen.

I did use Redutex slates for the roof and the chimney pots are made from Modelscene







▲ The weighbridge hut, with a Peco slate wagon to give scale. The real thing housed historic Pooley equipment.

The scouts have set up camp and await their next supply of pop by rail. ▶

## THE WEIGHBRIDGE

I have the NGRM Trust to thank for enabling me to build a small slate weighbridge hut to stand alongside the siding. As I was not expecting to visit Tywyn again for a while, one of the working parties at the museum kindly measured the office for me, and Keith Theobald made me a detailed drawing.

Back in 2013 I had been invited to the unveiling of a plaque on the weighbridge office built to house the old wagon scales built by Henry Pooley & Sons once housed in the main offices at Wharf station. I remember in 1954 someone from Pooleys had fixed a plaque saying the scales were of particular historic significance and if the railway ever decided to dispose of them, the original makers would like to have them back!

## SCOUTS AND RHODODENDRONS

Behind the station is a scout camp because Wilbert Awdry tells the story of his scouts helping out on the line and, on a very hot day loco Peter Sam (aka Edward Thomas) made a special run with bottles of pop – all innocent stuff. As well as a set of Modelscene scouts (ref:5124) I also bought the brand's Schoolgirls with Mistress set (ref:5120). Their connection with the line recalls one of

L T C Rolt's more critical stories in his book *Railway Adventure* when the Dolgoch ravine was stripped of rhododendrons by a party of schoolgirls who carried them in armfuls along the line and threw them over the parapet of the viaduct into the raging waters below.

The horses in the field are there because Gaby spends a lot of time riding!

Though not anything like as spectacular as those at Dolgoch, I have tried to represent waterfalls by Rheneas station which in Sudrian (ie

added some lettering from a very old Letraset sheet (if only one could still buy these useful sheets). I have also built a Rodney Stenning Corris Railway brake van and painted this light blue.

I was fortunate to buy from the OO9 Society recycling service, a pack of Meridian Models' kits representing the Talyllyn's Lancaster-built coaches (such as the railway's coach No.4 nicknamed *Limping Lulu*). I have finished one of these in the white and blue SR livery. Unfortunately, Meridian's other TR coach kits were not currently available but I bought a couple of Nine Lines' Talyllyn-style kits which look very good when built, though they do not have the tumblehome curved sides of the originals Nos.1 to 3. A set of Peco Ffestiniog slate wagons complete the rolling stock roster.

## SCENERY

To save unnecessary baseboard weight, cuttings are formed from polystyrene packing material covered in a thin layer of plaster and the usual scenic scatters, including the static grass varieties. A selection of trees finished off the scenery.

## CONTROLS

This is a Minitrains controller set in the board for security, and switching is very simple; an isolatable section powered by a solitary switch to prevent locos being driven at speed into the buffer stops at Skarloey, and so the spare loco can be held in the siding there before backing onto the coaches.

Once the train has left and has stopped at Rheneas, it can be electrically isolated and the second loco released from the section and run back into the siding, all ready to repeat the operation.

Three generations: Gaby, Michael and Grahame with the layout – but Gaby's in charge! ▼



from the Isle of Sodor) means divided waterfall. Passengers access them from a footbridge adapted from a Dapol kit.

## ROLLING STOCK

To represent the blue or red vans hauled by the Skarloey Railway locos, (though I have not yet found a red van illustrated in one of Wilbert or Chris's books) I bought two Peco unlettered L&B vans, sprayed them blue and





## Adapting a coach for propelling moves in OO

**CRAIG TILEY** modifies a ready-to-run model to replicate an aspect of passenger train operation that can be seen at numerous standard gauge heritage lines and railway centres around Great Britain.



There are many preserved lines and heritage railway centres that incorporate propelling moves as part of their passenger train operations, examples including the Ribble Steam Railway, the Great Central Railway (Ruddington), the Buckinghamshire Railway Centre and Didcot Railway Centre. The need for trains to be hauled in one direction and then propelled back is due to a lack of run-round facilities at one or both ends of the running lines.

Propelling moves have also been used on a temporary basis at the Llangollen and Bluebell Railways, to enable passenger running along extensions to these running lines (to Corwen and East Grinstead respectively) until such time that run-round loops were commissioned.

These propelling moves are distinct from trains that run 'auto-fitted'; propelling moves make use of ordinary passenger coaches (such as ex-BR Mk.I brake vehicles) that have been adapted to enable them to be operated in this manner.

### Propelling moves explained

Matthew Jackson, a driver on the Llangollen Railway, explains the operating procedure that was used on a temporary basis when con-

ducting a propelling move along the railway's Corwen extension:

"The propelling move from Corwen was done with special dispensation from the office of Rail Regulation and passed by a railway inspector. Trains propelled like this were limited to five coaches and a maximum speed of 15mph when propelling.

There was always a second driver rostered for these moves who stood in the gangway with a view of the line ahead. This left the guard free to do his normal duties including despatch from Corwen (where there was a temporary platform).

The second driver (D2), controlled the horns, and had a manual windscreen wiper. He was in touch with the locomotive driver (D1) via two way radio. D2 had to call out all signals, crossings and any other hazards over the radio to D1 on the loco.

For emergency purposes, D2 also had a vacuum brake gauge and a guards brake valve; the prototype photo (see overleaf) shows the train pipe vacuum bag coupled to another that projects out the gangway end.

In a scene redolent of an embryonic preservation project, the completed coach is propelled by a Hunslet 0-6-0ST (Hornby). Working LED lighting could be fitted if desired. Model photography by the author

▲ A Bachmann Mk.I BSK model as supplied. Although the majority of propelling vehicles at preservation sites are adapted from BR Mk.Is, other brake coach models can be used; a Mk.II has been adapted for use at Ruddington, whilst former GWR designs can be seen at Didcot.

This linked to the brake gauge and the brake setter."

From a modelling point of view, adapting a brake coach to replicate this aspect of operation is very straightforward, requiring just a suitable gangway cover to be fabricated, with only minor modification required to the model itself – as shown overleaf.

### Modelling heritage railways

The theme of railway preservation forms the basis of the latest addition to the Peco Modellers' Library; *Your Guide to Modelling Heritage Railways – Including Railway Centres & Museums* (ref.PM-210), which is on sale now. See p526 for more details.







The gangway at the brake end was unclipped, with the end door then removed by chain-drilling around the edge using a mini-drill, cutting the waste away with side cutters. A figure was added inside the gangway to represent the second train driver, held in place using impact adhesive. The tension-lock coupling was also removed from this end.



The gangway provided a template to mark out the cover plate on 10thou styrene sheet, with the window aperture marked out with reference to photographs. Holes were drilled to accept the wiper and vacuum pipe parts by using suitable-sized bits in a pin vice. The cover plate was then secured to the gangway with Plastic Weld, applied with a fine brush from the back.



The cover plate was painted with yellow enamel prior to adding the glazing (secured from the back) and wiper blade (a section of brass wire). The electric light cluster was formed of Modelu lamp lenses fixed to a small rectangle of black styrene. The extended vacuum pipe was fashioned from one of the substitute couplings supplied with the model; an original coupling is pictured top right for comparison.



The gangway end was reattached to the coach using small amounts of impact adhesive. The extended vacuum pipe was simply hooked through the hole in the gangway end plate, with the other end of the pipe secured through a hole drilled in the coach bufferbeam.

A train arriving into Carrog station on the Llangollen Railway, having been propelled from Corwen. After arrival at Carrog, the locomotive was detached and then ran around the set of coaches, enabling it to haul the train onwards to Llangollen. Photo: Martyn Moss

A passenger train being propelled on the Ribble Steam Railway. Note the modern-style electric lights are used for head and tail light indication on the gangway cover. The model of the gangway cover combines the Ribble and Llangollen designs. Photo: Ribble Steam Railway





### Tony Wright



### My favourite photo

**I**'m occasionally asked "which are the finest layouts you've ever photographed?" It's an impossible question to answer. Obviously, names such as Pendon crop up, and my Vale Scene photo below is certainly a favourite. *Leamington* by Pete Waterman would be high on any list, and, at the other end of the scale, the works in N gauge of John Birkett-Smith and the late Andy Calvert have been particularly pleasing. Tom Harland's *Bramblewick* showed me how art and craftsmanship could be combined to perfection in P4, and for exhibition excitement, *Holiday Haunts* in 7mm scale was second-to-none.

Two layouts which I consider the 'best' I've ever taken pictures of are both actual prototype-based, built in EM gauge and both huge. They are *Retford* by Roy Jackson, and *Carlisle* by David & Grace Johnson. Both are still also under construction.

I have lost count of the number of layouts I've photographed for the model railway press over the last 30 or more years. Layouts that have ranged in size from those built in the confines of a boxfile, to those filling vast purpose-built rooms, or making a huge 'footprint' at major model railway shows.

It's getting on for 30 years now since I took my first 'professional' photographs. Abandoning a teaching career meant I had to look for another source of employment, so I became a freelance photographer, writer and model-maker. The editor and I were once 'competitors' in the field, especially after Brian Monaghan retired.

Early commissions were mainly in black & white, with just the odd colour shots taken. I invested in some second-hand medium format equipment – a Mamiya Super 23 and a Pentax 6X7, complete with a range of lenses. The Mamiya had movements, and lenses with apertures that stopped down to f64, meaning depth of field was never an issue. Lighting tended to drain the National Grid! And, with each shot costing £1.00 (in film and processing), it was imperative to get the composition and exposure spot on in the camera. My own darkroom at home meant I could control B&W processing, though transparencies went to a laboratory.

I've plenty of anecdotes to tell, like the time photographing a layout on a sprung dance floor; everyone had to stand dead still to accommodate the time exposures. It was so cold as well that even the jets on the gas heaters 'froze' – have you ever tried firing a cable release in gloves?!

I arrived at another job to find the layout had been put up in a barn devoid of electricity. Loads of extension leads were rounded up, with due care being taken.

Whenever I took pictures of a club layout, it was usual for the whole membership to turn out, often getting in the way! I'd insist on only the best stock to be put on (no unmodified R-T-R) causing much grumbling and I'd leave the layout in 'chaos' when I departed – I wonder what they thought?

Because each shot was composed on a glass screen in the camera, old school, not all the elements in view were in sharp focus and it was possible to miss extraneous objects in the scene. After developing one shot, I thought 'Bingo!'. Printing it, there it was – the whole scene crystal-clear with loco and train razor-sharp. So too was the distant overbridge – just a pity it also

had a packet of digestive biscuits and a cup of tea on it!

Digital imaging has made things a lot easier, and far less expensive in terms of materials. I have no wet darkroom these days, and all my medium format equipment has been given away. At first, I used those weeny digi cameras, but I can't get on with little cameras, nor can I get on with the trend

***I'd leave the layout in chaos as I departed***

of 'focus-stacking', either, preferring to achieve my depth of field optically, using an f32 Nikon micro lens

fitted to a DSLR Nikon camera.

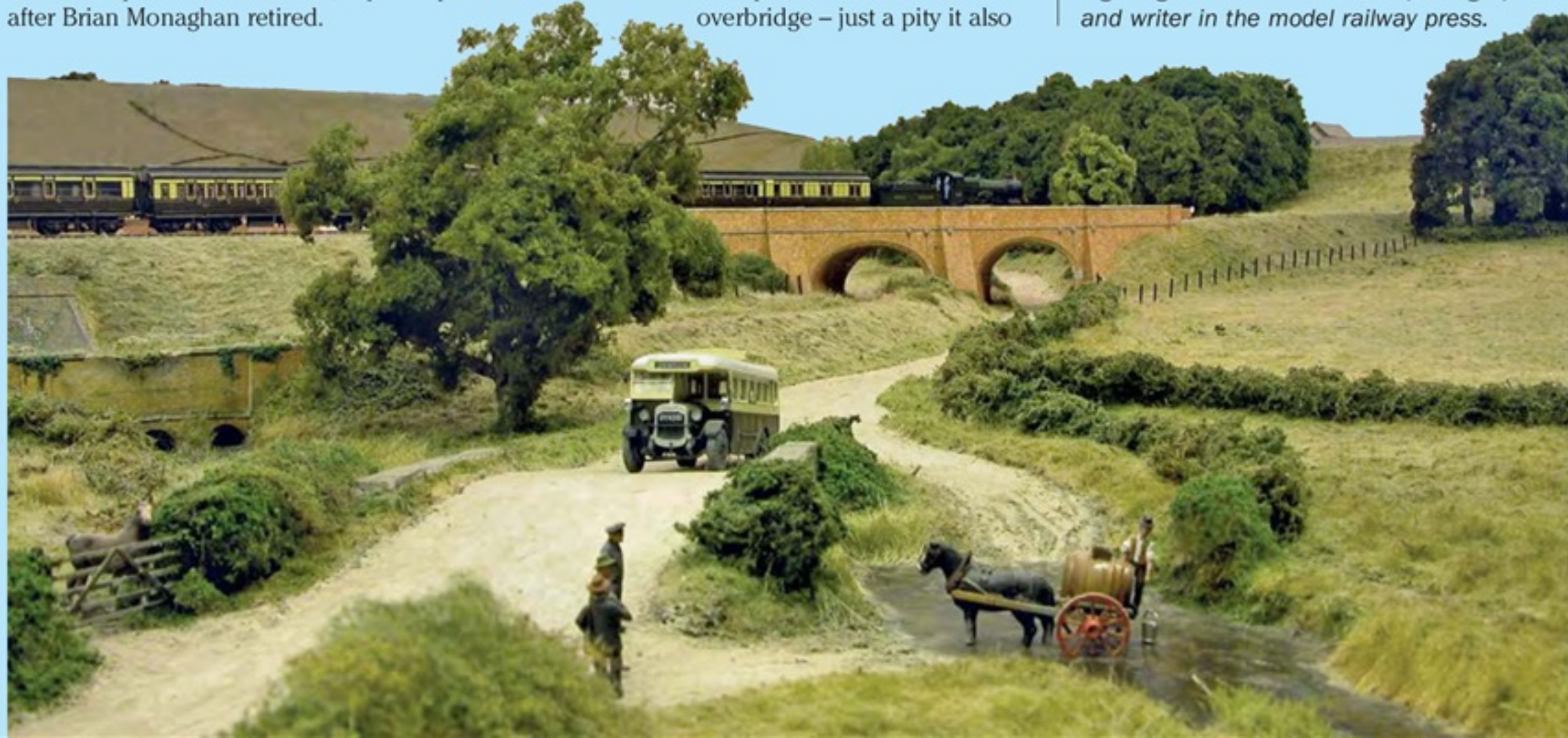
The plus point with digital is of course that you can see what you've taken immediately, without having to boil up any chemicals. Though it can be easy to delete the images accidentally, as I once did. I'd inadvertently left the camera flash card plugged into the computer whilst I cleared down its memory. Unfortunately I also managed to wipe the flash card clean in the process – a whole weekend's pictures, all gone!

It's been my privilege to photograph some of the finest model railways ever created. My camera has captured all the scales and gauges which make up the fascinating kaleidoscope of this most-absorbing hobby.

Now, in retirement, I still do the occasional commission, but most of my model railway photography these days is confined to illustrating my own model making.

There are some fantastic exponents of the craft today, though I wish that the colour saturation could be turned down a bit. I do like to see colours muted, not lurid, but thankfully, long gone are the days when it was hard to distinguish what was in the 'soot and whitewash' images of early publishing.

**Tony Wright** is a locomotive kit builder of high regard and a well-known photographer and writer in the model railway press.





# 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](mailto: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.

## Destruction of old Hornby tools

Having watched the BBC4 James May documentary about Hornby, I thought there were some fascinating insights there, especially the bristling between Mr Kohler and Rails/Hatton's.

I can totally understand the retailers losing faith with Hornby during the previous management's tenancy and deciding to go into manufacturing themselves, and can also understand Hornby feeling that's their territory.

The one thing though that will stay with me forever is the anger and sorrow at hearing that the previous management had ordered the destruction of so many old tools. To my mind, this is an equivalent sacrilege to the National Portrait Gallery management having a rummage in the archives and thinking "well, none of these old mas-

ters have been on display for a while, might as well burn them."

It was, without question, nothing less than a wanton act of vandalism, and I can't help feeling sad that the toolmaker didn't make more of a stand himself. Even if he couldn't rally the rest of his Hornby co-workers to challenge the management's wicked instructions, could he not at least have hung around until they'd all gone home and then raided the skip? I know I would have. Or even just 'whistleblown' the situation to the wider modelling world, I'm sure the uproar would have been all in his favour...

What a heartbreaking thing to happen...

**SAMANTHA ALLEN**

## Switches for colour light signals

Being a retired RAF radar fitter I thoroughly enjoy wiring up my layout although the time has come for a redesign of my control panel. To this end rather than use on-on-on and on-on miniature toggle switches to control my colour light signals I am hoping to use sets of two and three latching illuminated push buttons. What I want to achieve is that for either two- or three-aspect colour lights I want to be able to select one aspect whilst simultane-

ously unlatching the previous aspect. In other words I want to have sets of two and three interlocking latching illuminated pushbuttons which light up to show which aspect is illuminated on the signal itself.

Having searched the internet quite thoroughly can any readers point me in the direction of the requisite switches?

**BOB SPICER**

42 Newlands Park,  
Seaton, Devon EX12 2SF

## Richard Hollingworth

I was shocked and saddened to read in the May 2019 RAILWAY MODELLER that Richard Hollingworth had passed away. I met him several times at exhibitions and worked with him on tooling projects he did for myself and for the N Gauge Society. He was always a true gentleman, and could never be helpful enough.

His legacy extends beyond the extensive Parkside range to all the tooling he did for various model railway societies. I estimate that more than fifty percent of the N Gauge Society's

tooling was done by Richard, and we have the largest range of wagon kits in the scale. Many N gauge modellers in the past, present and future will have cause to thank Richard for his excellent work.

Despite the rise of ready-to-run product in N gauge, it has been the kit manufacturers who have laid the foundations for the popularity of the scale today, and in this, Richard played a pivotal role which we should not forget.

**RICHARD BARDSLEY**

Chairman, N Gauge Society



Richard Hollingworth and his wife Kathleen during a visit in 2017 to Pecorama on the occasion of the transfer of Parkside Models to Peco. Photo: Craig Tiley

## Straight out of the box



Another 'prototype for everything' from the camera of Greg Mape: a brand new Class 158 in the Transport for Wales livery, so shiny he commented that it looks "fresh out of the box" (at Abergele & Pensarn). He adds that "it won't stay this fresh for long..." Photo: Greg Mape



## Revolution Trains' and Accurascale's shared philosophies

RAILWAY MODELLER readers may have taken interest in the recent announcement that Revolution Trains and Accurascale are working together on producing Mk.V coaches in N and OO [Ed. – see News, p.343, April 2019].

The idea of separate manufacturers teaming up to produce items may not be familiar in model railways but is common in other industries.

Revolution Trains is familiar in the N gauge fraternity; using crowdfunding methodology to produce models that otherwise may not have seen the light

of day. These include the Class 390 Pendolino, Class 92, modern 100T tanker and Cargowaggon twin vans.

And with its HVO hopppers, Cemflos and PCA tanks, Dublin-based Accurascale has made a big impression and quickly established a reputation for quality and timely delivery.

But producing models to the standards now expected requires a significant amount of research and, especially with contemporary vehicles, the securing of licence agreements and permissions.

It is also hugely helpful to create a launch package of graphic images, press releases, brochures and so on to give customers as much information as possible about the proposed models. This requires large amounts of time and effort, and it's in these areas where Revolution and Accurascale have found it helpful to combine resources.

Personnel from both companies have carried out research trips to Longsight in Manchester and Polmadie in Scotland while promotional work, attendance at shows and CAD development is split along clearly defined lines.

Accurascale and Revolution are two distinct companies with shared philosophies. Both believe that collaboration – especially on large projects – is a sensible way of answering the needs of enthusiasts in both N and OO.

**BEN ANDO & MIKE HALE**  
Revolution Trains



## Smoke units in 1960s locomotives

In reply to Mike Gander's enquiry (March), smoke generators have been installed in model locomotives for decades, although not recently for the UK proprietary market. As he suggested, an electric heating element vapourised oil in a reservoir and the 'smoke' emerged from the model's chimney.

In the UK market, Tri-ang Railways introduced Synchrosmoke units in about 1964 and rolled them out on many of its steam locomotives. The smoke units had cast mazak reservoirs containing the heating element and 'smoke oil' in a fibrous material that presumably worked as a capillary wick, a metal exhaust spout under the loco's chimney and a reciprocating piston, driven by a second spur gear on the top of the motor's worm gear, to make the vapour 'puff' out of the chimney. That spur gear was the same size as the one on the driven axle so each puff coincided with one revolution of the driving wheels – good enough for the target market.

The heating element was wired in parallel with the motor so, as the controller was turned up, the amount of "smoke" increased. The smoke oil was replenished using a small pipette inserted into the exhaust spout. Its Achilles' heel was that the smoke oil was relatively expensive for pocket-money toys that could empty one refill bottle in a running session. Impetuous owners looked for cheaper substitutes.

The pipettes could break, as could the exhaust spouts. When the spouts broke, the hot vapour would be emitted within the locomotives' plastic bodies, leading to warping. Allegedly, the heating element could overheat the 'wick' in a dry reservoir and set off a fire: I think one domestic fire was attributed to a Synchrosmoke unit in a model locomotive. The system was withdrawn by the late 1970s as Hornby migrated to more-accurately scaled and detailed models and adopted 'pancake' motors with different gear transmissions, often in tenders instead of the traditional worm-and spur gears in the locomotives.

Seuthe is a longstanding German

manufacturer of smoke units for model buildings, ships and steam locomotives (scales N and larger, according to Osborn's Models' website). I think they do not incorporate a 'puffing' mechanism, but a steam locomotive at speed produces a near-constant exhaust plume anyway. Web conversations point out that Seuthe smoke generators require more electricity than most DCC chips can deliver: overloads can destroy DCC chips so contributors suggest powering the smoke units through relays. Another web snippet was that Seuthe supplied Tri-ang's smoke oil. It's still available if owners of remaining Synchrosmoke-fitted locomotives want them to work.

I believe smoke units are common fitments in American models and that large bottles of 'smoke oil' are marketed there. As I was researching this reply I Googled "Triang synchrosmoke" and that led to a YouTube video of a Tri-ang Britannia puffing around a layout. The video finished by showing the bottle of American smoke oil.

**STEPHEN COOPER**

I read with interest the letter in RM from Mike Gander concerning the idea

of a model loco using 'vaping' technology to achieve a smoke effect. Way, way back in history, this was a common feature on Tri-ang locomotives, and was activated by dripping a few drops of smoke fluid down the chimney. It was not an overwhelming success, because of course in those pre-DCC days there was no power to the loco when it was stationary, and thus the loco didn't start to smoke until it had been running long enough for the coil to heat up.

Having said that, it did look impressive to see wisps of smoke drifting out of the chimney after a minute or so's running. I have three 'smoke fitted' locos in my "old-timers" collection, and I attach a photo (reproduced below) of a BR standard 2-6-2 tank, purchased sometime around 1963, and fitted with a smoke unit.

My recollection is that Tri-ang did develop the feature with the introduction of Synchrosmoke on certain locos, involving the provision of a small piston arrangement, driven off the worm gear somewhere, which caused the smoke to "chuff" rather than to simply form a trail.

**STEPHEN CORNISH**



## Snippets...

### On from Bridport

Many thanks for the copy of the May RM. I was pleased to see what a good job you did of converting the proverbial sows ear into a silk purse!

One small point that you may have already picked up on. The scale and dimensions on the plan are showing incorrectly as feet not metres. The dimensions are correct in the text. In all other respects the plan is excellent.

**ALEC FRY**

### SLS Specials

Modellers reading Joan Lowe's reference to an SLS Special (p326 April RM) may not be aware that sheets for home-print versions of four genuine SLS special headboards are available for free download from the Society's website. The link is – [http://www.stephensonloco.org.uk/sls\\_headboards.htm](http://www.stephensonloco.org.uk/sls_headboards.htm)

Sadly N gauge is too small for the print to be read but options are available for 4mm, 7mm (1:43), 1:24 and 1:12 scales. The four are the ubiquitous SLS Special headboard used from the 1950s to the present day plus the Centenary board and two used on a limited number of tours in the former BR Scottish Region.

**JOHN NEW**

### Straight axles

I have attended numerous shows around the country and seen some wonderful layouts of all sizes and gauges. Much of the scenery is breathtaking and a real credit to the builders. I have however seen one fault common to many in the use of diecast models which are attempting to make turns on corners or reversing, all with the steering wheels in a straight position. Perhaps an expert could demonstrate possible ways of achieving an improvement for us all.

**JOHN CROCKER**

### Plastic-free RM

I think the new compostable wrapper [April, p343 – Ed.] is a great idea. The Natural Trust magazine already comes in one, so hopefully the other half-dozen publications that come through my letterbox every month will follow suit soon.

**JOHN PARRY**

### Not a Mogul

A schoolboy error, certainly not to be expected in the RAILWAY MODELLER in the latest issue (May) on page 2a – the V2s were many wonderful things but Moguls they were not...

**E COURT**

[Ed. Yes, our mistake in the contents page. Apologies to readers and the author W G Ascough]



FROM **RAILWAY MODELLER** BY OUR EDITORIAL STAFF AND CONTRIBUTING MODELLERS

## Manning Wardle 0-6-0ST

### Brand new from Minerva Model Railways in O

Announced last spring (see News, May 2018), Minerva Model Railways' project to model the Manning Wardle K Class 0-6-0ST in O gauge has come to fruition. In addition to the lined blue example received for review, versions are available in lined red and lined black liveries.

The famous Leeds-based firm – next door in fact to the Hunslet Engine Co works in Jack Lane – dispatched its first K to the civil engineering contractors that made up the bulk of the purchasers as long ago as 1864, with the last one entering service in 1914 – 105 years ago!

Many found their way to light railways (some of course, in the Colonel Stephens empire), and even later to the Big Four constituents. At least two are preserved.

#### First impressions

Released from its box, the model is a proper bobby dazzler, with fine lining (including inset curved corners) and crisp definition between shades. In addition to what passed for a cab in these mid to late Victorian workhorses, there is an alternative pair of weatherboards supplied with the detail parts selection. (Contact Minerva for advice before swapping these com-

ponents over.) Also included are fire irons and other tools; clack valves; steps – supplied loose as protection from damage during shipment; and a looped moulding representing the forward handrail amongst others.

Weight is a handsome 468g; buffers

and the rear coupling hook are sprung, but that for the front, attached to its exposed buffer beam, is fixed.

Rivet work and spring hangers are appreciably fine and the massive brake blocks sit very close to the wheel tyres. Nevertheless, on test the loco was

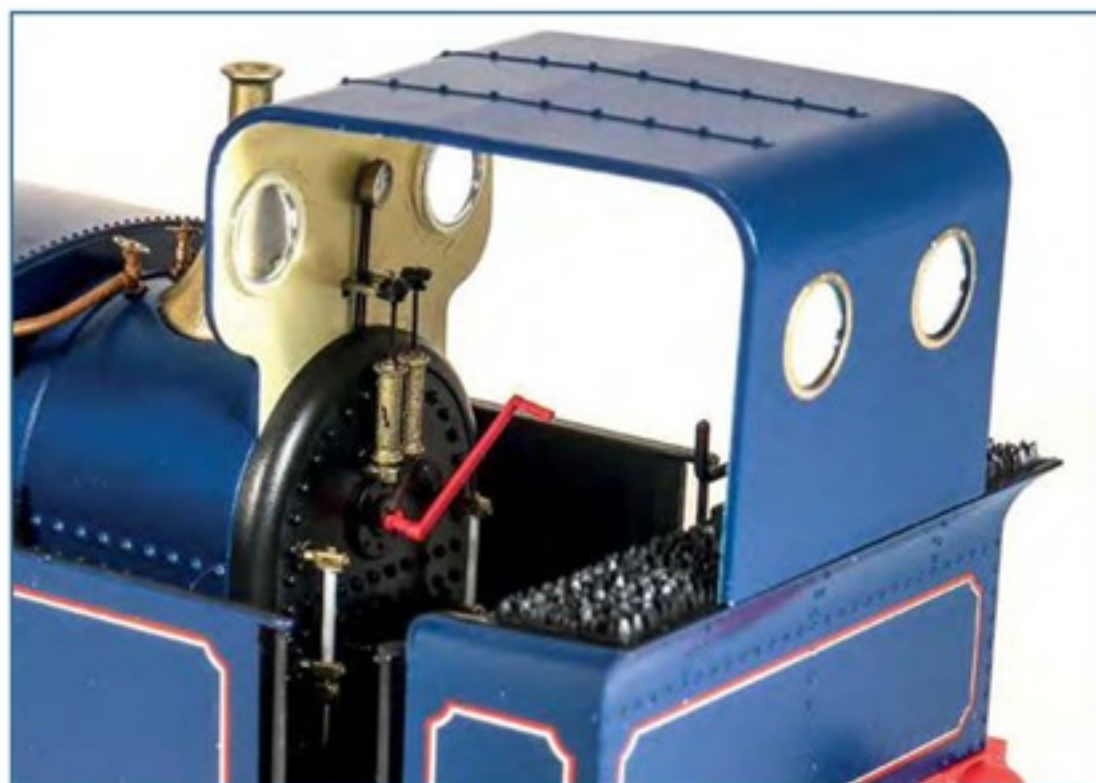
perfectly happy negotiating 40" radius Peco Setrack curves.

#### Power and control

DCC-fitted and versions with DCC sound are to be available; keep an eye on the Minerva website for details, as







▲ A bare minimum of controls, and just a handbrake as stopping power.

prices were to be confirmed at press time. Those wishing to insert a decoder themselves will be guided by the instruction sheet; an 18-pin socket and blanking plug is fitted, and the recommended Zimo decoders are listed in the instructions. Access to the socket and the motor is easily achieved, firstly by unclipping the brake column crank at the rear of the chassis, then removing the three screws as shown in the instruction sheet and gently pulling the body away.

Power is provided by a fully encased cored motor with sealed brushes held in position by a hard plastic sprung clasp. A brass flywheel is attached and

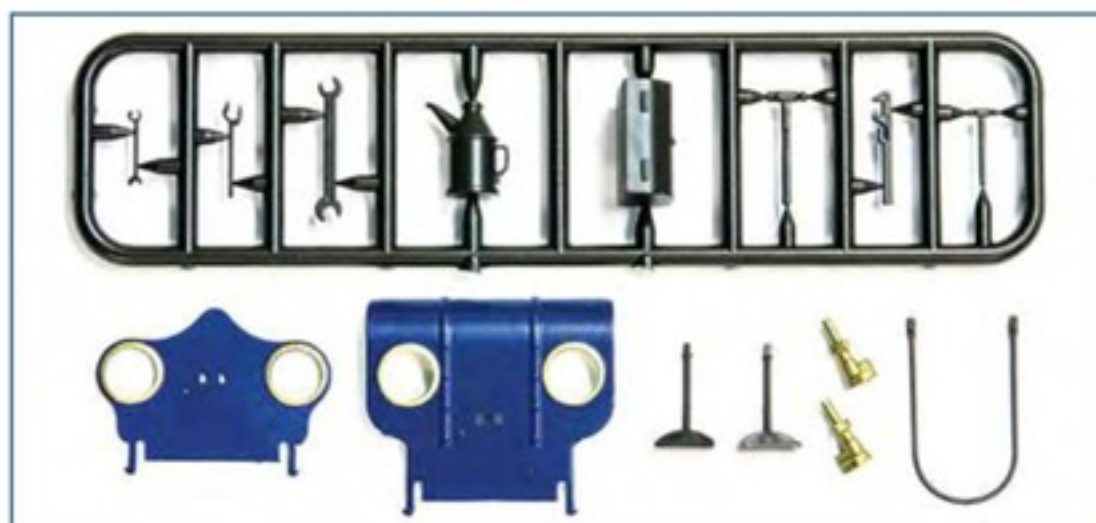
the assembly drives the trailing axle via a worm and gear train. Performance is excellent, with fine slow speed control.

Purchasers wishing to have etched brass plates – even customised names for freelance railways – can claim a 30% discount from Narrow Planet on orders of two or more items.

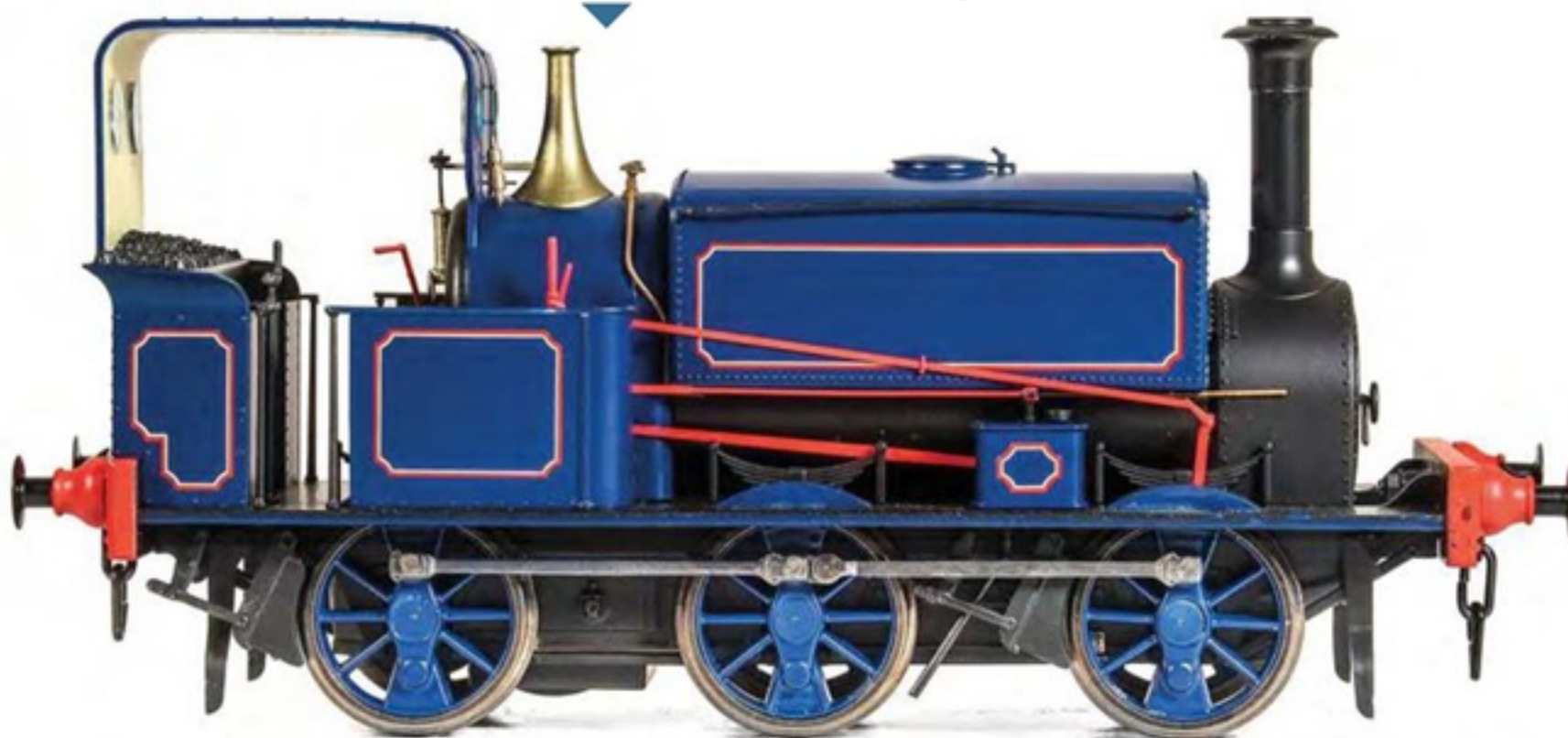
The packaging also contains two product related special offers, a 20% discount on figures and accessories for the K from the laser-scanning expert Modelu, and a business card from Claudia Everett, a professional artist who offers a figure painting service to a very high standard.

All in all this is a lovely addition to the Minerva Model Railways range, at an affordable price.

Tim Rayner



▲ The slender safety valve bonnet is a distinctive feature of these engines.

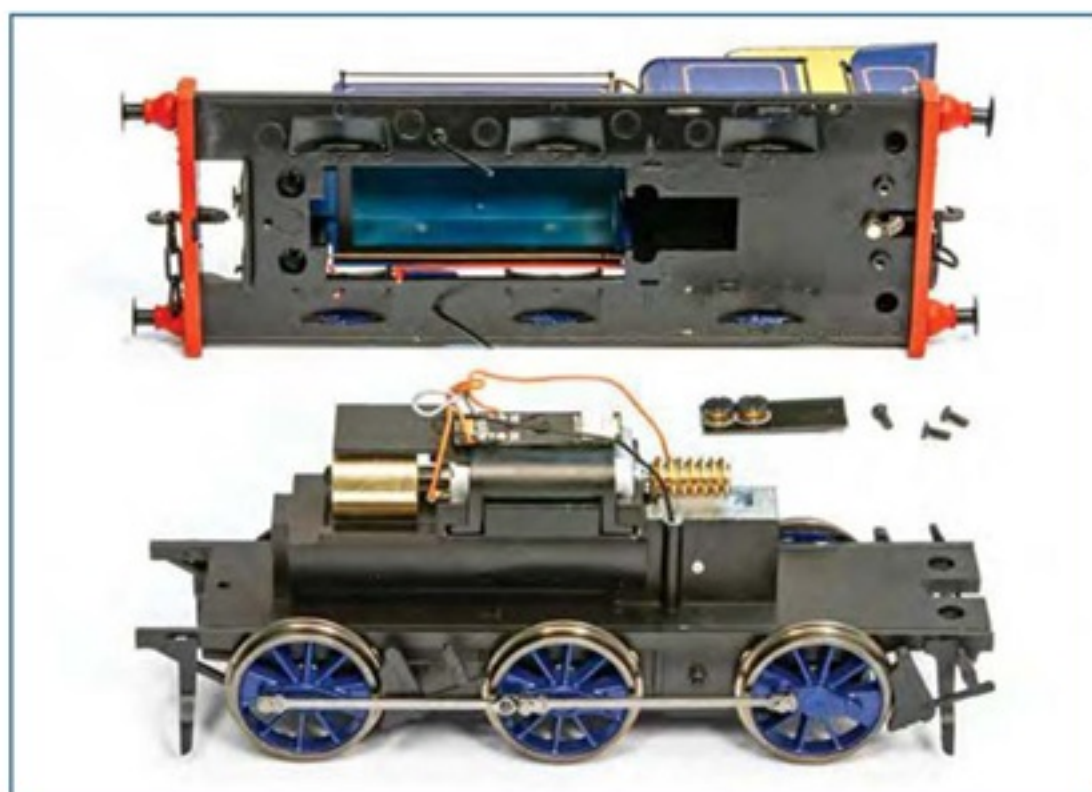


## Manning Wardle K Class 0-6-0ST



▲ Manning Wardle K Class Sharpthorn at Horsted Keynes in 2006. Photo: Craig Tiley

*This is a valuable historical relic in the Bluebell Railway's collection: it was owned by railway contractor Joseph Fairbank, who built the Lewes & East Grinstead Railway. Constructed in February 1877 (as works No.641), it was used on general construction duties until it was withdrawn in 1958 from the Dagenham-based firm of Samuel Williams & Co. It arrived on the Bluebell in April 1982 and remains on static display.*



### Sample supplied by

MINERVA MODEL RAILWAYS Ltd,  
P O Box 244, Penarth CF64 9FJ.  
[www.minervamodelrailways.co.uk](http://www.minervamodelrailways.co.uk)

### PRICE

12V dc versions – £299.00 +  
£9.00 per order for P&P.  
DCC-fitted and DCC sound-fitted –  
£TBC





On a remarkably close headway behind the PCV Cemflo cement wagons – see last issue – Accurascale has released its models of the later PCA type, which date from 1982; 52 of this design were constructed by French wagon builder CFMF for leasing company STS – later VTG, and another batch of 15 entered traffic in 1985, also French-built, this time by Fauvet-Girel.

The entire fleet remains in service, operated by Hanson Cement – the former Castle Cement – on flows from its works at Clitheroe in Lancashire, and Ketton in Rutland. Reflecting this gradual development, Accurascale is offering the wagons in four triple packs in the original STS dark grey, five triple packs lettered for Rugby Cement, and six triple packs in Castle Cement livery. No single wagons are available in any of the three finishes. All wagons have individual fleet numbers and other wagon-specific lettering. They are finished in pristine condition, but we suspect that the real things would have acquired a patina of their load material in relatively short order...

Accurascale has set the bar ever

higher with these distinctive and well-modelled vehicles. The see-through catwalks on the tops of the wagons, and the steps leading to them, are excellent, none having been clogged-up at the painting stage. The printing and fine lettering is admirably

fine and legible. The access ladders are moulded in a springy engineering plastic for durability; nevertheless handle these models with care.

The same goes for the undersides, with a wealth of pipework and other fittings that will be all but invisible

when the wagons are running on the layout. Weight is 43g and the buffers are sprung. The RP25.110 profile metal wheelsets can be unclipped if desired for conversion to the wider 4mm scale gauges.

Slimline tension-lock couplers are factory-fitted: they are clipped into NEM pockets on pivoting mountings. The detail parts bag supplied with each trio includes working scale Instantan couplings, which look far better! Buffer beam pipework is also supplied.

As usual this has been a commendably swift journey from announcement to delivery: the collaborative project with Realtrack Models (which is producing the N gauge versions) was only revealed in December 2018, and yet here they are!

Accurascale is offering discount deals on bundles of these wagons; full details are on the firm's website.

Tim Rayner



## Samples supplied by

**ACCURASCALE,**  
Dalton House, 60 Windsor  
Avenue, London SW19 2RR  
[www.accurascale.co.uk](http://www.accurascale.co.uk)

**PRICE**  
£69.95 per each triple pack



## SECR birdcage coach triple set from Graham Farish

N



Echoing the release of the OO gauge examples (see Reviews, RM November 2017), Bachmann has added N gauge versions of the characteristic South Eastern & Chatham birdcage stock to its Graham Farish wing. The real things got their name thanks to the elevated, barred lookouts at each end, in lieu of duckets or periscopes for the use of

the guard to observe the train.

With their distinctive flat sides and flat-topped arc roofs, the birdcages are available as a three-car set comprising a brake third, lavatory/saloon composite and lavatory brake third, all forming Set 613, as per the Southern's penchant for fixed-formation rakes of coaches, added to as required by

vehicles unallocated to sets (described as 'loose' in SR parlance).

The coaches are very finely finished, with legible – with a glass – window brandings, presciently coloured red for smoking and green for non-smoking. The first class saloon area in the centre coach is present and correct, with its longitudinal inward-facing seating –

loose armchairs, no less, on the real things! Other aspects worthy of note are the handrails and pipework on the ends, crisply moulded steps and excellent underframe detail.

The regular N gauge couplers are on short shanks, meaning the coaches couple closely. The couplers are clipped into NEM pockets on sprung self-centring mountings.

In addition to the SR green livery illustrated, these charming replicas are also available in SECR brown and BR crimson finishes. *Tim Rayner*



### Sample supplied by

**GRAHAM FARISH,**  
Bachmann Europe plc,  
Moat Way, Barwell,  
Leicestershire LE9 8EY.  
[www.bachmann.co.uk](http://www.bachmann.co.uk)

**PRICE**  
ref.374-911 – £149.95

## Second fleet numbers for L&B coaches from Peco

009



New to the range of ready-to-run Lynton & Barnstaple coaches from this well-known Devon manufacturer are the second fleet numbers of the seven-bay/two saloon (5+2) all third and the six-bay/two saloon (3+3) third with open centre observation.

In as-supplied maroon & ivory L&BR

livery the fleet numbers are 14 (ref. GR-440B) and 10 (ref. GR-450B) respectively; in Southern lined green the fleet numbers are 2471 (ref. GR-441B) and 2468 (ref. GR-451B).

They are uniform with the 'Mk.II' versions of these coaches, having the factory-fitted black lamp covers on the

roof, made from separate mouldings instead of being integral with the roof. (For a comparison, see Reviews, July 2014.) The roof moulding can be unclipped to allow the insertion of passengers if desired. Further types will doubtless follow in due course.

*Tim Rayner*

### Samples supplied by

**PECO,**  
Underleys, Beer, Seaton, Devon  
EX12 3NA.  
[www.peco-uk.com](http://www.peco-uk.com)

**PRICE**  
£45.00 each





## Sound-fitted 'Nelson' and LNER J36 from Hornby

00



Hornby has released two of its recent newly-tooled projects with its sophisticated Twin Track Sound system of effects, which work only on layouts controlled by digital command control.

Following its appearance in early Southern Railway condition (see Reviews, March 2019) the 'Nelson' appears in far more familiar guise as class leader No.30850 Lord Nelson, complete with smoke deflectors, Lemaître exhaust with accompanying wide-diameter Bulleid-era chimney and 71A Eastleigh shedplate. The big 4-6-0 was there throughout the 1950s and on to September 1962, when withdrawn for preservation.

The model is a tie-up with the Railway Museum (NRM as-was), but it is understood that the condition mod-

elled is that of its BR service career; the presence of the correct late crest on the right-hand side of the tender marks it out to the last few years of same, as it was outshopped from Eastleigh with its right-facing lion ver-

sion of the crest – to which the College of Heralds objected – in spring 1957.

The suite of sounds is supplied 'ready balanced' overall; all functions are adjustable by the user with advice from the instruction leaflet. There is a selection of whistles, coal shovelling, safety valve sound, cylinder cocks injectors and wheel slip amongst others: these 'technical' noises are accompanied by 'theatrical' sounds such as the guard's whistle and fireman's breakfast sizzle. Several loop until disabled, others are single-play and require the function button to be pressed again to repeat. Additionally, under constant velocity it is possible to

switch between the loco working (ie chuffing) and coasting, controlled by F17. The instructions give the full listings, values of CVs, and driving tips to get the best out of the sound file.

In similar vein is J36 No.673 Maude, resplendent in its North British Railway livery and, again, fitted with a TTS sound decoder. Again there is a mix of 19 'spot sounds' in addition to the background steam noises, with a mix of 'technical' and 'theatrical' effects.

Finally, note the return of the long-established Kent-based firm to its ancestral home, which was enacted officially on 14 March 2019.

Tim Rayner



### Samples supplied by

**HORNBY HOBBIES Ltd,**  
Westwood Industrial Estate,  
Margate, Kent CT9 4JX.  
[www.hornby.com](http://www.hornby.com)

#### PRICES

LN (ref.R3603TTS) – £194.99

Maude (ref.R3600TTS) –  
£164.99

## New releases from Bachmann and Graham Farish

00 & N

A couple of new items from Bachmann and its Graham Farish N gauge range are pictured here. They are further new liveries on existing tooling.

For the Scotrail modeller representing the 1980s period is Mk.I BG No.92091, one of a handful of the full brakes to receive the scheme. The position of the Scotrail lettering seems to have varied, but examples exist in

photos with the wording placed as the model presents. B4 bogies are fitted, which as the legible (under magnification) end lettering points out, means this NEA is good for 100mph. In concert with Mk.I coaches from this manufacturer, two double-tail semi-permanent couplings are included, to replace the tension-locks on fixed rakes.

For N gauge, the BR 12T van now

appears as a store vehicle in departmental service coded ZRB – matching exactly the photograph of the prototype which was found on the website of wagon guru Paul Bartlett. These vans were air braked and through piped for vacuum, and converted in the mid 1980s. The GF model is finely finished, and correctly features a planked body with plywood doors.

Tim Rayner



### Samples supplied by

**BACHMANN EUROPE plc,**  
Moat Way, Barwell,  
Leicestershire LE9 8EY.  
[www.bachmann.co.uk](http://www.bachmann.co.uk)

#### PRICES

Scotrail BG (ref.39-189) –  
£47.95

Stores van (ref.377-629) –  
£18.95

## Master Piece Figures for Hornby J36

00

Presciently, your reviewer's remark in the March issue that doubtless Master Piece Figures would be casting crews for the new Hornby J36 has borne fruit with these two sets of castings. Due to the limited space within the cab – as on the real things – the decision to make the driver seated is wise. The figure is the same in both packs; whilst the fireman is in a relaxed pose in set ref.FF138 (left photo), and stood mopping his brow in set ref.FF139 (right photo). In each case, some considerable trimming was required to get the fireman figure to fit its intended location against the right-hand seatbox.

As ever, the figures are available as



unpainted castings, or ready-finished.  
Tim Rayner

### Samples supplied by

**MASTER PIECE FIGURES,**  
28 Chittley Lane, Liphook,  
Hampshire GU30 7HJ.

#### PRICES

Unpainted £5.00 per set,  
painted £10.00. Please add  
£2.50 for postage & packing  
and make cheques payable to  
M R Hill.



## Rail-mounted heavy gun from Oxford Rail

00

This represents something of a conversation piece from Oxford Rail, better off positioned on an isolated section of curved track in the manner of the WW1 and WW2 rail-mounted guns that could fling munitions many miles towards enemy targets. This is based chiefly on the fact that the operators' platforms along each side of the gun's cradle are modelled in the deployed position, rendering the vehicle out-of-gauge.

The model's weight of 363g is made up largely of its cast metal cradle, which exhibits good rivet detail. The handrails are made from springy engineering plastic, as is the cabling along



each side. The leading extension, beneath the 'business end' is etched metal, strung with fine thread.

The moulded plastic barrel can be posed in an elevated position – five distinct poses in fact – and subject to removal of the

steps, the gun rolls smoothly on 15 metal wheelsets, which run in crisply moulded bogies. Slimline tension-lock couplings are fitted at the outer ends; they are clipped into NEM housings which are flanked by safety chains.

As a centrepiece for a selection of military figures, road vehicles and other period details this gun will certainly complete an eye-catching diorama. Versions of the gun are also available with digital sound.

Tim Rayner

### Sample supplied by

**OXFORD RAIL,**  
Oxford Diecast, P O Box 62,  
Swansea SA1 4YA.  
[www.oxfordrail.com](http://www.oxfordrail.com)

**PRICE**  
£54.95



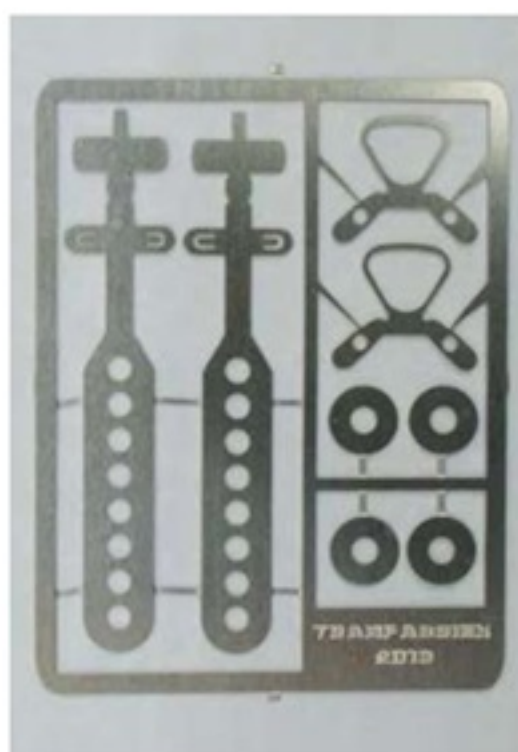
## Couplings and miniature coreless motors from Tramfabriek

multi

Tramfabriek has introduced an alternative coupling for 009 and 00n3. It should be especially useful if the layout has sharp curves, where stock might be pulled off the track if the couplings were fixed. With this coupling the long shank has several holes which allow you to decide the pivot point. This can be with an M1.6/BA10 bolt at the ends of the vehicle or around the pivot of a bogie. The remainder of the shank could be cut off, or used to connect a spring or rubber band to the two couplings so they will return to the straight position.

The mounting hole diameter is 1.65mm, but this could easily be enlarged with a broach or file.

The couplings could then be fitted to the mounts on Bemo, Liliput, or Egger-Bahn stock. Washers are included.



The couplings are neatly etched in nickel-silver. Illustrated instructions are available on the website – the process is a simple series of folds using fine pliers, and no soldering is required. There are no half-etched fold or guide lines as these would weaken the parts.

A Greenwich loop can be fitted instead of the loop supplied if preferred. A packet contains two etched frets, to make four couplings.

Tramfabriek is also offering a range of small but very powerful coreless motors, specially made for the Dutch company for use in its own locomotives. They run very slowly at low voltage, and work directly on 12V dc – no resistor is necessary.

They can be used with DCC; the website has advice on CV settings for Lenz and Zimo decoders.

Single (S) and dual (D) shaft versions are available.

Flywheels and shaft diameter adaptor sleeves are options – see the website.

### Specifications –

	0816S	0816D	0716D
Diameter	8mm	"	7mm
Length	16mm	"	16mm
Shaft dia.	1mm	"	1mm
Shaft front	5mm	10mm	5.3mm
Shaft back	n/a	7.5mm	5mm
Min. RPM	400	"	–
Rated RPM	13,300	"	11,000
Load torque	3g.cm	"	2.5g.cm
Stall torque	14.5g.cm	"	6g.cm
No load current	6mA	"	10mA
Rated current	80mA	"	40mA
Stall current	–	–	0.1A

**Price** €14.50 €17.50 €18.50

Andrew Burnham



### Samples supplied by

**TRAMFABRIEK,**  
2 Locken Cottages, The Walk,  
Eton Wick SL4 6LN.  
[www.tramfabriek.nl](http://www.tramfabriek.nl)

**PRICES**  
Couplings – €7.50 per pack.  
Motor prices in text.



## Book Reviews

### The Southwold Railway 1879 – 1929

David Lee, Alan Taylor, and Rob Shorland-Ball

This new book tells the tale of a Suffolk byway, a 3' gauge minor railway wandering just eight miles across the marshes and through the woods between the standard gauge interchange at Halesworth and the seaside resort and harbour of Southwold. It is timely as there is a project to revive at least part of the line. The railway has of course been documented before, in a small privately published history and a Middleton Press album, but this new book is larger, with more photos, better reproduced, and more background information than was available to or relevant for the earlier publications.

Unusually it starts with the principal sources and acknowledgements, then tells the story in six parts and 18 chapters: proposals for a railway; construction and opening; history 1880 to 1914; proposals for taking over the company; a journey from Halesworth to Southwold (the route described); the harbour branch; during the First World War; from 1919 to closure in 1929; permanent way and civil engineering; operation and train formations; safeworking, signals, and the timetable; accidents and incidents; directors, management, and staff; locomotives and rolling stock; the derelict railway, 1929 to 1941 and 1963; and recreating the railway (both former and present schemes are featured).

There are two appendices, a list of the bridges and notes on the scale drawings.

This is all the result of comprehensive research by David Lee and the late Alan Taylor which has been compiled and presented by Rob Shorland-Ball, deputy head of the National Railway Museum from 1987 to 1994.

The production has an attractive modern appearance but without graphic gimmicks.

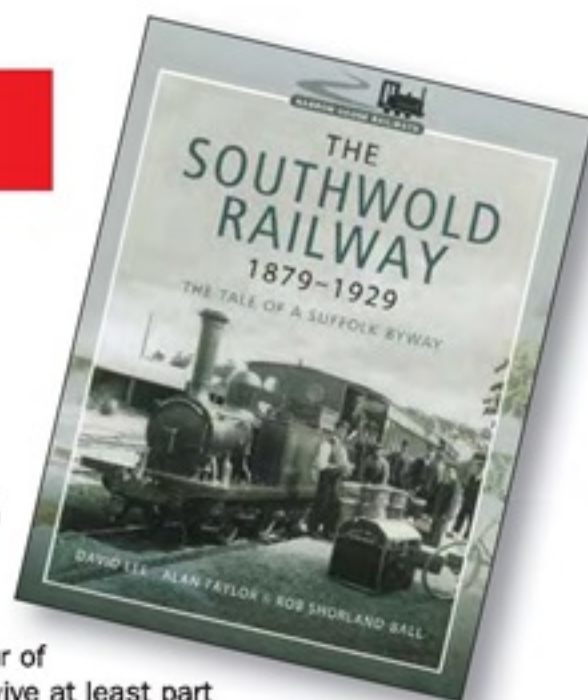
The work is supported by over 200 illustrations, reproduced as well as the originals will allow (the quality naturally varies) on high quality glossy paper. Remarkably, most of the photos have not been published before – only about 10% have been seen in previous publications, and here they are generally presented larger and better. Two appear twice.

There many facsimiles of old documents, and a number of maps and diagrams, some at rather low resolution in contrast to the generally high standard of reproduction.

The book also includes the familiar well-researched scale drawings of the locomotives and rolling stock by D Clayton. There are a few unfortunate errors in transcribing dimensions, especially fractions, from earlier sources – failures of both the OCR scanning and subsequent proof reading which might confuse or mislead an inexperienced contemporary reader. However, a more significant error (which cannot be ascribed to typesetter or proof reader) is identifying a transporter wagon as being on the Ashover line when it was actually on the Leek & Manifold – as mentioned in the facsimile document on the previous page. (The Ashover did purchase and regauge one of the L&M transporters after that line closed, but after unsatisfactory test runs never used it.)

These slips aside, this is a fine treatment of an interesting line which deserves to be better known, with a typically English light railway atmosphere that might appeal to some modellers.

Pen & Sword Books,  
47 Church Street, Barnsley, South Yorkshire, S70 2AS.  
[www.pen-and-sword.co.uk](http://www.pen-and-sword.co.uk)



288mm x 222mm 248pp  
**Hardback £35.00**  
ISBN 978-1-47386-758-1

### Pullman Profile No.5 – The Golden Arrow

Antony M Ford

This fifth volume on Pullman travel and other aspects of luxury railway travel from this noted authority on the subject is of special interest to your reviewer as his daily commute to the RM Office entails a walk past one of the cars featured herein – the Pecorama attraction *Orion* of course. One of the 1951

U-Type first class kitchen cars built to re-equip the postwar Golden Arrow in Festival of Britain year, it has not only carried many dignitaries and heads of state, but was part of the last steam-hauled run of the train in June 1961 – and in the formation of the very last working of all, in blue & white livery as plain S306S, in 1972. Naturally, its arrival at what was then called Modelrama, in 1978, is pictured on page 209.

Of course the full story is unfolded for the reader of this lavishly-illustrated volume, which traces the cross-channel luxury services from the Victorian period onward to 30 September 1972. Pre-Grouping forerunners to the Arrow are covered in depth, as are shipping services and the associated workings in France. There is a chapter on the cars built for the CIWL by Birmingham RC&W and Leeds Forge; a lengthy transcript of a BBC broadcast which was transmitted live from the first post-war Arrow in 1946; a brief biography of the celebrated *chef-du-train* Walter Badger; cars in NAAFI service during wartime; the reason for *Orion* and kin having Gresley bogies, in contrast to the usual Pullman type; and much more besides. No fewer than 17 appendices look at such aspects as Pullmans converted to holiday/camping accommodation, and full disposal details, special workings and suchlike.

Flyers, advertisements, tickets and baggage labels and suchlike accompany the photos, many of which are given generous space. Construction views of the U-Types will be of particular interest to anyone who has visited *Orion* in its retirement.

Once again this is a remarkably well researched work, which leaves no stone unturned.

Crécy Publishing Ltd,  
1a Ringway Trading Estate, Shadowmoss Road,  
Manchester M22 5LH  
[www.crecy.co.uk](http://www.crecy.co.uk)

217mm x 303mm 232pp  
**Hardback £32.95**  
ISBN 978-1-90932-870-9



### Modelling the Great Western branch lines

Chris Ford

Another book about the Great Western? Well, yes, but if there's one thing about this company – its longevity, popularity and the sheer mass of products available to model it – is it's too easy to fall into lazy replication of other people's models, building an inaccurate pastiche, or not building anything workable at all. Enter Chris Ford with this indispensable guide to making a Great Western layout your Great Western layout. Cliché avoidance is paramount, as he presents modelling projects that can enhance ready-to-run items and kits, and produce something different yet retain the essential atmosphere unique to the GWR.

By way of introduction Chris looks at the GW branch line as a modelling topic in the post-war period when the real things were being taken out of service. Aided and abetted in no small degree by our very own Cyril Freezer, the model manufacturers served up no end of items for the GW enthusiast, and published plans and layout articles helped the theme on too.

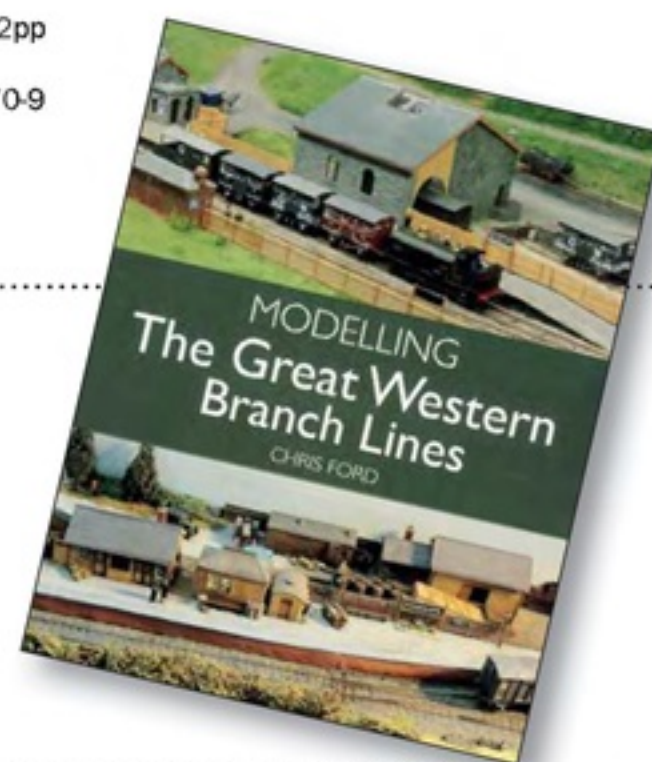
There is then a history of the GW itself, aimed at the modeller: for example, an early one of the frequent 'tip' panels advocates study of the chosen

branch's history, so that platform spacings can be correct if the real railway was broad gauge.

Goods traffic and coaching stock lead the reader into some modelling, starting with the relatively simple task of building an injection moulded plastic wagon kit; a luggage van (by cutting & shutting a Ratio four-wheel coach); and tackling the absorbed companies – again off the well-worn GWR track – by converting a Ratio MINK kit to a Rhymney Railway example using simple techniques. This continues with a project to backdate the Hornby 14xx into a 48xx (sans topfeed and all), which is a more palatable project with a second-hand original than one of the recent high-specification examples.

Structure modelling projects include a Peco kit conversion to a passable recreation of a South Wales prototype; the Ratio Highley box with a new small base and other alterations; signals; and cattle docks, which provides the opportunity to tackle mixed-media modelling by building a vehicle to serve them in the shape of the MINK-derived cattle wagon.

Planning and exhibiting a GW layout come near the end of this inspiring guide: sensibly, actual baseboard and scenery construction methods are topics avoided, there being no specifically Great



Western way of gluing plywood together.

Chris emphasises that just because a product is labelled 'Great Western' it might not be right for the particular GW scene being modelled; care and thought taken before purchasing it (or not) will reap rewards. It's certainly £19.99 well spent on this book, though, which comes highly recommended.

Crowood Press Ltd,  
Ramsbury, Marlborough, Wiltshire SN8 2HR.  
[www.crowood.com](http://www.crowood.com)

245mm x 190mm 192pp  
**Softback £19.99**  
ISBN 978-1-78500-565-7



## Southern Electrics – the second generation

Roger Palmer

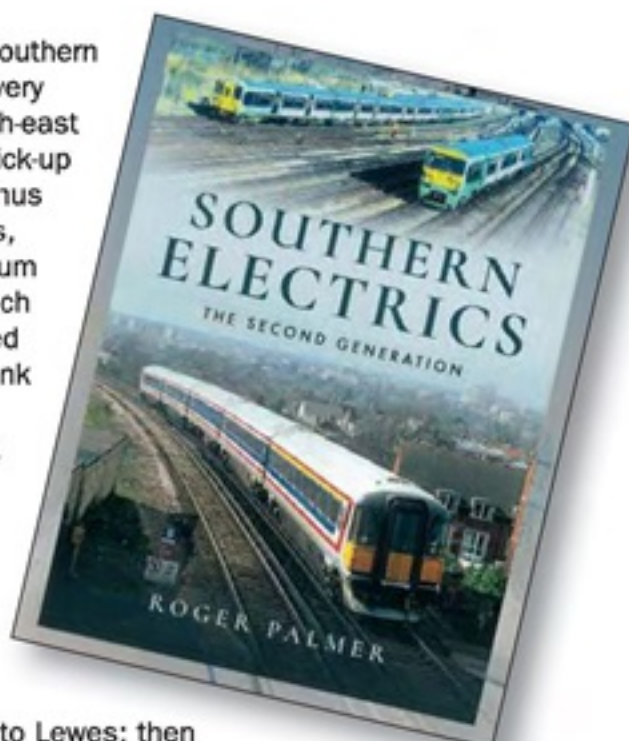
Although strictly inaccurate, the term Southern Electrics is a useful identification for every class of EMU that operates in the south-east of England so long as it is fitted with pick-up shoes for the third-rail electrification. Thus along with the 'indigenous' SR electrics, from Networkers to Wessexes, this album incorporates pantograph-fitted stock such as Javelins (for the domestic high speed services into St Pancras) and Thameslink sets.

With the photographs encompassing the last 30-odd years or so – the earliest date to the twilight years of Network SouthEast in the early 1990s – this tour starts at London Bridge and breezes round the former South Eastern and Chatham; the ex-Brighton lines to East Croydon and around; on south to Brighton and east to Lewes; then along the coast to Chichester. Then we 'jump cut back to south-west London for the erstwhile London & South Western suburban network (going off the ex-SR entirely at Kensal Green and Kenton); skirt as close to your reviewer's old 'drum' as Shacklegate Junction in Teddington; then head into the Surrey Hills to Guildford and the new line to Havant; across to Eastleigh via Fareham; and westwards to Southampton, Dorchester and Weymouth.

The photos are well composed and reproduced, and show off the rapidly-changing liveries and stock designs perfectly. Capturing the contrast with traditional features such as the varied station architecture will create just the right atmosphere on a model.

Pen & Sword Books,  
47 Church Street, Barnsley, South Yorkshire, S70 2AS.  
[www.pen-and-sword.co.uk](http://www.pen-and-sword.co.uk)

290mm x 225mm 180pp  
**Hardback £25.00**  
ISBN 978 1 52671 194 6



## The Acquired Wagons of British Railways volumes 1 & 2

David Larkin

The first volume of this exhaustive survey of freight vehicles that was taken on by British Railways was published in 2018, and the second more recently; the author will be widely recognised as an expert in this field. Volume 1 covers a general fleet survey – composition, numbering, liveries, upgrades and conversions – plus a study of the brake vans. These fall into the Big Four designs; those perpetuated by BR (Big Four vans with B prefixes, in other words); and RCH types. Volume 2 looks at all-steel mineral wagons and loco coal carriers.

The descriptions are accompanied by fleet numbers, broken up with clear and well-reproduced photographs. Indexes give building company and diagram references, so the chosen kitbuild or modelling conversion project can be located easily. Many of the photos are from the author's extensive library, along with views obtained from the likes of the HMRS and Don Rowland, amongst others.

This is likely to be the definitive study of the British Railways wagon fleet as it stood at 1 January 1948, and will be essential reading for anyone modelling the two decades or so before or after that date. As the 'traditional' steam railway recedes further and further away, books such as this (and those to come) are ever-more invaluable.

OPC, an imprint of Crécy Publishing Ltd,  
1a Ringway Trading Estate, Shadowmoss Road, Manchester M22 5LH  
[www.crecy.co.uk](http://www.crecy.co.uk)

288mm x 220mm 152pp (vol 1), 144pp (vol 2)  
**Hardback £25.00 each**  
ISBN: 978-0-86093-682-4 (vol 1), '694-7 (vol 2)



## British Railways pre-nationalisation coaching stock volume 2: SR and LMS

Hugh Longworth

Following his first volume (see Books, April), the other two components of the Big Four have been given the same in-depth treatment; as a bonus there is a full run-down of Pullman cars, with schedule numbers and regions worked: these include the Metro-Cammell Mk.I profile cars and the Brighton Belle plus 6-PUL EMUs. Additionally, camping coaches from all BR regions are listed, making these two volumes very informative for the modeller.

The SR section includes the Isle of Wight, which became a rolling museum of vintage stock before the widespread closures and electrification of the stem which remains: very usefully too are the full listings of sets, with their dates of formation/reformation, stock type and fleet numbers. Specific trains' formations are also given, such as the Royal Wessex and boat trains.

The LMS section occupies the bulk of the book, giving an indication of the sheer variety of coaching stock which BR inherited, much of it from pre-Grouping days. Admittedly a sizeable portion did not live long on the BR ledgers, but they're here nonetheless. As before, non-passenger carrying but passenger-rated vehicles such as milk tanks, carriage trucks, fruit vans and so on are included.

These two volumes represent a remarkable amount of research, for which the author will be thanked widely by historians and modellers not just of today but long into the future.

OPC, an imprint of Crécy Publishing Ltd,  
1a Ringway Trading Estate, Shadowmoss Road, Manchester M22 5LH  
[www.crecy.co.uk](http://www.crecy.co.uk)

302mm x 217mm 496pp  
**Hardback £40.00**  
ISBN 978-0-86093-695-4



## The Book of the Southern Moguls Part Two

Ian Sixsmith & Richard Derry

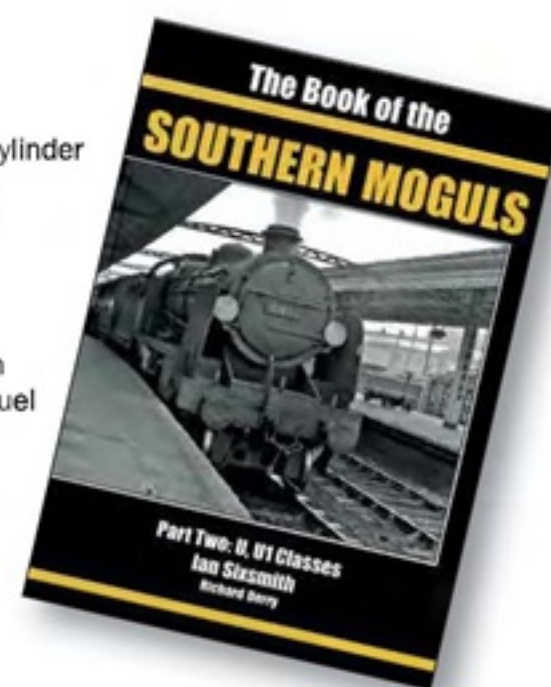
Following on from part one (see Books December 2018), this second volume looks at the U and U1 classes; the former were two-cylinder machines, the latter had three. They include the former South Eastern & Chatham River Class 2-6-4Ts, which were rebuilt following adverse riding characteristics that led to several derailments, the most severe of which being that which occurred at Sevenoaks on 24 August 1927 – with 13 fatalities – that led to the class being withdrawn and rebuilt as 2-6-0s.

The authors present this tale in a lengthy introduction, it being necessary in order to understand the future histories of the locomotives and appreciate their differences: the rebuilds were joined by the 20 machines that were on order at the time of the disaster, which were built from the ground up as 2-6-0s. Subtle differences between the 'originals' and the 'rebuilds' are covered in detail, such as the magnitude of the splashers, steps, motion brackets and more. Experiments such as the ill-starred pulverised fuel and later oil alternatives to coal firing are explored, and there are sketches of the differences in the smoke deflectors and their handrails/handholds.

The record itself will be familiar to those who have a collection of 'Book of's': shed allocations, boilers and tenders fitted, works visits and so on, along with at least one view of the actual machine, often showing both sides. Most are 'roster' shots on shed, but a good number show the Moguls at work, which is handy for the student of train formations.

Irwell Press Ltd,  
59A High Street, Clophill, Bedfordshire MK45 4BE  
[www.irwellpress.co.uk](http://www.irwellpress.co.uk)

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ISBN 978-1-911262-22-0





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## Dapol reveals progress with forthcoming models in OO and O

The Chirk-based manufacturer has revealed the first tangible progress with its projects to produce models of the Collett 14/48/58xx 0-4-2T in O and Churchward Mogul in OO – both from all-new tooling and plans for which were announced in our November 2017 and February 2018 issues respectively.

A first engineering prototype is illustrated here for the 0-4-2T, which is subject to review by the Dapol design team. It should be noted that a number of detail parts have not been fitted to this sample. Features include; a die-cast chassis and running plate, metal boiler fittings, a wealth of separate details, a removable cab roof (held in place with small magnets), a rocking trailing wheelset and compensated rear driving axle.

Planned livery schemes include: No.4800 in green with 'GREAT WESTERN' lettering, No.4871 in green with GWR roundels, No.1432 in green with 'GWR' lettering, No.1405 in black with early BR emblems, No.1444 in lined green with early BR emblems, No.1426 in lined green with late BR crests, No.5811 in green with 'GREAT WESTERN' lettering, No.5809 in green with GWR roundels and No.5819 in black with early BR emblems.

In addition to these there will be a special collectors club version (illustrated), presented as No.1401 in plain black with BR smokebox plates and 'erased' GWR lettering, which mirrors the appearance of this particular prototype when it assumed a starring role in the 1953 Ealing comedy, *The Titfield Thunderbolt*. Delivery of the 0-4-2Ts is planned for the third quarter of 2019.

### Churchward Mogul in OO

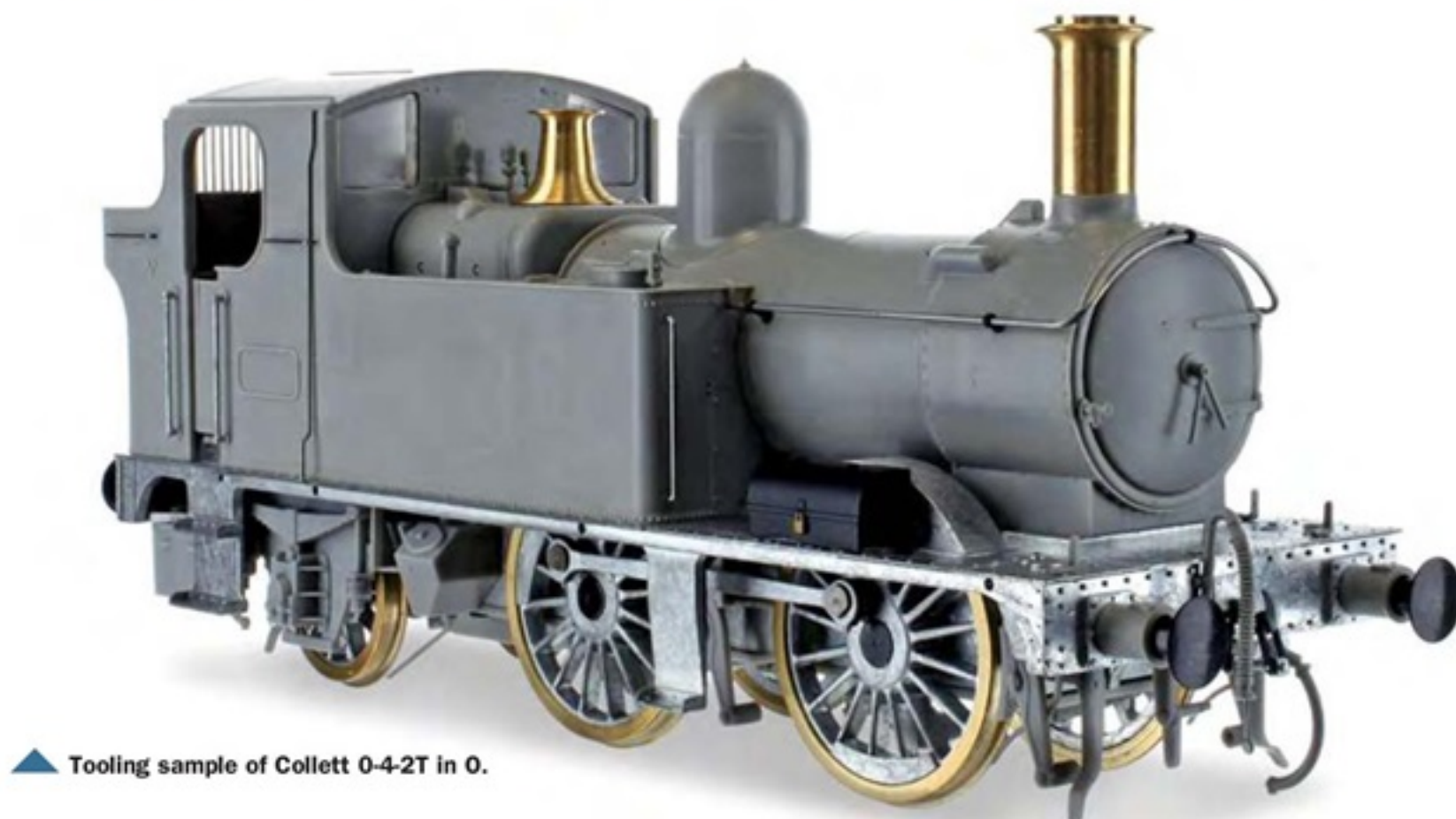
Pictured here for the OO gauge mogul is a set of hand assembled first test mouldings; the manufacturer expects to receive a full tooling sample soon.

Covering the later Churchward build from Nos.5390 – 7321, detail options for these models will include; tapered and parallel buffers, inside and outside cylinders, tall or short vacuum pipes, tall or short safety valves covers and different smokebox lamp bracket positions. DCC ready, DCC fitted and DCC soundfitted versions will be available.

Six livery versions are being produced with delivery planned for the end of 2019.

### Update with other projects

Also illustrated are decorated samples of the parcels version of the firm's OO gauge streamlined GWR railcar and O gauge Y1/Y3 Sentinel shunters. The Sentinel models (which are due by the end of the second quarter of 2019) will feature a diecast chassis and running



▲ Tooling sample of Collett 0-4-2T in O.



▲ Early tooling sample of Mogul in OO.

plate, firebox glow, removable cab roof (for installation of crew figures), sprung metal buffers, and 21-pin DCC socket. LNER, LMS, GWR and BR livery schemes are being produced, together with National Coal Board No.14 Maude in blue with wasp stripes (pictured).

It should be noted that all the samples pictured here are subject to review and change where necessary.

Finally, a rendered CAD image of a planned O gauge BR banana van is also presented here, to give a flavour of what this model will look like.

Further details about all these models (including price information) can be found in the manufacturer's 'live' online catalogue, which is continually being updated:

[www.dapol.co.uk](http://www.dapol.co.uk)



▲ Streamlined parcels railcar sample in OO.



▲ Sentinel shunter decorated sample in O.



▲ CAD render for BR banana van in O.



# First glimpse of HOA hopper in N from Revolution Trains



▲ Tooling samples for HOA in N showing optional brake details.



▲ Some of the livery proposals for TEA tank wagons in N.

Revolution Trains has received first samples of its forthcoming HOA hopper wagon in N, plans for which were first announced in our January 2017 issue. The models feature plastic injection-moulded bodies in two types, prototypically correct detail variations, fine wire discharge actuator rods and end handrails, and die-cast metal hopper floors.

Five liveries are being offered; original 'EWS Construction' grey, 'Cemex' blue/grey, DB red, Ermewa grey with Tarmac branding and VTG silver-grey with Mendip Rail branding.

The models can be pre-ordered from Revolution Trains and cost £30.50 each. They are also available in A and B triple packs, with different running numbers, for £91.50 each. The order book is expected to close in early summer, with delivery planned for the third quarter of 2019. Once the order book closes the models will be available from selected retailers.

## Sturgeons – now in colour!

Revolution Trains has also received first painted samples of its forthcoming Sturgeon engineers' wagon (first

announced in RM May 2018). Hundreds of these wagons were constructed from the mid 1950s and they lasted in service for more than five decades; a small number remained on TOPS in the early 2000s. Originally supplied with seven demountable drop-side doors, in service these were often discarded, meaning that many of the Sturgeons ran as open wagons. In later years some were fitted with airbrakes and recoded 'Tench'.

Revolution is offering both types, and models will be supplied with end details, including two types of end flap, for the modeller to customise their wagon if they wish.

The Revolution model has a plastic deck with checker-plate detailing and a large metal weight beneath to ensure good running. The distinctive open underframe racks are depicted, and air brake details are fitted as appropriate.

Six versions are being produced; original BR black with side doors, original BR black with no doors, BR gulf red with no doors, Engineers' olive with doors, CE yellow with no doors (as 'Tench' with AB equipment) and CE Dutch grey/yellow with doors (also as

'Tench' with AB equipment).

The order book for these models also closes on 31 May 2019, after which they will be available from selected retailers, but at a higher price.

## N gauge modellers – more TEAs?

Revolution Trains is also proposing another production run of its N gauge TEA 100T bogie tanker wagons (see Reviews, RM December 2016), with expressions of interest currently being

invited via the website. Revolution is urging potential customers to confirm what they'd like, as only versions receiving adequate support are likely to go ahead, though no money is needed at this stage.

It is planned that all of the original versions will be offered, along with new VTG pale grey versions used for aviation fuel, former Freightliner green wagons now rebranded VTG, debranded ex-EWS wagons now with DB Cargo and early versions including unbranded blue, unbranded mid-grey and Petrochem Carless. (Modellers should note that these last three versions will feature full length catwalks, not the 2/3 lengths seen on the prototypes.)

To register your interest, and for more details about the models referred to above:

[www.revolutiontrains.com](http://www.revolutiontrains.com)



▲ Sturgeon painted samples include the CE Dutch grey/yellow 'Tench' (left), and an original Sturgeon 'A' without sides (below).

# Progress with O gauge releases from Heljan

The Danish manufacturer Heljan has received an engineering sample for the latest incarnation (version three) of the manufacturer's O gauge Class 33 model (pictured left), this time covering the 33/0 sub-class. The Heljan model will cater for detail variations to represent the locomotives in c.1960s BR green livery schemes through to 21st century privatisation identities. These are planned to go into production later in the year.

Also for O gauge, stocks of the forthcoming Class 37/4 are now expected in May (factory-decorated samples of the two Hatton's exclusive versions are pictured, right), whilst the Class 03 is due late summer/autumn 2019. CAD work is almost

complete for the three new versions of the Class 47 being developed, with tooling expected to commence soon. First tooling samples of the Class 17 Bo-Bo and GWR diesel railcar are also expected in May.

The re-run of the O gauge Class 35 diesel-hydraulics has been delayed as a result of the additional work that has been required to bring the specification in line with modern standards; modifications include a reduction in weight, LED lighting replacing bulbs and an electronics upgrade to make the model easier to convert to DCC. Delivery is now expected in 2020. For further details:

[www.heljan.dk](http://www.heljan.dk)



▲ Class 33/0 tooling sample in O.



▲ Class 37/4 decorated samples in O. Both photos courtesy Hatton's Model Railways



# New UK-based production technology sample unveiled at the York Show

The glorious sunny weather which accompanied the Easter break this year did not see a huge exodus of visitors heading to the coast, rather, they all stopped by at the Knavesmire Stand at York Racecourse to enjoy a really excellent York Model Railway Show – the 57th in fact.

Although not usually an event at which the manufacturers, big and small, have much to shout about by way of new product announcements, the eagle-eyed visitor might just have spotted a few interesting items on the various stalls.

Rails of Sheffield, making its first retail appearance in the York Show, probably had the most intriguing item – a proposed model of a SECR box van in OO.

to make the scheme viable several variants would be produced.

Meanwhile Bachmann Branchline, still content to use conventional plastic injection moulding methods, showed off the first decorated sample of its OO gauge Ransomes & Rapier railborne steam crane.

Engineering samples of the firm's MR 1P 0-4-4T and GWR 94xx 0-6-0PT (as reported in RM last month) were on show in the 'flesh'.

The usual high standard and rich variety of layouts we have come to associate with this, the biggest of the Yorkshire shows, kept visitors engrossed for many hours and the judges on their toes whilst selecting the winners of the two best in show trophies. They had to choose between



▲ A friendly welcome from the pay desk team on duty, left to right; Andrew Ward, Richard Henderson, Mack Clarke, Colin McCallum and Jonathan Weallans.

the finest of great works from modelers like Geoff Kent (*Black Lion Crossing*), Bob Jones (*Fencehouses*), Gordon Gravett (*Arun Quay*) and many more: but it was Mike Corp (below

right) whose compact 3mm scale model *Heybridge Wharf* clinched him the Mike Cook Memorial Trophy.

The Bernard Richmond Trophy went to Richard Stott and the Huddersfield Railway Modellers for their rendition of a grim day up north: *Millsbridge*, a section of Pennine railway, in N and 2FS, portrayed on a dull rainy day.

The daily crowds thronged all the various levels of the Knavesmire Stand well into the late afternoon – the pull of railway modelling being far far stronger, it seemed, than the record breaking Easter temperatures.

Next year, the show will be on the 11, 12 and 13 April 2020 and one thing will be for sure, visitors will be greeted with the usual vibrant welcome from the exhibitors and volunteers who always make the York Model Railway Show one of the most memorable of visitor experiences.

<https://yorkshow.org.uk/>



▲ A prototype of the UK's first ever 3D printed ready-to-run OO wagon from Rails of Sheffield with (inset lower) an underside view showing the twin link brake hangers.

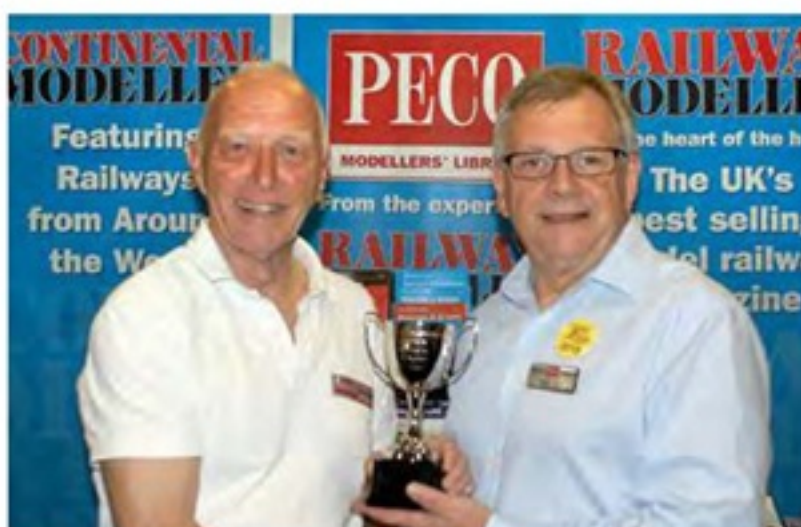


▲ A first decorated sample of the Ransomes & Rapier rail crane from Bachmann.

Not something that will immediately blow everyone's socks off; but thought provoking enough in that when it rolls off the production line later this year, it will be what is believed to be the first 3D printed mass-produced ready-to-run vehicle model designed and manufactured entirely in the UK.

Brian Greenwood, Chairman of the Rails Group said that this was a first milestone in bringing model railway production back to the UK.

He did however stress that the models would be 3D printed in polyurethane, not plastic injection moulded, so production quantities would be limited to smaller runs, and in order



▲ Winner of the 2018 Railway Modeller Cup, Ian Nuttall, for his depiction of *Dent Station* in the March 2018 issue collected his trophy whilst at the show from Steve Flint.



▲ One of the York Show award winners, Mike Corp, who won the Mike Cook memorial Trophy for his scratchbuilt 3mm scale 14.2mm gauge layout *Heybridge Wharf*.

## Bachmann Thomas & Friends™ range set for UK release

Bachmann Industries, Inc. has announced that Bachmann Trains USA and Bachmann Europe Plc have expanded the licensing agreement with Mattel to permit the distribution of OO/HO scale Thomas & Friends™ products in the United Kingdom and Ireland.

Bachmann Europe is planning to launch a range of OO gauge Thomas & Friends™ models in 2020. Work is currently underway to ensure that the models selected for the initial launch conform to European standards for toy safety. The models will be packaged for the UK market and once produced,

will be available through Bachmann Europe stockists.

The initial range will include train sets, locomotives, rolling stock and accessories and will be formally announced at the London and Nürnberg Toy Fairs in 2020.

[www.bachmann.co.uk](http://www.bachmann.co.uk)





# EXHIBITION FOCUS

## Change of venue for DEMU Showcase 2019

Situated close to the Burton location of last year's event, the 2019 Showcase will be at a larger venue in Swadlincote (Green Bank Leisure Centre DE11 0AD) when it takes place on 1 & 2 June.

Staged by Diesel & Electric Modellers United, and billed as "the national exhibition of diesel and electric railway modelling", there will be a number of layouts across various scales and gauges (including OO, P4, EM, O, N and 2FS) – all representing diesel and electric prototypes. Amongst these will be George Woodcock's *Towcester* (OO, pictured), which was featured in our February 2019 issue.

The layouts will be supplemented by specialist trade support and modelling demonstrations. On-site parking at the venue is available. Admission will be priced Adults £10.00, DEMU members/children aged under 16 £6.00 and families £24.00. Tickets are valid for the whole weekend. For further details, including opening times, see Societies & Clubs or go to: [www.demu.org.uk](http://www.demu.org.uk)



Photo: Paul Bason

## Trio of debutants at Warminster finescale exhibition

The Mendip Model Railway Group will be staging its second 'celebration of finescale railway modelling' on Saturday 8 June 2019 at the Warminster Civic Centre, Sambourne Road, Warminster BA12 8LB.

Open from 1030 – 1600, there will be a selection of finescale layouts in action, three of which will be making their show debuts; *Orford* – a 7mm slice of Suffolk by Paul Clarke (pictured), *Hembourne* (EM) and *North Ninth Street Yard* (HO/P87).

There will also be trade support, light refreshments and modelling demonstrations. Admission will be priced £6.00. See Societies & Clubs for further information.



Photo: Barry Norman

## More than 70 layouts and full size train rides at the Great Central Railway

The annual three-day model railway event that takes place at locations along the Great Central Railway, will this year be held on Friday 14 – Sunday 16 June 2019.

Staged in conjunction with The Soar Valley Model Railway Club, the event is set to comprise more than 70 layouts, together with extensive trade support – including Peco. Many of the layouts in action have featured in the pages of RM, including the extensive N gauge layout *James Street*, which was our 'Railway of the Month' in the September 2018 issue. The freight traffic forms the subject of a follow-up article on p456.

The event will follow the now customary format of a large marquee housing the majority of exhibits at Quorn & Woodhouse station, with additional attractions, stands and exhibits on display at the railway's other three stations.

Tickets (priced £20.00 in advance, see website) include entry to all exhibition venues and all-day travel on the railway; an intensive timetable will be in operation throughout the event.

See Societies & Clubs for more details including opening times. For more information including a full layout and stand listing, go to: [www.svmrc.co.uk](http://www.svmrc.co.uk)



Ivatt 2MT No.46521 heads a freight through Quorn – the main venue for the June GCR Model Event.  
Photo: Graham Lightfoot

## New Kettering location for St Neots 'East Anglian' show

Following the loss of its previous exhibition venue at the Wood Green Animal Charity Centre Arena in Godmanchester, the St Neots Model Railway Club has successfully arranged to relocate its annual show to Kettering. The new venue (The Arena, Kettering Conference Centre, Thurston Drive, Kettering NN15 6PB) is 2,000 sq/m larger than the previous one, enabling future exhibitions to be staged in one large space and all on one level.

The move to a new venue (which has already been booked by the club for the next three years) has also brought about a change of date to the second weekend in June, which this year falls on the 8 & 9.

The first event at the new venue will bring together more than 40 layouts in the popular scales (including *Burnham* in OO, pictured – see p464), together with trade and demonstration stands. There will be a free vintage bus service connecting with Kettering railway station. Ample free parking will be available. See Societies & Clubs for opening times and admission prices. Advance tickets are available to purchase via the club website:

[www.stneotsmrc.com](http://www.stneotsmrc.com)

Photo: Paul Bason





## Heritage railway modelling guide – out now!

If the 'On the Rails' guide given free with this issue prompts you to visit a railway attraction or two this summer, you may be inspired to build a model based around the theme of a heritage railway or museum. If so, the latest title in our Peco Modellers' Library will provide you with the ideal reference to get started.

On sale now, this 124-page publication provides a dedicated source of information for modellers who are considering a layout project set in the preservation era. Layout subjects featured include Horsted Keynes on the Bluebell Railway in OO, Goathland on the North Yorkshire Moors Railway (also OO), and Ddaullt on the Ffestiniog Railway in O09. Accompanying these are numerous layout suggestions based on prototypes including; the Lakeside & Haverthwaite Railway, the Swanage Railway and the Lynton & Barnstaple at Woody Bay.

Priced £6.99, copies are available from selected WHSmith outlets, via all Peco stockists and direct from Peco. Existing subscribers to RAILWAY MODELLER (and CONTINENTAL MODELLER) are eligible to purchase the publication at the reduced price of just £4.99 by ordering direct by phone.



**Peco Publications & Publicity Ltd, Underleys, Beer, Devon EX12 3NA**  
**Tel: 01297 20580**  
**www.pecopublications.co.uk**

## New exhibit takes shape at Pecorama

Dinosaurs, a spaceship and a volcano! These are just three of the features that visitors will be able to see on the latest display currently being constructed at Pecorama. Set to form part of the Devon tourist attraction's permanent exhibition of model railways, this OO model railway is based around a theme park, served by a mainline station.

Taking inspiration from Channel 5's *The Great Model Railway Challenge*, the new display will have a number of interactive animations, which can be activated by visitors using push-buttons. Other features will include a ski-slope with working



ski-lift, an overhead railway running within the grounds of the theme park and fairground rides.

The display is planned for completion in time for the school summer holidays in August. For more details: [www.pecorama.co.uk](http://www.pecorama.co.uk)

## Two-storey signal box kit new for O gauge

A new addition to the Peco O gauge Lineside range is this kit for a two-storey signal box, comprising plastic injection moulded parts for the upper cabin, and laser-cut wooden components for the brick base. With a footprint of 133mm x 69mm, stocks of the kit (ref. LK-715) are available now from Peco retailers (RRP £39.75).

[www.peco-uk.com](http://www.peco-uk.com)



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## Good home sought for Blackadder

One of the heat winning layouts – *Blackadder Goes Forth* – which featured in season one of Channel 5's *The Great Model Railway Challenge* last autumn, is being given away.

The 10' x 5' layout was built the Railway Video Division team, captained by model railway enthusiast and YouTube contributor Callum Wilcox. It features both OO and O09 loops, the latter with a helix gradient, together with OO sidings and operating OO gauge rail-gun. Other built in features (as seen on the TV show) include 'explosion' flash lighting, smoke trails and operating Faller road system with bus, and a flying Red Baron plane. All the buildings, figures, etc, as well as a box of spares, is to be

included. (It should be noted that the rolling stock and controllers are not included.)

The layout can be viewed for a limited time at Signals Model Shop, 10 High St, Midsomer Norton, Radstock BA3 2LE. It is offered free of charge to a good home, although a donation to the Royal British Legion Poppy Appeal would be welcomed. The new owner will be responsible for collection and a large van is required, although the board does split into three 5' x 3' sections.

An article describing the construction of the layout animations is planned for publication in an upcoming issue.

Contact Callum for more details: [callum.wilcox9f@gmail.com](mailto:callum.wilcox9f@gmail.com)





# Weston shows raise nearly £50k for town's hospice

Keith Price informs us that the model railway exhibition that took place in Weston-Super-Mare on 13 January 2019 raised a total of £4720.00 for Weston Hospiccare; Keith is pictured here (third from left) presenting the cheque to Weston Hospiccare representatives.

This brings the total raised to date from the annual shows organised by Keith and his wife Joyce – and supported by sponsors – to £49,164.00.

Keith also advises that a pair of limited edition models are now available via the show website (see below). Based on the Dapol OO gauge six-wheel milk tank model, these are presented in Thatchers and Rodda's Cornish Clotted Cream Ltd liveries. They are priced £18.00 each (£35.00 for two or £50.00 for three) with payment by cheque or PayPal. P&P is charged at £2.00 for a single wagon, £4.00 for two or more.

Paintings and prints by the late artist Alan Ward (who was a regular trader at the Weston show in previous years) are also available from Keith, who has taken on his remaining stocks. 25% from sales are being donated to Weston Hospiccare.

[www.westonsupermaretrainshow.com](http://www.westonsupermaretrainshow.com)



## Wrinkle Rocks from Noch

New to the German supplier's range of scenic materials is Wrinkle Rocks, a range of photographic sheets of rock faces printed on special paper. These flat sheets are designed to be wrinkled by hand to transform them into three-dimensional rock faces.

Quick and easy to wrinkle, whilst also being robust and lightweight, the wrinkled sheets of rock can be formed over the landscape and fixed in place using Noch Landscaping Glue (ref. 61133).

Developed in collaboration with the Andreas Dietrich Modelling Studio in Austria (Andreas invented the Wrinkle Rocks concept and has registered this as a trademark), five sheet designs are available covering different types of rockface, each measuring 450mm x 255mm.

Noch products are distributed to UK retailers by Gaugemaster.

[www.gaugemaster.com](http://www.gaugemaster.com)

[www.noch.com](http://www.noch.com)



## National Collection 'Wizzo' from Locomotion Models in OO

The Shildon-based retailer Locomotion Models has commissioned from Dapol an exclusive run of models presented as Class 52 diesel-hydraulic locomotive D1023 Western Fusilier in BR blue livery with full yellow ends. (A review of the original Dapol release was published in the April 2013 issue of RM.)

The real locomotive is preserved as part of the National Collection and is currently on display at The Railway Museum, York. Forming part of the retailer's 'National Collection in Miniature' series, stocks of the model are planned to be available in June priced £152.00 (DCC ready). Models will be supplied with etched name and number

plates for the customer to fit. For more details see the Locomotionmodels.com website:

[www.locomotionmodels.com](http://www.locomotionmodels.com)



## In brief

### Heljan confirms Class 86 liveries

Heljan has confirmed liveries for its all-new OO gauge BR 'AL6' Class 86/0 Bo-Bo electrics, which are due for release later in 2019: in BR blue – E3104 with red bufferbeams (as built), E3114 with small yellow panels and blue bufferbeams, and E3178 with full yellow ends, white cab roof and red bufferbeams; in BR rail blue – E3146 with double arrows, full yellow ends, white cab roof and black bufferbeams, E3156 with double arrows and full yellow ends, 86 036 with double arrows, full yellow ends and orange cantrail stripes, 86 034 with double arrows, and full yellow ends (weathered).

[www.heljan.dk](http://www.heljan.dk)

### Hornby returns home to Margate

The registered office address for Hornby Hobbies Plc has changed to Westwood Industrial Estate, Margate, CT9 4JX. This marked the official return of the company to what it regards as its 'ancestral home' following a number of years based at Sandwich. It also served to reunite the core part of the business with the Hornby Visitor Centre, which remained at the Margate site during the interim period.

[www.hornby.com](http://www.hornby.com)

### Friend support for Pendon Museum

Pendon Museum, which is run almost entirely by volunteers, is supported by a membership of Friends. In recognition of those joining as a Friend (either as an individual or a family), there are a number of benefits including complimentary access to the museum and admission to exclusive events. The museum communicates regularly with Friends through the Pendon Paper, to keep them updated with progress, forthcoming projects and events. Friends also benefit from discounts in the museum shop and on its Adult Modelling Workshops. For details:

[www.pendonmuseum.com](http://www.pendonmuseum.com)

### King tooling in N

Dave Jones has advised that tooling is ready to start for his ready-to-run model of the Collett King Class 4-6-0 in N. He has reached agreement with Digitrains to supply four exclusive versions of the model – all as No.6000 King George V – which will be available from the retailer DCC sound-fitted. Expressions of interest are currently being invited (via his website) for the previously-announced J94 0-6-0ST and Churchward Mogul in N gauge. For further details:

[www.djmodels.co.uk](http://www.djmodels.co.uk)

[www.digitrains.co.uk](http://www.digitrains.co.uk)



## Kernow commissions exclusive Heljan Class 33s in OO



Photos: via Kernow Model Rail Centre



Kernow Model Rail Centre has commissioned the Danish model manufacturer Heljan to produce a pair of exclusive Class 33/1s, stocks of which are expected to arrive in December 2019.

The first model is 83 301 which was nicknamed "Zebedee". This loco worked as part of a test train formed in 1990 prior to the introduction of Eurostar units. It was formed of Class 73 electro-diesel No.73 205, 83 301 and Class 438 4-TC set No.8007. From the summer of 1991 this ran with two additional

vehicles in NSE livery. The model of 83 001 will be produced with standard Heljan bogies as it is not viable to produce new bogie tooling for this one model.

The second model is 33 117 in BR Blue livery with additional embellishments to the lamp brackets and buffers, also carrying the number D6536.

Both models will be priced at £149.00 plus postage.

For further details and to pre-order: [www.kernowmodelrailcentre.com](http://www.kernowmodelrailcentre.com)

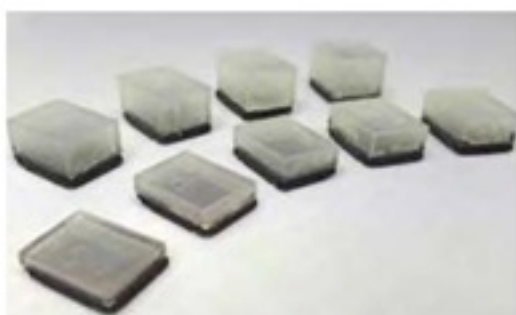
## New 3D Speaker Ranges from YouChoos

The DCC sound specialist YouChoos has launched a new series of 3D speakers covering a range of footprints, including single- and double-speaker formats. Notably, all are available with housings of different heights (in millimetre increments, most from 6 – 13mm), enabling speakers to be chosen that are of the exact size required for a particular model.

The speaker housings are resin-based 3D prints, produced in-house by YouChoos, which are matched with newly-sourced speaker components.

Illustrated here are examples from each of the three ranges of speaker available: 'SugarCube' (green housing) based on 15mm x 11mm, 8ohm 1W components; 'SugarStrand' (purple housing) based on 25mm x 9mm, 8ohm 1.5W components; 'IceCube' (clear housing) based on 18mm x 13mm, 8ohm 1W components.

All are intended for use with Zimo sound decoders. For further details, including price information: [www.youchooos.co.uk](http://www.youchooos.co.uk)



## Shop News

### Special Frizinghall open day to include display of layouts

The Yorkshire retailer, Frizinghall Models & Railways, will be holding an open day at its premises on Saturday 1 June 2019 (1000 – 1600) to which all customers and the public are welcome. There will be representatives from Peco and Oxford Rail/Oxford Diecast in attendance, together with a small number of visiting layouts in action, including *Bradford City Road* in OO and an EM gauge layout from Shipley Model Railway Club.

The day will also see the unveiling of *Ryburn Bridge* (pictured) following a programme of refurbishment. Originally constructed by Peco modelmakers, this N gauge layout (now in the custody of FMR) was featured in the 2012 RAILWAY MODELLER Annual and our December 2012 issue.

The retailer is normally open every Monday – Saturday from 0930 – 1730.

**Frizinghall Models & Railways**

Unit 8A, Sapper Jordan Rossi Park, Otley Road, Baildon BD17 7AX

email: [shop@fmrdirect.co.uk](mailto:shop@fmrdirect.co.uk)

Tel: 01274 747 447

[www.modelrailshop.co.uk](http://www.modelrailshop.co.uk)



## Five years of Famous Trains marked with mayoral visit

The Famous Trains model railway centre in Markeaton Park in Derby celebrated its fifth anniversary of opening to the public with a special open day on Friday 12 April 2019. To mark this special occasion, the



trustees and members of the model railway charity were delighted to greet the Mayor of the City of Derby, Councillor Mike Carr, and the Mayoress.

Famous Trains' chairman, Adrian Maynard, showed the Mayor and Mayoress round the eight quite different model railways on display in the Famous Trains building; the largest being a 60' model based on Chinley in OO.

Chairman Adrian Maynard publicly thanked the members and volunteers, all unpaid, who had worked for more than five years to run the attraction for the city of Derby. The free-entry open day attracted many local families with children, as well as invited guests from Derby City Council, local industry and the media.

The Famous Trains model railway centre is located in Markeaton Park, adjacent to the main (south) car park that is accessed off the Markeaton Island on the Derby Ring Road at the junction of the A38 from Burton and the A52 from Ashbourne. Opening times are Saturdays, Sundays and Mondays throughout the



year from 1100 – 1600. Admission is priced £5.00 for a family, or £2.50 for an adult and £1.00 for a child.

Famous Trains expects to welcome its 40,000th visitor by the end of the year. For more details:

[www.famoustrains.org.uk](http://www.famoustrains.org.uk)



## Model railway retailer included in Parliamentary Review



Peter Corbitt, proprietor the model railway retailer Peter's Spares, informs us that he was invited to write an article for the 2018 edition of *The Parliamentary Review* (covering the Manufacturing & Services Sector).

Peter (pictured, left) explains that the intended purpose of this annual HM Government publication is, "...to raise standards by sharing best practice, with the perspectives from those invited helping to produce a template for future policy reform. Organisations of all shapes and sizes take part, since the perspectives of smaller businesses and how current policy impacts them, is vital to what the document aims to achieve".

As part of the invitation to be featured in the document,

which was distributed to more than 35,000 policymakers, Peter was invited to the 2018 House of Commons Gala, where he had the opportunity to meet leading industry executives and senior politicians past and present.

The published article explained how the Middlesbrough-based retailer – established in 2009 – has developed and expanded its operations by implementing ecommerce systems and computerised stock control.

Peter's Spares stocks a wide range of new modelling products and accessories, together with spare parts for brands including Peco, Bachmann and Hornby. For more details:

[www.petersspares.com](http://www.petersspares.com)



## Sandy Bay – a case of mistaken identity

In our May 2019 issue we featured the N gauge model Sandy Bay. The layout was constructed by Kevin Smith, but the article heading inadvertently attributed it to Kevin Wright. We express our sincere apologies to Kevin for the typographical error, which was spotted too late for the printed edition but was corrected in time for the digital version of *Railway Modeller*.

Kevin advises that the layout will be attending the Scarborough & District Railway Modellers' annual exhibition in Pickering on 17 & 18 August 2019. Look out for further details in the August RM.

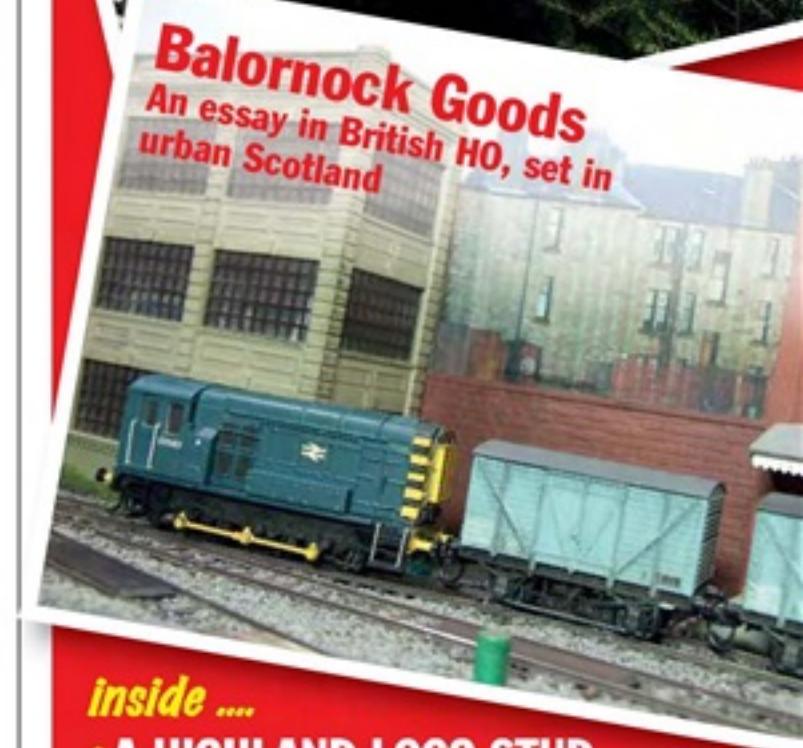
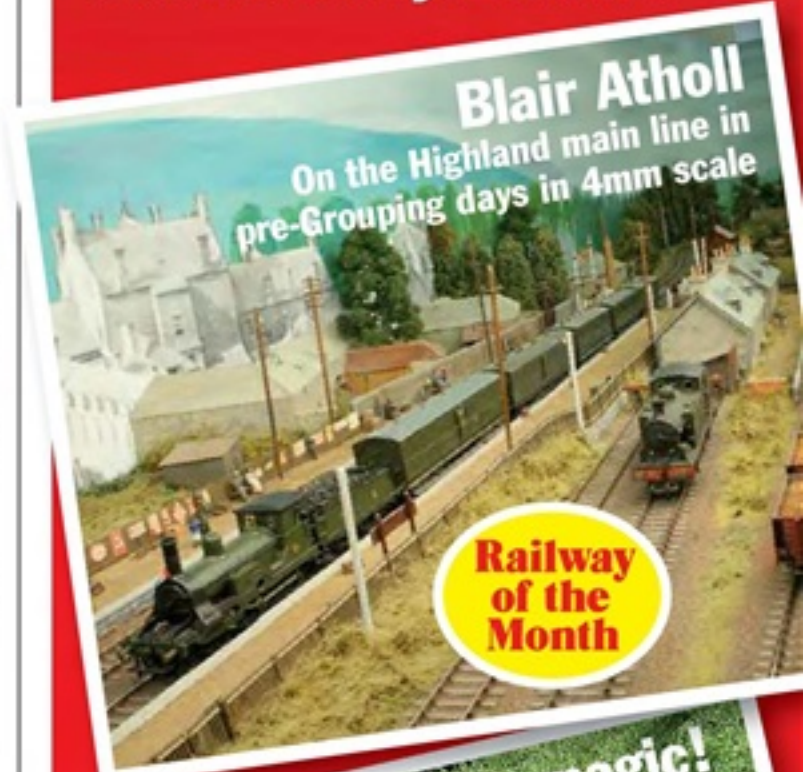


## Laughter Lines...



# Coming next month

July 2019 –  
Out Thursday 13 June



inside ....

• **A HIGHLAND LOCO STUD**  
Peter Fletcher's extensive collection of locomotives in 4mm scale

• **BROAD ASTON**  
We find out whatever happened to this room-filling GWR system in OO

• **PARBOURNE & FLOYD BRIDGE**  
Jerry O'Reilly provides an update on his N gauge branch line empire

plus all the regular features ....



# Societies & Clubs

The following announcements are included in good faith from information provided by the organisers. As cancellations are sometimes inevitable, anyone travelling a long distance should contact the organiser first. Entries include the organiser's town and telephone number wherever possible. The publishers cannot accept any responsibility for cancellations or errors. RAILWAY MODELLER is published on the second Thursday of the preceding month, and copy by post or via email to [rm-clubs@btconnect.com](mailto:rm-clubs@btconnect.com) is required six weeks prior to publication date.

**August issue deadline: June 1st**

## EVENTS

### 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](http://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 chil-

dren free.

**Amenities:** free parking, refreshments, disabled access. Venue is five minutes walk from Haywards Heath station.  
**Features:** Haywards Heath Model Railway Show – layouts 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](http://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/](http://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](http://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](http://www.dorkingmodelrailwayclub.com)

### Saturday 11 May

#### SWALLOWFIELD, Nr Reading

**Organiser:** Loddon Vale MRC.  
**Venue:** Swallowfield Parish Hall, Swallowfield Street, Swallowfield, Reading RG7 1QX.  
**Open:** 1000 – 1630  
**Admission:** adults £4.00, children £2.00, family £9.00.  
**Amenities:** refreshments, parking, disabled access.  
**Features:** layouts, plus trade support.  
**Contact:** [www.lvmrc.co.uk](http://www.lvmrc.co.uk)

### 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), *Sploft* (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.mrmrg.org.uk](http://www.mrmrg.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](http://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](mailto:peterfawcett125@yahoo.co.uk)  
[www.smirg.co.uk](http://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](http://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.leedsrms.org](http://www.leedsrms.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, trade support, demonstrations and society stands.  
**Contact:** David Abbott 01353 721280  
[www.elymrc.org.uk](http://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. Trade support demonstrators, club stands.  
**Contact:** <http://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, specialist trade support including EMGS Stores, plus members' second-hand sales. Society stands and demonstrations.  
**Contact:** www.emgs.org

**Saturday 18 & Sunday 19 May**  
**IMMINGHAM, North East Lincolnshire**  
**Organiser:** Immingham Museum.  
**Venue:** Civic Centre, Pelham Road, Immingham DN40 1QF.  
**Open:** 1000 – 1700 Saturday  
 1000 – 1600 Sunday.  
**Admission:** adults £3.00, children £1.00, family £7.00.  
**Amenities:** refreshments, parking, disabled access.  
**Features:** 15 layouts including *Barnetby* – *Wrawby* and *Immingham Shed*, trade stands, societies.  
**Contact:** www.imminghammuseum.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 & chil-

dren £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.modelmodelrailways.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@gcscalesociety.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 plus trade support.  
**Contact:** David Harrison 07811 254080  
 www.bridmodelrail.org.uk

**Saturday 25 May**  
**MITCHAM, Surrey**  
**Organiser:** Wimbledon MRC.  
**Venue:** St Mark's Hall, 28 St Mark's Road, Mitcham, Surrey CR4 2LF.  
**Open:** 1000 – 1700.  
**Admission:** free.  
**Amenities:** light refreshments, wheelchair access (ground floor only), good public transport, on-street and multi-storey parking nearby.  
**Features:** club open day – display of layouts, modelling demonstrations, hands-on layout for children, test tracks (O, OO, N, 12V dc and DCC but no live steam) bring something to try, club sales stand, new members welcome.  
**Contact:** Martin Churms 07720 923623  
 www.wimbledonmrc.org

**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:** Railflex 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.railflex.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**  
**HAYLE, Cornwall**  
**Organiser:** Hayle MRC and Duchy Railroaders.  
**Venue:** Hayle Day Care Centre, Commercial Road, Hayle TR27 4DE.  
**Open:** 1000 – 1700 Saturday  
 1000 – 1600 Sunday.  
**Admission:** adults £4.00, children £2.00, family tickets available.  
**Amenities:** refreshments.  
**Features:** layouts and trade support.  
**Contact:** www.haylemrc.org.uk

**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**  
**HOVETON, Norfolk**  
**Organiser:** Broadland MRC.  
**Venue:** Hoveton Village Hall, 30 Stalham Road, Hoveton, Norfolk NR12 8DU.  
**Open:** 1030 – 1530  
**Admission:** adults £3.00, concessions £2.00, children 12 and under free.  
**Amenities:** light refreshments.  
**Features:** open day – several layouts on show from completed to under construction. See the work in progress and learn



how we do things. Loco doctor service; get your loco checked out. Demonstrations of DCC. Second-hand stall.

**Contact:**  
www.broadlandmodelrailwayclub.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

## JUNE

### Saturday 1 June

#### BAILDON, West Yorkshire

**Organiser:** Frizinghall Models & Railways.

**Venue:** 8a Sapper Jordan Rossi Park, Baildon, West Yorkshire BD17 7AX.

**Open:** 1000 – 1600

**Admission:** free.

**Amenities:** tea/coffee, biscuits.

**Features:** open day: see *Bradford City Road* (OO), an EM layout courtesy Shipley MRC, and the Peco-built layout *Ryburn Bridge* (N), newly refurbished. Plus representatives from Peco and Oxford Diecast, special offers.

**Contact:** 01274 747447

www.modelrailshop.co.uk

### Saturday 1 June

#### CROYDON

**Organiser:** Croydon MRS.

**Venue:** St Paul's United Reformed Church, Croham Park Avenue, South Croydon CR2 7HF.

**Open:** 1000 – 1600

**Admission:** adults £5.00, children £3.00, family (2+2) £12.00. All proceeds to St Paul's URC Organ Fund.

**Amenities:** refreshments, disabled access, parking in adjacent roads. Buses 64 & 433 stop outside venue, Lloyd Park tram stop 5 minutes walk.

**Features:** 12 layouts including *Avon Sidings* (OO), *Elsewhere* (OO9), *Katherine Street* (OO), *Maxwell* (N), *Tartilla* (N), *Uffculme* (3mm) Trade support, demonstrations, club stands.

**Contact:** Chris Dean 01883 723081

www.croydonmrs.org.uk

### Saturday 1 June

#### DISS, Norfolk

**Organiser:** Bressingham Steam Museum.

**Venue:** Bressingham Steam Museum, Diss, Norfolk IP22 2AA.

**Open:** 1030 – 1700

**Admission:** entry £6.50.

**Amenities:** museum and gardens, café, free parking.

**Features:** Narrow Gauge East – layouts include *Appleton Dene* (O-16.5) *Area 5 4000 Yards* (SM-32), *Ashurst Brickworks Light Railway* (OO9), *Bird's Folly* (OO9), *Bullocks Falls* (On30), *Grafton Maltings* (OO9), *Hawkins Tower* (OO9), *Little Ease* (1:16), *Moorton Bottom Yard* (OO9), *Old*

*Chapel Yard* (OO9), *Reed Beck Waterworks* (OO9), *Roast Green Road Depot* (7mm), *Ruritania Engineering Works* (7mm), *Scrubbs Lane & The Maltings* (OO9), *Seciole Salina* (Gn15), *Somewhere In France* (OO9), *St Tugdual* (Nm), *Symonds Green Brewery* (OO9). Plus modular layout by the Lincolnshire 7mm Society. Trade support.

**Contact:**

www.bressingham.co.uk/events/  
narrow-gauge-east.aspx

### Saturday 1 June

#### PORT TALBOT, Neath Port Talbot

**Organiser:** Benifice of Aberavon PCC.

**Venue:** St Agnes Church, Forge Road, Port Talbot SA13 1US.

**Open:** 1000 – 1600

**Admission:** adults £4.00, accompanied children under 16 free.

**Amenities:** disabled ramp but not facilities. No parking: use *overflow car park* at Tesco (not main park), 3 minutes walk.

**Features:** 8+ layouts, model aircraft, model trolleybus display, military models, trade and society stands.

**Contact:** Simon Burton 01639 680702

### Saturday 1 June

#### SLEAFORD, Lincolnshire

**Organiser:** Sleaford & District MRC.

**Venue:** St George's Academy, Westgate, Sleaford, Lincolnshire NG34 7PP.

**Open:** 1000 – 1600

**Admission:** adults £4.00, children £3.00, family (2+2) £10.00.

**Amenities:** free parking, refreshments, disabled access.

**Features:** 20 layouts, trade support, demonstrations.

**Contact:** 01539 419901

https://sites.google.com/site/sleafordmrc/

### Saturday 1 & Sunday 2 June

#### BEER, Devon

**Organiser:** Pecorama.

**Venue:** The Station Gallery, Pecorama, Beer, Seaton, Devon EX12 3NA.

**Open:** 1000 – 1700 both days

**Admission:** free (normal Pecorama admission prices apply).

**Amenities:** parking, refreshments, disabled access (hilly site renders three-wheel mobility scooters unsuitable).

**Features:** *The Andeer Line* (Swiss HOm modular layout by Julia & Derek Boswell). Visitors are invited to help operate the layout, which employs digital control, with a central 'signal box' and trains driven individually using smart phones and tablets. On request, there will also be practical demonstrations of the foam base-board construction and the use of electrostatic grass. Drop in for as long as you wish. See website for details.

**Contact:** www.pecorama.co.uk

### Saturday 1 & Sunday 2 June

#### BURTON UPON TRENT, Staffordshire

**Organiser:** MECH Models and the Black Diamonds (part of the East Midlands Division of the NMRA-BR).

**Venue:** MECH Models, Unit 9, Lancaster Park, Newborough Road, Needwood, Burton upon Trent DE13 9PD.

**Open:** 1000 – 1700 Saturday  
1000 – 1600 Sunday.

**Admission:** £3.00.

**Amenities:** ample free parking, hot and cold catering. Admission price includes free tea or coffee.

**Features:** Americana weekend – layouts in various scales, traders, display of Harley-Davidsons on the Sunday.

**Contact:** 01283 575444

www.mech-models.com

### Saturday 1 & Sunday 2 June

#### LIVERPOOL

**Organiser:** Liverpool MRS.

**Venue:** Old Christ Church, Waterloo Road, Waterloo, Liverpool L22 1RE.

**Open:** 1000 – 1700 Saturday

1000 – 1630 Sunday.

**Admission:** adults £5.00, seniors £4.50, children £2.00, under 5s free.

**Amenities:** refreshments, free parking.

**Features:** 18+ layouts in various gauges, trade support and demonstration.

**Contact:** Bill Follett 0151 526 1574

www.lmrs.org.uk

### Saturday 1 & Sunday 2 June

#### SHILDON, Co Durham

**Organiser:** Shildon MRC.

**Venue:** The Locomotion Museum, Shildon, Co Durham DL4 2RE.

**Open:** 1000 – 1700 both days.

**Admission:** free.

**Amenities:** refreshments, free parking, disabled access.

**Features:** 20+ layouts, 30+ traders, groups and modelling displays. Steam locomotive rides (small charge applies).

**Contact:** Liz Arrand 07720 975208

www.shildonmrc.com

### Saturday 1 & Sunday 2 June

#### SWADLINCOTE, Derbyshire

**Organiser:** Diesel & Electric Modellers United (DEMU).

**Venue:** Green Bank Leisure Centre, Civic Way, Swadlincote, Derbyshire DE11 0AD.

**Open:** 1000 – 1700 Saturday  
1000 – 1600 Sunday.

**Admission:** adults £10.00, children under 16/members of DEMU £6.00, family (2+unlimited children) £24.00. Tickets valid for the whole weekend.

**Amenities:** on-site parking. Special bus service on the Sunday only between Burton upon Trent railway station and venue; timings on website.

**Features:** DEMU Showcase 2019 – layouts include *Bere Banks* (OO), *Brettell Road* (P4) *Brunswick Yard* (P4), *Dalnottar Riverside* (O), *Forth Bridge* (T) *Great Endon* (OO) *Hornsey Broadway* (EM), *Horseblock Lane* (N), *Ketton Cement* (2FS), *Nonwood Road* (OO), *Parrot Hall* (OO) *Readham* (4mm OO). Trade support, demonstrations, society stands.

**Contact:** www.demu.org.uk

### Saturday 1 & Sunday 2 June

#### WANSFORD STATION, Nr Peterborough

**Organiser:** Nene Valley Railway in association with March MRC.

**Venue:** Wansford Station, Stibbington, Peterborough PE8 6LR.

**Open:** 1000 both days.

**Admission:** *Wansford platform tickets only* (includes entry to model railway exhibition) – adults £5.00, children £3.00, family (2+up to 3) £15.00. *Day Rover train tickets* adults £20.00, seniors £16.00, children (3 – 16) £10.00, under 3s free, family £50.00.

**Amenities:** Turntable Café and on-train refreshments. Disabled access and facilities, parking at Wansford station.

**Features:** layouts in various scales plus NVR garden railway.

**Contact:** 01780 784444

www.nvr.org.uk

### Saturday 8 June

#### BILSTON, West Midlands

**Organiser:** West Bromwich MRC.

**Venue:** Bilston Sports & Social Club, 71 Wellington Road, Bilston WV14 6AY.

**Open:** 1000 – 1500

**Admission:** adults £5.00, accompanied children free.

**Amenities:** free parking, disabled access, refreshments.

**Features:** layouts in N, OO and O, trade support, club stand.

**Contact:** Ade Hill 01902 491679

### Saturday 8 June

#### BURTON UPON TRENT, Staffordshire

**Organiser:** 7mm Narrow Gauge Association.

**Venue:** Burton Town Hall, King Edward Place, Burton upon Trent DE14 2EB.

**Open:** 1030 – 1630

**Admission:** adults £5.00, 7mm NGA members £3.00, partners and children free.

**Amenities:** light refreshments, bar, see website for parking details.

**Features:** 40th Anniversary exhibition: layouts, specialist trade support, Association sales.

**Contact:** www.7mmnga.org.uk

### Saturday 8 June

#### FELIXSTOWE, Suffolk

**Organiser:** Felixstowe Area N Gauge MRG.

**Venue:** Trinity Methodist Church, Orwell Road, Felixstowe, Suffolk IP11 7AN.

**Open:** 1000 – 1600

**Admission:** adults £4.00, concessions £3.00, accompanied children free.

**Amenities:** light refreshments, wheelchair-friendly venue.

**Features:** 10 layouts plus trade support, group stand.

**Contact:** Chris Shum 01349 277211

www.felixstowengauge.org.uk

### Saturday 8 June

#### HAMPTON, Middlesex

**Organiser:** White House MRG.

**Venue:** White House Community Centre, 45 The Avenue, Hampton TW12 3RN.

**Open:** 1100 – 1600

**Admission:** free.

**Amenities:** refreshments, toilets, free parking.

**Features:** a mini model railway show as part of Hampton Carnival, includes layouts of various scales and gauges – *62nd Street* (HO), *Albert Road Yard* (OO), *Garden Railway* (G), *Glanfa Hafren* (OO), *Magic of Clockwork* (O), *Sept-Meules* (HO), *Thornhill Town* (OO) plus others.

**Contact:** Chris Leach 07403 623789

### Saturday 8 June

#### 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 8 June

#### HILLINGDON, Greater London

**Organiser:** Hillingdon Railway Modellers.

**Venue:** Yiewsley Baptist Church Hall (side entrance), 74 Colham Avenue, Yiewsley, Hillingdon UB7 8HF.

**Open:** 1000 – 1600

**Admission:** £4.00.

**Amenities:** refreshments will be available all day. Nearest station West Drayton. Local buses 222, 350, U1, U3 & U5.

**Features:** Test Track Open Day – not an exhibition but a chance to meet fellow modellers and try out your O, OO or N gauge models on the club's three test tracks. 12V dc and DCC is available, but no live steam, please. Expert help is on hand from experienced modellers in case of any problems with your models, and new members are very much welcome.

**Contact:** Peter Storey 020 8368 4090

www.hillingdonrailwaymodellers.co.uk

### Saturday 8 June

#### HULL, East Yorkshire

**Organiser:** Hull Miniature Railway Society.

**Venue:** Walton Street Leisure Centre, Goathland Close, off Walton Street, Hull East Yorkshire HU3 6JB.

**Open:** 1030 – 1600

**Admission:** day membership adults £2.50, children £1.00.

**Amenities:** refreshments, wheelchair-friendly venue.

**Features:** 10 layouts plus trade support.

**Contact:** www.hullmrs.org



### Saturday 8 June

#### KNOWL HILL, Berkshire

**Organiser:** Marlow, Maidenhead & District MRC.

**Venue:** Knowl Hill Village Hall, Bath Road, Knowl Hill RG10 9XB.

**Open:** 1000 – 1630

**Admission:** adults £4.00, children (5 – 14) £2.00, under 5s free, family (2+ 2 or more) £10.00.

**Amenities:** refreshments.

**Features:** layouts, trade support and demonstration.

**Contact:** Mark Pollard 07919 533550

[www.mmdmrc.org.uk](http://www.mmdmrc.org.uk)

### Saturday 8 June

#### WARMINSTER, Wiltshire

**Organiser:** Mendip MRG.

**Venue:** Warminster Civic Centre, Sambourne Road, Warminster BA12 8LB.

**Open:** 1030 – 1600

**Admission:** £6.00.

**Amenities:** light refreshments.

**Features:** layouts include *Brew Street* (OO), *Castlederg* (OO03), *Chilcompton SDJR* (OO), *North Ninth Street Yard* (P87), *Orford* (7mm) *Vale Quarry Preservation* (OO9), *Wadebridge and Padstow* (2FS), plus four shortlisted Wild Swan/MRJ Cameo Challenge entrants. Demonstrations and trade support.

**Contact:** [www.rmweb.co.uk/community/index.php?topic/142048-warminster-exhibition-june-8-2019/](http://www.rmweb.co.uk/community/index.php?topic/142048-warminster-exhibition-june-8-2019/)

### Saturday 8 & Sunday 9 June

#### BAKEWELL, Derbyshire

**Organiser:** Chesterfield Railway Modellers.

**Venue:** Agricultural Business Centre, Agricultural Way, Bakewell DE45 1AH.

**Open:** 1000 – 1700 both days

**Admission:** adults £5.00, concessions/children £4.00, family £12.00.

**Amenities:** large hall with level step-free access throughout. Pay & display car parks adjacent to venue.

**Features:** layouts include *Bastogne* (HO), *Brookfield* (N), *Die Keimnamebahn* (HOe), *Grange Lane* (O), *Hansestadt Brunshafen* (HO), *Jubilee Road* (OO), *Moyenmoutier* (N), *Museum of Transport* (OO), *No 5 Passing Place* (OO trams), *Oldmarket* (OO), *Port William* (N), *Sutton in Ashfield Town* (OO), *Tissington* (OO), *Welney Depot* (OO), *Wingfield Junction* (OO). Trade support, demonstrations.

**Contact:** David Harding 01246 271099

[www.chesterfieldrailwaymodellers.co.uk](http://www.chesterfieldrailwaymodellers.co.uk)

### Saturday 8 & Sunday 9 June

#### DOULTING, Somerset

**Organiser:** Shepton & District MRS.

**Venue:** Doultling Village Hall, Chelynch Park, Doultling, Nr Shepton Mallet, Somerset BA4 4PL.

**Open:** 1030 – 1630 Saturday  
1000 – 1600 Sunday.

**Admission:** adults £4.50, accompanied children under 12 free, children 12 – 16 £2.00.

**Amenities:** wheelchair access, parking, refreshments.

**Features:** Mendip 2019 – layouts include *Brusio Halt* (N), *Depot des Camions* (N), *Gold Corner* (BG7), *Hook Basin* (1:25), *Launceston Steam Railway* (OO9), *Lindon Road* (OO), *Scratchy Bottom* (Gn15), *Trowland* (S), plus others. Free entry to old S&DMRS clubroom at the East Somerset Railway (BA4 4QP) during the show. *Midford* (N) operational and static displays/demonstrations. The S&DMRS expects also to open its new clubrooms in Shepton Mallet (BA4 5XN), with *Hemyock* (OO) and *Shepton Mallet High Street* (OO) under construction.

**Contact:** John Perrett 01761 232950

<https://sheptonmrs.wordpress.com>

### Saturday 8 & Sunday 9 June

#### GLASGOW

**Organiser:** GlasGOW 2019.

**Venue:** Pollokshaws Burgh Hall, 2025

Pollokshaws Road, Glasgow G43 1NE.

**Open:** 1000 – 1600 Saturday

1100 – 1600 Sunday.

**Admission:** adults £6.00, children free.

**Amenities:** catering, free off-street parking. Opposite Pollokshaws West station.

**Features:** Scotland's major Gauge O only event – layouts, traders, demonstrations, test track, bring & buy.

**Contact:** Bob McLay 0141 637 4189

### Saturday 8 & Sunday 9 June

#### KETTERING, Northamptonshire

**Organiser:** St Neots MRC.

**New venue:** The Arena at Kettering Conference Centre, Thurston Drive, Kettering, Northamptonshire NN15 6PB.

**Open:** 1000 – 1700 Saturday  
1000 – 1600 Sunday.

Entry to advance ticket holders 0945 both days

**Admission:** adults £8.00, children over 5yrs £4.00, family (2+2) £20.00. Advance tickets available via website until 31 May.

**Amenities:** free parking on site and at two overflow parks – courtesy bus to overflows – exhibition all on one level with good disabled access. Refreshments. Vintage bus service to/from Kettering railway station.

**Features:** East Anglian Model Railway Exhibition 2019. Layouts include *45C Westlands* (OO), *Amiens 1918 – Tracks & Trenches* (OO9), *Bärental & Dorf* (HOM), *Bear Creek* (N), *Bewdley* (OO), *Blackgang* (G3), *Burdale Quarry* (O), *Burnham* (OO), *Cameo Callaton* (2FS), *Chelma Canyon* (On30), *Coldharbour Lane* (O), *Coleford* (OO9), *Copper Wort* (OO), *Dock Green Loco* (O), *Feltham Road MPD* (OO), *Farmers Drove* (N), *Fen End Pit* (1:32), *Frackingham* (O), *Fredstone Lane* (N), *Fryton* (Z), *Gneiss Cider* (Gn15), *Hampton End* (G), *Middleton* (OO), *Moorside Valley Railway* (N), *Nonsuch* (O-16.5), *Penna Lane TMD* (OO), *Portsea* (3mm), *Priory Lane* (N), *Roberts No.2* (O), *Sixpenny Handley & Bartholomews Hollow* (OO), *Smrzovka* (TT), *St Martin de Boschville* (G1/1:35), *Stamford East* (N), *The Great Minion Railway* (OO), *The Vale Maentwrog* (4mm NG), *Tigley Yard* (O), *Wattisham & Combs* (N), *Zanesville* (HO), *Zweiburg* (N). Plus *Shabbey Road* (OO), a Thomas layout for children to operate. Trade support, demonstrations, society stands, ride-on 4" scale traction engine outside.

**Contact:**

Jackie Kneeshaw 07810 861362

[www.stneotsmrc.com/exhibition-news](http://www.stneotsmrc.com/exhibition-news)

### Saturday 8 & Sunday 9 June

#### NORTH SHIELDS, Tyne & Wear

**Organiser:** Newcastle upon Tyne Centre of the Stephenson Locomotive Society.

**Venue:** Stephenson Railway Museum, Middle Engine Lane, North Shields, Tyne & Wear NE29 8DX.

**Open:** 1100 – 1600 both days.

**Admission:** free. Donations welcome.

**Amenities:** free parking, café. Three of the exhibits are in an ex-NER baggage/fish van with stepped access, thus not wheelchair accessible.

**Features:** Coal And Limestone Carrying Model Railways – eight layouts plus museum's own *Willington Waggonway Wash Pond* diorama. Exhibition of NER high level coal staiths, presentation of archive photographs.

**Contact:** 0191 200 7146

[www.stephensonrailwaymuseum.org.uk](http://www.stephensonrailwaymuseum.org.uk)

### Friday 14 to Sunday 16 June

#### GREAT CENTRAL RAILWAY

**Organiser:** Great Central Railway plc in conjunction with Soar Valley MRC

**Venue:** four stations on the GCR.

**Open:** 1000 each day.

**Admission:** £20.00. Includes all-day travel and entrance to exhibition venues.

**Amenities:** refreshments available at all stations, 10 acre car park next to Quorn station (LE12 8AG).

**Features:** GCR Model Event 2019 – over

70 layouts, trade support, model engineering, demonstrations.

**Contact:** [www.gcrailway.co.uk](http://www.gcrailway.co.uk)

### Saturday 15 June

#### GAINSBOROUGH, Lincolnshire

**Organiser:** Gainsborough MRS.

**Venue:** Florence Terrace, Gainsborough, Lincolnshire DN21 1BE.

**Open:** 1330 – 1730 (last admission 1630)

**Admission:** adults £4.00, seniors/children £3.00, family (2+2) £10.00.

**Features:** open day. One of the largest O gauge model railways in the country; dozens of trains running on a total of over half a mile of track.

**Contact:** B Hodgkinson 01427 610475

[www.gainsboroughmodelrailway.co.uk](http://www.gainsboroughmodelrailway.co.uk)

### Saturday 15 June

#### HUCCLECOTE, Gloucestershire

**Organiser:** Hucclecote Methodist Church.

**Venue:** Hucclecote Methodist Church, Carisbrooke Road, Hucclecote GL3 3QP.

**Open:** 1000 – 1700

**Admission:** adults £5.00, children free.

**Amenities:** refreshments.

**Features:** layouts in a variety of proto-types and scales.

**Contact:** 01452 617357

[www.hmcms.org.uk](http://www.hmcms.org.uk)

### Saturday 15 June

#### PLYMOUTH, Devon

**Organiser:** Plymouth & South East Cornwall MRC.

**Venue:** Abbey Hall, Royal Parade, Plymouth, Devon PL1 2AD.

**Open:** 1000 – 1600.

**Admission:** adults £4.00, children £2.00, family (2+2) £10.00.

**Amenities:** refreshments.

**Features:** eight layouts.

**Contact:** <http://pandsecmrc.co.uk/>

### Saturday 15 & Sunday 16 June

#### BURNLEY, Lancashire

**Organiser:** Pendle Forest MRS.

**Venue:** Pendle Forest Hall, Nelson Square, Burnley, Lancashire BB11 1LA.

**Open:** 1000 – 1700 Saturday  
1000 – 1600 Sunday.

**Admission:** adults £5.00, concessions £2.50, children £2.00, family £8.00.

**Amenities:** refreshments, disabled access. Follow signs from car park.

**Features:** layouts, trade support.

**Contact:** David Carter 07770 331343

[www.pfmrs.org.uk](http://www.pfmrs.org.uk)

### Saturday 15 & Sunday 16 June

#### COATBRIDGE, North Lanarkshire

**Organiser:** Summerlee Museum of Scottish Industrial Life.

**Venue:** Summerlee Museum of Scottish Industrial Life, Heritage Way, Coatbridge, North Lanarkshire ML5 1QD.

**Open:** 1000 – 1600 both days.

**Admission:** free.

**Amenities:** café, limited car parking.

**Features:** small model railway show, plus museum, children's play area, mine tours, heritage trams, full size exhibits.

**Contact:** 01236 638352 / 638467

[www.culturenl.co.uk](http://www.culturenl.co.uk)

### Saturday 15 & Sunday 16 June

#### MERE, Wiltshire

**Organiser:** Mere & District Railway Modellers.

**Venue:** Mere Lecture Halls, Salisbury Street, Mere, Wiltshire BA12 6HA.

**Open:** 1000 – 1600 both days.

**Admission:** adults £5.00, accompanied children free.

**Amenities:** disabled access, refreshments, free parking in Mere.

**Features:** layouts *Aberdovey* (7mm NG), *Cheffley* (OO), *Hamilton* (US N), *Launceston Steam Railway* (OO9), *Lords Diorama* (45mm), *Mere Abbas* (O), *Purbeck* (OO9), *Travas Yn Bogh* (OO/OO9), *Trowland* (S) plus trade and skills desk demonstrations.

**Contact:**

[www.mererrailwaymodellers.co.uk](http://www.mererrailwaymodellers.co.uk)

### Saturday 22 June

#### IPSWICH, Suffolk

**Organiser:** Ipswich Railway Modellers Association.

**Venue:** 40a Norfolk Road, Ipswich, Suffolk IP4 2HB.

**Open:** 1000 – 1600.

**Admission:** see entry below.

**Amenities:** refreshments.

**Features:** part of the Ipswich Transport & Model Festival (see below) – layouts include *Barham Junction* (OO), *Clintons Bend* (N), *Crossleigh* (O), *Grafton on Sea* (OO), *Ipswich South Bank* (N), *Welton Industrial* (OO). Second-hand stand.

**Contact:** [www.irma.org.uk](http://www.irma.org.uk)

### Saturday 22 June

#### IPSWICH, Suffolk

**Organiser:** Ipswich Transport Museum, sponsored by Scograil.

**Venues:** six across town, linked by a free historic bus service every 20 minutes.

**Open:** 1000 – 1600.

**Admission:** adults £10.00, accompanied children £1.00. Ticket allows entry to all venues.

**Amenities:** catering available at most sites, but not all venues are disabled-friendly.

**Features:** Ipswich Transport & Model Festival – lots to see and do at **Ipswich Transport Museum**, Cobham Road IP3 9JD (featuring additional attractions); **Ipswich Model Engineering Society**, Foxhall Road IP3 8LR (train rides and huge 45mm gauge railway); **Scograil Model Railway Exhibition**, Baptist Church, 35 Cauldwell Hall Road IP4 4QG; **Ipswich International Plastic Modellers Open Day**, Ipswich & District Indoor Bowling Club, 136 Rushmere Road IP4 4JU; and a **Coastal DCC Digital Demo** at The Railway, Foxhall Road IP3 8LG.

**Contact:**

[www.ipswichtransportmuseum.co.uk](http://www.ipswichtransportmuseum.co.uk)

### Saturday 22 June

#### KING'S LYNN, Norfolk

**Organiser:** King's Lynn MRC.

**Venue:** Lynnsport, Green Park Way, King's Lynn, Norfolk PE30 2NB.

**Open:** 1030 – 1600.

**Admission:** adults £5.00, children (5 – 15) £2.00, under 5s free.

**Amenities:** refreshments, disabled-friendly.

**Features:** various layouts plus trade support.

**Contact:** <https://klmrc.co.uk>

### Saturday 22 June

#### WEST CAMEL, Nr Yeovil, Somerset

**Organiser:** West Camel MRS.

**Venue:** Davis Hall, West Camel, Nr Yeovil, Somerset BA22 7QX.

**Open:** 1000 – 1530.

**Admission:** adults £4.00, children £1.00, under 11s free.

**Amenities:** light refreshments, free parking, disabled access.

**Features:** approx 10 layouts plus trade support.

**Contact:** Charlie Bishop 07971 448335

### Sunday 23 June

#### BARTON LE CLAY, Bedfordshire

**Organiser:** Beds and Bucks Narrow Gauge Modellers.

**Venue:** Barton Le Clay Village Hall, Hexton Road, Barton Le Clay MK45 4JY.

**Open:** 1000 – 1600.

**Admission:** adults £5.00, accompanied children free.

**Amenities:** light refreshments (tea, coffee, cakes and biscuits), free parking.

**Features:** open day – 11 layouts plus displays and trade support, including OO9 Society sales stand.

**Contact:** Brian Key 01908 615287



**Sunday 23 June**  
**PORTHCAWL, Glamorgan**  
**Organiser:** Porthcawl Railway Club.  
**Venue:** Nottage Scout Hall, The Precinct, Nottage, Porthcawl CF36 3RF (turn to shops off Fulmar Road).  
**Open:** 1000 – 1300.  
**Admission:** adults £2.00.  
**Amenities:** refreshments, free parking.  
**Features:** small layouts plus trade support.  
**Contact:** Bernard Townsend 01656 725091

**Saturday 29 June**  
**LITTLE BOWDEN, Leicestershire**  
**Organiser:** Wreccrail.  
**Venue:** St Nicholas Village Hall, Rectory Lane, Little Bowden LE16 8AS.  
**Open:** 1000 – 1630.  
**Admission:** adults £3.00, under 16s £1.00.  
**Amenities:** refreshments, free parking, disabled access.  
**Features:** diesel and electric themed layouts, demonstrations and trade.  
**Contact:** Richard Coleman rcoleman757@btinternet.com

**Saturday 29 & Sunday 30 June**  
**BEAMISH, Co Durham**  
**Organiser:** Newcastle upon Tyne Centre of the Stephenson Locomotive Society.  
**Venue:** The Regional Resource Centre, Beamish – The Living Museum of the North, Beamish, Co Durham DH9 0RG.  
**Open:** 1000 – 1700 Saturday  
 1000 – 1600 Sunday.  
**Admission:** free (normal admission charges to museum apply).  
**Features:** Coal Carrying Model Railways – seven layouts plus presentation of archive photographs as part of the museum's Old King Coal event.  
**Contact:** 0191 370 4000  
[www.beamish.org.uk](http://www.beamish.org.uk)

**Saturday 29 & Sunday 30 June**  
**PERTH**  
**Organiser:** Perth MRC.  
**Venue:** Dewars Centre, Glover Street, Perth PH2 0TH.  
**Open:** 1000 – 1730 Saturday  
 1000 – 1700 Sunday.  
**Admission:** adults £9.00, children £4.00, family (2+2) £20.00.  
**Amenities:** buffet and bar, on-site parking. Venue is next to Perth railway station; park & ride from Broxden on Saturday.  
**Features:** layouts include *Almond Bridge* (OO), *Broadford* (HO), *Bungallow* (N), *Cadham Bay* (OO), *Campbell's Quarry* (O), *Campo de Leste* (HO), *Cascade Yard* (HO), *Craig an Tory* (OO), *Craiglang* (O), *Crawton* (OO), *Dduallt* (OO9), *Elderslie Station* (O), *Elgin* (N), *Eu (Le Treport) Depot SNCF* (O), *Glenfinnan* (OO), *Law Junction* (N), *Mariana Mesa* (On30), *Playcraft Railways 1961 to 1969* (HO), *Purbeck* (OO9), *Rolvenden* (P4), *Ronshafen* (N), *St George's Dock* (O), *Stanley Junction* (N), *The Streamliners* (O), *Treffburg* (HO), *Tullygarth* (OO), *Valencia Harbour* (4mm), *Ventnor West* (O), *Wallacetoun Junction* (N), *Warton Road* (G3), *Yewston Road* (OO). Plus a LEGO layout, Gauge 1 demonstrations, extensive trade support, society stands, seminars. Train rides by the Scottish Model Engineering Trust.  
**Contact:** 07365 115955  
[www.perthmrc.com](http://www.perthmrc.com)

4 Calshot Street, London N1 9DA.  
**Contact:** John Ferguson by email – [publicity@merg.org.uk](mailto:publicity@merg.org.uk)

**Monday 3 June, 1930hrs**  
**Peak Rail Association – Sheffield Branch**  
*55 Years Of Railway Photography* by Les Nixon.  
**Venue:** The Harlequin, 108 Nursery Street, Sheffield S3 8GG.  
**Contact:** Dave Sharp 0114 274 5478  
[www.peakrail.co.uk/sheffieldbranch](http://www.peakrail.co.uk/sheffieldbranch)

**Tuesday 4 June, 1930hrs**  
**Gravesend Railway Enthusiasts Society**  
*My 39 Years As A Driving Instructor* by Kevin Curtis.  
**Venue:** Emmanuel Baptist Church, Windmill Street, Gravesend DA12 1BB.  
**Admission:** non-members £1.00  
**Contact:** Henry Harryman 01322 370148

**Tuesday 4 June, 1900hrs**  
**RCTS – Watford**  
*Australia – Australian Railways In The 1990s* by Rob Freeman.  
**Venue:** Beechen Grove Baptist Church, Clarendon Road WD17 1JJ.  
**Contact:** Ronnie McAdam 0131 669 7503

**Tuesday 4 June, 2000hrs**  
**The Enfield Transport Circle**  
*The Inaugural Roger Elkin Tribute Presentation – Photographic Tour Of The Eastern USA In The 2000s* by Leslie Drake.  
**Venue:** First Floor Meeting Room, The Drill Hall Sports Club, 1 Old Park Avenue, Enfield EN2 6PJ.  
**Admission:** £4.00.  
**Contact:** Kenneth Crane 07596 142117  
[k.h.crane@hotmail.co.uk](mailto:k.h.crane@hotmail.co.uk)

**Tuesday 4 June, 1930hrs**  
**SEG/LRTA – Eastleigh**  
 Members' slides.  
**Venue:** Eastleigh Railway Institute, Romsey Road.  
**Admission:** £3.00  
**Contact:** [www.southernelectric.org.uk](http://www.southernelectric.org.uk)  
[www.lrta.org](http://www.lrta.org)

**Wednesday 5 June, 1900hrs**  
**Association of Shrewsbury Railway Modellers**  
*4mm Scale Track: History, Options And Busting Some Myths* by Gordon Woods, Tim Lewis & Stephen Duffell.  
**Contact:** Nick Coppin 01952 884398  
[www.shrewsburyrailwaymodellers.co.uk](http://www.shrewsburyrailwaymodellers.co.uk)

**Wednesday 5 June, 1930hrs**  
**Burton Railway Society**  
 Annual railway quiz by Chris Eaton & Dave Hook.  
**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](http://www.burtonrailwaysociety.co.uk)

**Thursday 6 June, 1930hrs**  
**Lutterworth Railway Society**  
*Essex Thameside Railways* by Bob Poole.  
**Venue:** United Reformed Church, George Street, Lutterworth LE17 4EF.  
**Contact:** David Hanger 01455 203307  
[www.lutterworthrailwaysociety.co.uk](http://www.lutterworthrailwaysociety.co.uk)

**Thursday 6 June, 1930hrs**  
**RCTS – Milton Keynes**  
*Anglian Transitions* by John Day.  
**Venue:** The Methodist Church Hall, Silver Street, Stony Stratford MK11 1BE.  
**Contact:** Ronnie McAdam 0131 669 7503

**Thursday 6 June, 1930hrs**  
**The Great Central Railway Society – Sheffield Branch**  
*Hengist – The Building Of A New Clan* by Chris Jones.

**Venue:** The Harlequin, 108 Nursery Street, Sheffield S3 8GG.  
**Contact:** Bob Gellatly 01909 565763  
[www.gcrsociety.co.uk](http://www.gcrsociety.co.uk)

**Monday 10 June, 1930hrs**  
**Lincoln Railway Society**  
*The Transformation Of St Pancras* by Nigel Lowey.  
**Venue:** St Hugh's Church, Harewood Crescent, North Hykeham, Lincoln LN6 8JG.  
**Admission:** visitors £3.00  
**Contact:** 01522 698085  
[grahamlightfoot1948@gmail.com](mailto:grahamlightfoot1948@gmail.com)

**Monday 10 June, 1930hrs**  
**SEG – Sussex Branch**  
*In And Out Of Paddington* by Michael Baker.  
**Venue:** The Deall Room, Southwick Community Centre, BN42 4TE.  
**Admission:** non-members £3.00  
**Contact:** [stuart.hicks90@gmail.com](mailto:stuart.hicks90@gmail.com)

**Tuesday 11 June, 1945hrs**  
**Pewsey Vale Railway Society**  
*The Channel Tunnel* by Peter Harrison.  
**Venue:** Woodborough Social Club, SN9 5PL.  
**Contact:** 07899 967221

**Tuesday 11 June, 1930hrs**  
**RCTS – Hitchin**  
*Railway Disasters* by Matthew Hills.  
**Venue:** Tilehouse Street Baptist Church, Upper Tilehouse Street SG5 2EE.  
**Contact:** Ronnie McAdam 0131 669 7503

**Tuesday 11 June**  
**RCTS – Merseyside, Chester and North Wales Branch**  
*A Day Trip To Sheerness On-Sea*  
**Contact:** Alan Turton 01606 854227  
[Merseyside@rcts.org.uk](mailto:Merseyside@rcts.org.uk)

**Wednesday 12 June, 1930hrs**  
**RCTS – Cardiff**  
*My Railway Career In South Wales* by David Maidment.  
**Venue:** Old Church Rooms, Park Road, Radyr CF15 8DF.  
**Contact:** Ronnie McAdam 0131 669 7503

**Thursday 13 June**  
**RCTS – Bristol**  
*Afternoon And Evening Observations At Eastfield Station.*  
**Contact:** Ronnie McAdam 0131 669 7503

**Monday 17 June, 1930hrs**  
**RCTS – Shenfield**  
*Airport Railways* by Andy Sharp.  
**Venue:** Shenfield Parish Hall, 60 Hutton Road CM15 8BL.  
**Contact:** Ronnie McAdam 0131 669 7503

**Tuesday 18 June, 1930hrs**  
**The Grimsby & Cleethorpes Railway Group**  
*Great Central Railway Locomotives 1897 – 1922* by John Quick.  
**Venue:** The No.1, Station Approach, Cleethorpes DN35 8AX.  
**Contact:** Stuart Blackburn 01472 505853  
[www.gcrsociety.co.uk](http://www.gcrsociety.co.uk)

**Tuesday 18 June, 1930hrs**  
**The Leicester Railway Society**  
*The Route Of The Master Cutler – Part 2* by Chris Youett.  
**Venue:** The Cricketers, Grace Road, Leicester LE2 8AD.  
**Contact:** Stephen Hewitt 07980 008370  
[www.leicesterrailwaysociety.com](http://www.leicesterrailwaysociety.com)

**Wednesday 19 June, 1900hrs**  
**RCTS – Ashford (Kent)**  
*The Devon Belle Story* by Ken Mumford.  
**Venue:** The Railway Social Club, Beaver Road, TN23 7RR.  
**Contact:** [southeast@rcts.org.uk](mailto:southeast@rcts.org.uk)

**Wednesday 19 June, 1630hrs**  
**RCTS – Solent**  
*Observation At Eastleigh Station.*  
**Contact:** Ted Vaughan 023 8084 9533  
[tedvaughan449@yahoo.co.uk](mailto:tedvaughan449@yahoo.co.uk)

**Thursday 20 June, 1930hrs**  
**Lutterworth Railway Society**  
*Subterranean Railways* by Christian Wolmar.  
**Venue:** United Reformed Church, George Street, Lutterworth LE17 4EF.  
**Contact:** David Hanger 01455 203307  
[www.lutterworthrailwaysociety.co.uk](http://www.lutterworthrailwaysociety.co.uk)

**Thursday 20 June, 1915hrs**  
**Marlow & District Railway Society/RCTS – Bourne End**  
*50 Years Of Railway Photography Part 2* by Dr Les Nixon.  
**Venue:** Bourne End Community Centre, Bourne End, Bucks. SL8 5SX.  
**Contact:** 01494 638090  
[www.mdrs.org.uk](http://www.mdrs.org.uk)  
 Ronnie McAdam 0131 669 7503

**Thursday 20 June, 1930hrs**  
**RCTS – Shipley**  
 Members' presentations.  
**Venue:** Saltaire Methodist Chapel, Saltaire Road, Shipley BD18 3HJ.  
**Contact:** Ronnie McAdam 0131 669 7503

**Thursday 20 June, 1700hrs**  
**RCTS – Thames Valley**  
*Observations At Reading Station.*  
**Contact:** Fixtures Secretary Andrew Jenkins 01793 783749; [TV-fixtures@rcts.org.uk](mailto:TV-fixtures@rcts.org.uk)

**Friday 21 June, 1930hrs**  
**Great Western Society – Taunton**  
*Great Western Route Taunton – Barnstaple* by Freddie Huxtable.  
**Venue:** Village Hall, Stoke St Mary, Nr Taunton, Somerset TA3 5DE.  
**Contact:** 01823 334188

**Monday 24 June, 2000hrs**  
**Nantwich & Market Drayton Railway Society**  
*The Gloucestershire Warwickshire Steam Railway* by John Perkin.  
**Venue:** King's Head Inn, Shrewsbury Road, Market Drayton TF9 3EH.  
**Contact:** [johnslynn147@virginmedia.com](mailto:johnslynn147@virginmedia.com)

**Tuesday 25 June, 1400hrs**  
**RCTS – Welwyn Garden City**  
*Immingham Loco Shed* by Brian Longbone.  
**Venue:** The Methodist Church, junction of Ludwick Way and Cole Green Lane, AL7 3PN.  
**Contact:** Ronnie McAdam 0131 669 7503

**Thursday 27 June**  
**RCTS – Bristol**  
*Afternoon And Evening Observations At Eastfield Station.*  
**Contact:** Ronnie McAdam 0131 669 7503

**Friday 28 June, 1900hrs**  
**Launceston All Gauges Model Railway Group**  
 Monthly meeting.  
**Venue:** Dingley Hall, Castle Street, Launceston, Cornwall; adjacent to the Central Methodist Church. Free car park opposite. All ages are welcome pop for a cup of tea and a chat with our modellers; bring a loco OO or N for a run on our track.  
**Contact:** Les Whaley 07972 333202

**Saturday 29 June, 1400hrs**  
**T&LRS – East Midlands Area**  
 Modelling – bring along your latest project to discuss, including joint meeting with the Model Bus Federation.  
**Venue:** Sixth Beeston Scout Hut, Middle Street, Beeston, Nottingham NG9 1GA.  
**Contact:** David Hanger 01455 203307

## MEETINGS

**Saturday 1 June, 1330hrs**  
**Model Electronic Railway Group – London Branch**  
 Demonstration of an advanced DCC system; non-members welcome and refreshments available. Meeting ends 1700.  
**Venue:** The Model Railway Club HQ,



# RAILWAY MODELLER

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Email: [bill.railwayroundabout@gmail.com](mailto:bill.railwayroundabout@gmail.com)

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Email: [mjhtoy@aol.com](mailto:mjhtoy@aol.com)

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Colehill, Wimborne, BH21 2NP.  
Email: [members-sales@009society.com](mailto:members-sales@009society.com)  
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(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](mailto: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](mailto: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](mailto: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 Warnden Avenue, Baxenden, Accrington, Lancs BB5 2PR. Tel: 01254 234 017.

**WANTED TRIANG TT AND LONE STAR TREBLE O ELECTRIC BY PRIVATE COLLECTOR.** Good price paid, will travel. Tel: 01980 862 387 or email: [hamptonrob1951@outlook.com](mailto: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](http://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

## Private

### Private Sales

**LARGE QUANTITY RAILWAY MODELLERS/ CONSTRUCTORS 1960'S TO PRESENT DAY**, some complete years, buyer collects, may consider splitting. Worcester/Gloucester border. Tel: 07702 261 219.

**DIGITRAX POWER EQUIPMENT. DUE TO DOWNSIZING LARGE OO GAUGE LAYOUT**, selling three DB200 booster's boxed. Three BDL168's, three PM42's, ten DS64 turnout decoders. All good condition with manuals. Telephone: 07714 468 844, **JOHN TRETHEWEY**.

### 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](http://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,



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](mailto: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](mailto: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](mailto:simonecull06@tiscali.co.uk)

**G SCALE AND OTHER GARDEN RAILWAYS WANTED.** Gauge 1, SM32, Bachmann, LGB, Piko, Accucraft, Roundhouse etc. Locomotives, rolling stock, track, points and accessories all required. Tel: 01302 371623 email: [sophiecul99@gmail.com](mailto:sophiecul99@gmail.com)

**YOUR UNWANTED RAILWAYS, SINGLE ITEMS OR QUANTITY, ALL GAUGES –** immediate cash. Tel: 0208 715 5304, (South London).

**HORNBY DUBLO AND WRENN RAILWAYS WANTED, LOCOMOTIVES, COACHES, WAGONS** and all associated items, from one item to large

collections. Happy to travel, immediate cash settlement. Jason Roger, send lists to 7 Broomways, Great Wakering, Southend on Sea, Essex SS3 0DP or email: [jaycossie@googlemail.com](mailto: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](mailto:cash4trains@live.co.uk)

**METROPOLITAN RAILWAY "DREADNAUGHT" COACHES OO GAUGE R-T-R, GOOD CONDITION.** Tel: 0208 471 9851 (evenings), email: [brian\\_fitzsimons@yahoo.co.uk](mailto:brian_fitzsimons@yahoo.co.uk)

# Swapmeets • Sales • Fairs

The following announcements are included in good faith from information provided by the organisers. As cancellations are sometimes inevitable, anyone travelling a long distance should telephone before doing so. All advertisements include the organiser's town and telephone number. The publisher of RAILWAY MODELLER cannot accept any responsibility for cancellations or errors.

## May 2019

**19 May (Sun) 10.30am-3pm**  
**DONCASTER RACECOURSE,** The Lazarus Exhibition Centre, Leger Way, Doncaster DN2 6BB. More than 300 stalls of toys, trains and models. Adults £4, Seniors £3.50, Children £1. Tel: 01604 846 688 [www.bpfairs.com](http://www.bpfairs.com)

**19 May (Sun) 10am-1.30pm**  
**GREAT BENTLEY, ESSEX,** Village Hall, opposite railway Station CO7 8LD. R&G TOYFAIRS. Tel: 01255 473 509.

**25 May (Sat) 10.30am-3pm**  
**SANDOWN PARK – 500 STALLS,** Europe's No1 Toy Collectors Fair, Sandown Exhibition Centre, Sandown Park Racecourse, Esher, Surrey KT10 9AJ. Adults £6.50, Senior Citizens £6, Children £2. Hundreds of stalls selling everything you want in model railways, come and see why Sandown is Britain's best loved toy show. Tel: 01604 846 688 [www.bpfairs.com](http://www.bpfairs.com)

**26 May (Sun) 10am-2pm**  
**CHARTHAM,** Chartham Village Hall, Station Road, Chartham, near Canterbury CT4 7JA. Next event: 8th September. Tel: 01322 662 729 or 0773 999 8012 [www.srptoyfairs1.co.uk](http://www.srptoyfairs1.co.uk)

**26 May (Sun) 10.30am-2.30pm**  
**CORNWALL – LOSTWITHIEL** Community Centre PL22 0HE. Contact: MARK. Tel: 01637 871 412, 07887 888 670.

**26 May (Sun) 10.30am-2pm**  
**SOUTHPORT,** Splash World, Dunes Leisure Centre, The Esplanade, PR8 1RX. Up to 65 tables. Adults £2, Children 50p. BARRY STOCKTON. Tel: 0151 334 3362 [www.barrystocktonfairs.co.uk](http://www.barrystocktonfairs.co.uk)

**28 May (Tues) 6pm-8pm**  
**TONBRIDGE, ANGEL CENTRE,** Angel Lane, Kent TN9 1SS. Next event: 30th July. SRP TOYFAIRS. Tel: 01322 662 729 or 0773 999 8012 [www.srptoyfairs1.co.uk](http://www.srptoyfairs1.co.uk)

## June 2019

**1 June (Sat) 10am-2pm**  
**BEXHILL ON SEA,** St Barnabas Parish Church, Sea Road/Cantelupe Road, Bexhill on Sea TN40 1JG. Community Café on site serving hot food. Next event: 19th October. Tel: 01322 662 729 or 0773 999 8012 [www.srptoyfairs1.co.uk](http://www.srptoyfairs1.co.uk)

**1 June (Sat) 10.30am-2pm**  
**CHESTER,** The Cheshire Country Sports Club, Plas Newton Lane (near Upton) Chester CH21 1PR (off A41). Approximately 3 minutes from junction 12 of M53 and junction 41 of A55. Admission £2. TONY OAKES FAIRS. Tel: 01270 652 773 & 07825 631 323.

**2 June (Sun) 10am-2pm**  
**ASHINGTON TOY & TRAIN COLLECTORS FAIR,** Ashington Community Centre, Foster Lane, Ashington, West Sussex RH20 3PG.

Telephone for further information  
PETE: 01424 846 676 or DAVID: 07742 609 865.  
Email: [modelcarmart@gmail.com](mailto:modelcarmart@gmail.com)  
Website: [www.modelcarmart.com/ashington](http://www.modelcarmart.com/ashington)

**2 June (Sun) 10.30am-3pm**  
**BUXTON – 150 STALLS,** The Pavilion Gardens, St John's Road, Buxton, Derbyshire SK17 6XN. Adults £3, Senior Citizens £2.50, Children £1. Many stalls full of OO and O gauge trains. Tel: 01604 846 688 [www.bpfairs.com](http://www.bpfairs.com)

**2 June (Sun) 10am-2pm**  
**COLCHESTER,** Langham Community Centre, School Road, Colchester, Essex CO4 5PA. Next event: 14th July. SRP TOYFAIRS [www.srptoyfairs1.co.uk](http://www.srptoyfairs1.co.uk) Tel: 01322 662 729 or 0773 999 8012.

**2 June (Sun) 1pm-4pm**  
**FALKIRK –** Graeme High School, Callendar Road, Falkirk FK1 1SY. Entry £1, under 12 free. BRIAN McLAREN. Tel: 01324 624 102 [www.mclaren-models.com](http://www.mclaren-models.com)

**2 June (Sun) 10am-3pm**  
**PUDSEY CIVIC HALL,** on Leeds to Bradford Ring Road LS28 5TA. STEELE PROMOTIONS. Tel: 0161 283 1255

**8 June (Sat) 10.30am-2pm**  
**LUDLOW RACECOURSE,** Bromfield, Ludlow, Shropshire SY8 2BT, (off A49), admission £2. TONY OAKES FAIRS. Tel: 01270 652 773 & 07825 631 323.



**8 June (Sat) 10am-2pm**

**NOTTINGHAM BLUECOAT ACADEMY**, (on ring road, 1 mile north of University) NG8 5GY. Good access, free parking, refreshments. Next event: 3rd August. Contact: MALC.  
*Tel: 07951 072 790.*

**8 June (Sat) 10am-3pm**

**WATCHET, SOMERSET**, Watchet (WSR) Station TA23 OUA. Model Railway sale and Gala Weekend (small & friendly).  
*Tel: 01935 421 107.*

**9 June (Sun) 10.30am-3pm**

**SOUTH DUBLIN TOY & TRAIN SALE**, The Tablot Hotel, Stillorgan, Dublin (alongside N11 Wexford Road). Major Show for trains, cars and commercials and with major dealers. Superb venue with massive free car park and all day catering. Easy & level access at this 4\* star hotel. Up to 80 tables. Admission €4.  
*Tel: 0044 1643 702 757 or 0044 7966 694 579*  
[www.chrisdyerfairs.co.uk](http://www.chrisdyerfairs.co.uk)

**9 June (Sun) 10am-2pm**

**HALTWHISTLE**, off A69 between Carlisle and Newcastle. Haltwhistle Leisure Centre, Greencroft NE49 9DW. Near Haltwhistle train station and bus route 685 between Newcastle and Haltwhistle. Adult £3, Children and Seniors £2. Early entry £5.  
JIM CORR.  
*Tel: 0750 403 5955.*  
*Email: jim\_corr73@hotmail.co.uk*

**9 June (Sun) 10.30am-2pm**

**HAYDOCK PARK RACECOURSE**, The Exhibition Centre, WA12 0HQ - M6 June 23. Up to 85 tables. Adults £2, Children 50p. BARRY STOCKTON.  
*Tel: 0151 334 3362*  
[www.barrystocktonfairs.co.uk](http://www.barrystocktonfairs.co.uk)

**9 June (Sun) 10.30am-3pm**

**SHEPTON MALLETT**, Bath & West Showground, Shepton Mallet, BA4 6QN. 300 stalls, restaurant, free parking. Admission £4. BULLDOG FAIRS.  
*Tel: 01373 452 857 or 07917 125 641*  
[www.bulldogfairs.com](http://www.bulldogfairs.com)

**9 June (Sun) 10am-2.30pm**

**ST IVES**, Burgess Hall Events Centre, Westwood Road, St Ives, Cambridgeshire, PE27 6WU. 125 pitches. Adults £3, Seniors £2.50, 1st Child £2 organised by Lorraine for J&J FAIRS.  
*Tel: 01522 880 383*  
[jandjairs@virginmedia.com](mailto:jandjairs@virginmedia.com)

**11 June (Tues) 6.30pm-8.30pm**

**ODIHAM/HOOK**, Community Centre, Ravencroft, Hook RG27 9NN. Second Tuesday monthly.  
*Tel: 01380 725 322, anytime.*

**13 June (Thurs) 7pm-9pm**

**THEYDON BOIS**, Theydon Bois Village Hall, Coppice Row (B172), Theydon Bois, near Epping, Essex CM16 7ER. Close to M25 J26 and M11 J5. Admission £1. Contact: JOE LOCK.  
*Tel: 07866 641 215.*

**15 June (Sat) 10.30am-4.30pm**

**ALRESFORD - NATIONAL FESTIVAL OF TOY TRAINS**, Perins School, Pound Hill, Alresford SO24 9BS. 20+ layouts, 80+ sales tables. BBQ, real ale & live music. Adults £6, Children £2, family (2+2) £14, early entry to Sales Hall 9am £10.  
*Tel: 01962 733 475.*  
*Email: bobleggett@btinternet.com*  
*Website: [www.alresford-toy-trains.org.uk](http://www.alresford-toy-trains.org.uk)*

**16 June (Sun) 10am-2pm**

**RAYLEIGH, ESSEX**, The Swayne, Park School, Sir Walter Raleigh Drive, off London Road, SS6 9BZ. Next event: 18th August. SRP TOYFAIRS.  
*Tel: 01322 662 729 or 0773 999 8012*  
[www.srpoyfairs1.co.uk](http://www.srpoyfairs1.co.uk)

**16 June (Sun) 10.30am-2pm**

**SHERINGHAM**, Sheringham Community Centre, Holway Road, Sheringham, Norfolk, NR26 8NP. Admission £2, under 16 free, early entry 9am - £4pp. Good parking, disabled access and refreshments. JOHN'S TOY FAIRS.  
*JOHN PARSONAGE, telephone: 07881 555 283.*  
*Email: [john.parsonage@btconnect.com](mailto:john.parsonage@btconnect.com)*

**16 June (Sun) 10.30am-3pm**

**STAFFORD - 250 STALLS**, The Prestwood Centre, Stafford County Showground, Weston Road, Stafford, ST18 0BD. Adults £4, Seniors £3.50, Children £1. There are many stalls selling OO and O gauge trains.  
*Tel: 01604 846 688*  
[www.bpfairs.com](http://www.bpfairs.com)

**18 June (Tues) 7pm-9pm**

**WOOTTON BASSETT**, Memorial Hall, Station Road SN4 7EE. Toy & Train Fair. Third Tuesday monthly.  
*Tel: 01380 725 322, anytime.*

**22 June (Sat) 10.30am-3pm**

**CARMARTHEN TOY AND 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](http://www.chrisdyerfairs.co.uk)

**22 June (Sat) 10.30am-2.30pm**

**GLOUCESTER**, Churchdown Community Centre, Parton Road, GL3 2JH. Free parking, refreshments.  
*Tel: 01380 725 322, anytime.*

**22 June (Sat) 9am-2.30pm**

**MAIDSTONE**, at Lockmeadow Market Hall, Barker Road, Maidstone, Kent ME16 8HR. Admission £2.50.  
*Tel: 01732 840 787 or 01622 298 159.*

**23 June (Sun) 10.30am-3pm**

**BOLTON STADIUM - 280 STALLS**, The Premier Suite, Bolton Stadium, Bolton, Lancashire BL6 6JW. Adults 4, Senior Citizens £3.50, Children £1. OO and O gauge for sale from dozens of specialist dealers.  
*Tel: 01604 846 688*  
[www.bpfairs.com](http://www.bpfairs.com)

**25 June (Tues) 6pm-9pm**

**GARSTANG TOYFAIR**, Kirkland and Catterall Memorial Hall, corner of A6 and A586, refreshments available. JANET PEARSON.  
*Tel: 01282 439 009.*

**29 June (Sat) 10am -2pm**

**\*DITTON - NEW EVENT\*** Ditton Community Centre, Kilbarn Road, Ditton, Kent ME20 6AH. Next event: 11 August. SRP TOYFAIRS.  
*Tel: 01322 662 729 or 0773 999 8012*  
[www.srpoyfairs1.co.uk](http://www.srpoyfairs1.co.uk)

**30 June (Sun) 10am-2pm**

**CATTERICK FAIR**, Catterick Leisure Centre, Gough Road, Catterick Garrison DL9 3EL. 10 minutes off A1, Adults £3, Children and Seniors £2. Early entry £5. Free parking. JIM CORR.  
*Tel: 0750 403 5955.*  
*Email: [jim\\_corr73@hotmail.co.uk](mailto:jim_corr73@hotmail.co.uk) for further information.*

**30 June (Sun) 10am-2.30pm**

**EASTLEIGH**, Barton Peveril Sixth form College, Chestnut Avenue, SO50 5ZA. Less than 2 miles from our Fleming Park venue.  
*Tel: 01380 725 322, anytime.*

**30 June (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.  
*PHIL COOPER, telephone: 01787 372 559 or*  
*BILL BOURNE on: 01787 280 452.*

**30 June (Sun) 10am-3pm**

**NEWTON ABBOT TRAIN & TOY FAIR**, Newton Abbot Racecourse, Devon TQ12 3AF. Admission £2. Superb venue, free parking, refreshments. 100+ tables. Organised by RAY HEARD.  
*Tel: 01823 480 097.*  
*Email: [rayheard66@btinternet.com](mailto:rayheard66@btinternet.com)*

**30 June (Sun) 10am-2.30pm**

**SPALDING**, Springfields Events Centre, Camelgate, Spalding, Lincolnshire PE12 6ET. 125 pitches. Adults £2.50, Seniors £2, 1st Child £1.50. Organised by Lorraine for J&J FAIRS.  
*Tel: 01522 880 383 [jandjairs@virginmedia.com](mailto:jandjairs@virginmedia.com)*



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All copy is subject to our approval. We reserve the right to request amendments.

Scale or gauge should be mentioned when referring to models. Swapmeets and other events must include a telephone number at which the organiser can be contacted.

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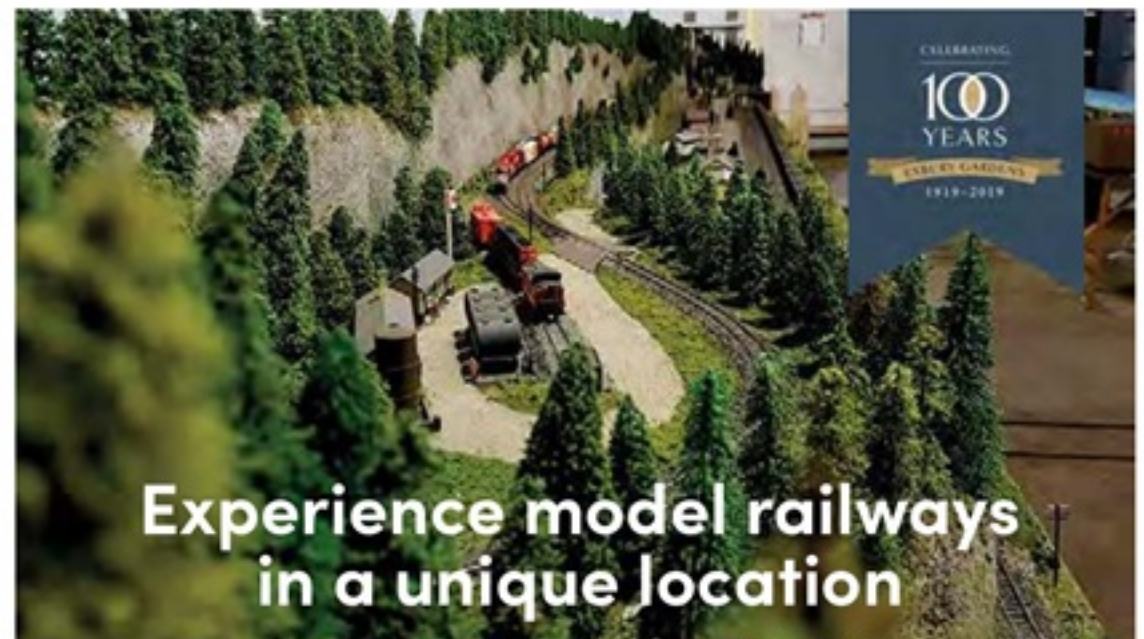
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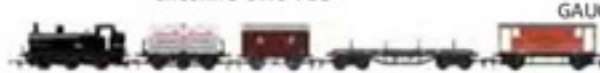
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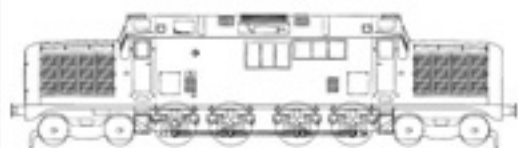
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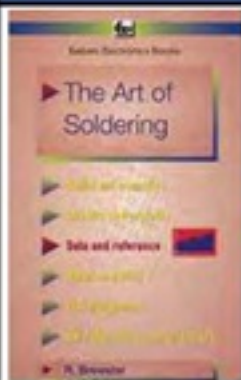
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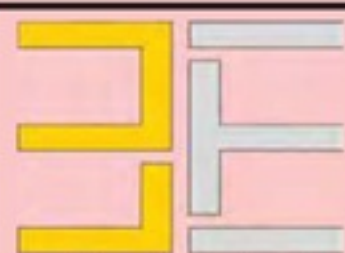
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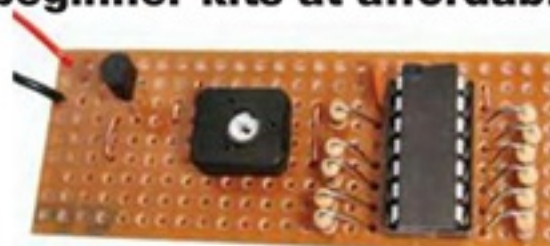
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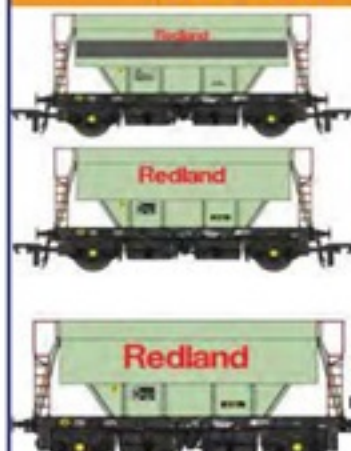
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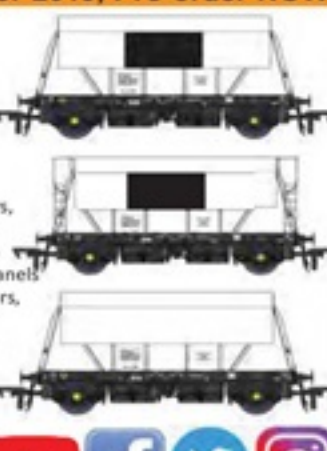
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CDP 7 pin.....80p  
CDP 8 pin.....85p

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CD55 4 pin.....65p  
CD52 5 pin 180°.....70p  
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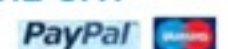
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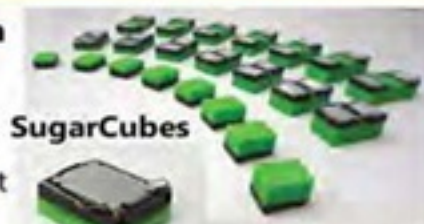
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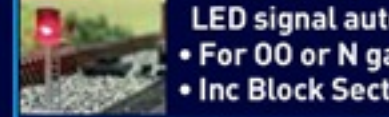
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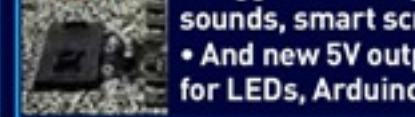
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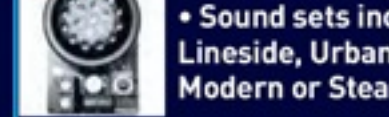
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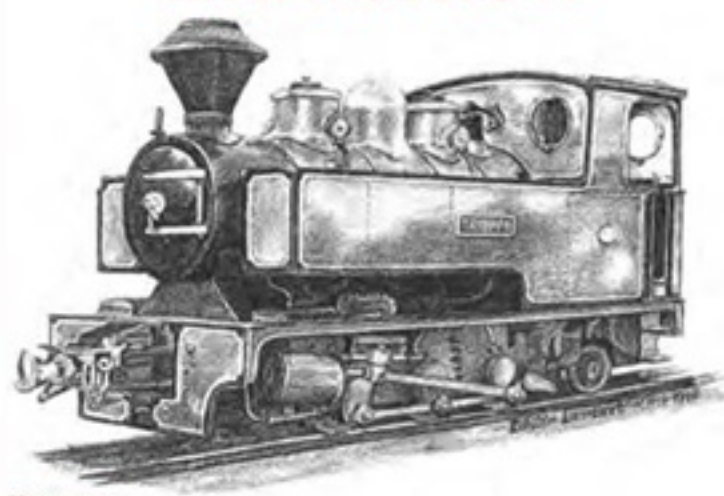


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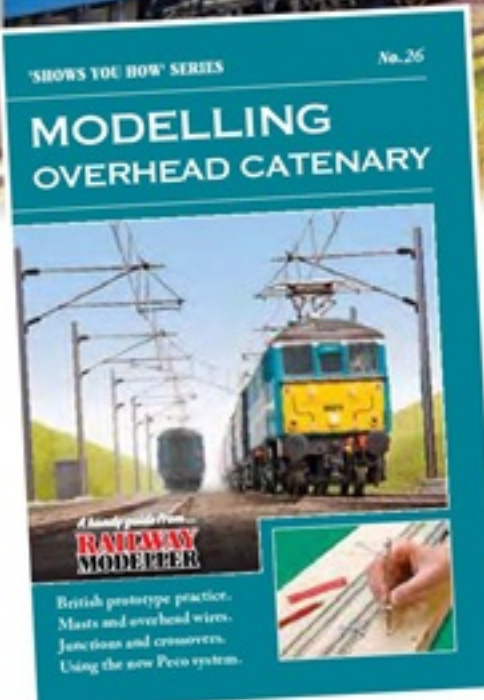


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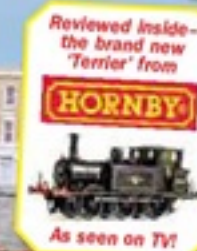
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