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RAILWAY MODELLER

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Railway of the Month

A station on the Great Western main line in the Welsh Marches in OO, with the Glyn Valley Tramway as a bonus, as Stephen Weatherley reveals.

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Project of the Month

Sound advice for that all-important step along the road from the introductory package, in this first part of a trilogy from Chris Ford on a project layout in OO.

900 Ardmore – formerly Farndale

Model Railway Society of Ireland member Brian McCann describes how his LMS branch terminus in O gauge was converted by fellow MRSI modellers into one representing local Irish 1950s/1960s prototypes.

905 The merits of club membership

Plan of the Month

Ryan Gray praises the assistance that fellow members of the Cupar & District MRC gave him in the construction of an OO diesel depot, *Eden Road TMD*.

908 Burnard's Drift

Neil Glencross explains how members of the Sunderland & District MRS completed the OO project begun by the society's late President Jack Burnard.

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Topical issues from the world of railway modelling. This month, Peter Osborne delves into an overlooked but vital modelling ingredient – imagination.

918 Abbey Light Railway extended

In advance of its booked appearance at Expo Narrow Gauge at Swanley on 26 October, David Malton describes how he enlarged this O-14 layout, representing a now-closed narrow gauge paradise in Yorkshire.

924 A guide to etched kit loco construction – 2

John Cockcroft continues his feature on assembling the Connoisseur Models kit for the LSWR Class O2 in O gauge; completing the chassis and starting on the body.

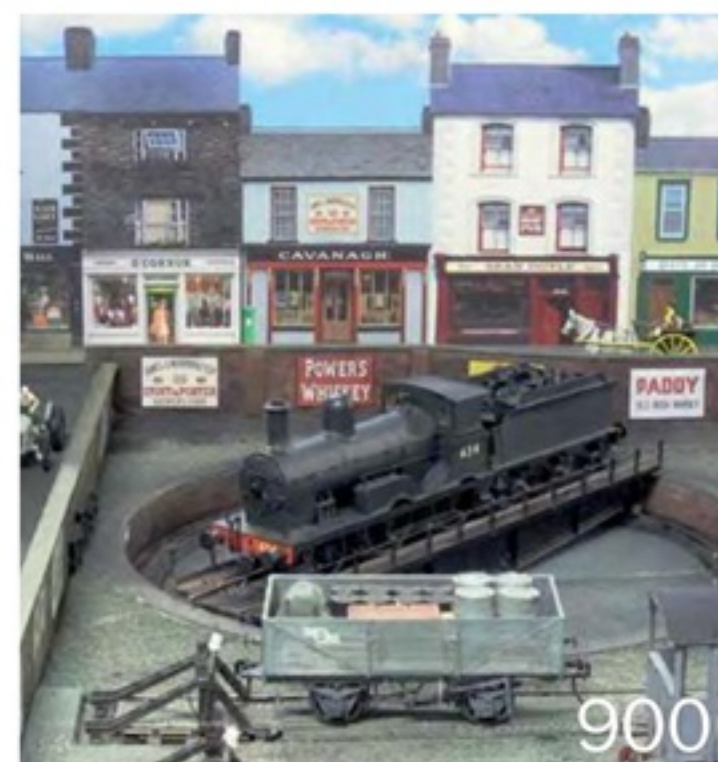
927 Maldon East station

Scale Drawings

Still extant at the time of writing, but no longer in railway use, this elegant Great Eastern constituent structure was surveyed by Christopher Palmer in the 1970s. He presents the plans, to 2mm scale, in this issue.



Photograph: Transport Treasury





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**SPECIAL
BOOKLET
INSIDE!**



932 **Farmers Drove**

For his first N gauge layout that reflects a rural location, Steve Farmer ventured into the Fenland flatlands for inspiration; this 1970s/1980s layout is the result.

938 **RAF Misarah**

Micro-Marvels – the small layout gallery

Steve Fackrell allowed himself to be diverted into researching a rail-served RAF base overseas, and set about building a tribute in OO9.

940 **Bucks Lane**

The last days of steam in 1960s Lancashire – grimy Black Fives on blue & grey stock and all – captured on this OO layout by Mark Towers.

951 **Comment**

Opinions and observations across the field of railway modelling. This month, Nicholas Garner reflects on the appeal of railway modelling to the younger generation, given the advances in manufacturing technology.

952 **Readers' Letters**

954 **Latest Reviews**

Including this month the brand new LNER J72 0-6-0T in OO gauge from Bachmann; the Dapol Class 50 and HIA bogie hopper in N gauge; BR Mk.I non-gangwayed coaches in O gauge in tinplate style from Darstaed; new VEA vans in N from Sonic Models; the PRA china clay wagon, brand new for the Kernow Model Rail Centre in OO; a wealth of specially-commissioned models in OO and N; new bulk grain hoppers from Peco in N gauge; and new tooling Lynton & Barnstaple Manning Wardle 2-6-2Ts – with flat-back cabs – for OO9 from Heljan.

961 **News**

Including updates from Bachmann on existing model projects in OO and Graham Farish N gauge plans; a build-up to the Warley show and its centrepiece exhibit the North Eastern petrol-electric railcar; decorated Class A4 Pacifics in Garter Blue from Hatton's in O gauge; a Black Five project in O announced by Ellis Clark Trains; EP samples of the forthcoming Class 321 EMUs from Revolution Trains in N; a decorated sample of the latest Terriers in O and a CAD image of the Caledonian Class 828 in OO for Rails of Sheffield; an EP sample of the Cavalex Models Class 91 in OO; a look back at Guildex; tooling samples of the O gauge Class 17 Claytons from Heljan; and more.

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

RAILWAY MODELLING *Explored*

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Laura Power describes how her son David helped create a conservatory-based OO layout for some historic models to be exercised.

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Craig Tiley delves into the British Railways-period system of lamp arrangements for locomotives.

950 **Building a Peco Police Box in O gauge**

A staple piece of street furniture for any layout set between the 1920s and 1970s, constructed by Nicholas Garner.



950



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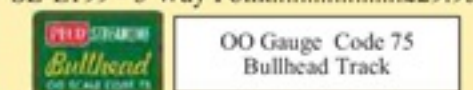
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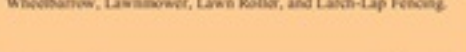
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PO321 - Parcels Office.....	£17.95
PO322 - Island Platform Building.....	£16.95
PO330 - GWR Signal Box.....	£12.75
PO331 - Red Brick Single Track Engine Shed.....	£13.60
PO332 - Stone Single Track Engine Shed.....	£13.60
PO333 - Settle And Carlisle Railway Station.....	£19.95
PO334 - Settle & Carlisle Station Shelter.....	£9.80
PO335 - Settle & Carlisle Station Shelter.....	£13.60
PO336 - Settle Carlisle Station Goods Shed.....	£20.65
PO340 - Platform Canopy.....	£12.75
PO341 - Wall Backed Platform Canopy.....	£13.60
PO400 - Platform Underpass.....	£5.85
PO410 - Wooden Pavilion.....	£5.85
PO415 - Scale Nissen Hut.....	£6.80
PO421 - Low Relief Timber Framed Shop.....	£6.80
PO430 - Small Signal Box.....	£5.85
PO501 - G.W.R Benches.....	£5.85
PO502 - Platform Benches.....	£5.85
PO503 - Park Benches.....	£5.85
PO510 - Picnic Tables.....	£5.85
PO511 - Scale Show Jumps.....	£5.85
PO512 - Garden Sheds.....	£5.85
PO513 - Children's Play Area.....	£5.85
PO515 - Station Clocks.....	£5.85
PO517 - Platform Kiosk.....	£5.85
PO520 - Pillboxes.....	£5.85
PO522 - Stone Fountain.....	£5.85
PO525 - Bus Shelter.....	£5.85
PO530 - Market Stalls.....	£5.85
PO540 - Goods Yard Crane.....	£5.85
PO572 - Arcade Enhancement Kit.....	£5.85
PO580 - Signal Box Interior.....	£5.85

UK Mainland Standard Postage Rate £4.00 per shipment
Registered 24hr delivery (Mon to Fri) UK Mainland £7.00
Worldwide postage at cost

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



www.cheltenhammodelcentre.com



Western Limited Editions

A trio of Dapol OO Gauge Westerns exclusive to Cheltenham Model Centre.
NOW IN STOCK

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.



D1000 'Western Enterprise' BR Maroon Small Yellow Panel
Limited Edition of 300
Standard - £151.99



Each model will feature....

Etched name & number plates

Numbered Limited Edition Certificate

Specially designed box, unique for each loco

DCC fitted and DCC sound fitted versions available

See the dedicated page on our website for more information!

WAGONS (New Batch)

37-478A - 1 Plank Wagon LMS Bauxite...£13.55
37-479A - 1 Plank Wagon BR Bauxite...£13.55

33-085A - 5 Plank China Clay Wagon with Hood BR Bauxite Weathered...£16.95

33-088 - 5 Plank China Clay Wagon with Hood GWR Grey Weathered...£16.95



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



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



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



NEW COACHES (New Batch)

374-222 - BR Mk1 FK Pullman 1st Kitchen Car 'Thrush' Umber & Cream...£36.50

374-232 - BR Mk1 SK Pullman 2nd Kitchen 'Car 343' Umber & Cream...£36.50

374-202 - BR Mk1 FP Pullman First Parlour Car 'Ruby' Umber & Cream...£36.50

374-212 - BR Mk1 SP Pullman Second Parlour 'Car 352' Umber & Cream...£36.50

374-213 - BR Mk1 SP Pullman 2nd Parlour West Coast Railways...£36.50

374-214 - BR Mk1 SP Pullman 2nd Parlour Car West Coast Railways...£36.50

374-215 - BR Mk1 Pullman FO 1st Open Ex-Second Parlour Blue & Grey...£36.50

374-060D - BR Mk1 SK Second Corridor Crimson & Cream...£33.95

374-160A - BR Mk1 FK First Corridor BR Crimson & Cream...£33.95

374-163A - BR Mk1 FK First Corridor Chocolate & Cream...£33.95

374-164A - BR Mk1 FK First Corridor BR Blue & Grey Motorail...£33.95

377-063 - 5 Plank Wagon Wooden Floor SR with Load...£16.11

377-064 - 5 Plank Wagon Wooden Floor LMS with Load...£16.11

377-368 - Intermodal ASDA...£67.95

377-369 - FIA Intermodal Bogie Wagons with 'Maersk Line' Containers...£67.95

377-353a - Intermodal Bogie Wagon 45ft Containers 'Malcolm Logistics'...£67.95

393-050A - Open Bogie Wagon WD Grey...£23.75

393-054 - Open Bogie Wagon SR Brown...£23.75

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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

2D-022-012 - Class 68 034 DRS Compass...£119.85

2D-022-013 - Class 68 034 DRS Compass...£119.85

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2D-022-044 - Class 68 034 DRS Compass...£119.85

2D-022-045 - Class 68 034 DRS Compass...£119.85

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2D-022-060 - Class 68 034 DRS Compass...£119.85

PART EXCHANGE YOUR UNWANTED POINTS FOR ANYTHING ON THESE 2 PAGES

PECO/HORNBY POINTS

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

Fine Scale points also required. N Gauge points also required.

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

£2.75 each for curved/express Nickel Silver points.

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

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 S5003...£116.00

4D-015-011 - Class 122 DMU BR Blue S5003...£116.00

4D-015-012 - Class 122 DMU BR Blue S5003...£116.00



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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)	£39.95
GMC-100.O	Single Track Controller for O Scale (GMC-T2/M2)	£49.95
GMC-U	Single Track Controller with Simulation (GMC-T1/M1/WM1)	£49.95
GMC-UF	Single Track Controller with Feedback (GMC-T1/M1/WM1)	£44.95
GMC-UD	Single Track Controller with Simulation for O (GMC-T2/M2)	£64.95
GMC-UDF	Twin Track Controller with Feedback (GMC-T1/M1/WM1)	£59.95
GMC-UDS	Twin Track Controller with Simulation (GMC-T1/M1/WM1)	£64.95
GMC-UTS	Three Track Controller with Simulation (GMC-T1/M1/WM1)	£79.95
GMC-UQ	Four Track Controller (GMC-T3/M3/WM3)	£89.95
		£94.95

Walkabout and Hand Held Controllers

(No GMC-T1/M1/WM1)

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

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

tel - 01903 884488 fax - 01903 884377 email - sales@gaugemaster.com

www.gaugemaster.com

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- **Next Day Delivery** only £4.95*

Here at Gaugemaster we stock the finest model railway items from companies all around the world, so you will almost certainly find what you need – no matter what scale, period, or location that you model.



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The fortnightly e-Zine from
GAUGEMASTER.com

As well as information on new items, RIGHT LINES contains articles and guides to help you improve your railway. Published every other Friday straight to your inbox, go to gaugemaster.com/rightlines for details on how to subscribe.

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In Store... **The Engine Shed**

- Probably the **biggest store** in the UK
- Open **Seven days a week**, including Bank Holidays**
- **Friendly Helpful Staff**



OPENING HOURS

Monday - Saturday: 9:00am - 5:30pm

Sunday & Bank Holidays: 10:30am - 3:30pm

The Engine Shed is conveniently situated right next to **Ford Railway Station** in West Sussex - which is regularly served by **Southern** rail services from **London Victoria, Brighton, and Portsmouth Harbour**.

For those **travelling by car**, we are located to the south of the historic castle town of **Arundel**, just off the **A27** and **A259** in an attractive tourist area, with the towns of **Worthing, Littlehampton, Bognor Regis, and Chichester** nearby, so why not make a day of it? There is plenty of free parking on site.

*Terms and conditions apply, services not available to all UK addresses - see gaugemaster.com/nextdayterms.html for details **Closed Christmas Day and New Years Day

The Engine Shed, Ford Road, Arundel, West Sussex, BN18 0BN, United Kingdom
tel - 01903 884488 fax - 01903 884377 email - sales@gaugemaster.com

www.gaugemaster.com

THIS MONTH AT

Compiled between 21st August and 19th September 2019

Hattons
• MODEL RAILWAYS •

Latest News



Heljan L&B 2-4-2T CADs

Heljan have released images of their forthcoming 2-4-2T following on from the popular 2-6-2T last year. Due Q1 2020.

www.hattons.co.uk/tmah40



Heljan O Gauge Refurbished 31

Heljan have announced that they are producing a number of refurbished Class 31 locomotives in O Gauge. Read more online.

www.hattons.co.uk/tmah41



Hornby Teak Coaches in Stock

All versions of the latest Hornby Gresley Teak coaches are now in stock and available to order. More images online.

www.hattons.co.uk/tmah42



Dapol Class 50 Now in Stock

The much anticipated Class 50 in N Gauge from Dapol has now been released. Four versions now available. Images online.

www.hattons.co.uk/tmah43



O Gauge Class A4 Painted Samples

We have recently received painted samples showcasing two of our forthcoming A4 pacifics. See more images online.

www.hattons.co.uk/tmah44



Sonic Models N Gauge VEA in Stock

Now in stock are the range of N Gauge VEA wagons from Sonic Models. Three liveries available across 13 models. Images online.

www.hattons.co.uk/tmah45

Top 5 Best Sellers



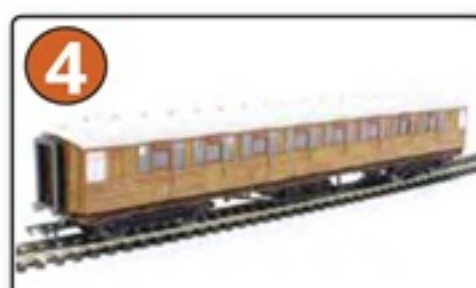
Gaugemaster
GM4430101 - £30



Hornby
R3772 - £112.50



Golden Valley
GV2016 - £49.50



Hornby
R4828 - £49.50



Dapol
2D-002-002 - £123.21

Forthcoming Releases from Hornby & Dapol

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

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

LMS Princess Royal 4-6-2

Pre-order from £171. DCC-fitted £184.50
Due in Stock February 2020



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 October to December 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 December 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 W4 Peckett 0-4-0ST

Pre-order from £99. DCC fitted for £117
Due in Stock October to December 2019



R3640 882 "Niclausse" in Peckett works leaf green
R3679 74 in Port of London Authority lined blue
R3680 'Forest No.1' in Charity Colliery lined green
R3702 "Daphne" in Tytherington Stone Co. purple
R3703 No.8 "Bear" in light blue
R3761 'Lady Edith' in Earl of Dudley's works livery

Mk3 Sliding Door coaches

Pre-order for £31.50 each
Due in Stock between Dec 2019 and Feb 2020



ScotRail '7 cities'

R4890 TSL second open - running number TBC
R4891 TSD second open - running number TBC
R4907 TFGB trailer guard first - running number TBC
R4937 TS second open - running number TBC



GWR green

R4895 TSD second open in - running number TBC
R4896 TGS guard second open - running number TBC
R4915 TS second open - running number TBC



Cross Country Trains

R4938 TGS trailer guard second - running number TBC
R4939 TSD trailer standard disabled access - running number TBC
R4940 TS trailer standard - running number TBC
R4941 TCC trailer catering composite - running number TBC
R4942 TFD trailer first disabled access - running number TBC

dapol Forthcoming Items

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

N Gauge

Streamlined Battle of Britain/ West Country 4-6-2

Pre-order for £169.96
Due in Stock: March 2020



2S-034-001 "Fighter Command" in SR malachite green
2S-034-002 34066 "Spitfire" in BR green with late crest
2S-034-003 34110 "66 Squadron" in BR green with early emblem
2S-034-004 21C113 "Okehampton" in SR malachite green
2S-034-005 34030 "Watersmeet" in BR green with late crest

Class 67

Pre-order from £108.76
Due in Stock: September/October 2019



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

OO Gauge

Class 43xx GWR Mogul 2-6-0

Pre-order from £135.96
Due in Stock: TBC



4S-043-001 6336 in GWR green with Great Western lettering
4S-043-002 6385 in GWR green with shirtbutton emblem
4S-043-003 GWR green with BR smokebox numberplate
4S-043-004 7324 in BR black with early emblem
4S-043-005 6364 in BR lined green with early emblem
4S-043-006 7310 in BR lined green with late crest

Class 59

Pre-order from £124.43
Due in Stock: October to December 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: October to December 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: January to March 2020



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)

Golden Valley Hobbies - Diesel locos



GV2016 YEC Janus 0-6-0DE shunter No.379 'Caerleon' in Allied Steel and Wire blue (RRP £99.95). ... **BARGAIN** ... £49.50

Heljan - Diesel locos



1721 Class 17 'Clayton' D8502 in BR green small yellow panels. £118.96

Hornby - Steam locos



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



R3694 Class B2 Peckett 0-6-0ST 'Westminster' in Associated Portland Cement green **NEW** ... £99



R3693 Class B2 Peckett 0-6-0ST No.4 'Sherwood' in Sherwood Colliery lined green **NEW** ... £99



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

HSTs



R3698 Pair of Class 43 HST Power Cars 43033 and 43183 in Scotrail '7 Cities' ... £261



R3696 Pair of Class 43 HST Power Cars 43093 and 43016 in GWR green 'Old Oak Common' commemorative ... £261

Top 30 Best Sellers

Last 30 Days

DMUs



R3772 Class 156 2 car DMU 156480 in Northern Rail / Royal Air Force commemorative **NEW** ... £112.50

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



R4826 Gresley 61' 6" brake composite corridor 32557 in LNER teal **NEW** ... £49.50



R4829 Gresley 61' 6" corridor buffet 21611 in LNER teal **NEW** ... £49.50



R4827 Gresley 61' 6" first corridor 31885 in LNER teal **NEW** ... £49.50



R4828 Gresley 61' 6" third corridor 23864 in LNER teal **NEW** ... £49.50

Peco Products - Track - Code 100 Streamline



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

Track - Code 75 Finescale



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

N Gauge

Dapol - Diesel locos



2D-002-003 Class 50 50037 'Illustrious' in original Network SouthEast **NEW** ... £123.21



2D-002-002 Class 50 50040 'Leviathan' in BR large logo blue **NEW** ... £123.21



2D-002-001 Class 50 50043 in BR blue - unrefurbished **NEW** ... £123.21



2D-002-000 Class 50 D406 in BR blue - unrefurbished **NEW** ... £123.21

Peco Products - Track - Code 80 Streamline



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

Track - Code 55 Finescale



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

009 Narrow Gauge

Heljan - Steam locos



9963 Lynton & Barnstaple 2-6-2T 190 'Lyd' in Southern Railway green - as preserved ... £186.96

O Gauge (1:43 Scale)

Heljan - Steam locos



4300 Class 43xx Mogul 2-6-0 4339 in GWR green Great Western lettering ... £662.15

Peco Products - Track - Code 124 Bullhead Streamline



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

Any or Multiple Scales

Hattons Originals - Digital decoders



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

DCR-8PIN-Harness Single ... £15

DCR-8PIN-Harness Box of 5 ... £68

Hornby - Digital decoders



R8249 Box of 6 8-pin 4-function 2-sided 0.5A (1A peak) decoder ... £92

R8249 Single ... £16



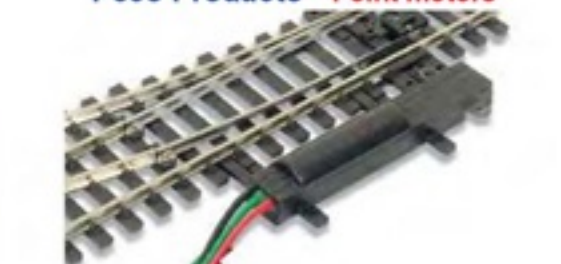
R7143 TTS digital sound decoder - Class 7MT 'Britannia' **NEW** ... £38

NCE - Digital controllers



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

Peco Products - Point motors



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

**Customer
Service Quality
Award Winner
2015 - 2018**

British Model Railway Awards 2018

OO Gauge (1:76 Scale) Bachmann Branchline - Coaches



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

Digital controllers



36-504 EZ Command DCC system £280

Dapol - Diesel locos



4D-003-014 Class 52 'Western' D1008 'Western Harrier' in BR maroon yellow bufferbeams £129.15
4D-003-014D Class 52 'Western' D1008 'Western Harrier' in BR maroon yellow bufferbeams - DCC fitted NEW £154.66



4D-003-017 Class 52 'Western' D1016 'Western Gladiator' in BR maroon full yellow ends £129.15
4D-003-017D Class 52 'Western' D1016 'Western Gladiator' in BR maroon full yellow ends - DCC fitted NEW £154.66



4D-003-015 Class 52 'Western' D1034 'Western Dragon' in BR maroon small yellow panels £129.15
4D-003-015D Class 52 'Western' D1034 'Western Dragon' in BR maroon small yellow panels - DCC fitted NEW £154.66



4D-003-013 Class 52 'Western' D1035 'Western Yeoman' in BR green small yellow panels £129.15
4D-003-013D Class 52 'Western' D1035 'Western Yeoman' in BR green small yellow panels - DCC fitted NEW £149.79



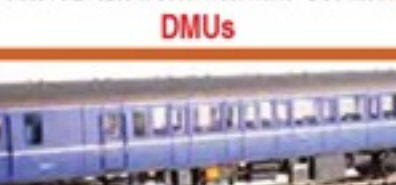
4D-003-016 Class 52 'Western' D1041 'Western Prince' in BR blue £129.15
4D-003-016D Class 52 'Western' D1041 'Western Prince' in BR blue - DCC fitted NEW £149.79



4D-003-014D Class 52 'Western' D1043 'Western Duke' in BR blue and yellow £129.15
4D-003-014D Class 52 'Western' D1043 'Western Duke' in BR blue and yellow - DCC fitted NEW £149.79



4D-006-010 Class 73/0 E6004 in BR green grey solebar £124.29



4D-006-011 Class 73/1 73109 'Battle of Britain' in Network SouthEast £124.29
4D-006-011D Class 73/1 73109 'Battle of Britain' in Network SouthEast - DCC fitted NEW £149.79
4D-006-013D Class 73/2 73202 Southern Gaterick Express branding - DCC fitted NEW £149.79
4D-006-012D Class 73/2 73205 in South West Trains - DCC fitted NEW £149.79

DMUs



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

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

Track Maintenance vehicles



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

Wagons



4F-061-001 BEV Bogie Bolster 'E' 923358 in BR bauxite £25.46
4F-061-006 BEV Bogie Bolster 'E' 924327 in BR bauxite £25.46
4F-039-006 KIB telescopic hood wagon 33-70-0889-032-3 in Tiphook Rail blue £25.46

Signals

4L-002-001 Signal - Motorised, LMS home (OOSIGNS) £26

DJ Models (Dave Jones) - Steam locos



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

Golden Valley Hobbies - Diesel locos



GV2016 YEC Janus 0-6-0DE shunter No.379 'Caerleon' in Allied Steel and Wire blue (RRP £99.95) BARGAIN £49.50

Hattons Originals - Steam locos



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



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

Wagons

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

Heljan - Steam locos

4781 Class 47xx 2-6-0 'Night Owl' 4705 in GWR green Great Western lettering £154



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



3922 Class 02/4 Tango 2-8-0 63975 in BR black late crest flush tender (RRP £184.95) BARGAIN £84

Diesel locos



2930 Class 07 shunter 07001 in Harry Needle Railroad Company - Exclusive to Hattons Model Railways (RRP £139) BARGAIN £95
2916 Class 07 shunter 07005 'Langbeorn' in ICI Wilton grey and orange £118.96



2915 Class 07 shunter 07009 in BR blue - weathered £127.46

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



2905 Class 07 shunter D2988 in BR green wasp stripes £118.96



2906 Class 07 shunter D2991 in BR Eastleigh Works light green £118.96

1410 Class 14 D6537 in BR desert sand - as preserved (RRP £129.95) BARGAIN £109



1721 Class 17 'Clayton' D8502 in BR green small yellow panels £118.96



1723 Class 17 'Clayton' D8534 in BR blue £118.96

Electric locos



7604 Class 76 EM1 Woodhead electric 76022 in BR blue multiple working cables - Ltd Ed for Olivias Trains £160

DMUs



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

R3525 Battle of Britain Class (Air Smoothed) 4-6-2 S21C150 'Sir Archibald Sinclair' in British Railways malachite green £149



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

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



R3494 Class 5MT Black 5 4-6-0 45025 in BR Black late crest - Railroad Range £80

R3643 Class 7MT 'Britannia' 4-6-2 70046 'Anzac' in BR green late crest £162



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

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



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



R3736 Class A1 4-6-2 4472 'Flying Scotsman' in LNER green £189



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



R3782 Class A1 Terrier 0-6-0T 751 in South Eastern and Chatham Railway green £81



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



R3694 Class B2 Peckett 0-6-0ST 'Westminster' in Associated Portland Cement green NEW £99



R3693 Class B2 Peckett 0-6-0ST No.4 'Sherwood' in Sherwood Colliery lined green NEW £99



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



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



R3615 Class W4 Peckett 0-4-0ST 560 in Peckett works leaf green builders lettering £90



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



R3631 SECR H Class 0-4-4T 31265 in BR black early emblem £117

R3500 The Sir Nigel Gresley Collection £474

Diesel locos



R3661 Class 31 D5509 in BR green £153



UK P&P £4 per order

(free for orders over £175)

£2.75 per single diecast item

£7 guaranteed Next Day delivery

(Orders before 2pm)



R3605TTS Class 60 60044 "Dowloo" in DB Schenker red - TTS sound fitted. £184.50

HSTs



R3698 Pair of Class 43 HST Power Cars 43033 and 43183 in Scotrail "7 Cities" £261



R3696 Pair of Class 43 HST Power Cars 43093 and 43016 in GWR green "Old Oak Common" commemorative £261



R3802 Pair of Class 43 HST Power Cars 43315 and 43309 in LNER white and red £261

DMUs



R3662 Class 153 single car DMU 153308 in GWR green £109.50



R3772 Class 156 2 car DMU 156480 in Northern Rail / Royal Air Force commemorative NEW £112.50

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 train set 0-4-0 steam loco in blue 4 wheel coach & open wagon (RRP £49.99) BARGAIN £45

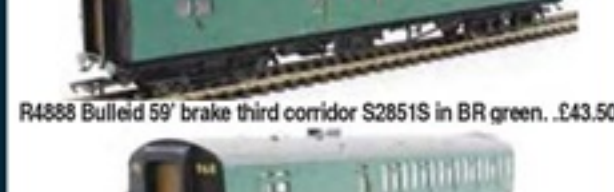


R1248 Santa's Express - Christmas starter train set £49.50



R1234 Starter train set - "Hogwarts Express" - Harry Potter range £180

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



R4888 Bulleid 59' brake third corridor S2851S in BR green £43.50



R4886 Bulleid 59' composite corridor S5714S in BR green £43.50



R4900 Clerestory brake third corridor 3403 in GWR chocolate and cream NEW £33.50



R4899 Clerestory composite corridor 3229 in GWR chocolate and cream NEW £33.50



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



R4826 Gresley 61' 6" brake composite corridor 32557 in LNER teak NEW £49.50



R4829 Gresley 61' 6" corridor buffet 21611 in LNER teak NEW £49.50



R4827 Gresley 61' 6" first corridor 31885 in LNER teak NEW £49.50



R4828 Gresley 61' 6" third corridor 23864 in LNER teak NEW £49.50



R4914 GWR clerestory brake third coach GWR chocolate and cream - Railroad range NEW £17.50



R4906 Mk1 GUV general utility van W88488 in BR maroon NEW £33.50



R4903 Mk1 QOX BTU tool van ADB975613 in BR engineers yellow £31.50



R4621A Mk1 TSO second open E4558 in BR maroon (RRP £24.99) BARGAIN £18



R4919 Mk2F 'Aircon' TSO second open 5985 in Interlity Swallow £31.50

Wagons



R6904 7-plank open wagon "North's Navigation, Cardiff" NEW £15.50



R6836 8 ton box vans in LMS bauxite - pack of three - railroad range £21



R6891 TTA tank wagons Total, BP and Texaco liveries - Railroad Range - pack of three £20

Digital decoders

Digital controllers



R8123 TTS digital sound decoder - Class 50 diesel £38

Point motors



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

Switches and levers

R044 Passing contact lever frame switch (for point motors) (RRP £11.99) BARGAIN £8



R083 Box of 6 Buffer Stop £9.50

R083 Single £1.80

Track - Code 100 Setrack

R607 2nd radius double curve track (8 make a circle) £2.50
R607 Circle of 8 £18
R609 3rd radius double curve track (8 make a circle) £2.60
R609 Circle of 8 £20
R601 Double Straight £2
R601 Box of 24 £47



R8073 Right Hand Standard Point £9.50

R821 Single 970mm length of flexible track £3

R821 Pack of 24 £36

R600 Standard Straight £1.50

R600 Box of 24 £34

Kadee - Model railway spares

20KADEE NEM362 Kadee coupling - Extra-Long (11.68mm) - Pack of four £5
18KADEE NEM362 Kadee coupling - Long (10.76mm) - Pack of four £5
18KADEE NEM362 Kadee coupling - Medium (8.63mm) - Pack of four £5

Metcalfe - Bridges, Tunnels & Walls

P0244 Retaining wall in red brick - 4 sections per pack - card kit £12

P0245 Retaining wall in stone - 4 sections per pack - card kit £12

Oxford Diecast - Cars

76M3003 BMW M3 Coupe E92 Silverstone Blue NEW £5
76D155003 Land Rover Discovery 5 Firenze Red NEW £5.50
76LR2A5003 Land Rover Series Iia Station Wagon Pastel Green NEW £5
76MB0005 Messerschmitt Bubble Car Polar White NEW £5
76CFE008 Vauxhall Cresta Friary Estate Versailles Green/Black NEW £5
76T5C002 VW T5 California Camper Candy White NEW £5.50

Vans, Taxis and Private Hire vehicles

76WB001 Water Bowser Alan Sparkes NEW £7.50

Public Service vehicles

76RCL004 Range Rover Classic London Fire Brigade NEW £5.50

Commercial vehicles

76SET66 5 Piece VW Van Set T1/T2/T3/T4/T5 NEW £27

76LR3S007 Land Rover Series 3 SWB Station Wagon HM Coastguard NEW £5



76SHT001 Scammell Highwayman Tanker Shell/BP £14.50

76SHL04TK Scania Highline Tanker Exol NEW £20.50

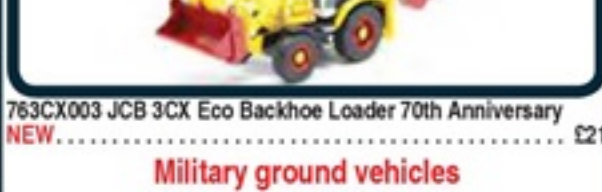
76VWS007CC VW T1 Van/Bottle Coca Cola NEW £8

76T5V002 VW T5 Van White NEW £5.50

Farming and construction



76PL001 Fowler Plough Blue Red NEW £8.50



763CX003 JCB 3CX Eco Backhoe Loader 70th Anniversary NEW £21

Military ground vehicles



76SET65 Bloodhound Missile Set £23

76CHT005 Churchill Tank 51st RTR UK 1942 NEW £12

Peco Products - Model railway spares

SL-11 Insulated rail joiners/fishplates (for OO, HO & O gauge code 100 rails incl. Homby, Peco & Peco Streamline) - Pack of 12 £2

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

Buildings - railways

LK-201 Highland Railway-style wooden signal box - laser-cut wooden kit NEW £17.50

Man-made scenic structure - railway-related

LK-55 76h Well type turntable £41

Track - Code 100 Setrack

ST-201 Setrack double straight £2

ST-241 Setrack No.2 radius left handed point insulfrog £9

ST-240 Setrack No.2 radius right handed point insulfrog £9

ST-204 Setrack Quad Straight (870mm) £3.50

ST-204 Box of 24 £82

Track - Code 100 Streamline



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

SL-100 Single £3

SL-102 1 yard (91.5cm) length of Nickel Silver concrete-sleeper flexible track £3

SL-102 Pack of 25 £70

SL-99 3 way medium radius point - insulfrog £27

SL-90 Double slip - insulfrog £33

SL-E87 Left hand curved point - electrofrog £12.50

SL-E87 Left hand curved point - insulfrog £12.50

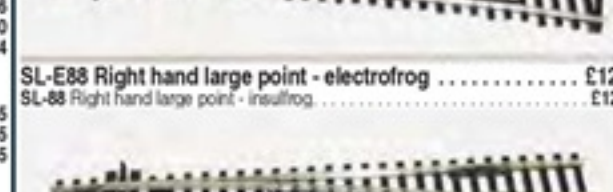
SL-E89 Left hand large point - electrofrog £12

SL-E89 Left hand large point - insulfrog £12



SL-E96 Left hand medium point - electrofrog £10.50

SL-E96 Left hand medium point - insulfrog £10.50



SL-E92 Left hand small point - electrofrog £9.50

SL-E92 Left hand small point - insulfrog £9.50

SL-E86 Right hand curved point - electrofrog £12.50

SL-E86 Right hand curved point - insulfrog £12.50



SL-E88 Right hand large point - electrofrog £12

SL-E88 Right hand large point - insulfrog £12



SL-E95 Right hand medium point - electrofrog £10.50

SL-E95 Right hand medium point - insulfrog £10.50



SL-E91 Right hand small point - electrofrog £9.50

SL-E91 Right hand small point - insulfrog £9.50

Track - Code 75 Finescale



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

SL-108F Box of 25 £98



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

SL-100F Single £3



SL-E190 Finescale double slip - electrofrog £38

SL-E196 Finescale left hand medium point - electrofrog £11.50

SL-E196 Finescale right hand medium point - electrofrog £11.50

SL-E191 Finescale right hand small point - electrofrog £10.50

SL-U1189 Left hand large radius bullhead rail point - unilrog £26

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

Train Tech - Signals

SSP1 Sensor Signal Starter Pack £153

N Gauge

Dapol - Diesel locos



2D-002-003 Class 50 50037 "Illustrious" in original Network SouthEast NEW £123.21

2D-002-003D Class 50 50037 "Illustrious" in original Network SouthEast - DCC fitted NEW £148.71



2D-002-002 Class 50 50040 "Leviathan" in BR large logo blue NEW £123.21

2D-002-002D Class 50 50040 "Leviathan" in BR large logo blue - DCC fitted NEW £148.71

2D-002-001 Class 50 50043 in BR blue - unrefurbished NEW £123.21

2D-002-001D Class 50 50043 in BR blue - unrefurbished - DCC fitted NEW £148.71

Looking for that perfect second-hand model?

www.hattons.co.uk/latestpreowned



Wagons



7F-059-010 14-ton Type B tank wagon - "Esso" £44.63

Gaugemaster - Analogue controllers

100MO Single track controller for O gauge - 2.5amp. £80

Hattons Originals - Wagons

H7-WW-710 Warwell wagon 50t Gloucester GPS bogies MODA9536 MOD 2000s olive £85

Heljan - Steam locos



4300 Class 43xx Mogul 2-6-0 4339 in GWR green Great Western lettering £662.15



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

Diesel locos



2006 Class 20 in BR blue full yellow ends, 1980s style warning flashes and headcode discs - Exclusive to Hattons (RRP £599) BARGAIN £395

2007 Class 20 in BR Railfreight grey full yellow ends, 1980s style warning flashes and headcode discs - Exclusive to Hattons (RRP £599) BARGAIN £395
2556 Class 25/3 in BR green full yellow ends - unnumbered £446.25
2555 Class 25/3 in BR green small yellow panels - unnumbered £446.25
3750 Class 37/4 37401 "Mary Queen of Scots" in BR large logo blue yellow headcode boxes - Exclusive to Hattons £5493751 Class 37/4 37408 "Loch Rannoch" in BR large logo blue black headcode boxes - Exclusive to Hattons £549
3741 Class 37/4 in BR large logo blue - unnumbered £509.153742 Class 37/4 in Intercity Mainline - unnumbered £509.15
3745 Class 37/4 in Railfreight tiple grey - unnumbered £509.15
4202 Class 42 Wanslip D889 "Zee" BR maroon small yellow panels (RRP £899) BARGAIN £495

DMUs



8910 Class 128 parcels DMU W55991 in BR green speed whiskers (RRP £599) BARGAIN £295

Coaches

4956 Mk1 BG full brake in Royal Mail red (RRP £325) BARGAIN £147
4921 Mk1 BSK brake second corridor in BR maroon - unnumbered £169.50
4933 Mk1 FK first corridor in BR maroon - unnumbered £169.504941 Mk1 RMB mini buffet in BR maroon - unnumbered £169.50
4911 Mk1 SO second open in BR maroon - unnumbered £169.50
4933 Mk1 TSO second open in BR blue and grey - unnumbered £169.50

Oxford Diecast - Buses

43WFA001 Weymann Fanfare - South Wales - 25 Years of Oxford Diecast £37.50

Cars



4300K150009 Jaguar XK150 Roadster Indigo Blue NEW £21

43JUP002 Jowett Jupiter SA Scarlet NEW £21

Commercial vehicles

43CF002 Bedford CF Ice Cream Van/Morrison Hockings NEW £14.50
43WM008 Whitty Mondial Ice Cream Van Mr Whippy NEW £14.50

Peco Products - Track - Code 124 Bullhead Streamline

SL-700BH Box of 12 1 Yard O Gauge Flexible Nickel Silver Track (Bullhead Nickel Silver Rail) £75
SL-700BH Single £6.50
SL-E792BH Left hand point bullhead rail and electrofrog £43
ST-725 Setrack Bullhead 2nd radius standard curve 410mm (16") £6

Any or Multiple Scales

Dapol - Digital decoders

Imperium2 "Imperium" Next 18 Pin MTC 6-function DCC decoder £19.51

DCC Concepts - Digital decoders

DCC-ZN8D-5 ZEN Nano 8-pin Direct 4-function 1.1A Decoder Stay Alive (15x7x5mm) (5 Pack) £85

Point motors

DCC-CB12DIP Cobalt ip slow-action digital point motor - pack of 12 £220
DCC-CB6DIP Cobalt ip slow-action digital point motor - pack of 6 £118
DCC-CB1DIP Cobalt ip slow-action digital point motor x 1 £245
DCC-CBSS-12 Cobalt SS surface mounted point motor controller - pack of 12 £245

Gaugemaster - Analogue controllers

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

D Double/Twin track power controller £86
Q Quadruple 4 circuit power controller £149

Digital controllers

DCC01 Prodigy Express 1.6 Amp DCC controller - complete starter pack £159.50
DCC06 Prodigy Express 1.6 Amp Digital controller WiFi capability - complete starter pack £224

Digital control accessories

8PDCC80 Pack of three DCC autofrog polarity reversal switches - for electrofrog points £14.50

Point motors

PM-2 Seep point motor £4
PM-1 Seep point motor accessory switch £5

Hattons Originals - Digital decoders

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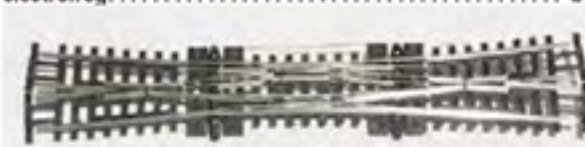
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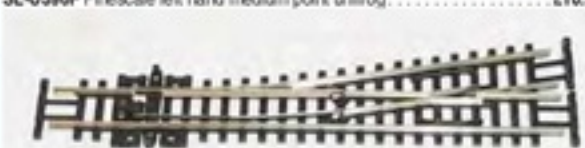


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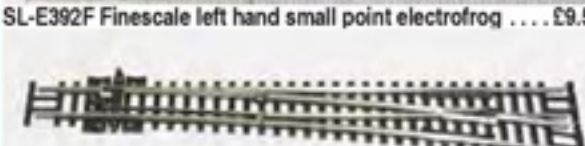


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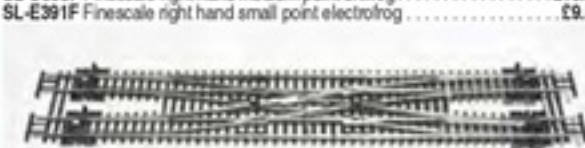
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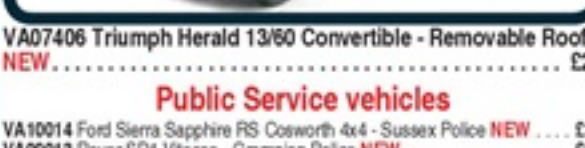
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374-831C Stanier Corridor Brake First Coach No. M5056M BR Crimson & Cream.....	£20.99
374-845C Stanier First Corridor Coach No. 1055 LMS Crimson Lake.....	£22.95
374-846C Stanier First Corridor Coach No. M1081M BR Crimson & Cream.....	£20.99
374-847A Stanier First Corridor Coach No. M1053M BR Maroon.....	£20.99
374-875 LMS 50ft Inspection Saloon No. 45028 LMS Lined Crimson Lake.....	£25.95
374-876 LMS 50ft Inspection Saloon No. M45029M BR Maroon.....	£25.95

GRAHAM FARISH N SCENECRAFT

42-0001 Two Road Brick Engine Shed.....	£21.95
42-0005 Portable Office.....	£10.50
42-0064 Parachute Water Tower.....	£14.95
42-035 Bicycle Rack.....	£3.00
42-059 Oak Hill Brewery Boiler House.....	£4.75
42-060 Oak Hill Brewery Boiler House Chimney.....	£4.00
42-150 Road Side Farm Shop.....	£12.00
42-165 Shillingstone Signal Box.....	£17.99
42-166 Shillingstone Parcel Office.....	£6.99
42-169 Shillingstone Platelayers Hut.....	£5.50
42-170 Shillingstone Goods Shed.....	£13.95
42-177 Line Side Control Cabin.....	£8.25
42-181 Depot Hoist.....	£22.95
42-182 Ground Frame Hut.....	£10.49
42-191 Red Star Parcels Office.....	£13.50
42-192 Platform Buffet.....	£22.95
42-194 Taxi Office.....	£9.50
42-197 Coal Distribution Building.....	£15.00
42-198 Power Station Chimney.....	£22.95
42-209 Low Relief Butchers.....	£8.00
42-219 Low Relief Stone Factory.....	£21.95



374-877 LMS 50ft Inspection Saloon No. M45030M BR Blue & Grey.....	£26.99
374-902A BR Mk1 Travelling Post Office Coach No. E80304 BR Blue & Grey.....	£29.95
374-990 Mk1 Coach Pack 'Works Test Train' BR Blue & Grey, weathered.....	£39.95
374-992 Mk1 Coach Pack Hunslet-Barclay Weed Killing Train.....	£40.95
377-059 5 Plank Wagon Wooden Floor No. 91 Salt Union Ltd. Stone Works.....	£10.50
377-060 5 Plank Wagon Wooden Floor No. 1 A.E. Moody Coal Merchant Sharpness.....	£10.50
377-088 7 Plank Wagon End Door No. 06515 GWR Grey.....	£9.95
377-089 7 Plank Fixed Wagon End Wagon No. 18166 SR Brown.....	£9.95
377-090 7 Plank Wagon Fixed End No. 127916 NE Grey.....	£9.95
377-091 7 Plank Wagon End Door No. 110 North End.....	£9.95
377-346 Conflat with vented alloy BA Container Speedfreight.....	£14.50



377-490 Triple Pack China Clay 5 Plank Wagons GWR Grey.....	£31.50
377-650A MBA Megabox High-Sided Bogie Box Wagon No. 500006 EWS, weathered.....	£25.99
377-651A MBA Megabox High-Sided Bogie Box Wagon No. 500067 EWS, weathered.....	£25.99
377-765A Covered Hopper Wagon CHV No. B870799 BR Bauxite, weathered.....	£15.99
377-775 12 Ton Pipe Wagon ZDV No. KDB484176 BR Engineers Olive Green.....	£13.50
377-776 12 Ton Pipe Wagon ZDV No. B741318 BR Bauxite (early).....	£13.50
377-777 12 Ton Pipe Wagon No. B484163 BR Bauxite (late).....	£13.50
377-877 Queen Mary Brake Van YTX No. ADS58299 EWS, weathered.....	£21.95

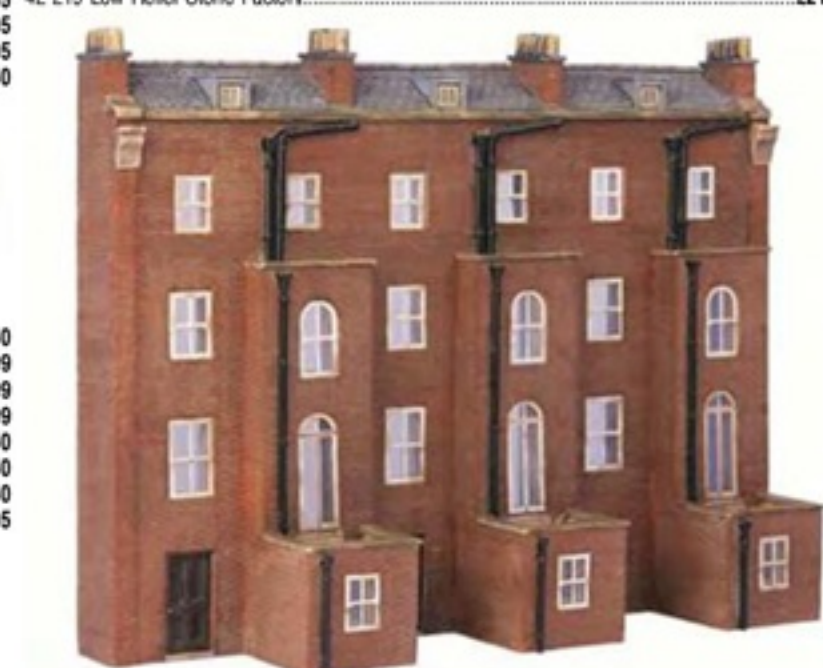
371-398 Class 66 Diesel Locomotive No. 66 779 'Evening Star' GBRf Green.....	£84.95
371-505 Class 101 2 Car DMU Set No. L837 BR Network SouthEast.....	£107.95
372-310 Merchant Navy Class Steam Loco No. 35024 'East Asiatic Company' BR Blue.....	£114.95
372-311 Merchant Navy Class Steam Loco No. 35023 'Holland-Africa Line' BR Green.....	£114.95
372-312 Merchant Navy Class Steam Locomotive No. 35028 'Clan Line' BR Green.....	£118.95
372-800A Class A1 Steam Loco No. 60163 'Tornado' BR Lined Brunswick Green.....	£110.95
372-933 N Class 2-6-0 Steam Locomotive No. 810 SECR Grey.....	£105.95
373-360A Mk1 Horse Box No. E96307 BR Maroon branded 'Return to Market'.....	£16.95
373-626D 31 Tonne OBA Open Wagon No. 110717 Railfreight Red & Grey, weathered.....	£16.00
373-629 31 Tonne OBA Open Wagon No. 110521 BR Railfreight Brown.....	£14.00
373-741A 10 Tonne BR Meat Van No. B870023 BR Early Bauxite.....	£11.00
373-742A 10 Tonne BR Meat Van No. B870067 BR Late Bauxite.....	£11.00
374-042 BR Mk1 BG Full Brake Coach NEX No. 92002 Intercity.....	£20.99
374-161A BR Mk1 FK First Corridor Coach No. M13323 BR Maroon.....	£20.95
374-165 BR Mk1 FK First Corridor Coach No. M13341 Intercity.....	£22.95
374-192 BR Mk1 BSK Brake Second Corridor Coach No. M35451 Intercity.....	£20.99
374-257C BR Mk1 CK Corridor Composite Coach No. M16005 BR Maroon.....	£20.95
374-258C BR Mk1 CK Corridor Composite Coach No. M16153 BR.....	£22.95
374-415 Southern PMV Passenger Luggage Van No. S1068S BR Crimson.....	£16.95
374-417 Southern PMV Passenger Luggage Van No. S1733 BR Blue.....	£16.95
374-640 BR Mk1 CCT NOV Coach No. M94739 BR Blue, weathered.....	£16.95
374-642 BR Mk1 CCT NOV Coach No. M94598 BR Blue Express Parcels, weathered.....	£17.99
374-643 BR Mk1 CCT Coach QXQ No. ADB 977076 BR Re-Painting Yellow Black Hatch Line.....	£16.95
374-711 BR Mk2A TSO Tourist 2nd Open Coach 5410 Network SouthEast.....	£22.95



377-925A PCA Metalair Bulk Powder Wagon No. 11026 Blue Circle Cement, weathered.....	£19.95
377-927A PCA Metalair Bulk Powder Wagon No. 11069 Grey Unbranded weathered.....	£17.99
377-954A 13 Ton High Sided Steel Wagon No. 278985 NE Grey.....	£12.99
377-955 13 Ton High Sided Steel Wagon No. B483417 BR Bauxite, weathered.....	£11.50
377-956 13 Ton High Sided Steel Wagon No. B481230 BR Bauxite, weathered.....	£11.50

GRAHAM FARISH N BUSES

379-531 Bristol RELH Crosville Single Decker Bus.....	£6.95
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42-227 Low Relief Rear Victorian Tenements.....	£25.95
42-228 Low Relief Double Track Tunnel.....	£9.00
42-233 Low Relief Rear of Terraces.....	£11.50
42-234 Low Relief Public Convenience.....	£7.95
42-236 Low Relief Railway Hotel.....	£12.95
42-245 Low Relief Corner Chemists.....	£12.00
42-253 Low Relief Greengrocers.....	£12.00
42-254 Low Relief Power Signal Box.....	£13.50
42-298 Low Relief Boiler House.....	£19.95
42-299 Low Relief Turbine Hall.....	£37.95
42-542 Concrete Platform Lamps x 4.....	£4.50
42-544 Pent Roof Garden Shed.....	£3.50
42-547 Cycle Cabinets.....	£3.50

KERNOW MODEL RAIL CENTRE LIMITED EDITION EXCLUSIVES - IN STOCK

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KERNOW MODELS

K1004 1914 LSWR Push-Pull Gate Set No. 373 BR (SR) Green.....£129.99



K2701A Bulleid 1-Co-Co-1 Diesel Locomotive No. 10201 BR Black E/E.....£179.99
K2701ADS Bulleid 1-Co-Co-1 Diesel Loco No. 10201 BR Black E/E. DCC Sound Fitted.....£309.99



K2702A Bulleid 1-Co-Co-1 Diesel Locomotive No. 10202 BR Black E/E.....£179.99
K2702ADS Bulleid 1-Co-Co-1 Diesel Loco No. 10202 BR Black E/E. DCC Sound Fitted.....£309.99



K2703A Bulleid 1-Co-Co-1 Diesel Locomotive No. 10203 BR Black E/E.....£179.99
K2703ADS Bulleid 1-Co-Co-1 Diesel Loco No. 10203 BR Black E/E. DCC Sound Fitted.....£309.99
K2704A Bulleid 1-Co-Co-1 Diesel Locomotive No. 10203 BR Green L/C.....£179.99
K2704ADS Bulleid 1-Co-Co-1 Diesel Loco No. 10203 BR Green L/C. DCC Sound Fitted.....£309.99



K2705 Bulleid 1-Co-Co-1 Diesel Locomotive No. 10201 BR Green L/C.....£179.99
K2705DS Bulleid 1-Co-Co-1 Diesel Loco No. 10201 BR Green L/C. DCC Sound Fitted.....£309.99



K2706 Bulleid 1-Co-Co-1 Diesel Locomotive No. 10202 BR Green L/C.....£179.99
K2706DS Bulleid 1-Co-Co-1 Diesel Loco No. 10202 BR Green L/C. DCC Sound Fitted.....£309.99
K2600 Class 41 Warship D600 "Active" BR Blue full yellow ends.....£179.99
K2602 Class 41 Warship D602 "Bulldog" BR Green small yellow ends.....£179.99
K2603 Class 41 Warship D603 "Conquest" BR Green small yellow ends.....£179.99

K2604 Class 41 Warship D604 "Cossack" BR Green no yellow ends.....£179.99
K2605 Class 41 Warship D602 "Bulldog" BR Blue small yellow ends.....£179.99
K9001 Fire Iron Accessory Pack.....£29.99
K9002 Y25CS2 Bogie with wheels - as supplied with our JIA NACCO & PBA Clay Tiger models.....£49.99
SB006 EWS YCV Turbot Bogie Ballast Wagon Bulk Pack. Pack of 4.....BARGAIN £79.99
SB006E / F / G / H - YCV Turbot Bogie Ballast Wagon EWS.....£29.99 EACH
SB006I / J / K / L - YCV Turbot Bogie Ballast Wagon Civil Engineers Dutch, weathered.....£29.99 EACH
SB006M YCV Turbot Bogie Ballast Wagon No. DB978026 Civil Engineers Dutch.....£29.99
SB006N YCV Turbot Bogie Ballast Wagon No. DB978080 Civil Engineers Dutch.....£29.99
SB006Y YCV Turbot Bogie Ballast Wagon, pristine. Pack of 2.....£54.99
SB006Z YCV Turbot Bogie Ballast Wagon Bulk Pack, weathered. Pack of 4.....£109.99

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31-650L Class 47 Diesel No. D1670 "Mammoth" BR Two Tone Green.....NEW LOWER PRICE £129.99
31-650LDC Class 47 Diesel Loco No. D1670 "Mammoth". DCC Fitted.....NEW LOWER PRICE £149.99
31-650LDS Class 47 Diesel Loco No. D1670 "Mammoth". DCC Sound Fitted.....NEW LOWER PRICE £229.99
31-650Q Class 47 Diesel Locomotive No. 47 829 Police.....NEW LOWER PRICE £129.99
31-650QDC Class 47 Diesel Loco No. 47 829 Police. DCC Fitted.....NEW LOWER PRICE £149.99
31-650QDS Class 47 Diesel Loco No. 47 829 Police. DCC Sound Fitted.....NEW LOWER PRICE £229.99
31-651Z Class 47 Diesel Loco No. 47 973 "Midland Counties".....NEW LOWER PRICE £129.99
31-651ZDC Class 47 Diesel No. 47 973 "Midland Counties". DCC Fitted.....NEW LOWER PRICE £149.99
31-651ZDS Class 47 Diesel Loco No. 47 973 "Midland Counties". DCC Sound Fitted.....NEW LOWER PRICE £229.99
31-653Z Class 47 Diesel Locomotive No. 47 706 ScotRail NSE branding, weathered.....£159.99
31-653ZDC Class 47 Diesel Loco No. 47 706 ScotRail NSE, weathered. DCC Fitted.....£179.99
31-653ZDS Class 47 Diesel Loco No. 47 706 ScotRail NSE, weathered. DCC Sound Fitted.....£259.99
31-657Z Class 47 Diesel Loco No. 47 701 "Old Oak Common".....£159.99
31-657ZDC Class 47 Diesel Loco No. 47 701 "Old Oak Common". DCC Fitted.....£179.99
31-657ZDS Class 47 Diesel Loco No. 47 701 "Old Oak Common". DCC Sound Fitted.....£259.99
31-662Z Class 47 Diesel Loco No. 47 537 "Sir Gwynedd", weathered.....£189.95
31-662ZDS Class 47 Diesel Loco No. 47 537 "Sir Gwynedd", weathered. DCC Sound Fitted.....£274.95
32-066Z Class 43 Warship No. D845 "Sprightly" BR Green.....£164.95
32-066ZDC Class 43 Warship No. D845 "Sprightly" BR Green. DCC Fitted.....£184.95
32-135X Class 4575 Prairie No. 5541 BR Green, weathered.....£119.95
32-384Z Class 37 Diesel Locomotive No. 37 672 "Freight Transport Association".....BARGAIN £99.99
32-384ZDC Class 37 Diesel Loco No. 37 672 "Freight Transport Association". DCC Fitted.....BARGAIN £129.99
32-384ZDS Class 37 Diesel Loco No. 37 672. DCC Sound Fitted.....BARGAIN £169.99
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
32-642Z Class 438 4-TC Unit No. 8022 BR Blue & Grey Network SouthEast branding.....£269.95
32-643Z Class 438 4-TC Unit No. 8023 Network SouthEast.....£269.95
32-644Z Class 438 4-TC Unit No. 410 Premier Charter Blue.....£269.95
32-646Z Class 438 4-TC Unit No. 8007 BR Research Department.....£269.95
32-727W Class 66 Diesel Locomotive No. 66 709 "Sorrento" GBRF.....£169.95
32-727WDC Class 66 "Sorrento" GBRF. DCC Fitted.....£189.95
32-727WDS Class 66 "Sorrento" GBRF. DCC Sound Fitted.....£279.95
32-762Z Class 57 No. 57 305 Network Rail known as "Sand Castle".....£169.95
32-762ZDC Class 57 No. 57 305 Network Rail known as "Sand Castle". DCC Fitted.....£189.95
32-762ZDS Class 57 No. 57 305 Network Rail known as "Sand Castle". DCC Sound Fitted.....£269.95
32-777W Class 37 Diesel Locomotive No. 97 304 "John Tiley" Network Rail, weathered.....£159.95
32-777WDC Class 37 "John Tiley" Network Rail, weathered. DCC Fitted.....£179.95
32-777WDS Class 37 "John Tiley" Network Rail, weathered. DCC Sound Fitted.....£259.95
32-780U Class 37 Diesel Locomotive No. 37 261 DRS.....£149.99
32-780UDC Class 37 Diesel Locomotive No. 37 261 DRS. DCC Fitted.....£169.99
32-780UDS Class 37 Diesel Locomotive No. 37 261 DRS. DCC Sound Fitted.....£249.99
32-816Z Class 47 No. 47 306 "The Sapper" Railfreight Distribution, weathered.....£159.99
32-816ZDC Class 47 No. 47 306 "The Sapper" Railfreight Distribution, whrd. DCC Fitted.....£179.99
32-816ZDS Class 47 No. 47 306 "The Sapper" Railfreight Distribution, whrd. DCC Sound Fitted.....£259.99
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 ADS56289 BR Engineers Grey/NEW LOWER PRICE £19.99
33-825Y 25 Ton Queen Mary Brake Van LDS56293 BR Bawle "Electrification"/NEW LOWER PRICE £19.99
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 ADC200666 BR, whrd. NEW LOWER PRICE £24.95
38-260Y Delabole Slate Prestlo Wagon Triple Pack, BR Bauxite.....BARGAIN £49.99
38-326Z High Sided Steel Wagon No. DB479526 "S&T Cable Wagon Guildford", weathered.....£24.95
38-328Z High Sided Steel Wagon No. ADE282721 "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

BACHMANN SCENECRAFT

44-007Z Cornish Roundhouse.....£69.99
44-008Z Cornish Roundhouse Exterior Walls.....£27.99
44-011X GWR Type 7 Signal Box - Truro.....£59.99
44-011Z GWR Type 3 Signal Box - SR.....£44.99
44-058Z Bachmann Scenecraft Derelict Cornish Engine House.....£29.99
44-059Z China Clay Dries.....£73.95
44-060Z China Clay Dries Chimney.....£43.95
44-061Z LSWR Brick Signal Box.....£29.99
44-062Y Single Track Stone Engine Shed.....£59.99
44-097Z GWR Water Tower - St Ives.....£49.99
44-120Z SR Boom Water Column and Arm.....£22.99
44-125Z Cornish Terraced Cottages.....£39.95
44-182Z Bachmann Scenecraft LSWR Ground Frame Hut - Boscombe Junction.....£19.99

44-500Y Holmans Compressor Twin Pack.....LOW STOCK £19.99

DJ MODELS

K2102 0-4-4T Class O2 No. 16 "Ventnor" BR Black L/C.....LOW STOCK £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.....NEW LOWER PRICE £99.99
K2201A 0-6-0 1361 No. 1361 Photographic Grey.....NEW LOWER PRICE £99.99
K2202 0-6-0 1361 No. 1362 BR Black E/E.....NEW LOWER PRICE £99.99
K2203 0-6-0 1361 No. 1363 GWR Shirtbutton Emblem.....NEW LOWER PRICE £99.99
K2204 0-6-0 1361 No. 1364 GWR with GWR Lettering.....NEW LOWER PRICE £99.99
K2205 0-6-0 1361 No. 1365 BR Black L/C, weathered.....NEW LOWER PRICE £99.99
SB002U/K/L PBA TIGER China Clay Wagons ECC International blue.....£44.99 EACH
SB002MN/O/P JIA TIGER China Clay Wagons ECC International blue, weathered.....£49.99 EACH
SB004A/B/C/D ZAA PIKE Open Wagons Dutch Civil Engineers.....£29.99 EACH
SB005A/B/C/D SPA Open Wagons BR Railfreight, weathered.....£32.99 EACH
SB005E/F/G/H SPA Open Wagons EWS.....£29.99 EACH

HELJAN



K4101 Dogfish BR Black, weathered. Pack of 4.....LOW STOCK £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

R3672 Class 50 Diesel Locomotive No. 50 010 "Monarch" BR Large Logo.....£169.99
R3672 Class 50 Diesel Locomotive No. 50 010 "Monarch". DCC Sound Fitted.....£289.99
R3673 Class 50 Diesel Locomotive No. 50 007 "Sir Edward Elgar" GW150.....£169.99
R3673DS Class 50 Diesel Locomotive "Sir Edward Elgar". DCC Sound Fitted.....£289.99
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
R3675 Class 31 Diesel No. 97 204 BR Research livery.....£169.99
R3675DS Class 31 No. 97 204 BR Research. DCC Sound Fitted.....£289.99
R4868A Mk3 Great Western Railway Sleeper Pack.....£104.99
R4869 Mk3 Driving Van Trailer No. 82124 Network Rail livery.....£69.99

OXFORD DIECAST

SP47 Land Rover Series 1 Registration English China Clays International.....£4.99

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371-465Z Class 370 Diesel Locomotive No. 37 207 William Cookworthy.....£129.95



374-130Z Mk1 GUV No. E86247 BR Maroon with Parcels Express branding.....£34.99



377-490Z China Clay 5 Plank Wagon Pack. English China Clays. 3 x UCV Wagons.....£46.99

KERNOW MODEL RAIL CENTRE LIMITED EDITION EXCLUSIVES - UNDER DEVELOPEMENT

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UNDER DEVELOPMENT / PRE-ORDERS INVITED

Kernow Models with Revolution Trains. Models expected during 4th quarter 2019:

SB008A IZA Cargowagon No. 2380 2794 001-0. Original livery.....£89.99
SB008B IZA Cargowagon No. 2380 2794 012-7. Original livery.....£89.99
SB008C IZA Cargowagon No. 2380 2794 065-6. Original livery.....£89.99
SB008D IZA Cargowagon No. 2380 2794 094-5. Original livery.....£89.99



SB008E IZA Cargowagon No. 2380 2794 096-5 with flashing tail lamp. Original livery.....£94.99
SB008F Pack of 4 IZA Cargowagon. Original livery.....£339.99
SB008G IZA Cargowagon No. 2380 2929 007-5. Revised livery.....£89.99
SB008H IZA Cargowagon No. 2380 2929 013-3. Revised livery.....£89.99

SB008I IZA Cargowagon No. 2380 2929 046-3. Revised livery.....£89.99
SB008J IZA Cargowagon No. 2380 2929 099-2. Revised livery.....£89.99
SB008K IZA Cargowagon No. 2380 2929 072-9 with flashing tail lamp. Revised livery.....£94.99
SB008L Pack of 4 IZA Cargowagon. Revised livery.....£339.99

N GAUGE

UNDER DEVELOPMENT / PRE-ORDERS INVITED

Kernow Models with Revolution Trains. Model expected during 4th quarter 2019:



N23194 Class 92 Electric Locomotive No. 92 017 "Bart the Engine" Stobart Rail.....£179.95

FORTHCOMING

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OO Gauge:

30-420 Bachmann Western Pullman - Dynamis Ultima Sound Fitted Train Set - Imminent Release	Now £807.46 RRP £949.95
31-061/31-062 Bachmann J72 Tank Multiple Liveries - Imminent Release	Now £106.21 RRP £124.95
31-215 Bachmann LMS 5XP 'Patriot' 5551 'The Unknown Warrior' Crimson - Expected Late 2020	Now £161.46 RRP £189.95
31-368DS Bachmann Class 03 03026 BR Blue Sound Fitted - Expected Oct/Nov 2019	Now £186.96 RRP £219.95
31-390 Bachmann Class 414 2-HAP 2-Car EMU 6061 BR (SR) Green - Expected Late 2020	Now £220.96 RRP £259.95
31-490/491 Bachmann Class 410 4-BEP 4-Car EMU Multiple Liveries - Expected Late 2020	Now £382.45 RRP £449.95
31-665SF Bachmann Class 47/7 47711 'Greyfriars Bobby' - Sound Fitted - Expected Late 2020	Now £220.96 RRP £259.95
31-976B/982 Bachmann BR Standard 3MT Tank Multiple liveries - Expected Late 2020	From £118.96 RRP £149.95
32-027B Bachmann Class 20/0 Disc Headcode D8011 BR Green (SYP) - Imminent Release	Now £118.96 RRP £139.95
32-035B Bachmann Class 20/0 Headcode Box 20174 BR Blue - Imminent Release	Now £118.96 RRP £139.95
32-341 Bachmann Class 25/2 D5282 BR Two-Tone Green (SYP) - Expected Late 2020	Now £127.45 RRP £149.95
32-392RJ/DS Bachmann Class 37/5 37685 BR InterCity (Sound version also available - Imminent	Now £164.95 RRP £169.95
32-440/441/442 Bachmann Class 24/1 - Multiple Liveries - Expected Early 2020	Now £127.45 RRP £149.95
32-482Z Bachmann Class 40 No. 233 'Empress of England' BR Blue TMC LTD Ed. - Early 2020	Now £189.95
32-791DS Bachmann Class 37/0 D6739 BR Green (SYP) - Sound Fitted - Imminent Release	Now £220.96 RRP £259.95
32-792 Bachmann Class 37/0 37046 BR Engineers Grey & Yellow - Imminent Release	Now £144.46 RRP £169.95
32-852A Bachmann BR Standard 9F 92069 BR Black - Weathered - Expected Nov/Dec 2019	Now £182.71 RRP £214.95
35-025/026/027 New Tooling GWR 94XX Pannier Tank Locomotives - Expected Late 2020	Now £106.21 RRP £124.95
35-200/201/202 New Tooling LNER V2 Tender Locomotive - Expected Late 2020	Now £186.95 Now £219.95
35-500/501/502 New Tooling Class 117 3-Car DMUs - Expected Early 2020	Now £263.46 RRP £309.95
35-525/526/527 New Tooling Class 121 Single Car DMU - Expected Early 2020	Now £127.45 RRP £149.95
38-725/726 New Tooling Warflat with Tank Loads - Imminent Release	Now £46.70 RRP £54.95
38-727 Bachmann Warflat Bogie Flat Wagon BR Grey - Imminent Release	Now £33.96 RRP £39.95
38-800 Bachmann Ransomes & Rapier 45T Breakdown Crane SR Grey - Imminent Release	Now £212.46 RRP £249.95
38-801 Bachmann Ransomes & Rapier 45T Breakdown Crane GWR Grey - Imminent Release	Now £212.46 RRP £249.95
38-802 Bachmann Ransomes & Rapier 45T Breakdown Crane BR Black - Imminent Release	Now £212.46 RRP £249.95
38-803 Ransomes & Rapier 45T Breakdown Crane BR Departmental Red - Imminent Release	Now £212.46 RRP £249.95

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371-180ASF Graham Farish Cl. 40 D248 BR Green L/Crest Sound Fitted - Expected Late 2020	Now £208.21 RRP £244.95
371-285A Farish Class 55 Deltic D9009 Alycidon Two-Tone Green (SYP) - Expected Late 2020	Now £114.71 RRP £134.95
371-289 Farish Cl. 55 Deltic D9001 St. Paddy Two-Tone Green Weathered - Expected Late 2020	Now £123.20 RRP £144.95
371-431A Farish Cl. 170/5 2-Car DMU 170521 Arriva Cross Country - Expected Early 2020	Now £152.95 RRP £179.95
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G5 0-4-4T Locomotive - This project is currently at the CAD stage, expected late 2020, for more information on models being products please contact us or view the website.

24.5T Mineral Wagons - This project is also at the CAD stage, expected late 2020 to early 2021, for more information on models being products please contact us or view the website.

32-482Z & 32-482ZSF Bachmann Class 40 - OO Scale model locomotive of D233 'Empress of England' in BR Blue livery with Indicator Discs, Expected Mid 2020.

66025421 Heljan Class 25 25102 - BR Two Tone Green Full Yellow Ends, unusual livery as this class 25 survived 10 years into BR Blue still in two tone green! Expected Early 2020.



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32-069 OO Gauge Class 43 'Warship'
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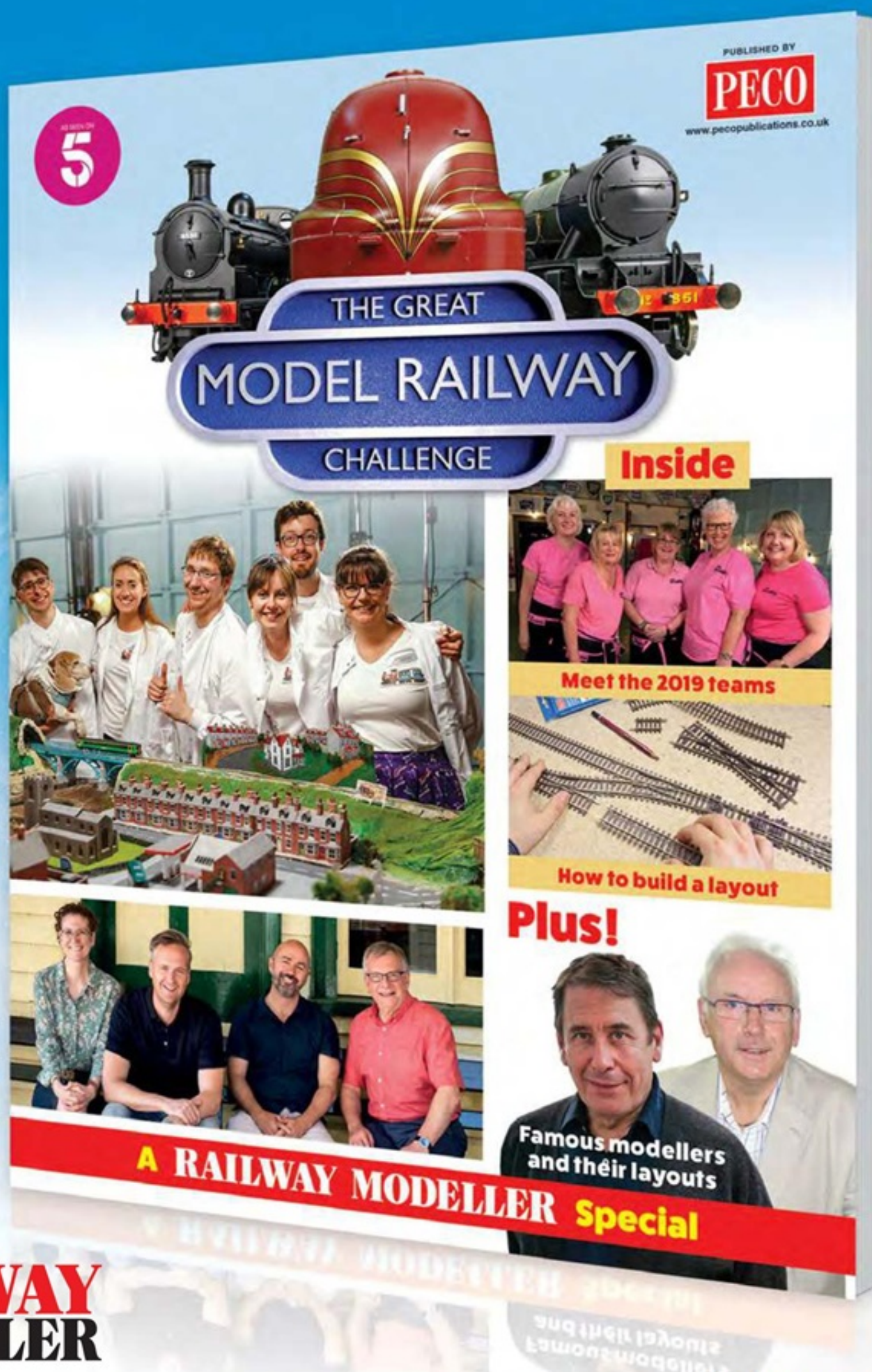
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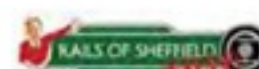
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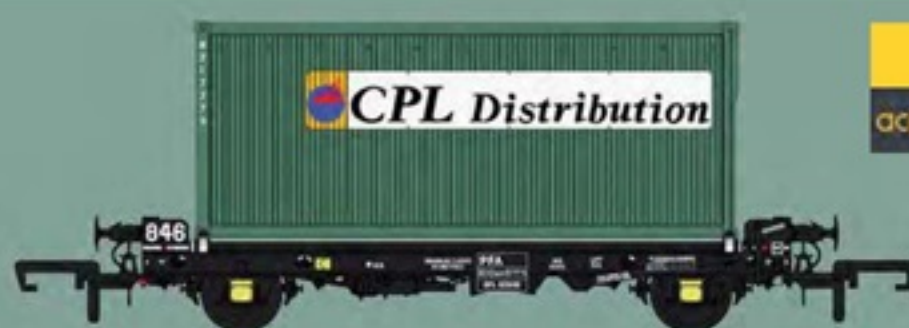
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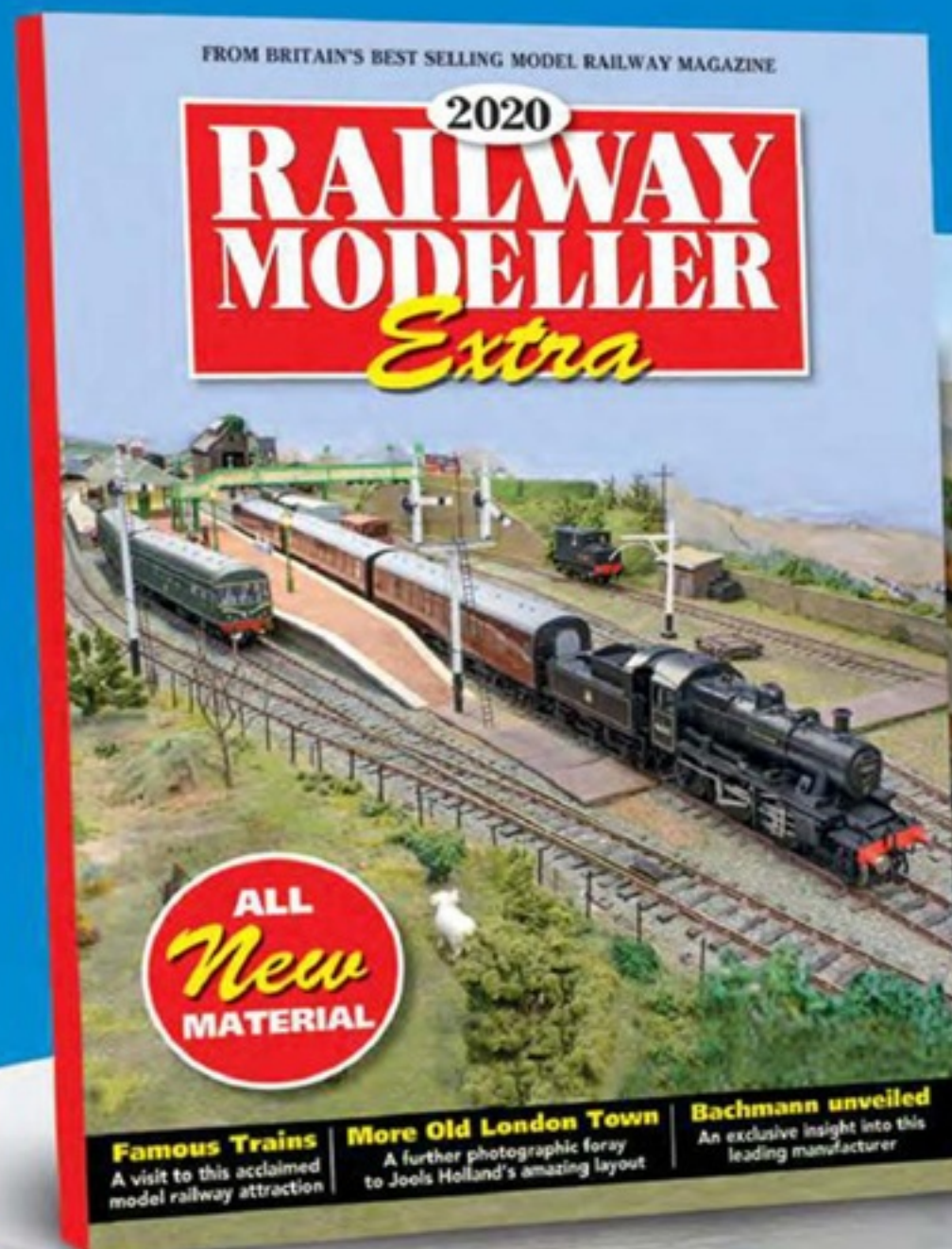
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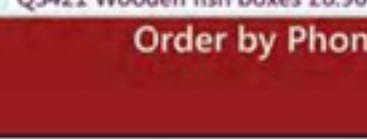
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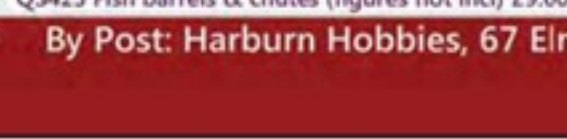
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Welcome from the Editor

70 years young

Welcome to our 70th anniversary issue, celebrating the three score years and ten since *RAILWAY MODELLER* first appeared on the newsagents' shelves. It is usual at a big birthday festivity to reflect on all the friends, colleagues and acquaintances that have been associated with 'one's life' and that's precisely what we have done this time for inclusion in our Special supplement free with this issue.

Of course, tens of thousands of individuals have been a part of all 829 editions of the magazine, so we have had to spotlight just a few of our memorable model makers and contributors. Those chosen will evoke a twinge of nostalgia in our readers of long standing, whilst letting newer, younger readers get an inkling of the sort of facilities and activities which the hobby comprised in glorious times passed.

A special anniversary also gives us the chance to look forward to the future.

Predicting where the railway modelling hobby may be in times ahead is an abstruse task, so we asked a younger hobbyist, Nick Garner, to give his own ideas and predictions of what might come to pass.

Nick is 19 and an undergraduate studying journalism at Canterbury Christ Church University. He's also an avid railway and model railway enthusiast, and took part, with other members of his family, in The Great Model Railway Challenge.

As part of his work experience programme he joined us in the editorial office for two weeks and penned his thoughts about the future which you can read on page 14 of the supplement. He has also written the comment piece for this issue extolling the virtues and convenience of all the

technological advances the hobby has seen. His espousal appears on page 951 in which he also urges modellers not be unduly concerned by the apparent loss to the hobby of practical skills.

That brings us nicely to the other contents of this birthday issue which leave the party atmosphere of the supplement aside to concentrate on practical modelmaking. In particular, a feature on building a layout step-by-step which anyone - beginners and experienced modellers alike - can follow to create a model railway that can easily be housed in a modern home.

Chris Ford is your mentor throughout this project which runs for the next few issues. Chris is an established modeller with many layout builds under his belt. You can follow the series starting on page 894.

Our mailbag and email inbox are always overflowing these days, surely indicating that the hobby is a lively place to be. Correspondence topics are very varied, but a favourite is to compare and contrast opinions about what constitutes a model railway, what standards are acceptable or not, and what we should or should not include in

RAILWAY MODELLER! Well there are no statutory rules, so we present what we consider to be fine examples of railway modelling that have appeal across the whole spectrum of the hobby, and thus you will find the most exquisite of handcrafted models back-to-back with the best of layouts created from off-the-shelf equipment.

RAILWAY MODELLER has been bringing its readers that broad ambit for seven decades, and that's the way we shall continue through the decades to come: something for all tastes and abilities.

Enjoy this special issue and thanks for reading.

Steve Flint

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



Build yourself a great layout for home use. Follow Chris Ford's new series beginning on page 894.



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We welcome submissions on all aspects of railway modelling, be they layout projects or suggestions, constructional articles, advice and encouragement for beginners, prototype features or what-have-you. We prefer material to be sent through the post to the address below left, on CD-R 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

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



Chirk

Deep in the Welsh Marches in the 1930s, in OO

*A fondness for the Great Western Railway in the border region between England and Wales led **STEPHEN WEATHERLEY** to consider the station at Chirk, complete with its viaduct alongside the Llangollen Canal which spans the Ceiriog valley. Setting the layout in the 1930s allowed the bonus feature of the location – the narrow gauge Glyn Valley Tramway – to be modelled too: the terminus of the long-closed 2'4¼" gauge railway was situated adjacent to the standard gauge facilities.*

For over 40 years I have been researching the history of the Great Western Railway lines to the north of Shrewsbury, and have built several models based on stations in the area. My previous model railway, *Gresford*, featured in *RAILWAY MODELLER* in February 1998 but sadly a house move caused the dismantling of that layout a few years afterwards.

Moving to a new house, my thoughts naturally turned to the possibility of building

◀ **Chirk station and goods yard are busy as a northbound goods trundles through the station. To the right can be seen the Glyn Valley Tramway station with the coaches of a train from Glyn Ceiriog in the platform while the tram engine is away shunting the granite wagons on the loading bank.**

As a Paddington-bound express passes on the embankment, the colliery line from Black Park box can be seen in the foreground. Loaded coal wagons stand at the canal basin ready to be trans-shipped into the barges.

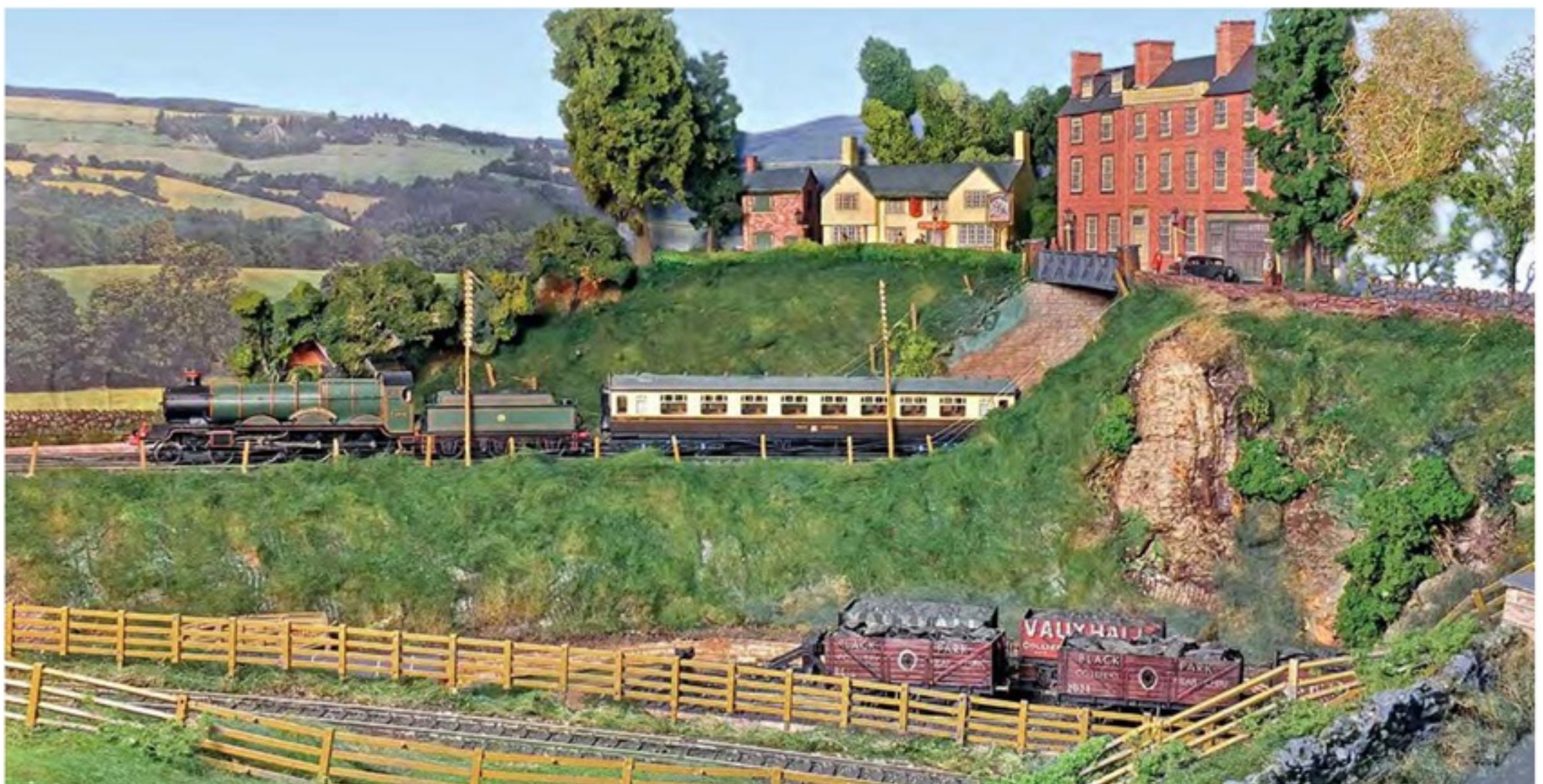
a new layout and I spent much time exploring possible locations between Chester and Shrewsbury. I like to base my models on real stations, with track layouts suitably condensed, of course, to fit the ever present constraints of space. With a loft space of 22' x 8' available for a railway in this new house, it took me quite a while to look at possible prototype locations which might be suitable.

Having given careful thought to the type of layout I wanted, I wrote down criteria for building it. Like *Gresford*, it was to be a permanent rather than portable layout, and again would be built to a scale of 4mm to the foot using Peco code 75 track for the main lines. The chosen station would represent a 'real' GWR location modelled in the 1930s period as that had been the focus of much of my railway history research. Also, I was approaching retirement at this time so I was looking for a layout with more operating potential than *Gresford* but also wanted plenty of scope for scenic development.

Choice of location

After considering several options I eventually chose Chirk, a reasonably-sized station with much to offer operationally, situated in the Welsh Marches close to the Shropshire border. As a bonus, Chirk station was, until 1935, also the terminus of the Glyn Valley Tramway (GVT), a 2'4¼" gauge railway which ran from slate and granite quarries in the valleys beyond Glyn Ceiriog transporting stone to Chirk, where it was transhipped into standard gauge wagons on the GWR or barges on the nearby Llangollen Canal.

In addition to stone and slate traffic, Chirk was also located in the Wrexham coal mining area with nearby Black Park Colliery having its own branch line which left the GWR just north of Chirk to enable the shipping of coal to Birkenhead on the Mersey and elsewhere. The colliery also had its own rail-connected canal basin for shipping coal by barge, all of which made for an interesting visual and operational model.





◀ A northbound coal train headed by GWR ROD 2-8-0 No. 3031 is passing over Chirk Viaduct. A coal barge which has just emerged from the tunnel on the Llangollen Canal heads south across the aqueduct.

▶ Star Class 4-6-0 No. 4018 *Knight of the Grand Cross* hurries past Black Park signal box with an early morning express for Paddington which left Birkenhead Woodside at 6.30am. The colliery branch can be seen bottom right.

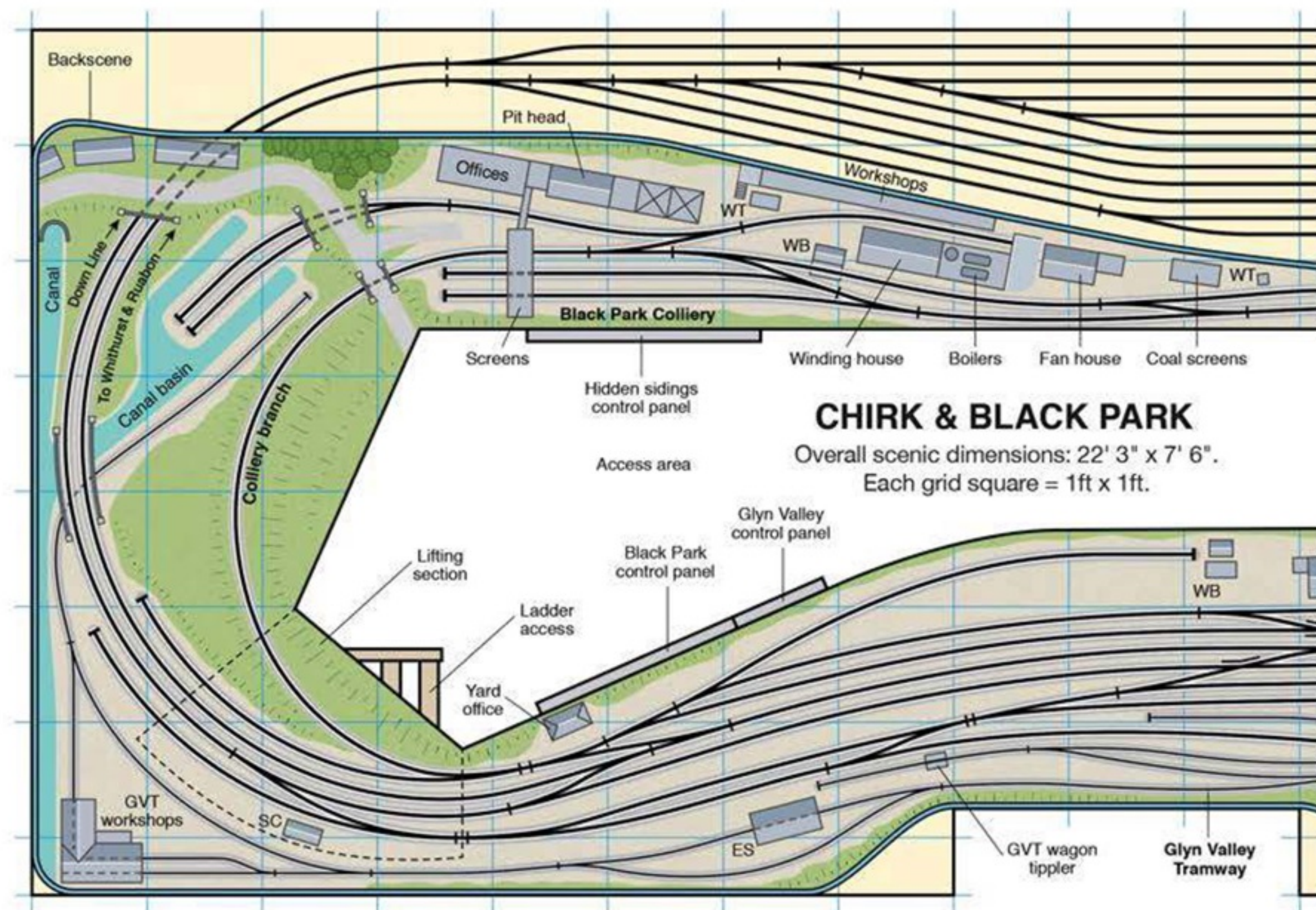
Habitable railway room

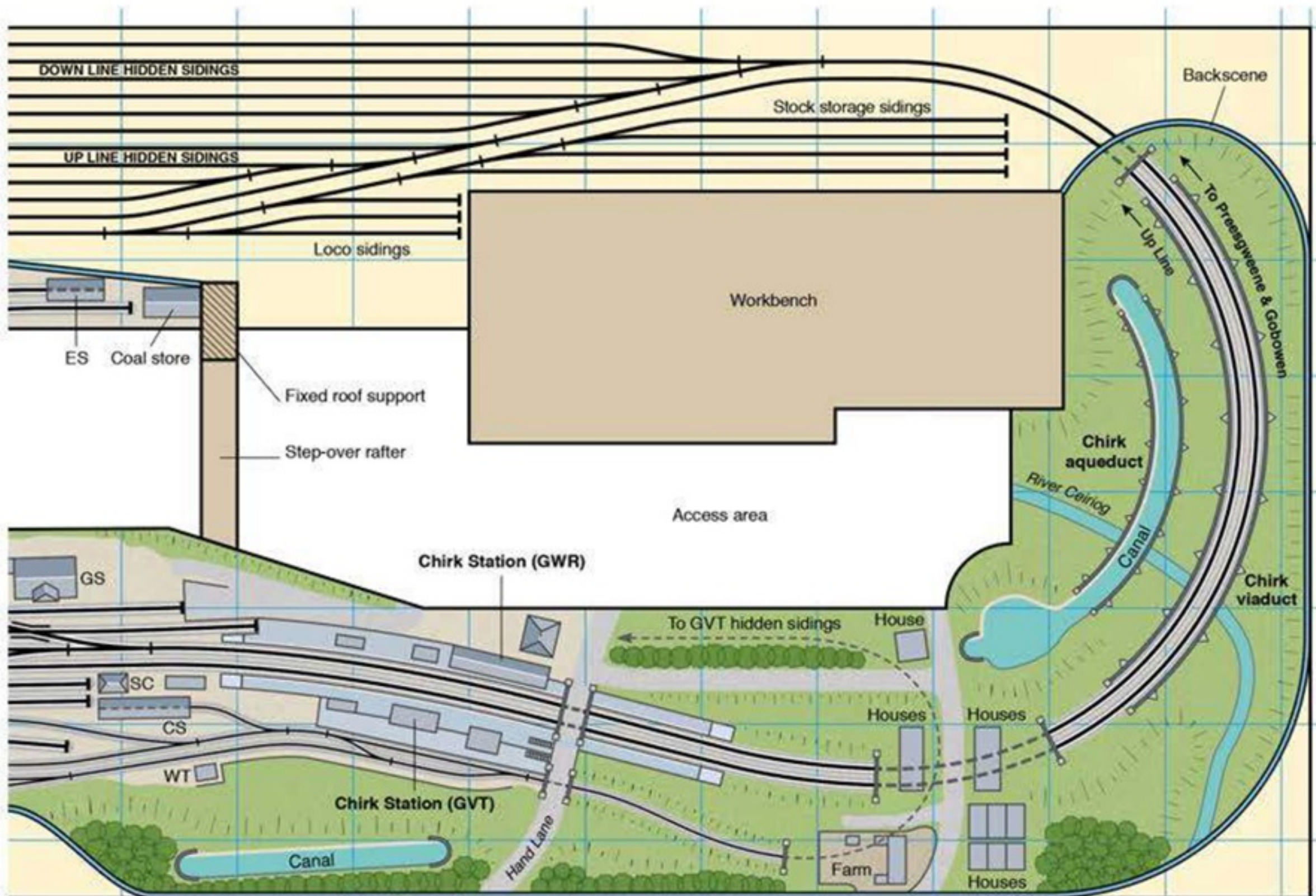
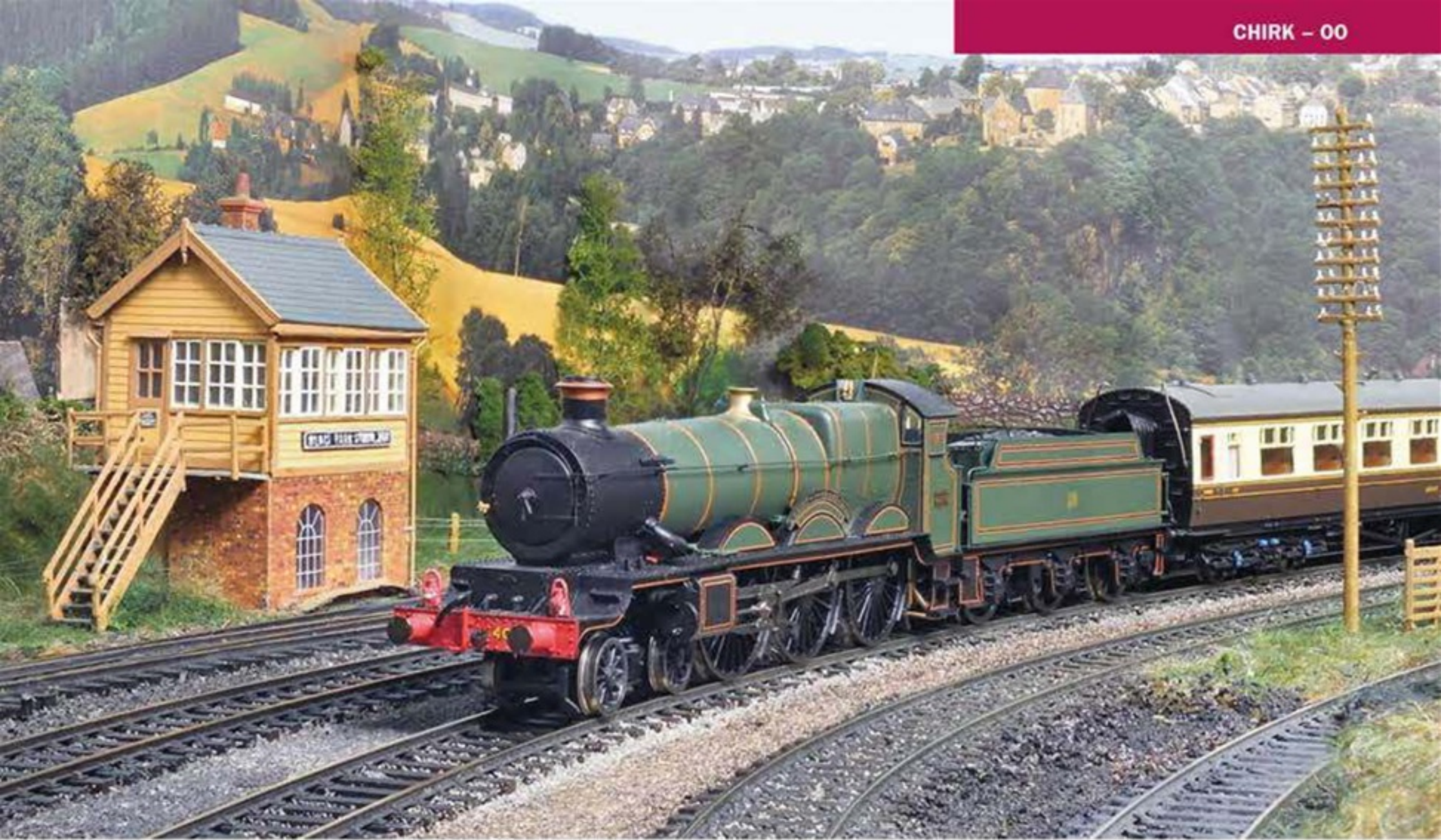
Before starting work on the layout, however, I had much to do to make the loft into a habitable railway room. It was accessed by a steel ladder and, although floored in, the loft had a sloping lean-to roof of relatively low headroom adjoining a brick wall which, together with the exposed rafters, needed fully boarding in and insulating before any start could be made on baseboards. Electrics were another problem, requiring an electrician to come in and run new power feeders up from below to give adequate power for my workbench, the new lighting and the trains.

All this work took a considerable time during which I was making plans which required many trips to Chirk and the surrounding area before starting modelling, visiting local libraries to consult maps and plans and collecting photographs of the period of both the GWR line and the GVT.

Scenically, however, the location is quite challenging with a short tunnel just south of Chirk station and the magnificent Chirk

viaduct and aqueduct beyond, taking the railway and canal high above the Ceiriog Valley.





I also took lots of photographs around Chirk myself, including photos of the buildings, structures and the scenic setting of the general locality. In my search for information and photographs, the internet was also very useful. I also found that the publications of the Glyn Valley Tramway Group and the OO9 Society were a good source of useful information on the tramway. Although I had difficulty in finding contemporary track plans of the GWR station layout in the 1930s, I was able to piece together enough information from photographs and maps to produce a detailed track layout. I also had difficulty finding decent photographs of Black Park Colliery so I took the decision to just model a 'typical' colliery of the Wrexham coalfield in that era rather than Black Park itself.

Lots of activity at Black Park colliery with wagons being loaded under the coal screens. Note the narrow gauge train by the pithead gear ready to take the waste spoil to the slag heap.

Layout overview

When designing the layout, I decided on a continuous run of the double track Great Western main line with trains running on to the scenic part of the layout from hidden 'offstage' loops for train storage located under the eaves of the garage roof. The location is scenically modelled from where the Great Western line from the south crosses Chirk viaduct and then passes through the tunnel into the station. Beyond the platforms the line heads north passing the goods yard with loops and sidings for handling local goods and GVT traffic and reaches Black Park signal box where the colliery branch diverges to the right before the main line disappears off to the hidden sidings to complete the circuit.

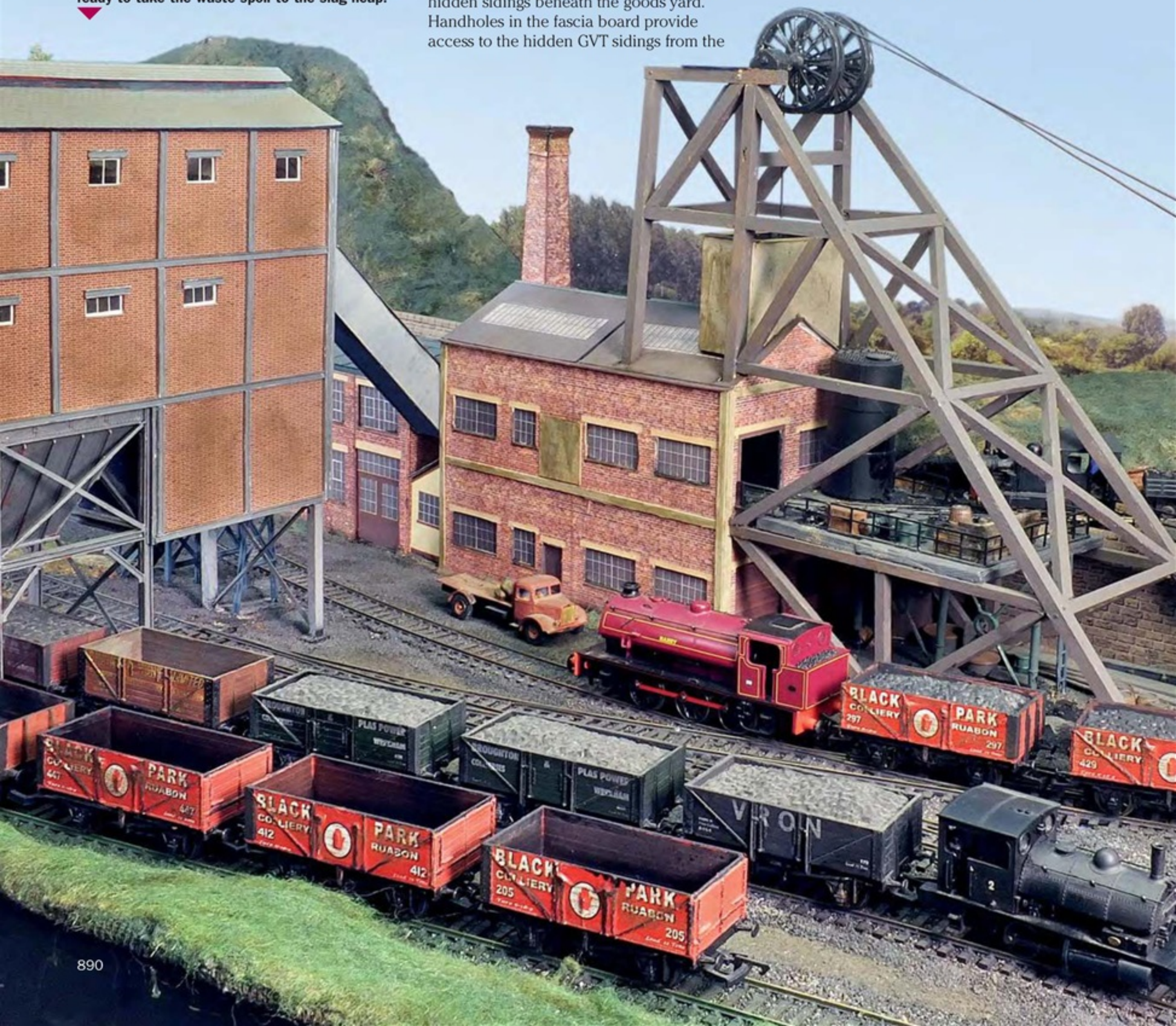
The GVT station at Chirk lies behind the Great Western station and the narrow gauge line to Glyn Ceiriog descends away to the south west before disappearing into a tunnel and looping round under the baseboard to hidden sidings beneath the goods yard. Handholes in the fascia board provide access to the hidden GVT sidings from the

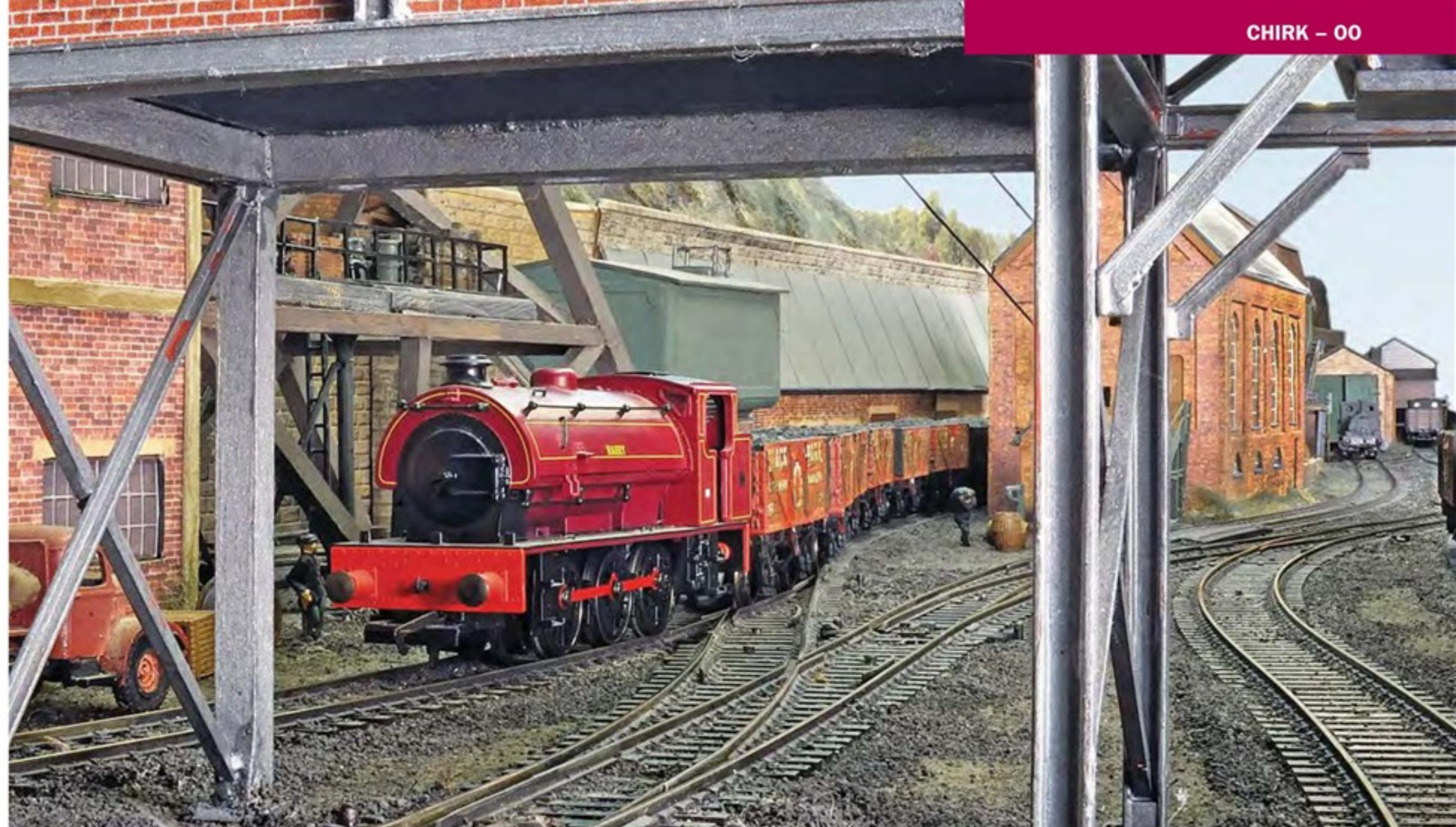
front of the baseboard. To the north, the GVT line continues beyond the station to a loading bank where goods and minerals are transhipped to the GWR and *vice versa*. The line then continues past the GVT engine shed and repair workshops with the line eventually ending, as it did in real life, at the Black Park canal basin.

Construction

With the track plan completed, it was time to start on the baseboards which, with the changes of levels, were quite complex. The baseboards are supported on fixed legs and carefully graded and levelled to suit the track plan and constructed of good quality plywood laid on an open framework of 2" x 1" timber. Care was taken to ensure that framework cross-members did not lie beneath planned pointwork since the point motors are located underneath the track and project below the plywood base.

On top of the plywood is a layer of ½"





▲ Framed by the coal screening plant, the 0-6-0ST colliery loco is getting ready to take some loaded wagons up to the exchange sidings on the GWR main line.



thick fibre insulation board to which the track is glued. The use of insulation board is designed to keep the noise of the trains down, a technique which has paid off handsomely since the trains run very quietly.

The electrics of the layout are very conventional, using 12V dc hand-held and panel-mounted controllers and track sections powered from the panel by colour-coded jack plugs. I have far too many locomotives, collected over the years, to contemplate conversion to DCC. Points, all 65 of them, are powered by Peco point motors with microswitches for polarity change and panel lights. Five of the GWR signals are Dapol electrically operated semaphores. The rest still await the fitting of servo motors. As on *Gresford*, ex-LNWR block instruments are in use with bells and indicators to offer and accept trains as in a real signal box.

Scenic treatment

I started by mounting a continuous scenic backscene along the rear wall of the layout, using the excellent photographic sheets by International Models of a rolling Welsh landscape which, as chance would have it, is not too dissimilar to the countryside around Chirk. This was followed by the completion of the viaduct and aqueduct as well as all the bridges, platforms and tunnel portals. The canal was laid using clear polystyrene sheet cut to shape and laid over a suitably painted trough taking care to minimise or disguise any joints between sheets of plastic.

The scenic landscape was built up from an egg-box framework made from cardboard boxes cut up and secured to the baseboard and backscene with a glue gun. This was

covered with a scrim cloth and plaster overlay before painting and laying the appropriate ground cover and completing with the positioning of buildings, trees, fencing and other scenic detail.

Once this was completed, all the ground cover detailing was undertaken which brought the whole layout to life.

I checked the electrics were satisfactory, then all the tracks on the scenic parts of the layout were ballasted, a slow and messy process which involved spreading glue between the sleepers of track which had already been laid and then sprinkling on N gauge chippings. I used a hand-held vacuum cleaner to remove the excess ballast once the glue had set. Another lengthy job was painting the sides of the rails to simulate rusting. I found Humbrol 'gunmetal' metallic paint produced for me a more realistic finish than some of the conventional 'rust' paints supplied by the model trade.

Structures

For the railway buildings – which needed to be modelled fairly accurately – I made detailed sketches and drawings from photographs wherever I could. The stationmaster's house was built from scratch using card. The most challenging building was the main station building, an extraordinary structure having height and length but being very narrow in width! Regrettably it was demolished in 1987 and



▼ Pannier tank No.6402 propels a single auto carriage out of the tunnel into Chirk station with the 7.40am auto train from Oswestry.

which fitted the character of the place. Getting all the buildings done took me over a year but made a big difference in giving the layout its character.

As mentioned earlier, I only had one or two indistinct photographs of Black Park Colliery but not enough to build an accurate model of it. So the colliery has been built with a variety of ready-made, kitbuilt and scratchbuilt structures to represent a typical coal mine of the era with pithead gear, winding house and steam boilers, screening and rail loading buildings as well as a fan house and the various offices and workshops. A short narrow gauge railway line to dispose of slag has also been incorporated into the pit head using an auto reverse module to enable a little train of slag to shuttle back and forth to the slag heap.

Running the railway

Operationally, much time has been spent getting my locomotives – over 40 of them – run in and working well. In addition, much-needed attention has been given to rolling stock to improve running, in some cases by fitting new wheels with pinpoint bearings. Couplings remain an area where

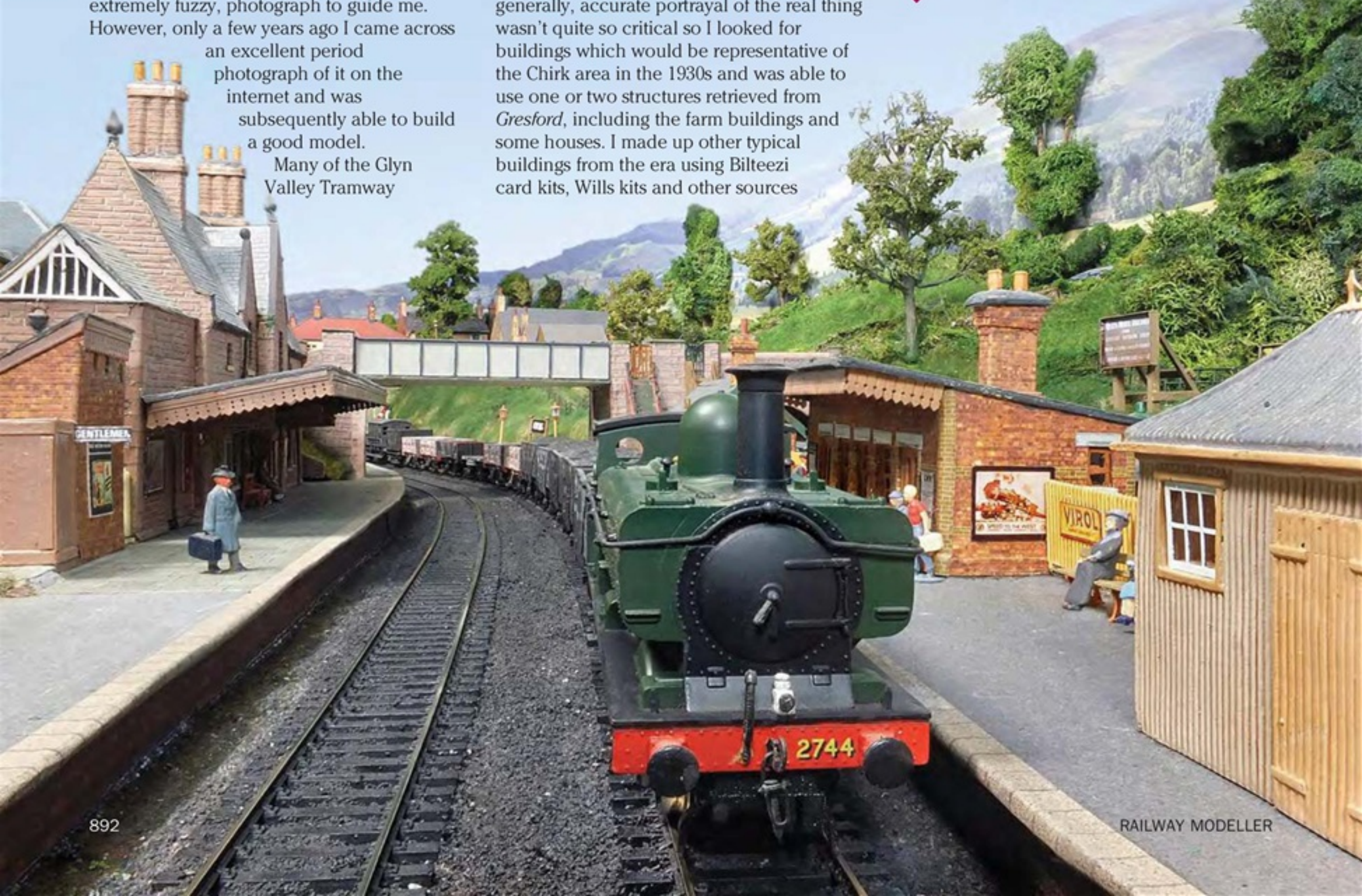
▼ Open-backed pannier tank No.2744 hauls a heavy mixed goods train through Chirk station on its way to the marshalling yard at Saltney.

replaced by the present 'bus shelters'! With the complex roof lines and ornamentation of the station building, it took me a lot of time to make as a model and it is pity that it is mainly only seen from the rear on this layout since from the platform side it is quite impressive. The goods shed, another unusual-looking building, was an enigma for a long time since I only had a distant, extremely fuzzy, photograph to guide me. However, only a few years ago I came across an excellent period photograph of it on the internet and was subsequently able to build a good model.

Many of the Glyn Valley Tramway

buildings in the Chirk station area are well documented photographically, thanks to *The Glyn Valley Tramway* by W J Milner (published by OPC, ISBN 0 86093 286 9). However, photographs of the GVT workshops and the area around the canal basin are sparse and I had to construct those buildings more from imagination than reality.

For the non-railway buildings around Chirk generally, accurate portrayal of the real thing wasn't quite so critical so I looked for buildings which would be representative of the Chirk area in the 1930s and was able to use one or two structures retrieved from *Gresford*, including the farm buildings and some houses. I made up other typical buildings from the era using Biltzee card kits, Wills kits and other sources

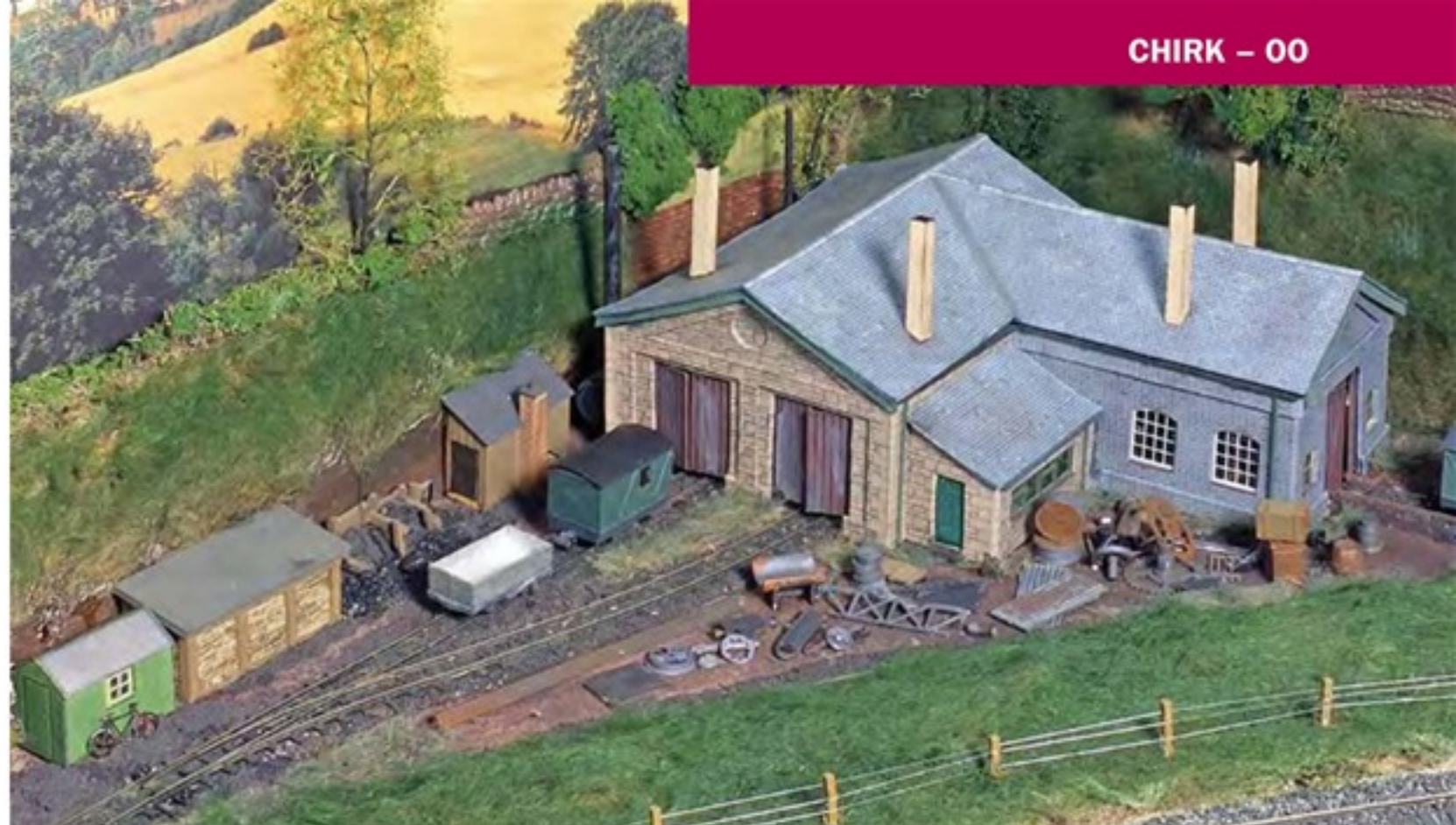


much work is still needed to fit good reliable couplings that look realistic. Experiments continue with Sprat & Winkle couplings with a view to replacing, eventually, the over-scale tension-locks on proprietary stock. Some goods stock has been fitted with three-link couplings.

For the GVT, I have already constructed two of the tram engines, *Dennis* and *Sir Theodore*, from Peco whitmetal kits with Peter Blackham nameplates and fitted them with Graham Farish N gauge mechanisms; they run very well. For passenger stock, I have some of the new Peco GVT carriages but I still have a number of carriages waiting to be built from Langley kits. Although I have constructed lots of Dundas slate and granite wagons, some still await painting and fitting with Bemo couplings.

An operational timetable for the layout, based on the GWR Working Timetable for the summer of 1930, has been drawn up and is worked on a sequence rather than using speeded up clocks etc. Unlike *Gresford*, there is much more shunting and the laying over of goods trains to be achieved on the Chirk layout. In the 1930s there was considerable variety in what passed up and down the line. The fastest trains were the Birkenhead to Paddington expresses but these were not the only express trains passing through the station in those days. The through trains from Birkenhead to the south coast – Dover, Margate and Bournemouth – also featured prominently as well as the north to west expresses from Manchester and Birkenhead to Bristol, Cardiff and beyond.

Other passenger traffic was generated by a network of local trains including stopping trains to Shrewsbury, Chester and Oswestry, some of which were auto trains. Parcels trains, pickup goods trains as well as light engine movements and permanent way



▲ A view from the Great Western line at Black Park looking down at the Glyn Valley Tramway workshops, surrounded as usual by lots of works clutter.

trains also feature in the timetable as well as the constant heavy traffic of coal and mineral trains from South Wales and the Wrexham coalfield to the port of Birkenhead. In addition there are a fair number of longer distance mixed goods trains to and from the south including meat trains from Birkenhead to Smithfield market in London.

The 7.40am auto train from Oswestry...

Although this has not been a quick project and some might say I have bitten off more than I can chew with such a large layout, it has given me a great deal of pleasure to build and operate. There is, of course, still much more to do since no model railway is ever 'finished'! But I have now at last reached the stage where I can take time to sit back and watch the 7.40am auto train from Oswestry, hauled by the usual 64xx Class pannier tank, arriving at the down platform at Chirk station, on time at 7.56am just as the

early morning Birkenhead to Paddington express races through on the up line with Star Class 4-6-0 No.4018 *Knight of the Grand Cross* at the front.

Once this has cleared, the signals drop again, this time for a Class F mixed goods from Saltney, lumbering through the station with a 2-8-0 in charge on its way to Pontypool Road in South Wales. Then there is activity on the far side of the station as the first Glyn Valley train of the day arrives with the 7.35am from Glyn Ceiriog with three coaches and a string of mineral wagons tailed by the guards van. Aha, happy days indeed!

As the midday Birkenhead to Paddington express pulls into Chirk, hauled by Grange 4-6-0 No.6869 *Resolven Grange*, one of the permanent way gang cycles home up the lane for his lunch.



Moving on from the train set

*The all-important first step away from the traditional entry to railway modelling can turn the initial spark into a lifelong flame. **CHRIS FORD** begins a trilogy looking at the construction of a project layout in OO designed to inform and encourage those wanting more from railway modelling.*

Constructional photography by the author

One of the biggest jumps that a new modeller makes is stepping from the trainset to what might be called 'proper' or more prototypical modelling. This is not to denigrate the trainset as such, only that small ovals of track are not realistic as they stand and although there are loop lines (often in industrial settings) most railways take a linear approach; in other words, they go from A to B in as straight a line as is possible.

If you make an oval of model track big enough, this can be suggested, but few modellers have the sort of space at their disposal to build anything large enough to make the curves less visually noticeable. Therefore, most small model railways tend to be based on the straight A-to-B shape and the modeller will usually adopt one of the straight line model formats such as the storage sidings to terminus station shape. These straight layouts can vary somewhat, but this storage – terminus is often the first port of call, is certainly the most popular and will make the most efficient use of a small to medium household space.

Taking the step from the oval trainset to this sort of format can be slightly confusing for the novice as the mind-set of how things work can easily be tied to the circular pattern of operation. A slight change in thinking needs to be adopted.

The concept

The root idea is to suggest a set of plans that will tempt the new modeller away from the oval and this usually means some sort of station arrangement. Although long stretches of main line track are exciting, for pure operational fulfilment, running trains in and out of a busy urban station has a lot going for it. The period chosen here was late 20th century, just after the end of steam, to early 1980s (or any smaller time-slot within that). This enabled a fairly compressed urban site to be designed, running one- to three-car diesel units dressed in anything from British Railways green to British Rail corporate blue & grey livery.

Having suggested that, it would not take too much of a step to adapt the idea to anything from steam working or any period up to the present day using Sprinters and Pacers, or even surface-running Underground trains!

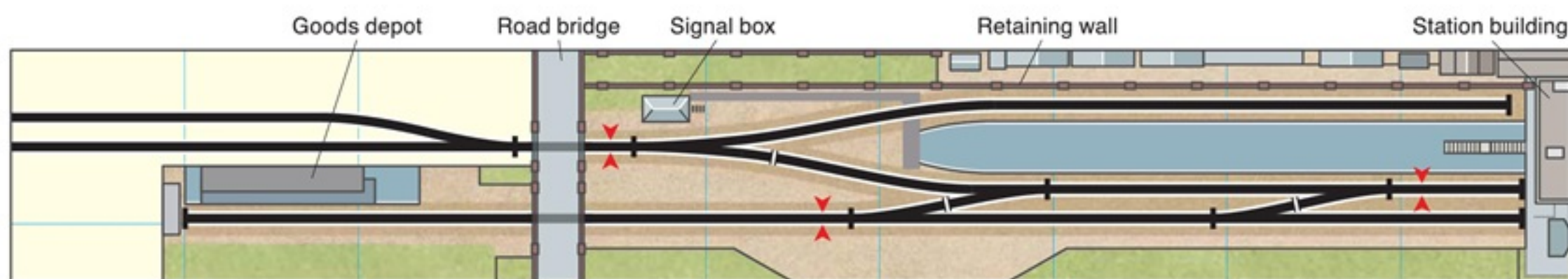
The inclusion of a small parcels depot at the far left of the plan is twofold: firstly, it disguises the storage yard at the rear, and secondly it adds a little complication, as various vans need to be brought in, run round and shunted with locomotives – anything up to Type 3 power is



▲ The author with the project layout, titled *Hopwood*. Follow his guidance to create a thriving layout yourself! Layout photos by Craig Tiley

feasible space wise; Class 37s, 31s, Hymeks etc. will work. Class 50s, 40s, 66s and similar are too long for the headshunt and in any case will visually be too large for what is still a fairly small layout.

Using more modern and therefore longer rolling stock will make the space look smaller. Conversely, running stock from the beginning of the suggested period with smaller early design diesels such as Class 15s and 17s and four-wheeled vans will make it look bigger.



HOPWOOD

Overall size: 2700mm x 400mm. Each grid square 300mm x 300mm.

Let's get started!

Take a look at the plan shown above and you'll see that you need a space along one wall of 2.7 metres (8'10"). This can naturally be increased, but could only be reduced by

a small amount and retain the suggested operation. The plan is designed to fit onto three identical baseboards, measuring 900mm long x 400mm deep which could be made in the home workshop from plywood

or MDF, or purchased in kit form from a baseboard manufacturer, such as White Rose Modelworks, of Bedale Station, Bedale, North Yorkshire, as is the case here, the parts being laser cut (see advert on page 51a).

Initial requirements for this first section

- 3 x 900mm x 400mm baseboards with back-boards
- 8 yards of Peco Streamline track
- 3 x left-hand small radius insulfrog points
- 1 x right-hand small radius insulfrog point
- 2 x large Y insulfrog points
- Track pins and rail joiners (both metal and insulating)
- 4 x Peco ST-290 Platform packs
- 1 x ST-296 Platform ramp pack
- Layout wire

1

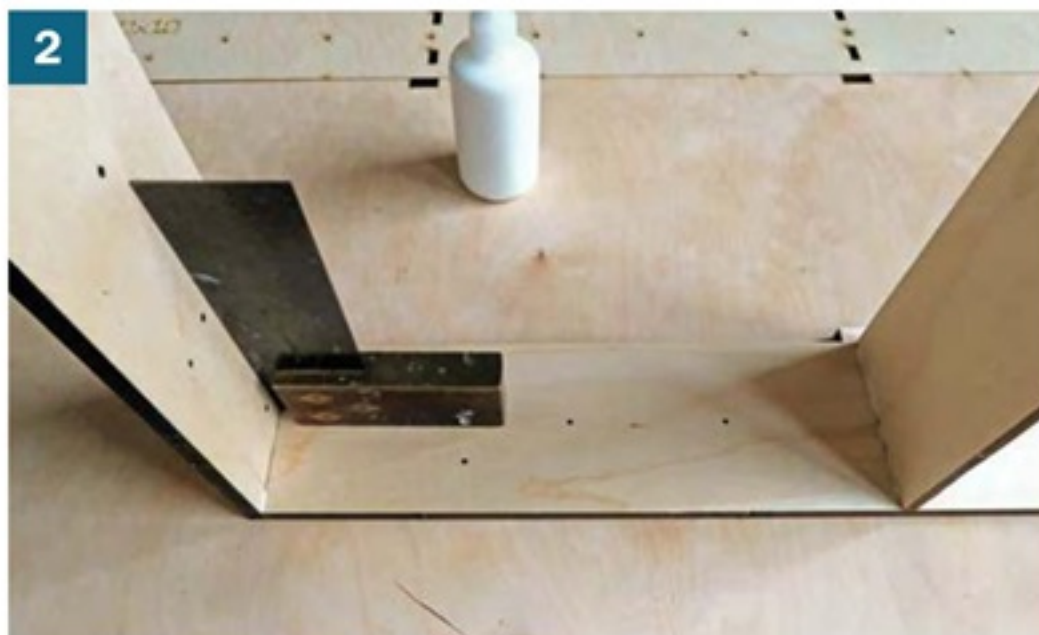


The White Rose Modelworks baseboards come with all necessary timber which has a simple tab and slot design. Bolts, tools and even glue are included and variations of this can be requested at the time of ordering eg over-catches can be substituted for board joining bolts.

Tools required:

- File
- Pliers or wire cutters
- Hand or electric drill
- Small drill for track pin holes
- 3mm drill bit
- Soldering iron, solder (flux if required)
- Hacksaw or rail cutting shears
- A 1 metre rule is useful, but not essential
- All purpose glue such as UHU

2



The slot and tab mean that the boards fit together easily with a little glue. Here a double check for accuracy was carried out with a square. Tip: start with the cross-pieces followed by the ends and add the second side last.

3



The finished frame. Each one of the three took around 15 minutes to construct. Before the glue completely goes off, try the baseboard top to make sure all is well and that the frame is completely square.

4

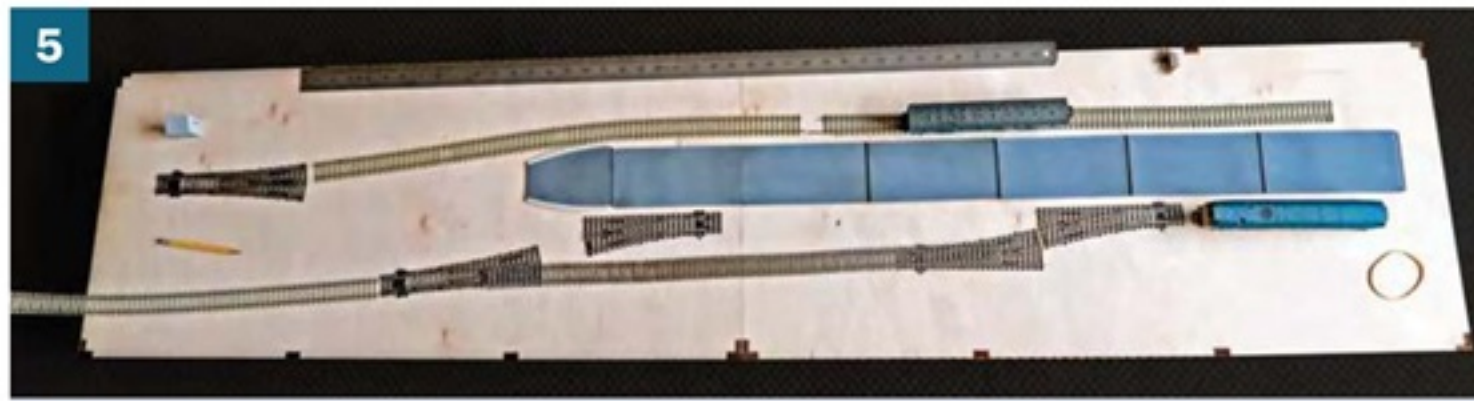
The board top on and one board completed.

It's a very snug fit and may need a couple of strokes with a file on a couple of the tabs. This snug fit means that all the parts of the board support each other and because of this there is no likelihood of twisting. The three boards can now be fitted together making sure that the tops are exactly matching and there is a totally flat top surface throughout the joins. As the layout was destined to be taken to exhibitions, I elected to use a bolt/wingnut assembly to enable a fast break-down at the end of the show. The supplied Allen key bolts will be better for home use that doesn't need this speed.

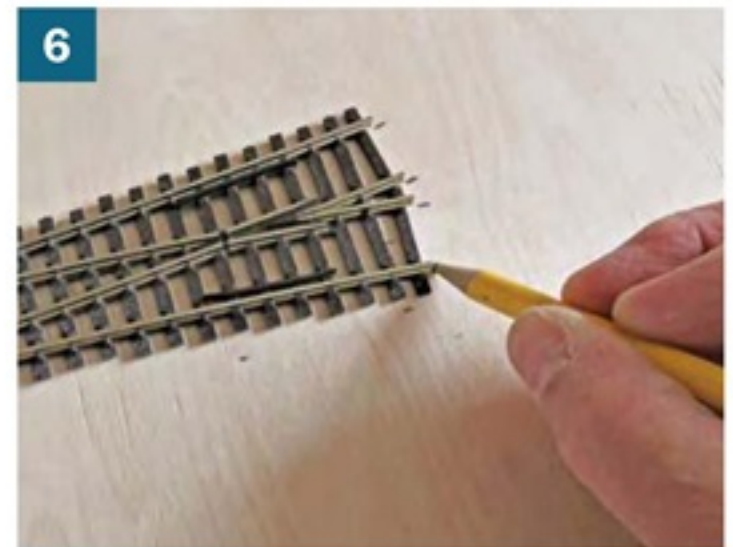


Track laying and planning

Probably the most important part of the layout build is the on-board planning. A printed plan never gives the true sizes of the track and transferring this into 3D allows you to see how things actually fit together visually and gives you the chance to make any changes and adjustments. Actual pieces of track can be used or downloadable Peco track templates can be brought into play, giving an economic method of helping you decide if the plan will work for you. Getting this part right is critical to the layout giving operational satisfaction. Although the plan is based on tried and tested methods, you may have items that you wish to add or omit and these should be included early on in the process to make sure that they not only physically fit on what is still quite a compact layout, but if they will interfere with the smooth operation of the trains.



It was decided to work on the main station boards first. Here some new Peco pointwork was combined with some scrap lengths of track to get a general feel of how the plan would work. The centrepiece of the station is the island platform so placing the tops of some Peco platform sections onto the boards first and making sure that the track flowed around them was the primary part of the exercise. A few items of stock were used to assist and here an elderly Airfix Class 31 is used to check the length of the loco release. A Class 37 was the expected largest locomotive planned for the layout so I simply added 20mm of length to the 31 to allow for this. A similarly elderly Mainline newspaper van was used to help me visualise further how the plan would look in 3D. Using items of older stock means that possibly newer more delicate items can be saved from the rough handling and won't get damaged. For reference, the rail closest to the lower platform edge is 185mm from the lower edge of the board.



When fully satisfied with the plan the track can be marked with pencil. Here I marked each point rail end to give a positive location. Don't expect that this will be final. There will always be other adjustments to be made as the layout build develops...



...and so it was, and here the first point had to be moved 10mm to the left. This is the first Y point at the top left of the station boards and is 70mm from the end... now. Note that markings for the power feed locations are already being added.



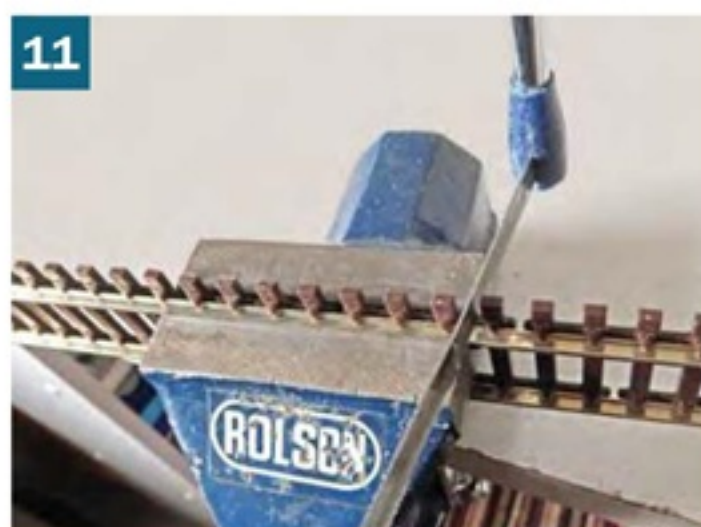
Feed wires can now be built up. Choose two wire colours and stick to these throughout (you will probably need 8m of each). Here the first wire was soldered to a rail joiner. Leave plenty of length on each wire – I worked on 1m lengths that could be trimmed later. Alternatively, you could use the pre-soldered Peco wires (PL-80).



A 3mm hole can be drilled at the end of the rail, and before the point is fixed the wire can be passed through and the fishplate attached to the rail end. Tip: give the wire a gentle tug at this juncture as it's easier to repair a poor joint now rather than when the point is laid and covered in ballast! A couple of holes should be pre-drilled where indicated on the point and the unit gently fixed down with no more than three pins. Tip: pre-drill the holes for these through the sleeper and into the plywood. Cut the track pins in half to avoid them bending and from protruding through the underside of the board – they will still be sharp enough.



Once you have your first point in position, start measuring up the plain track that leads from it. Use a pencil or a felt pen, take it away from the point, then re-position and check your marks again. Measure twice, cut once!



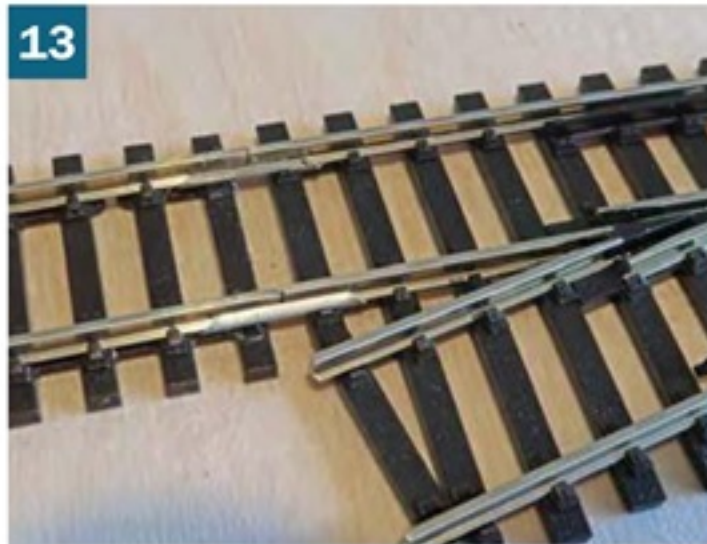
Although using a wooden block as a cutting guide is often stated as the standard method of cutting flexible track, I tend to revert to the way I first did it when I was 14 – clamping the rail in a small vice and using a hacksaw. The alternative method is to use rail cutting shears as made by Xuron. With all methods the new rail end will need a quick run over with a file to remove any sharp edges and burrs.



Before you join the newly cut rail to the point, remove the last pair of chairs from the sleeper using a trimming knife. This allows space for the rail joiner to sit on top of the sleeper without causing a bump in the track.



Short stock is the order of the day, such as the Bachmann Cravens Class 105 DMU and Hornby ex-Southern BY luggage van.



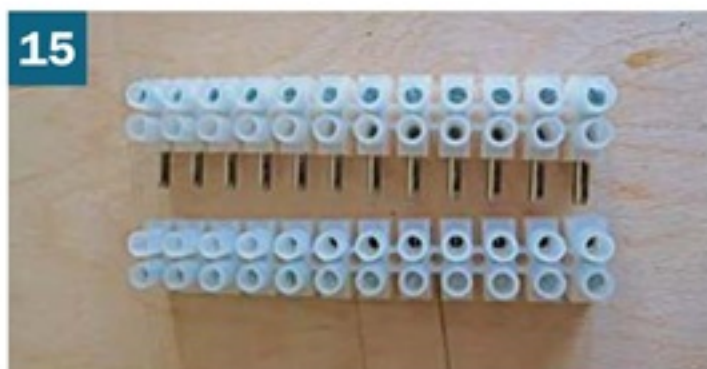
13

Join the flexible track to the point making sure the joiner is equally set and that the rails are fitted as closely as possible. The flexible track can be glued down with all purpose adhesive, but one or two pins may be required where the track is curved.



14

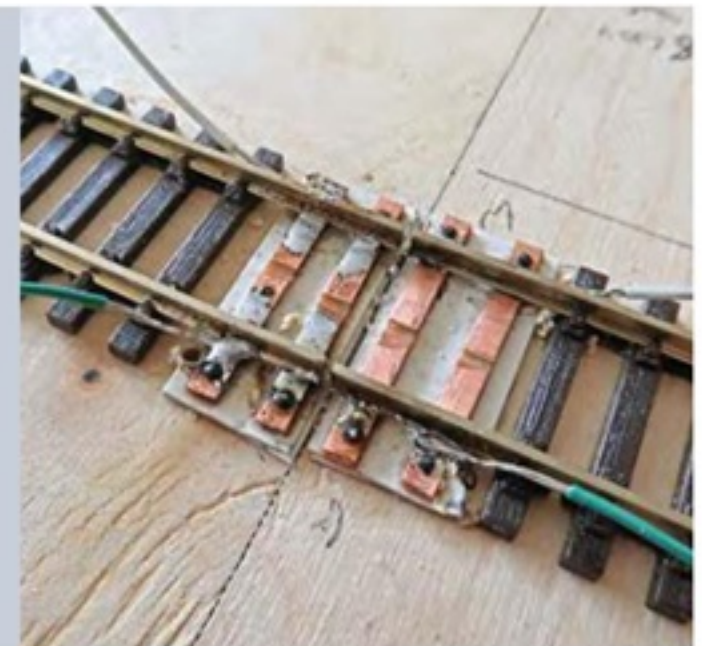
Insulfrog points are used here and the basic rule for powering these is to put the feed point at the 'toe' (the end with the switch). It isn't necessary to make any other adjustments and you can follow the wiring instructions on the card that comes with the point without any problems. I decided in this case that I would add a pair of insulating rail joiners at the place where the points faced each other. This meant that the track layout would need three power feeds and three insulated breaks (identified on the track plan, p895). This would give me a little flexibility and I would be able to isolate a locomotive electrically at certain places on the layout using only the points, but without the extra work of adding on/off section switches.



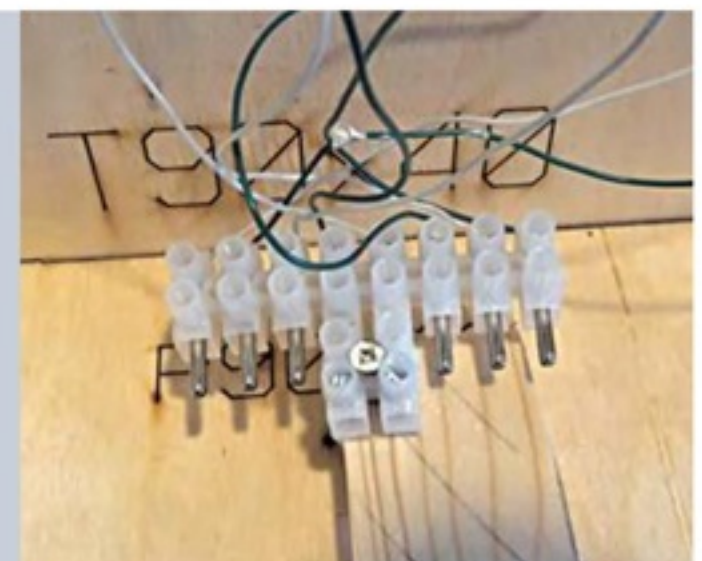
15

If you plan to set the layout up permanently in the home, then the rails can be laid across the baseboard joints without any problems. However, if you are thinking about taking the layout out to an exhibition, breaks in the rails will need to be cut where the boards part. This also holds true if the layout is semi-portable and will be put up and down in the home and not fixed. This means that some sort of jumper-wire arrangement needs to be put in place to carry power from one board to the next. These jumpers can get very complex and often use multi-pin computer or audio plugs, but a simpler way is to use plug together chocolate strip connectors which are inexpensive and very easy to use.

16 The rail ends on a portable layout are very vulnerable to damage. The traditional way to avoid this is either to solder the rail ends to brass screws or as here to use a pair of copper-clad sleepers (available from C&L Finescale). These can first be gapped with a small file, then pinned in place over a card spacer as shown. Both the rail and dropper wires can then be soldered to them and the wires passed through holes behind the second sleeper and attached via the chocolate strip connectors. Note that in this case you will need eight connection points between the main two boards (three for track links and one for a feed to the far end of the platform) and four for the link to the storage yard board (six if your controller is at the far left-hand end).



17 To keep the connectors tidy, glue a block of wood to the baseboard side and screw a spare connector to it. The main strip can then be plugged in to keep it from getting snagged when the boards are unconnected. Join all the feed wires into a single ordinary connector and then run two wires to your controller. This is a very simple system of wiring the layout which is quite raw in its execution, however it will function perfectly well under quite demanding conditions and is very easily repaired if things come adrift. Traditional 'cab control' can easily be added using on/off section switches (see Peco Shows You How booklet *Wiring the layout – part 1*).



A Metro-Cammell Class 101 emerges from the fiddle yard into the scenic section. The venerable Dapol signal box has been surrounded by Wills retaining walls, as described fully next month.



18



If you wish the track can be painted. Here using a light mix of primer grey, primer red and track brown from aerosol cans was used. This is best done outside and do take the safety precautions as stated on the can. Let the paint dry, then clean off the rail tops with a Peco track rubber.

Platforms

Usually the next task is to ballast the track. I personally tend to leave this until some basic structures are in place as the ballast will run up to them. What's more important at this early stage in the layout construction are the platforms. With one or two platforms at either side of the track in 'country station' style you will not need much planning as they will just sit outside the rail line. Here however an island platform has been used and this creates its own problems as the track has to wrap around it without the locomotives and rolling stock 'fouling' it at any point. This means that the platform has to be factored in right from the start of the track laying process. For simplicity the Peco platform sections have been used as they will give a consistent height, but are easily adaptable and have a score-and-snap feature should you wish to make the platform narrower than the full width used here. Note that the first part is easy as I've just used one ramp section and one plain section hard up against the baseboard join, removing the need to cut sections down in length with five platform sections at the other side of the join. Laying these out at the track planning stage will make sure that everything fits.

19



Here a Bachmann Class 37 is used to work out where the first point will be fitted from the end of the fifth platform section. Time taken on this measuring will pay off in the long term. The front of the buffer stop to the board edge came out at 75mm.

20



It doesn't all go as planned. Here all looked well with my original edge-of-platform pencil line – until I ran the Class 37 through the point. Clunk! The whole platform line had to be pushed over slightly as the swing at the end of the larger locomotives fouled the platform coping. For reference; the new gap is 15.5mm from the rail to the platform vertical wall.

21



Once you are happy that all your rolling stock will run in and out of the platforms everything can be fixed down. This is very much a combined process, rather than put the track down and then build the platforms, the two need to be made together. The platform facing strips can be added. I found these a little bright for what would be quite a dirty area so used an ordinary pencil to shade over the brick finish to tone it down. The platform sections were clipped and glued together and stuck to the baseboard in a bed of all purpose adhesive.

22



I wanted a short section of platform running across the end of the board, so short sections of platform edges were fettled into place.

23



Some bodging was required to get the buffer stops right without shortening the all-important Class 37 length limit. Purists look away now.

23a



The end platform was fitted, cutting the top width down to match the end of the board minus 1.5mm to allow for the planned brick wall to slot in behind. The grey internal supports were used to hold it flat.

A view looking towards the station building, with a Class 101 DMU about to depart.

Next month

In part two, next month, Chris will tackle the storage yard, structures and bridges.



See Hopwood at Warley

See this layout on the Peco stand (A18) at the NEC over the weekend of 23 & 24 November.

Ardmore – formerly Farndale



BRIAN McCANN of the Model Railway Society of Ireland explains how an O gauge LMS terminus set in Yorkshire became a station based in County Galway – yet didn't actually move across the Irish Sea...

Photography by the author

Ardmore was originally constructed between 2005 and 2008 as a semi-private layout by Model Railway Society of Ireland member Kevin Thornberry to represent an LMS terminus station located in Yorkshire.

In that guise, it was displayed at a number of exhibitions on the island of Ireland including the North Down show at Bangor in April 2010, the biennial MRSI exhibition at St Paul's College in October 2010, the DLRCC show at Dun Laoghaire in August 2011 and the biennial South Dublin MRC exhibition at Blackrock College in October 2013.

The layout's only overseas appearance was at Guildex O Gauge at Telford in September 2014. After a final outing at the Transport Museum, Cultra, Co Down in November 2014, the layout, excluding stock, was donated by Kevin to the MRSI.

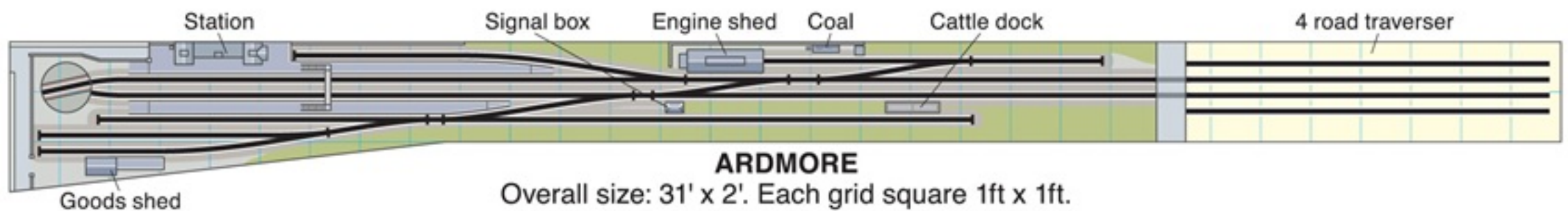
Following the usual discussions among the new owners, it was decided to change the theme of the layout from LMS in the period



▲ GSWR J15 Class 0-6-0 No.132 ready to depart with the evening passenger train to Dublin.

▼ GSWR J15 Class 0-6-0 No.132 arriving with the early morning goods from Galway.





MGWR G2 Class 2-4-0 No.654 on the end of line turntable which is adjacent to the junction of Church Street and Railway Street.

1933 – 1948 to CIE in the early 1960s. In its new guise, it was exhibited in Dublin at St Paul's in October 2016 and at Bangor in April 2017 where it won the award for the best layout at the show.

Baseboards

The layout is O gauge; the overall size is 31' x 2'. At the buffer end, the baseboard widens out locally to 36" to accommodate the goods shed and sidings.

For optimum spectator viewing and operator comfort, the baseboard top is set at a height of 36" above floor level. Supports are 28" high commercially sourced A-frame folding trestles fabricated from 20mm x 20mm steel tube. The 100mm deep baseboards which were constructed by Kevin from 10mm ply are supported on 100m high timbers which rest in a U-shaped channel on the top of the trestles.

The 7'6" long traverser with a width of 24" sits into an inverted baseboard and runs on slider units for drawers rescued from a redundant kitchen press. The three traverser roads can be aligned with either the up or down line and are located in position by two of three brass shooting bolts which engage into two of five receivers.

Electrical connection is by plug and socket, fixed for the common rail and movable for the live rail.

Traffic, operation and control

Traffic at Ardmore is primarily local passenger with mixed freight serving the local farming community.

Incoming traffic comprises manufactured goods such as vehicles, machinery and alcoholic products (whiskey, beer and the ubiquitous stout from Guinness and Murphy's). Outgoing traffic consists of local produce, principally potatoes, sugar beet, grain and cattle.

During summer weekends, excursion traffic for spectators attending inter-county matches at the local GAA ground are a regular feature of the timetable.

The operation of *Ardmore* incorporates the following manoeuvres which can be performed in any sequence at any time using steam or diesel locos:

- Twice daily passenger train from Dublin arrives to down platform. After the passengers have disembarked, the loco is uncoupled and released using the end of line turntable. The loco, having been turned if



▲ The station and goods yard looking towards Railway Street with the midday goods from Galway in the reception road. Due to a lack of wagons in the sidings, the loco will return to Galway with only the brake van for company.

▲ Deutz G Class 0-4-0 No.G601 in silver livery with single Bredin coach in green livery passing General Motors 141 Class Bo-Bo No.B141 on shed.



▲ Metro-Vick A Class Co-Co No.001 arriving with a passenger train from Dublin. The loco is a modified Lima BR Class 33 on an Atlas chassis; coaches are widened Lima BR Mk.Is.

required, then reverses onto rear of train and shunts the coaches into the up platform ready for departure. Alternatively, the arriving loco can visit the engine shed area for coal and water.

- Daily loose coupled goods train from Galway arrives to the goods arrival road. The wagons are uncoupled and transferred to the goods yard by the station pilot. The arriving loco reverses across the main lines to the engine servicing facilities to replenish coal and water. The recently arrived goods wagons are shunted in the yard and the daily goods to Galway is made up ready for its departure.

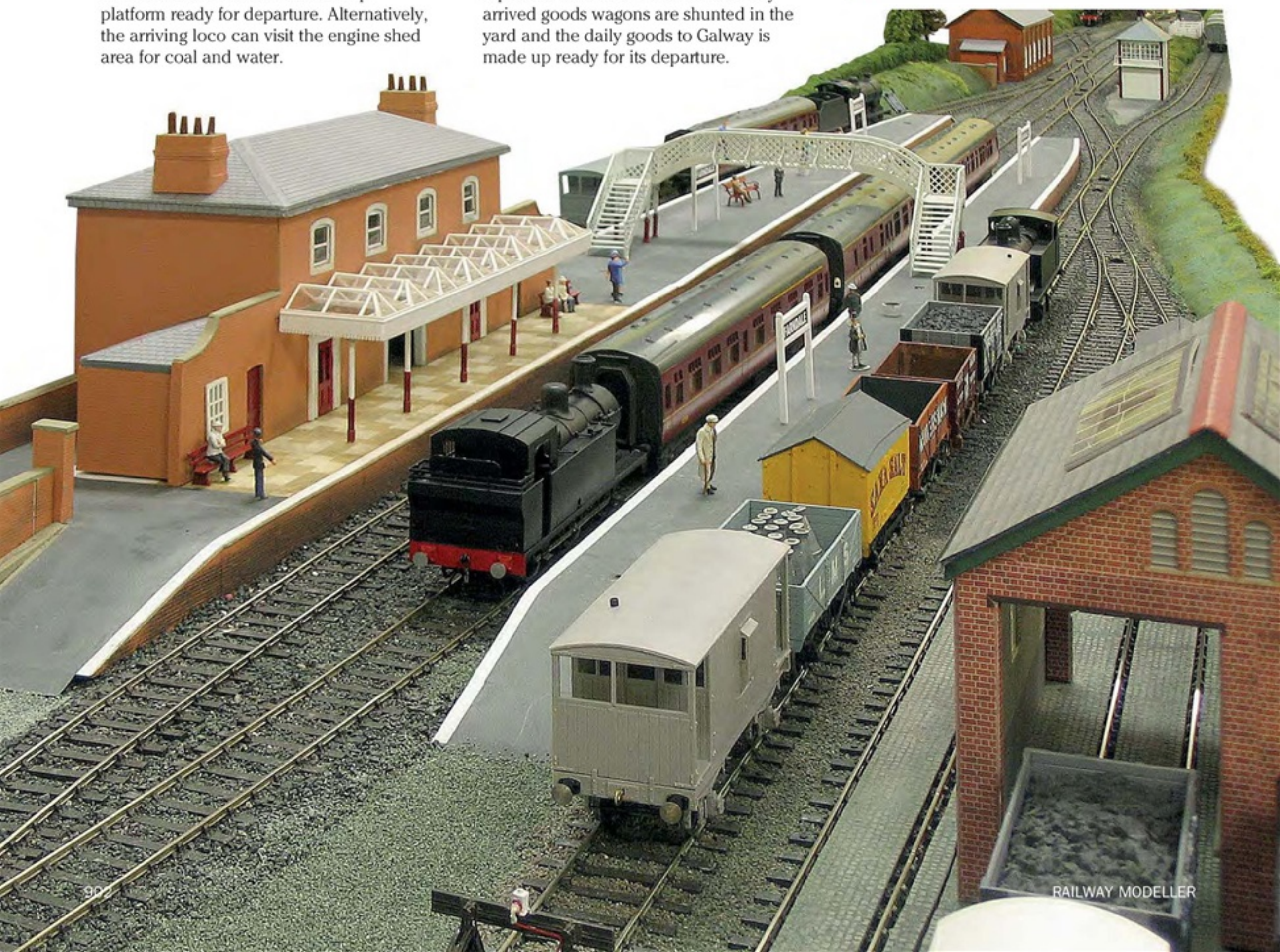
Farndale – the layout that was

The track layout for *Farndale* was designed by Kevin to facilitate a prototypical sequence of operations. The layout includes up and down platforms served by an end of line turntable based on Holmfirth, a bay platform, goods reception road, two goods sidings and a long headshunt which also serves the cattle dock. All nine Peco points are operated by Circuitron Tortoise motors which have performed very reliably at all exhibitions to date.

Kevin scratchbuilt a series of LMS tank and tender locos from brass and plasticard including a 4F from plasticard.

The locos were used to haul rakes of LMS liveried coaches from Lima and Scale Link. The goods service was provided by a mixed collection of wagons made up from Slater's kits and Skytrex ready-to-run models.

Passenger and goods trains at Farndale in LMS days, viewed from the turntable end. Tank engines are prominent in this scene. The engine shed can be made out at the top of the photo: it is due for replacement with a stone-built structure.



- Weekend railcar excursion arrives to the down platform. After the passengers have disembarked, the railcar moves to the bay platform ready for the next departure. The layout is divided into four electrical sections, being up line, down line/bay, goods yard/headshunt and engine shed.

Any of the four sections can be operated independently or in combination with one or more of the other sections. Control is 12V dc analogue using two hand-held units. Both controllers are fitted with 12' long leads which allows the operators to stand anywhere behind the scenic section which extends from the traverser to the turntable.

Scenery and buildings

Only two of the original buildings from *Farndale* were retained for *Ardmore*. These were the single road engine shed originally constructed from two kits, the origin of which has become obscured by time. The lean-to at the rear of the shed and the adjoining water tower were also constructed from the left-over parts of the same kits.

Both of these structures, being brick-built are due to be replaced by stone-built structures in the Irish style. The LMS footbridge was built from an etched brass kit from Modelux.

The replacement buildings constructed by Kevin some time previously in plywood were recycled from an earlier layout. They are the signal cabin based on Carlow, the goods shed, taken from Collooney, and the station building, modelled on the platform storey of Cahir station.

Kevin also made the platform lights and signals which greatly enhance the overall presentation of the layout.

Scenery on *Ardmore* is fairly minimal, being a stone overbridge to conceal the entry to the fiddle yard together with some low embankments and walls along the rear of the layout to create a transition from the layout to the backscene.

Backscene

At the left-hand end of the layout, it was originally intended to have a street with a row of buildings as a scenic bookend behind the turntable. The street was installed but the buildings never materialised and were replaced by the two-dimensional street scene on the backscene.

The 16" high backscene on *Ardmore* is a curious amalgam of elements from various locations on both sides of the Atlantic. It was

GSWR J15 Class 0-6-0 No.132 accelerates away from Ardmore with the midday passenger train to Dublin. MGWR G2 Class 2-4-0 No.654 is on shed preparing for the afternoon goods to Galway.



assembled in layers by the author on a laptop using the computer program Adobe Photoshop Elements.

A skyline from the US formed the back layer with a panoramic photograph of farmland in Co Galway as the middle layer.

The front layer was assembled from photos of a number of different streets and buildings merged together at the left-hand end of the layout to create Church Street behind the turntable and Railway Street behind the station building.

The prototypes of the buildings can be found in a number of towns in the south-west and south-east of Ireland, principally Wicklow, Cork and Carlow.

Finally, buses, cars, cyclists and pedestrians, both full size and scale models were photographed against a neutral background and inserted into the backscene at appropriate locations.

The completed backscene was then divided into sections up to 5' long with an

GSWR J15 Class 0-6-0 No.132 in the goods arrival platform while the local jarvey departs from the station yard after delivering passengers for the morning departure to Dublin.

overlap of 100mm at both ends of each section.

The sections were commercially printed on self-adhesive vinyl and applied to pre-glossed plywood panels with the overlaps wrapped around the ends of the panels and fixed to the rear of the panels. In this way, the impact of the often undecorated and unsightly gaps between panel sections was minimised.

Locomotives and rolling stock

For modellers seeking to replicate Irish railways in O scale, not much has changed in recent decades. Unlike OO, where there is now a wealth of models, both road and rail available to the modeller off the shelf, modellers in the larger scale are still very





▲ Railcar from Galway arriving into the departure platform while the goods train awaits the station pilot to release J15 Class 0-6-0 No.132 for coal and water.

dependent on their own scratchbuilding skills and resources.

Ardmore is fortunate in having available a diverse collection of steam and diesel locos representing past and present broad gauge railway companies in Ireland. Most of the stock is fitted with Kadee couplings, operated by permanent magnets in fixed locations between the rails. Stock not fitted with automatic couplings operates in fixed rakes with Kadee couplings at each end.

The older locos on *Ardmore* were converted from Lima BR models (001, C213 and railcar). The second group were assembled from kits (110). The third features a brass body on an Atlas chassis (B130). The fourth group were scratchbuilt in brass (132, 654, G601 and B141).

Most of the locos in regular use can be seen in the photographs. They include:

- GSWR J15 Class 0-6-0 No.132 (black)
- MGWR G2 Class 2-4-0 No.654 (black)

- MGWR E Class 0-6-0T No.110 *Bat*, later GSR Class J26 No.555 (black)
- CIE Deutz G Class 0-4-0 No G601 (silver)
- CIE Metropolitan Vickers C Class Bo-Bo No.C213 (green)
- CIE Metropolitan Vickers A Class Co-Co No.001 (black/orange)
- CIE General Motors B121 Class Bo-Bo No.B130 (black/tan/white)
- CIE General Motors B141 Class Bo-Bo No.B141 (black/tan/white)
- CIE Park Royal railcar 2600/2601 (green)

There are a number of other locos not listed above. Due to their size, space limitations – particularly the restricted length of the 14" long turntable and to a lesser extent, the fiddle yard, the Turf Burner CC1 and the larger tender locos such as the GSR Queens, the Woolwich Moguls and the NCC Moguls are not regular runners on *Ardmore*. Similar restrictions apply to the General Motors 071, 111 and 201 River Class diesel locos.

There is also a two-car railcar converted by Piers O'Flynn from Lima coaches and Lima motor bogies in the 1980s and finished in 1950s green livery. This unit is now showing its age and is due to be replaced in the near future.

Readers familiar with the Irish railway scene will be aware that the broad gauge

▲ CIE GM single cab 121 Class Bo-Bo No.B130 in 1960s livery with the afternoon passenger departure to Dublin. The vehicle behind the loco is a 30' long four-wheel luggage van in the short lived 1950s aluminium livery.

stock, particularly the coaching stock, looks much chunkier than their standard gauge British counterparts. On *Ardmore*, the distinctive 9' wide coaches are represented by very different rakes.

Firstly, the 57' long steel panelled bogie coaches constructed by the GSR in 1936. These three coaches were assembled from modified brass kits produced by Leinster Models for LMS Stanier coaches and finished in 1950s CIE green livery.

Secondly, the 30' long timber six-wheelers constructed by the MGWR and dating from the early 1900s. These coaches feature Alphagraphix overlays printed in 1940s CIE green livery.

The two main rakes are supplemented as required by widened and repainted BR Mk.Is from Lima in 1960s CIE black/tan/white livery.

All of the goods stock on *Ardmore* was scratchbuilt save for the former GSR 20T brake van which was modified and shortened from a long wheelbase BR model.

A rake of the distinctive corrugated iron wagons is currently under construction and should be in service for the next public viewing of the layout.

◀ The *Ardmore* team from the MRSI at the SDMRC Exhibition in 2017 – (left to right) Kevin Thornberry, George O'Rorke, Bill Garrioch, Brendan Kelly and Harry Lewis.

Setting sail for the NEC

Ardmore is booked to appear at the Warley National Model Railway Exhibition at the National Exhibition Centre over the weekend of 23 & 24 November 2019.

The members of the Model Railway Society of Ireland look forward to renewing old acquaintances and making new friends at the show.



The merits of club membership



RYAN GRAY of the Cupar & District MRC explains how his membership of the club helped him on his way to building this 21st century-period Traction Maintenance Depot in OO.

Over the years I have helped out with the building and refurbishment of many Cupar & District MRC layouts, including *Four Feather Falls*, *Eastgate on Sea*, *Silver Pine Creek*, *Dunfast* and *Dunnichen Steam Shed*. This involved all aspects of modelling, from laying track, putting down ballast, assembling building kits, making scenery items such as trees, creating hills with chicken wire and plaster bandage etc. I learned all of those methods and techniques by watching other club members in action and asking how and why they were doing things. I think the best way to learn is

First Scotrail No.158 741 arrives onto Eden Road TMD for wheel turning. Transpennine Express No.68 019 is parked outside the main shed with Northern Belle No.57 302 inside.

from someone with experience and getting hands on tuition; that's where being a member of a model railway club really does help to enhance your experience in hobby.

Getting underway

I had been thinking of building my own layout on and off for the past 20 years, but finances and other constraints meant it never happened. However the purchase of the Dapol 68s as mentioned in the sidebar on page 907, finally pushed me to complete something for myself as none of our current club layouts are modern image British outline, and that's what appeals to me.

Anyway, about 10 years ago, one of the club members gifted me two 4' x 2' boards, which were gathering dust in his house. I

▲ From left: James (Hastie) Donaldson, Ken Barclay and myself, photographed with Eden Road TMD at the Perth show.

Photography by Arran Aird

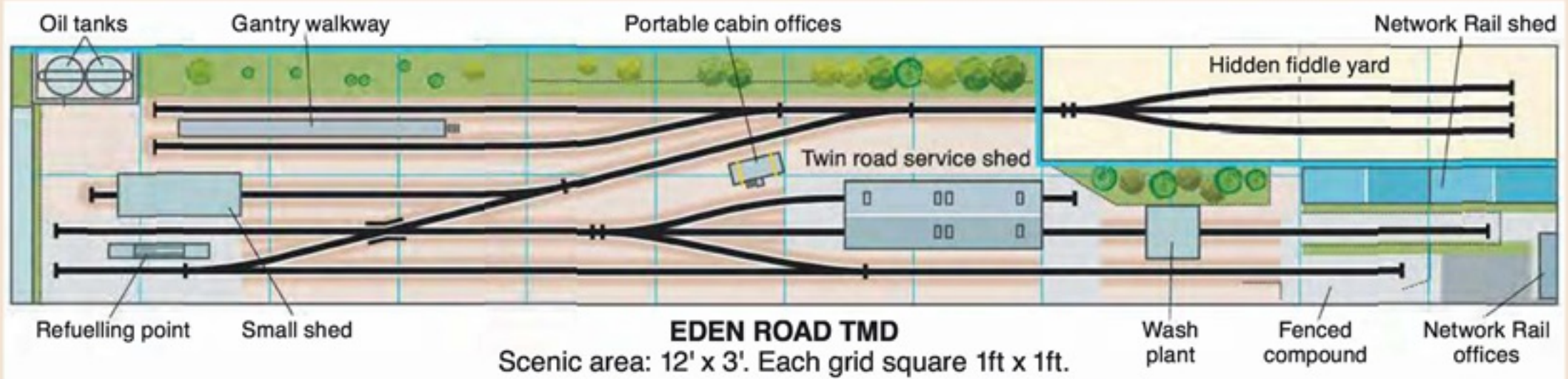
took them to the club rooms to try and work out a plan based around a loco depot and small station. Eventually, many club sessions later, it became apparent that I would need to drop the station and make it solely a TMD.

I also soon came to the conclusion that I needed a third board. This was built by Hastie Donaldson, our club carpenter and all-rounder, and connected up. Over the weeks that followed, I finalised the plan and laid the track in preparation for the electrics.

My skill set does not extend to wiring, so I enlisted assistance from Hastie and another club member, Ken Barclay, to help get the layout wired. Following discussion with Hastie it was decided that the layout would be better suited as DCC, as opposed to my original plan to have it 12V dc.



Plan of the Month – Eden Road TMD



Eden Road TMD is a representation of a Traction Maintenance Depot set loosely between 2000 and the present day to allow a range of motive power to be used. The depot is operated by Direct Rail Services (DRS) to maintain its fleet of locomotives. Visiting traction from other UK operators such as GBRf, West Coast Railways, Freightliner, Colas and DB Cargo can also be seen along with some coaching stock stabled.

The layout contains a twin road locomotive shed, a smaller shed, refuelling point, a train wash and some storage sidings for basic maintenance.

A fenced compound is used for storage of FNA nuclear flask carriers between movements.

The name is based on the river that runs through Cupar in Fife,

however the location has purposely not been determined to allow artistic licence.

The layout is DCC using an NCE Pro-cab system, track is from Peco. The locos and other rolling stock are from Dapol, Hornby, Bachmann, Lima and ViTrains; the locos have been fitted with Gaugemaster or Bachmann DCC decoders.

Buildings and scenic detailing are from a range of suppliers including Bachmann Scenecraft, Scale Model Scenery, Gaugemaster, Knightwing plus others with some custom modifications to suit the layout.

Ken, a former aircraft technician in the Royal Air Force has an excellent knowledge of wiring and having built two personal layouts and also worked on previous club projects was certainly up to the task. Hastie can turn his hand to most things, having built and wired two of our layouts, *Dunfast* (British O), and *Four Feather Falls* (American On30). Hastie learned his wiring skills by observing and listening to Gregor Williamson and Bill Scobie, both founding members of the

DRS No.66 407 getting topped up at the refuelling point, one from the Bachmann Scenecraft range.

A1 steam loco No.60163 Tornado and **DRS/ScotRail No.68 007 Valiant** parked side by side.





▲ **Malcolm Rail-branded No.66 412 and DRS No.57 302 (both Bachmann) in the shed for some work. Assorted items are from the Bachmann Scenecraft range.**

club, sadly no longer with us. Between Ken and Hastie they worked together to wire the layout and also build the control box containing the point switches.

I wanted to get involved as much as I could with the electrics, and following some tuition from Hastie, I soldered all the track feeds and installed the points having pre-soldered the wires to allow for the experts to progress with the more complex aspects of the electrics.

Once the wiring was complete, the layout was fully tested to ensure all aspects of the track functioned as planned. My focus then turned onto the task of positioning buildings and other assorted items before ballasting the track.

Will Taylor, one of the club's expert modellers very kindly offered to construct the main shed, which is formed of two Gaugemaster Fordhampton Locomotive Depots, kitbashed together to make one structure. He also took on the challenge to scratchbuild the elevated walkway which would be used by depot staff to access locos

and coaches when stabled. It was made from old Peco track and some other assorted items: the result is brilliant and I have had a number of queries at shows as to where I bought it from.

Helping hands a boon

I could never have built the layout without the advice and assistance from my fellow club members Ken and Hastie, but also to the others who got stuck in, namely Chris Parsons, Ernie Melville, Will Taylor, Iain Smith and Larry Beveridge who helped with the scenic areas and some of the detailing.

Overall I am happy with how the layout has turned out; it has been a learning curve and I guess like every model railway layout it's never really finished and I am already thinking of some changes to the scenery and maybe even an extension.

The layout made its debut at the 2018 Dundee Model Railway show where, out of the blue, it won a trophy for scenic detailing.

In 2019 *Eden Road TMD* travelled to a number of shows, including Sleaford, Falkirk and our own show Cupar Model Rail in July.

Being part of a model railway club means that I have a constant supply of advice and help from other members with years of modelling experience, and although *Eden Road TMD* is my own layout it has very much been a combined club effort to build and complete.

I would encourage anyone who is interested in model railways, has a layout or is thinking of building a layout, to seek out their local model railway club. You will find a wealth of knowledge and experience along with great company which will really help to enhance your enjoyment of this truly wonderful hobby.



As a child, I was always interested in trains. Visiting my grandmother in Broughty Ferry was always a treat, even more so because her spare bedroom overlooked the Dundee to Aberdeen main railway line. I remember getting a Hornby 125 train set for Christmas and playing with it for hours.

The railway bug never left me as I grew up, and I have been an active member of Cupar & District Model Railway Club since I was 15. Now many years later I am the Club Secretary and Exhibition Manager.

I have owned all kinds of stock to run on club layouts, mainly OO gauge BR blue diesels, but more recently, HO American and Canadian stock.

This was all about to change however, when I was out with one of my friends to photograph a steam excursion on the former Highland main line. Whilst waiting for the excursion, a southbound freight came around the bend hauled by No.68 001 Evolution.

From that moment on I became a fan of these engaging locos: luckily in Fife we have two loco hauled services to and from Edinburgh that are hauled by 68s on behalf of Scotrail.

When Dapol announced an OO version, I knew I had to have one, and I ordered Scotrail liveried No.68 007 Valiant. As is common with new models the delivery date slipped somewhat, and I had to wait.

Finally in February 2017 I received an email from the retailer to say the models had arrived and mine was to be shipped shortly.

In the meantime I had started to see photos of the Dapol 68 appear on social media, including No.68 005 Defiant in DRS house colours – I just had to go online and order one of those as well.

A few days later I had two brand new OO Class 68 locos: *Eden Road* on which to run them, just had to get sorted!

Ryan Gray



◀ **Old and new on Eden Road TMD – A1 Pacific Tornado, ScotRail Class 68 and GBRf Class 73 (the old one!) by the elevated gantry. This was scratchbuilt by Will in the club using pre-used Peco track and other assorted items.**

The layout that Jack was building

Burnard's Drift



▲ Jack (right) with his close friend and layout building partner Maurice Bramley exhibiting at the York show in 2014.
Photograph: Steve Flint



NEIL GLENCROSS of the *Sunderland & District MRS* relates how he and fellow club members completed the OO gauge project begun by S&DMRS co-founder and president, the late Jack Burnard.

Jack Burnard was a much admired modeller, well known on the exhibition scene for 40 years. He generally worked in O gauge and Gauge 1 and built numerous small layouts of his own. Back in the 1970s and 1980s he was part of the team from Keighley that built both the *Ravensbeck* and *Runswick Bay* exhibition layouts. He later joined forces with another member of that group, Maurice Bramley, and together they built and exhibited several Gauge 1 layouts, some of which appeared in the pages of *RAILWAY MODELLER*.

Jack died in February 2016, but shortly before he had returned to a scale that he had last experienced in the 1970s – OO gauge. He was approaching his 80th birthday and he felt he'd had enough of carrying large heavy baseboards around, especially as he lived in County Durham and Maurice lived in Barrow in Furness!

At the time of his death Jack had started work on a small colliery layout measuring 5'8" x 1'3", representing a drift mine which we think was based on Adventure Colliery near Houghton le Spring, County Durham.

▲ Melvin Heslop's NCB 0-6-2T No.31 loading internal user wagons.

Photography by the author or as credited

Jack had worked there for a time when employed by the NCB as a surveyor; it was definitely based on one of the collieries in the Rainton Colliery group, as Jack had attached one of its signs to a building on the layout and down the mine itself.

The layout was almost complete scenically: this was Jack's forte and by virtue of his profession he got it to look right with his excellent eye for detail. Jack had also a Bachmann J72 and a Hornby J94, eight wagons (mainly 21T hoppers), and a couple of NCB road vehicles, most of which I

purchased when Jack's remaining railway items were sold.

Not really knowing what to do with the almost finished layout after Jack's death, his widow Vera and family kindly donated the layout to the Sunderland & District MRS.

Completionists

As a club layout, several members have been involved in its 'completion' (is any layout ever complete?): Jonathan (Jon) Grant, Melvin Heslop and myself, with occasional help from Billy Youll and Keith Stephenson. The club meets once a week on Monday evenings between 1930 to 2200 so progress has been quite slow as the majority of the work has been carried out on club premises, although both Jon and myself have done little bits at home.

The job in hand

When we received the layout in our clubroom we examined it closely. It consisted of two 2'10" x 1'3" baseboards: Jack always believed in 'waste not want not' and they were constructed using wood recovered from old furniture, thus making them quite strong. The baseboards had no legs and stand on trestles.

As already mentioned the scenery was almost complete. Some of the completed buildings were in a cardboard box but it was obvious where they went on the layout and they only needed fixing in position in due course, with some of the buildings needing windows fitting.

The only major scenic item that Jack had



▲ Overhead view of the screens area of the layout.

started but not finished was the colliery screens; the shell of the building was complete but it lacked the internal works to allow the wagons to be loaded with coal. It was Jack's intention that this was to be one of the features of the layout, as it had been on several of his earlier projects.

In completing the layout our first objective was to try and maintain Jack's distinctive style of modelling and only change anything where we felt it was absolutely necessary

Troublesome tracks

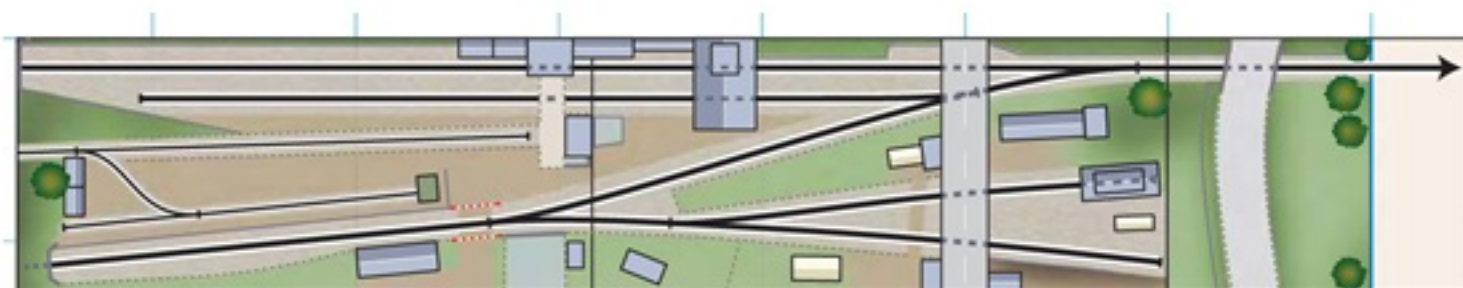
The track was all handbuilt, and all points were built *in situ* without using templates;

mostly using code 75 rail but some other (such as code 55) in places.

Jack had used some copper-clad sleepers but he had interspaced them with cardboard and wooden ones, with no metal studs or anything in these to solder to. That meant that the rail was only soldered to about one third of the sleepers, which was fine on plain track but not at baseboard joints or in points.

He also had laid wire in tube to the back of the baseboards to operate the points but unfortunately it had seized up causing the wire to snap when we attempted to change the points.

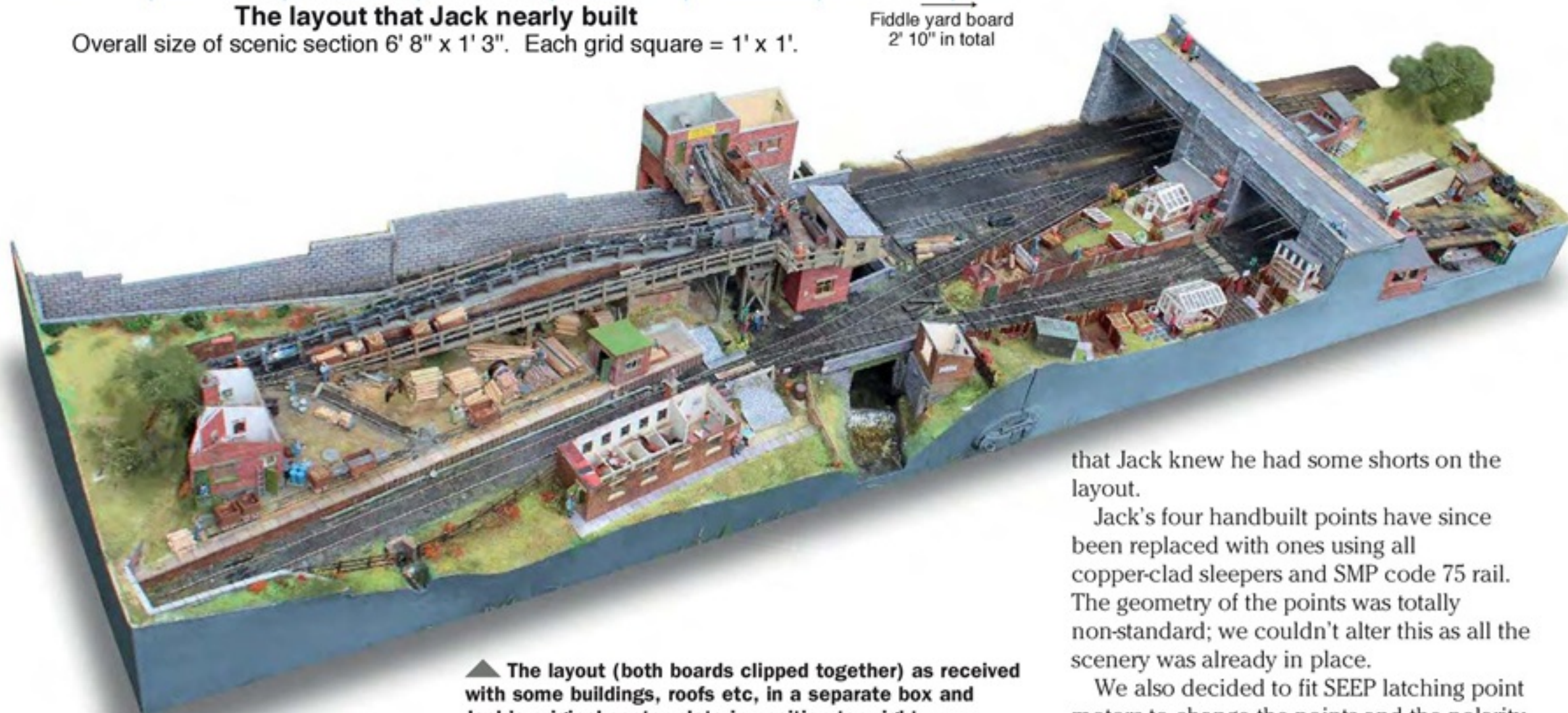
There were wires hanging down under the baseboards that we had to sort through: which were for the track, which for the building lights, and which for the polarity of the points? The layout had not been 'run' and only tested bit by bit, but we were aware



The layout that Jack nearly built

Overall size of scenic section 6' 8" x 1' 3". Each grid square = 1' x 1'.

Fiddle yard board
2' 10" in total

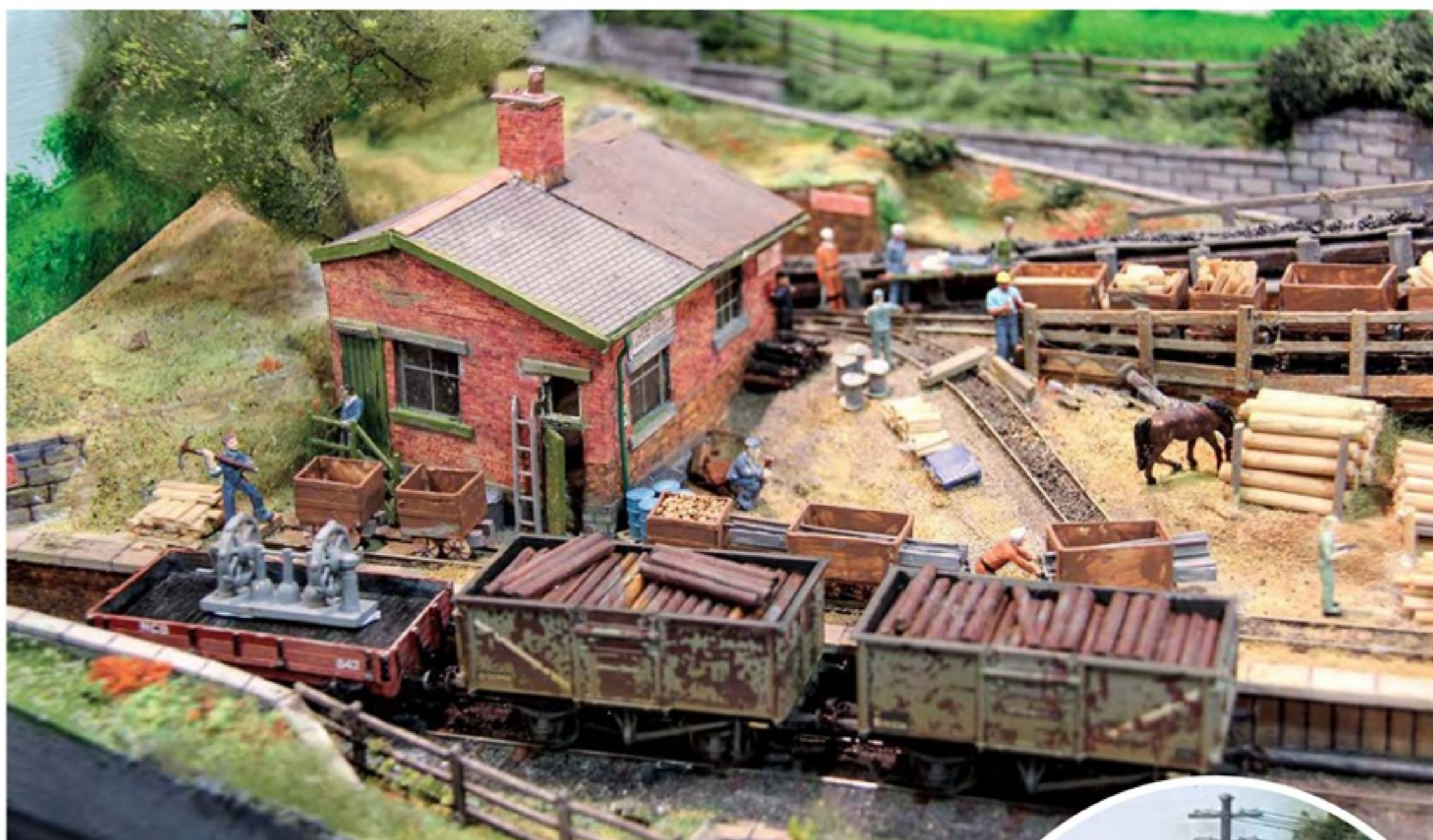


▲ The layout (both boards clipped together) as received with some buildings, roofs etc, in a separate box and Jack's original sector plate in position top right.

that Jack knew he had some shorts on the layout.

Jack's four handbuilt points have since been replaced with ones using all copper-clad sleepers and SMP code 75 rail. The geometry of the points was totally non-standard; we couldn't alter this as all the scenery was already in place.

We also decided to fit SEEP latching point motors to change the points and the polarity.

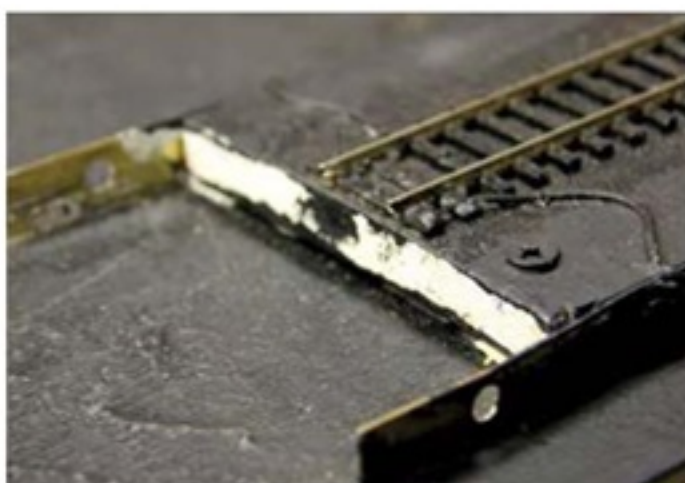


Fiddle yard addition

Jack had decided not to incorporate a fiddle yard to minimise the number of baseboards and make transportation to exhibitions easier, he had a small sector plate at the back of the layout at the right-hand end which didn't work very well. We decided to remove it and construct a fiddle yard to the same size as the existing boards to make storage and transport easier. As the trains would rarely exceed a few wagons in length the cassette method of storage was adopted. The fiddle yard baseboard is pretty standard construction, a softwood frame with an MDF top. The cassettes are partly to our own design and 50cm long starting with the basic wooden base and aluminium L-section sides with Peco code 75 track down the centre and copper-clad sleepers at the ends.

The cassettes are fitted with round headed brass screws to act as locating lugs which locate into holes drilled into flexible brass strips on the main board. This 'clip-in' system both holds the cassette in place and conducts track power, as the brass strips and the screws are connected to the respective rails on the track.

Close up of the latching mechanism on the new cassettes used in the fiddle yard. The screw heads (far right) clip into the holes in the brass strip (left) both to hold the cassette in place and conduct power to the rails.



▲ The dock for unloading mining materials and supplies adjacent to the Drift Mine.

Jonathan Grant created this scenic break at the end of the new fiddle yard board.

Photograph: Jon Grant

Jon added a short scenic section at the layout end of the fiddle yard to act as a scenic break. Jack had not reached the point where he had any backscene boards so Jon and I adapted boards that had come from an earlier layout of mine.

Control and electrics

We had no idea how Jack intended to operate/control the layout. He had two Modelux controllers – but no transformer, an H&M Duette and a Clipper, all in well used condition. He also had an assortment of second-hand switches obviously salvaged from earlier railway projects!

In many ways the biggest single job was sorting out the wiring. We decided on a simple control panel with isolating switches as only one loco was to move at any time. All tracks would be live until a section needed switching off: for example a loco in



the engine shed area. The control panel contains a transformer, and we used one of the Modelux controllers, which we repaired.

Interior detailing

Jack had installed lighting in all his buildings and when we got them working we found he had also fitted detail and lighting inside the drift mine, though, as it is opposite the viewing side it cannot easily be seen. Jack also detailed the interior of the culvert which runs from back to front across the layout: from his time as a surveyor with the NCB and Northumbria Water he was fully aware of the interior details of both mines and culverts.

What? No couplings?

Jack had decided not to use any couplings on the locos or wagons but to push them on to the layout with one loco, and to push them off with another. Whether this would

have worked, we will never know and decided to use Kadee couplings and their associated uncoupling magnets in a more usual way.

Jack's basic operational idea was empty wagons to be propelled onto the layout and placed under the screens, load them with 'coal' and then take away the full wagons, repeating this simple procedure many times during an exhibition. He had built the colliery screens structure (see photo right) but hadn't got around to adding any sort of loading mechanism.

After much trial and error Jon and I came up with a relatively simple system. Dark ballast is used to represent coal, as it flows better than either crushed real coal or imitation coal.

Basically there are two hoppers, one mounted on the roof of the screens for the front track, and the other behind the backscene for the rear track. Both hoppers are loaded manually at the start. The load passes down some plastic tubing (out of sight) into the waiting wagon below. Loaded wagons are run to the 'BR exchange sidings' (ie fiddle yard) where they are emptied by hand. The public at exhibitions have been fascinated by the loading of the wagons.

Stock for the layout

To date the majority of the stock used on the layout has been provided by Melvin with a small amount of Jon's, and mine. The stock is basically of the kind that was used in the County Durham and Northumberland coalfields during the NCB era but not necessarily used at Adventure Colliery. These

vary from out of the box ready to run locos such as Hornby and DJ Models J94s, Bachmann J72s, a USA tank, Hatton's Andrew Barclays and Hornby Pecketts to kitbuilt and converted locos.

Melvin has built a Lambton, Hetton & Joicey Railway 0-6-2T No.31 and converted a Hornby J94 to LH&JR No.60 by adding a 'Lambton Cab' from the RT Models kit (locos working to the staithes on the River Wear needed to pass through tunnels with restricted clearances, preventing the use of Hunslet/J94 locos with standard cabs).

Wagons are mainly of five types for coal: NER 20T hoppers built from Slater's kits; NER P4 10.5T hoppers, again kitbuilt; 21T hoppers from Hornby, Airfix, Mainline and Dapol; BR standard 16T minerals; and Accurascale 24.5T hoppers. General merchandise traffic such as pit props and other supplies are conveyed in an assortment of wagons, some kitbuilt and some ready-to-run.

Jack's legacy

We were all very close friends of Jack and hope that in this small way we have helped to celebrate and preserve his work as a keen and genial railway modeller.

His distinctive style of construction was as recognisable to modellers as a Lowry or a Turner is to art lovers and historians. That's got to be a fitting legacy for a man who loved to build railway layouts.

▼ The mine locomotive shed and an ex-NER 20T hopper drops on the domestic coal drops.



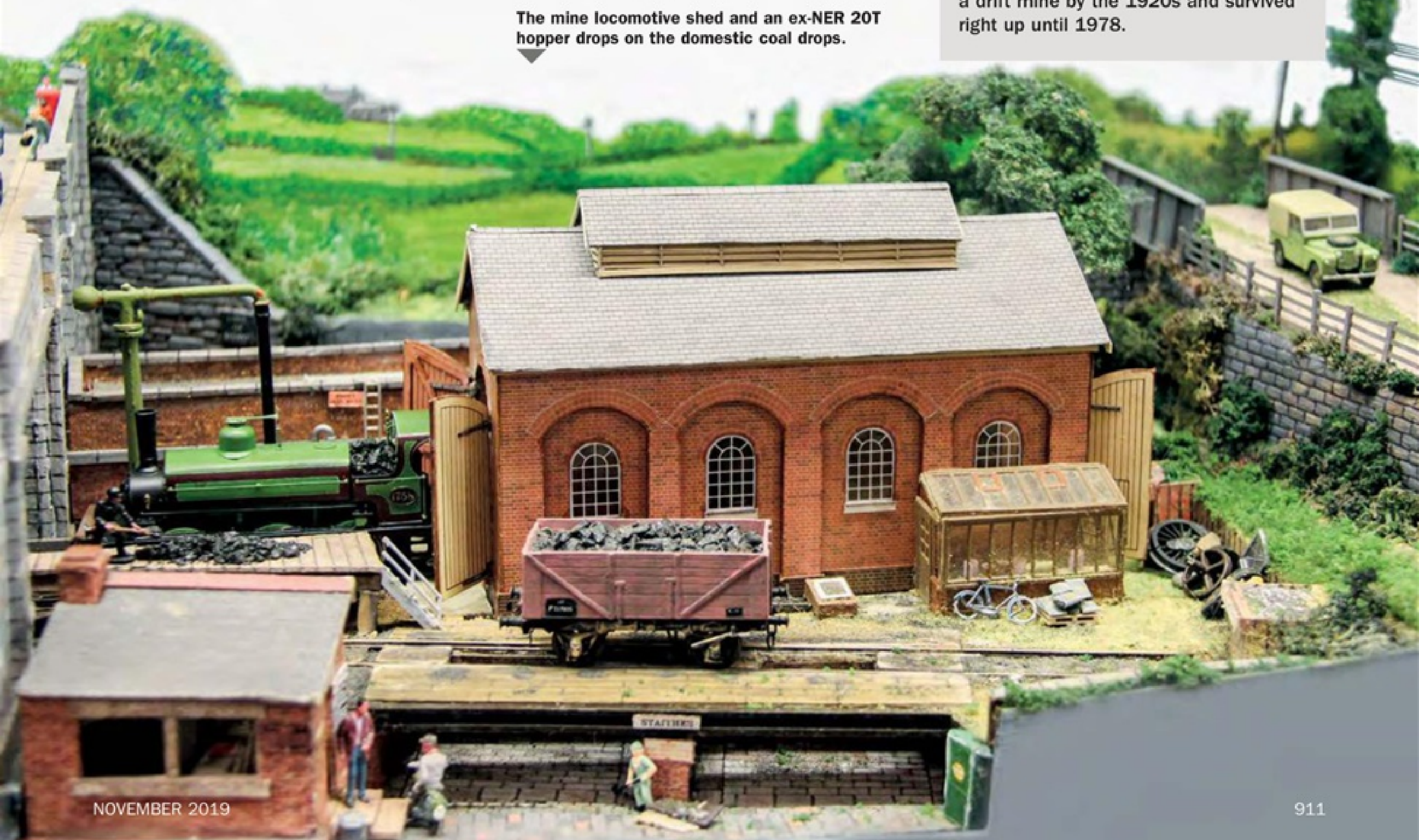
▲ The screens building (not shown on the overall layout view on the previous page) contains the twin hopper loading mechanisms as described in the main text.

Collieries in East Durham

As we were unsure as to whether or not the drift mine as modelled by Jack had any resemblance to Adventure Colliery or not we called it *Burnard's Drift at Rainton Colliery*.

Rainton Colliery was not in fact just a colliery but a group of pits owned originally by Lord Londonderry. If anyone wishes to find out about them details can be found on the internet, see *Colliery Railways: Rainton and Seaham Railway 1831-1988/Durham Records Online Library*.

Adventure Colliery was sunk as a deep mine in 1820-1822 and shut down in 1893; it was then reopened as a drift mine by the 1920s and survived right up until 1978.



Bridgwater–2

TREVOR GIBSON explains how the combination of digital control, plus carefully-arranged and sequenced sound effects, enhances the viewing experience of this O gauge layout.

Photography by Tony Wright

Last month I introduced this pre-Grouping S&DJR layout and presented its background history, both real and model. Now it is time to introduce the 'actors', and set the scene.

Locomotives and rolling stock

There were a few locomotives that ran on the Bridgwater branch during my model period and these are included in the loco roster, along with other locos that are personal favourites of mine that also add some variety for the public during the operating sequence. A couple are kitbuilt but the remainder were scratchbuilt utilising some parts from other kits or surplus components and castings from the scrapbox.

Two rakes of coaches are employed on the layout, a five-coach six-wheel set and a four-coach four-wheel set. In addition a single coach is used along with goods stock to provide the daily mixed train. A couple of parcels vehicles from the Midland and LSWR also add some variety to the workings at Bridgwater.

In addition to a move away from 'the big hand in the sky' coming over to uncouple stock and the baseboards being almost 6' deep, it became obvious to me that I was going to have to move to some form of automatic couplings. After much deliberation, and seeing various methods used on the exhibition circuit, all stock is now fitted with Dingham Autocouplers that are operated by strategically placed electromagnets in various locations around the layout. Once fitted, set up and protected for transportation, experience has proved this system to be excellent in terms of operation and reliability.

Operating system

Bridgwater had been planned and designed to be operated on 12V dc (probably due to the length of time that it has taken to build since its inception) but during a visit to the Guildex O Gauge Show at Telford, I had cause to be stood talking to some friends in front of the Southwest Digital stand, when I was asked by Steve (proprietor) if he could



be of help. I spent over two hours talking with Steve and operating his small section of a layout on the Saturday.

His advice and information was really helpful and impartial, explaining all the benefits of DCC and the various systems, without pushing his own products and making me feel that I was part of a sales pitch. I went back for another hour on the Sunday and I went home convinced that DCC, and the Digitrax system, was the way to go for me. Part of the decision to 'go DCC' was to also have the sound effects, but one of my reservations is that when a train disappears from view and the loco sound diminishes, the whole scene is left in total silence. If I was going to make the move to DCC with sound then I also required background sounds.

Following this decision, I read some books, searched the internet and finally put everything into practice and split the layout into three separate sections – main running line, goods yard and fiddle yard – and created a 'district' for each with an additional feed for powering the point motors, signals and accessories.

◀ **S&DJR 'Scottie' No.25 makes use of the locomotive facilities at Bridgwater. Stocks are very low on the coaling stage!**



▲ S&DJR 0-4-4T No.54 (built by the Vulcan Company) prepares to depart with the 12:05pm train of six wheeled coaching stock bound for Templecombe.

Following this, having seen a friend's layout operating with the addition of a laptop and the Traincontroller software, I decided that for exhibition use this was a good step forward with all the main movements programmed into the laptop so that, by pressing just one key, a route can be set that switches all the necessary points and operates the signals and level crossing gates.

The next stage was to introduce background sounds to the layout. Working with Steve (SW Digital) and Geoff (GF

Controls) I now have three sound units fitted to the layout that contain an SD card with countryside sounds and background sounds around the platform and goods shed areas. A further development from Steve was to introduce operating bells and lever frame sounds that are linked to the laptop routes so that as a signal or point is operated the sound emanates from the signal box.

Earlier in the day S&DJR 0-4-4T No.54 passes the signal box as it arrives with the 8:12am train of six wheeled coaching stock from Wells.





Operation

A great deal of thought was given to the actual operation of the layout and the sequence is based on the 1903 timetable which were the golden halcyon days of the Bridgwater branch with eight trains running each day. The aim was to portray a typical day's working, bearing in mind that visitors do not want to observe the long periods of restful inactivity that would, in fact, have characterised the prototype.

Things move at a gentle pace on *Bridgwater*, but action is continuous as the timetable sequence runs its course. There is enough going on to keep the three operators busy throughout an exhibition weekend without getting bored. A series of flip-over cards, coupled with a digital sequence number display unit, keeps the operators informed as to what is going on and what movements are to follow. Operating *Bridgwater* is not difficult but does require concentration, as some of the shunt moves do need to be thought out carefully if a tangle is to be avoided.

So, what is it that you see when watching *Bridgwater*?

Watching viewers from the other side of the barrier produces some interesting observations. We have people that stay

engrossed for more than half an hour whilst others wander off after a matter of minutes. Whilst I appreciate that my efforts will not be everyone's cup of tea, I wish I could persuade those casual lookers to stay a little longer, as *Bridgwater* is a layout that needs time to reveal its potential.

I can best illustrate this by an encounter we had at a recent exhibition. Peter, who was taking a break from operating and was leaning on the barrier as would any visitor, became aware of a dad and a young boy watching next to him. The dad said to his boy "Something will be along in a minute, just be patient". To which Peter replied "You will know when it's coming because you will be able to hear the bell in the signal box, which is a call from the signalman down the line checking if the line is clear and, if it is, our signalman will reply and you will hear him pull the levers to operate the points and the signal." This duly happened and in steamed the train in prototype chuffing mode. The young boy then asked, "What will happen next?" "Well," said Peter, "that train in the other platform will probably leave but before it does you should be able to hear the guard going down the platform slamming all the carriage doors shut. Then he will blow his whistle to tell the engine driver that all is ready for him to go, which he will

▲ Local carting agent Alfred Peace, having collected his load from the shed gets checked on the weighbridge prior to making his rounds.

acknowledge with a toot of the loco's whistle. The signalman will then ding his bell to call the signalman further down the line to get the all clear before pulling all his levers to operate the points and drop the platform starter signal. Then the train should be ready to leave." The boy was engrossed and both watched and listened intently. His dad then turned to Peter and said, "There's far more to this model railway lark than I first thought!"

Peter replied that there certainly was as this was a model of a railway rather than just a model railway. To appreciate this simple truth one has to watch with a certain amount of concentrated observation, as the sound element of *Bridgwater* is very subtle and contributes much to the 'complete picture' we are trying to create. It may be part of the story-telling as Peter explained and form an integral part of the train movement, or it may be as scene-setting as in the countryside sounds of birdsong and sheep bleating. It may give an air of busyness around the

S&D 2-4-0T No.27 pulls out of the loop with the 3:25pm Mixed Train to Evercreech Jcn. It has to be formed up with the coach next to the loco.



Forthcoming Exhibitions

Bridgwater is booked to appear at the Bristol O Gauge Group show on Sunday 26 January 2020 and York at Easter.

Trains would arrive on the left side of the island platform and, having pushed back into the loop and run-around the stock, the train would set back to the departure side of the platform. Here S&DJR Avonside 0-4-4T No.32 departs with the 8:20pm local for Edington Junction.



▲ Mid afternoon sunshine streams into the engine shed whilst the fitters prepare jobs for the following day.

station area with the mechanical sounds emanating from the engine shed or the neighing horses around the station, goods yard or in the station stables. All these subtleties become more apparent the longer the viewer watches and listens and the preoccupation with movement becomes slightly less important.

Bridgwater is very much a picture of a moment in time at a particular location, enhanced by the period's obsession with

immaculate and ornate locomotives and rolling stock. However it is the setting of the railway in its context that is for me the important part of the project and for the viewer to appreciate this, it requires more than just a casual glance.

Acknowledgements

Although *Bridgwater* is built and owned by one individual it incorporates the ideas and practical help from a host of people. I cannot mention everybody here but thanks are due to Merrick, a great mate who not only helps me exhibit the layout, but is also always there for me to bounce ideas with and has given invaluable help with some of the construction and painting and, without who, I would probably have still been building *Bridgwater* for another 10 years.

Thanks also to Pete Thomas from Wigan Finescale Railway Modellers who has spent considerable time and effort ensuring that the painting of the

backscene from a mass of photographs and scanned images is an accurate portrayal of the area around Bridgwater; and to Steve Weeks (Southwest Digital) for all his help in both converting me to DCC with unbiased and impartial information and advice, and assisting me along the way.

As I described earlier, suitable and accurate information can be difficult to find, particularly when the station has been demolished so my thanks also go to Jem Harrison, Russ Garner, the late Peter Cattermole, Chris Osment and Tim Deacon, members of the S&D Trusts at Washford and Midsomer Norton. Finally, and most importantly, to the exhibition team without whom it would be impossible to take the layout to the various shows: in addition to Merrick, my special thanks go also to David Gibson and David Hampson.

▲ A period of restful inactivity at Bridgwater with a view down the empty platform towards the station building.



Talking Points

Topical issues from the world of model railways

Imagination – have we lost the ability to exercise it properly?

Peter Osborne discusses how an onlooker's imagination can transform a rudimentary collection of model railway items into a fully fledged miniature railway world.

Illustrations by the author or as credited

Our model railways are but a stage on which to act out real life, or at least a section of an imagined real life of our choosing, and most often viewed through rose-tinted glasses.

However, as any visit to the theatre will reveal, the provision of stage props is inversely proportional to the degree to which our imagination is exercised and indeed tested. Often an elaborate stage set will fix the scene in date and location accurately with lighting and sounds, and that intangible thing we call atmosphere. A minimalist stage set will have the simplest props, if any, and it is surprising how little by way of suggestion is required to set our imagination racing to fill in the details. Slightly oddly, in a theatre setting, the minimalist set can be more effective than an elaborate set. True escapism requires the use of the imagination, and our models can represent an escape into an idyllic or historic setting.

To give a railway based example, my wife and I went to our local theatre to see the stage play *The 39 Steps*. Unbelievably this worked as a comedy but that is another story! The scene of a man clambering along the outside of a railway carriage as the train travelled over the Forth Bridge was acted out with minimal stage props. The superbly acted scenario of him clinging on to the side of the train with fearful



▲ A simple ruse on *Cleckhuddersfax*, the Metcalfe houses on the left have painted lines to represent gutters. Photograph: Steve Flint

over-the-shoulder glances at the enormous drop to the water far below told the story admirably. No more by way of theatre props or scenery was needed for the imagination of the audience to fill in the details.

Playing on our sub-conscious use of our imagination, on my previous layout *Cleckhuddersfax* (see RM August 2013) I coloured the edges of several Metcalfe terrace house roofs the same as the back doors. This invariably fooled visitors into thinking I had fitted gutters to the houses. Their imagi-



▲ Coarse scale O gauge has its place: you just need to imagine that an 0-4-0T really is a BR Standard Class 3 2-6-2T...

An O gauge Hornby tinsplate Midland compound. Isn't clockwork an early form of 'renewable energy'?



nation had come into play and put an expected interpretation onto the suggested visual information received. The prop had become reality.

Children are masters of imagination. Pre-war toy trains had the magnificent record-breaking *Mallard* represented as a clockwork 0-4-0 but this did not matter one jot; it could still thunder through a tinplate station at 100 miles per hour, probably to fly off the track at the next curve! The rudimentary nature of models in the 1950s and 1960s left much to the imagination, as did the very basic rolling stock and scenic accessories. Even models appearing in the model press left much to the imagination when one considers layouts such as *Crewchester*, modelled in coarse scale O gauge. Indeed, the provision of scenery to any great extent is a mainly post-war trend.

We now have exquisite models with details that cannot be seen except under magnification. Cab gauge glasses we can see only with the tender uncoupled. Underframe details that necessitate turning a model upside down to see. Aaaahh – but we know it is there! We have digital sound and moving road vehicles that seemingly steer themselves. Will we have animated pedestrians next? There is little to imagine.

The same criteria apply to artwork. From the completely abstract, which we can interpret as we choose, or not! Then through what artists would describe as a 'loose' interpretation of a scene or object, again requiring the input of imagination from the viewer, progressing to photo-realism which requires little imagination. That said, my own pencil artwork leaves nothing to the imagination but I blame my precise engineering background for that as the picture above right shows!

A model railway is surely no more and no less a three dimensional piece of artwork; the fact that it is animated and 'works' does not disqualify it as an art form. A basic train set is the same but without the wider scenic stage props, this enables the application of our imagination to the visualise scene around it.



▲ The author's precise rendition of Peppercorn K1 Mogul No.62005, at Grosmont, North Yorkshire, leaves little to the imagination.

Yet there is a paradox today in our hobby. How often do we realise that we no longer have to use our imagination? Indeed, we need to use this unique human ability far less as time goes on and our models and layouts improve year on year. Surely there is still a place for the train set with few stage props and limitless application of imagination?

I would not suggest that we should all go back to non-scenic train sets built to coarse scale standards with few if any props, but I would stress that such a layout surely still has its place; not only as an introduction to our hobby but as a means to exercise our imagination.

Pre-war practice was to model nothing on the far side of the railway fence, an approach which still has merit today, allowing the viewer to concentrate on the trains themselves and use their imagination to fill in the context and details of that which lies beyond. Nick Easton's *Denroyd*, as shown here, was revisited in the November 2012 issue.

Photograph: Derek Shore



Abbey Light Railway extended

DAVID MALTON brings the story of his enlarged O-14 industrial layout, representing a now-closed Leeds-based collection, up to date in advance of its return appearance to Expo-NG at Swanley.

The ALR was a little railway run by volunteers near Kirkstall Abbey in Leeds that played a big part in my life right up until I moved to Devon for work. Unfortunately in 2012 Peter Lowe, who owned the railway, passed away and it has been dismantled, although happily everything survives in good homes around the country. The first incarnation of the layout was a depiction of the terminus at Kirkstall Abbey, which featured in the June 2015 issue of RM.

As my collection of locos and rolling stock increased, so too did my desire to extend the layout to accommodate more of them on-scene



▲ A typical Sunday afternoon scene: locos stood on display outside the shed, one being the O&K under restoration being steadily worked on.



▲ Rebuilt Simplex Druid trundles past the yard with a passenger service bound for the Abbey.

Layout photography by Craig Tiley and the author, location photography by the author



▲ Ex-Leighton Buzzard Simplex *Odin* disturbs the peace but not the heron as it accelerates over the Mill Race bridge gaining momentum for the upcoming gradient in the cutting.

Hudson-Hunslet *Atlas* heading for Bridge Road with an unusually full load of passengers. This was arguably the most scenic part of the line, hence my reason for modelling it.

and improve operational interest. My plan was to add two more boards between the existing Abbey station board and the fiddle yard. One depicts the S-bend where the railway crossed the Mill Race by a bridge (arguably the most scenic part of the route) and the other board would feature the yard area outside the sheds, which would allow for the display and casual shunting about of the rest of the rolling stock collection by the second operator.

An exhibition invitation for the whole layout in extended form later in the year was the motivation needed to get on with it!

New layout, same car

For convenience I still wanted to use my own car to transport the layout instead of hiring a van, but being only a small hatchback this required some careful planning when constructing the new boards. The new yard board was built to the same general size and height as the existing Abbey End board,



making sure that the width was sufficient that the two could sit side by side between the rear wheelarches. The two boards sit on top of new leg units, which fold and stack neatly on top of each other.

As the backscenes on the boards are identical heights and built substantially, covers were added for transit that protect the scenery and form a shelf for the bridge board and fiddle yard to sit on. After a few late nights out in the garage it was finished on

time (just!) and fitted into the car as planned for a successful first outing.

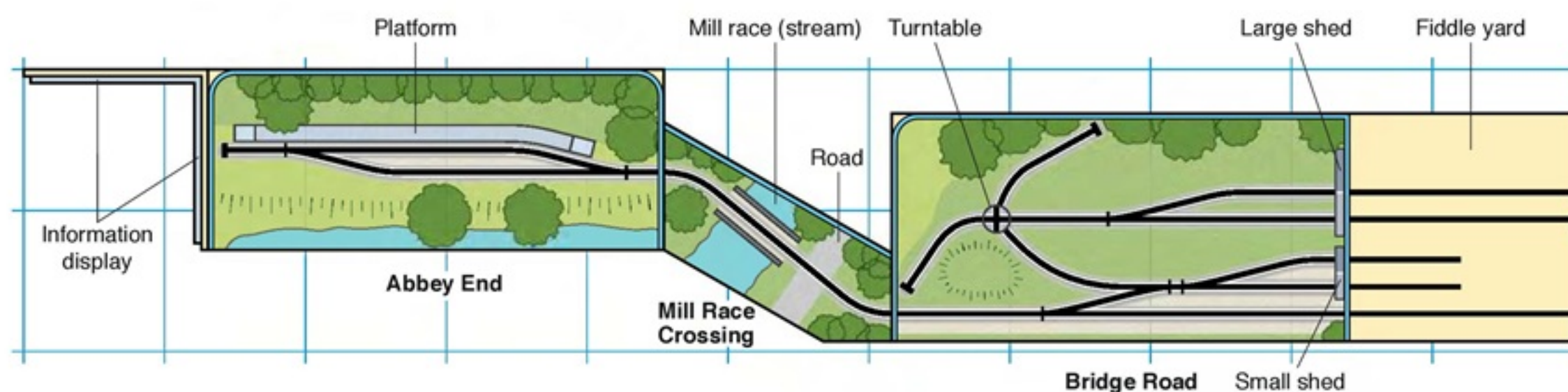
Handmade track

As usual for O-14, all the track had to be handmade. I used Peco code 75 rail on 30mm lengths of O scale plastic sleeper strip. Rails and sleepers were glued down with impact adhesive then four spikes per sleeper were individually drilled and fitted. The points were made by now-retired Peco



ABBEY LIGHT RAILWAY (EXTENDED)

Overall exhibited size: 11' x 1' 11". Each grid square = 1ft x 1ft.



designer Bob Phelps, with the exception of the one buried in the ground which I made myself using copper-clad sleepers. They are powered by DCCconcepts Cobalt point motors, which also handle the frog polarity changing.

12V dc analogue control is used on the layout, provided by a pair of hand-held Gaugemaster controllers, one for the 'main line', the other for the yard area. The toggle switches that control the various track sections and the point motors are located on control panels on the top rear edge of the

▲ **Lister AutoTruck Loweco** is engaged in manoeuvres involving the crane wagon and the turntable as *Druid* returns from the Abbey on passenger duties.

backscene. Here they are protected in transit, discreet, and accessible from the front of the layout by reaching over the lighting pelmet. This is very handy for testing and troubleshooting, but also gives the option for the layout to be set up against a wall and operated in this manner at home.

The ALR had a Kerr Stuart wagon turntable



▲ The Kerr Stuart turntable is powered by a Peco SmartSwitch servo. The real one was powered by putting your back into it!

◀ The whole layout. At the left are information panels about the prototype and on the front of the fiddle yard is a cast ALR crest that used to be carried on one of the coaches.





▲ The Ruston 20DL approaches the road crossing. This is the second version of this 3D printed model, this time with a higher level of detail made possible by advances in the technology.

A typical scene outside the shed. The chassis on the wagon is that of ALR No.9, a Fordson/Muir Hill loco that was never fully restored. Happily its new owners have finished the job.

in the yard, but it was used mainly as a sector plate between two sidings and very rarely for complete 180° turns. The turntable itself and the base on which it sits were 3D printed and designed to accommodate code 75 rail and wiring to make one route live. A Peco SmartSwitch system is used to turn the deck, with the servo horn simply glued to the underside. It only moves about 45° between the two sidings it serves, but does so very reliably and has ample power to move even the heaviest of my locos.

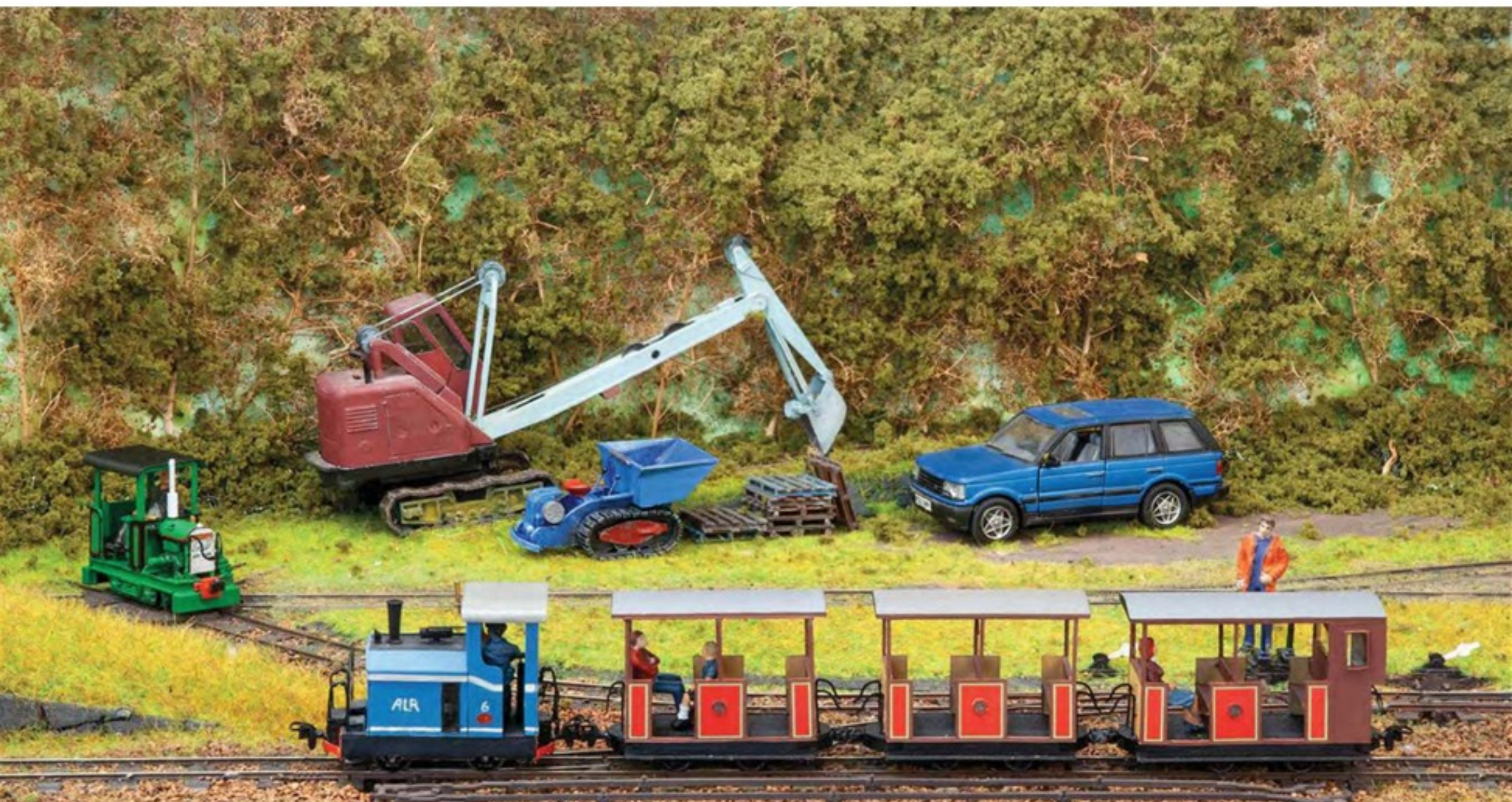
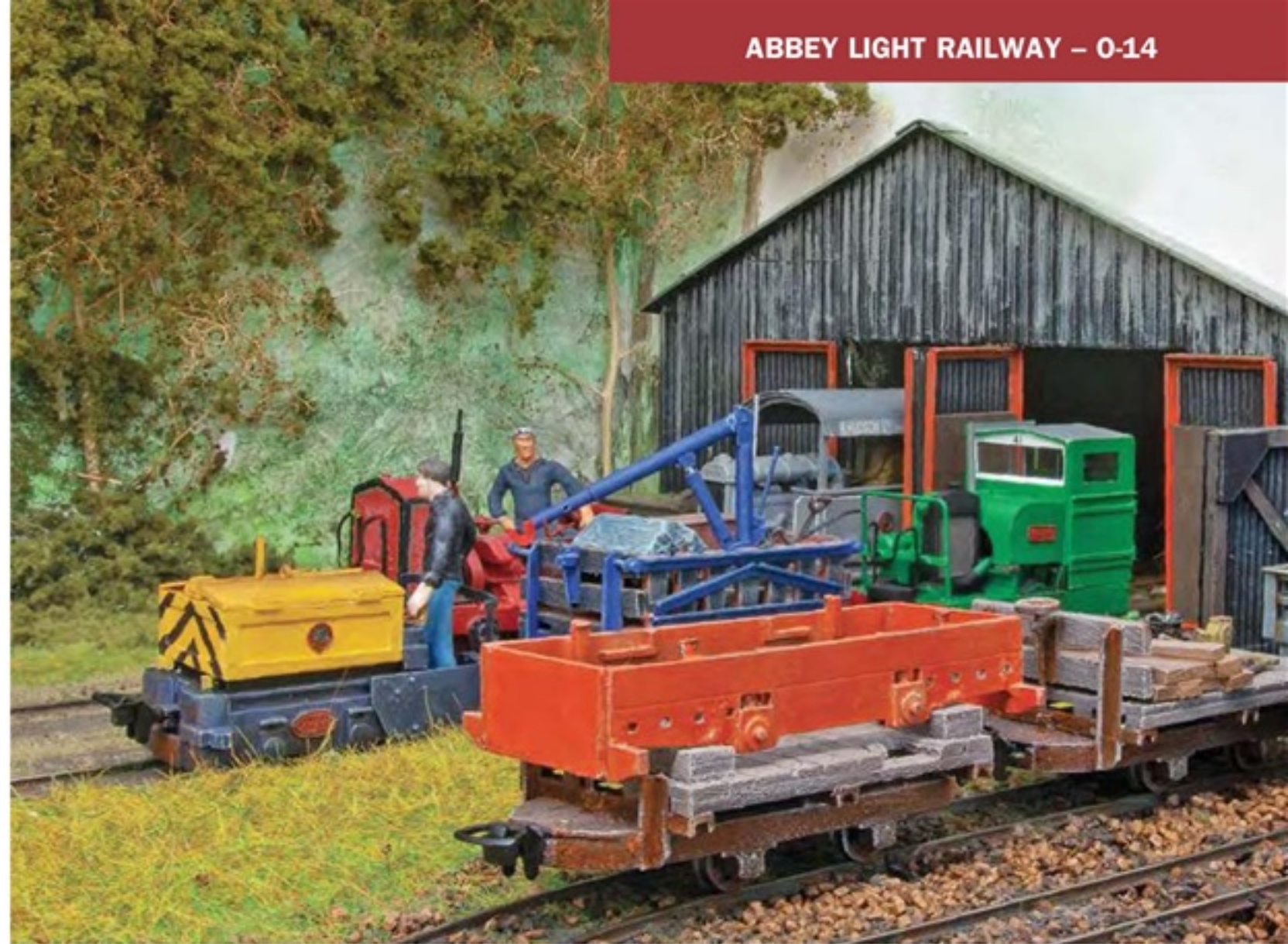
Scenic additions

The Priestman Cub excavator was converted from an old Corgi diecast toy, described in detail in RM March 2012. The tracks were replaced with 3D printed versions and the jib modified to represent the machine the ALR acquired to assist with the construction of the railway. Once this job was done the Cub had little further use and it sat in the yard for many years gently decaying until it was finally sold.

Happily it is now restored to immaculate

condition and in regular use at Threlkeld Mining Museum in Cumbria. It is currently joined on the layout by my scratchbuilt plasticard model of the railway's Ransomes MG dumper truck and a diecast representation of my Dad's long serving Range Rover, which was our usual transport to and from the railway.

Non-railway vehicles on the layout include the Priestman Cub excavator, the Ransomes MG dumper truck and my Dad's Range Rover.





custom etches by Narrow Planet. Romford wheel rims are used, but to produce the correct spacing for the spokes and position of the balance weights I designed new wheel centres to be 3D printed, which are pressed into the rims and have Romford crankpins carefully added. The jackshaft gears were produced in the same way, but without the wheel rims. The body was scratchbuilt in plasticard.

- Using the redundant 3D printed trial parts from this I made the other McEwan Pratt we had at the ALR, which remained unrestored so is modelled in this state as a static model. It can be placed on the track in the yard, but is really intended as a scenic item on a future extension of the layout.

This brings the locomotive total up to 12, so now the whole ALR fleet is represented in model form. There is always room for improvement however, and this has led to two existing locos being almost completely renewed. The 20DL Ruston has a new 3D printed body produced on a higher spec' machine with a much greater level of detail than the original. Also the 20hp Simplex *Odin* was in need of a new chassis, but when this arrived it would not fit in the original body so that too has been replaced with a new more detailed version.

Many locos now sport drivers scanned and 3D printed by Modelu, which in my opinion are the best figures available. One of the firm's recent releases is supposed to be an industrial workman, but I took a double-take when I first saw him on the website as it is the spitting image of the ALR's founder and

▲ Loweco draws some V-skips out of the little shed. The wagons lived in a locked compound beside the sheds and had to be shunted out of the way in order to run passenger trains.

The trees on the layout are often complimented, but are in fact very simple. I used real twigs and branches cut from a hedgerow to represent trunks and branches, onto which bits of sea moss and Woodland Scenics green foliage were glued for branches, twigs and leaves. Most of them are glued to the backscene and *en masse* they provide the right woodland effect. Other greenery is a combination of rubberised horsehair, more Woodland Scenics foliage and static grasses from the Peco Scene range.

Motive power additions

The loco collection has expanded. Recent arrivals are:

- Lister Autotruck *Loweco*, which was scratchbuilt in brass and plasticard using some heavily modified castings from the Kbscale kit on a custom chassis.
- 48DL Ruston *Vulcan*. This has a body scratchbuilt in plasticard, loaded with lead weight in every available space to match the prototype's 8T bulk. It runs very reliably on a BullAnt chassis.
- 10hp McEwan Pratt loco. After some trials with 3D printed parts, I had the main frames and coupling rods produced as

48DL Ruston *Vulcan* tentatively rolls onto the turntable. In later years I repainted the real loco in ALR lined green, but I finished the model in its earlier 'Rusty' orange colour scheme for variety.





▲ No.11, a 10hp McEwan Pratt built for use in the trenches of WW1, is the only one of the three surviving members of the type that has been restored to working condition. It now takes pride of place in the museum at the Welsh Highland Heritage Railway.

owner Peter Lowe in his favourite jacket and flat cap. One of these figures is now painted up as Peter and oversees operations from just outside the shed, a favourite position of the man himself during a Sunday operating session.

Conclusion

The layout has been popular at exhibitions, and it surprises me how even when

exhibiting in the south-west there are still people that recognise it and tell us they visited the prototype back in the day, hundreds of miles away in Yorkshire. Recently we met a gentleman who recognised the Simplex *Druid* from when he used to drive it at the Creekmore Light Railway, which was one of its previous homes before the ALR. He had made the nameplate for it, which is faithfully reproduced on the model. Apparently it was

Atlas hauls the quirky Hudson/Fordson 'Gogo' tractor out of the shed. Stood in front of it is the ALR's owner, Peter Lowe (or at least his Modelu lookalike!) admiring his collection.

named after the BR Class 42 Warship of the same name, which we'd never known before! Exhibition invitations are still regularly received, and this year the layout is making a return to ExpoNG, which was also its first outing back in 2014.

Key to having a layout that stands the test of time is that it represents a subject you are passionate about. In my case I wanted to keep the spirit of the Abbey Light Railway alive as it holds so many fond memories from growing up and quite honestly I can't think of another railway I'd rather spend all this time modelling, nor the hours at exhibitions talking about. For this reason, although other layouts may come and go, I'll probably be building, improving, operating and exhibiting the *Abbey Light Railway* and its rolling stock for decades to come.

▼ The superb range of Modelu scanned and 3D printed figures are used where possible, although none are scans of real ALR volunteers.



Meet David at Expo-NG

David is booked to bring the *Abbey Light Railway* to Expo-NG at Swanley on Saturday 26 October. Details in Societies & Clubs.

A guide to etched loco kit construction – 2

In the second instalment of a three-part feature on kitbuilding one of the famed Isle of Wight-based O-4-4Ts, **JOHN COCKCROFT** continues the construction of the superstructure and finishes the chassis.

Photography by the author

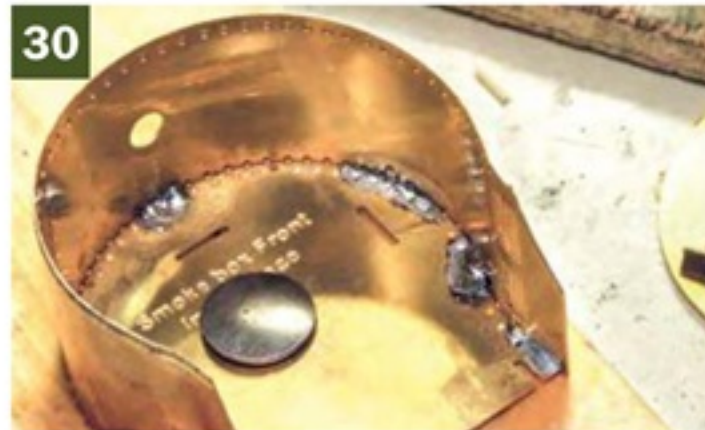
Last month I began my description of how I built several of the fine 7mm scale kits from Connoisseur Models for the Adams Class O2 locomotives, including a couple of those based on the Isle of Wight. The photo sequence continues here.

The finished model of No.29 Alverstone, as running in early Isle of Wight service before the extended bunker was fitted.



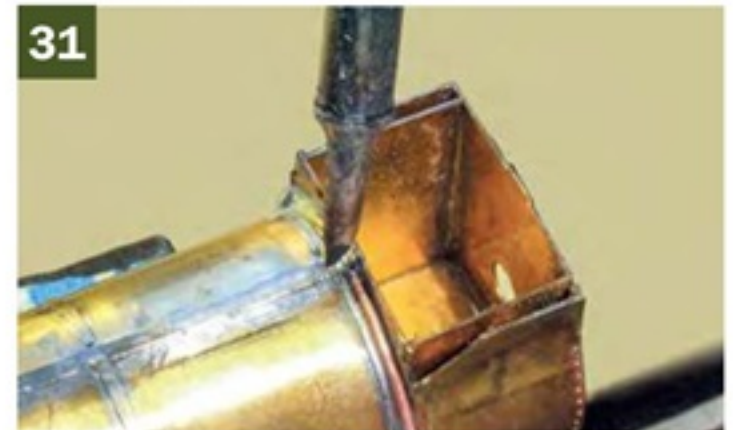
The instructions show all the basic steps of assembly of the boiler, but I am including a few extra photos to illustrate how I carried out the work. The boiler is supplied as a pre-rolled part and one thing I try to do is solder the back boiler bulkhead (on the right of the photo) slightly recessed into the end of the boiler top half leaving just a little rim which can be carefully filed if necessary to ensure a good fit where boiler meets the cab.

In this photo I am soldering one of the boiler bands in place. The boiler has etched grooves for the boiler bands, and the boiler bands have a matching projecting ridge, so it is quite easy to locate the boiler bands in the correct position.



Here I have again followed the kit instructions. You have to form the smokebox wrapper using the smokebox front plate as a guide. Before you form it check from photos whether the engine you want to model has a riveted smokebox (rivets seem to be a post-war feature). I roll the wrapper using various rods, dowels or tube to form the curve, mainly using finger pressure.

The photo shows how I tack soldered the wrapper in place. The smokebox front was pinned flat to a piece of wood and the wrapper tack soldered steadily around the circumference until it was tight all round. A full seam of solder was then run carefully all around the inside.



The images in the instructions show the assembly of the smokebox very well, hence here you see the completed smokebox attached to the boiler front.

However, the O2s had a radiused collar around the joint between the boiler and smokebox and in order to represent this I used some copper wire. Copper is very malleable and easy to form, I used quite thin wire as shown, and flooded the area behind it with a generous seam of solder to represent the profile of the prototype.

Here I am starting to fit the wire beginning at the centre of the boiler on its underside.

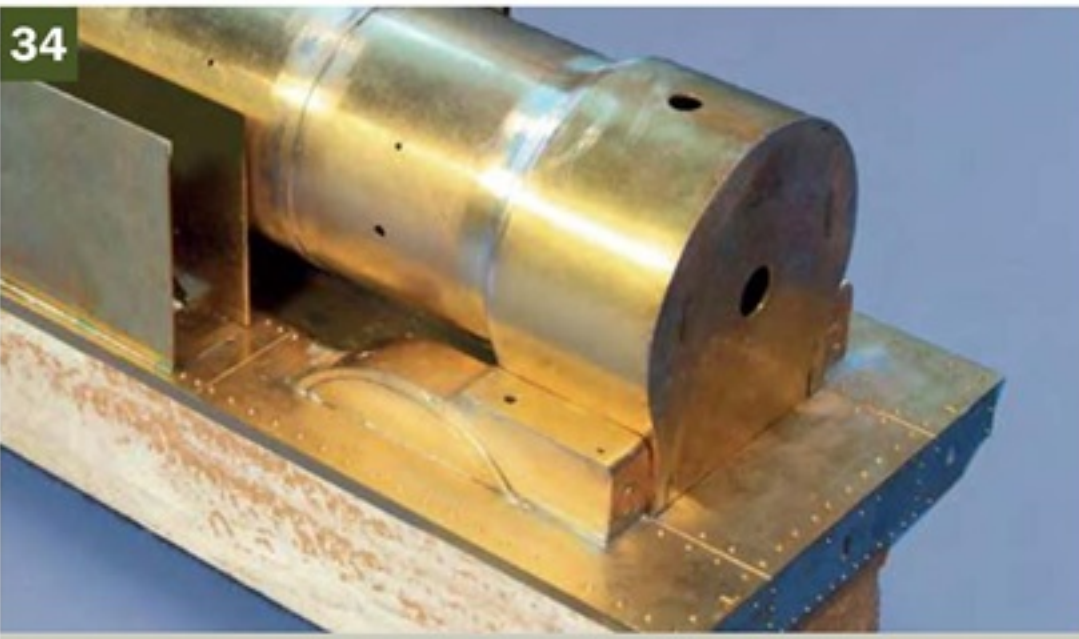


I ensured the copper wire was a tight fit around the circumference of the boiler and hard against the smokebox, tack soldering it as I worked my way around.



For all construction work on bigger components I use lower melt 145° solder. When the wire was firmly tack soldered, I commenced flooding the area around it with a good fillet of solder until it was more or less even all round. I then attacked the area with a glass fibre brush to make it all smooth and rounded. I don't know a better way to clean up solder, but it's worth wearing some gloves at this point to avoid getting bits of fibreglass in one's fingers.

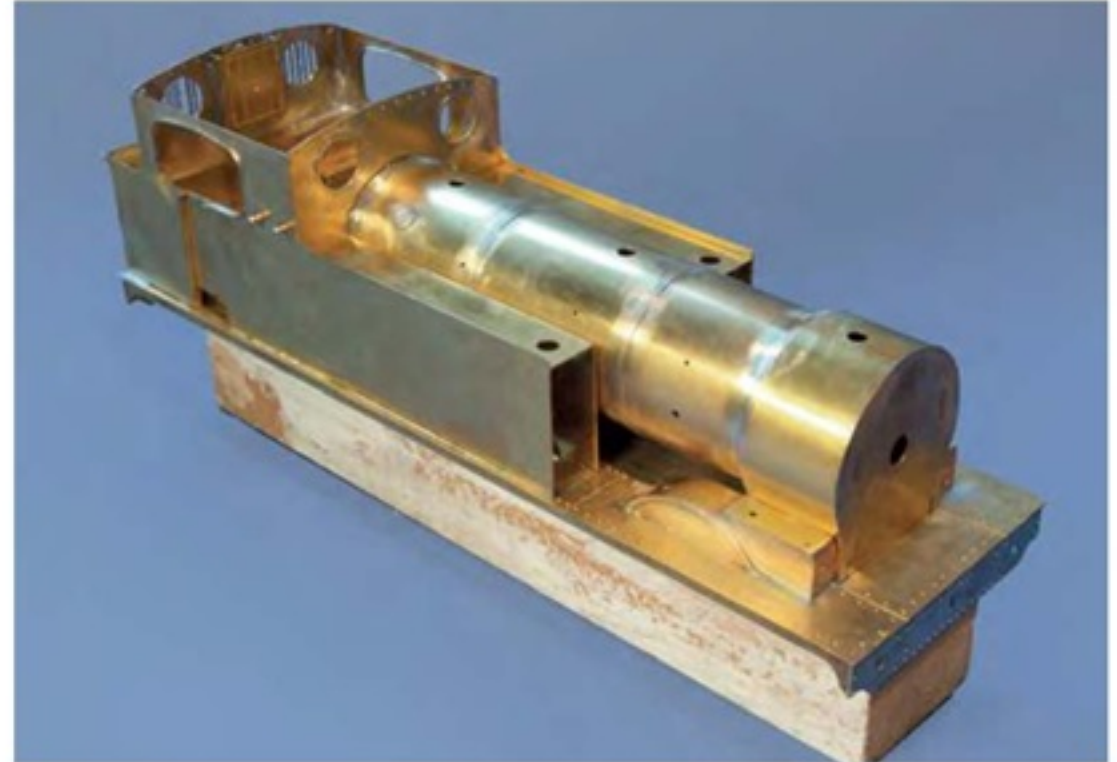
34



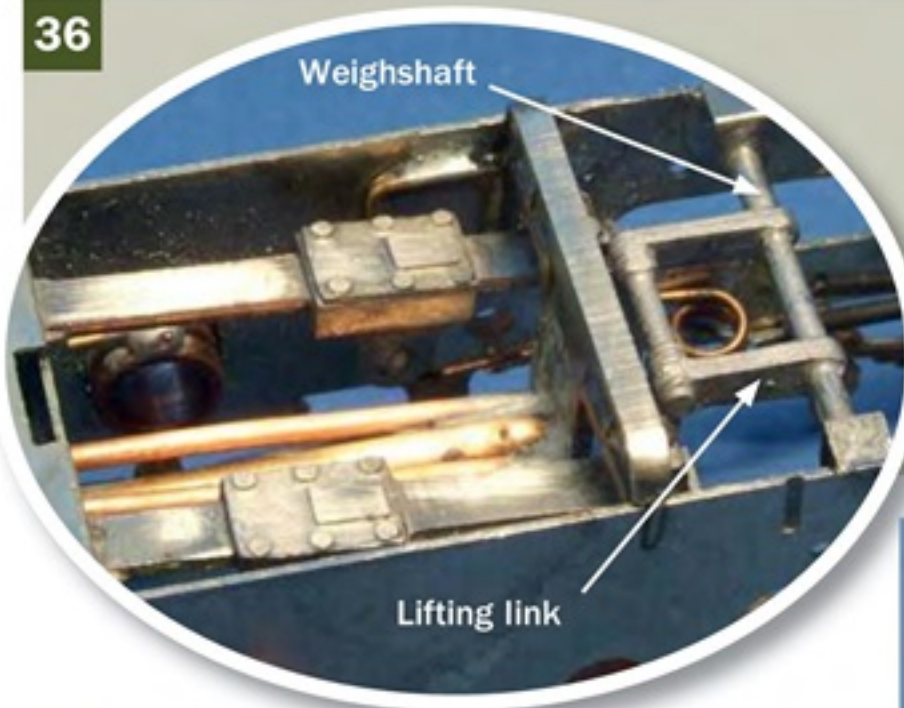
Again as per the instruction, I tack soldered the tank inner sides in place - the lugs project out to support the boiler which was test fitted and the sides and end were carefully filed to ensure a good level fit on the footplate and between the tanks. The smokebox is used to assist in locating the front wheel splasher and sandbox assemblies, as here, which were soldered up according to the instructions, and then filed and adjusted and soldered to the footplate to be vertical and a snug fit against the smokebox.

35

Tank tops were added next, then with the parts fitted, but the boiler not yet soldered in place, I was in a position to test the chassis and body one last time before moving onto finishing the detailing of the chassis.



36



Even though the chassis works in its basic form, the addition of brake gear and other details can cause short circuits and require filing and adjustment where it fits in the body. So I like to complete the chassis including all painting and final testing before moving back onto the body.

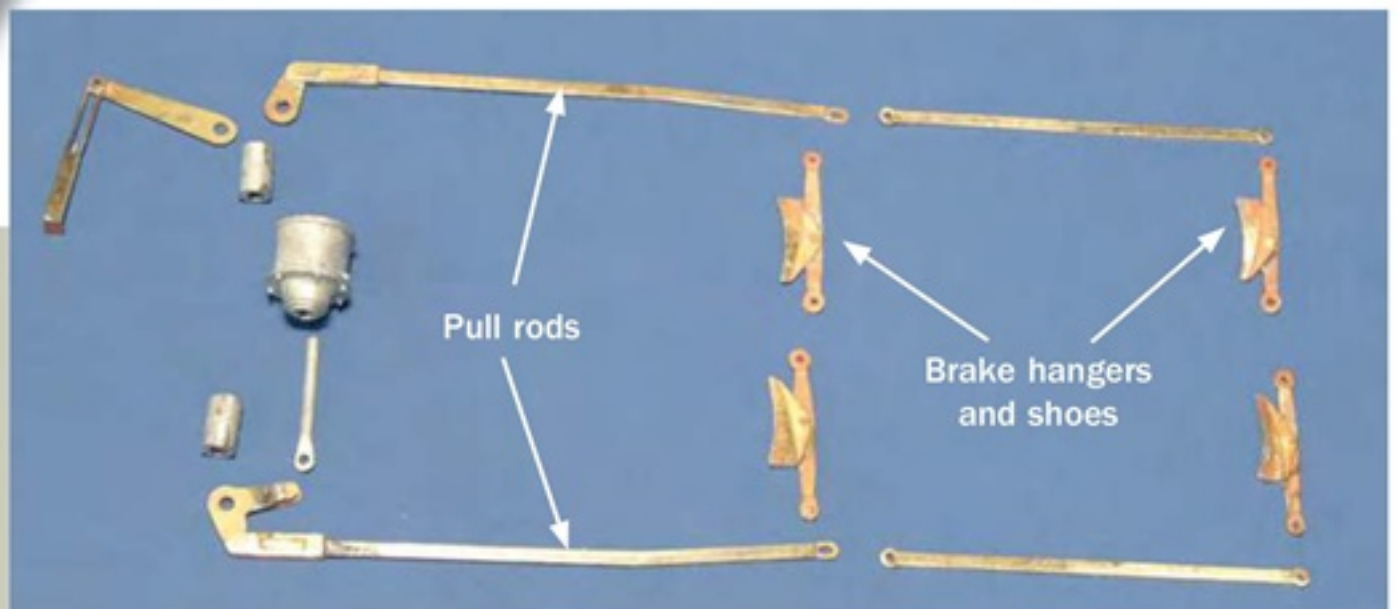
The kit comes with a non-working representation of the inside motion so that the space under the boiler looks suitably realistic.

Here is the assembled inside motion which is covered clearly in the instructions. The weighshaft and lifting links can be either built up from etched parts or you can use a cast whitmetal representation, as shown in this photo.

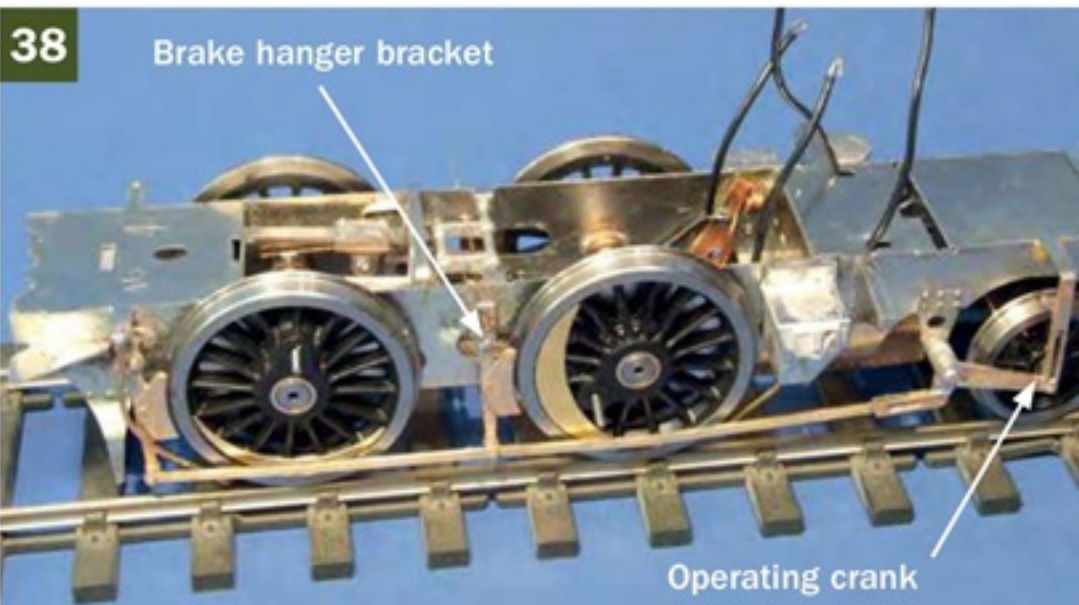
Whichever you use make sure you hang onto the one you didn't use because it is very useful for fitting to less detailed kits – so place it in your scrapbox!

37

The brake gear on an O2 is quite obvious as the pull rods are outside the wheels and are linked to prominent operating cranks and cylinders. Here the parts of the brake assembly are ready to fit to the model. Remember that the brake hanger and shoe units are handed for the two sides of the loco – so don't get mixed up!

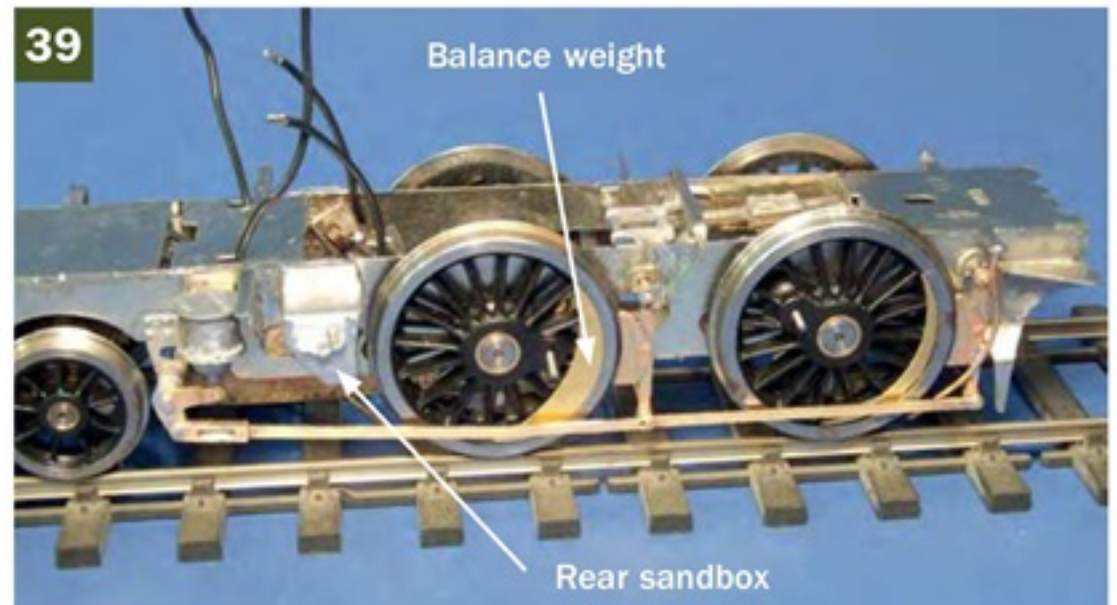


38



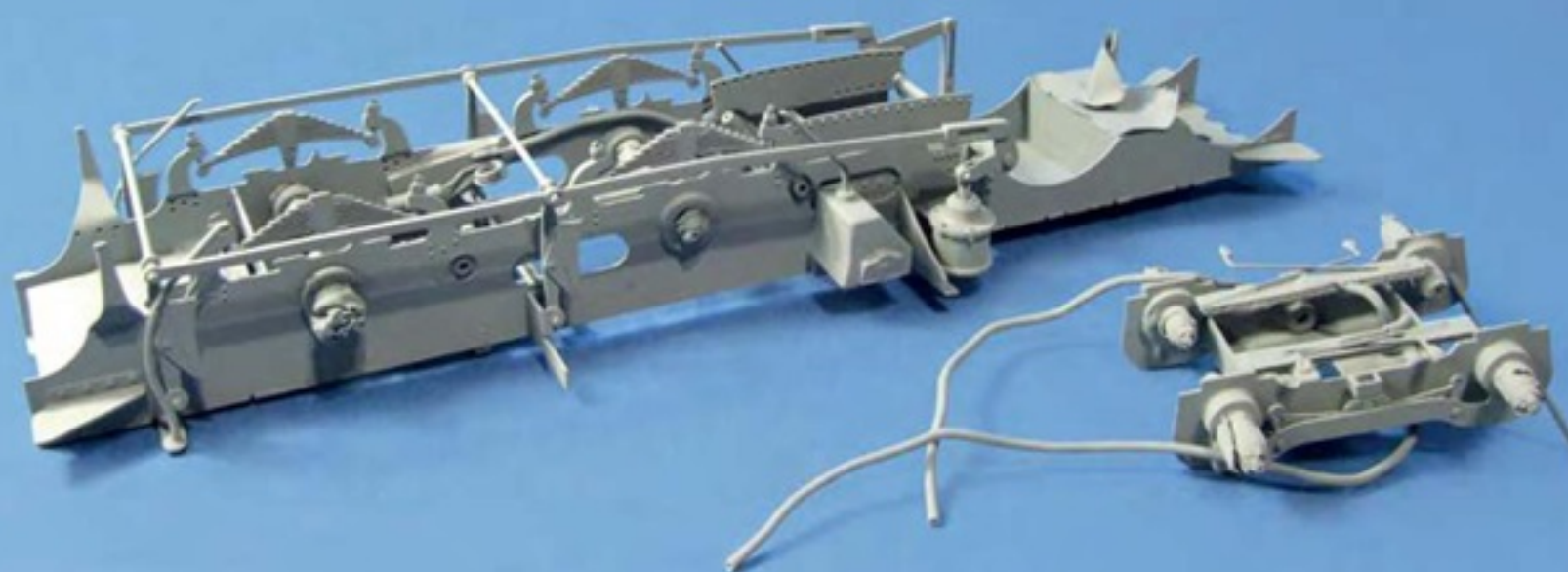
This shows the assembled brake gear on the left side of the loco. The brake hangers sit on brackets which are located on cross-wires soldered to the frames. The hangers and cross wires sit inside the brackets, so fit all the parts at the same time, or you will get the hangers locked out and have to unsolder the brackets. Notice also that the brake operating crank sits just outside the bogie wheel – which is why I always limit sideplay at that end of the bogie.

39



The right-hand side of the loco showing the cast whitmetal brake cylinder in position. There are prominent rear sandboxes each side of the chassis with the sandpipes as near the track as possible. Notice the size and location of the balance weights on the coupled wheels. All these things are clearly explained in the instructions but this photo should help you get everything right.

40



When everything was attached to the chassis, I scrubbed it up with Cif detergent and sprayed it with Halfords grey primer.

Note the rolled up kitchen towel, wetted as I roll it, to protect the wheel bearings from paint. I also masked the bogie pivot rubbing surfaces on both chassis and bogie stretcher.

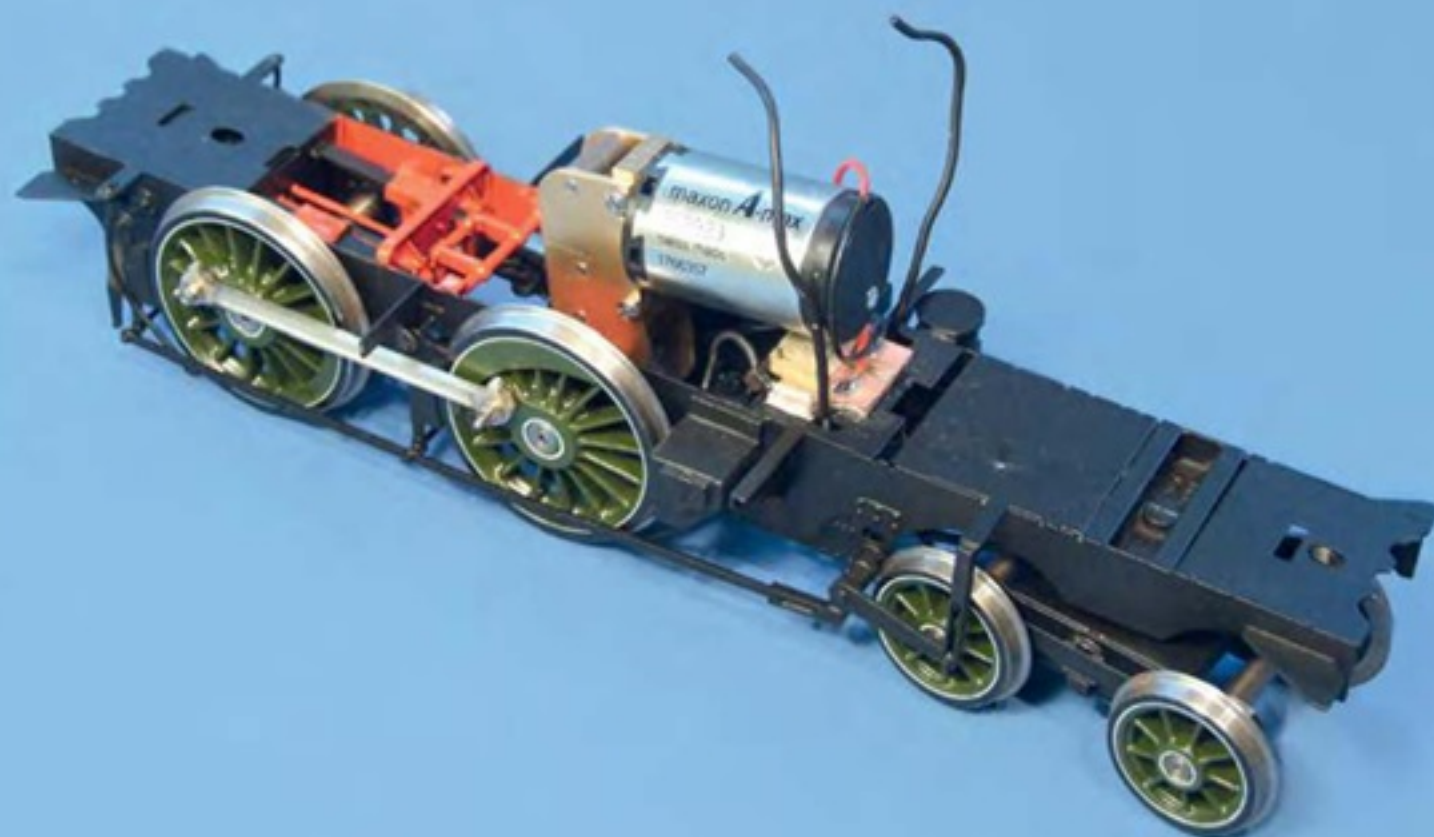
Note also that the bogie has wire pick-ups under it – as explained in the instructions! This is a really good kit and to some extent spoils you – but then it teaches you at the same time!

41

Here the chassis has been painted with Halford's matt black and the inside motion painted red (most were – but I am guessing about the Southern!) The wheels are hand painted with Precision Southern Maunsell Green with black hubs and tyres. All ready now for adding wheelsets, the connecting rods and the rear bogie, and of course the motor, which as you can see in the next photo has some temporary packing pieces for testing.



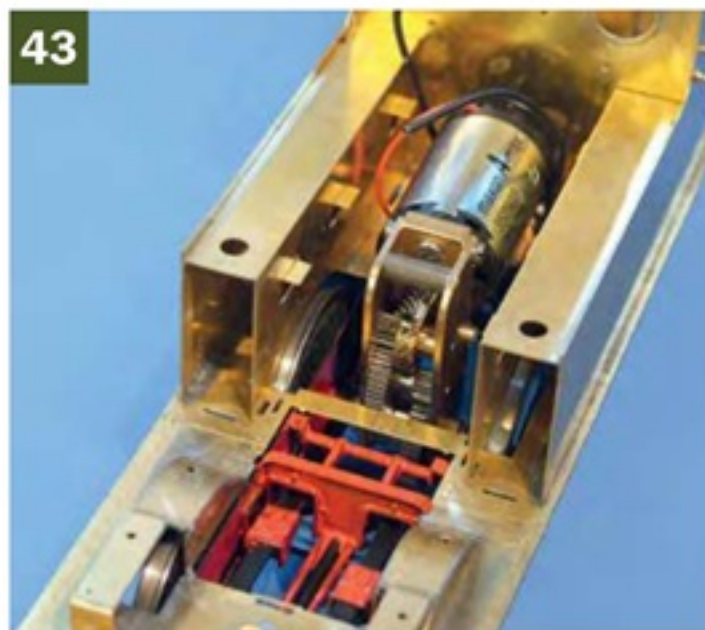
42



The chassis is now more or less complete; notice how close the bogie wheel is to the brake crank! The wires sticking up by the motor are from the bogie pick-ups but I didn't want the bogie feeds to be soldered to the motor until right at the end of the build. Again at all stages of reassembly it is important to test the operation of the chassis to ensure it runs smoothly.

I have lined the wheels because unlike most Southern locos, those on the Isle of Wight usually seemed to be lined.

43



Here the finished chassis is being tested under the unfinished body. You can see how close some parts are to each other and it is best to be able to see if they are too close and binding, before further construction obscures them for good!

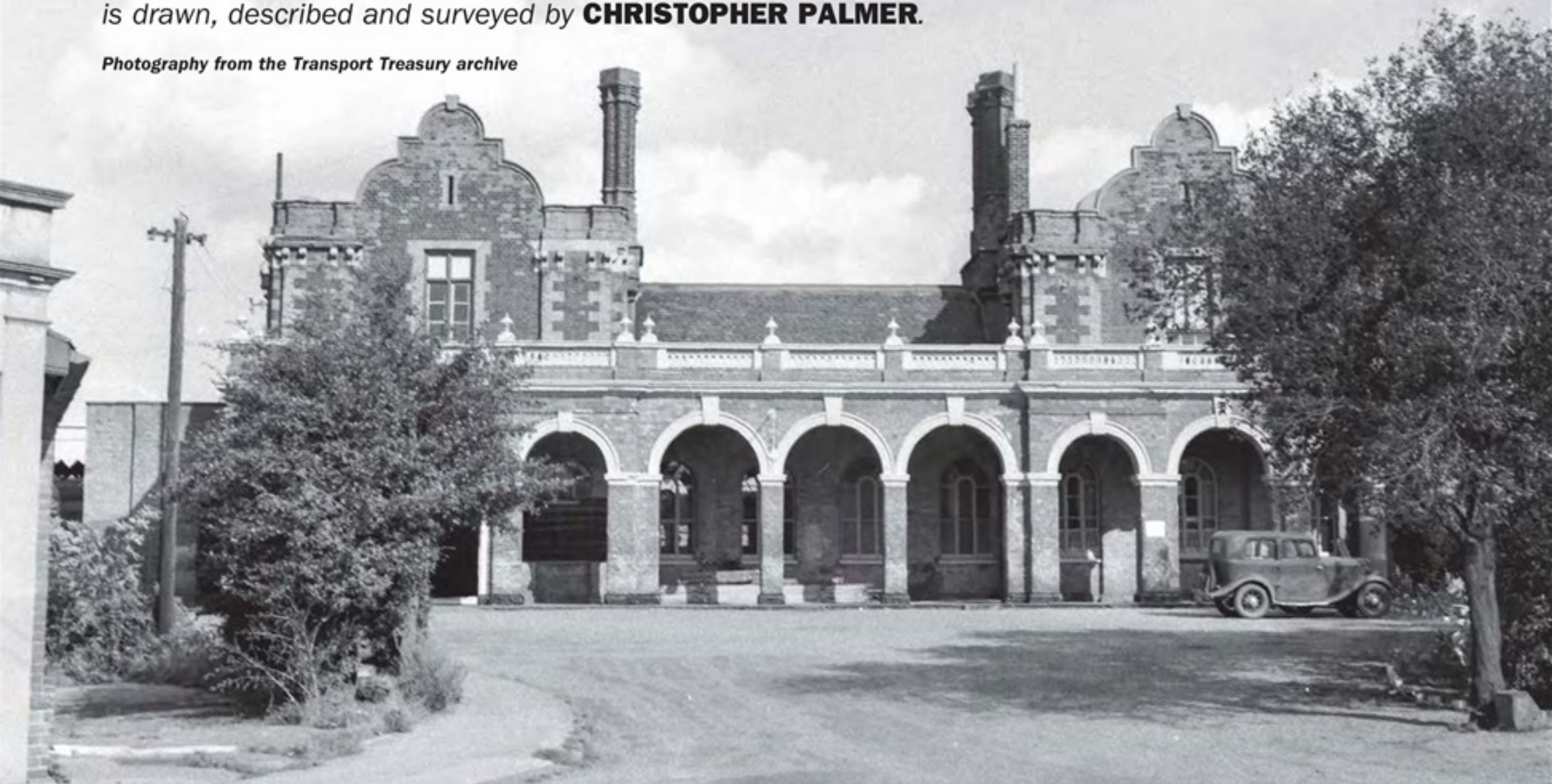
Next month

John completes his trilogy by finishing work on the body, then painting, lining and weathering the model.

Maldon East station

An elaborate Eastern Counties Railway structure, which closed to passengers in September 1964. Still extant (at the time of publication in 2019) and surrounded by industrial buildings, the ornate structure is drawn, described and surveyed by **CHRISTOPHER PALMER**.

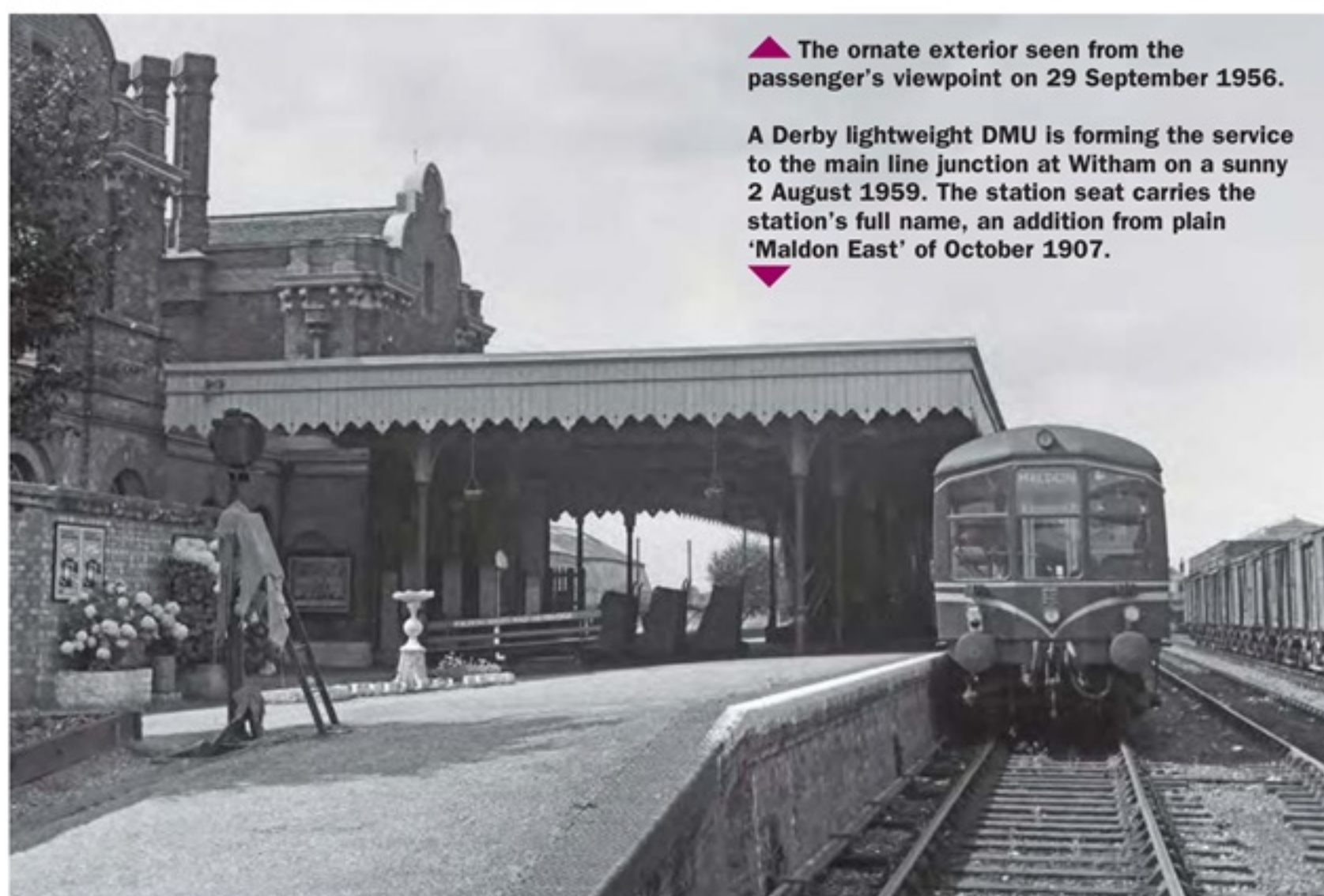
Photography from the Transport Treasury archive



Following my previous RAILWAY MODELLER articles on Stamford East (September 2017) and various M&GN buildings, my interest has been re-awakened in retirement in the various other railway buildings which I surveyed so many years ago and never got around to completing – or even starting – as usable drawings, and so here is Maldon East, now completed some 43 years on.

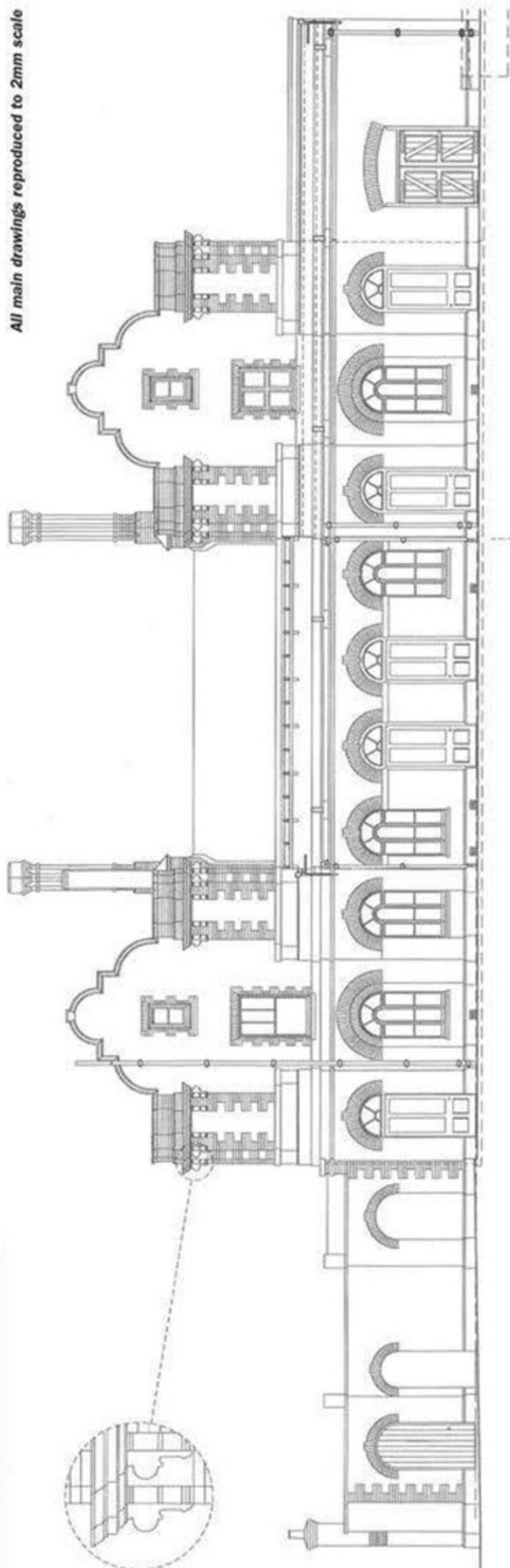
The station is another ornate structure like Stamford, the size and ornamentation of which is quite out of proportion to its status and location at the end of a small country branch line and which would also make a fine centrepiece to a modest prototypical layout.

The branch itself is described in a number of books but for the full flavour of the line there is a delightful colour video – *Witham*



▲ The ornate exterior seen from the passenger's viewpoint on 29 September 1956.

A Derby lightweight DMU is forming the service to the main line junction at Witham on a sunny 2 August 1959. The station seat carries the station's full name, an addition from plain 'Maldon East' of October 1907.



to Maldon East – on the BFI website, showing a return journey on a sunny summer's day in 1957 and full of nostalgic scenes and scenery.

The station opened in October 1848 as the terminus of the Maldon, Witham & Braintree Railway; the MWB initials are cast into the rainwater heads, together with those of the ECR (Eastern Counties Railway) which actually ran the line. The principal influence on the station's design has usually been ascribed to the interest of the ECR deputy chairman, David Waddington, who was hoping for success in the local parliamentary election at the time of the line's construction; keeping workers in the area on a more time-consuming contract than functionally necessary and who could be influenced to vote in the right way would have been a big advantage and he did win his seat.

The design of the building is either by Weightman & Hadfield of Sheffield (*The English Railway Station* by Steven Parissien) or H A Hunt (*Pevsner's Guide*); whichever, it's an odd structure and is indeed clearly designed from the outside in, as can be seen from the ways in which the floor and ceiling heights fail to have much relation to the windows, particularly in the station master's house to the right-hand side of the building.

This scrap view shows the continuation of the platform canopy along the bay platform.

It appears very likely that the architects were employed to produce drawings for a handsome exterior and the details of construction and what actually went on inside the building were left to the contractor. The chimneys are a good example of this where, apart from the diagonally-set tall triple-grouped stacks at either end of the centre roof, the other flues look like additions in sometimes very random places along the roof parapets, obviously positioned to suit the final layout of the rooms within.

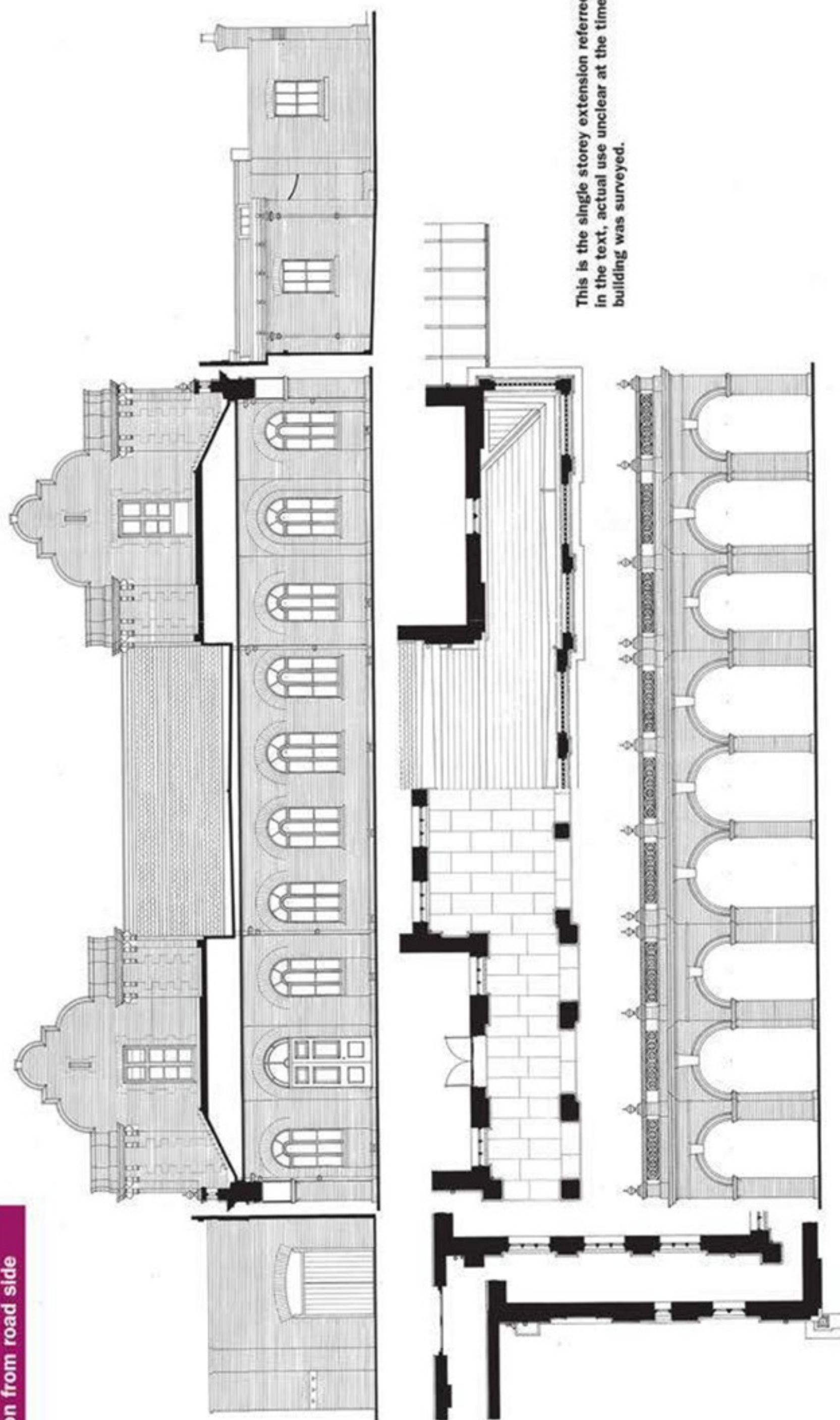
When I undertook my survey, the station was being turned into a restaurant; this didn't last long and it's had a number of uses over the years, finally becoming offices with a new block constructed within the area of and under the platform canopy.

The exterior must have been a real challenge to the skills of the Victorian bricklayer, with numerous subtle changes in the plane of the walls with plinths and set backs and finely constructed brick arches to all elevations.

The brick colouring scheme is grey up to first floor level with red above that, but there are also grey brick areas at first floor where I have shown brick course lines on the platform elevation drawing, i.e. on the corners and elsewhere where there are corner block (quoins) details and to the bases of the triple chimney stacks. There is also red brick on the ground floor between the arched window surrounds on the left hand elevation and on the outbuildings to the right-hand end of the frontage, again with grey brick forming any quoin details.

The spiky ball decoration on the front elevation arcade balustrade used to exist at all possible feature points along the roof parapets and made for an even more busy roof line; these, like the decorative infill panels to this balustrade, look as if they were in cast iron, so perhaps an economical way of achieving the required effect, a comment which also applies to the arcade arch surrounds and string course and also to the roof parapet cappings, all in render rather than stone.

Roofs were in red brown plain tiles, interspersed with decorative semicircular-ended tile courses; however, the station master's house at the right-hand end of the frontage was roofed in slates and I would assume that



This is the single storey extension referred to in the text, actual use unclear at the time the building was surveyed.

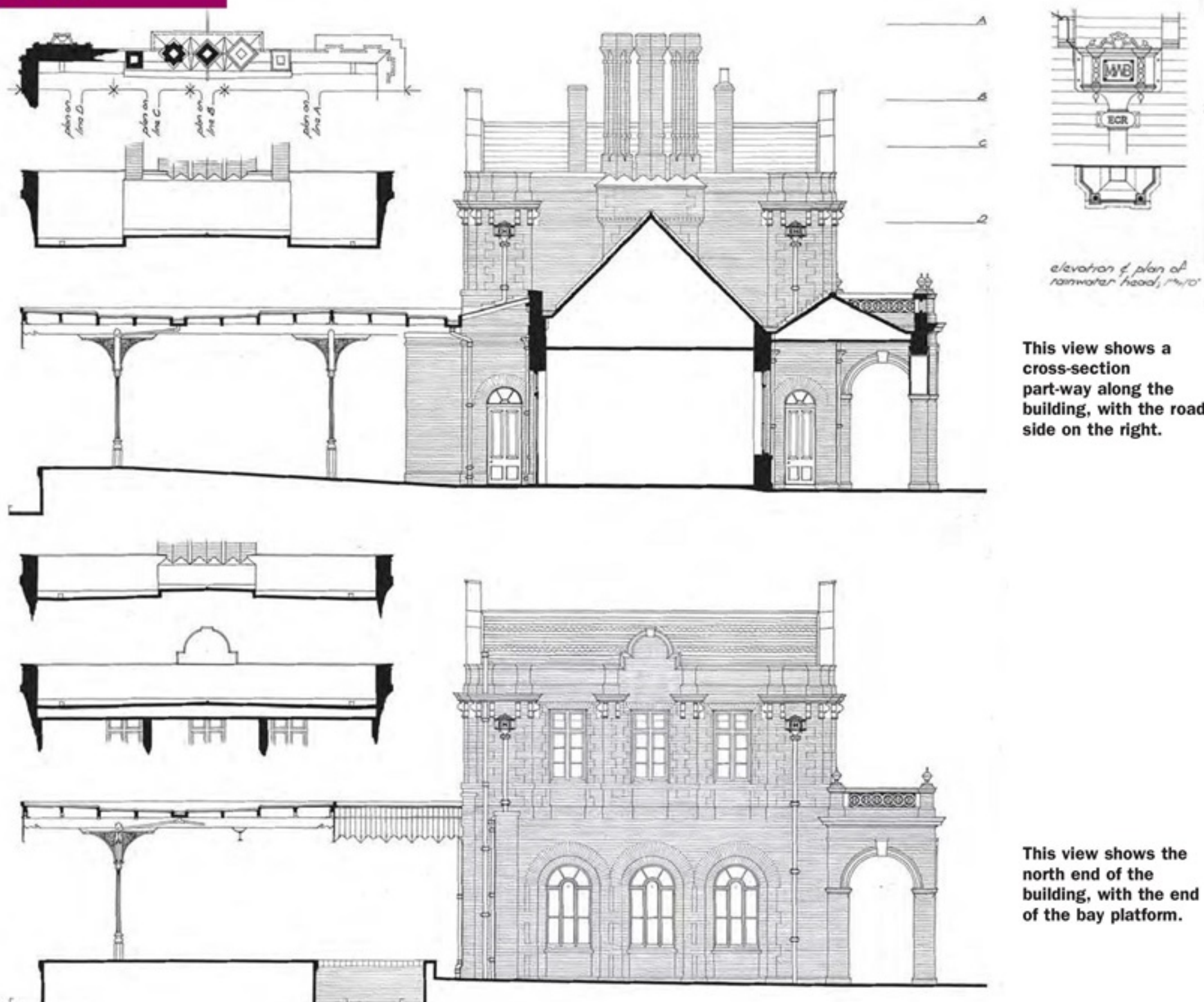
the pitched roof over the arcade was similarly slated to judge from the roof angle and its concealed location. Rear faces of all parapets were in render with mortar fillets at the roof abutments, rather than the more usual lead flashings.

The platform canopy had a lead or zinc covering on boarding and timber joists, with a standard GER cast iron and steel girder supporting structure, and decorative brackets and timber fascias, but the section nearest the building between the projecting wings was glazed. An early photo shows a smaller canopy with unusual decorative brackets (I recently saw what I think might be the same design at Stowmarket) but this went when the bay platform was formed in 1889; there are accounts of platform glazing being destroyed by a loco boiler explosion and a solid canopy substituted, but the present canopy looks as if it was designed that way with its small area of glazing from the outset.

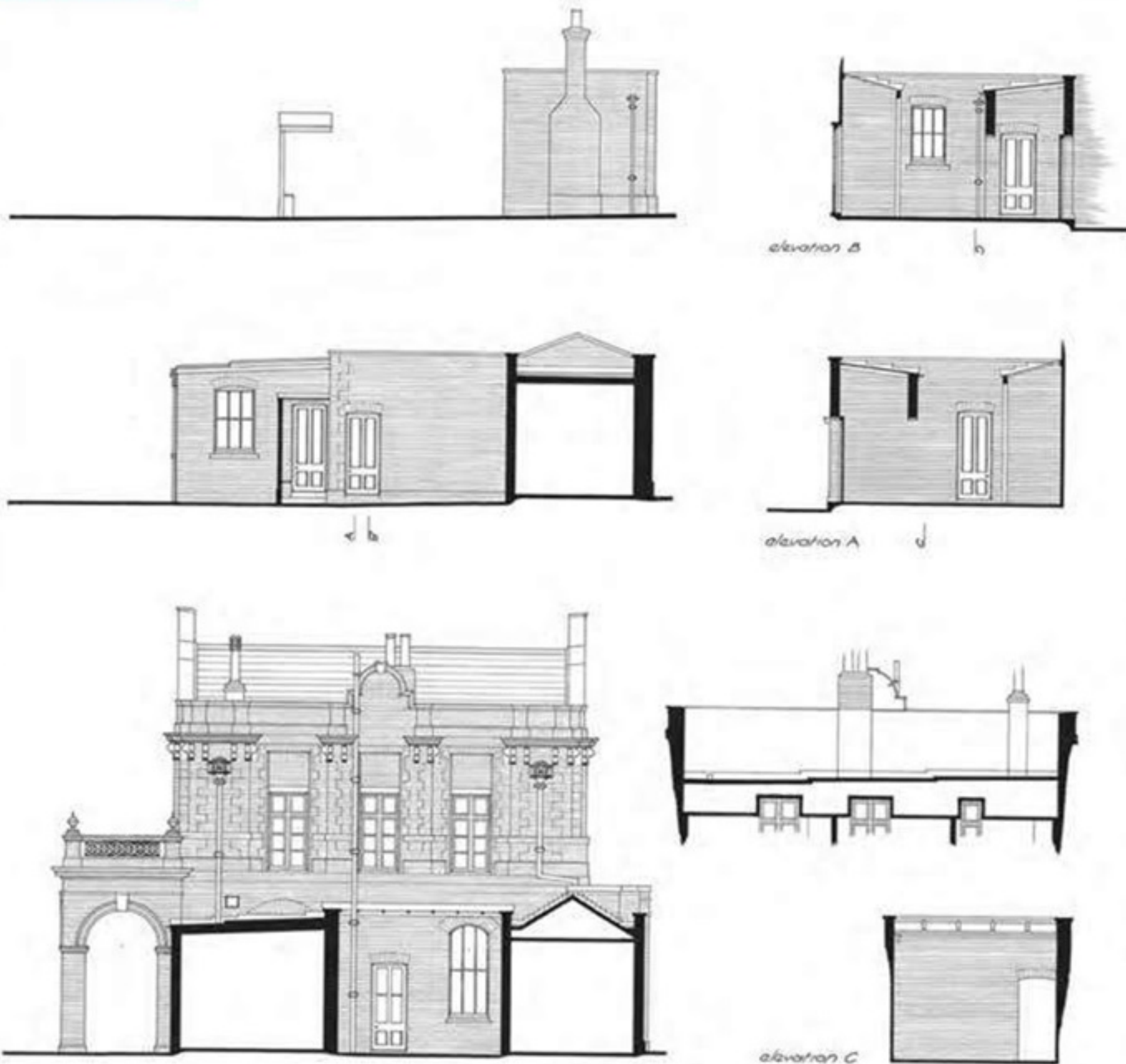
The single storey buildings to the right-hand end of the frontage (left-hand end of the platform elevation) are largely correct in exterior plan and elevation but were being pulled about extensively for the restaurant works when I surveyed, so there is some guesswork as to what went on within the enclosing walls. From the restaurant architect's survey, it looks as if there was an open yard surrounded by railway functions – toilet and lamp room I would guess – on the platform side and domestic uses on the front. What I think may have been the toilet (it has no door shown on the drawings) and the adjacent room nearest the main station building were either fully or partly covered by a pitched roof, although a photo from 1963 shows two gable walls sticking up with nothing between them, so that this area might have been either roofless in part over the toilet or covered with later flat roofs.

If this should inspire fellow modellers to attempt the construction of this lovely little building or if further information or clarification is required, I will be more than happy to help, via the editor; I seem to know this building very well and to remember most of what I surveyed in 1974 to my surprise!

Cross-section



Ancillary structures

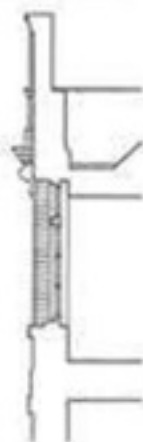


The plans and elevations on this page show the collection of buildings at the south end of the station.

Further reading

Branch Lines to Maldon by Peter Paye (Lightmoor Press, ISBN 978 1 911038 16 0)

Section through centre of left-hand elevation

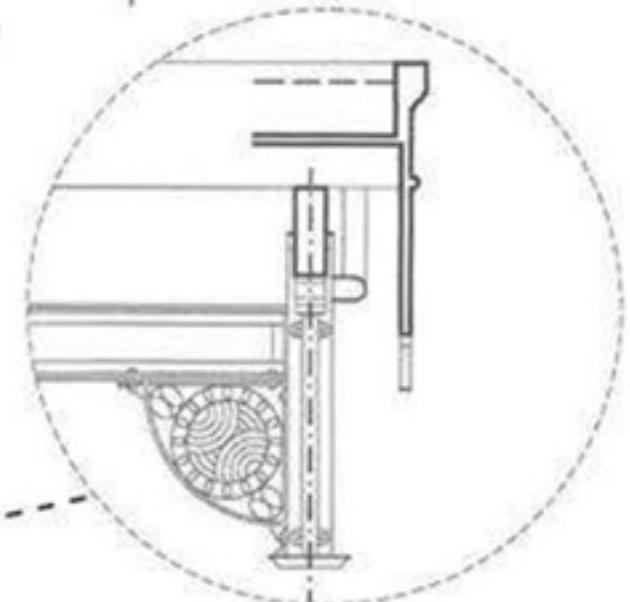


Awning end elevation

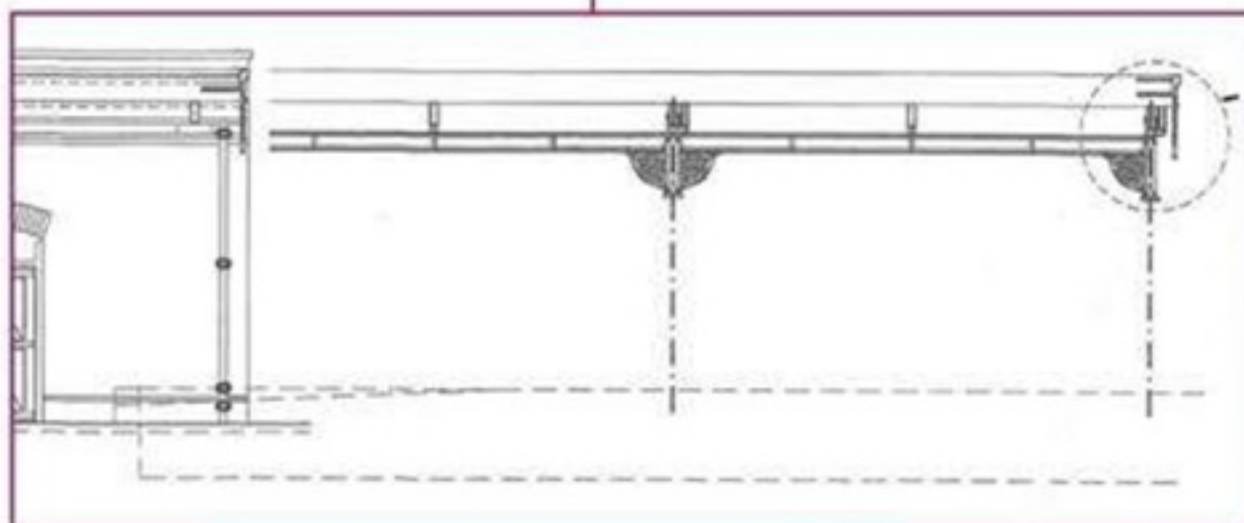


Elevation of window in front right gable

Main gable section, front right elevation



The elaborate canopy brackets are shown in clearer detail in the enlargement above.



Farmers Drove

STEPHEN FARMER presents his latest small-space N gauge layout, set in the blue diesel period, and constructed to a self-imposed set of dimensional restrictions.

Photography by Paul Bason

This layout is the result of a small group of friends, who thought it would be a good idea to have an informal competition and build layouts of a specific size. We decided amongst ourselves that the scenic section had to be 4'8½" (or standard gauge) long x 12" wide; it became called the standard gauge challenge. There were restrictions on fiddle yard size but as time went on this was discarded. Gauge/scale could be

whatever the builder wanted. More on the 'challenge' later.

Choice of location

I had some boards at home stored away that would give me the allotted space with room for curves either end so decided that they would be used – but what to build?

I came to build a



“ – Keep it flat, I thought, now where's flat in this country?
The Fens around Spalding – ”

Stephen Farmer

Fenland based layout because I didn't want to do much more on the woodwork side as I still had other layouts to be going on with and finish. So 'keep it flat', I thought. Now - where's flat in this country? The Fens, around Spalding, Boston and north of Cambridge. I'd been over that way many times, indulging my other hobby of stock car racing, so knew roughly what the landscape looked like.

I also didn't want to get into having to start

doing many buildings as we only had a year to get it done. So countryside it was: the Fens location chose itself based on my whims. The problem was I had never built a layout set in a rural area before; I've only ever really modelled urban places.

The final thing that led me to choose the Fens was around that time my modelling friends John Norton, George Woodcock and Richard Coleman were giving their new layout *Fenchurch St Peter* (see RM March 2016), which was

Fenland-based, its first outings on the circuit. The good thing in favour of a Fenland location was that typically the track layout wasn't much more than a loop and a few sidings which meant in model form weeks of tracklaying wouldn't be required.

Design criteria

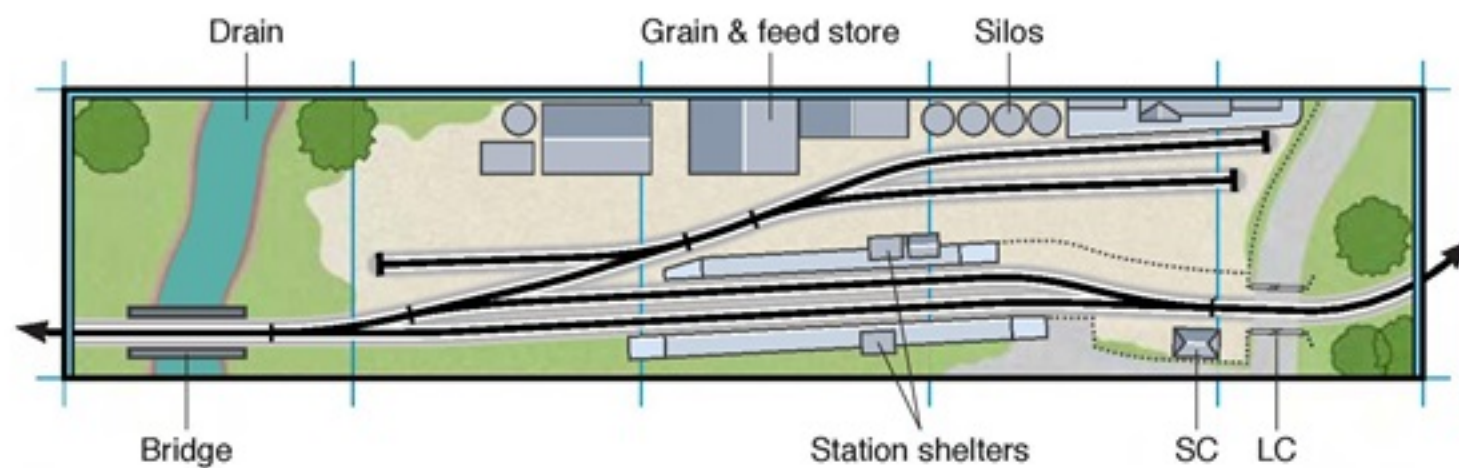
I drew up a list of things that I wanted to portray on the layout to give the intended location and feel of the area. A small station with only very basic facilities. Some sidings -

A Class 101 DMU waits in Crowland Road station as a Class 40 on a Whittemoor to Doncaster air braked service passes.



FARMERS DROVE

Overall scenic size: 4' 8½" x 1'. Each grid square = 1ft x 1ft.



at this stage I thought that what George and John had done would also suit me so grain silos were going to feature. I also wanted to include a level crossing, just for the reason I've never had one on a layout, and the main feature of the Fenland area: a water drain.

The boards I had were laid out and, using Peco point templates and a couple of yards of flexible track, I moved things around, bearing my wish list in mind. I also wanted the railway to blend in with the countryside and give the effect of open space.

What I eventually settled on was a through line with a loop, and two sidings, with a third kickback siding which I wanted to be

A Met-Cam Class 101 DMU waits in the station for a Class 47 on a Great Yarmouth to Derby summer Saturday service to come off the single line and pass through the station. A Class 31 is positioning grain hoppers under the loader in the yard.

alongside a hardstanding area.

At this stage no fiddle yard was even thought of as it was supposed only to be a quick layout for the competition.

Construction

Peco Streamline code 55 track was laid directly onto the ply top of the board and glued and tacked into position. Since there's not a great deal of track on the front it didn't take long. Peco Setrack code 80 first radius curves were laid at each end as I'd think about the fiddle yard later. My usual method of point operation was followed: SEEP point motors operated by stud and probe were installed and wired up – nothing fancy or complicated here. Control is analogue.

With the track laid and tested my thoughts could turn to the scenic side of things. The rail sides were brush-painted Humbrol 29. A backscene board – actually laminate flooring sections – was put along the back. The main land features were marked out on the board,

namely the drain and level crossing positions, the area for the grain dries and the platforms for the station. This was done to see if I could get everything I wanted in but not make it look cluttered. When satisfied I lowered the drain end of the board and built up the far bank with polystyrene ceiling tiles to give the far bank and land relief.

At the same time, while things were drying at the other end a card strip was laid for the road and the level crossing built.

The layout was ballasted using Green



A Class 101 in all-over blue stops at Crowland Road to pick up passengers for stations to Spalding.



Scene N gauge chippings: I mixed the various N gauge types the firm manufactures to achieve the look I wanted. All was fixed down in the time-honoured fashion. The layout was given a test and after removing bits of ballast from where it shouldn't be I had a scenic section that worked.

Structures

I wanted to portray a small grain dry that had expanded into a bigger concern. Bachmann brought out in its Scenecraft range a low relief building that was perfect for an old grain dry. Along with two Faller kitbuilt grain silos positioned side by side, it was

complemented by a modern store building constructed from a 30thou plasticard shell and clad in Wills embossed sheets and brick sheet plasticard.

A Met-Cam Class 101 crosses the level crossing on its way to Spalding.





▲ A Cravens Class 105 rumbles across the level crossing, which is a modified Ratio kit.

Moving along the backscene the store building on legs is a Walthers kit and built as intended with a Bachmann cement silo alongside. A small set of Auhagen huts is positioned in front, along with a concrete hardstanding area which extends as far as the kickback siding.

The bridge was built up from polystyrene and faced with brick embossed plasticard and Peco girders.

The station platforms started life as Farish ones but covered with

plasticard and the width reduced. The shelters were made from folded clear acetate with the vertical window bars from waterslide transfer lining sheets from Fox cut to the required length. The tubular fencing in evidence at this end of the layout comes from BH Enterprises, the bars being brass rod bent and fitted to suit the location. The signal box is a modified Ratio Midland Railway kit, with a partial brick base. The level crossing

base and barriers are also Ratio but modified to suit the location.

Scenery

The drain was created from brown and green painted streaks over a grey wash base. Once dry a covering of Deluxe Materials Aqua Magic was applied to give the drain the 'still water' look. The algae was made from very fine Woodland Scenics flock sprinkled over PVA glue. The tall rushes and grasses are from Busch and are sold as long grass; applied using a hot glue gun and allowed to set, they were cut to the desired length. Bushes and undergrowth were again from Woodland Scenics.

The yard was treated to a liberal coating of tile grout and wetted and left to dry. Once dry it was sanded down and given a couple of coats of paint.

The trees are from the 4D model shop in London; they comprise etched trunks with scatter on them, ready to plant. I positioned them at the front of the layout as they are really durable; other trees were obtained from Woodland Scenics.

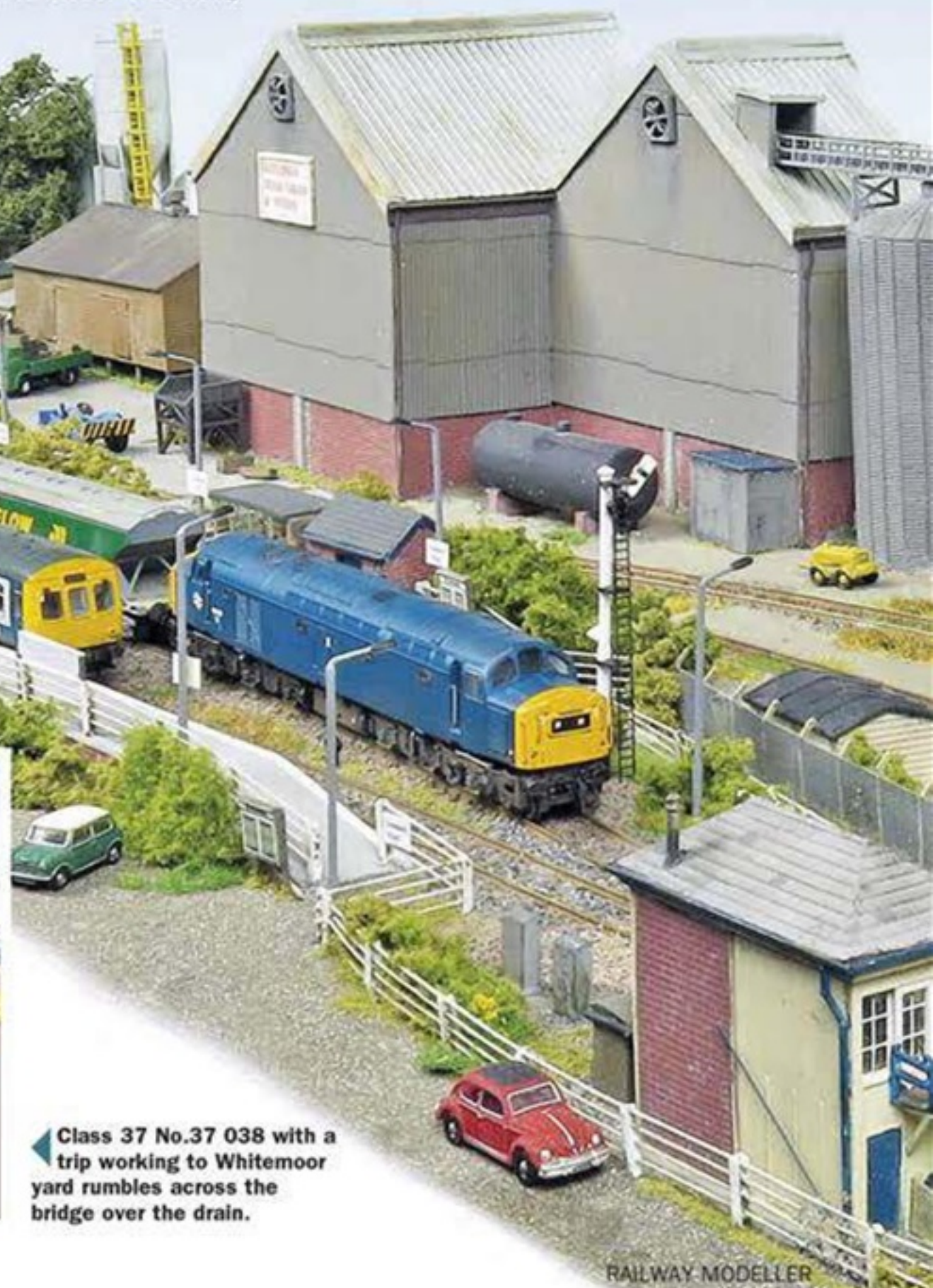
Signalling and stock

Right from the start I'd wanted to have the working Dapol semaphore signals; a couple

▲ Overall view of the layout showing the scenic area.



◀ Class 37 No.37 038 with a trip working to Whitemoor yard rumbles across the bridge over the drain.



of the operating units have been replaced with Peco Smartswitches. Working signals add to the realism of the layout.

To me, the small details define a layout. Mine were obtained from the many firms which offer the variety of bits and pieces; it was great fun incorporating the items into the scene.

Rolling stock was taken from my collection of suitable stock for the era, ready-to-run Dapol and Farish along with kits from N gauge suppliers and the N Gauge Society. Trains vary from fitted/unfitted wagonload freight, air braked trains, engineers' specials to loco-hauled Mk.I coaching stock and DMUs on local traffic. Short trains of grain hoppers, vans and opens (for sugar beet traffic) work into the yard with the train loco doing the shunting.

I decided a bigger fiddle yard would be attached at the rear of the layout to allow continuous running. The boards were manufactured and firmly attached to the scenic boards using bolts and screws. The resultant fiddle yard has given me storage for 14 trains, which is more than enough for a layout of this type. The SEEP point motors were wired to the original control box I'd made and all the wiring underneath was tidied up and tested.

In the weeks leading up to the competition deadline, many smaller details were added to the scenic side.



And the winner is...

The competition was held at 'Lyddrail', an occasional and informal gathering of friends hosted by Paul Wade, of *Tonbridge West Yard* fame. Fortunately *Farmers Drove* worked perfectly and was voted the overall winner, but really, all the friends who had built and entered a layout, were the winners. Many of them have since made it onto the exhibition circuit with their entries.

As for *Farmers Drove*, I thought initially that it would get a bit boring to operate, only

▲ A Class 37 marshalling CGO grain hoppers which have been loaded. These will be tripped to Whitemoor yard for onward destinations.

being single track, but with having working signals, trains passing in the station, and shunting, it really is absorbing to run.

In closing I'd like to thank Pete Latham for exchanging ideas and being my co-operator at shows. Also to Sue for her support and supplying the wood for the backscene; my dad for putting up with the mess; and Andrew Porter for helping at its official public debut at the DEMU show in 2018.



Forthcoming Exhibitions

Farmers Drove is booked to appear at the Spalding MRC show over the weekend of 2 & 3 November. See Societies & Clubs for details.



MICRO MARVELS

THE SMALL LAYOUT GALLERY

RAF Misarah

STEVE FACKRELL explains how research for a model railway can lead you off into unexpected directions – as was the case with this OO9 micro-layout, set on an overseas RAF base.

Photography by the author

Recently I came across *The RAF Masirah Railway*, which was written by Squadron Leader W J L Corser and published in 1994 (RAM Productions, ISBN 0 1899231005). Situated just off the coast of Oman, the RAF involvement started in 1930 and concluded when the base was handed over to the Sultan of Oman's Air Force in May 1977.

The book is a fascinating read and full of the trials and tribulations of a narrow gauge railway at a base that could only be supplied by ship between November and April due to the severe monsoon weather. The island was effectively a fuel dump and was used by Imperial Airways, which built an emergency

landing strip in 1937 for Aden to India flights.

The island was provided with a jetty and mobile crane to unload supplies and fuel, but rather than transferring the fuel barrels to the native Dhows, the locals simply threw the barrels overboard and let them drift to shore!

A 'what if' cameo

It was obvious that I wouldn't have sufficient space to model even a small amount of this rambling railway so decided to produce a cameo of a 'what if', suitably renamed as it is not a model of the actual place, but a pastiche. A 9mm plywood baseboard measuring 21" x 24" was braced with 2" x 1"



▲ A patrol sets off on a recce of the site. The Land Rover is from Oxford Diecast.

softwood, and even though this was to be an OO9 layout some pre-used N gauge track was brought out from hiding. The track would be covered with infill or sand so this was an inexpensive option.

A simple circle with a loop within the fiddle yard was fashioned from said track with a short spur to the Beach Club for the servicemen's recreational purposes.

The single point on the scenic part of the layout is worked by a simple wire in tube, the fiddle yard points being hand (or finger)

Practically the whole of the layout in one shot; the fiddle yard is a simple loop, one point of which is visible on the right. The solitary scenic area point leads to the beach club.





▲ Refuellers and other vehicles are ready-finished and made from kits; the BAe Hawk was made with the benefit of modern adhesives. Look, no fingerprint!

Dieels from the Narrow Planet range and RNAD rolling stock produced for OO9 Society members fill out the roster.



operated. Operation is 12V dc analogue, and trains are run by a Gaugemaster Combi.

Scenically, firstly, the low relief aircraft hanger was made from artists' mounting card – offcuts are inexpensive from my local art dealer – then faced with corrugated Slater's Plastikard. This was incorporated into the backscene which had been painted a medium blue to replicate the area's sky colour. Apertures were cut to facilitate entry and exit to the apron area and it was found that two thicknesses of mounting card came to rail height so track infill was formed from mounting card also.

A sand dune was fashioned from polystyrene sheet and affixed on the left-hand side. A small amount of sand was

sourced which covered the dune and the exposed track and surrounds and was fixed in place with diluted PVA with a drop of washing-up liquid to break the surface tension. The beach club is adapted from a Metcalfe shed kit with decking and supports made from balsa.

Then it was back to boyhood days and Airfix kits! A Red Arrows Hawk kit was found at an exhibition and a refuelling tanker sourced locally. A later, rarer, Bedford TK refuelling truck was acquired by a friend which reflects a later era. It is therefore possible to change age related scenarios.

It really was a pleasure to make plastic kits with modern-day adhesives compared with the stringy glues of my youth.

Other vehicles, such as the Land Rover, fire engine and David Brown tractor are from the Oxford Diecast range whilst the Bedford QLD and some personnel are from Airfix, with the other service personnel from Peco.

So, what about the stock? Well, the OO9 Society produced RNAD vans, flats and brake vans, and Narrow Planet helpfully produces appropriate diesels and a bogie crew van. The diesels are powered by Kato N gauge power bogies.

Additional stock is an open seated wagon for the transit of personnel to and from the beach club.

Pictured in the aforementioned book is a BOAC VC10 on the apron for refuelling!

Mmm, if only I had the space!



▲ The line's sole open coach is used to transport personnel to the Beach Club – a cozy venue on busy days...



▲ A Baguley-Drewry diesel collects the coach from the club. Locos are powered by the tried and tested Kato four-wheel chassis – ideal for OO9.

Bucks Lane

MARK TOWERS captured the spirit of the last years of steam in the north-west with this OO gauge layout, set in Lancashire in 1965.

Photography by Neil Davis

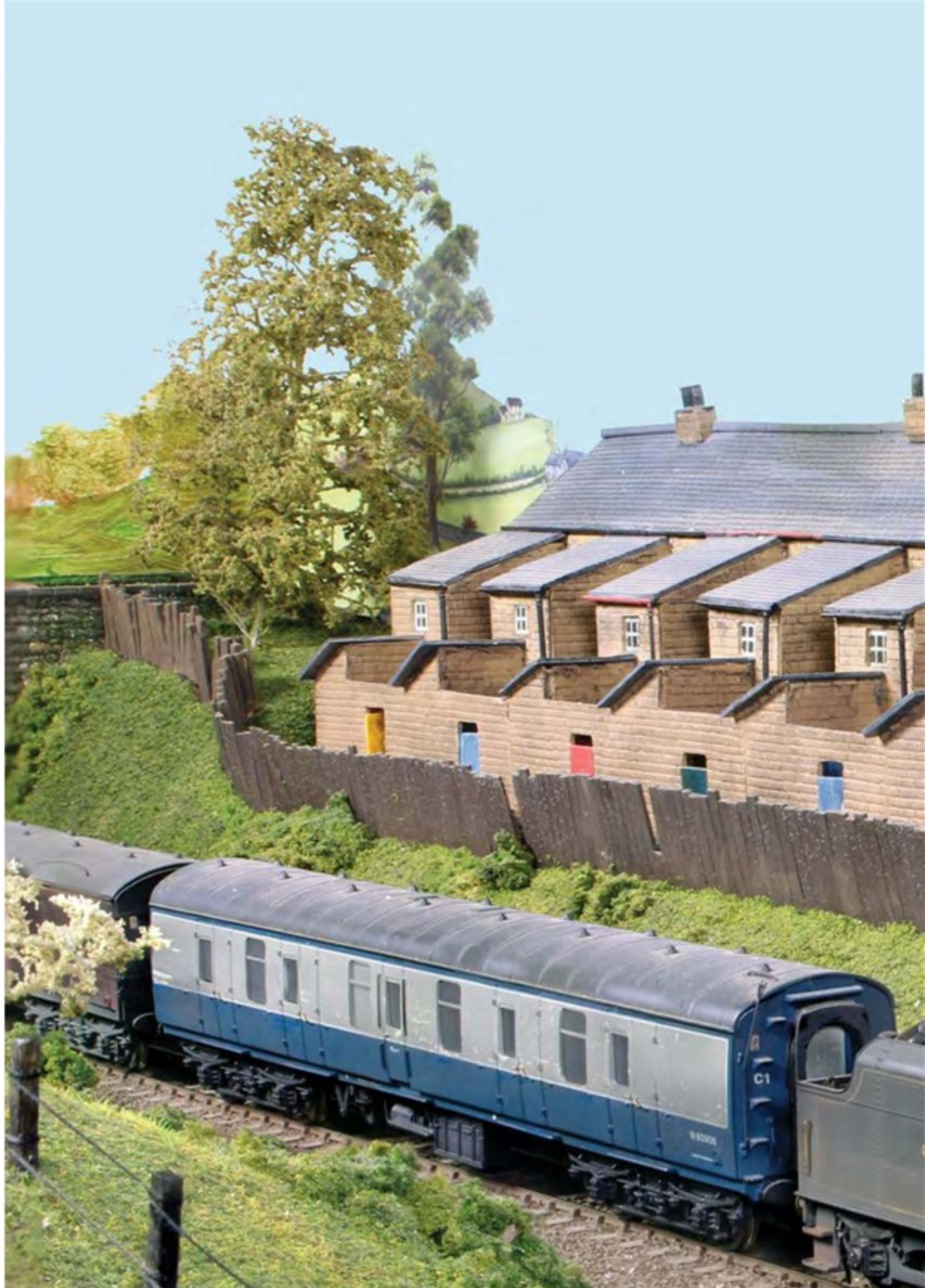
Bucks Lane started as an exercise using SMP track components for all the track on the scenic part of the layout. Originally all of the track was handbuilt but some has since been replaced with the new Peco Streamline bullhead flexible lengths of track at locations where alterations have been made to the original plan.

It was envisaged that I would use cassettes for storage of trains, two at each end of the layout as it was to be double track.

However I soon realised that to run full length trains the length of a cassette to receive them would be unmanageable to turn round and send them back again.

As luck would have it I was building the layout in the clubroom at Heywood Model Railway Group and I had plenty of space available. This allowed me to dispense with cassettes and add curved ends to the layout and eight storage sidings at the rear making the layout a continuous run.

Ex-L&Y Aspinall Class 27 0-6-0 No.52345 shunting in the yard. The loco was built from a Craftsman kit.



The scenic section is 16' long and 18" wide at the cottages end increasing gradually to 20" at the station end to accommodate the scenery and sidings there.

Location and period

The timescale of the layout is around 1965 – ie three years before the end of steam on British Rail – and its location is East Lancashire with the buildings representative of that region.

Baseboards

There was nothing special in the construction of the rectangular baseboards; they were built in the traditional manner from 6mm ply and 3" x 1" framing then a 6mm ply fascia at the front. At the rear of the scenic section a 12" high backscene was then added.

The end boards however were a different matter. Two radii of Tracksetta gauges were used to mark an exact semicircle at each end

of the layout. The boards were then cut to shape, and raised edges were added to prevent stock falling to the ground should a derailment occur on these curves.

Controls

The locomotives are all operated by DCC but the various points in the scenic section are

Modified Hornby Black Five No.44767 (Stephenson's link valve gear) on a parcels train runs past low relief terraced cottages.





▲ No.52345 shunting wagons into the shed. Most of the structures were built from scratch, with just the signal box being a 'ready-to-plant' item.

operated using Cobalt point motors and switches on a mimic control panel.

Points at the rear that feed into the storage roads are operated by Peco point motors from a separate control panel with a diode matrix and push buttons so that only one button needs to be pressed to select a road.

Signals

I wanted working signals on the layout so servos were fitted to provide the drive for the signals using a 'Megapoints control board and switches on the mimic control panel. I was most impressed by the 'bounce' effect that can be programmed into the panel.

All the signals were handbuilt using brass tube, MSE components and other parts from Alan Gibson.

▲ A Bachmann Cravens DMU waiting in the bay for departure time.



The signal and point switches on the control are all laid out in the style of signal box levers with numbers on the mimic track plan corresponding to the switch needed to operate them.

Buildings

The cottages, factory, goods shed and station buildings are all scratch built. The signal box however is a Bachmann model.

Locomotives and rolling stock

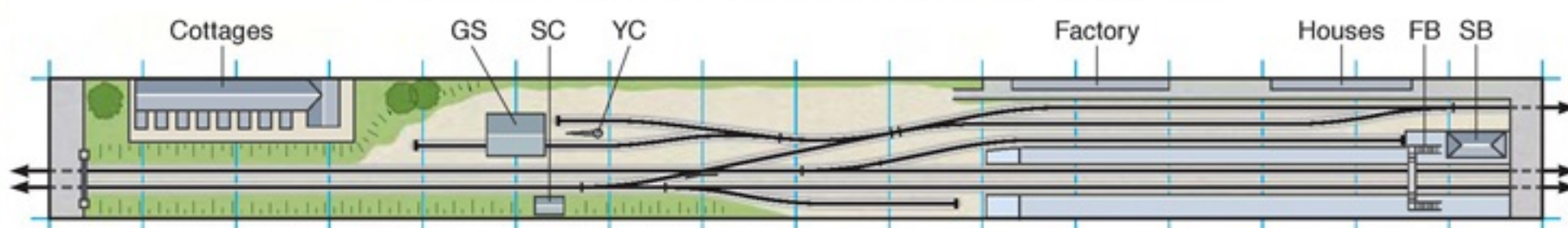
Locomotives are a mixture of kitbuilt, heavily modified ready-to-run, and unaltered ready-to-run. All are weathered to some degree. A number of locos are fitted with sound decoders.

Rolling stock is a mixture of Bachmann and Hornby ready-to-run items and Parkside kits.

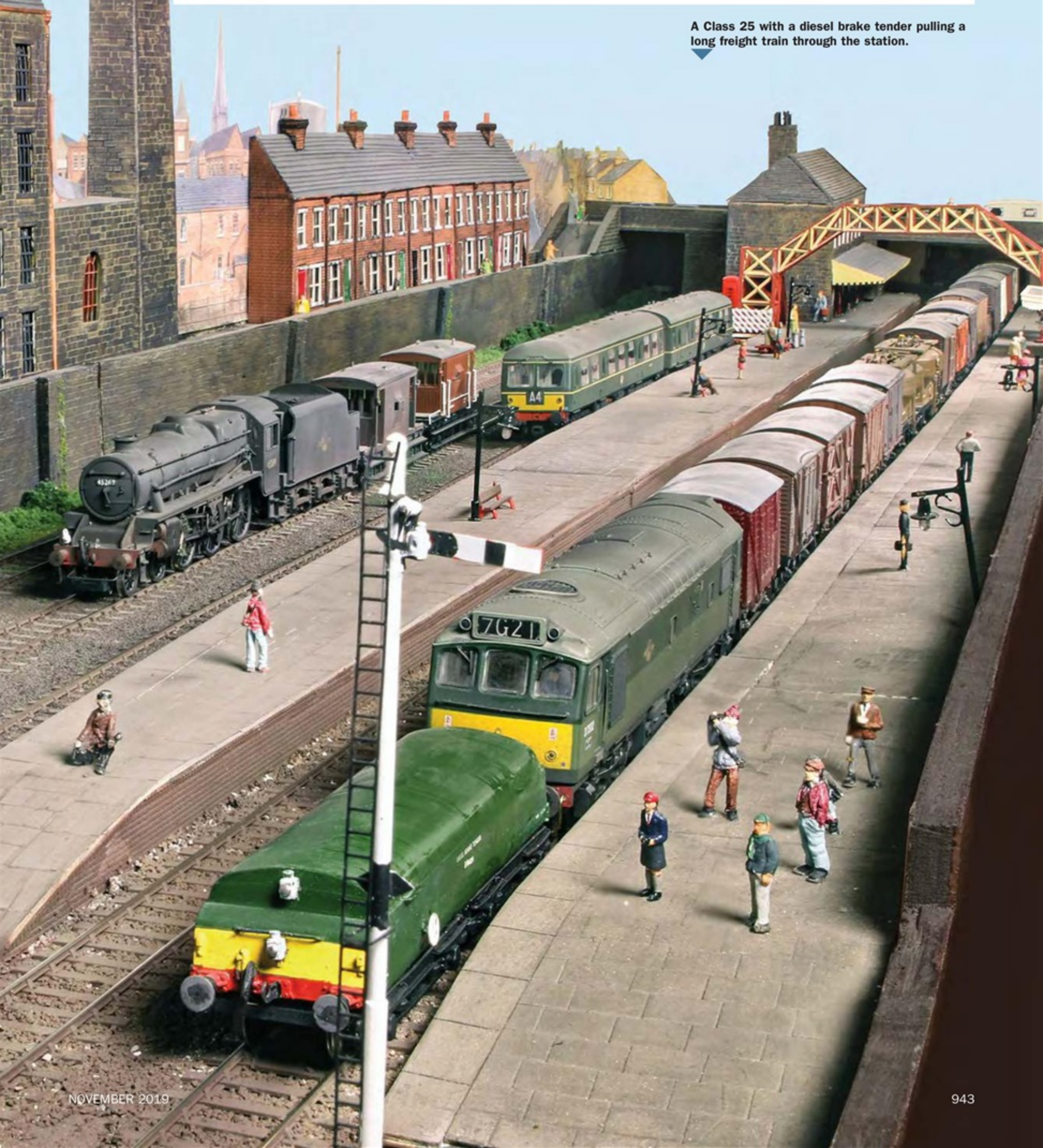


BUCKS LANE

Main scenic dimensions: 16' x 1' 6". Each grid square = 1ft x 1ft.



A Class 25 with a diesel brake tender pulling a long freight train through the station.





▲ Jubilee No.45711 *Courageous* has charge of a Saturdays-only seaside excursion.

Ivatt Class 2 Mogul No.46437 hauls an inspection saloon into the station, and passes No.44696 with Caprotti gear (a modified Hornby Black Five). Note the burned out brake van!



Exhibitions

Bucks Lane made its public debut at the 2017 Heywood Model Railway Group annual show at Rochdale Town Hall where it was well received and many favourable comments were expressed. At exhibitions the layout is

run to a schedule rather than a timetable. I believe that people who have paid to see models working should see just that, so there is not long to wait until the next train comes along the scenic area.

Although there are only four storage sidings in each direction they are very long and each can hold either a very long train or at least two shorter ones. This means that there are normally around 16 different trains to choose from with a good mix of passenger and freight.

Thanks

Thanks are due to fellow club member John Essex, who designed and built the diode matrix boards for the storage sidings and assisted me with the wiring and programming of the Megapoints control board.

Thanks most of all to the club members who form the *Bucks Lane* team to operate the layout at shows.

Forthcoming Exhibitions

The layout is booked to go to the **Blackburn** show on 9 & 10 November 2019 (see Societies and Clubs) and the Great Central model railway event in June 2020.



RAILWAY MODELLING *Explored*



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

THIS MONTH • A conservatory layout • Steam era loco lamps • Police Box for O gauge

Twyford Village

LAURA POWER and her son David have spent the past two years re-building this OO gauge layout in the conservatory, much to the delight of her two grandchildren.

Photography by the author

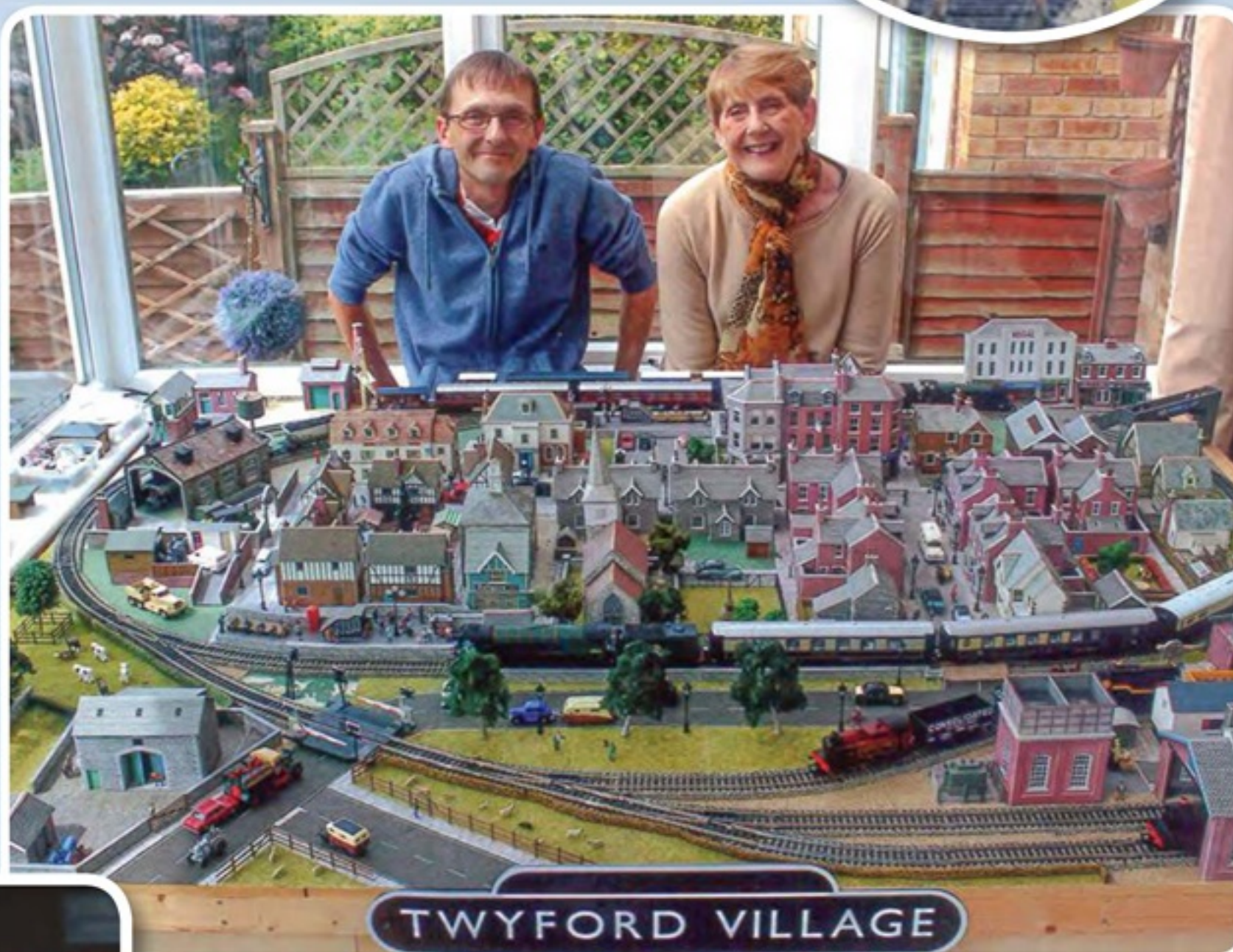
It all began in 1955 when my future husband, Andy, built his first layout. He was mainly interested in locomotives – after all he was a mechanic by trade – so it was lacking a bit in buildings and other details. However it did have a station, which we still possess to this day.

Amongst the locomotives he collected were models of Lord of the Isles and Princess Elizabeth from 1957; locomotives that are still running on Twyford Village today.

Before he started the original Twyford Village, Andy had been working on a larger layout in the loft: the potential was vast, but sadly his mobility deteriorated in 2008, so everything was brought downstairs and stored in a newly bought chest of drawers.

This is where the basis of Twyford Village emerged, and a small layout in the conservatory

A Castle 4-6-0 slows for the station. Figures are bought in multi-packs and hand-painted.



▲ Laura Power and her son David sat behind the 4'4" x 5'11" layout in the conservatory.

◀ The layout includes an 'underground' loop, though an SR 2-HAL is seen running here.

began – my grandson Jamie chose the name, as he was sometimes taken to the real Twyford station in Berkshire where he loved to watch the fast trains go by.

Sadly Andy died in 2017, but my son David was so inspired that he continued to work on the railway in memory of his dad.



▲ A picture portraying the vast use of cardboard Metcalfe kits on the layout.

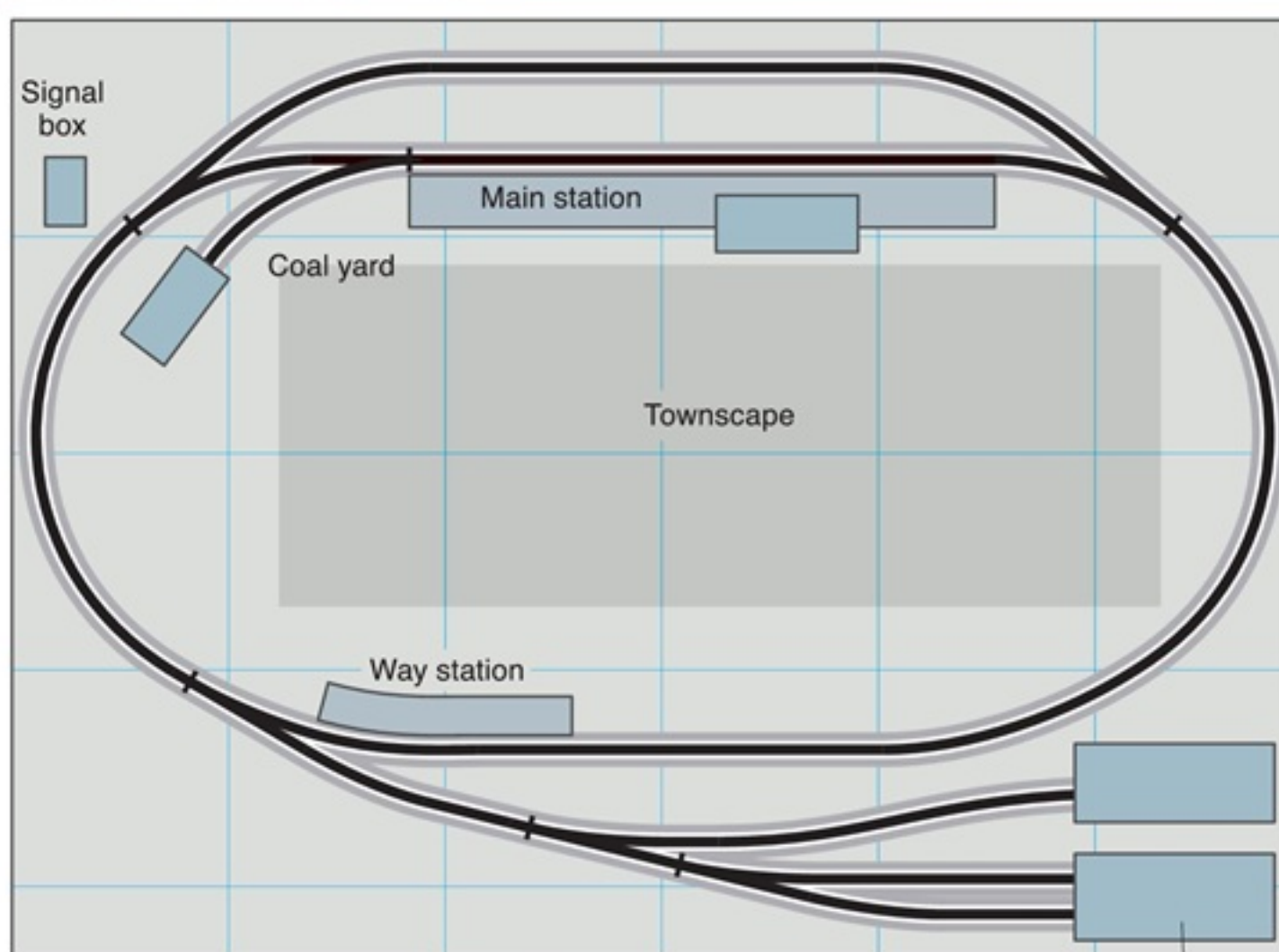
THE BUILDINGS

I put these together using mainly modern Metcalfe kits, but there are still a few original vintage items, such as the bridge and water tower, that were dad's. I really enjoy scratchbuilding, and have made some garden sheds and dog kennels out of leftover bits. When it comes to model figures, I buy multi-packs of people and paint them: it is time-consuming but can be therapeutic.

A 1957-vintage model of *Princess Elizabeth* still receives an outing on Twyford Village.



▲ A small loaded coal train makes its way around Twyford Village.



TWYFORD VILLAGE

Overall size: 5' 11" x 4' 4". Each grid square 1ft x 1ft.

Engine sheds



THE TRACK

A majority of the track was bought by my dad (buying bundles of track can also be addictive), and is a mixture of Hornby and Peco. I had to be very selective when laying the track, as some of it had become old and rusty. Regarding the underground circuit, it is laid out on a series of shelves screwed to the inside of the baseboard legs. It's a work in progress, but the children love watching the train come through the lit station.

Sam, left and Jamie, right showing off their Thomas the Tank Engine collection.



▲ A selection of resident locos in the engine shed, including *Tornado*.

THE SCENERY

For the pavements and the market place I laid hundreds of individual Metcalfe paving stones. My sister Helen has also contributed by updating the level crossing and the signal. All presents I now receive are railway related! The vehicles are from the Oxford Diecast range – buying them can be addictive.

THE LOCOMOTIVE FLEET

The newer locomotives such as County of Devon, Warwick Castle (a birthday present from my sister) and the A1 Tornado have been bought to relieve the wear and tear on

GWR Castle Class 4-6-0 *Warwick Castle* enters the main station.



dad's older locomotives such as *Mallard* and *Flying Scotsman*.

THE LIGHTING

The buildings are lit by a large number of LEDs placed internally at differing heights, to give an upstairs and downstairs effect. Nearly 15m of wiring runs beneath the board connecting all the houses, railway buildings, and street lights to just two transformer power supplies.

THE CONTROLS

The controllers for both the main line loop and underground circuit are Gaugemaster single track power units, one for each. With two trains running simultaneously, I just have to watch their relative speeds, we don't want any accidents!

Conclusion by Laura

Twyford village is David's first attempt at creating a model railway, and his dad would be very proud. It is wonderful to see my grandsons Jamie, 8, and Sam, 5, make a beeline straight for the conservatory every time they visit. Especially Sam, he is always asking when will Uncle David get the trains running! My involvement includes finding interesting items at train fairs, lending my support and watching the trains go by from my chair in the corner. At times David found the construction challenging, but loves every minute he spent on the railway. It has even inspired Jamie and Sam to have a floor layout at their home in Reading, after David gave them some track and a controller. Andy had previously bought a Thomas the Tank Engine for Twyford Village, but it now resides on the grandchildren's layout.

In his free time, David is now helping a friend's daughter to build a model railway in their loft – train fever is always spreading! David and I have found plenty of inspiration from exhibitions, especially Warley at the NEC. It is a great hobby, and guests are amazed and impressed when they come to our house. Will it ever be finished? David asks whether a layout is ever truly finished!

Headlamps for steam locomotives

Steam locomotives operating on the Western, London Midland and Eastern regions of British Railways all carried headlamps to identify the class of train being hauled. **CRAIG TILEY** presents an overview of this often-overlooked aspect of railway operation.

Photography by the author

Models of steam locomotives can often be seen running on layouts devoid of headlamps (depending upon the era and/or region being modelled) and, whilst adding these details represents a fairly straightforward modelling exercise, it does however require some knowledge of prototype operating practices.

Steam locomotives operating on the Western, London Midland and Eastern regions of British Railways all carried headlamps, displayed singly or in multiple, in different positions, to identify the class of train being hauled – chiefly for the benefit of signalmen. For example, an express passenger train would be designated 'Class A', identified with two headlamps displayed on the buffer beam, one above each buffer. An ordinary passenger train (Class B) would have a single headlamp displayed on the uppermost centre lamp bracket – usually on the top part of the smokebox. In total there were 10 standard classes of train (see panel), used across the three aforementioned regions. These were arranged in order of operating priority from A to K (there was no 'I'). Letters gave way to numerical class designations in 1960 (Nos. 1 – 9, plus 0 for light engine workings), with some adjustments made to the designations.



◀ A Hornby Collett Grange Class 4-6-0 displaying a Class C headcode, at the head of a fitted freight. The Modelu BR(W) lamps are 3D-printed in a red compound (inset), which are painted with white enamel before detaching from their bases.



There were exceptions, however, and occasional minor variations between regions that were usually legacies of pre-Nationalisation company practices. It is therefore worth consulting archive pictures and published references if you are modelling a specific prototype. For example, passenger workings on the former Somerset & Dorset route used two lamps, one positioned at the top and the other above the left buffer – as seen from the cab looking forward – whilst freight workings had one at the top and the other over the right-hand buffer.

Of course, in tandem with the fitting of headlamps, tail lamps with red lenses should be fitted to the rear of all trains – including the rear of locomotives engaged on light engine workings.

The displaying of headlamps was reliant upon the diligence of locomotive crews, and whilst the practice was maintained with an extremely high level of

reliability, there is evidence of occasions where the incorrect class designation was used for a given working, and even instances of no lamps being carried at all! There really is a prototype for everything...



◀ A Coronation Pacific displaying a Class A (express passenger) headcode using Modelu BR(M) lamps; these are supplied with separate self-adhesive lenses, attached after painting.

Adding headlamps to models

Some proprietary OO gauge steam locomotive models include headlamps as part of the accessory details supplied, such as the Bachmann model of No. 60163 Tornado illustrated here. However, this is an exception to the rule and in most instances suitable lamps need to be sourced from suppliers such as Springside Models or Modelu. Examples from the range of the latter have been used in this article.

Attaching lamps to locomotive models does present a dilemma; whether to fix them in place permanently (and restrict the model to hauling one class of train), or whether to devise a temporary means of placing lamps on a locomotive (such as slotting the casings over brackets fabricated from sections of staples) to enable the lamps to be changed as required.

A note on route indication

This short overview is focused primarily on the use of locomotive headlamps to signify the class of train. However, the Southern Region of British Railways was at odds with the other three regions, instead perpetuating the practices of its predecessors by signifying the route of the train – not the class, with white circular discs used for daytime running, lamps for after dark.

Similarly, some former Great Eastern sections continued the use of route indication discs during the BR steam era.

Many pre-Grouping companies adopted varying methods of route indication, including





▲ A Hornby J15 displaying a Class B (branch passenger) headcode. The BR(E) headlamp is a Modelu product.

the Caledonian Railway, the London Brighton & South Coast Railway and the Great Western Railway. The latter used large three-character reporting numbers on some main line express passenger services, displayed in frames mounted on the smokebox door; a practice that was perpetuated during the BR steam era in conjunction with headlamps for train class designations.

Post-steam era developments

Early diesel and electric locomotives were equipped with integral headcode discs and lights for displaying train class identification. However, in 1960 four-character headcodes were introduced, which saw diesel and electric traction instead displaying a combined train class and route code.

Displaying the codes became obsolete in 1976; the four-character blinds were subsequently set to '0000' with the boxes eventually either blanked over, removed completely, or adapted to house 'domino' style marker lights. This evolution preceeded the contemporary arrangement of marker and high-intensity headlights, which serve primarily to make trains visible to operating staff and to members of the public using ungated road and foot crossings etc, there being no longer any need for trains to display their class or route.

It is planned that aspects of the above will form the basis of further articles.

Supplier information

www.springsidemodels.com
www.modelu3d.co.uk



Some proprietary steam locomotive models are supplied with headlamps as part of the detail accessory pack – this is the Bachmann model of No. 60163 *Tornado*, with a Class A headcode.



Class of train	Headcode	Description (bell code)
A		- Express passenger train, newspaper train or breakdown van train or snowplough going to clear the line, or light engine going to assist disabled train (4) - Officers special not requiring to stop in section (4) - Express diesel car (4-1-3)
B		- Ordinary passenger train, mixed train or breakdown train not going to clear the line, or loaded rail motor train (3-1) - Branch passenger train – see notes (1-3) - Ordinary passenger or parcels diesel car (4-1-3)
C		- Parcels, fish, fruit, horse, livestock, meat, milk, pigeon or perishable train composed entirely of vehicles conforming to coaching stock requirements (1-3-1) - Express freight, livestock, perishable or ballast train pipe fitted throughout with the automatic brake operative on not less than half of the vehicles (3-1-1) - Empty coaching stock train not authorised to carry A headcode, or empty rail motor train (2-2-1)
D		Express freight, livestock, perishable or ballast train partly fitted with the automatic brake operative on not less than one third of the vehicles (5)
E		- Express freight, livestock, perishable or ballast train partly fitted with the automatic brake operative on not less than four braked vehicles connected by vacuum pipe to the engine (1-2-2) - Express freight, livestock, perishable or ballast train with a limited load of vehicles not fitted with continuous brake (1-2-2)
F		Express freight, livestock, perishable or ballast train not fitted with continuous brake (3-2)
G		- Light engine or light engines coupled (2-3) - Engine with not more than two brake vans (1-1-3)
H		Through freight or ballast train not running under Class C, D, E or F headcode (1-4)
J		Mineral or empty wagon train (4-1)
K		- Freight, mineral or ballast train stopping at intermediate stations (3) - Branch freight train – see notes (1-3) - Freight, ballast or officers special train requiring to stop in section (2-2-3)

Notes: headcode only to be used when authorised by operating superintendent. Headcodes are subject to alteration in the case of through trains working over branches as shown in the working timetables

Building a Peco Police Box in O gauge

NICHOLAS GARNER shows you how to put this representation of a classic 1920s-1970s Police Call Box together in no time at all.

These boxes served as miniature police stations, allowing members of the public to alert officers by phone. The introduction of two-way radios rendered them redundant, but some are still extant, such as the one preserved at Crich.

The kit comprises only a few parts: the four sides, eight windows for the apertures, a finely moulded roof, a lamp, and lamp top cover. Included water transfers are four identity panels and an access information panel.

Photography by the author



Assembling the model



Work starts by fitting the windows into the four sides. Note how the windows have a locating ridge on the internal side of each moulding, so that you can glue them in to flush.

2 Next comes assembling the box itself. Lay one side, outside face down, on a flat surface and glue another side at right angles to it, by mating up the 45° chamfered edges. Paint the joints with liquid cement and leave to set. A slight raised rib of plastic on the inner edge of each chamfer will assist in keeping the joint at right angles until set firmly.



Once the four walls have been glued together, the roof can be fixed in place. It simply slots on top of the structure, between the raised lugs on each corner. You could either pre-apply poly cement to the bottom of the roof, or run liquid cement with a brush on the joints. The lamp and lamp top are then easily added to finish the assembly.



The last stage is the application of transfers. As the plastic is already a prototypical dark blue, painting is optional. The first step is to cut out the transfers into three sections, two pairs of identity panel decals and the singular access information decal.

Place one of the pairs into warm water. Give it about a minute to separate from the transfer paper, and then use tweezers (or your fingers!) to remove it from the water.

Then, hold the wet transfer paper with tweezers, and drag the decals off the paper with a wet brush. Slide it into the recess at the top of the side panel. Rinse and repeat for the other pair of identity panel decals. The access information panel is then located adjacent to the handle on the door panel.

The completed model would make a suitable addition for a 1920-1970s period layout, set in a town or city.

Nicholas Garner



Kids these days

It is no secret that railway modelling is a hobby predominantly enjoyed by the older gentleman. But at one point in their lives, they would have been a young lad just like myself – beginning a lifelong venture into all things trains. I get the impression however that it was the wild west in those days: scratchbuilding was more important, ready-to-run trains meant a superficial locomotive that rarely represented an accurate prototype, and points and signals were all mechanically operated, a challenging prospect to a young modeller.

Of course the absence of the internet meant hobbyists had to turn to the *RAILWAY MODELLER* or local clubs or the real thing for inspiration, and the way in which they fruitfully utilised that limited pool of knowledge is what I really admire about modellers from the past. The ingenuity they applied from a pre-internet world makes the models they crafted even more impressive. They were truly works of art.

The modelling world has obviously changed with the times. The invention of the internet has meant leaps and bounds in every aspect of the hobby: making it so much easier to read an article on how to ballast your track, something which has been filling you with dread; or easily finding historical pictures of a signal box you want to build.

Such a wealth of knowledge, in my opinion, has absolutely made the hobby accessible to everyone and the information

to allow you to model something representing any era, on any line in the country is now almost limitless.

I am however puzzled by a particular notion that a layout has to conform to a perfect representation of a real place or period, that trains have to run to faithful renditions of what they did in real life, and that everything has to be done and made as it was 'back in the good old days'.

I refer to the Talking Points article from RM February 2019, when Mr Tony Wright discusses whether the traditional way of modelling is being lost, and that because everyone is using R-TR trains and making 'digitally controlled and excessively contrived just supposing layouts', they end up all looking the same.

Yes there is a case that everyone's model would look similar if they all use the same pre-built station building, but at the end of the day, does it really matter?

A model railway is something you build for yourself, and it will most likely be housed at home, so if someone 200 miles away is using the same Skaledale bus shelter as you, who's to know? Chances are most modellers don't build a layout to appease the purists, they simply make something that they will enjoy operating themselves: that's what the hobby is all about!

If it has been suggested that contemporary newfangled digital model railways are all similar, the same could quite easily be said about the swathes of steam era, dead end branch line layouts out there! I can still appreciate the hours and hours of work that goes into these masterpieces – I can only dream of making something so detailed – but surely there must be a limited number of

ways of making a faithful representation of say, a Settle & Carlisle station before they all start merging into one.

Now, is it really the case that traditional methods are being forgotten? Surely they are so well documented on paper, and even online, that there is no need to worry about them being lost to the winds of time. And anyway, if the modern ways are quicker, easier and produce something of higher quality, why would anyone want to do it any other way?

I'm nowhere near as an accomplished modeller as some of those that have come before me; besides I am only 19. But frankly I'd rather buy a highly detailed Bachmann

Class 37 than try and build my own. Do I feel like I've missed out on an important part of the process? Not particularly – maybe in time I'll

chance my hand at scratchbuilding a modern third-rail EMU (a group of units seriously lacking in R-TR form!).

Some RM readers might despair at my lack of traditionalist ways, and even my apparent rebuttal of them, but the availability of plastic and card kits, Peco track, pre-packaged scenery items and of course ready-to-run locomotives and rolling stock have made my life supremely easier.

I'd like to think that, thanks to things like the internet and modern manufacturing methods, I can make a decent enough model railway that's both entertaining and fulfilling.

Traditional techniques and methods can wait for another day.

Such a wealth of knowledge has made the hobby accessible to everyone

Nicholas Garner is an undergraduate journalist, railway modeller and contestant in The Great Model Railway Challenge.

What are the chances of a ready-to-run modern EMU such as a Class 375 Electrostar, any time soon? No.375 611 forms a Charing Cross-bound service at Canterbury West on 24 January 2009.
Photograph: Colour Rail



Readers' Letters

Sonning Cutting memories



I enjoyed the return visit to Sonning by Martin Kirkham in the October issue. I'm glad that if I was ever to follow in his footsteps the 1980s train formations would be easier to get accurately

— many will be the good old and much-missed Inter City 125s... I enclose a photo of one hurrying west c.1984, with a typical livery mix.

E COURT

Bournemouth Central operations

If Andrew Bellis (Letters, September) can obtain a copy of Xpress Publishing's *Operating History – Southern Region Part 3 Wessex*, pages 70 to 76 gives a summary of the splitting of down trains for Weymouth/Swanage and Bournemouth West, but no description as to how up trains were merged. Weymouth trains arrived first and timetables show only seven minutes were allowed for this manoeuvre.

The Southern Railway/BR(S) General Appendix to the Working Timetable, shows at Bournemouth Central, attaching and detaching can only be done at the rear of the train.

The up line is single until near the platform; the line splits into platform line and up through road, with siding No.1 only coming off the up platform line. Bournemouth Central had a station pilot so somehow this was used. Can anyone advise how up trains were merged?

The following books for track plans and photos may be of use: *Historical Survey of Southern Sheds* (OPC); *Southampton to Bournemouth* and *Bournemouth to Weymouth* (Middleton Press); *BR Steam Motive Power Depots SR* (Ian Allan).

FRED REDGRAVE

Dealing with rivets in several scales

I fully concur with Richard Bardsley's Comment *How big is small?* (September). I model in N gauge, OO and SM-32. N gauge came first in 1979 where I have augmented ready-to-run items with kits and scratchbuilt items. Whilst N gauge still gives hours of enjoyment I always wanted to do some loose shunting and use three-link couplings. This was about 20 years ago. I toyed with O gauge but plumped for OO because believe me, after N gauge OO is massive! The garden railway came later and I enjoy building my own locomotives and rolling stock.

On Richard's point concerning the level of detail, just consider the humble rivet. In N gauge a simple light

wash of rusty paint over the corner edge of a wagon is all that is required to give the impression of failing paint and rust runs from the rivet head. In OO my N gauge approach would leave rust runs out of line with the rivets. In this larger scale each individual rivet head requires specific attention to get the same effect.

When you get as large as SM-32 individual rivet heads are visible from quite a distance so each individual rivet needs to be modelled before thinking about any weathering. So arguably the largest scale that I model requires more work on the smallest components. Incidentally Peco track pins make great SM-32 rivets.

RICHARD JOHNS

We can only consider for publication letters which are accompanied by the writer's full name and address (although we do not publish the latter except in the case of appeals). This also applies to all correspondence received via electronic means including email to: railway-modeller@btconnect.com

Correspondence for forwarding to any of our contributors must be addressed to them c/o RAILWAY MODELLER, Underleys, Beer, Seaton, Devon EX12 3NA.

All correspondence published here represents the opinions of the authors only and not RAILWAY MODELLER.

Fantasy vs reality in our modelling

Reading Paul Atterbury's Comment article he was asking about more fantasy and fun layouts. I enclose a couple of photographs of my Emmett layout.

It is 1.5m long and 600mm wide. The scale is nominally G_n15 on OO Peco track. The loco, wagon and people are Smallbrook model kits, the coaches scratchbuilt, one by me and one by a friend, Paul Lindsay-Scott.

The rest is scratchbuilt by me mostly from Rowland Emmett's cartoons except Oyster Creek station building. This was copied from the Emmett railway station at the Festival of Britain.

The lighthouse is an internet find (intended as a money box) and the animals were obtained from a dolls' house supplier.

JOHN HOLLAND



I was pleased to read the Talking Points by Peter Thomas in October's RAILWAY MODELLER. At last, I thought, someone who 'gets it'. I agree very much that many layouts seen on the circuit seem merely to be crowd pleasers. Trains are moving, often many at once, but to no purpose. I look at these exhibits and group them with my other pet hates: photographic back-scenes, all lights on all the time, operators eating or talking, and (worst of all) operators leaning on or having hands over the backscene.

However, I'm not sure I wholeheartedly agree with this concept of 'slow' working. Too often it means that trains and locomotives are moving too slowly. The operators have made no allowance for human nature, and should put themselves in the position of the driver. It is only natural to want to get from point A to point B as quickly as possible, and drivers did just that, within the bounds of safety or regulation. At Cromer Beach in the 1950s, main line trains were allowed only seven minutes to run round. That is not a long time when one has to destroy the vacuum, uncouple, run the loco-

tive round, recouple and attain and test the vacuum again before the 'right away'. Just watch an old film and see how the driver of a light engine really opens up the regulator to get to the far end of a train when running round. Does he creep? He does not.

After enjoying Peter's article, I then turned to Paul Atterbury's Comment. Oh dear! He most definitely does not 'get it'. He seems to find the highly detailed and precise vision of a proper model railway some sort of handicap, and deplores that "fantasy and railway modelling do not really go hand in hand", citing the wonderful Emmett Railway as an example.

What he has overlooked is that, despite the fantastical appearance of Emmett's drawings, the *Far Twittering & Oyster Creek Railway* was still a functioning railway, with signalling and rules and all the other necessary paraphernalia of railway working.

If a modeller wants to make a fantasy scene with some railway track running through it, so be it, but it remains just that: a fantasy scene. It is not a model railway in my opinion.

NIGEL J L DIGBY

Ruston & Hornsby 48DS engine specifications

Regarding the correspondence from Rod Allcock, printed in the letters page of the October edition of RM, he is correct in that not all 48DS were fitted with 4YC engines but he is incorrect in stating that this engine was air-cooled. The 4YCL was most definitely a water-cooled engine and no 48DS was ever fitted with an air-cooled engine by Rustons. In fact the locomotive shown in the photograph – reprinted here, for clarity – is a late model 48DS (works number 458959, built 1961) and was fitted with the YCL engine from new.

He is also incorrect in saying that Bob Phelps' drawing shows "the second design of production cab". This type of cab is that which was fitted to the first 48DS locomotives. The predecessor to the 48DS, the 44/48HP locomotive, did have a different style of cab but these are not 48DS and pre-dated Ruston's DS/DL classification.

The second, and only other type fitted to standard 48DS locomotives, is that shown in the photo referred to above.

DAVE HALL

Photograph: Steve Haynes



3D printing – a help, not a replacement for kit building

I read with interest your editorial, The way forward in the September issue of RAILWAY MODELLER and how you describe the pace of change in the hobby over time. It's true, that the options for modelling are phenomenal and potentially quite scary, but the possibilities they offer to the average enthusiast or indeed the professional are endless. One point if I may, is that you appear to suggest that the adoption of one

technology over another negates the former, however, this is not necessarily so. I have found that the adoption of for example 3D printing to augment commercial products such as kits to be a low-cost, effective and complementary method of providing 'quality' enhancement or variation not possible before. Who knows, this might be the route that enables some of our manufacturers to provide variation in their

products and thereby create economies of scale without tooling that were not possible before.

I have attached a couple of photos showing the inclusion of 3D printed parts onto some vintage kits.

Please keep up the good work and let's hope our hobby continues to be early adopters of technology and with it encourage more into our community.

LEE E J STYGER, NEW SOUTH WALES



Customer service from South Eastern Finecast

I am writing in praise of one of our long established companies, South Eastern Finecast. A year or so ago I purchased an already-assembled Hall, the chassis of which was somewhat butchered; a phone call to the company saw a replacement block complete with coupling rods supplied at a very reasonable price.

I then started work on a J11, a kit that I had had for some time and I found that it had two right-hand cab sides. Knowing that SEF had taken over the products from the previous manufacturer I phoned the company and explained my problem. The gentleman took my address and said he would see what could be done as SEF had not yet started production of that kit. He also apologised for something that was clearly not his fault but that of the previous owner.

A few days later a package arrived with a pair of cab sides together with a price list. I phoned to thank SEF and offer payment and after much persuasion the firm accepted a small donation in postage stamps.

A few days ago I had to rebuild a loco and need a 40:1 gear set; whilst one was shown in the price list, no postage charge was shown. Another phone call was made to South Eastern Finecast: on hearing that I wanted a gear set the reply was "We can absorb the postage charge, just send me a cheque for the cost of the gear set."

What wonderful all round service I have received from South Eastern Finecast. It's great to give praise in this age when complaints are often the order of the day.

PAUL S HYDER

Sustaining small clubs – more comment

It seems to me the issue addressed in the letter from Tony Bettger regarding sustaining small clubs (Letters, September) that this problem is worldwide. The main stumbling block as I see it is insurance for public liability or should I say the cost of the insurance upon small club members.

Other issues are the rent or availability of suitable club rooms to these small train clubs.

Yes, in Australia as Tony mentioned the Mens' shed is very successful but

as these sheds are mainly carpentry or timber related activities, one would have to assume not suitable for joint tenants such as train clubs.

In Australia local councils are trying to assist where they can but it is extremely difficult to find the necessary position for clubs and in our local area the council have asked that organisations share accommodation with others of different natures (train club and orchid society.) This situation poses a lot of problems associated with insur-

ance, building types – both design and construction – and in some cases is extremely difficult to find a working situation.

It would be nice if the insurance was suitable to clubs' needs as that is a very important factor in club life. As for a venue to call home well, one can only hope that a suitable facility becomes available.

You and your club are not alone Tony – good luck.

TERRY HICKS, QUEENSLAND

Snippets...

37 418 update

In the review for the new Heljan O gauge Class 37/4, the photo caption states "The erstwhile D6971 of March 1965 is presently stored unserviceable at Barrow Hill". In fact 37 418 (D6971, 37 271) is now alive and well and currently in regular service with Colas on the current Cardiff – Rhymney passenger diagrams. It can be found regularly working the 2F10 0742 Rhymney – Cardiff Central and 2R20 1701 Cardiff Central – Rhymney services.

GRAHAM SCOFIELD

Second-hand

I have noticed and often wondered why those who advertise in model railway magazines, rarely if ever, show a list with prices of their used, second-hand items for sale. I am always on the look out for sensibly-priced used equipment and do most of my model railway buying at club shows and exhibitions where prices are usually fully visible.

DAVID QUARRIE

A bit too slow?

Peter Thomas (Talking Points, October) needs to look at the attendance numbers at exhibitions these days; if you are lucky it could be 10% children, the rest a lot older. Parents and grandparents take their children and grandchildren along to shows, where kids expect to see things happening, like trains moving. Look at their faces when they count the wagons as the train goes by.

NORMAN JOHNSON

GMRC Series 2

The first episode was the best yet. We counted at least five tips.

MICHAEL BIRD

Thought it was brilliant! Love the concept, and it shows just what can be done in a short time to great effect!

TOM POINTON

I enjoyed it and the new format makes the programme better.

BRIAN BLANDFORD

I enjoyed it but cringed when I saw the dodgy ballasting and trackwork, I'm hoping to see a better mix of gimmicks and traditional railway modelling in future episodes.

VERONICA SILVERWOOD

I enjoyed it, but I feel they walk a thin line between *The Great Model Railway Challenge* and becoming 'The Great Model Effects Challenge', with railways becoming a bit of a secondary concern.

JOHN HARRIS

I'd welcome some pointers from Steve on avoiding the gaps in the track – maybe a future article?

RICHARD STANDING

FROM **RAILWAY MODELLER** BY OUR EDITORIAL STAFF AND CONTRIBUTING MODELLERS

NER Class E1/LNER J72 0-6-0T

All-new tooling from Bachmann in 00



Longevity tends to quality, be it an Ashes innings, a septuagenarian model railway magazine (ahem) or indeed a model locomotive such as the LNER J72, which first appeared in the Palitoy company's Mainline range back in 1976 (see Reviews, RM October that year – where it was initially misidentified as a J52!). It was one of the first reintroductions by Bachmann in 1990 (Reviews, also October), where its split-frame chassis was rightly praised. Now, 43 years later, comes a fully-retooled J72 for the 21st century.

Prototype fidelity

Our sample wears the indisputably pretty North Eastern lined green, based on a well-known view of photographic grey No.2173, the first of the 1914 batch built under Vincent Raven's tenure at Darlington. These had extended bunkers, pop safety valves and different whistles from their forebears, which are all correct on the model.

There is an issue with regard to the coupled wheels. Reference to the prototype data (see panel) records that 12 spokes were used, whereas the model has 14. Otherwise, the model is a very good fit on the drawing and to published dimensions. The smokebox door has the correct wheel-style central boss, and all handrails are formed from wire. The livery is excellently applied, even to the edges of the buffer beams.

Power and performance

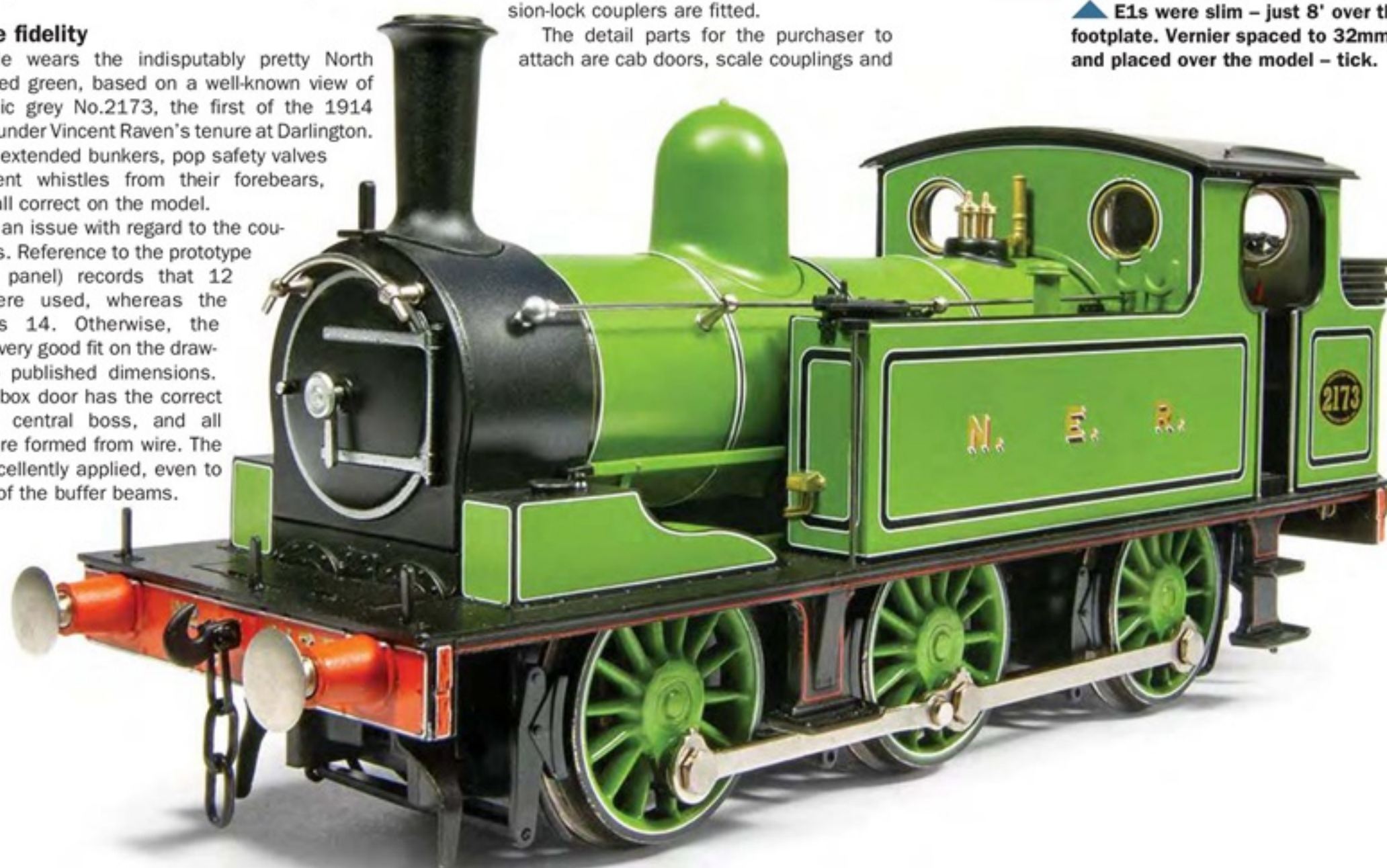
The locomotive tips the scales at 177g; it is driven on the central coupled axles by a can-type motor through a worm and gearing. A Next18 blanking plug and socket are attached to the chassis block, and there is a factory-fitted speaker already inside the model. Removal of the body is very straightforward, requiring just the undoing of two screws from the underside of the chassis.

Buffer beams are sprung, and slimline tension-lock couplers are fitted.

The detail parts for the purchaser to attach are cab doors, scale couplings and



▲ E1s were slim – just 8' over the footplate. Vernier spaced to 32mm and placed over the model – tick.



VINTAGE VIEW NER Class E1 0-6-0T



▲ By the time No.2173 posed for the official photographer as the first of the Raven-era E1s, the colour scheme for non-passenger North Eastern locomotives was black, lined red, a change instigated in 1904.

Photo: North Eastern Railway official, courtesy Bachmann

Prototype background

The real things essentially comprised several batches of slightly differing designs, the first tranche of 20 being turned out from Darlington works from 1898. The attractive little locomotives, classified E1 on the North Eastern Railway, were developments by CME Wilson Worsdell of his brother and predecessor Thomas' Class Es, but were carried on 4'1 1/4" 12-spoke wheels at 6'8" + 7" spacings, as distinct from 4'7 1/4" 14-spoke wheels at 6'6" + 7'2" spacings. Our sample's wheels had the proper size and spacing – but with 14 spokes. (The 1976 and 1990 releases correctly had 12.) We understand from Bachmann's spokesman(!) that supplies will reach retailers with the correct wheels.

Just prior to the Grouping, in 1922, the private builders Armstrong Whitworth delivered 25 to the NER. The LNER and BR built further examples of what the LNER classified J72, to give a total of 113, of which but one was kept for future generations –which is currently based on the Wensleydale Railway. For a fuller historical account see the Drawn & Described article by Ian Beattie in RAILWAY MODELLER October 1990.

a trio of headlamps. It is worth noting that the brake rigging is factory-fitted.

A feature is the bi-colour 'firebox flicker', which needs quite a large amount of voltage on 12V dc to make itself apparent: on digital, of course, it is on all the time and can be adjusted using the function keys (F1 and F2). Additional refinements are possible as detailed in the instruction sheet.

Operation is smooth and quiet straight from the box, and gearing is suitably low for the real things' modest

top speed and duties. The J72 wrangled eight Hornby Pullman cars around the Pecorama loft layout Peckwick Rye, 1:48 gradient and 3' radius curves notwithstanding. (The livery may not be correct for this class of machine but the combination of NER Saxony green and Pullman umber & cream looks truly wonderful...Rule 1 anyone?)

The longest-lived J72s racked up nearly 64 years of service, which the Mainline originals will achieve in 2040!

Tim Rayner & Craig Tiley



▲ The factory-fitted speaker nestles beneath the circuit board. Gaps in the chassis let the sound out.



Sample supplied by

BACHMANN EUROPE plc,
Moat Way, Barwell,
Leicestershire LE9 8EY.
www.bachmann.co.uk

PRICE
ref.31-063, £129.95

Shortly before this issue closed for press, we had sight of the new EE Class 50 in N gauge from Dapol, which will delight those modelling the late 1960s to early 1990s period in 1:148 scale.

Prototype background

A total of 50 of these English Electric Type 4s, later designated Class 50 under TOPS, were built between 1967 and 1968 for use on express passenger services on the West Coast Main Line north of Crewe, pre-electrification. From 1979 the class was gradually refurbished to iron out reliability problems and moved to the Western Region to replace the aging diesel hydraulics on expresses out of Paddington. They ended their days on our 'local' line, the former South Western main line between London Waterloo and the West Country until the early 1990s. 18 examples are preserved, of which the majority are currently in working order and several are certified for charter work on the main line.

The 50s were named after Royal Navy warships, and they retained their names throughout their careers. The exception to this was No.50 007 *Hercules*, which became *Sir Edward Elgar* in 1984 and painted Brunswick green to celebrate the 150th anniversary of the GWR.

Prototype fidelity

The new N gauge model from Dapol captures the look of the prototype well, especially around the cab with its subtle curves around the windscreen area. Refurbished and unrefurbished body types are both available. It is well detailed, with separately fitted handrails up to the cab doors and on the front, along with the multiple working jumper cable and sockets. The buffer beams come ready-fitted with all the brake pipes and etched steps surrounding the buffer stocks. The instruction book suggests the pre-fitted pipes are shortened versions that are compatible with the couplings, but this was not the case on our sample and the pipes fitted, which were the only ones included, are the full length versions that will need to be removed to enable the self-centring, NEM compatible close coupling mechanism to operate.

Cab interiors are fitted and these can be carefully unclipped from the inside with the chassis removed to fit a driver. The engine room roof panels can also be unclipped to access the switches on the PCB within that operate the lighting functions on analogue

as detailed in the instruction book.

A Next18 decoder can be fitted for DCC operation, and there is space for a speaker. Versions are available factory fitted with DCC and sound. Our sample is not fitted, but the instructions list the DCC lighting and sound functions. These include options for 'light engine' mode, where headlights are on at the leading end and tail lights on at the rear, 'train mode' for when coupled to a train and tail lights are not required, and 'park mode', where no headlights are on but red tail lights are on at both ends to indicate the loco is parked. The high intensity headlamp is prototypically much brighter than the

two marker lights on the rooftop ex-headcode blind panel. In addition it has the usual collection of sound effects such as horns, guard's whistle, flange squeal, etc.

Power and performance

Operation on 12V dc is smooth and quiet. The loco drives on all wheels and is 105g in weight, giving it plenty of adhesion for a prototypical rake of Mk.I and Mk.II coaches. It can easily reach a scale interpretation of the prototype's 100mph maximum.

The original Network SouthEast livery is well executed and has some excellent printed details. The extremely fine orange cantrail stripe and the detailed HMS *Illustrious* crest below the printed nameplates are very good.



Original BR blue and large logo liveries are also available, as well as special commissions in other less common liveries produced for various retailers and organisations.

The Class 50 was first offered by the Poole-based Graham Farish some 35 years ago (see Reviews, RM July 1984) and updated after takeover by Bachmann with a new mechanism. Despite being announced a couple of years ago this highly anticipated version from Dapol brings it up to the current standards in terms of shape and detail and raises the bar in terms of DCC function and running quality.

David Malton



A Next18 socket and blanking plug is provided on the PCB for digital command control users.



Model available from

DAPOL Ltd,
Gledrid Industrial Park, Chirk,
Wrexham LL14 5DG.
www.dapol.co.uk

PRICE
£144.95; DCC-fitted £174.95

VEA vans brand new from Sonic Models

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Sonic Models is a brand new company with a track record in model railway manufacture: its proprietor is a former Kader production engineer who had responsibilities for several Bachmann and Graham Farish projects. The first of several new ventures is the 12T VEA box van, as announced in the November 2018 issue.

The VEAs were converted from the vacuum-brake Vanwide types in the late 1970s due to a need for BR to continue to supply MoD depots, which could not accommodate longer wheel-base wagons due to tight clearances and curvature. Fitted with air brakes, they became amongst the last 'traditional' 12T wagons on the UK network.

The models are being offered in three liveries: Railfreight brown (five fleet numbers), Railfreight flame red over grey (five fleet numbers), and late-period dark grey with yellow ends and Railfreight Distribution branding (three fleet numbers). All have been matched to photographs on the website run by wagon guru Paul Bartlett, right down to the torn-off and reapplied hazmat diamonds.



The wagons feature a remarkably detailed underframe, with reservoir, pipework, brake pull rods and fine brake shoes inline with the metal wheel treads. On the body, there are four grab handles each side, formed from wire which stand proud of the side. Detail parts include mouldings representing the scale couplings and brake pipes: the instruction sheet advises that the regular N gauge coupler should be unclipped and the details added to the last vehicle in a

train – in which case the purchaser must obtain a tail lamp independently.

Printing and finishing are first class, with lettering and other branding legible under magnification.

For the plastic-conscious, four of these exquisite models can be encased in one of the 120mm-long boxes – for transportation to shows and suchlike – so the rest of the packaging can be disposed of responsibly.



Sonic Models' products are being distributed to the model trade by Revolution Trains: they can also be obtained online via the Revolution Trains website. *Tim Rayner*



Samples loaned by

REVOLUTION TRAINS,
www.revolutiontrains.com

PRICE
£19.95 each

HIA bogie hopper brand new from Dapol

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Dapol has released stocks of its new HIA bogie hopper, the real things of which are used by the Heavy Haul division of Freightliner to carry limestone. The real things have a 66T capacity and date from 2005.

Dapol produced the 4mm scale version a couple of years ago (see Reviews, June 2016), and by comparison with the earlier release it is clear that a couple of detail discrepancies vis-à-vis the real things have been addressed, namely the now-correct arrangement of doors locked/unlocked branding and the presence of the actuating rams on just the one side – with the brake handwheel to the left when the wagon is viewed side-on.

A cast metal chassis gives the wagon surprising weight (31g) yet carries a good amount of detail around the hopper doors themselves. The



finely moulded superstructure is well detailed, and the printing is legible under magnification. Livery application is good – a few imperfections were present on our sample, again under magnification – and as well as the

white livery of our sample the as-delivered green is also available from the Chirk-based manufacturer.

The detail parts bag contains tiny representations of the buffer beam pipework, plus a tail lamp to be affixed

to the last wagon in the rake.

In short, these are excellent miniatures, and it is heartening to see the changes the firm has made since the release of the earlier models.

Tim Rayner



Sample supplied by

DAPOL Ltd,
Gledrid Industrial Park, Chirk,
Wrexham LL14 5DG.
www.dapol.co.uk

PRICE
£25.25

The Kernow Model Rail Centre has released stocks of its brand newly tooled PRA china clay wagon, which has been manufactured at the Chinese factory which created other KMRC output. They represent the 14 examples converted in 1982 by Standard Wagon at Heywood and used for china clay traffic from Pons Mill in Cornwall to the Wiggins Teape paper mill near Fort William. They had a relatively short working life of 10 years or so.

Notwithstanding their limited life and rarity, the PRA has been given a very fine treatment in model form. The model matches exactly the Colin Craig drawing in *Modelling the British Rail Era* (Santona Publications, ISBN 0 9507960 8 5), and has excellent etched catwalks and securing straps for the cover. Handrails at each end and along the upper bodyside are formed from a springy engineering plastic to look fine but withstand careful handling. The etched 'running boards' at solebar level are particularly worthy of note.

KMRC is producing essentially two liveries – early (body colour solebars) and late (black solebars) – but with four distinct versions within each category, with individual fleet numbers and marking variations as per prototype.

The underside of the model is well detailed, with brake rods and pipe-work represented. Buffers are rigid, and slimline tension-lock couplers and



metal wheelsets are fitted. The couplers are clipped into NEM pockets on self-centring mountings, so can be replaced if desired.

Bulk packs of four of these fine new models are available from KMRC. First class – or in this case Proper Job!

Tim Rayner



Sample loaned by

KERNOW MODEL RAIL CENTRE,
98A Trelowarren Street,
Camborne, Cornwall TR14 8AN.
www.kernowmodelrailcentre.com

PRICES
£39.99 each, pack of four
£154.99

BR Mk.I non-gangwayed coaches from Darstaed



The first examples of the BR Mk.I non-gangwayed coaching stock, announced in RM June 2018, have been received from Ellis Clark Trains, which is handling the Darstaed range of 'retro' tinplate O gauge coaches.

Illustrated are the nine-compartment second and six-compartment brake second; also available are composites, lavatory composites, open seconds

and lavatory seconds, offered in BR crimson (as here) or blue liveries.

The superstructures match published dimensions, and are well detailed on sides and ends. We would question the arrangement of the commode handles, which are almost at right angles to the bodyside when in prototype photos the handle part is parallel to it. Items such as the train

alarm gear and end handrails are formed from wire. Buffers and draw-hooks are sprung, and underframe detail is good: overall the coach weighs just over 1kg.

Interior detail is complete to posters on the compartment bulkheads, which can be admired fully thanks to interior lighting. Brake ends have working tail lamps as well. The painted but un-num-

bered coaches are supplied with sheets of waterslide transfers with all-region prefixes, route brandings and a choice of numbers for the purchaser to apply. Also included in the packaging are mouldings (of three distinct types) for the door hinges.

With care, the commode handles could be re-bent to correct this otherwise fine new selection of rolling stock.

Tim Rayner



Samples loaned by

ELLIS CLARK TRAINS,
Unit 1, Toller Court, Shortbank
Road, Skipton, North Yorkshire
BD23 2HG.
www.ellisclarktrains.com

PRICE
£169.00 each, four for £665.00



The Beer-based manufacturer Peco has lifted N gaugers' spirits with the return of the 'whisky blue' bulk grain hoppers, now available in a two-pack. Although the wagons themselves are unchanged from earlier releases, advances in printing technology mean that the advertising placards – such a characteristic of the real things – can be printed more finely than before.

The pairing in our sample pits No.5833 with 'Good old Johnnie Walker' – see Reviews, January 2006 for a comparison, with no printing between the ribs – alongside No.5878 'King George IV', a brand never previ-



ously tackled by Peco. The placards are crisp and in register, and solebar printing is equally fine. The models represent the real things as originally



built, with spring link suspension: many were fitted with Gloucester pedestal suspension in later life.

The first 100 sets of wagons have

been produced exclusively for the Edinburgh retailer Harburn Hobbies: it is expected that the two-packs will go on general sale in 2020. *Tim Rayner*

Sample supplied by

HARBURN HOBBIES,
67 Elm Row, Leith Walk,
Edinburgh EH7 4AQ.
www.harburns.co.uk

PRICE
£29.50

Tooling variation for Manning Wardle 2-6-2T from Heljan

009



Following the success of its initial batches of Lynton & Barnstaple Manning Wardle 2-6-2Ts representing the original three locomotives, as built for the railway in 1898 (see Reviews, April 2017), Heljan has modified the tooling suite to be able to represent later-built locomotives. These are not just the example built by the Southern Railway in 1925 (No.188 Lew), but the 'new-build' replica *Lyd* – first steamed in 2010 – on the Ffestiniog & Welsh Highland Railways. The chief difference between the two versions is the flat-back cab on the later examples. Initially the four liveries available are mostly of *Lyd*: in plain black, pseudo-BR lined black as No.30190, and as it is today in Maunsell-period SR

lined olive green. This latter scheme is of course the only one available for Lew, representing its all-too brief decade in traffic.

We have to hand *Lyd* in its as-built plain black, and lined green. Painting and finishing is good on the latter – to our eyes the green appears closer to malachite than olive green – and has a fine satin sheen on the former.

Detail parts provided for the modeler to install include vacuum and steam heat pipes, nameplates, and a couple of Peco couplings; take note of the instruction sheet supplied with the model regarding the installation of these items.

Mechanically the models reflect the improved second generation of these

locomotives, with changes to the mechanical specification (such as pony and trailing truck springing) in the light of experience with the first batch. DCC provision takes the form of a 6-pin socket and blanking plug above the mechanism. Performance is good straight from the box, and will improve with use and careful maintenance.

Lew is of course the locomotive which had the sad task of dismantling the L&B after closure, after which it was shipped to Brazil, as is well known; the plain black version will be crying out for some industrial lettering in Portuguese for a sugar mill or some such as a 'just supposing' South American layout in 009 – perchance...

Tim Rayner

Samples supplied by

HELJAN a/s,
Rebslagervej 6,
DK-5471 Sønderø, Denmark.
www.heljan.dk

UK office:
HELJAN UK,
Unit 16B, Station Field
Industrial Estate, Rowles Way,
Kidlington, Oxon OX5 1JD.
www.howesmodels.co.uk

PRICE
MRSP £209.99

New to the range of **Gaugemaster** special edition locomotives for N gauge is the Dapol Class 66 in BR large logo livery as No.66 789 *British Rail 1948 - 1997*. The model represents the popular GBRf machine as named on 27 February 2018: it features fine printing and finishing, and buffer beam pipework in the detail parts bag. Standard N gauge and Dapol knuckle couplings are supplied. The body boasts finely etched grilles and wire handrails as separately fitted parts.

The loco is driven by a five-pole motor through gearing to all axles. All wheels collect current for smooth operation. DCC users will find a Next18 socket and blanking plug atop the transmission; directional lighting is fitted but there is precious little space for a speaker. Price £119.95.

The Somerset & Dorset Railway Trust, based at Washford on the West Somerset Railway, has commissioned a certified run of 105 OO gauge Dapol Fruit D vans, replicating the real thing in the Trust's care, which was built in 1956 and recently restored. The model's black ends reflect the paint scheme on the actual van. The models are priced £21.00 from the trust shop at Washford (which is open every day that WSR trains are running); if ordering by post or online please add £3.75 for postage & packing.

The **Bagnall Locomotive Group** has released another commission which, like the others, will aid the restoration of Austerity No.2746 *The Duke* at Wirksworth, on the Ecclesbourne Valley Railway. The run of 180 OO gauge Dapol vans is lettered up as a stores van which worked between Buxton and the M&E stores at Longsight depot in Manchester; the real thing exists at Wirksworth too, and is under restoration. Price £15.00 each plus £3.50 P&P for up to four wagons.

In an attempt to address the paucity of East Anglian – and especially Norfolkian



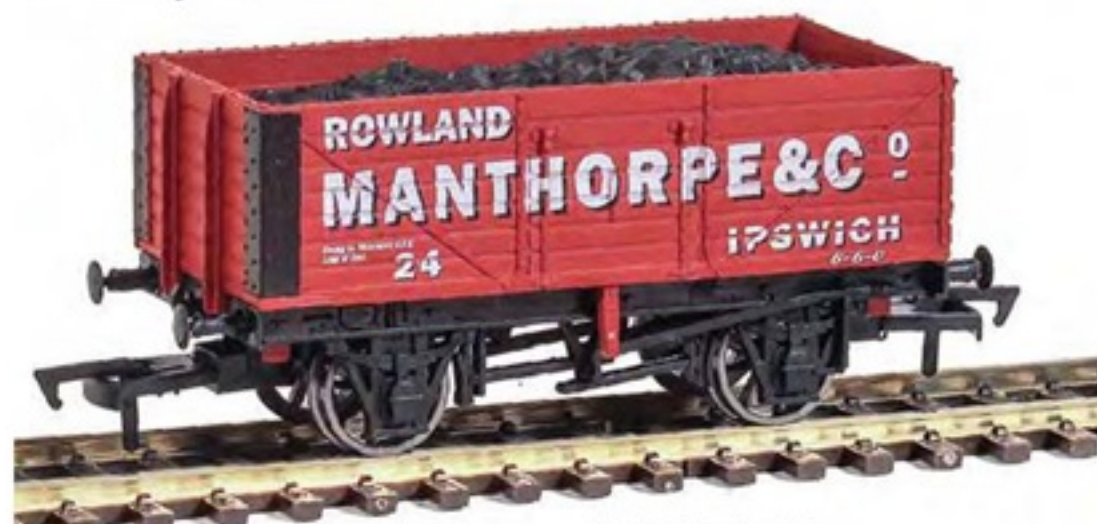
Gaugemaster Class 66



S&D Railway Trust Fruit D

– private owner wagons, the **Bure Valley Railway** has commissioned the first of what is hoped to be several OO gauge Bachmann POs lettered for coal merchants in the region. The initial release is a seven-plank side and end door wagon lettered for Gardner of Norwich, based on the sextet the firm acquired from Gloucester C&W in 1935. The run is limited to 504 examples, price £16.99, with all proceeds aiding the BVR. Models can be obtained from the railway's shop, by phone (01263 733858) or via the website as listed in the panel.

The **Lancashire Mining Museum** at Astley Green Colliery, Manchester has continued its practice of commissioning OO gauge Dapol PO wagons with local area liveries, this time Blainscough Colliery of Coppull and Heskin of Wigan. Both runs are limited to 100 examples, and are priced



Middy Trading Co

£13.00 each plus £3.70 for P&P. Proceeds aid the Red Rose Steam Society, which takes care of the museum. Please make cheques payable to R Bruce.

The **Middy Trading Company** is the fund-raising arm of the Mid-Suffolk



Bagnall Locomotive Group



Bure Valley Railway



Lancashire Mining Museum

Samples loaned by

GAUGEMASTER CONTROLS Ltd,
Gaugemaster House, Ford Road,
Arundel, West Sussex
BN18 0BN.
www.gaugemaster.com

THE SOMERSET & DORSET RAILWAY TRUST,
Washford Station, Washford,
Somerset TA23 0PP.
www.sdrtrg.org

BAGNALL LOCOMOTIVE GROUP,
13 Trenchard Drive, Buxton
SK17 9JY.

BURE VALLEY MODELS,
Aylsham Station, Norwich Road,
Aylsham, Norfolk NR11 6BW.
www.burevalleymodels.com

MIDDY TRADING COMPANY,
5 Melton Meadow Road,
Woodbridge, Suffolk IP12 1SB.
www.mslr.org.uk

LANCASHIRE MINING MUSEUM,
Higher Green Lane, Astley,
Tyldesley, Manchester
M29 7JB.
www.lancashireminingmuseum.com

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NER Autocar centrepiece at Warley 2019

The painstakingly restored North Eastern Railway petrol-electric railcar is set to be the prototype centrepiece display at this year's Warley National Model Railway Exhibition, which will be taking place at the NEC in Birmingham over the weekend of 23 & 24 November.

One of two Autocars constructed in 1903, the Raven-designed vehicles (Nos.3170 and 3171) used internal petrol engines to drive dynamos that supplied power to electric traction motors – the first use of an internal combustion engine in a passenger carrying rail vehicle. Used on services in the North East, both were withdrawn in 1931, the body of No.3170 being sold to a landowner where incredibly it survived as a holiday home until 2003. Its subsequent sale to Stephen Middleton has seen a painstaking restoration take place, which was completed earlier this year.

The NER Autocars are the subject of an exclusive OO gauge model that Rails

of Sheffield has commissioned from the Danish manufacturer Heljan (see News, RM January 2019).

A second full-size exhibit will take the form of a HAA coal wagon, courtesy of the National Wagon Preservation Group.

Billed as the UK's largest annual model railway event, the weekend promises to bring together in excess of 90 model railways covering British and overseas prototypes in gauges from Z to 1 – and bigger! Amongst these will be the winning layout from series two of Channel 5's *The Great Model Railway Challenge*, together with one of the heat-winning entries.

Alongside the layouts will be around 150 specialist trade stands, together with practical modelling demonstrations and a children's plastic kit building workshop.

Peco and RAILWAY MODELLER are supporting Warley MRC by acting as event sponsors alongside Bachmann Europe



▲ The restored Autocar is pictured in action at the Embsay & Bolton Abbey Railway on 18 April 2019.
Photo: Mike Heath

Plc, Hornby Hobbies and Crécy. For more details see Societies & Clubs or go to: www.thewarleyshow.co.uk

SEE IT AT THE WARLEY NATIONAL



Have you been watching *The Great Model Railway Challenge*?

The second series of Channel 5's *The Great Model Railway Challenge* is currently well underway, with the fifth episode (the last of the heats) due to be transmitted at 2000 on Friday 11 October – the day after this issue officially goes on sale. This will be followed by two semi-finals (on 18 & 25 October), culminating with the grand final on 1 November – when the winners will be revealed!

There's still time to pick up a copy of our special 64-page companion publication to the TV series. Priced £4.99, copies are available from WHSmith outlets and direct from Peco at the usual address. Subscribers can purchase a



copy direct from Peco priced just £2.99 (inc.P&P).

www.pecopublications.co.uk

Hatton's parades blue 'Streaks' in O



The Widnes-based retailer Hatton's, has received painted samples for two versions of its forthcoming O gauge Gresley A4 models. As announced in our October 2016 issue, these models are being manufactured exclusively for Hatton's by Heljan.

The versions pictured here are No.4468 *Mallard* with streamlined non-corridor tender and No.4464 *Bittern* with streamlined corridor tender – both in LNER garter blue livery. There are to be nine versions in total, covering also LNER silver and BR green liveries in a selection of identities, together with

un-numbered versions of each livery scheme.

The models will be supplied DCC ready with ESU L decoder sockets. They can be pre-ordered via the website for £750.00 each. Delivery is planned for December 2019.

The A4 models form part of the retailer's wider 'Record Breakers' project, which includes development (concurrently) of Gresley A3 models and Gresley Teak coaching stock, all of which are also being manufactured by Heljan. For more details –

www.hattons.co.uk



THE GREAT MODEL RAILWAY CHALLENGE



▲ Meet the Loco Ladies team at the Warley National Show. As runners up from episode 3 they will be making a special guest appearance with their layout entry *Bucolic Britain* at the NEC, Hall 5, Stand E41 over the weekend of 23/24 November.

Bachmann strives to deliver 'play value' with forthcoming models in OO and N



Craig Tiley reports on a recent visit to the manufacturer's Leicestershire headquarters to preview a feast of new models that are set to arrive with retailers in the coming months.

Tooling samples of the forthcoming Class 20/3 Bo-Bos (photo 1) and Class 319 EMUs – in OO and N gauges respectively – together with factory decorated samples of the much-anticipated Class 158/159 DMUs in 4mm, were the highlights of a recent visit to the Barwell premises of Bachmann Europe Plc. On hand to bring us up to date was the firm's Communications Manager Richard Proudman, Head of Research & Development Stephen Tooley and Marketing Manager Ian Pritchard.

Whilst no new tooling announcements were made on this occasion (these are planned early in the new year upon the launch of its 2020-dated Branchline and Graham Farish catalogues), our visit did provide an ideal opportunity to sample a number of soon-to-be-released models, including the OO gauge 45T Ransomes & Rapier steam crane – with its multitude of features including working hook and jib – and the DCC sound-fitted Stanier 8F 2-8-0 in N.

It should be noted that only selected models from all of those that are currently in development are featured here; look out for further updates regarding other previously-announced models in due course.

1



▲ Tooling samples for the all-new Class 20/s in OO, which will be available in Direct Rail Services blue and Harry Needle Railroad Company orange liveries.

Steam crane set to bring 'play value' to Branchline range

The forthcoming 45T Ransomes & Rapier steam crane in OO (photo 2) is described by the firm's Stephen Tooley as, "a milestone model – probably the most complex project we've ever produced".

Aside from exhibiting an astonishing level of detail,



2



▲ Diesel outline modellers will welcome the sight of factory decorated samples for the Class 121 railcar, Class 24/1 and Class 158 DMU models in OO.



▲ The firm's Head of Research & Development, Stephen Tooley provides some insight into the design work for the forthcoming 94xx 0-6-0PT in OO.

the model has been developed with a number of working features, which seeks to deliver a harmonious balance of prototype fidelity and 'play value'; the cab roof, step and chimney are all hinged to enable them to be posed accordingly when the crane is deployed, together with posable out-riggers and rotating base. A spreader beam is supplied for use as appropriate with certain loads.

The crane's real party trick, however is the working jib and hook, both of which can be raised and lowered, complete with moving gearing detail. The jib and hook are operated manually by hand (the crane is not

motorised) using a special key supplied with the model; novelly, the respective winding sockets are concealed by cover plates on the back of the crane (see pictures).

Shipping of the models (three livery versions are being produced) is planned for October, with delivery to retailers in time for Christmas.

The Class 158 and 159 (photo 3) are finally nearing production, with delivery planned for early 2020. The paint scheme of the GWR-liveried Class 158 seen here has been particularly well executed, replicating the subtly contrasting 'gloss' and 'matt' parts that are a feature of the prototype scheme.

A DCC Sound-Fitted example of the Class 159 was demonstrated, which boasts a multitude of lighting and sound features, the latter including full door opening/closing sequences, different engine sounds to cater for under power/idling/coasting – and even functions for windscreen wiper sounds and speed synchronised flange squeal. A single decoder is linked to two speakers – one per driving trailer – to provide 'low' and 'high' end sounds and to enable certain sounds to be played from the leading end where appropriate (such as the aforementioned wipers – on F17).

It should be noted that analogue users have not been forgotten; the DCC sound-fitted Class 159 can be operated on 12V dc with some of the sound and lighting functions operating when the model is under power. (Interior and directional cab lighting will be manually switchable from the underside of the chassis.)

After a long gestation (a re-tooled 158 was first announced in 2013), these models are currently due to arrive early in the new year.

A comprehensive selection of factory-decorated samples has been received for the forthcoming Class



▲ The 45T Ransomes & Rapier steam crane in OO features a working jib and hook, which can be raised and lowered independently using a special key provided. A magnet on the key (a) is used to remove the cover plate (b) before the key is inserted to wind the mechanism (c).



▲ Communications Manager Richard Proudman presents the GWR-liveried Class 158 DMU in OO, which is due for release in early 2020 after a lengthy gestation.

3

The long-awaited Class 158 DMUs in OO will be available in Regional Railways, GWR and East Midlands Trains liveries. The GWR scheme uses a combination of gloss and matt finishes to replicate the subtleties of the real livery.



24/1, Class 117 DMU and Class 121 Railcar models (heading photo). The DMUs (announced in 2015) are the first of the firm's projects to feature its new low-level drive mechanism, which enables interior detailing to be modelled in full and presents what Stephen describes as a "step change" for the company's future DMU models.

The Class 117 comprises provision for one decoder, two factory-fitted speakers (one in each driving trailer – one being motorised). The three cars are linked using 14-pin connectors to provide for a plethora of lighting functions. Delivery is planned for the first quarter of 2020.

Progress with Farish N gauge models

The new Thompson coaches and BR Mk.IIf stock are now in production, with final livery samples pictured here. The fine application of the 'ersatz' LNER Teak livery (photo 4) is particularly worthy of note, whilst the Mk.IIf DBSO (photo 5) includes pick-ups for directional cab lighting. Delivery of these coaches is hoped for February 2020.

Tangible progress was on display for the Farish Class 319 EMU (photo 6), with a tooling sample of one of these four-car sets. Stephen advised that whereas the Farish Class 108 DMU model was retro-fitted for sound, "the 319 has been engineered for digital sound from the outset". A new four-pin coupling has been devised for connecting the cars together for light and sound functions, with a single motor, single 'Next18' decoder socket and single pre-fitted speaker.

Looking forward

Stephen confirmed to RM that there are currently 30 'live' projects in various stages of design and tooling in China, with a similar number of yet-to-be-announced projects being researched and prepared at Barwell –

4



▲ This LNER Thompson First Corridor in N pictured here will be one of four coach types available initially with the pseudo 'Teak' finish, the others comprise a Composite Corridor, Third Corridor and Brake Third Corridor.

5



▲ The Farish N gauge BR Mk.IIf stock will be released in BR blue & grey, BR InterCity and BR ScotRail schemes. The DBSO (pictured) includes pick-ups for lighting.

this forming a rolling programme of releases for the next three – five years.

Mention was made of the planned introduction of the range of Thomas The Tank Engine models following the recent acquisition of the licence by Bachmann Europe Plc to distribute models in the UK and Europe: The first items are planned for release as part of the manufacturer's 2020 programme, and will be produced from the existing Bachmann Trains (US) tooling (some of which has required modification to comply with the different toy industry regulations in Europe).

Refer to the manufacturer's website for further information about all of the firm's models (including prices, liveries and projected delivery dates), together with a comprehensive listing of Bachmann stockists: www.bachmann.co.uk

▲ An engineering prototype has been received for the N gauge four-car Class 319 EMU. BR Network SouthEast, Thameslink and Northern Rail versions will be produced.

Status of forthcoming new-tooling models – at a glance:

Branchline (OO)

Shipping
NER E1/LNER J72 (see review, p954)

In production

Class 158 & 159 DMUs
Class 24/1
Ransomes & Rapier 45T steam crane

Livery samples received

Class 117 DMU
Class 121 Railcar

Tooling samples received

Class 20/3

Graham Farish (N)

Livery samples received
Thompson coaches
BR Mk.IIf coaches (inc.DBDO)

Tooling samples received

Class 319 EMU
Stanier Class 8F (DCC sound-fitted)

6



May date for Thorncombe

The organising group for the annual Thorncombe model railway exhibition has announced that future shows will be held on the third Saturday in May. This change is with immediate effect and the show previously advertised for 9 November 2019 will not take place. The next Thorncombe Modeler will therefore be held on Saturday 16 May 2020 (at the same venue).

Thorncombe Rail Activities Club is a general interest group which meets monthly with speakers covering a wide range of subjects. Everyone is welcome – for details:

<https://sites.google.com/site/traclubsite/>

No change to RM subscription prices

The cover price of RAILWAY MODELLER has increased by 20p as of this issue due to ongoing increases in paper and distribution costs. However, we are pleased to advise that prices of our direct subscription packages will remain unchanged for the foreseeable future. They continue at: six issues for £23.00, 12 issues for £45.00, 24 issues for £80, and 12 issues digital only for £34.99. See page 80 for details, or visit the Peco website: www.peco-uk.com

OO Wishlist Poll 2019 starting soon

This year's Wishlist Poll will run from 14 October – 2 November. The purpose of the poll is to allow modellers to indicate to the manufacturers and commissioners of OO gauge RTR models what they would like to see produced from new tooling (excluding models produced since 1 January 2005). Voting covers steam, diesel and electric locomotives; DMUs; EMUs; passenger and non-passenger-carrying coaching stock; freight and departmental stock. For full details:

email: thepollteam@gmail.com
www.rmweb.co.uk

Hornby 'pop up' shop at St Pancras

Hornby has opened a pop-up shop at St Pancras International Station in London, which will be trading until Christmas. Amongst the products on sale will be a new 'Coca Cola' themed train set, together with Flying Scotsman and Class 373 Eurostar train sets. The shop will stock other brands under the Hornby Hobbies umbrella, including Scalextric, Airfix, and Corgi. The pop-up shop will be open seven days a week (0700 – 2100), and can be found near Eurostar Departures.

www.hornby.com

Guildex 2019 draws in the crowds

The Gauge O Guild held its annual exhibition on the 31 August and 1 September at the International Centre in Telford.

The convention, which bills itself as 'one of the largest scale modelling events in the UK', was reported by the organisers to be well attended by members and non-members alike. The event comprised more than 100 traders and society stands, 14 layouts, modelling demonstrations, and full range of support and advice from the Guild services.

Amongst the layouts in action were David Stone's delightful Great Western branch line model Sherton Abbas (pictured), which was featured in our August 2019 issue, and Love Lane, winner of the RM Cup at the 2018 Warley show.

The Guild teamed up with the nearby Telford Steam Railway to offer Guildex visitors the opportunity to travel on the line at reduced rates during the weekend. This proved popular, as did the 'Left Luggage Office', which provided visitors with the opportunity to deposit rucksacks, bags and bulky items for the day, which raised £80.00 in donations for the local Severn Hospice.

For more about the GOG: www.gauge0guild.com



Rails shows progress with exclusive models in OO



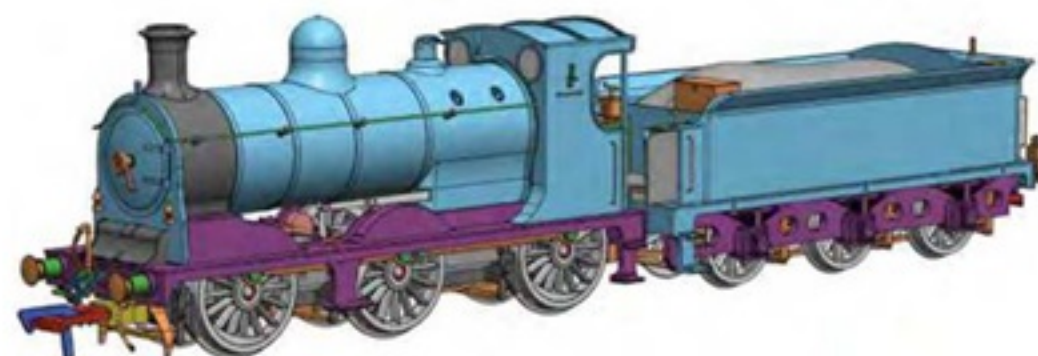
Rails of Sheffield has provided tantalising glimpses of two of its OO gauge steam locomotive projects, which are being produced exclusively for the retailer.

Six additional variants of the firm's forthcoming Terrier 0-6-0T, which is being manufactured by Dapol (see news, RM May 2018), have been announced – including two Isle of Wight versions. The new variants comprise: No.32650 in BR lined black with early emblems (ex-IoW), No.9 Fishbourne in Southern Railway green (IoW, pictured), No.6 in GWR green, No.643 in L&BSCR umber, No.4 in WC&PR lined green and No.40 Brighton in L&BSCR Stroudley improved engine green (also pictured). All the models are currently in production with delivery planned for late October onwards.

Also illustrated here are images from the CAD artwork for the firm's forthcoming Caledonian Railway McIntosh 812 class 0-6-0, which is being manufactured by Bachmann Europe Plc (see news, RM May 2018). Five versions are planned; No.828 in Caledonian lined blue livery (both as-built and 'as preserved'), together with No.17566 in plain LMS black, No.57566 in BR plain black with late crests, and No.57565 in BR plain black with early emblems (weathered).

Further details about all these models – including price and pre-order information – can be found on the retailer's website:

www.railsofsheffield.com



Terry Silver

Ian Bartlett, Secretary of the Milton Keynes Model Railway Society, writes:

It is with deep sadness we report that our longstanding Exhibition Manager and Vice Chairman, Terry Silver, passed away on 19 July 2019.

Not only was Terry a great friend to many individuals within MKMRS but, as Exhibition Manager, he was the 'face of the exhibition' to many layout exhibitors, traders and manufacturers on the exhibition circuit.

Terry led our annual exhibition over many years, growing the profile of the show and the attendance numbers considerably. This year, as MKMRS celebrated its 50th anniversary, Terry pulled together a two day show which was attended by well over 3,000 people; this is a considerable achievement of which he could be very proud, especially at a time when many competing entertainment activities are on offer.

Terry worked not only with railways in model form, but also contributed to the main line railway. He was Chairman of the Friends of Bletchley Station, a group which was formed by MKMRS and works to provide an improved environment at Bletchley station.

Working closely with the local management team at London Northwestern Railway (LNR), Terry led the planting of flowers in tubs and troughs on the platforms, considerably brightening up the experience for passengers and staff at the station. The kind words about Terry from the team at LNR demonstrate perfectly how highly regarded Terry was by those who knew him and worked with him.

We will all miss Terry very much; the world will be poorer without his passion for life, his active approach to getting on with tasks and his sense of humour. However, Terry will be missed most by his family and is survived by his wife Susan, his son Adrian and daughter Nicole and her husband Brad, as well as his two granddaughters, Amy and Raven.

Ellis Clark Trains announces Black Five ready-to-run in O gauge

The eponymous Ellis Clark, the individual behind model railway company 'Ellis Clark Trains', has teamed up with Darstaed to produce his first attempt at a ready-to-run locomotive: the Stanier Class Five 4-6-0, in a range of liveries.

The locomotives were originally built between 1935 – 1945, and worked for the LMS and eventually BR. 18 examples of these versatile 'go anywhere' machines survive in preservation today.

The Skipton-based firm aims to faithfully capture every detail of these locomotives, with the model being produced following careful research of works drawings, original photographs and reference to preserved examples. There will be 16 different liveried models on offer, covering the long firebox version from a batch of 227 locomotives built in 1936/7.

The models will be available direct

from Ellis Clark Trains and Darstaed. The specification includes: Super detailed die-cast construction; ABC helical gearbox – built, fitted and tested in the UK; Maxon motor with ball bearing racers; super detailed cab; compensated axles; firebox glow and removable working loco lamps.

The DCC-fitted versions will boast a Zimo MX699 decoder including 20+ sound functions, boom box double speaker and synchronised sound and smoke.

The models have a pre-order price of £949.00 (DC/DCC ready) and £1,199.00 (DCC fitted with sound and smoke), with no deposit. The expected release date is quarter one of 2021.

Ellis Clark Trains

Unit 1 Toller Court, Shortbank Road,

Skipton BD23 2HG

Tel: 01756 701 451

email: ellis@ellisclarktrains.com

www.ellisclarktrains.com

One of the preserved Stanier Class 5MT 4-6-0s, No.45231 *The Sherwood Forester* is pictured at Fort William.
Photo: Craig Tiley



Decorated samples for Dapol models in OO and O



The Chirk-based manufacturer has received decorated samples for a number of its forthcoming new-tooling projects, including the Class 21/29 in OO. The Class 29 pictured here (D6114 in two-tone BR green with small yellow panels), is one of four liveries being produced – together with a quartet of versions for the Class 21, each of which will be available DCC ready, DCC fitted or DCC sound-fitted. Equipped with 21-pin sockets and independent directional and cab lighting, delivery to retailers is expected before the end of this year.

Factory decorated samples have also been received for the firm's Collett 14/48/58x 0-4-2T in O gauge, which was first announced in our November 2017 issue. Pictured here is No.1426 in BR lined green with late crests.

Also pictured here is a factory decorated sample for the O gauge Banana van, presented in BR bauxite livery with 'Fyffes' branding. All the samples pictured here are subject to review where necessary, prior to the models going into production. For further details see the manufacturer's website:

www.dapol.co.uk



First look at Revolution Class 321 EMU and plans for new models in N



Revolution Trains recently unveiled a tooling sample for its forthcoming N gauge model of the Class 321 EMU. It is planned to go into production "in the next few months" once testing has been completed. The accompanying picture illustrates the differences between the two outer cars. The DTCO (Driving Trailer Composite Open) on the left has one narrow and one standard window in the end compartment, while the DTSO (Driving Trailer Standard Open) has two mid sized windows.

The pantograph will be a poseable plastic moulding with photo-etched head. The model will feature working head and tail lights, illuminated destination blinds and switchable interior lighting as standard. The couplers are designed to send both power and DCC signals through the train, meaning only a single DCC chip will be required.

Revolution Trains is also offering the similar Class 320 Scotrail three-car units models – comprising a pair of DTSOs sandwiching a PMSO (Pantograph Motor Standard Open.)

Revolution Trains has also announced plans for a number of new models for N, which will be produced if sufficient support is forthcoming; the Class 313 and 314 EMUs, VTG and FWA 'Ecofret' container flat wagons, together with Class A fuel tankers. For more details about all these models:

www.revolutiontrains.com

O gauge 'Clayton' from Heljan takes shape

It was at the 2018 Warley National Model Railway Exhibition that the Danish manufacturer Heljan unveiled its plans to develop an O gauge model of the Clayton (Class 17) Bo-Bo diesel locomotive (see RM January 2019).

Development of the 7mm scale model (the firm previously released a 4mm version) has now reached the stage where a tooling sample has been received, which is illustrated here.

Four versions are being produced, comprising a trio of un-numbered models (BR green with small yellow panels, BR green with full yellow ends and BR blue), together with D8607 in weathered BR green with small yellow panels. For more details:

www.heljan.dk



Photo: courtesy Hatton's Model Railways

EXHIBITION FOCUS

40th show for Hull MRS

The Hull Miniature Railway Society is set to host its 40th model railway exhibition on the weekend of 9 & 10 November 2019.

Taking place at Walton Street Leisure Centre, Goathland Close, Walton Street, Hull (HU3 6JB), there will be at least 10 layouts in action to entertain visitors, including *Stamford East* in N (pictured), which was featured in our May 2014 issue. Complementing the layouts will be modelling demonstrations and trade support.

See Societies & Clubs for further information including opening times and admission prices:

www.hullmrs.org



TV star for Wycrail 2019!

Wycrail – the annual model railway exhibition presented by the High Wycombe & District Model Railway Club – will be putting railway modelling into perspective at this year's event, taking place on Saturday 2 November 2019.

Whilst the enthusiasm for the hobby is once again getting a boost from *The Great Model Railway Challenge* on TV, Wycrail organisers are delighted that one of last year's competition layouts will be attending: *Ealing Road*, which was built by the Missenden Modellers team, is based on the theme of 'Movies' and is a homage to the Ealing Studios films of the early fifties. One of the innovative features of *Ealing Road* is the use of forced perspective (the construction of which has been detailed in recent issues of RM).

Wycrail '19 will take place at The Cressex Community School, Holmers Lane, High Wycombe, Buckinghamshire (HP12 4UD). There will be 29 layouts in total covering British, North American and Continental prototypes, in a wide range of scales and gauges.

Full trade support will be present ranging from tools, kits, electronic components to R-T-R models and books.

The venue is conveniently close to the M40 Junction 4 and there will be a free vintage bus service operating between Wycombe Railway Station (Chiltern Line) and Wycombe Town Centre to the Cressex Community School and via the new large Park and Ride free car park at the Handy Cross Hub.

For further information (including opening times and admission prices) see Societies & Clubs or go to:

www.hwdmrs.org.uk



Mike Sharman

With the passing of Mike Sharman on 12 September 2019, the British model railway hobby has lost one of its principal innovators and teachers and certainly one of its most remarkable characters.

Mike was arguably best known for his jaw-dropping models depicting the early Victorian railway scene, commencing with *Bogsworth Junction*, which made its exhibition debut in 1969 and was subsequently featured in the pages of *RAILWAY MODELLER* (December 1970).

Bogsworth was crammed, not just with glamorous trains hauled by exotic locomotives, but with trackwork of mind-boggling complexity, fantastical signals and a plethora of fascinating details, many of them animated. Despite appearances, these features were in fact accurately-researched, information having been gleaned from technical journals of the period depicted (1840 – 1870).

Professionally, Mike was an RAF technician and engine specialist, and when his time with Transport Command was coming to an end he looked around for some appealing occupation to supplement his air force pension. Many people had appreciated the mass of Victorian details and railway and engineering features on *Bogsworth* – so why not use the whitemetal casting process, then much in vogue, to make detail castings for model railways? And so Mike's Models came into being. Before long, it was an achievement to find a model railway that wasn't decorated in Sharman style...

In search of the most accurate track gauge for his models, Mike had early on adopted EM gauge, but even this failed to satisfy his need for exactitude in the matter of wheel placement, which was often critical on



older prototypes. So when the P4 standards were promulgated in 1966, Mike was keen to get to grips with the possibilities opened up. But, like a lot of P4 pioneers, the lack of choice of suitable wheels was a frustration. So Mike began to experiment with the small plastic-moulding machine that made lamp-glasses for Mike's Models and, after several years of work, he evolved a complete wheel-making process, turning steel tyres into which nylon centres were moulded. The result was a complete factory with three automatic lathes and two moulding machines – all crammed into a single-car domestic garage!

It is no exaggeration to claim that without the Sharman wheel range, finescale railway modelling in Britain would not have achieved its present success. Not content with providing the hardware, Mike soon became – through his writings and demonstrations – an important source of practical engineering nous for the emerging fine-scale model railway hobby in the UK.

'Flexi-Chas', his simple and fool-proof method of applying engineering principles for effective suspension with no greater facilities than the proverbial 'kitchen table', made fine-scale modelling possible for many people. By the time Mike retired and sold the wheel business in 1988, the Sharman wheel range ran to some 300 types.

Mike then turned his attentions once more to the creation of layouts and locomotives, although now to P4 standards. However, that didn't inhibit Mike's exuberance in the matter of convoluted pointwork and some of the mixed-gauge track formations he created had to be seen to be believed!

These later layouts (*Credibility Gap* – RM May 1993 – pictured here, *Bottom End*, *Brookside Castle* and, finally,

'Melange') were ultra-light and incredibly portable: transport being in an Austin Metro. However, they didn't enjoy long lives – being rebuilt or ruthlessly scrapped when they got 'stale'. Mike and his wife Hillary had always enjoyed exhibiting on the continent and they attended shows in Germany, the Low Countries and, especially, in France – land of the Crampton!

This brief appreciation can only give an outline of the many sides to Mike's interests and achievements, which included railway and canal restoration and writing the definitive book on Thomas Russell Crampton, his engineering hero.

The showmanship and technical flair he brought to his various layouts caused many in the 'mainstream' hobby to dismiss Mike as a 'popular entertainer' rather than appreciating the meticulous research that went into the extraordinary collection – over 65 – of scratch-built historical locomotive models that form his legacy. We shall not meet his like again... *Iain Rice*

New Peco 'TwistLock' point motor enters production

In our March 2019 issue we announced that Peco was developing a revolutionary new design of solenoid point motor – the Peco Lectrics 'TwistLock' Turnout Motor (ref.PL-1000), utilising an innovative new method of installation that promised to be both quick and straightforward to complete.

The new solenoid point motors – with housings moulded in distinctive red

colour plastic – are now in production, with delivery to retailers due to start during October 2019.

The accompanying photos show PL-1000 motor installations for surface mounted (left) and below baseboard (right) point operation. A full article demonstrating the installation is planned for an upcoming issue.

www.peco-uk.com



Peco event at Harburn Hobbies

The Edinburgh-based retailer Harburn Hobbies will be hosting a special Peco event on Friday 8 and Saturday 9 November 2019. There will be demonstrations of the manufacturer's new PL-1000 'TwistLock' point motors and the PL-55 turntable motor, whilst on display will be the latest pre-production samples of forthcoming 009 rolling

stock models and 00 bullhead items of trackwork. For more details including shop opening times:

Harburn Hobbies Ltd
67 Elm Row, Leith Walk,
Edinburgh

EH7 4AQ

Tel: 0131 556 3233

www.harburnhobbies.co.uk

Ffestiniog 'Bug Boxes' in 009 – now in colour!

Hot on the heels of the tooling samples previewed in the October issue (see p878), Peco completed these factory decorated samples for its forthcoming Ffestiniog Railway 'Bug Boxes' in 009, showing the models in the fully lined out 'Victorian' purple-brown (with lamp tops fitted to the roofs) and early preservation era green with cream panels and red ends and plain roofs.



For more details about these models go to:

www.peco-uk.com



Journalism student gains experience with RM

Nick Garner, a student who is studying journalism at Canterbury Christ Church University in Kent, recently joined the RAILWAY MODELLER team at the Peco offices in Devon for a two week work placement.

Nick – a lifelong railway enthusiast and modeller – undertook a range of editorial duties associated with different aspects of the magazine's production, including sub-editing a number of this month's news stories and editorial features, completing a constructional article using the Peco O gauge Police call box kit (see p950), and writing this month's Comment piece (see p951).

Nick was also a contestant on the latest series of Channel 5's *The Great Model Railway Challenge* (see separate story) with the 'Railmen of Kent' team. We all wish Nick well with the rest of his studies – and future career, which he hopes will be in railway journalism.



K&M Trees announcement

After a long and careful period of review Peco has decided to cease production of the K&M Trees range of scenic items. Production will end completely during October 2019. There are plans for Peco to offer alternative products as part of the Pecoscene range next year.

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Cavalex Class 91 takes shape in 00

Cavalex Models has published tantalising CAD renders for its planned Class 91 electric locomotives in 00, which are being produced as part of its wider 'Project 225' (announced in our May 2019 issue), which will encompass accompanying Mk.IV coaching stock, and eventually – versions in N gauge.

Further details regarding specification have been confirmed; there will be options for factory-fitted DCC sound with EM2 speakers, fully operational and configurable lighting (day and night modes), sprung buffers and detail variations to cover all 31 Class 91/0s and 91/1s. The first run of locomotives will comprise: 91 003 in InterCity 'Swallow' livery, 91 124 Reverend W Awdry in GNER livery, 91 116 in LNER livery and 91 119 Bounds Green Depot in c.2019 'retro' InterCity 'Swallow' livery.

Proposed prices for the locomotives are; DCC ready £179.99, DCC sound-fitted £259.99. Pre-orders are now being invited via the website. www.cavalexmodels.com



Coming next month

December 2019
Out Thursday 14 Nov.

Nafferton
An Eastern Region main line in O gauge



Railway of the Month

Hawes Junction
Deep in the Yorkshire Dales in N



Clay Cross Yard
Ashover Light in O09



inside

• **SIR ROD STEWART**
An exclusive interview with the rock superstar – and railway modeller

• **WARLEY SHOW PREVIEW**
All the news of what to see at the biggest and best show in the UK

• **SEEING IS BELIEVING!**
An intricately detailed rural scene, modelled in T gauge

plus all the regular features

Shop News

Hornchurch retailer celebrates 25 years!

The Essex-based retailer, Roneo Models in Hornchurch, is celebrating its 25th anniversary this year. Customers new and old are invited to join proprietor Colin Heard for celebrations taking place at the shop on Thursday 24 October.

Stockists of a wide range of model railway products including Bachmann, Hornby, Peco and Gaugemaster, the retailer also offers repair and DCC decoder-fitting services. Opening times are 0930 – 1700 daily (closed Sundays



and Wednesdays).

Roneo Models
32 Roneo Corner, Hornchurch RM12 4TN
Tel: 01708 442 836

A2B Model Railways

Established in 2018, A2B Model Railways is Derbyshire's newest model railway retail business and is located in the centre of Matlock Bath. It has steadily increasing stocks of items at competitive prices from several of the major model railway manufacturers, notably, Hornby, Bachmann, Peco Publications and Peco products. From time to time it also lists special offers on its website.

Proprietor Andy Brewin started his fledgling business following a career change after leaving the teaching profession. He is busy building both an excellent counter service for visitors to the shop, and an efficient mail order service via his website for those further afield.

Andy also appears as one of the contestants on Series Two of *The Great Model Railway Challenge*. He contributes to the Titfield Thunderbolts' project in episode four (see below). Andy also appears in the Peco Publications companion book to *The Great Model Railway Challenge*, along with his team mate Andy Cheers, though as a result of a mix up at the editorial stage, the photos of him and his team mate, Andy Cheers, have been crossed – our sincere apologies to both Andy Brewin and Andy Cheers, whose own story behind his appearance in the show is reported below.

A2B Model Railways shop in Matlock Bath is open on Tuesdays, Thursdays, Fridays and Saturdays from 1030 – 1700 and Sundays 1030 – 1630.

A2B Model Railways
Unit 3 The George Centre,
30 North Parade, Matlock Bath,
Derbyshire, DE4 3NS
Tel. 07711 318 489
www.a2bmodelrailways.co.uk

Andy Brewin surveys the Titfield Thunderbolts' layout on *The Great Model Railway Challenge* as Judge Kathy approaches.



Drew's drawing becomes team logo



Another Titfield Thunderbolt team member who was incorrectly named in the *Great Model Railway Challenge* companion booklet is Andy Cheers, an enthusiast from Hadfield. Andy was persuaded to apply for the show by his son Drew, who had been thoroughly captivated by Series One and, delighted that his Dad had joined the team he wrote out the team name in block letters. His artwork became the template for the logo on the team's shirts, which appeared in episode four – broadcast on 4 October.

Andy said his son was completely over the moon about his design appearing on television and extremely proud of his Dad taking part.

◀ Andy Cheers and son Drew with Drew's original artwork for the team's shirts.



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 website and/or telephone number. The publishers cannot accept any responsibility for cancellations or errors. RAILWAY MODELLER is published on the second Thursday of the preceding month, and notifications by post or via email to rm-clubs@btconnect.com is required six weeks prior to publication date.

January issue deadline: November 1st

EVENTS

Saturday 12 October

CRADLEY HEATH, West Midlands

Organiser: Cradley Heath MRC.
Venue: Cradley Heath Community Centre, Reddal Hill Road, Cradley Heath, West Midlands B64 5JY.
Open: 1000 – 1630
Admission: adults £5.00, children 4 – 14 £2.50, under 4s free, family (2+2) £11.00. No unaccompanied children please.
Amenities: refreshments, free parking at above postcode; disabled parking only at venue (B64 5JG).
Features: layouts, trade support.
Contact: www.cradleyheathmrc.co.uk

Saturday 12 October

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 12 October

MORLEY, West Yorkshire

Organiser: Morley Model Railway Show.
Venue: Church of the Nazarine, Albion Street, Morley, Leeds LS27 9BX.
Open: 1000 – 1600
Admission: adults £3.00, concessions £2.00, accompanied children free.
Amenities: light refreshments, local free parking.
Features: layouts from N to O, trade support – event sponsored by Millennium Models of Morley – demonstrations.
Contact: 0113 218 9286

Saturday 12 & Sunday 13 October

ALDERSHOT, Hampshire

Organiser: Farnham & District MRC.
Venue: Alderwood Leisure Centre, Tongham Road, Aldershot GU12 4AS.
Open: 1000 – 1700 Saturday
1000 – 1630 Sunday
Admission: adults £6.00, children £2.00, family £15.00.
Amenities: free parking, wheelchair access, catering.
Features: layouts plus trade support.
Contact: www.farnhammrc.org.uk

Saturday 12 & Sunday 13 October

BARROW-IN-FURNESS, Cumbria

Organiser: Furness MRC.
Venue: Barrow Sixth Form College, Rating Lane, Barrow-in-Furness, Cumbria LA13 9LE.
Open: 1000 – 1700 both days.
Admission: adults £6.00, seniors £5.00, children £3.00.
Amenities: free bus from Town Hall and railway station.
Features: layouts, trade support, society displays and more.
Contact: Ian Edwards 01229 583595
<https://furnessmrc.webs.com/>

Saturday 12 & Sunday 13 October

DUNDEE

Organiser: Dundee MRC.
Venue: Boomerang Community Centre, Kemback Street, Dundee DD4 6ET.
Open: 1000 – 1700 Saturday
1000 – 1630 Sunday
Admission: adults £5.00, children £3.50, family (2+2) £12.00.
Amenities: refreshments, parking.
Features: layouts, trade support and swapmeet.
Contact: www.dundeeemrc.co.uk

Saturday 12 & Sunday 13 October

JOHNSTONE, Renfrewshire

Organiser: Renfrewshire MRC.
Venue: Johnstone Town Hall, 25 Church Street, Johnstone PA5 8EG.
Open: 1000 – 1700 Saturday
1200 – 1600 Sunday
Admission: adults £5.00, concessions £4.00, children £2.00, family (2+2) £11.00.
Contact: www.renfrewshiremrc.co.uk

Saturday 12 & Sunday 13 October

KIRKBY IN ASHFIELD, Nottinghamshire

Organiser: Elizabethan Railway Society.
Venue: The Summit Centre, Lowmoor Road, Kirkby in Ashfield NG17 7LL.
Open: 1000 – 1700 Saturday
1200 – 1600 Sunday
Admission: £4.50, accompanied under 16s free.
Amenities: free parking, disabled access, refreshments.
Features: 12 layouts plus trade support.
Contact: www.elizabethanrailwaysociety.co.uk

Saturday 12 & Sunday 13 October

WARRINGHAM, Surrey

Organiser: Croydon MRS.
Venue: Warlingham School, Tithepit Shaw Lane, Warlingham CR6 9YB.
Open: 1000 – 1700 Saturday
1000 – 1600 Sunday
Admission: adults £6.00, concessions £5.00, children £2.00.
Amenities: on-site and street parking, refreshments.
Features: 14 layouts including Thomas, plus trade support, demonstrations and society stand.
Contact: www.croydonmrs.org.uk

Sunday 13 October

ABINGDON, Oxfordshire

Organiser: Oxford & District MRC.
Venue: Abingdon & Witney College, Wootton Road, Abingdon OX14 1GG.
Open: 1030 – 1600.
Admission: adults £6.00, accompanied children free.
Amenities: hot and cold refreshments from the café.
Features: nearly 40 layouts, incorporating ZEDEX 2019, a convention of Z gauge layouts. Trade support.
Contact: www.oxfordmrc.org.uk

Sunday 13 October

KEIGHLEY, West Yorkshire

Organiser: Keighley MRC.
Venue: Clubrooms, Knowle Mills, South Street, Keighley BD21 1SY.
Open: 1000 – 1630.
Admission: adults £4.00, children £3.00.

Amenities: free parking, refreshments, lift access.

Features: KMRC 7mm Festival – 10+ club and guest layouts, specialist 7mm scale traders, demonstrations and clinics.

Contact: www.keighley-mrc.org.uk

Sunday 13 October

REEPHAM, Norfolk

Organiser: Whitwell & Reepham MRC.
Venue: The Sidings Function Room, Whitwell & Reepham Station, Reepham, Norfolk NR10 4GA.
Open: 1030 – 1630.
Admission: adults £1.50, accompanied children free.
Amenities: refreshments, free parking.
Features: up to 13 layouts, local traders, societies and demonstrations. Standard gauge Witwell & Reepham Railway will be holding its annual diesel day gala (separate admission price applies).
Contact: Rob Ewles
robertewles79@gmail.com
Station telephone 01603 871694

Thursday 17 to Sunday 20 October

ROYAL LEAMINGTON SPA, Warwickshire

Organiser: Meridienne Exhibitions.
Venue: Warwickshire Event Centre, The Fosse, Fosse Way (A425), Royal Leamington Spa CV31 1XN.
Open: 1000 – 1700 Thursday to Saturday, 1000 – 1600 Sunday. Last admission 1hr before closing time each day.
Admission: in advance via website – adults £9.50, seniors/students £8.50, children 5 – 14 £3.00. On the door – £1.00 extra in each case. Under 5s free when accompanied by a paying adult/senior.
Amenities: disabled facilities, free parking, restaurant & coffee shop.
Features: Midlands Model Engineering Exhibition – plenty of layouts and displays, specialist trade support.
Contact: www.meridienneexhibitions.co.uk

Saturday 19 October

BECKENHAM, Kent

Organiser: Beckenham & West Wickham Model Railway Club.
Venue: St John's Church, Eden Park Avenue, Beckenham, Kent BR3 3JN.
Open: 1000 – 1700.
Admission: adults £6.00, accompanied children up to 16 free.
Amenities: light refreshments.
Features: 15+ layouts plus trade support and society stands.
Contact: www.bwmrc.co.uk

Saturday 19 October

CHELMSFORD, Essex

Organiser: Chelmsford & District MRC.
Venue: St John Payne School, Patching Hall Lane, Chelmsford, Essex CM1 4BS.
Open: 1000 – 1630.
Admission: adults/concessions £5.00, children 12 – 16 £2.00, accompanied under 12s free. Admission includes a free exhibition guide.
Amenities: free on-site parking, refreshments, disabled access except for stage.
Features: layouts and trade support, club second-hand stand.
Contact: Ken Paul 01245 465854
www.cdmrc.co.uk

Saturday 19 October

CORSE, Gloucestershire

Organiser: M5 M50 Narrow Gauge Modellers.
Venue: Corse & Staunton Village Hall, Corse, Gloucestershire GL19 3RQ.
Open: 1000 – 1630.
Admission: adults £5.00, accompanied children free.
Amenities: refreshments, disabled access, parking adjacent to venue.
Features: 10 layouts, trade support, demonstrations.
Contact: Tim Crockford 01454 327611
www.m5m50ngm.co.uk

Saturday 19 October

DIDCOT, Oxfordshire

Organiser: Abingdon & District MRC.
Venue: Didcot Civic Hall, Britwell Road, Didcot, Oxfordshire OX11 7JN.
Open: 1000 – 1700.
Admission: £6.00, accompanied children free.
Amenities: disabled-friendly venue, free parking.
Features: 17 layouts, trade support.
Contact: 01865 891200
www.admrc.org.uk

Saturday 19 October

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 19 October

HINCKLEY, Leicestershire

Organiser: Hinckley Model Railway Show 2019.
Venue: St Peter's RC Church Hall, Leicester Road, Hinckley LE10 1LW.
Open: 1000 – 1600
Admission: £3.50, accompanied children free.
Amenities: refreshments, large car park, hall and parking disabled-friendly.
Features: 18+ layouts in various scales plus Meccano and Lego. Trade support.
Contact: Richard Starbuck 07805 078720

Saturday 19 October

ICKENHAM, Middlesex

Organiser: Ickenham & District Society of Model Engineers.
Venue: Ickenham Village Hall, Swakeleys Road, Ickenham, Uxbridge UB10 8DG.
Open: 1000 – 1630
Admission: adults £2.50, children £1.00, family (2+2) £5.00.
Features: 8+ layouts, miniature train rides.
Contact: www.idsme.co.uk

Saturday 19 October

KNOWL HILL, Windsor & Maidenhead

Organiser: Marlow, Maidenhead & District MRC.
Venue: Knowl Hill Village Hall, The Terrace, Knowl Hill RG10 9XB.
Open: 1000 – 1600
Admission: adults £5.00, partners and under 16s free.
Amenities: free parking, light refreshments, level hall with easy accessibility.
Features: specialist O gauge show featuring layouts plus trade support.
Contact: www.mmdmrc.org.uk

Saturday 19 October

LINLITHGOW, West Lothian

Organiser: Scotgog.
Venue: Lowport Centre, Blackness Road, Linlithgow, West Lothian EH49 7HZ.
Open: 1000 – 1600
Admission: £6.00.
Amenities: car parking, cafeteria, disabled access.
Features: layouts, trade support, Gauge O Guild E&T Stand, test track, bring & buy stand.
Contact: Chris Smith 01383 880844

Saturday 19 October SHREWSBURY, Shropshire

Organiser: Chantilly Grey.
Venue: The United Reformed Church, Coleham Head, Shrewsbury SY3 7BJ.
Open: 1000 – 1600
Admission: adults £5.00, children £2.00, under 5s free.
Features: layouts, trade support.
Contact: www.chantillygrey.com

Saturday 19 October WINCHESTER, Hampshire

Organiser: Winchester O Gauge Continental & European Meet.
Venue: Kings School, Romsey Road, Winchester, Hampshire SO22 5PN.
Open: 1000 – 1600.
Admission: adults £6.00, accompanied children £1.00.
Amenities: refreshments including all-day breakfast. Free parking.
Features: layouts in 7mm scale plus large test track. Trade support, bring & buy stand, French Railways Society stand.
Contact: Alan Marlow 07914 978105

Saturday 19 October WOMBOURNE, Staffordshire

Organiser: Wombourne Autumn Railx 2019.
Venue: Wombourne Civic Centre, Gravel Hill, Wombourne, Staffordshire WV5 9HA.
Open: 1000 – 1600.
Admission: adults £5.00, concessions £3.00, children under 12 £1.00.
Features: 21 layouts plus trade support and exhibition stands.
Contact: 07927 059930

Saturday 19 & Sunday 20 October BODMIN, Cornwall

Organiser: Bodmin & District MRC.
Venue: Bodmin Community College, Lostwithiel Road, Bodmin PL31 1DD.
Open: 1000 – 1700 Saturday
1000 – 1600 Sunday.
Admission: adults £5.00, under 18s free.
Amenities: refreshments, free parking, disabled access.
Features: layouts in various scales, trade support, demonstrations.
Contact: 07775 542174

Saturday 19 & Sunday 20 October CARDIFF

Organiser: Cardiff 4mm Group, Cardiff Model Engineers, North Gwent Modellers.
Venue: Ysgol Gyfun Gymraeg (formerly Glantaff High School), Bridge Road, Llandaff North, Cardiff CF14 2JL.
Open: 1000 – 1700 Saturday
1000 – 1600 Sunday.
Admission: £5.00, under 12s free but must be accompanied by an adult.
Amenities: hot and cold refreshments, free parking, free vintage bus on Saturday only between venue and Cardiff Central railway station.
Features: 15 layouts in various scales, trade support, society and preservation stands, demonstrations.
Contact: www.cardiffmodelrailwayshow.co.uk

Saturday 19 & Sunday 20 October GREENOCK, Inverclyde

Organiser: Greenock & District MRC.
Venue: Lyle Kirk, Union Street, Greenock, Inverclyde PA16 8DD.
Open: 1000 – 1700 Saturday
1200 – 1700 Sunday.
Admission: adults £4.50, concessions £3.50, family (2+2) £13.00. Accompanied children admitted free and entered into free prize draw by presenting a picture of a train or locomotive created by themselves upon arrival.
Amenities: buffet serving hot and cold snacks.
Features: layouts in scales from N to O plus trade support.
Contact: John Borland 07795 681994

Saturday 19 & Sunday 20 October HARTLEPOOL

Organiser: Hartlepool Model Railway Show.
Venue: Hartlepool College of Further Education, Stockton Street, Hartlepool TS24 7LB.
Open: 1000 – 1700 Saturday
1000 – 1600 Sunday.
Admission: adults £6.00, seniors £5.00, children £4.00, under 5s free, family (2+3) £18.00. Proceeds to Hartlepool Families First and the RNLI.
Amenities: disabled access, full catering facilities.
Features: layouts in various scales plus trade support, demonstrations.
Contact: www.gbmr.com

Saturday 19 & Sunday 20 October NEWARK-ON-TRENT, Nottinghamshire

Organiser: Lincoln & District MRC.
Venue: Lady Eastwood Pavilion, Newark Showground, Coddington, Newark-on-Trent, Nottinghamshire NG24 2NY.
Open: 1000 – 1700 Saturday
1000 – 1630 Sunday.
Entry 0930 both days for disabled visitors/wheelchair users.
Admission: adults £8.00, children £4.00, family (2+up to 4) £20.00.
Amenities: free parking, café, wheelchair friendly. Free vintage bus service between venue and railway stations.
Features: D&E period layouts plus trade support, society stands, demonstrations.
Contact: www.ladmrc.co.uk

Saturday 19 & Sunday 20 October UCKFIELD, East Sussex

Organiser: Uckfield MRC.
Venue: Uckfield Civic Centre, Civic Approach, Uckfield TN22 1AE.
Open: 1000 – 1700 both days.
Admission: adults £7.00, accompanied children free.
Amenities: refreshments from licensed restaurant, wheelchair-friendly venue, free parking at adjacent High Street car park, Civic Centre is a short walk from railway and bus stations.
Features: 15+ layouts, trade support, demonstrations, society stands.
Contact: Adrian Colenutt 01903 745759
www.uckfieldmrc.co.uk

Saturday 19 & Sunday 20 October WARRINGTON, Cheshire

Organiser: Warrington MRC.
Venue: Warrington and Vale Royal College, Winwick Road, Warrington WA2 8QA.
Open: 1000 – 1700 Saturday
1000 – 1630 Sunday.
Admission: adults £5.00, children £1.00, family £12.00.
Amenities: ample free parking, wheelchair access, refreshments.
Features: 15+ layouts from N to G, trade support, demonstrations.
Contact: 01925 815092
www.warringtonmodelrail.co.uk

Sunday 20 October POOLE, Dorset

Organiser: Poole & District MRS.
Venue: Poole Grammar School, Gravel Hill, Poole, Dorset BH17 9JU.
Open: 1000 – 1630
Admission: adults £5.00, children 4 – 16 £3.50, family (2+2) £10.00.
Amenities: light refreshments available, free parking.
Features: 17+ layouts from scales N to O in four halls. Trade support, demonstrations.
Contact: www.pdmrs.wordpress.com

Sunday 20 October WEXFORD, Co Wexford

Organiser: Wexford MRC.
Venue: St Joseph's Community Centre, Bishopswater, Wexford, Republic of Ireland.
Open: 1200 – 1700
Admission: free.
Features: WMRC open day.

Contact: www.facebook.com/wexfordmodelrailwayclub

Sunday 20 October WIMBORNE, Dorset

Organiser: The Central Southern O Gauge Group.
Venue: Allendale Community Centre, Hanham Road, Wimborne BH21 1AS.
Open: 1000 – 1600
Admission: adults £4.00, accompanied children free.
Amenities: plenty of (payable) parking, food and refreshments.
Features: layouts, test track, demonstrations, trade support, bring & buy.
Contact: www.csg0g.org

Sunday 20 October WRESSLE, East Yorkshire

Organiser: Carlton Railway Society.
Venue: Wressle Village Hall, Station Road, Wressle, East Yorkshire YO8 6ES.
Open: 1000 – 1600
Admission: adults £4.00, concessions £2.00. In aid of Wressle Church Funds.
Features: 10 layouts/displays plus trade support.
Contact: www.facebook.com/carltonrailwaysociety

Saturday 26 October AMERSHAM, Buckinghamshire

Organiser: Chiltern Hills Vintage Train Group.
Venue: St John's Methodist Church Hall, 60 Woodside Road, Amersham HP6 6AN.
Open: 1030 – 1700
Admission: adults £4.00, children up to 15 £2.00, under 5s free, family (2+2) £10.00.
Amenities: ample nearby parking, refreshments. In conjunction with St John's Methodist Church, in aid of community projects.
Features: 14+ layouts/displays featuring vintage model trains from the 1920s to 1960s, plus specialist trade support.
Contact: Derek Smith 01895 672251
Ron McCaskie 01494 875904

Saturday 26 October CHICHESTER, West Sussex

Organiser: Lions Club of Chichester.
Venue: Chichester High School, Kingsham Road, Chichester PO19 8AE.
Open: 1000 – 1630
Admission: adults £5.00, under 15s £2.00, family (2+2) £12.00. All proceeds to charity.
Amenities: free parking, good disabled access, refreshment bar open all day.
Features: 14+ layouts from N to 16mm including visitor-drive layouts. Railway-related Meccano models, large scale static displays, trade support, specialist auctioneer valuations.
Contact: 07777 681292
www.chilions.org.uk/modelrail.html

Saturday 26 October COVENTRY

Organiser: Coventry & Warwickshire O Gauge Modellers.
Venue: The Church of the Holy Cross, St Austell Road, Wyken, Coventry CV2 5AE.
Open: 1000 – 1500
Admission: free.
Amenities: free tea and biscuits.
Features: open day – test track operational so bring along your stock to run, demonstrations, two layouts, bring & buy table, small trade presence.
Contact: none given

Saturday 26 October EXETER, Devon

Organiser: South Devon Garden Railway Group Ltd.
Venue: The Matford Centre, Matford Park Road, Marsh Barton Industrial Estate, Exeter, Devon EX2 8FD.
Open: 1030 – 1630
Admission: adults £7.00, seniors £6.00, accompanied children free.
Amenities: restaurant, disabled-friendly, free car parking, no dogs except assistance dogs.

Features: Exeter Garden Railway Show – all the major garden railway scales, standard and narrow gauge, live steam and electric. Ride-on steam track. Trade support, bring & buy stand.
Contact: Peter Javes 01548 559283
www.exetergardenrailwayshow.com

Saturday 26 October NEWBURY, Berkshire

Organiser: Newbury MRC.
Venue: St Bartholomew's School, Buckingham Road (off Andover Road), Newbury, Berkshire RG14 6JP.
Open: 1000 – 1630
Admission: adults £5.00, seniors £4.50, children £2.50, family £10.00.
Amenities: refreshments available, wheelchair-friendly site, free parking.
Features: 16 layouts plus trade support.
Contact: Paul Leonard 07590 429643
www.newburymrc.co.uk

Saturday 26 October SHERWOOD, City of Nottingham

Organiser: Nottingham Woodthorpe MRC.
Venue: Sherwood Community Centre, Mansfield Road, Sherwood NG5 3FN.
Open: 1000 – 1700
Admission: adults £4.00, seniors and children £3.00, family (2+2) £12.00.
Amenities: refreshments, free parking.
Features: layouts in various scales, trade support. Display of working O gauge locos made from card.
Contact: Colin Wakeman 0115 955 2975

Saturday 26 October SWANLEY, Kent

Organiser: Greenwich & District Narrow Gauge Railway Society.
Venue: White Oak Leisure Centre, Hilda May Avenue, Swanley, Kent BR8 7BT.
Open: 1000 – 1700
Admission: adults £8.00, accompanied children 6 – 16 £1.00.
Amenities: refreshments, good disabled access but limited on-site parking.
Features: Expo Narrow Gauge – layouts, specialist trade support, demonstrations, society stands.
Contact: www.expong.org

Saturday 26 October TRIMLEY ST MARY, Suffolk

Organiser: Felixstowe Area N Gauge Model Railway Group.
Venue: The Welcome Hall, High Road, Trimley St Mary, Suffolk IP11 0NT.
Open: 1000 – 1630
Admission: free.
Amenities: light refreshments, wheelchair-friendly, free on-street parking.
Features: open day – several layouts including the group modular layout, plus trade and second-hand stalls.
Contact: Chris Shum 01349 277211
www.felixstowengauge.org.uk

Saturday 26 October WELSHPOOL, Powys

Organiser: Newtown MRS.
Venue: Town Hall, 42 Broad Street, Welshpool, Powys SY21 7JQ.
Open: 1000 – 1700
Admission: £4.50, accompanied children free.
Amenities: tea, coffee and cakes.
Features: layouts, trade support, society stands, demonstrations.
Contact: www.facebook.com/NewtownMRS

Saturday 26 & Sunday 27 October ABERDEEN

Organiser: Aberdeen MRC.
Venue: Hallmark Hotel, Farburn Terrace, Dyce, Aberdeen AB21 7DW.
Open: 1000 – 1700 Saturday
1000 – 1600 Sunday.
Admission: adults £6.00, students £5.00, children £3.00, under 3s free, family (2+up to 3) £15.00.
Amenities: free parking, disabled access, restaurant & bar.
Features: 10 layouts, trade support and

society stands.
Contact: facebook.com/AberdeenModelRailwayClub

Saturday 26 & Sunday 27 October **CAISTOR, Lincolnshire**

Organiser: Caistorail 2019.
Venue: Caistor Town Hall, High Street, Caistor, Lincolnshire LN7 6TX.
Open: 1000 – 1700 Saturday
1000 – 1630 Sunday.

Admission: adults £3.00, seniors and children under 15 £2.50, family £7.50.

Amenities: refreshments on both days. Limited parking near venue but available in the surrounding area.

Features: 13 layouts plus trade support.
Contact: mikephil362@gmail.com

Saturday 26 & Sunday 27 October **CHELtenham, Gloucestershire**

Organiser: Cheltenham Great Western Modellers Group.
Venue: St Margaret's Hall, Coniston Road, off Windermere Road, Hatherley, Cheltenham, Gloucestershire GL51 3NU.
Open: 1000 – 1700 Saturday
1000 – 1630 Sunday.

Admission: adults £5.00, children £2.50, family (2+2) £10.00. Raising funds for the Pied Piper Appeal at Gloucestershire Royal Hospital.

Amenities: refreshments, disabled access, bus route D from town centre and railway station to Windermere Road.

Features: layouts, trade support, modelling displays including road vehicles.

Contact: 01242 517788
www.cheltmodrail.org.uk

Saturday 26 & Sunday 27 October **CORBY, Northamptonshire**

Organiser: Corby & District MRS.
Venue: St Peter and St Andrew's Church Hall, Beanfield Avenue, Corby NN18 0EH.
Open: 1000 – 1700 Saturday
1100 – 1600 Sunday.

Admission: adults £4.00, seniors £3.00, children £2.00, family (2+2) £10.00.

Amenities: disabled access.

Features: layouts plus trade support.
Contact: www.cdmrs.co.uk

Saturday 26 & Sunday 27 October **HAZEL GROVE, Greater Manchester**

Organiser: Hazel Grove & District MRS.
Venue: Hazel Grove High School, Jacksons Lane, Hazel Grove SK7 5JX.
Open: 1000 – 1700 Saturday
1000 – 1600 Sunday.

Admission: adults £7.00, children £3.00, accompanied children free.

Amenities: refreshments, easy disabled access, free parking on site or at Hazel Grove station. Free vintage bus links venue and station.

Features: 20+ layouts in various scales, trade support, demonstrations, society sales stand.

Contact: www.hgdmrs.org.uk

Saturday 26 & Sunday 27 October **LEEDS, West Yorkshire**

Organiser: Leeds MRS.
Venue: The Grammar School at Leeds, Alwoodley Gates, Harrogate Road, Leeds, West Yorkshire LS17 8GS.
Open: 1000 – 1700 Saturday
1000 – 1630 Sunday.

Admission: £7.00, accompanied children free.

Amenities: ample free parking, lunches/refreshments.

Features: layouts, trade support and demonstrations.

Contact: John Aldrick 07900 338215
www.leedsrms.org

Saturday 26 & Sunday 27 October **POLLOKSHAW, Glasgow**

Organiser: Clydeside MRC.
Venue: Pollokshaws Burgh Hall, 2025 Pollokshaws Road, Glasgow G43 1NE.
Open: 1000 – 1700 both days.

Admission: adults £5.00, concessions £4.50, children £2.50, family (2+2) £13.00.

Amenities: plenty of free parking, short walk from Pollokshaws West or Shawlands stations. Frequent bus services First 3, 57, 57A, McGill's 3.

Features: layouts, trade support, society stands.

Contact: www.clydesidemrc.com

Saturday 26 & Sunday 27 October **TAUNTON, Somerset**

Organiser: Somerset Railway Modellers Club.

Venue: Taunton School, Staplegrove Road, Taunton, Somerset TA2 6AD.

Open: 1000 – 1700 Saturday
1000 – 1600 Sunday.

Admission: adults £8.00, seniors £7.00, accompanied children free.

Amenities: free parking (blue badge spaces), fully accessible level venue, catering in historic main school restaurant including Sunday roast.

Features: Rail Ex Taunton 2019: layouts, trade support, society stands.

Contact: www.railextaunton.uk

Saturday 26 to Monday 28 October **BLACKROCK, Co Dublin**

Organiser: South Dublin MRC.

Venue: Blackrock College, Blackrock, Co Dublin, Republic of Ireland.

Open: 1100 – 1700 each day.

Admission: adults €8.00, seniors/children €6.00, family (2+2) €20.00.

Amenities: exhibition all on one level; suitable for disabled visitors by prior arrangement (contact exhibition manager). Free parking, Bus route 45, Booterstown DART station.

Features: selection of Irish, UK and continental layouts along with trade support.

Contact: 00353 86 812 6112
www.sdmrc.ie

Sunday 27 October **KIDDERMINSTER, Worcestershire**

Organiser: Wyre Forest MRC.

Venue: First Floor, 101 Comberton Hill, Kidderminster DY10 1QH.

Open: 1100 – 1600

Admission: free.

Amenities: light refreshments.

Features: open day with working layouts and others under construction. Members will be available to answer your questions, including DCC operation with sound. Test tracks in three gauges available for visitors to use.

Contact: 01902 843760
www.wyreforestmrc.com

Sunday 27 October **MILLAND, West Sussex**

Organiser: Liphook & District MRC.

Venue: Milland Valley Memorial Hall, Iping Road, Milland GU30 7NA.

Open: 1000 – 1600

Admission: £2.50, accompanied children free.

Amenities: full disabled access, free parking, refreshments available.

Features: Model Trains in the Valley – layouts, plus club second-hand stall.

Contact: www.liphookmrc.com

Wednesday 30 October **BISHOP'S LYDEARD, Somerset**

Organiser: Taunton MRG.

Venue: Platform 1, Bishop's Lydeard Station, West Somerset Railway Taunton, Somerset TA4 3BX.

Open: 1030 – 1630.

Admission: charges apply.

Amenities: light refreshments.

Contact: 07879 852736

NOVEMBER

Saturday 2 November **BOOKHAM, Surrey**

Organiser: Roger Wakeford.

Venue: Eastwick Road Church, Eastwick Road, Bookham, Surrey KT23 4BE.

Open: 1000 – 1700

Admission: adults £3.00, over 60s and under 18s £2.00, under 5s free.

Amenities: on-site car park, light refreshments, Roxley Models nearby.

Features: exhibition in aid of The East Surrey Branch of The Motor Neurone Disease Association. Layouts plus other model and model engineering items.

Contact: Roger Wakeford 01372 374675

Saturday 2 November **CARMARTHEN**

Organiser: West Wales O Gauge Group.

Venue: The Village Hall, Bronwydd Arms, Carmarthen SA33 6BE.

Open: 1000 – 1600

Admission: adults £4.00, children £3.00, family (2+2) £10.00.

Amenities: light refreshments, parking, disabled access.

Features: layouts, test track, demonstration, trade support, bring & buy.

Contact: Paul Robertson 07850 23579
www.westwalesogauge.org.uk

Saturday 2 November **HIGHBRIDGE, Somerset**

Organiser: Bristol & Somerset Group of the Hornby Railway Collectors Association.

Venue: The King Alfred School, Burnham Road, Highbridge, Somerset TA9 3EE.

Open: 1000 – 1600

Admission: adults £3.00, accompanied children free.

Amenities: free car parking, level site and wheelchair-friendly, refreshments.

Features: Hornby Dublo and Hornby AChO layouts, plus vintage O gauge tinplate clockwork and electric models from Hornby and other makes. Trade support.

Contact: www.somersetthca.org.uk

Saturday 2 November **HIGH WYCOMBE, Buckinghamshire**

Organiser: High Wycombe & District MRS.

Venue: Cressex Community School, Cressex Road, High Wycombe HP12 4UD.

Open: 1000 – 1700

Admission: adults 17 and above £7.00, children 16 and under free.

Amenities: light refreshments, free parking, park and ride. Free bus service from High Wycombe railway station.

Features: layouts include *Belbroughton* (O), *Bristol Goods Shed* (O), *Burton Bradstock* (EM), *Daisyfield Traincare* (OO), *Ealing Road* (OO), *Haversham Central* (N), *Iracombe East* (OO9), *Kidmore Fork* (HO), *Kyle of Lochalsh* (2FS), *Lake Bank* (3mm), *Lynth-Haven* (OO), *Salinas Valley* (HO), *Sanhei Valley* (Z), *Sevanda* (HO), *Staffordshire Pottery* (N), *Thornfield* (OO), *Trinity Dock Street Bridge* (OO), *Trowland* (S), *Upper Oreful Street* (OO trams), *Vale View* (O), *Whiteleaf Railway* (G), *Whitmoor* (N), plus society junior section's layout *Mothercombe* (OO) and trade support, members' sales.

Contact: 07929 905502
www.hwdmrs.org.uk

Saturday 2 November **RAINHILL, Merseyside**

Organiser: Stephenson MRG.

Venue: The Guide House, Stoney Lane, Rainhill, Merseyside L35 9JY.

Open: 1000 – 1700

Admission: adults £3.00, unaccompanied children £1.50, accompanied children free.

Amenities: hot & cold light refreshments, fully accessible venue, on-street parking.

Features: layouts, trade support, modelling demonstrations.

Contact: www.stephensonmrg.org.uk

Saturday 2 November **WICKFORD, Essex**

Organiser: The Salvation Army, with support from Mid Essex MRC.

Venue: The Salvation Army (Wickford Citadel), Jersey Gardens, Wickford, Essex SS11 7AE.

Open: 1000 – 1700

Admission: adults £2.00, children £1.00.

Amenities: level access available through front entrance, free parking in town centre,

charges apply at Wickford station.

Features: Wickford Salvation Army model railway exhibition.

Contact: Paul Moore 07472 655593

Saturday 2 & Sunday 3 November **ELGIN, Morayshire**

Organiser: Elgin MRC.

Venue: Elgin Town Hall, Elgin IV30 1UL.

Open: 1000 – 1700 Saturday
1000 – 1600 Sunday.

Admission: adults £6.00, seniors £5.00, children £4.00, under 5s free, family (max 2+2) £15.00.

Amenities: refreshments, disabled access.

Features: Elgin Modelfair – layouts include *Burlington Central*, *Chawton*, *City of Tiers*, *Connerby*, *Drumlochstock Summit*, *Grantown on Spey West*, *Hund Haus*, *Mittelwegdorf*, *Tyock Junction*. Also boats, planes, Meccano, various hobbies, specialist trade support.

Contact:
www.elginmodelrailwayclub.co.uk

Saturday 2 & Sunday 3 November **NORTHFLEET, Kent**

Organiser: Gravesend Railway Enthusiasts Society.

Venue: Northfleet School For Girls, Hall Road, Northfleet, Kent DA11 8AQ.

Open: 1000 – 1700 Saturday
1000 – 1600 Sunday.

Admission: £5.00, accompanied children under 16 free.

Amenities: fully accessible venue, free parking, hot & cold food & drink (roast dinner on Sunday), special hourly bus service linking the show with Gravesend and Ebbsfleet. Close to A2 and Bluewater.

Features: layouts and trade support.
Contact: www.gres.org.uk

Saturday 2 & Sunday 3 November **SPALDING, Lincolnshire**

Organiser: Spalding MRC.

Venue: Springfields Event Centre, Camel Gate, Spalding, Lincolnshire PE12 6ET.

Open: 1000 – 1700 Saturday
1000 – 1630 Sunday.

Wheelchair/disabled visitors only admitted 0930 both days.

Admission: adults £8.00, seniors £7.00, accompanied children free.

Amenities: free parking, restaurant. Free show guide. Venue is next to Springfields Outlet Shopping Centre.

Features: 30+ layouts, plus trade support and demonstrations.

Contact: www.spaldingmrc.co.uk

Saturday 2 & Sunday 3 November **SPENNYMOOR, Co Durham**

Organiser: Durham Locomotive Preservation Group.

Venue: Whitworth Park Secondary School, Whitworth Lane, Spennymoor DL16 7LN.

Open: 1000 – 1600 both days.

Admission: adults £4.50, children £1.50, family £10.00.

Amenities: refreshments, level access, free parking.

Features: 20 layouts, trade support.
Contact: www.wrlpg.com

Saturday 2 & Sunday 3 November **WEYMOUTH, Dorset**

Organiser: Weymouth MRA.

Venue: Wey Valley School, Dorchester Road, Weymouth, Dorset DT3 5AN.

Open: 1030 – 1630 Saturday
1000 – 1545 Sunday.

Admission: adults £6.00, children 5 – 16 £2.00, family (2+2) £14.00.

Amenities: free parking, refreshments served throughout both days.

Features: 30+ layouts, trade support and demonstrations.

Contact: www.weymouthmra.org.uk

Sunday 3 November **BRADFORD, West Yorkshire**

Organiser: Bradford MRC.

Venue: Club Rooms, Black Dyke Mills, Queensbury, Bradford BD13 1QA.

Open: 1000 – 1600
Admission: £2.00.
Amenities: light refreshments available all day, ample free parking.
Features: open day – all the club's layouts on show including *Ethel* (O), *Oxenhope* (O), *Reevy Road West* (O), *Titheridge Junction* (N), *Victoria Road* (OO).
Contact: 01943 467551
www.bradfordmrc.org.uk

Sunday 3 November BURTON UPON TRENT, Staffordshire

Organiser: Burton Railway Society.
Venue: National Brewery Centre, Horninglow Street, Burton upon Trent, Staffordshire DE14 1NG.
Open: 1000 – 1600
Admission: adults £5.00, accompanied children free.
Amenities: refreshments, disabled access, free parking, entry to museum included in price.
Features: 18 layouts plus trade support.
Contact: Jeff Howard 07425 140292
www.burtonrailwaysociety.co.uk

Saturday 9 November HEYWOOD, Lancashire

Organiser: Heywood MRG.
Venue: Club Rooms, Unit 4, Park Works, River Street, Heywood OL10 4AB.
Open: 1000 – 1600
Admission: free. Donations appreciated.
Amenities: light refreshments, ample free parking.
Features: open day – layouts in N to G, bring your own locos to run, dc or DCC.
Contact: www.hmrg.co.uk

Saturday 9 November IPSWICH, Suffolk

Organiser: Ipswich Railway Modelers Association.
Venue: Rushmere Hall Primary School, Lanark Road, Ipswich, Suffolk IP4 3EJ.
Open: 1000 – 1630
Admission: adults £5.00, disabled (including carer) £4.00, unaccompanied children £2.00, accompanied children free.
Amenities: free parking on site.
Features: layouts include *Brent Leigh* (OO9), *Dawes Lane* (N), *Engaine Cum Hardy* (N), *Grafton Maltings* (O-16.5), *Grafton Viaduct* (OO), *Haddon Bank* (OO), *Ledsham Street Yard* (O), *Lydgate* (OO), *Stoke by Nayland* (EM), *Tibble Mills* (OO), *Tigley Yard* (O), plus more including Felixstowe N gauge modules and Ipswich MES outside railway.
Contact: www.irma.org.uk

Saturday 9 November LEICESTER

Organiser: Train Collectors Society.
Venue: Trinity Methodist Church Hall, Narborough Road, Leicester LE3 2RD.
Open: 1000 – 1600
Admission: adults £3.00, accompanied children free.
Amenities: hot & cold refreshments available all day, including two sittings of three-course lunch (please book asap). Good public transport from the city centre.
Features: TCS autumn meeting – 7+ vintage layouts and displays, trade support, bring (members) and buy (anyone!) stand.
Contact: Paul Draycott 0116 233 4843
www.traincollectors.co.uk

Saturday 9 November SHEFFIELD, South Yorkshire

Organiser: Sheffield Model Railway Enthusiasts.
Venue: Carterknowle Church, Edgedale Road, Sheffield, South Yorkshire S8 2BQ.
Open: 1000 – 1630
Admission: adults £3.00, children free.
Amenities: refreshments.
Features: open day and mini exhibition – 7+ layouts, club sales.
Contact:
www.sheffieldmodelrailwayenthusiasts.com

Saturday 9 November SHOREHAM-BY-SEA, West Sussex

Organiser: West Sussex N Gauge MRC.
Venue: Shoreham Baptist Church, Western Road, Shoreham-by-Sea BN43 5WD.
Open: 1000 – 1700
Admission: adults £3.00, children 3 – 17 £1.00.
Features: 25+ linked modular layouts plus club shop.
Contact: www.wsng.co.uk

Saturday 9 November SOLIHULL, West Midlands

Organiser: Solihull Model Railway Circle.
Venue: St Mary's Church Hall and 3rd Solihull St Mary Scout Hall, 30 Hob's Meadow, Solihull B92 8PN.
Open: 1000 – 1630
Admission: adults £3.00, seniors £2.50, children £2.00, family (2+2) £8.00.
Amenities: wheelchair friendly access, light refreshments, free parking.
Features: 11 layouts in N, HO, OO, O-16.5 and O plus trade support, society stands.
Contact: www.solihullmrc.org

Saturday 9 November TAVERHAM, Norfolk

Organiser: 32A MRC.
Venue: Wensum Valley Hotel, Beech Avenue, Taverham, Norwich NR8 6HP.
Open: 1000 – 1600
Admission: adults £5.00, children £2.00, family (2+2) £12.00. Wheelchair users and companion at children's rate. Proceeds to 32A MRC and The Walnut Tree Project.
Amenities: tea and coffee in the show hall, and refreshments and full bar in the hotel. Free parking.
Features: 16+ layouts plus trade support.
Contact: www.32AMRC.co.uk

Saturday 9 November THEYDON BOIS, Essex

Organiser: Epping Railway Circle.
Venue: The Village Hall, Theydon Bois, Essex CM16 7ER.
Open: 1000 – 1630
Admission: adults £5.00, children 5 – 15 £3.00.
Amenities: wheelchair access, refreshments, free parking. Venue is 5 mins from Theydon Bois Central Line station.
Features: 12+ layouts from 1:35 to N. Trade support.
Contact: John Woods 0208 508 1764
www.eppingrailwaycircle.com

Saturday 9 November WHITEHEAD, Co Antrim

Organiser: Railway Preservation Society of Ireland.
Venue: Whitehead Railway Museum, Castleview Road, Whitehead BT38 9NA.
Open: 1000 – 1700
Admission: adults £10.00, concessions £8.00, children £6.00, family £25.00. 20% discount on presentation of a valid Northern Ireland Railways ticket.
Features: 20+ layouts and associated displays set amongst the full-size prototypes in the RPSI collection.
Contact: 028 9358 6200
www.steamtrainsireland.com

Saturday 9 & Sunday 10 November BARNSELY, South Yorkshire

Organiser: Barnsley MRC.
Venue: Hoyland Leisure Centre, West Street, Hoyland, Barnsley S74 9HX.
Open: 1000 – 1700 both days.
Admission: adults £5.00, children £4.00, accompanied children under 16 free.
Amenities: wheelchair-accessible venue, free on-site parking, cold refreshments plus tea & coffee.
Features: layouts, trade support, second-hand stall.
Contact: Keith Palmer 01226 754694

Saturday 9 & Sunday 10 November BLACKBURN, Lancashire

Organiser: Blackburn & East Lancs MRS.
Venue: Darwen Vale High School, Blackburn Road, Darwen BB3 0AL.

Open: 1000 – 1700 Saturday
 1000 – 1600 Sunday.
Admission: adults £7.00, accompanied children under 16 free.
Amenities: hot & cold refreshments, full disabled access, free parking.
Features: 12+ layouts including *29th Street Wharf* (HO), *Bankfield* (OO), *Bucks Lane* (OO), *Cajon Pass* (N), *Croglam Castle* (OO), *Dallam Sidings* (N), *Drem* (N), *End Of The Spur* (HO), *Kitson Castle* (OO9), *Rishton* (N), *Tight End Yard* (OO), plus a Thomas layout (OO).
Contact: www.belmrs2019@gmail.com

Saturday 9 & Sunday 10 November CREWE, Cheshire

Organiser: Alsager Railway Association.
Venue: Legends, Bentley Motors Ltd, Sunnybank Road, Crewe CW2 8WD.
Open: 1000 – 1700 Saturday
 1000 – 1600 Sunday
Admission: adults £7.00, children 16 and under £2.50, family (2+2) £16.00.
Amenities: refreshments, disabled access, ample free parking.
Features: layouts include *2nd (Hand) Yard* (O), *Aisthorpe* (O), *Carlton Wynn* (OO), *Crinan* (OO), *Devonport Road* (OO), *Forest Green* (OO), *Fredstone Lane* (N), *Georgemas Junction* (OO), *Hergest* (OO & OO9), *Invercalley* (N), *Lomond Street* (OO), *M Shed* (EM), *Melton Mowbray (North)* (N), *Moorcroft* (OO), *Nene Wharf* (OO), *Priory Lane* (N), *That Dam Railway* (OO9), *Whitburn Corporation Tramways* (OO), *Wormhill* (N), trade support.
Contact:
www.alsagerrailwayassociation.co.uk

Saturday 9 & Sunday 10 November GAYDON, Warwickshire

Organiser: Publishing Works.
Venue: British Motor Museum, Banbury Road, Gaydon, Warwickshire CV35 0BJ.
Open: 1000 – 1700 Saturday
 1000 – 1600 Sunday
 Show opens to advance ticket holders 0930 both days.
Admission: in advance via website – adults £10.00, children £7.00. On the door – adults £12.00, children £10.00, family (2+3) £34.00. No advance family tickets.
Amenities: refreshments, free parking, disabled access. Free connecting bus service to/from Leamington Spa station on Saturday only.
Features: 30 layouts from N to live steam, trade support, demonstrations.
Contact: Paul Appleton 01507 499081
www.gbmr.com

Saturday 9 & Sunday 10 November HULL, East Yorkshire

Organiser: Hull Miniature Railway Society.
Venue: Walton Street Leisure Centre, Goathland Close, off Walton Street, Hull, East Yorkshire HU3 6JB.
Open: 1000 – 1700 Saturday
 1000 – 1600 Sunday
Admission: adults £4.00, children 5 – 15 £1.00, under 5s free.
Amenities: light refreshments, children's play area.
Features: 12 layouts, trade support, modelling demonstrations.
Contact:
 Andrew Hartshorne 01652 635885
www.hullmrs.org

Saturday 9 & Sunday 10 November NEWCASTLE UPON TYNE

Organiser: Newcastle & District MRS.
Venue: Jesmond Academy (formerly Heaton Manor School), Newton Road, Newcastle upon Tyne NE7 7DP.
Open: 1000 – 1800 Saturday
 1000 – 1600 Sunday
Admission: adults £6.00, children £2.00, family £12.00.
Amenities: catering, free on-site parking, level access throughout. Bus services from Newcastle Central station or Four Lanes Metro Interchange.
Features: 19 layouts in a variety of scales including *Annascaul* (OO93), *Chapel en le*

Frith (OO), *Megantic* (On2), *Port Solway* (P4), *Purgatory Peak* (On30), *Rosedale East* (EM). Trade support.
Contact:
www.newcastlemodelrailway.org.uk

Saturday 9 & Sunday 10 November TOLWORTH, Surrey

Organiser: Hampton Court MRS.
Venue: Tolworth Recreation Centre, Fullers Way North, Tolworth, Surrey KT6 7LQ.
Open: 1000 – 1730 Saturday
 1000 – 1700 Sunday
Admission: adults £7.00, children £3.00, family (2+2) £15.00. Special Sunday deal – one child admitted free with every paying adult.
Amenities: refreshments, fully accessible, free bus link from Surbiton station. Public transport information on website.
Features: Tolworth Showtrain 2019 – layouts include *Aldbourn* (OO9), *Bankfield Road* (O), *Bigbury* (OO), *Clayton West* (OO), *Cucknoe* (N), *Daconby Town* (3mm), *Harlyn Pier* (O), *Honeyford-upon-Avon* (N), *Itchen End Goods Depot* (O), *Merstone & Ventnor West* (OO), *Netherwood Sidings* (O), *Palmerston Road* (O), *Rolvenden* (P4), *San Maria Gandia* (HO/HOe), *Scratchy Bottom Halt* (1:22.5), *Shelvington* (P4), *Sidmouth* (P4), *Somewhere In France* (OO9), *St Ruth* (2FS), *Tansey Bank & Hobbs Row* (OO9), *Tarring Neville* (OO), *The Yard* (O/O-16.5), *Thorney Milk* (O), plus a Thomas layout (OO). Trade support, demonstrations, society stands.
Contact: 0208 949 3413
www.tolworthshowtrain.co.uk

Saturday 9 & Sunday 10 November WINCANTON, Somerset

Organiser: Wincanton Model Railway Exhibition.
Venue: King Arthur's School, West Hill, Wincanton, Somerset BA9 9BX.
Open: 1000 – 1630 Saturday
 1000 – 1600 Sunday
Admission: adults £5.00, concessions £4.00.
Amenities: refreshments, free parking.
Features: 20+ layouts plus trade support, society stands.
Contact: www.facebook.com/winkyrail

Friday 15 to Sunday 17 November WAKEFIELD, West Yorkshire

Organiser: Wakefield Railway Modellers' Society.
Venue: Thornes Park Sports Centre, Horbury Road, Wakefield WF2 8TY.
Open: 1730 – 2100 Friday
 1000 – 1800 Saturday
 1000 – 1630 Sunday.
Admission: adults £8.00, children 12 – 16 £2.00, accompanied children free. Entrance includes a free show guide.
Features: layouts include *Birmingham Moor Street* (P4), *Calderwood* (P4), *Ellesmere* (OO), *Euxton Junction* (OO), *Hindlow* (OO), *Holmfild Arms* (OO), *Mortomley* (OO), *Padden Flats* (HO), *Project O* (1:48), *Staindrop* (O), *The Lochty Branch* (O), *Titheridge Junction* (N), *Trowland* (S), *West Riding Marine & Stone* (OO – WRMS entry in *The Great Model Railway Challenge*), *Wheal Louise* (OO), *Whiteacres* (OO), *Wolfe Lowe* (O), *Woodfield Road* (EM).
Contact: www.wakefieldrms.org

Saturday 16 November BASSINGBOURN, Cambridgeshire

Organiser: Royston & District MRC.
Venue: Basingbourn Village College, South End, Basingbourn, Nr Royston, Cambridgeshire SG8 5NJ.
Open: 1000 – 1600.
Admission: adults £5.00, accompanied children free.
Amenities: light refreshments, full disabled access, free parking. Classic bus service to venue from Royston bus and railway stations.
Features: 25+ layouts, trade support, demonstrations. Outside live steam miniature railway (weather permitting).

Contact: Peter Schofield 07810 562828
www.roystondmrc.co.uk

Saturday 16 November **CHEADLE HULME,** **Greater Manchester**

Organiser: St Andrew's Railway Modellers.
Venue: St Andrew's Church, Cheadle Road, Cheadle Hulme SK8 5ET.
Open: 1000 – 1500.
Admission: free (donation to church).
Amenities: disabled access, refreshments, limited free parking.
Features: layouts, trade support.
Contact: Trevor Kimm 07736 609462

Saturday 16 November **PORTSMOUTH, Hampshire**

Organiser: South Hants MRC.
Venue: The Admiral Lord Nelson School, Dundas Lane (near Ocean Park), Portsmouth, Hampshire PO3 5XT.
Open: 1030 – 1630
Admission: adults £5.00, accompanied children free.
Amenities: refreshments, good disabled access, free parking.
Features: layouts include *Allt-Y-Graban Road* (P4), *Arun Quay* (O), *Clifton & Lowther* (N), *Cornwallis Yard* (EM), *Faringdon* (P4), *Kitedale* (P4), *Navigation Road* (EM), *Normandy Shed & Works* (O), *Obbekaer* (P87), *Sandford and Banwell* (P4), *Wickwar* (N), *Widley & St George* (OO), plus trade support, demonstrations, society stands, members' sales.
Contact: 01329 847989
www.shmrc.org.uk

Saturday 16 November **THUNDERSLEY, Essex**

Organiser: Thundersley Methodist Church.
Venue: Thundersley Methodist Church, Kennington Avenue, Thundersley, Benfleet, Essex SS7 4BS.
Open: 1000 – 1500.
Admission: adults £3.00, seniors/students £2.00, children 5 – 16 50p, under 5s free, deals for families.
Amenities: light refreshments, free limited parking at church, parking available nearby, disabled access and facilities.
Features: layouts in various scales including one for children to run. Trade support.
Contact: Roger Thomas 07542 180443

Saturday 16 November **WESTBURY, Wiltshire**

Organiser: West Wiltshire O Gauge Group.
Venue: Paragon Hall, Haynes Road, Westbury, Wiltshire BA13 3HA.
Open: 1000 – 1630.
Admission: adults £5.00, concessions and Gauge O Guild members £4.50, children £2.00, family (2+2) £10.00.
Amenities: refreshments, disabled facilities at adjacent car park. Step (2") at venue entrance but level thereafter. Nearby long stay parking.
Features: layouts in various scales, trade support, demonstrations.
Contact: Rod Towler 01380 831147
www.wwgog.co.uk

Saturday 16 November **WREXHAM**

Organiser: World of Motion/Barry Stockton Promotions.
Venue: Wrexham Memorial Hall, Bodhyfryd, Wrexham LL12 7AG.
Open: 1000 – 1530.
Admission: adults £3.50, children £1.00, under 5s free.
Amenities: disabled access, parking, light refreshments.
Features: layouts in various gauges, plus model boats, aircraft etc.
Contact: Albert Pyper 0151 638 3915
www.worldofmotion.com

Saturday 16 & Sunday 17 November **BROADSTAIRS, Kent**

Organiser: Isle of Thanet Railway Society.
Venue: St George's School, Westwood Road, Broadstairs, Kent CT10 2LH.
Open: 1000 – 1700 Saturday

1000 – 1600 Sunday.

Admission: adults £5.00, seniors £4.50, accompanied children 3 – 15 free.
Amenities: refreshments, free parking, disabled access.
Features: layouts, trade support.
Contact: Steve Costin 07926 821728
www.iotrs.net

Saturday 16 & Sunday 17 November **COLNE, Lancashire**

Organiser: Pendle Forest MRS.
Venue: Park High School, Venables Avenue, Colne, Lancashire BB8 7DP.
Open: 1000 – 1700 Saturday
1000 – 1600 Sunday.
Admission: adults £5.00, concessions £4.00, children £3.00, family (2+2) £14.00.
Amenities: refreshments, disabled access. Signed from the end of the M65.
Features: layouts, trade support.
Contact: David Carter 07770 331348
www.pfmrs.org.uk

Saturday 16 & Sunday 17 November **FALKIRK**

Organiser: Falkirk MRC.
Venue: Forth Valley College, Grangemouth Road, Falkirk FK2 9AD.
Open: 1000 – 1700 Saturday
1000 – 1630 Sunday.
Admission: adults £6.00, one child under 14 £3.00, family (2+2) £14.00.
Amenities: refreshments, car parking.
Features: 20 layouts, trade support, demonstrations.
Contact: www.falkirkmrc.co.uk

Saturday 16 & Sunday 17 November **RETFORD, Nottinghamshire**

Organiser: Bassetlaw (North Notts) Railway Society.
Venue: Retford Town Hall, Market Square, Retford, Nottinghamshire DN22 6DB.
Open: 1000 – 1600 both days.
Admission: adults £4.00, children £2.00, family £10.00.
Amenities: refreshments, disabled access, free local parking on Sunday.
Features: 14 layouts from N to G, trade support, society stands.
Contact: 07768 347456
www.bnnrs.net

Saturday 16 & Sunday 17 November **WORKINGTON, Cumbria**

Organiser: Solrail.
Venue: Energus Building, Blackwood Road, Lillyhall, Workington CA14 4JW.
Open: 1000 – 1700 Saturday
1000 – 1600 Sunday.
Admission: adults £5.00, unaccompanied children 5 – 16 £1.00, accompanied children free.
Amenities: full refreshments, free parking, full disabled access, regular bus service from town and station on Saturday.
Features: layouts include *Annascaul* (OO3), *Bits And Bobs* (HO), *Brewery Sidings* (OO), *Castletown* (OO9), *Coppell* (OO), *Dunnakin* (OO), *Japanese Trains* (Z), *Londonderry Goods* (O), *Port Carlyle* (N), *Six Quarters* (OO), *The Oil Depot* (O), *WC Boggs & Sons* (O), *Winter Croft Mill* (EM), and others plus trade support, society stands, demonstrations.
Contact: www.solrail.co.uk

Sunday 17 November **FARNHAM, Surrey**

Organiser: Farnham & District MRC.
Venue: Wrecclesham Community Centre, Greenfield Road, Farnham GU9 8TJ.
Open: 1000 – 1600
Admission: adults £1.00, children 50p.
Features: open day – various club layouts and demonstrations, test tracks available.
Contact: Mike Le Marie 01252 449265
www.farnhammrc.org.uk

Sunday 17 November **MALVERN, Worcestershire**

Organiser: Eric & Dave VTC (layout only).
Venue: Three Counties Showground, Malvern, Worcestershire WR13 6NW.
Open: 1030 – 1500

Admission: via Toy Fair only.

Features: vintage Hornby O gauge layout – visitors are welcome to bring something along to run.

Contact: 0121 458 1361 (answerphone)

Saturday 23 & Sunday 24 November **NATIONAL EXHIBITION CENTRE**

Organiser: Warley MRC.
Venue: Hall 5, National Exhibition Centre, adjacent to Birmingham International station, Birmingham Airport and Jc 6 M42.
Open: 0945 – 1800 Saturday
0945 – 1700 Sunday.

(advance ticket holders 0915 both days)
Admission: on the door – adults £17.50 one day, £32.00 two days; children (5 – 16, accompanied by an adult) £1.00 one day, £2.00 two days. Under 5s free. *Advance tickets* – adults £16.00 one day, £29.00 two days, children (5 – 16, accompanied by an adult) £1.00 one day, £2.00 two days. Orders for advance tickets to arrive no later than 9 November from Warley National Exhibition Advance Ticket Sales, 86 Gospel End Road, Sedgley, Dudley, West Midlands DY3 3YU. Please send stamped addressed DL size envelope. Tickets also available from the NEC Ticket Factory by credit/debit cards – 0844 581 0737 or www.theticketfactory.com (a fulfilment fee applies).

Amenities: hot & cold food, snacks, licensed bars, full disabled facilities, charged parking on site and nearby (pay & display).

Features: 90+ layouts including at least 20 of overseas prototypes, some themselves from overseas. Heat- and grand final-winning layouts from Series 2 of *The Great Model Railway Challenge*. Full size restored North Eastern Railway petrol-electric railcar. Beer Heights Light Railway loco on the Peco stand (anticipated to be No. 12 *Jools*). Trade support, demonstrations, kids' kit construction area, Pete Waterman's *Building Learnington* Spa display and much more. Society stands and Gauge 1 live steam. Test track, model engineering.
Contact: www.thewarleyshow.co.uk

Saturday 23 & Sunday 24 November **SCUNTHORPE, North Lincolnshire**

Organiser: Scunthorpe & District MRC.
Venue: Sunshine Hall, Ashby High Street, Scunthorpe, North Lincolnshire DN16 2ND.
Open: 1000 – 1700 Saturday
0930 – 1600 Sunday.

Admission: adults £2.50, concessions £2.00, family £7.50.

Amenities: light refreshments, children's activities.

Features: layouts, trade support.
Contact: Ernie Gash 01724 860149

Sunday 24 November **BROCKENHURST, Hampshire**

Organiser: New Forest MRS.
Venue: Brockenhurst Village Hall, Highwood Road, Brockenhurst SO42 7RY.
Open: 1000 – 1630.
Admission: adults £4.00, children 5 – 16 £2.50, family (2+2) £11.00.
Amenities: refreshments, free parking, full disabled access. Venue is 10 minutes walk from Brockenhurst station.
Features: layouts, trade support, displays.
Contact: www.nfmrs.org

Sunday 24 November **RUSKINGTON, Lincolnshire**

Organiser: Sleaford & District MRC.
Venue: Ruskington Village Hall, Parkfield Road, Ruskington, Sleaford NG34 9HT.
Open: 1000 – 1600.
Admission: adults £3.00, children £1.50, family (2+2) £6.00.
Amenities: refreshments, parking, disabled access.
Features: charity model makers' show in aid of the Lincs & Notts Air Ambulance – layouts, plus displays showcasing model aircraft, boats, trucks, cars etc.
Contact: 07821 618718

Saturday 30 November **ARLESEY, Bedfordshire**

Organiser: Letchworth MRS.
Venue: Etonbury Academy, Stotfold Road, Arlesey, Bedfordshire SG15 6XS.
Open: 1000 – 1630.
Admission: adults £5.00, concessions £4.00, accompanied children under 16 free.
Amenities: refreshments, parking, disabled access.
Features: layouts include *Achalraj* (HOe), *Ambleton Vale* (N), *Bradfield* (OO), *Central Works* (O), *Dobris* (HO), *Ellasweet* (OO), *Elmwood Yard* (HO), *Grazeller Bahn* (HOe), *Kinross* (OO), *Longstone* (Gn15), *Mosquito Falls* (On30), *Naples Street* (TT), *Neely* (N), *Norge – A Taste Of Norway* (HO), *Oakley Green* (OO), *Oldham* (O), *Webbs Wharf* (O). Full trade support.
Contact: www.leitchworthmrs.org.uk

Saturday 30 November **CARDIFF**

Organiser: EM Gauge Society.
Venue: Coleg y Cymoedd, Nantgarw Campus, Heol y Coleg, Parc Nantgarw, Cardiff CF15 7QY.
Open: 1000 – 1600.
Admission: EMGS members free, non-members £4.00.
Amenities: light refreshments all day, large car park, disabled access. Stagecoach bus 132 from Taffs Well station every 15mins.
Features: EMGS Modelling Workshop (and AGM at 1400 for members only). Come and learn, chat and socialise with fellow modellers.
Contact: www.emgs.org

Saturday 30 November **EATON BRAY, Bedfordshire**

Organiser: Bedfordshire 16mm Narrow Gauge Modellers.
Venue: Eaton Bray Village Hall, Church Lane, Eaton Bray, Nr Dunstable LU6 2DJ.
Open: 1000 – 1600.
Admission: £5.00, accompanied children under 16 free.
Amenities: refreshments all day, free parking, full disabled access.
Features: layouts with live steam and electric propulsion including *Aberwyn Green* (32mm), *Prayle Grove* (32mm/45mm), *Ridgmont* (32mm) and *Tank Yard* (32mm). Trade support, members' sales.
Contact: Chris Pretty 01442 244345
www.bag16mm.org.uk

Saturday 30 November **RAINHILL, Merseyside**

Organiser: Rainhill MRC.
Venue: Rainhill Village Hall, Weaver Avenue, Rainhill, Merseyside L35 4LU.
Open: 1000 – 1700.
Admission: adults £3.50, children £4.00 (includes a visit to and gift from Santa).
Amenities: refreshments, full disabled access to all areas.
Features: RMRC Christmas Model Railway Show – layouts (club and members'), trade support. All children have the opportunity to visit Santa and receive a gift. Additional attraction this year is free entry to the Merseyside & Southwest Lancashire OO9 Group Narrow Gauge Show.
Contact: Brian Davis 01925 226266
www.rainhillmrc.org.uk

MEETINGS

Friday 1 November, 1930hrs **Great Western Society – Taunton**

More Of Peter Gray's West Country by Amyas Crump.
Venue: Rockwell Green Parish Church Hall, Rockwell Green, Near Wellington, Somerset TA21 9DH.
Contact: 01823 334188

Friday 1 November, 1930hrs **RCTS – Bristol**

Ramblings With A New Camera

by Brian Holland.
Venue: St Peter's Church Hall, Church Road, Filton BS34 7BX.
Contact: Ronnie McAdam 0131 669 7503

Friday 1 November, 1930hrs
RCTS – Carnforth

More Local Scenes From The 60s by Noel Machell.
Venue: Station Hotel.
Contact: Ronnie McAdam 0131 669 7503

Friday 1 November, 1900hrs
SLS – Middlesbrough

Beyond The P2 by Mark Allatt.
Venue: Newport Community Hub, St Paul's Road, Middlesbrough TS1 5NQ.
Contact: 01429 270591

Friday 1 November, 1900hrs
SLS – Newcastle upon Tyne

Steam Safari (South Africa 1976) by Trevor Ernel.
Venue: The Conference Room, 1st Floor (access via Black Swan Courtyard), Newcastle Arts Centre, 67 Westgate Road, Newcastle upon Tyne NE1 1SG.
Contact: www.slsnewcastle.org.uk

Saturday 2 November, 1400hrs
SLS – Manchester

Rebuilding The Welsh Highland Railway by Geoff Stocker.
Venue: The Friends' Meeting House, Mount Street, Manchester M2 5NS.
Contact: 0161 973 1165

Monday 4 November, 1930hrs
Peak Rail Association – Sheffield Branch

Where Would You Like To Go? by Anthony Hicks.
Venue: The Harlequin, 108 Nursery Street, Sheffield S3 8GG.
Contact: Dave Sharp 0114 274 5478
www.peakrail.co.uk/sheffieldbranch

Monday 4 November, 1930hrs
Plymouth Railway Circle

AGM followed by *President's Selection*.
Venue: St Edward's Church Hall, Home Park Avenue, Peverell, Plymouth, Devon PL3 4PG.
Admission: visitors £2.00
Contact: Stuart Hammond 07814 821116

Monday 4 November, 1400hrs
RCTS – Birmingham

An Eighth Colour Rail Journey by Paul Chancellor.
Venue: Christ Church Community Hall, Burney Lane, Ward End B8 2AS.
Contact: Ronnie McAdam 0131 669 7503

Monday 4 November, 1400hrs
RCTS – Northampton

Rhapsody In Blue by Ken Grainger.
Venue: Weston Favell Parish Hall, Booth Lane South, Weston Favell.
Contact: Ronnie McAdam 0131 669 7503

Tuesday 5 November, 1930hrs
Gravesend Railway Enthusiasts Society

A Dream Unfulfilled by George Marcar.
Venue: Emmanuel Baptist Church, Windmill Street, Gravesend DA12 1BB.
Admission: non-members £1.00
Contact: Henry Harryman 01322 370148

Tuesday 5 November, 1900hrs
RCTS – Watford

European Miscellany by Rob Freeman.
Venue: Beechen Grove Baptist Church, Clarendon Road WD17 1JJ.
Contact: Ronnie McAdam 0131 669 7503

Tuesday 5 November, 1930hrs
SEG/LRTA – Eastleigh

AGM followed by members' digital images.
Venue: Eastleigh Railway Institute, 2 Romsey Road, Eastleigh SO50 9FE.
Admission: £3.00
Contact: www.lrta.org
www.southernelectric.org.uk

Tuesday 5 November, 2000hrs
The Enfield Transport Circle

The Great Railway Revolution by Christian Wolmar.
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

Wednesday 6 November, 1900hrs
Association of Shrewsbury Railway Modellers

Signalling by Ian Payne.
Contact: Nick Coppin 01952 884398
www.shrewsburyrailwaymodellers.co.uk

Wednesday 6 November, 1930hrs
Burton Railway Society

An Eighth Colour-Rail Journey by Paul Chancellor.
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

Wednesday 6 November, 1415hrs
RCTS – Ipswich

Li Col Holman F Stephens – The Man And His Empire by Hugh Smith.
Venue: Greenfinch Church Hall, Greenfinch Avenue IP2 0SQ.
Contact: Ronnie McAdam 0131 669 7503

Thursday 7 November, 1930hrs
Lutterworth Railway Society

Engine Sheds Part 5 by Chris Banks.
Venue: United Reformed Church, George Street, Lutterworth LE17 4EF.
Contact: David Hanger 01455 203307
www.lutterworthrailwaysociety.co.uk

Thursday 7 November, 1930hrs
RCTS – Milton Keynes

HS2 In 2019 by Chris Jordan.
Venue: The Methodist Church Hall, Silver Street, Stony Stratford MK11 1BE.
Contact: Ronnie McAdam 0131 669 7503

Thursday 7 November, 1915hrs
SLS – Kendal

An Illustrated History Of The British Transport Police by Bill Rogerson.
Venue: St John Ambulance Centre, Sandes Avenue, Kendal LA9 4LL.
Contact: 01539 725858

Thursday 7 November, 1930hrs
The Great Central Railway Society – Sheffield Branch

The Great Central Railway Today by David Hanger.
Venue: The Harlequin, 108 Nursery Street, Sheffield S3 8GG.
Contact: Bob Gellatly 01909 565763
www.gcrsociety.co.uk

Friday 8 November, 1915hrs
Great Western Society – Swindon

Remembering Dennis Goacher by Joe Turner.
Venue: Lawn Community Centre, Guildford Avenue, Off Windsor Road, Lawn, Swindon SN3 1JE.
Contact: 01793 495976

Saturday 9 November, 1430hrs
BORHT/SLS

British Built Steam Locomotives Down Under by Dr Michael Bailey and *Research And Restoration In Nigerian Railways* by Dr Oliver Owen.
Venue: The Model Railway Club, Keen House, 4 Calshot Street, London N1 9DA.
Contact: www.borht.org.uk
www.stephensonloco.org.uk

Saturday 9 November, 1900hrs
RCTS – Exeter

Backtracking Around Plymouth by Bernard Mills.
Venue: Conference Room, Great Western Hotel, by Exeter St David's station,

EX4 4NU.
Contact: Ronnie McAdam 0131 669 7503

Saturday 9 November, 1400hrs
SLS – Kidderminster

Round India By Steam Train by Malcolm Garner.
Venue: Kidderminster Railway Museum, adjoining Severn Valley Railway station, Kidderminster DY10 1QX.
Contact: 01905 749526

Monday 11 November, 1930hrs
Lincoln Railway Society

AGM and photo competition.
Venue: St Hugh's Church, Harewood Crescent, North Hykeham, Lincoln LN6 8JG.
Admission: visitors £3.00
Contact: 01522 698085
grahamlightfoot1948@gmail.com

Monday 11 November, 1930hrs
RCTS – Croydon

Strictly Freight Only – Part 2 by Brian Ringer.
Venue: Small Hall, East Croydon United Reformed Church, Addiscombe Grove, CR0 5LP.
Contact: Ronnie McAdam 0131 669 7503

Monday 11 November, 1900hrs
RCTS – Sheffield

Sheffield And South Yorkshire, Past And Present by Michael Eggenton.
Venue: The Sheffield Scout Headquarters, 60 – 68 Trippet Lane S1 4EL.
Contact: Ronnie McAdam 0131 669 7503

Monday 11 November, 1930hrs
SEG – Sussex Branch

Riding The Rocky Road In Southern Comfort by Andrew Marshall.
Venue: The Deall Room, Southwick Community Centre, BN42 4TE.
Admission: non-members £3.00
Contact: stuart.hicks90@gmail.com

Monday 11 November, 1930hrs
SLS – Ardrossan

The Preservation Of 45596 Bahamas by John Hillier.
Venue: Lauriston Hotel, 15 South Crescent Road, Ardrossan KA22 8EA.
Contact: 01294 822303

Tuesday 12 November, 1930hrs
Friends of the National Railway Museum

Steam In And Around Darlington 2 by Chris Nettleton.
Venue: Railway Museum, Leeman Road, York YO26 4XJ.
Admission: £3.00 (season tickets available for all meetings excluding 10 December £8.00). Complimentary tea and coffee. Doors open 1830.
Contact: www.nrmfriends.org.uk

Tuesday 12 November, 1930hrs
Great Western Society – Bristol

Midland Extremities – From The S&D To S&C by Terry Nicholls.
Venue: BAWA, 589 Southmead Road, Filton, Bristol BS34 7RG.
Contact: 01454 324230

Tuesday 12 November, 1945hrs
Pewsey Vale Railway Society

American Locomotives by Peter Elliott.
Venue: Woodborough Social Club, SN9 5PL.
Contact: 07899 967221

Tuesday 12 November, 1930hrs
RCTS – Cambridge

From Rookie Journalist To Grumpy Old Man by David Percival.
Venue: The Swift, Haggis Gap, Fulbourn CB21 5HD.
Contact: rctscambridge@gmail.com

Tuesday 12 November, 1930hrs
RCTS – Hitchin

American Rail Rover by John Day.
Venue: Tilehouse Street Baptist Church,

Upper Tilehouse Street SG5 2EE.
Contact: Ronnie McAdam 0131 669 7503

Tuesday 12 November, 1915hrs
RCTS – Ipswich

50 Years Of Scottish Railways Part 3 – To The Far North/Fort William/Mallaig/Oban by David Maclean.
Venue: Greenfinch Church Hall, Greenfinch Avenue IP2 0SQ.
Contact: Ronnie McAdam 0131 669 7503

Tuesday 12 November
RCTS – Merseyside, Chester and North Wales Branch

Observations at Leamington Spa/ Nuneaton.
Contact: Alan Turton 01606 854227
Merseyside@rcts.org.uk

Tuesday 12 November, 1930hrs
RCTS – Nottingham

B17 Spirit Of Sandringham by Brian Hall.
Venue: Nottingham Mechanics, 3 North Sherwood Street, NG1 4EZ.
Contact: Rodney Allan 0115 972 4184
rodneym43allan@hotmail.co.uk

Tuesday 12 November, 1930hrs
Wells Railway Fraternity

The Politics Of The S&D Railway Closure by Colin Divall.
Venue: Wells Town Hall, Market Street, Wells, Somerset BA5 2RB.
Contact: Andrew Tucker 01749 830695

Wednesday 13 November, 1930hrs
LCGB – Dorking Branch

Wolsztyn Experience by Julian Worth.
Venue: Friends' Meeting House, Butter Hill, South Street, Dorking RH4 2LE.
Contact: terryrichards@onetel.com

Wednesday 13 November, 1930hrs
RCTS – Cardiff

50 Years On The Beaten Track – Five Decades Of Exploring Abandoned And Forgotten Railways In South Wales And Beyond by Geoff Atkins.
Venue: Old Church Rooms, Park Road, Radyr CF15 8DF.
Contact: Ronnie McAdam 0131 669 7503

Thursday 14 November, 1930hrs
Aln Valley Railway

The Photographs Of Derek Cross by David Cross.
Venue: The Old Waiting Room, Alnwick Station.
Contact: Roger Jermy 01665 606168

Thursday 14 November, 1945hrs
Nuneaton Railway Circle

Russ Watkins Memorial Evening by Steve Nikols.
Venue: Chilvers Coton Conservative Club, Bridge Street, Nuneaton CV11 5UD.
Admission: non-members £3.00. All proceeds to Cancer Research UK.
Contact: 01827 895961

Thursday 14 November, 1900hrs
RCTS – Newcastle

A Record For Posterity – Underground Haulage At Thoresby Colliery, Nottinghamshire 2015 by Colin Mountford.
Venue: The Arts Centre, 67 Westgate Road, Newcastle upon Tyne NE1 1SG.
Contact: rctsnewcastle@gmail.com

Thursday 14 November, 1900hrs
RCTS – Peterborough

The Waverley Route by Dennis Lovett.
Venue: St Luke's Church, Mayors Walk, PE3 6EZ.
Contact: Ronnie McAdam 0131 669 7503

Thursday 14 November, 1930hrs
RCTS/SRPS – Edinburgh

From The Caledonian Railway Association Archive by Alistair Maclean.
Venue: Quakers' Meeting House, 7 Victoria Terrace EH1 2HE.
Contact: scotland@rcts.org.uk

Friday 15 November, 1930hrs
Great Western Society – Taunton
End Of Steam In Mid Glamorgan
 by Brian Lewis.

Venue: Village Hall, Stoke St Mary, Nr Taunton, Somerset TA3 5DE.
Contact: 01823 334188

Friday 15 November, 1900hrs
SLS – Newcastle upon Tyne
British Railways In Transition 1950s – 1970s: Photographs By Cedric And John Clayton by John Clayton.

Venue: The Conference Room, 1st Floor (access via Black Swan Courtyard), Newcastle Arts Centre, 67 Westgate Road, Newcastle upon Tyne NE1 1SG.
Contact: www.slsnewcastle.org.uk

Saturday 16 November, 1830hrs
Great Western Society – Torbay
Great Western Road Motors & Successors
 by Colin Billingham.

Venue: Parish Centre, Church End Road, Kingskerswell, Torbay TQ12 5LD.
Contact: 01803 326329

Monday 18 November, 1930hrs
Plymouth Railway Circle

Privatised Or Nationalised – Which Is Best For Britain's Railways? by Alex Green.
Venue: St Edward's Church Hall, Home Park Avenue, Peverell, Plymouth, Devon PL3 4PG.
Admission: visitors £2.00
Contact: Stuart Hammond 07814 821116

Monday 18 November, 1930hrs
RCTS – Chester
Railway Safety by David Maidment.
Venue: The Town Crier, City Road/Station Road (opposite station entrance).
Contact: Ronnie McAdam 0131 669 7503

Monday 18 November, 1400hrs
RCTS – Coventry
Images From The Geoff Baylis Collection
 by David Walker.
Venue: The Coventry and North Warwickshire Sports Club, Binley Road CV3 1HB.
Contact: Derek Morris 01926 855069

Monday 18 November, 1930hrs
RCTS – Didcot
25 Years Of Great Eastern Electrification
 by John Day.
Venue: Didcot Civic Hall, Britwell Road OX11 7JN.
Contact: Fixtures Secretary Andrew Jenkins 01793 783749; Tv-fixtures@rcts.org.uk

Monday 18 November, 1930hrs
RCTS – Shenfield
London To Velke Kapusany – A 21st Century Odyssey by David Jackman.
Venue: Shenfield Parish Hall, 60 Hutton Road CM15 8BL.
Contact: Ronnie McAdam 0131 669 7503

Tuesday 19 November, 1400hrs
RCTS – Hull
 Branch AGM, quiz and members' contributions.
Venue: Upstairs, The Highway Public House, Willerby Road HU5 5LH.
Contact: Ronnie McAdam 0131 669 7503

Tuesday 19 November, 1900hrs
SLS – Middlesbrough
The Future Development Of Cross Country
 by Alex Bray.
Venue: Langdon Square Community Centre, Coulby Newham, Middlesbrough TS8 0TF.
Contact: 01642 780658

Tuesday 19 November, 1930hrs
The Grimsby & Cleethorpes Railway Group
The Travels Of Brian Hastings
 by Mike Savage and
Station To The Train by Graham Taylor.
Venue: The No.1, Station Approach, Cleethorpes DN35 8AX.

Contact:
 Stuart Blackburn 01472 505853
 www.gcrsociety.co.uk

Tuesday 19 November, 1930hrs
The Leicester Railway Society
Ramblings With A New Camera – Part 3
 by Brian Holland & Michael Chapman.
Venue: The Braunstone Civic Centre, 209 Kingsway, Leicester LE3 2PP.
Contact: Stephen Hewitt 07980 008370
 www.leicesterrailwaysociety.com

Wednesday 20 November, 1900hrs
RCTS – Ashford (Kent)
A Lifetime Of Railway Discoveries
 by Michael Bunn.
Venue: The Railway Social Club, Beaver Road TN23 7RR.
Contact: southeast@rcts.org.uk

Wednesday 20 November, 1930hrs
RCTS/Mid-Hants Railway
Past Mid-Hants Galas by Tony Storey.
Venue: Eastleigh Railway Institute, 2 Romsey Road, Eastleigh SO50 9FE.
Contact: Ted Vaughan 023 8084 9533
 tedvaughan449@yahoo.co.uk

Wednesday 20 November, 1930hrs
Thorncombe Rail Activities Club
The Seaton Tramway by Gareth Richards.
Venue: Thorncombe Village Hall, Nr Chard, TA20 4NF.
Contact: https://sites.google.com/site/traclubsite/Home

Thursday 21 November, 1930hrs
Gravesend Railway Enthusiasts Society
Aveling & Porter Of Rochester
 by James Preston.
Venue: Emmanuel Baptist Church, Windmill Street, Gravesend DA12 1BB.
Admission: non-members £1.00
Contact: Henry Harryman 01322 370148

Thursday 21 November, 1930hrs
Lutterworth Railway Society
Steam Trams by Paul Abell.
Venue: United Reformed Church, George Street, Lutterworth LE17 4EF.
Contact: David Hanger 01455 203307
 www.lutterworthrailwaysociety.co.uk

Thursday 21 November, 1915hrs
Marlow & District Railway Society
Broad Gauge Journey 1 – Paddington To Bristol by Rev Canon Brian Arman.
Venue: Bourne End Community Centre, Bourne End, Bucks. SL8 5SX.
Contact: Keith Gower 01296 710053
 www.mdrs.org.uk

Thursday 21 November, 1900hrs
RCTS – Darlington
Cine By The Late W A Camwell
 by Ian McInnes.
Venue: Darlington Cricket Club, South Terrace, Feethams DL1 1SG.
Contact: Brickjames94@gmail.com

Thursday 21 November, 1930hrs
RCTS – Shipley
Variations – Far And Wide
 by Gavin Morrison.
Venue: Saltaire Methodist Chapel, Saltaire Road, Shipley BD18 3HJ.
Contact: Ronnie McAdam 0131 669 7503

Thursday 21 November, 1900hrs
RCTS/SRPS – Edinburgh
 Branch AGM followed by members' slides and digital images.
Venue: Quakers' Meeting House, 7 Victoria Terrace EH1 2HE.
Contact: scotland@rcts.org.uk

Monday 25 November, 2000hrs
Nantwich & Market Drayton Railway Society
50 Years Of Severn Valley Locomotives
 by Roger Fletcher.
Venue: King's Head Inn, Shrewsbury Road, Market Drayton TF9 3EH.
Contact: johnslynn147@virginmedia.com

Monday 25 November, 1930hrs
RCTS – Maidenhead
The Rail Freight Group
 by Maggie Simpson, Director General of the RFG.
Venue: Cox Green Community Centre, Highfield Lane, Cox Green SL6 3AX.
Contact: Ronnie McAdam 0131 669 7503

Monday 25 November, 1900hrs
RCTS – Sheffield
An Eighth Colour Rail Journey
 by Paul Chancellor.
Venue: The Sheffield Scout Headquarters, 60 – 68 Trippet Lane S1 4EL.
Contact: Ronnie McAdam 0131 669 7503

Tuesday 26 November, 1930hrs
RCTS – Nottingham
Gedling Station Restoration Project
 by Brian Howes.
Venue: Nottingham Mechanics, 3 North Sherwood Street, NG1 4EZ.
Contact: Rodney Allan 0115 972 4184
 rodney43allan@hotmail.co.uk

Tuesday 26 November, 1400hrs
RCTS – Welwyn Garden City
The Railways Of Western France
 by Michael Bunn.

Venue: The Methodist Church, junction of Ludwick Way and Cole Green Lane, AL7 3PN.
Contact: Ronnie McAdam 0131 669 7503

Tuesday 26 November, 1915hrs
RCTS – Woking
Network Rail by Andrew Haines.
Venue: Woking United Reformed Church, White Rose Lane GU22 7HA.
Contact: Ronnie McAdam 0131 669 7503

Wednesday 27 November, 1930hrs
RCTS – Chichester
Women On The Railway
 by Dr Becky Peacock.
Venue: Council Meeting Room 2, County Hall, West Street PO19 1RQ.
Contact: Ronnie McAdam 0131 669 7503

Wednesday 27 November, 1930hrs
RCTS – Swansea
50 Years Ago – The Railway Scene In 1969 And 1970 by Stephen Miles.
Venue: Dylfatty Community Centre, Chapel Street SA1 1NB.
Contact: Ronnie McAdam 0131 669 7503

Thursday 28 November, 1945hrs
Nuneaton Railway Circle
BR In The Seventies by Gavin Lake.
Venue: Chilvers Coton Conservative Club, Bridge Street, Nuneaton CV11 5UD.
Admission: non-members £3.00
Contact: 01827 895961

Friday 29 November, 1930hrs
Great Western Society – Oxford
An Eighth Colour Rail Journey
 by Paul Chancellor.
Venue: Pauling Human Sciences Centre, 58 Banbury Road, Oxford OX2 6QS.
Contact: 01865 243526

Friday 29 November, 1930hrs
RCTS – Preston
 Branch AGM followed by members' and visitors' 35mm slides (no digital).
Venue: Fulwood Lawn Tennis Club, Highgate Avenue PR2 8DY.
Contact: Ronnie McAdam 0131 669 7503

Friday 29 November, 1900hrs
SLS – Newcastle upon Tyne
New French Light Rail Systems In The Twenty-First Century by Graham Jellett.
Venue: The Conference Room, 1st Floor (access via Black Swan Courtyard), Newcastle Arts Centre, 67 Westgate Road, Newcastle upon Tyne NE1 1SG.
Contact: www.slsnewcastle.org.uk

Saturday 30 November, 1400hrs
T&LRS – East Midlands Area
Unusual Railways & Tramways
 by David Hanger.
Venue: Sixth Beeston Scout Hut, Middle Street, Beeston, Nottingham NG9 1GA.
Contact: David Hanger 01455 203307

CLUB NEWS

Kevin Staddon, secretary of **The Exe Model Railway Society** writes to announce that the society has a new Exhibition Manager, Alan Barrow. All contact should in the first instance be via email to the society – train@exemrs.co.uk.

After many successful years in the role, David Harding decided it was time to retire. It should be noted that this retirement only applies to the managing of the Exe MRS exhibition; he continues to run the model shop at St Davids Hill, Exeter to avoid any confusion.

Discover half a century of the Severn Valley Railway's motive power at the Nantwich & Market Drayton meeting on Monday 25 November.
 Photograph: Craig Tiley



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Replies to box numbers should be sent to:
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Trade

Retailers' Announcements

YORK - MONK BAR MODEL SHOP LTD. 2 Goodramgate (by Monk Bar). Large selection of new model railways, Scalextric, plastic kits, diecasts, etc. Tel: 01904 659 423.

HULL - EAST YORKSHIRE'S ONLY SPECIALIST model railway shop. Model Railways bought, sold and exchanged. 53A MODELS, 430 Hessle Road, Hull. (Closed Mondays). www.53amodels.co.uk. Tel: 01482 227 777.

COLWYN BAY, CLWYD MODELS. Opening times: Thursday, Friday + Saturday 10-1pm, 2-5pm. Second hand model railway books, videos, layouts, diecast bought, sold and exchanged. 447, Abergele Road, Old Colwyn. Tel: 01492 518 709.

PLUS DAUGHTERS OF BASILDON ESSEX. N gauge specialist for the UK, Continental and American Modeller. New and second hand, bought, sold or exchanged. PLUS DAUGHTERS, 8 Britannia Court, Burnt Mills Industrial Estate, Basildon, Essex, SS13 1EU. Tel: 01268 726 211 www.plusdaughters.co.uk

MODEL EXCHANGE. Tel: 07580 065 017 website: www.themodelexchange.co.uk BUY*EXCHANGE*SELL TOYS.

DINGWALL (ROSS-SHIRE)-SPORTS & MODEL SHOP, 66 High Street, Dingwall, IV15 9RY. PLASTICS-METALS-SCENICS. OO and N scale, PECO, Hornby, Bachmann, Metcalfe, Wills, Ratio & Dapol. Tel: 01349 862 346.

LANCASHIRE - MODEL RAILWAYS AND DIECAST SHOP. We buy and sell obsolete and new diecast and railway items. Tel: 01282 867 711.

SHREWSBURY AND TELFORD - COME TO MODELSCAPE FOR YOUR MODEL RAILWAY NEEDS. Open Monday 10-5, Wednesday 2-5, Friday 2-5 and Saturday 10-12:30. Unit 8bc, Rodenhurst Business Park, Rodington, Shrewsbury, SY4 4QU. On B5062 between Roden and High Ercall. 01952 771 115 www.modelscape.net

FURNESS MODELS of ULVERSTON - Quality used model railway and diecast bought & sold. New website www.furness-models.com Also find us on E-Bay and at many local events. Tel 07736 390913.

Trade Sales Products

O GAUGE ETCHED KITS. Locomotives, Carriages and Wagons. Connoisseur Models on line catalogue, www.jimmcgeown.com or send 2nd class address label for free printed catalogue. 1 Newton Cottages, Nr Weobley, Herefordshire, HR4 8QX.

LOCOMOTECH MOTORIZING KITS FOR PECO AND SOUTH EASTERN FINECAST TURNTABLES. Standard (3.5rpm) £27.99, Deluxe (2 rpm) £34.99, U.K. postage £3.25. 12V motor. Enclosed all-metal gearbox. Automatic Indexing - stops automatically at each exit. (Currently only for PECO LK-55/LK-555) 10 Exit version £64.99, NEW 32 Exit Roundhouse Version £67.99. Reviewed by Railway Modeller May 2016. More information and order online at www.locomotech.co.uk Telephone orders: 01903 871149.

NEW WEBSITE: www.zetlandmodelrailways.co.uk Good quality second-hand North American, Continental & British, "O", "HO", "OO", "N" & "Z" scales. email Bob@zetlandmodelrailways.co.uk

Trade Sales Books

SPECIALIST IN OUT OF PRINT RAILWAY books, timetables, photographs, official publications and relics. Lists welcome. Visitors by appointment. BARRY JONES, 28 Marine Crescent, Worthing, BN12 4JF. Tel/Fax: 01903 244 655.

RAILWAY MODELLER BACK NUMBERS - for more information on which issues are available, please contact: Technical Advice Bureau, PECO, Underleys, Beer, Seaton, Devon, EX12 3NA, England, telephone: 01297 20580. Please see website for prices.

Trade Services

WHITEMETAL AND BRASS KIT BUILDING SERVICE, QUALITY LOCOMOTIVES AT REALISTIC PRICES. For costs plus current delivery dates, please phone 01325 382 452 or write to: DAVID TEMPLE, 28 Walworth Crescent, Darlington, County Durham, DL3 0TX.

CUSTOM AND STANDARD DECALS. PLASTIC AND METAL KIT BUILDING, modification and scratch building service. Locos, Rolling stock, track, structures and scenic items. Any scale. See www.aardstorm-models.com

KIT BUILDING SERVICE, LOCOS, ROLLING STOCK, QUALITY WORK AT REASONABLE PRICES. Contact: JOHN NOWELL, 28 Victoria Road, Tuebrook, Liverpool, L13 8AW. Tel: 0151 259 5957, email: johnnowell@blueyonder.co.uk www.tuebrooktrains.co.uk

MODEL PAINTING & RESTORATIONS particularly of vintage collectible models. "Might Have Been" liveries a speciality. Phone, email or write for images of my work. JEFF KNIGHT, phone: 07577 002 709, email: jeffknight@clockworkandsteam.com address: 10 Churchill House, Hangleton Road, Hove, BN3 7SG.

Wanted (Trade)

This section is reserved for the use of traders only.

WE VALUE YOUR USED MODEL RAILWAYS very highly. Best prices paid for good condition modern OO and N Gauge second hand items. Send us your list of

surplus items in any gauge or make (s.a.e. please) for our quotation by return post. We also buy tinplate of all kinds, Dinky Toys, Corgis and Lesneys. We will travel anywhere to collect. RAILWAY ROUNDABOUT, The Walnut Tree, Egremont Street, Glemsford, Suffolk, CO10 7SA. Tel: 01787 280 452, email: bill.railwayroundabout@gmail.com

MODEL RAILWAYS WANTED - cash waiting for British & American N & OO/HO scales plus Continental HO model railway equipment. British and American O-Scale also considered along with interesting items of railwayana. (Closed Mondays). 53A Models, 430 Hessle Road, Hull. 01482 227 777. www.53amodels.co.uk

AIRFIX/FROG/REVELL and other makes of unmade Second-hand plastic kits wanted. Aircraft especially wanted. Any quantity. KINGKIT, Unit 8, Cedar Court, Halesfield 17, Telford, TF7 4PF. Tel: 01952 586 457.

WANTED - TRAIN COLLECTIONS O, OO, N. Always calling in areas SOMERSET, DEVON, CORNWALL, S-WALES, WILTS, HAMPSHIRE, most places in UK covered. Will dismantle layouts any size. Interested in British N gauge Farish, Mintrix, Peco, OO Bachmann, Hornby, Mainline, Lima, Wrenn, Tri-ang. Damaged, scrap locos, Peco points, track work, buildings, cars, people, books, diecast, EFE buses. Cash paid, friendly service offered. R.FOSTER 15 Rosebery Avenue, Yeovil, Somerset BA21 5LW. Tel 01935 424165 email russelltrains@aol.com

MODEL RAILWAYS ALWAYS WANTED, including Hornby Dublo, Wrenn, Trix, Lima, Bachmann, Steam, Modern Image, OO, O, N gauge, kits and kit built. Send lists or give me a call. BARRY JONES, 28 Marine Crescent, Worthing, BN12 4JF. Tel/Fax: 01903 244 655.

MODEL RAILWAYS WANTED - All Gauges including N, OO, O Gauge. Large collections to surplus items. British/American and Continental boxed or unboxed, no problem. Spares and track also purchased. We will also buy any diecast. Send list or telephone: MJH MODELS, S'Agaro, Goring Road, Woodcote, Reading, RG8 0QE. 01491 681 262 email: mjhtoy@aol.com

WE CARE A GREAT DEAL MORE! We realise that your collection large or small is a prized possession, so we will always give our highest price, we will respond quickly to receiving your list and collect, dismantle and remove your items efficiently because we care. Whatever you have to sell from single items to large collections. Give us a call and prepare to be amazed! S&J MODELS. Tel: 01606 872 786 email: sjmodels@tiscali.co.uk website: www.sandjmodelrailways.co.uk

THINKING OF SELLING YOUR MODEL RAILWAY COLLECTION? If so contact me for an immediate evaluation, distance no object, collections large or small. PAUL CULL, telephone: 01302 481 274 or mobile: 07767 356 890 or send list to: The Bungalow, Dentons Green Lane, Kirk Sandal, Doncaster, DN3 1JP, email: simonecull06@tiscali.co.uk

HORNBY & BASSETT-LOWKE O GAUGE TRAINS, wagons, coaches and accessories. Anything considered. Top prices paid for single items and/or complete collections. Tel: 01993 840 064 (Oxon) 0797 991 0760.

MODEL RAILWAYS WANTED – ANY GAUGE, ANYWHERE. ALWAYS BEST CASH PRICES PAID.

Layouts dismantled. Telephone: 01924 824 748, anytime. Send your lists to: GOING-LOCO, 38 Potovens Lane, Lofthouse Gate, Wakefield, WF3 3JF email: goinglocomodels@hotmail.com

ALWAYS WANTED BY TRI-ANGMAN-collections, layouts, seeking, Tri-ang, Hornby, Dublo, Wrenn, Bachmann etc. Will collect across most of the UK. More than fair prices paid. Tel: 07966 333 605. email: Laurence@tri-angman.co.uk www.tri-angman.co.uk

WANTED-MODEL RAILWAY ITEMS, FROM ANYWHERE IN THE UK, single items to whole collections, any gauge, we pay cash and will beat any genuine offer on collections. We also buy diecast models + vintage toys. Tel: 01209 718 562 or 07876 457 114, email: harvey.instance@sky.com

HORNBY DUBLO WANTED – LOCOS, COACHES, WAGONS AND ALL RELATED ITEMS. From single items to whole collections, cash paid, distance no object. DARREN COOPER. Tel: 01254 234 017.

MODEL RAILWAY COLLECTIONS URGENTLY REQUIRED – SMALL & LARGE, any scale and any condition. British, European and American collections all required. Nationwide collections, distances no object. Contact us today for a quick and friendly service. Telephone: 01302 371 623, mobile: 07526 768 178, email: anoraksanonymous@googlemail.com

WANTED WANTED MODEL RAILWAYS, ALL MAKES, ALL SIZES from N Gauge, OO scale to G Scale and larger, will travel all UK. We also dismantle layouts, over 35 year's experience. Send lists to DEREK BARNETT, 6 Vale Gardens, Penkridge, Staffs, ST19 5LQ. Tel: 01562 750 076 daytime, or text me 07721 333 521 anytime and I will ring you back, email footplate@btconnect.com

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WANT TO SELL YOUR TRAINS – ALL GAUGES, ALL MAKES? Hornby/Bachmann, OO, O, and N gauge. Top cash prices paid, collected, layouts dismantled. Please send list to CLAIRE CLARKE: 14 Stourbridge Road, Lloyd Hill, Wolverhampton WV4 5NE email: claireclarke@aol.com telephone: 01902 342 722.

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DIESELS WANTED – OO, N GAUGE, O GAUGE, HELJAN, LIMA, DAPOL, HORNBY, FARISH, PLUS ROLLING STOCK. KEITH'S MODEL RAILWAYS, telephone: 0116 277 8634 email: shak.marge@yahoo.co.uk

WE BUY ALL YOUR MODEL RAILWAY COLLECTIONS – ANY GAUGE, LOCOS, ROLLING STOCK, KITS ETC. For a fast friendly professional service telephone VINCENT: 07721 087 810 or email vincentonergan@hotmail.com or send your list to VINCENT – DORSET RAILS, 5 Conway Walk, Dorchester, Dorset, DT1 2EJ.

Auctions

UK TOY AND MODEL AUCTIONS – The next auction will be on Monday 4th November 2019 at Craxton Wood Hotel, Parkgate Road, Ledsham, South Wirral, near Chester CH66 9PB. Viewing 9.30am to 11.30am. Auction starts 11.30am. Up to 550 lots to include: Hornby O gauge, Hornby Dublo, Hornby, Bachmann, Mainline, Lima, Dapol, Over 800 Corgi Archive Aviation Aircraft, plus over 400 plastic kits by Revell, Airfix, Tamiya etc. Dinky Toys, Corgi, Matchbox, EFE and OOC Buses, Commercials, Plant Vehicles plus much more. Toy collections large or small always required for our forthcoming auctions, assistance given if selling as part of an estate. Full catalogue and further details on our website www.uktoyauctions.com or send £3.50 to 46 Wirral Gardens, Bebington, Wirral, Merseyside CH63 3BH, or telephone: BARRY STOCKTON on: 0151 334 3362 or TONY OAKES on 01270 652 773 for an informal, no obligation chat.

Private

Private Sales

THIS LAYOUT IS NEWLY FINISHED TO EXHIBITION STANDARD. It is 12 feet long and twenty seven inches wide, it splits into two six feet lengths which will fit into most modern cars with the rear seats down. This layout is very highly detailed with lots of shops and houses and businesses on a level above the railtrack. All the track and points are PECO 100, all points (10) are controlled from the master box. It was wired by a professional and works effortlessly. There are also quite a few isolated areas whereby you can have locos in the station or engine sheds, and bring others in or out without disturbing the stationary ones. If you wish to see photos of the layout call: 07723 776 086 and ask for Alex. The cost to buy is a very reasonable £850.00. The price also includes a Gaugemaster dual controller, should you require legs or trestles, these can be added at an extra cost.

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OO-GAUGE LAYOUT 'SAGES END JUNCTION' INCLUDES 11 ENGINES (STEAM ERA), 54 goods wagons, 17 carriages, 30+ vehicles, various people and animals. Buyer to dismantle. Plus a boxed 'Shakespeare Express Special Collectors Edition Set'. Bob Holroyd, 11 Gorse Lea, Southam, CV47 0LG. Tel: 01926 813925.

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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, 69 Birchanger Lane, Birchanger, Bishops Cleeve, CM23 5QA, website: www.gersociety.org.uk

Wanted Clubs and Societies

NARROW GAUGE STOCK WANTED BY THE 009 SOCIETY, collections, loco's, rolling stock, readymade BEMO, LILLIPUT, ROCCO etc or kit and scratch-built. Contact: 009 Society, 5 Quarry Road, Colehill, Wimborne, BH21 2NP. Email: members-sales@009society.com for society details see www.009society.com

Wanted Private

(This column is reserved for readers who are private Model Railway enthusiasts or collectors and require items purely for their own personal use).

TRIX TWIN AND TRIX EXPRESS. Avid collector. TTRCA No26, anything will be considered. Please phone anytime, will collect. Tel: 01736 754 200. Mobile: 07969 499 586.

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).

N OR OO GAUGE, British outline Model Railways sought by collector, Wrenn, Hornby, Bachmann, Farish etc. Will travel to collect. Tel: 01702 461 214 after seven, 07399 73 44 94, daytime. Send lists to: psdavis17@talktalk.net

HORNBY O GAUGE LMS Princess Elizabeth & Southern L1. Both 20 volt electric. Tel: 01993 840 064 (Oxon) or 0797 991 0760.

RAILWAY RELICS LOCOMOTIVE PLATES. Station signs, clocks, posters, hand lamps, signalling, would collect. Top prices. Dale, East Barn, Loads Road, Holymoorside, Chesterfield, S42 7HW. Tel: 01246 569 263.

HORNBY DUBLO & WRENN RAILWAYS WANTED, LOCOS, COACHES AND WAGONS. Single items or whole collections, distance no object. Immediate cash settlement. DARREN COOPER, 26 Warmden Avenue, Baxenden, Accrington, Lancs BB5 2PR. Tel: 01254 234 017.

WANTED TRIANG TT AND LONE STAR TREBLE O ELECTRIC BY PRIVATE COLLECTOR. Good price paid, will travel. Tel: 01980 862 387 or email: hamptonrob1951@outlook.com (Wiltshire).

WRENN 1966 TO 1992-items wanted by collector preferably boxed, single or complete collections. Please telephone: 0773 0957 800/01582 401 053 or visit my website www.wrennspecialist.co.uk

CASH PAID ON COLLECTION OF YOUR UNWANTED MODEL RAILWAYS, small or large collections OO or N gauge. Hornby, Lima, Bachmann, Farish etc. We will come to you and dismantle if needed. Please contact STEVE on: 01909 487 938 or send lists to: 27 Prince Charles Road, Worksop, Nottinghamshire, S81 7ES or email: steve37425@hotmail.co.uk

KIT ITEMS, WHITEMETAL, BRASS OO & O, DJH, Wills, Millholme, Alan Gibson etc. Engines, coaches, wagons, unmade, part made, engines working or not. Kit spares - will travel. Tel: 01302 481 274, mobile: 07767 356 890, email: simonecull06@tiscali.co.uk

O GAUGE WANTED - LOCOS, ROLLING STOCK, ACCESSORIES, TRACK/POINTS, SPARES AND

BUILDINGS. Large or small collections purchased. Tel 01302 481274, Mob. 07767 356 890. Email: simonecull06@tiscali.co.uk

G SCALE AND OTHER GARDEN RAILWAYS WANTED. Gauge 1, SM32, Bachmann, LGB, Piko, Accucraft, Roundhouse etc. Locomotives, rolling stock, track, points and accessories all required. Tel: 01302 371623 email: sophiecul99@gmail.com

YOUR UNWANTED RAILWAYS, SINGLE ITEMS OR QUANTITY, ALL GAUGES - immediate cash. Tel: 0208 715 5304, (South London).

HORNBY DUBLO AND WRENN RAILWAYS WANTED, LOCOMOTIVES, COACHES, WAGONS and all associated items, from one item to large collections. Happy to travel, immediate cash settlement. Jason Roger, send lists to 7 Broomways, Great Wakering, Southend on Sea, Essex SS3 0DP or email: jaycossie@googlemail.com or telephone: 01702 749 183.

IS THERE CASH IN YOUR ATTIC? I will collect and pay best cash prices for model railway items, from single items to complete collections. Call GEOFF, for a no obligation chat on: 07986 936 058 or email me on: cash4trains@live.co.uk

WANTED LIMA O GAUGE CLASS 33 DIESEL BR BLUE/RAILFREIGHT GREY; Lima - O Mk1 coaches; Lima-O Freightliner/freight wagons; Dapol, Heljan, Ace diesel locos. Tel: 07711 631 800 kevin.gill1@btconnect.com

WANTED TIMPO BATTLE AND WESTERN TRAINS. Timpo, Britains farm, buildings, Forts. 1960/70's plastic soldiers, Cowboys, Knights, Britains Garden Folk. Tel: 0782 344 34 74.

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.

October 2019

13 October (Sun) 10.30am-3pm
STAFFORD - MORE THAN 300 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

20 October (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. Adults £3, Children and Seniors £2. Early entry £5. JIM CORR.
Tel: 0750 403 5955, email: jim_corr73@hotmail.co.uk

20 October (Sun) 10am-2pm
PLYMOUTH COLLECTORS TOYFAIR, Scott Business Park, Beacon Park Road PL2 2PQ. Enquiries: PAUL SIMMONS.
Tel: 01752 846 250 or www.plymouthdiecastclub.com

20 October (Sun) 10.30am-2.00pm
TEWKESBURY - NEW EVENT Tewkesbury School, Ashchurch Road GL20 8DF. (approx. 3 mins J9 M5). Adults: £2.00 accompanying children under 16 free. Details: TONY OAKES FAIRS.
Tel: 01270 652 773.

20 October (Sun) 10.30am-2pm
WIRRAL, HULME HALL, Bolton Road Estate, Port Sunlight, CH62 5DH (just off A41). Up to 65 tables. Adults £2, Children 50p. BARRY STOCKTON.
Tel: 0151 334 3362 www.barrystocktonfairs.co.uk

20 October (Sun) 10am-2pm
WORTHING - SUSSEX, The Charmendean Centre, Forest Road, Worthing, West Sussex BN14 9HS. Next event: 17th November. SRP TOYFAIRS.
Tel: 01322 662 729 or 0773 99 8012 www.srptoyfairs1.co.uk

26 October (Sat) 10.30am-2pm
NORWICH - The Willow Centre, 1-13 Willowcroft Way, Cringleford, Norwich, NR4 7JJ. Admission £2, under 16 free, early entry 9am - £4pp. Good parking, disabled access and refreshments. JOHN'S TOY FAIRS. JOHN PARSONAGE, telephone: 07881 555 283, email: john.parsonage@btconnect.com

27 October (Sun) 10.30am-3pm
DONCASTER RACECOURSE, The Lazarus Exhibition Centre, Leger Way, Doncaster DN2 6BB. More than 350 stalls of toys, trains and models. Adults £.50, Seniors £4, Children £1.
Tel: 01604 846 688 www.bpfairs.com

27 October (Sun) 10am-2pm
ORPINGTON, CROFTON HALLS, by Orpington Railway Station, Kent BR6 8PR. Next event: 22 December. SRP TOYFAIRS.
Tel: 01322 662 729 or 0773 999 8012 www.srptoyfairs1.co.uk

27 October (Sun) 10.30am-3pm
READING TOYFAIR & EXHIBITION (INCORPORATING READING VINTAGE) Rivermead Leisure Complex, Richfield Avenue RG1 8EQ. Approximately 160 sales tables offering vintage, new & pre-owned toys & models, also model railway layouts and displays. Admission £4, accompanying Children under 16 free, early entry 8.30am £10, 9.30am £7. TONY OAKES FAIRS.
Tel: 01270 652 773 & 07825 631 323.

29 October (Tues) 7pm-9pm (Early entry £2 5pm)
BARNSELY TOY & TRAIN FAIR, Elsecar Heritage Centre, Elsecar S74 8HJ, space for 150 stalls, lots of free parking for stallholders and visitors. Adults £1.50. 5 minutes M1 junction 36.
Tel: 01226 744 425 www.newcomenfairs.co.uk sales@newcomenfairs.co.uk

31 October (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.

November 2019

2 November (Sat) 10.30am-3.30pm
BEACONSFIELD - Beaconsfield School, Watlington Road. (1/2 mile Old Town Church). M40, J2, close to M25, HP9 1SJ. Adults £1.20, refreshments.
Tel: 020 8205 1518.

2 November (Sat) 10.30am-3pm
MERTHYR TYDFIL TOY & TRAIN SALE, Merthyr Tydfil Leisure Centre, The Leisure Village, Merthyr Tydfil, CF48 1UT. BUY*SELL*EXCHANGE. This large and modern building has level and easy access, free parking and café. Merthyr town centre is close by with excellent road and rail facilities on hand. 90 tables, admission £2. Enquiries: CHRIS DYER FAIRS.
Tel: 01643 702 757 & 07966 694 579 www.chrisdyerfairs.co.uk

2 November (Sat) 10am-4pm
NORBRECK CASTLE HOTEL, BLACKPOOL - NEW EVENT Queens Promenade, FY2 9AA. Some of the UK'S top traders will be attending selling model railway diecast.
Tel: 0749 871 1514.

3 November (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 www.modelcarmart.com/ashington

3 November (Sun) 10.30am-3pm
BOLTON STADIUM - MORE THAN 250 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

3 November (Sun) 10.30am-3pm
NORTH BRISTOL TOY & TRAIN SALE, BAWA Health and Leisure Centre, 589 Southmead Road, Filton, Bristol BS34 7RG, (close to M4 & M5). BUY*SELL*EXCHANGE. Massive free car park. Café, 60 tables. Many top dealers. Admission £2.
Tel: 01643 702 757 or 07966 694 579
www.chrisdyerfairs.co.uk

3 November (Sun) 10.30am-3pm
EXETER (WESTPOINT) TOY & TRAIN COLLECTORS FAIR, Westpoint Arena, Clyst St Mary, Exeter. One mile from the M5. Up to 300 stalls selling model railway items obsolete and new. Hot and cold refreshments and free parking for thousands of cars. For more information and stall availability contact: BULLDOG FAIRS.
Tel: 01373 452 857 or 07917 125 641
www.bulldogfairs.com

3 November (Sun) 11am-4pm
SCOTMODEL 2019 – Graeme High School, Callendar Road, Falkirk FK1 1SY. £3 admission £3. BRIAN McLAREN.
Tel: 07483 260 915 www.mclaren-models.com

3 November (Sat) 10am-2.30pm
ST IVES – Burgess Hall Events Centre, Westwood Road, St Ives, Cambridgeshire PE27 6WU. 125 pitches, admission £3, Seniors £2.50, 1st Child £2. Organised by LORRAINE for J&J FAIRS.
Tel: 01522 880 383
email: jandjfairs@virginmedia.com

9 November (Sat) 9.45am-1.15pm – (new start time)
HERNE BAY – NEW EVENT Herne Bay, High School, Bullockstone Road, Herne Bay, Kent CT6 7TL. Large free car park, 10 minutes walk from Herne Bay Station. SRP TOYFAIRS.
Tel: 01322 662 729 or 0773 999 8012
www.srptoyfairs1.co.uk

10 November (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

10 November (Sun) 10am-2pm
CARNFORTH, Crag Bank Village Hall, LA5 9UH. Refreshments, free parking, wheelchair friendly.
Tel: 0161 620 0321, 0779 279 5512,
email: quadsquad0@gmail.com
website: www.cragbanktoyfairs.webs.com

10 November (Sun) 10.30am-2pm
KIDDERMINSTER, Gilt Edge Leisure Centre, Zortech Avenue, Kidderminster DY11 7DY. Admission £1.50. TONY OAKES FAIRS.
Tel: 01270 652 773 & 07825 631 323.

10 November (Sun) 10am-2pm
RAYLEIGH, ESSEX, The Swayne Park School, Sir Walter Raleigh Drive, off London Road, SS6 9BZ. Next event: 29th December. SRP TOYFAIRS.
Tel: 01322 662 729 or 0773 999 8012
www.srptoyfairs1.co.uk

10 November (Sun) 10.30am-3pm
SOUTH DUBLIN TOY AND TRAIN SALE, The Talbot Hotel, Stillorgan, Dublin, (alongside N11 Wexford Road). Major show for trains, cars, and commercials and with major dealers. Superb venue with massive free car park and all day catering. Easy and 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

12 November (Tues) 6.30pm-8.30pm
ODIHAM/HOOK, Community Centre, Ravencroft, Hook

RG27 9NN. Second Tuesday monthly.
Tel: 01380 725 322, anytime.

16 November (Sat) 10am-3pm
EXETER TRAIN & TOYFAIR, Matford Centre, Matford Park Road, EX2 8FD. 200+ tables, admission £2. Superb venue, free parking, refreshments. Organised by RAY HEARD.
Tel: 01823 480 097, email: rayheard66@btinternet.com

16 November (Sat) 10.30am-3pm
HEREFORD TOY & TRAIN SALE. Hereford Leisure Centre, Holmer Road. HR4 9UD. 80 tables, parking, café. BUY*SELL*EXCHANGE. Admission £2.
Tel: 01643 702 757 & 07966 694 579
www.chrisdyerfairs.co.uk

16 November (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

16 November (Sat) 10.30am-3.30pm
WREXHAM HOBBIES & MODEL RAIL SHOW, Wrexham Memorial Hall, Bodhyfryd, Wrexham LL12 7AG (Town Centre). Includes Toy Collectors stands, layouts, displays etc. Adults £3.50, Children £1. BARRY STOCKTON.
Tel: 0151 334 3362
www.barrystocktonfairs.co.uk

17 November (Sun) 10am-3pm
CHESTER LE STREET TOY & TRAIN FAIR, Lord Lawson Academy, Birtley, Chester le Street DH3 2LP. Opposite Kamatsu, follow A167, A1 junction 63, bus route 21. Adults £3, Senior Citizens/Children £2. £5 early entry. Refreshments available, good parking. BUY*SELL*SWOP. Diecast, trains, model soldiers, Sci-fi, Scalextric and Lego etc. Spares available for Dinky and Corgi Toys.
Tel: 0750 403 5955 for table hire and further information.

17 November (Sun) 10.30am-3pm
DEVIZES, Corn Exchange, Market Place SN10 1HS. Toy & Train Fair.
Tel: 01380 725 322, anytime.

17 November (Sun) 10am-3pm
IVANHOE MRS DIECAST TOY & TRAIN FAIR, The Rothley Centre, Mountsorrel Lane, Rothley, Leicestershire, LE7 7PR. Admission £1.50. Refreshments and free parking available www.ivanhoe-mrs.co.uk

17 November (Sun) 10.30am-3pm
LLANELLI TOY & TRAIN SALE. Llangennech Community Centre, off Hendre Road, Llangennech SA14 8TH. Just off J48 of M4. 45 TABLES, FREE PARKING. Great café and great atmosphere! BUY*SELL*EXCHANGE. Admission £2.
Tel: 01643 702 757 & 07966 694 579
www.chrisdyerfairs.co.uk

17 November (Sun) 10.30am-3pm
MEGA MALVERN – THREE COUNTIES SHOWGROUND WR13 6NW. 200 stalls selling the best in toy and model collecting. Free parking, café serving light refreshments all day. BULLDOG FAIRS.
Tel: 01373 452 857 or 07917 125 641
www.bulldogfairs.com

17 November (Sun) 10.30am-3pm
POTTERS BAR, Elm Court Centre, Mutton Lane, M25 J24. EN6 3BP. Adults £1.20. Refreshments.
Tel: 020 8205 1518.

17 November (Sun) 10am-2.30pm
SPALDING, Springfields Event Centre, Camelgate, Spalding PE12 6ET. 130 pitches, admission £2.50,

Seniors £2, 1st Child £1.50. Organised by LORRAINE for J&J FAIRS.
Tel: 01522 880 383, email: jandjfairs@virginmedia.com

17 November (Sun) 10.30am-3pm
WALSALL WOOD – Oak Park Active Living Centre, Coppice Road, Walsall Wood. Details: Transtar Promotions.
Tel: 01922 643 385.

17 November (Sun) 10am-2pm
WORTHING – SUSSEX, The Charmendean Centre, Forest Road, Worthing, West Sussex BN14 9HS. Next event: 27th December. SRP TOYFAIRS.
Tel: 01322 662 729 or 0773 999 8012
www.srptoyfairs1.co.uk

19 November (Tues) 7pm-9pm
WOOTTON BASSETT, Memorial Hall, Station Road SN4 7EE. Toy and Train Fair. Third Tuesday monthly.
Tel: 01380 725 322, anytime.

22 November (Fri) 7pm-9pm
ALFRETON LEISURE CENTRE, DE55 7BD. Superb range of rail and diecast, free parking and refreshments. Next event: TBA. Contact: MALC.
Tel: 07951 072 790.

23 November (Sat) 10am-1.30pm
HENFIELD TOY & TRAIN COLLECTORS FAIR, Henfield Village Hall, High Street, Henfield, West Sussex BN5 9DB.
Telephone for further information DAVID: 07742 609 865,
email: modelcarmart@gmail.com
www.modelcarmart.com/ashington

23 November (Sat) 10.30am-3pm
OXFORD, Exeter Hall, Oxford Road, Kidlington OX5 1AB, M40 J9.
Telephone for further details: 01869 347 489.

23 November (Sat) 10am-2pm
ROMFORD – North Romford Community Centre, 32 Crockhouse Lane, Collier Row, Romford RM5 3QJ. Next event: TBA. SRP TOYFAIRS.
Tel: 01322 662 729 or 0773 999 8012
www.srptoyfairs1.co.uk

23 November (Sat) 10.30am-2pm
WORCESTER – Perdiswell Leisure Centre, Bilford Road, WR3 8DX, (off A38 Droitwich Road), M5 junction 6. Admission £2. TONY OAKES FAIRS.
Tel: 01270 652 773 & 07825 631 323.

24 November (Sun) 10am-2pm
CATTERICK FAIR, Catterick Leisure Centre, Gough Road, Catterick Garrison DL9 3EL. 10 minutes off A1, Adults £3, Children & Seniors £2. Early entry £5. Free parking. JIM CORR.
Tel: 0750 403 5955
email: jim_corr73@hotmail.co.uk for further information.

24 November (Sun) 10.30am-2pm
HAYDOCK PARK RACECOURSE, The Exhibition Centre, WA12 0HQ M6 junction 23. Up to 85 tables. Adults £2, Children 50p. BARRY STOCKTON.
Tel: 0151 334 3362 www.barrystocktonfairs.co.uk

24 November (Sun) 10am-2.30pm
LINCOLNSHIRE, The Exhibition Centre, Lincolnshire Showground, Lincoln LN2 2NA. 150 pitches, admission £2.50, Seniors £2, 1st Child £1.50. Organised by LORRAINE FOR J&J FAIRS.
Tel: 01522 880 383,
email: jandjfairs@virginmedia.com

26 November (Tues) 6pm-9pm
GARSTANG TOYFAIR, Kirkland and Catterall Memorial

Hall, corner of A6 and A586, refreshments available.
JANET PEARSON. Tel: 01282 439 009.

December 2019

January 2020

30 November (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.

27th December every year - 10.30am to 3.30pm

LLANDUDNO TOY & TRAIN FAIR, Venue Cymru, The Promenade, Llandudno Conwy, LL30 1BB. Adults £2.50, concessions £2.00, Accompanied Children £1.00. Contact: Jim/Vicci Ricketts.

Tel: 01492 517004 email: vicci.rickettsltd@gmail.com
proceeds to Llandudno Transport Festival.

1 January (Wed - New Years Day) 10am-2.30pm

NEWARK (EAST MIDLANDS) The George Stevenson Exhibition Hall, Newark Showground, Winthorpe, Newark, Notts NG24 2NY. 220 pitches, admission £4, Seniors £3.50, 1st Child £3. Organised by LORRAINE for J&J FAIRS.

Tel: 01522 880 383 email: jandjairs@virginmedia.com

Opportunity Yours

RM Classified Advertisement Order Form — last date for receiving copy for January 2020 issue is 21st October.

Please insert the following advertisement under the section headed:

PLEASE NOTE: If you do wish to renew an existing advert, phone, write, fax or email within 3 months of the original advert being placed.

MINIMUM CHARGE £4.20 (£3.50 + 70p VAT) (per advert).

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Advertisements without a box number must include your name, address or telephone number. Standard abbreviations (LMS, META, 0-6-0), normal hyphenations (O-gauge, 2-rail, pre-war) and prices count as one word. Telephone numbers, whether exchange or all figure, count as two words.

CONDITIONS OF ACCEPTANCE

All copy is subject to our approval. We reserve the right to request amendments.

Scale or gauge should be mentioned when referring to models. Swapmeets and other events must include a telephone number at which the organiser can be contacted.

Advertisers are expected to acknowledge all enquiries that enclose an SAE (even if the item has already been sold).

Advertisers are reminded of the Trade Descriptions Act and must avoid misrepresentation of goods offered. The Business Advertisements (Disclosure) Order 1977 requires all who sell goods in the course of a business to indicate this clearly in the advertisement.

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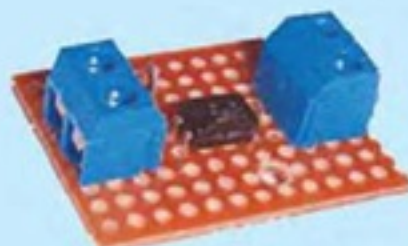
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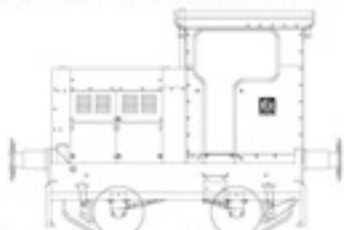
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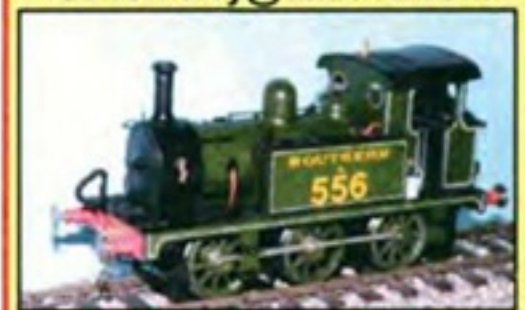
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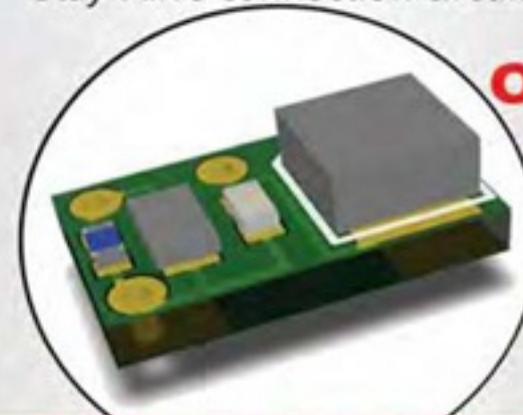
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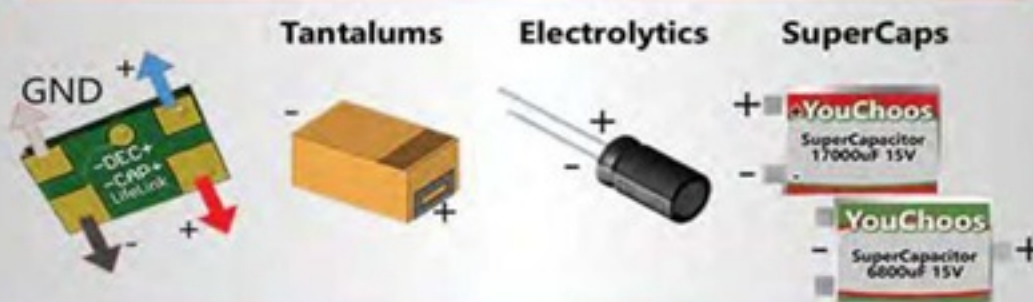
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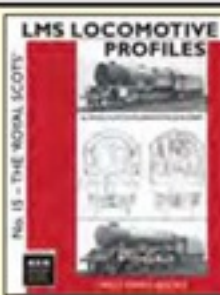
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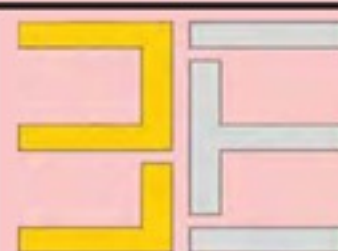


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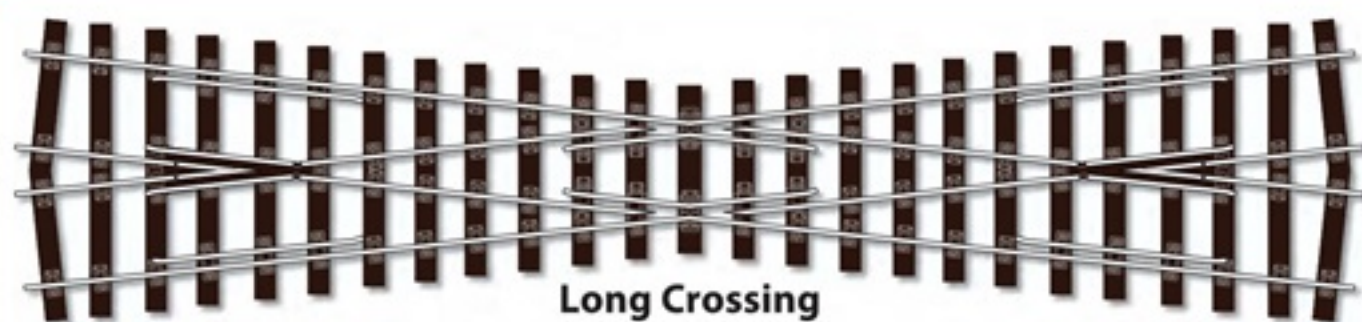
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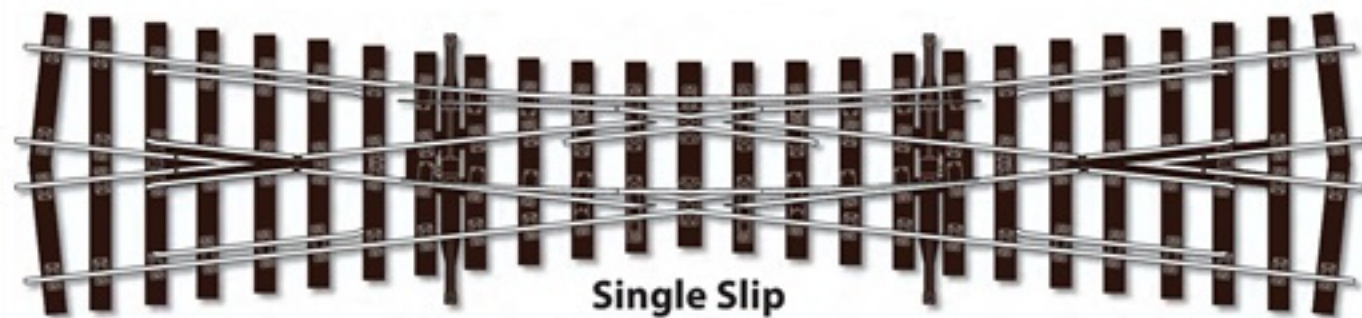
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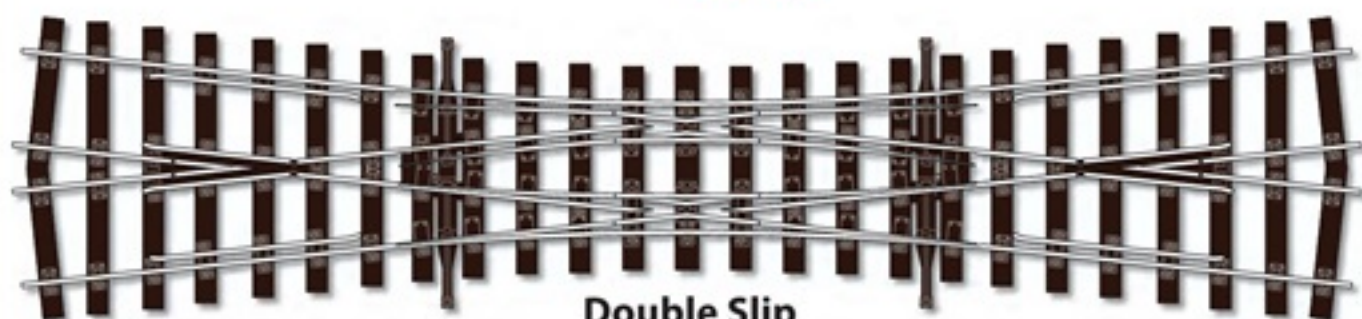
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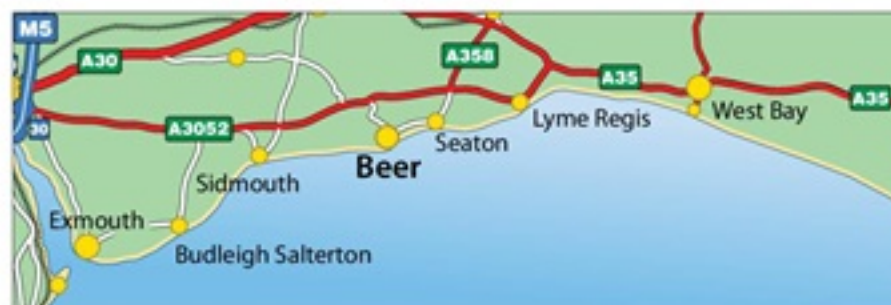
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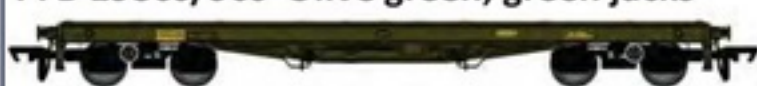
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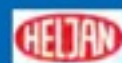


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PS105
Horse Box,
diagram N13
(shown with
BR Livery)



PS105 Horse Box, diagram N13
(shown with GWR Livery)



PS109 Horse Box, diagram 5



PC79 Horse Box, diagram N13



PC83 Horse Box, diagram 5



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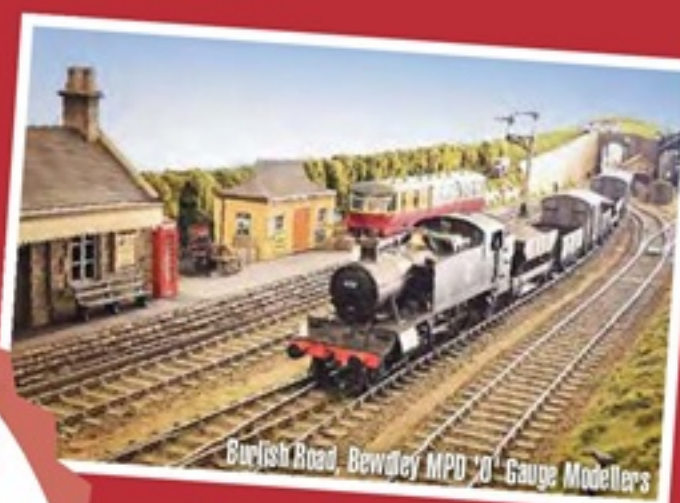


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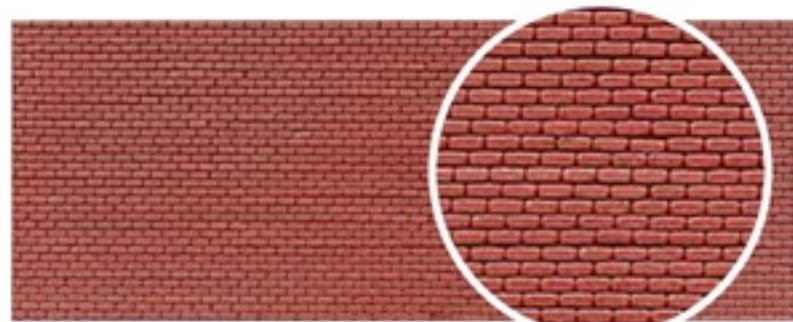


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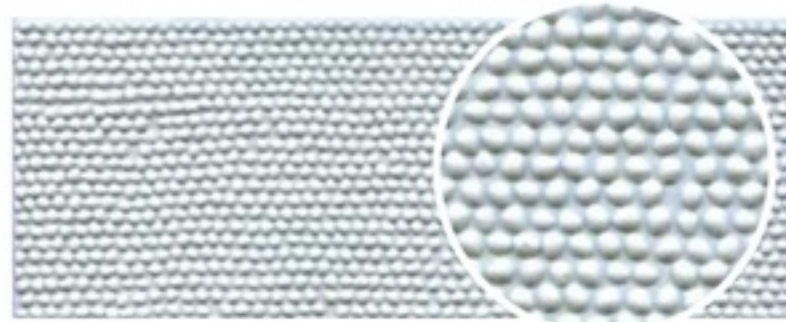
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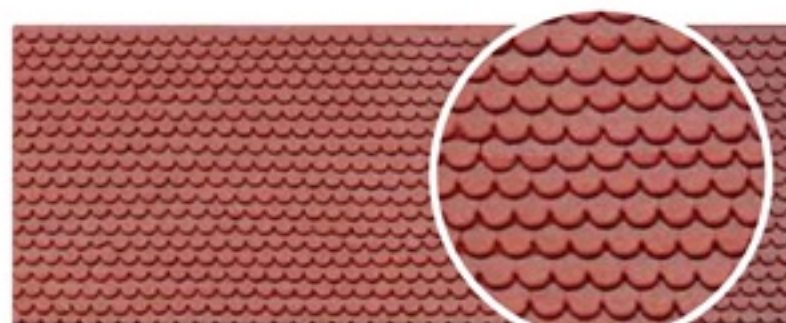
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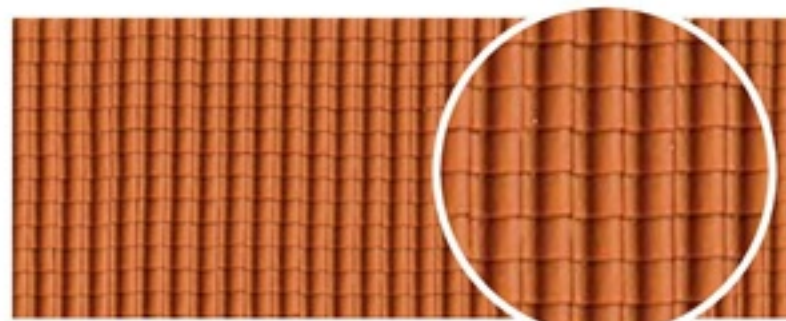
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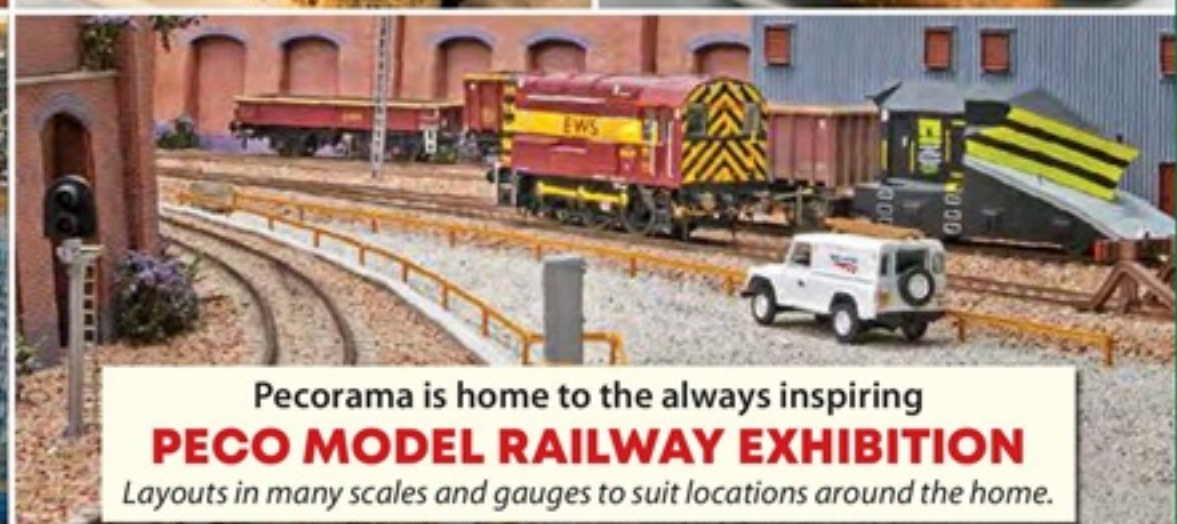
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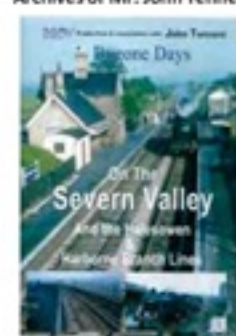
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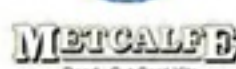
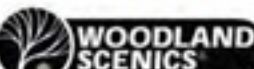


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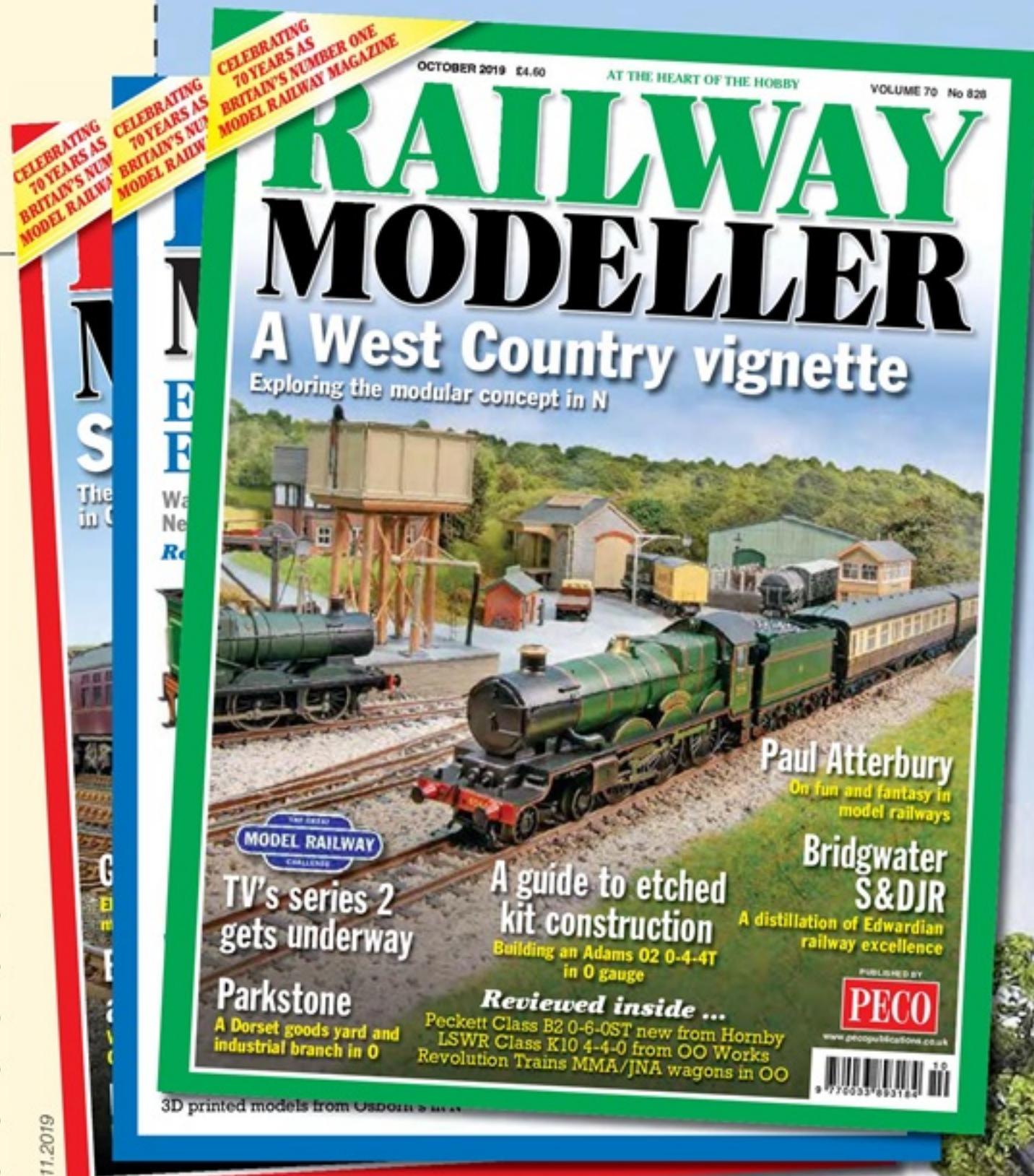
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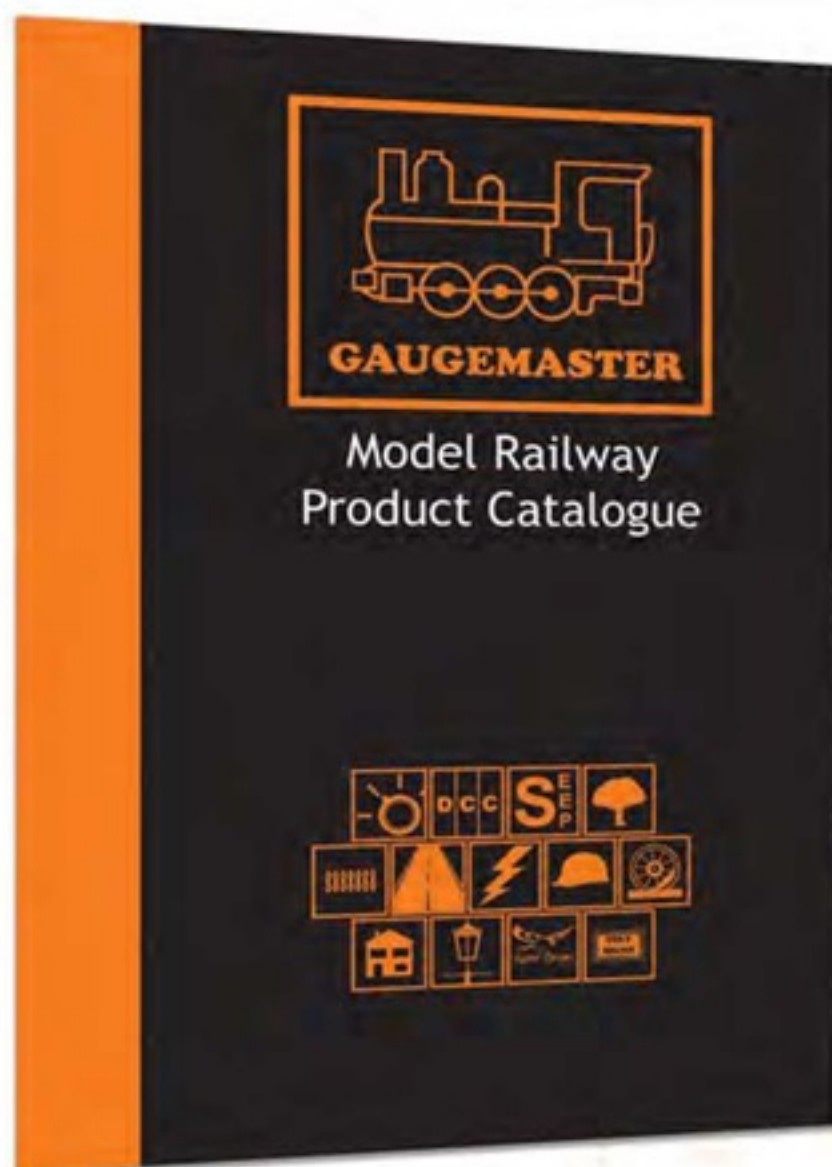


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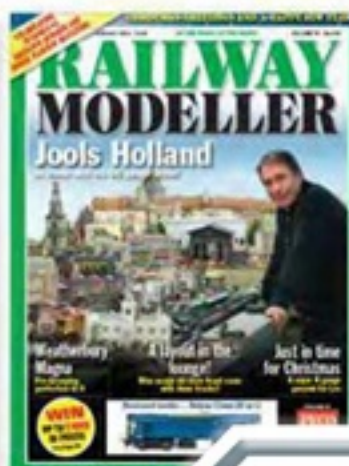
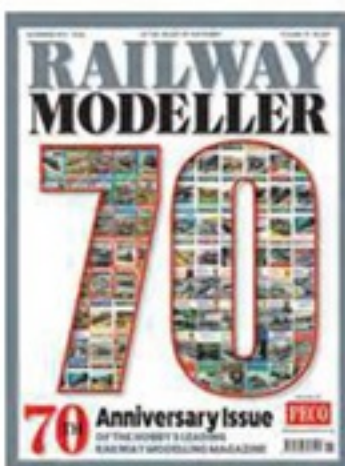
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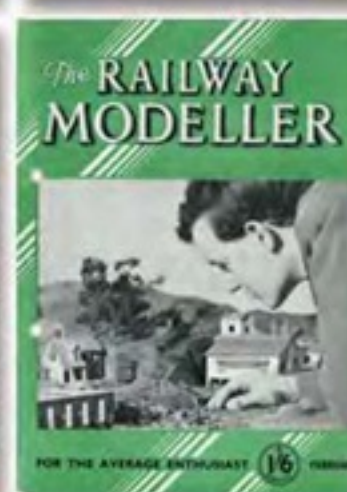
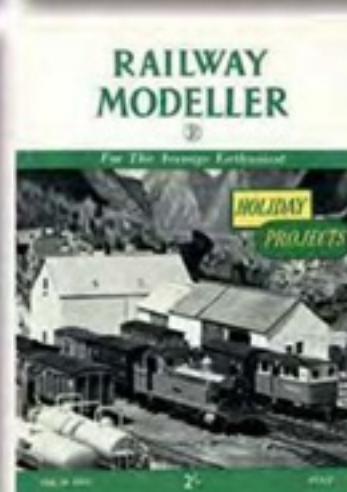
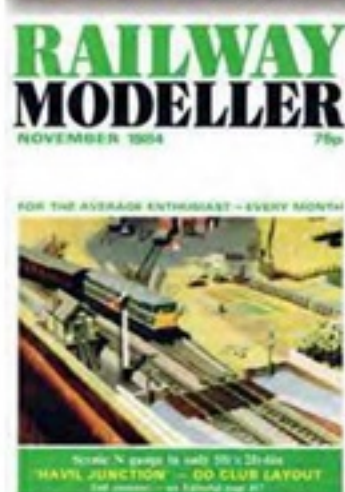
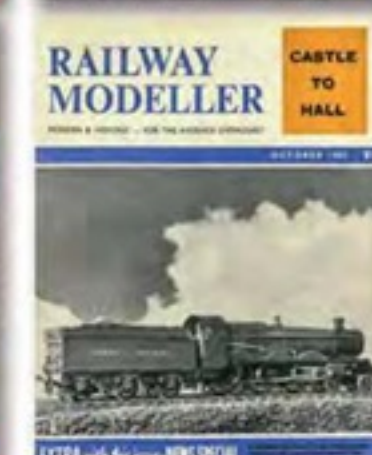
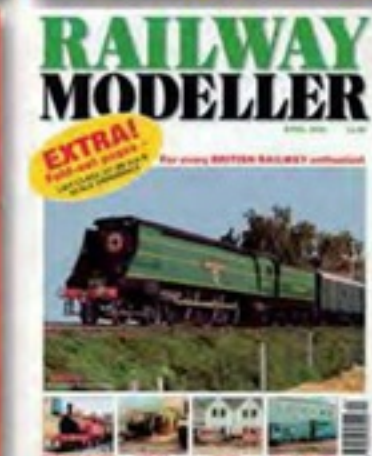
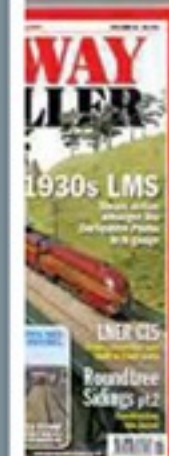
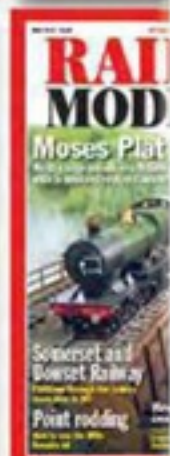
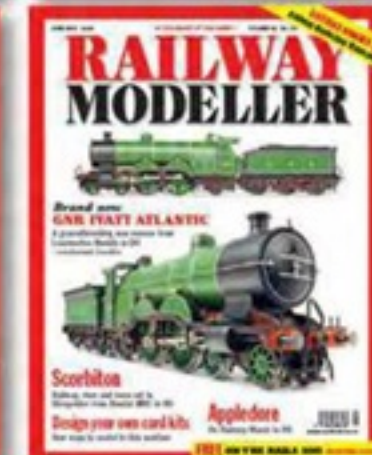
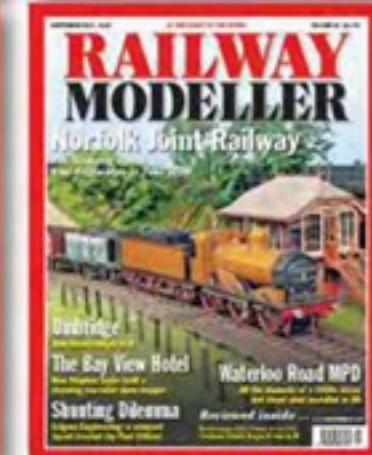
RAILWAY MODELLER

Special

70TH

Anniversary Supplement

AT THE HEART OF THE HOBBY



FROM THE RAILWAY MODELLER TEAM **FREE WITH THE NOVEMBER 2019 ISSUE**

Happy 70th Birthday Railway Modeller

A toast to our most esteemed guests.

It hardly seems more than a few months ago that we were celebrating the 800th issue of *RAILWAY MODELLER* – and here we are with the November 2019 edition which includes this special commemorative booklet to mark the periodical's 70th anniversary since it was first published in 1949.

With all those other big birthdays behind us, and several special free booklets marking many of those earlier occasions, we decided this time to take a different approach when reviewing the magazine's history. Instead of reciting memories of noteworthy layouts, groundbreaking construction articles, or amazing proprietary product releases, we are taking a look back at some of the people who, with their various contributions, have helped to make *RAILWAY MODELLER* the UK's most popular model railway magazine for decades.

Mind you, it's not been the plain sailing it might have seemed. At its launch *RAILWAY MODELLER* had to contend with paper shortages and rationing, then – fortunately infrequent – national industrial relations issues in the 1970s. The 1980s saw the title reach its peak of circulation, though ironically, at the time when model railway manufacturing was in considerable flux.

In the 1990s, along came the development of accessible publishing equipment – computers and DTP – providing many societies and other organisations with the opportunity to produce their own specialist periodicals. This drew small pockets of readers away from the mainstream content of *RM* as they sought material more focused closely to their special interests.

Finally as the century turned, increased commercial competition from other print publishers, and of course the effects of the internet and social media have kept us constantly enterprising and inventive to stay ahead of the curve and give you, our most valued readers, what you want to see in the pages of a printed magazine.

So here we are today, with an illustrious multitude of guests at our 70th birthday reception; authors, editors and contributors past and present, advertisers from the model railway trade, representatives from our printers William Gibbons and Sons, our newsagency distributors Market Force, and well over 400 Peco retailers, but perhaps the most eminent of all our guests are the tens of thousands of our esteemed readers.

On behalf of the small but dedicated editorial team here at the *RAILWAY MODELLER* offices, I propose a hearty and sincere thank you to all our birthday guests for being loyal and devoted readers of *RAILWAY MODELLER* for so long.

Today's editorial team



From left: Andrew Burnham, Adrian Stickland, Tim Rayner, Craig Tiley, John King, Julie Newbery, Sue Davies, Alicia Flint, Steve Flint, Nicole Charlton.

1949

Surprisingly, barely four years after the end of WW2, still with rationing restrictions in place, the hobby was encouragingly lively, though with only modest commercial support. Hornby Dublo and Trix Twin Railways were the two main 4mm scale proprietary brands on the market, with Hornby Trains making O gauge models with optional electric and clockwork power. For the keener hobbyist scratchbuilding was necessary, and only a few specialist suppliers offered parts and accessories to help. One in



The 15xx class, referred to as the 'Ugly Ducklings' by Cyril Freezer in his scale drawings article in the March 1969 issue, emerged from Swindon works this year.
Photo: Rail Photoprints collection

2019

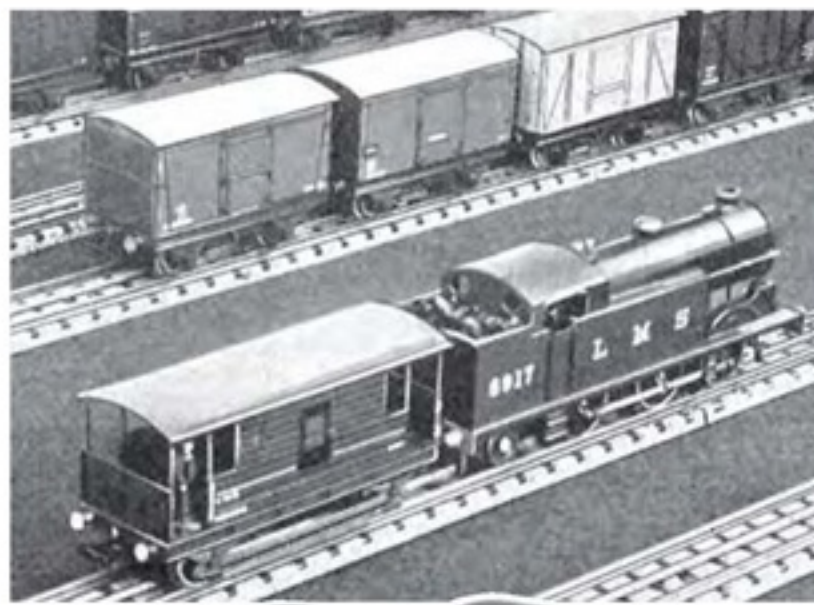


A Stadler FLIRT class 755, the new bi-mode trains which are being rolled out across the Greater Anglia network in 2019, arrives at Ipswich. Photo: John Day/Rail Photoprints

Exciting, amazing and so full of variety: that's how we might describe the model railway hobby in 2019. An abundance of manufacturers, large, small and cottage industry size all feeding the needs, wishes and wants of an estimated 400,000 enthusiasts in the UK alone. There are some 1500 shows and exhibitions across the year, from village hall size functions to the biggest and best at the National Exhibition Centre every year. As for Peco, the firm has grown to become the largest manufacturer of model railway track in the world with dozens of product lines – pun not intended! Model making has moved on with all manner of new tools, materials and techniques



The real thing – a frosty January 1949 morning sees lots of steam plumes as a Princess Coronation class loco departs Crewe on a Bristol bound service and not a diesel in sight. Photo: Frank M Owner



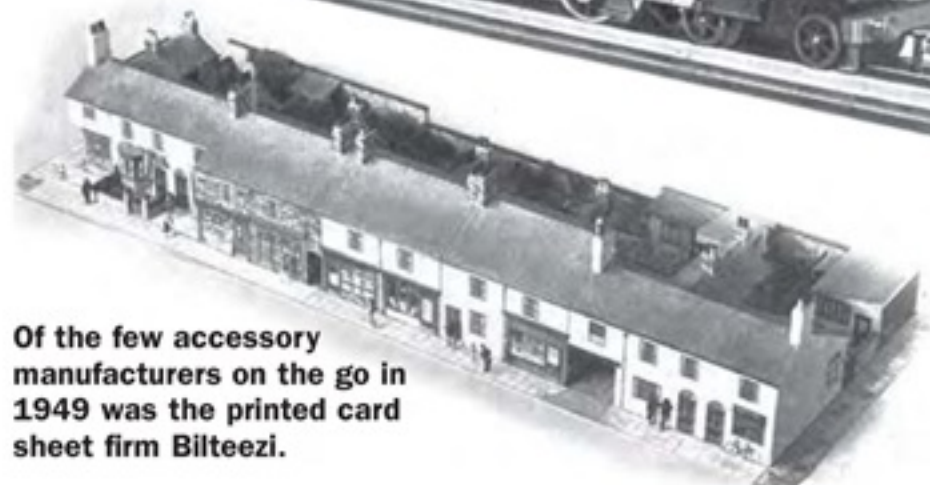
Hornby Dublo and Trix Twin were the leading 4mm scale proprietary manufacturers when RAILWAY MODELLER was launched – both using three-rail power technology.

particular, Peco – The Pritchard Patent Product Company Ltd – operated from premises in Sidmouth at the time and offered Peco Individulay track parts for OO 16.5mm and EM (18mm) gauges.

On the real railways of the United Kingdom, in their first full year of nationalisation, steam was still king. New locomotive designs were still emerging from railway workshops, such as the 15xx Pannier Tank (left), Bulleid Light Pacifics and the Peppercorn K1s.

In the wider world, 1949 saw the publication of George Orwell's dystopian novel Nineteen Eighty-Four, the Ealing Comedy film Whisky Galore (amongst others that year), and the world's first passenger jet, the British-built de Havilland Comet making its maiden flight.

RAILWAY MODELLER also shares its 70th birthday with Francis Rossi, lead singer of Status Quo; Sigourney Weaver, movie actress; and the current leader of the Labour Party, Jeremy Corbyn... to name but a few!



Of the few accessory manufacturers on the go in 1949 was the printed card sheet firm Bilteezi.



Today's proprietary models are finely detailed, true-to-scale showpieces which when DCC fitted are complete with on-board sound and lighting effects and adjustable traction characteristics. This layout, New Street TMD, was built by Paul Steels. Photo: Paul Bason

available to the hobbyist, such as 3D printing and laser cutting.

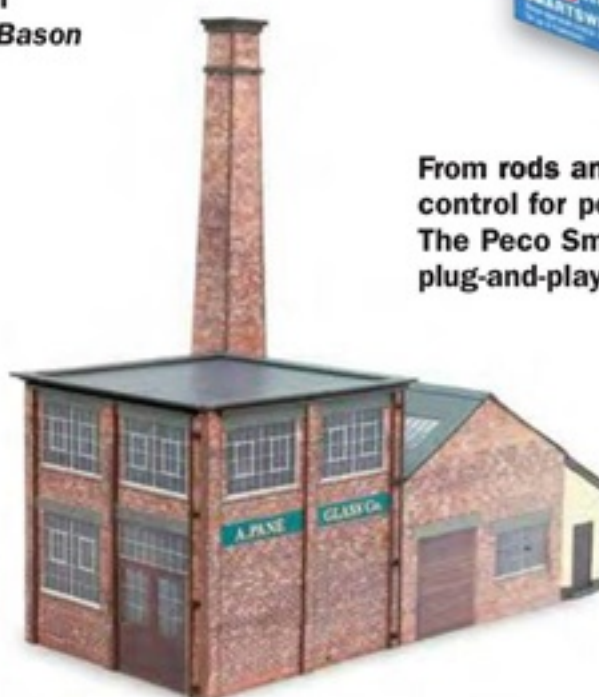
The railway network is much reduced in route mileage, but modern futuristic trains ply the main lines, and steam happily and lovingly survives on dozens of heritage railways in every corner of the nation.

It's a digital planet now, as our guest columnist Nick Garner relates on page 14, and model railways have been revolutionised through DCC and many other electronic systems.

And in the wider world, almost everyone now has a cinema in their lounge and can watch Whisky Galore as many times as they wish. Many argue that the dire predictions in George Orwell's famous novel have indeed come to pass, and as for jet flight, it's now considered an environmental risk. Happily though the hobby goes from strength to strength. Long may it continue.



From rods and cranks to electronic control for points and signals. The Peco SmartSwitch offers plug-and-play ease of installation.



Yes – Bilteezi printed card sheets are still with us, and are ideal for upgrading with modern textured sheets, or simply by adding a second layer to give some relief, as here with the factory kit.

Model photographers - a retrospective

Modern digital cameras, mobile phone cameras and computer software has, in the last few years, made the photography of models and model railway layouts somewhat easier and accessible to enthusiasts. From time to time though, *RAILWAY MODELLER* needs that extra special coverage and today has a portfolio of experienced freelance photographers that it can call upon to illustrate the publication. Amongst them are; Arran Aird, Paul Bason, Neil Davies, Rebecca Flynn, Geoff Helliwell, Ian Manderson, Derek Shore and Tony Wright; plus of course our in-house photographers; editor Steve Flint, features writer Craig Tiley, and *CONTINENTAL MODELLER* editor Andrew Burnham.

Back in the days of film cameras, matters were a little different. Special lenses, and sometimes special cameras, were needed along with a huge amount of illumination from exceptionally powerful floodlight bulbs, and photographers who took on the role of layout snappers were relatively rare.

Of all the many talented photographers who contributed to the magazine, two names in particular stand out – Brian Monaghan and Len Weal. Between them they were both a significant part of *RAILWAY MODELLER* for almost 40 years. It is fitting that examples of their work is remembered at this time too, starting with Brian.

BRIAN MONAGHAN

From the mid 1960s onwards, the name and photographic style of Brian Monaghan will be instantly recognisable. The key characteristic of Brian's images was that they showed the layouts and trains thereon from an elevated viewpoint – as one sees layouts at shows in the main – and as such, his images became known colloquially as 'helicopter' shots. The reason was however one of optics: the stunning eye-level views of model railways we see today require a computer blending technique that wasn't available to photographers in Brian's day. Back then, the pin sharp focus from front-to-back through the picture was achieved through special camera movements which worked best from an elevated viewpoint.

Brian was a freelance – his day job was in the fashion industry, shooting mail order catalogue images – but his handiwork was widespread, and not only in RM. He toted a large format Linhof view camera around many a model railway clubroom (especially in the north) and retired in 1993, when the June issue of that year carried a couple of photos of the man at work, shooting the Railway of the Month – *Strome Ferry* by David Smart.

Presented here are a few of Brian's classic shots of well-known layouts during his tenure as a model railway photographer. Since he slipped quietly into retirement we still get many people who fondly remember his lovely work asking if we know of his whereabouts today, but unfortunately we are not able to provide an answer.

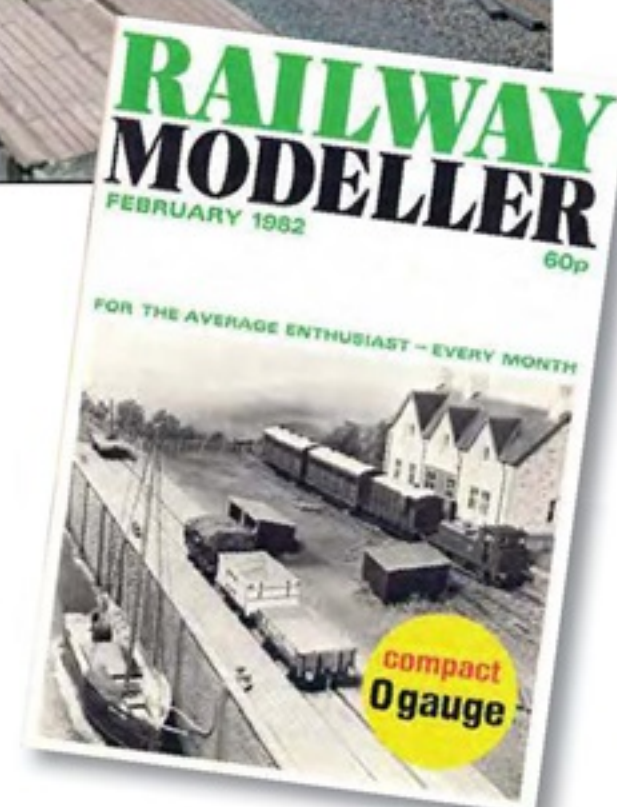


Brian at work photographing *Strome Ferry* by David Smart in 1993 (RM June 1993).

Laxford Bridge – February 1982

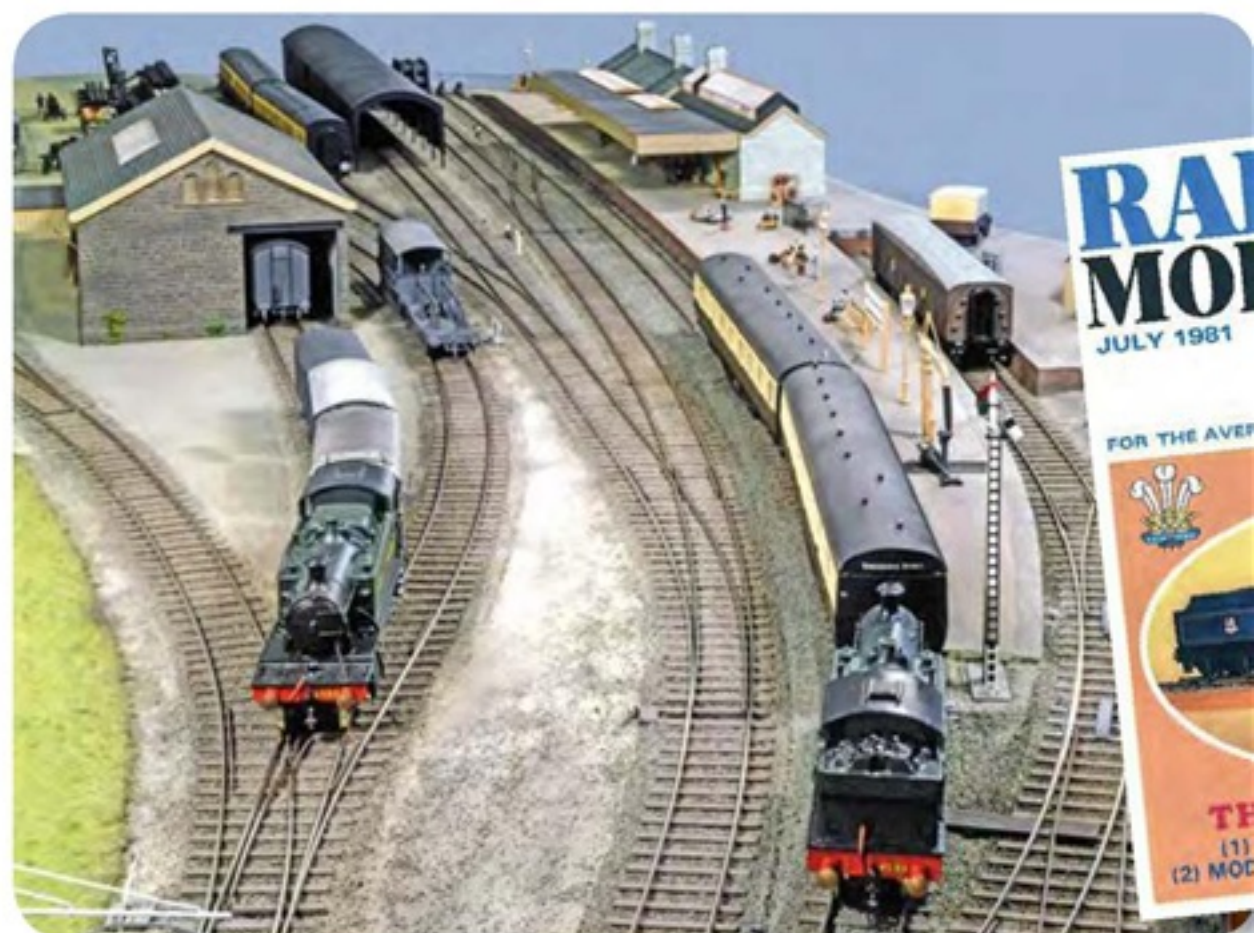


Full colour magazine reproduction was limited to mass market periodicals and Sunday supplements in the 1970s and 1980s, and even though Brian frequently took colour transparencies of the layouts, mostly they were printed in greyscale. Such was the fate then of this beautiful image of Dave Walker's 7mm scale *Laxford Bridge* layout which appeared in various shades of grey on the cover of the February 1982 edition.

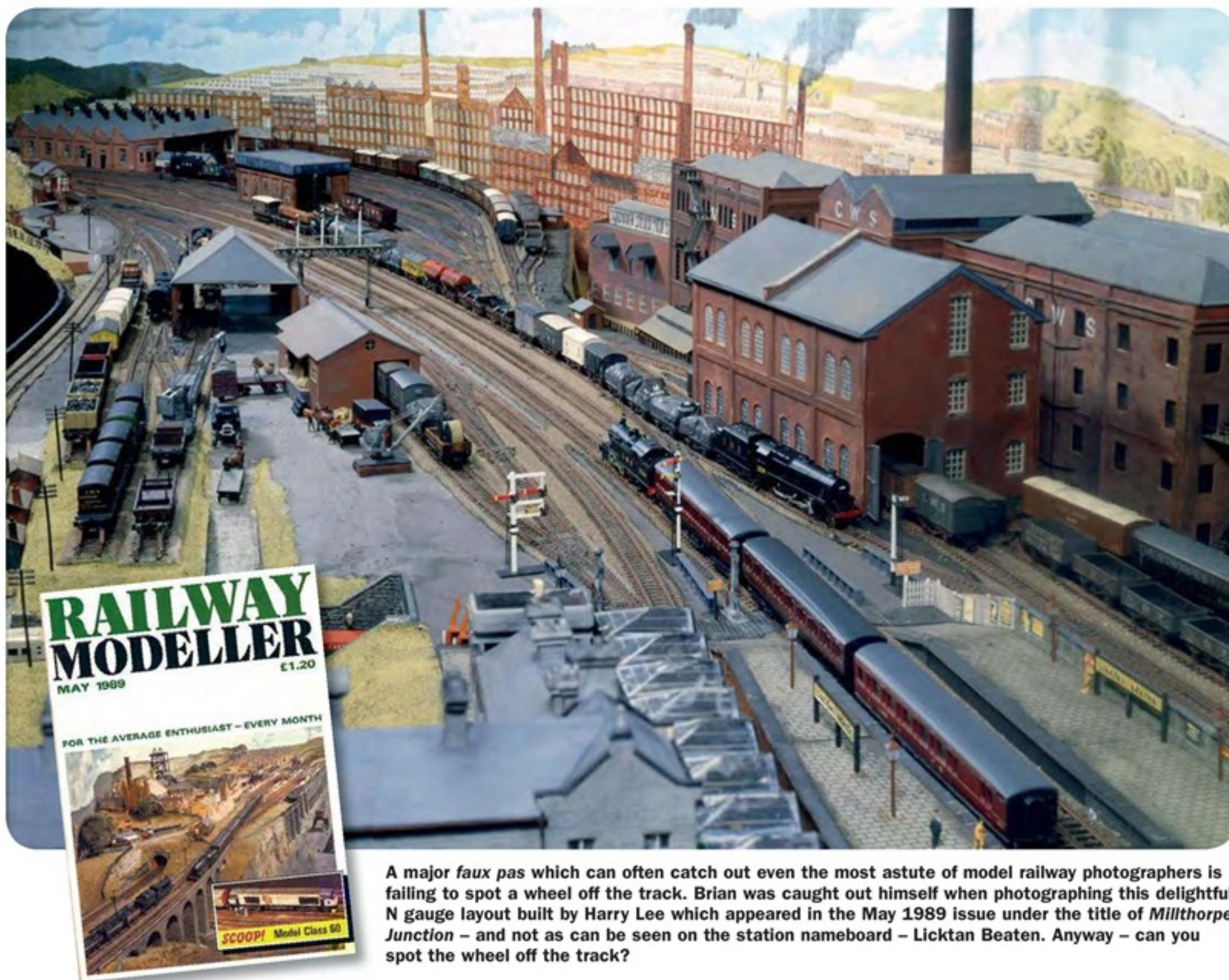


Kingsbridge – July 1981

The 'helicopter' style of Brian's photography was often derided for producing unrealistic viewpoints of models, though ironically, the use of drones to get high level shots of real trains is now quite popular – how attitudes change! This layout is a depiction of the Great Western station at Kingsbridge by Stephen Carter that appeared in the July 1981 issue which also featured details of the Royal Train just prior to the wedding of Prince Charles and Lady Diana Spencer.



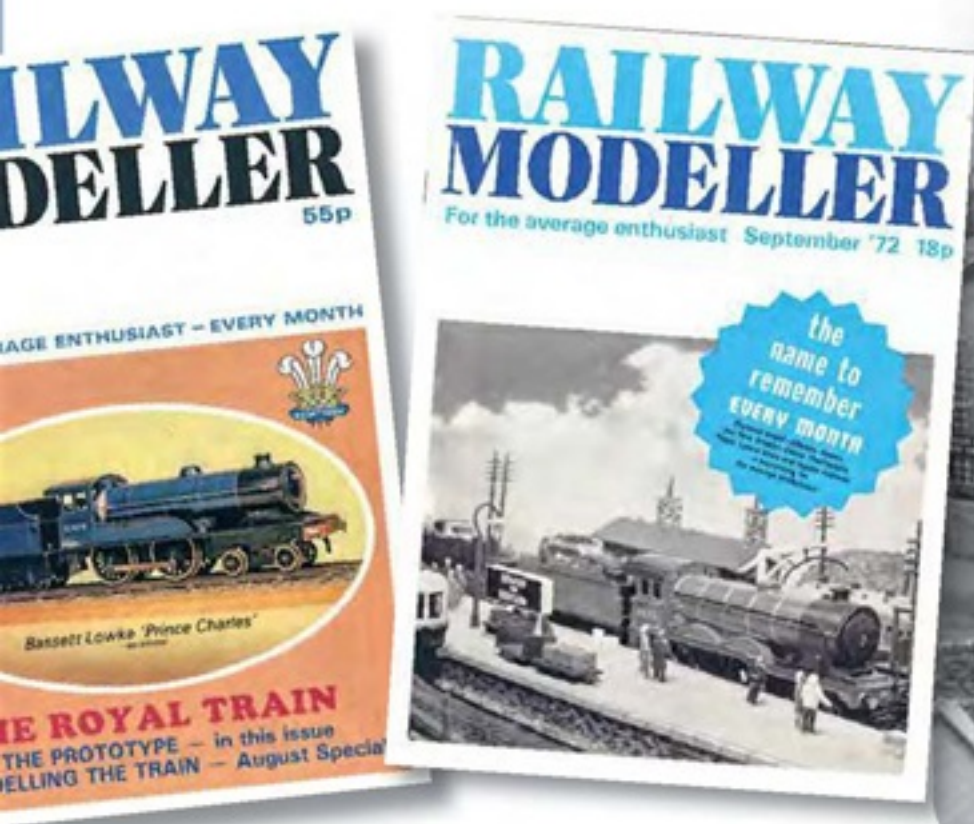
Millthorpe Junction – May 1989



A major *faux pas* which can often catch out even the most astute of model railway photographers is failing to spot a wheel off the track. Brian was caught out himself when photographing this delightful N gauge layout built by Harry Lee which appeared in the May 1989 issue under the title of *Millthorpe Junction* – and not as can be seen on the station nameboard – Licktan Beaten. Anyway – can you spot the wheel off the track?

Aire Valley Railway – various 1970s

As a Manchester resident, Brian was well placed for covering the north of England and one of his regular haunts was to the home of Derek Naylor, builder of the acclaimed narrow gauge *Aire Valley Railway* in 00n3 – ie 4mm scale models on TT 12mm gauge track, representing 3' gauge prototypes. Derek's layout featured numerous times in *RAILWAY MODELLER* during the 1970s.



LEN WEAL

Essex-based Len started out a freelance lensman, and by using more modern equipment and lenses than those Brian Monaghan was working with, he was able to perfect the realistic style of model railway photography which was gaining preference amongst readers and enthusiasts – see for example his views of Wyndlesham Cove by Barry Norman, below.

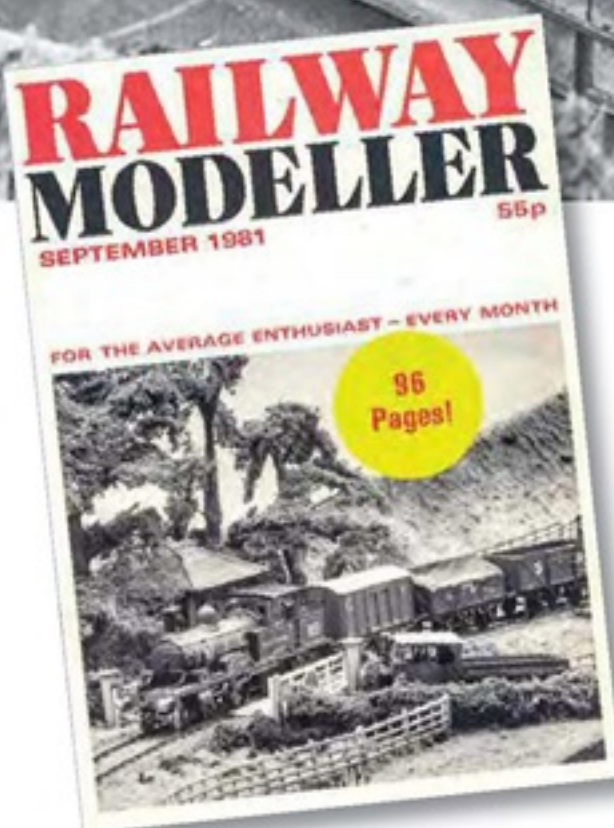
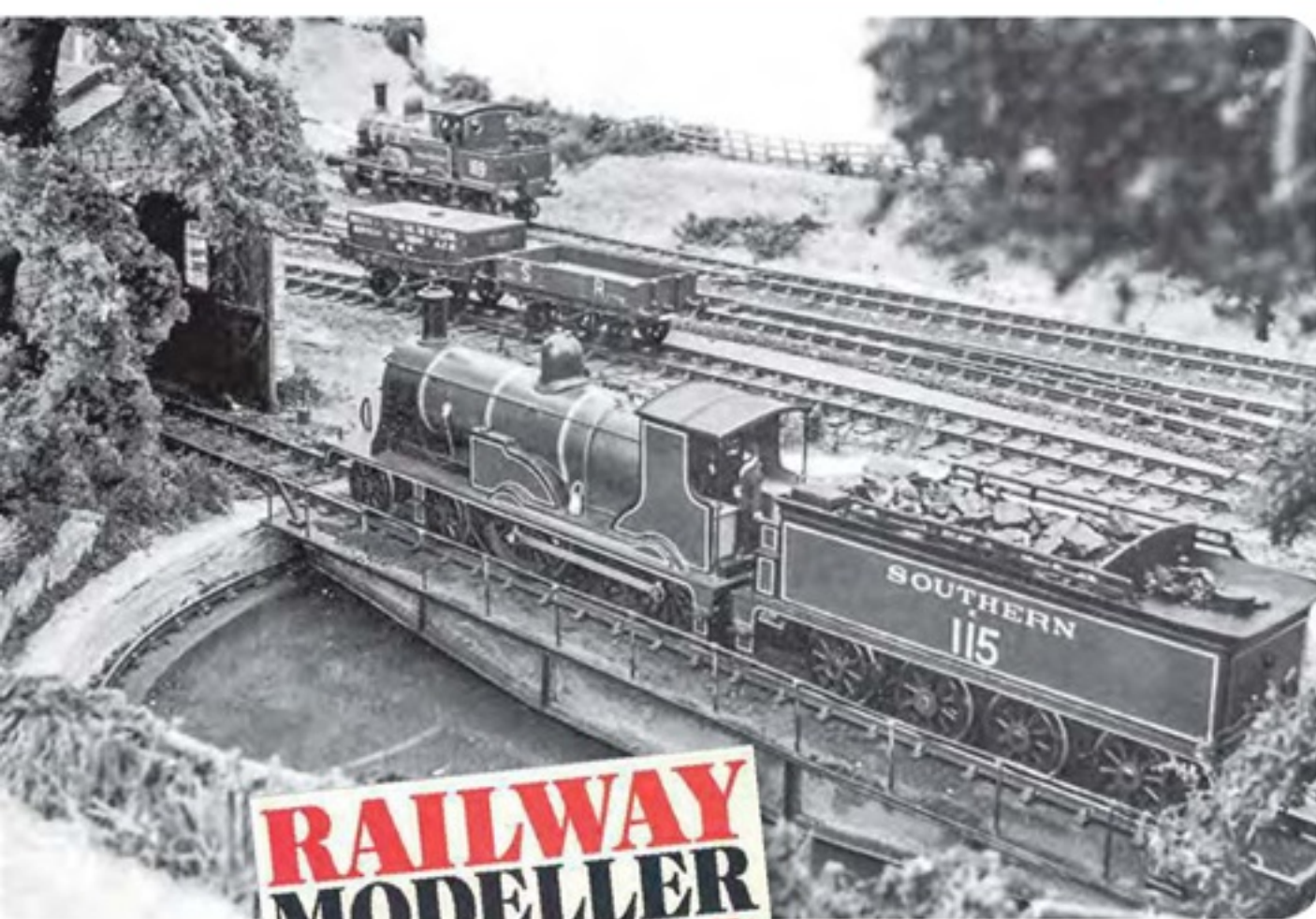


Len joined the Peco organisation as staff photographer in the early 1980s at the behest of the *CONTINENTAL MODELLER* editor the late David Lloyd and in that role he was on hand to record all that was going on at Peco, from review samples for the magazines to developments out in the grounds as Pecorama was created.

He took a well-earned retirement in 2005, but is still active in photography to this day, taking, for example, shots of the local theatrical groups in Seaton.

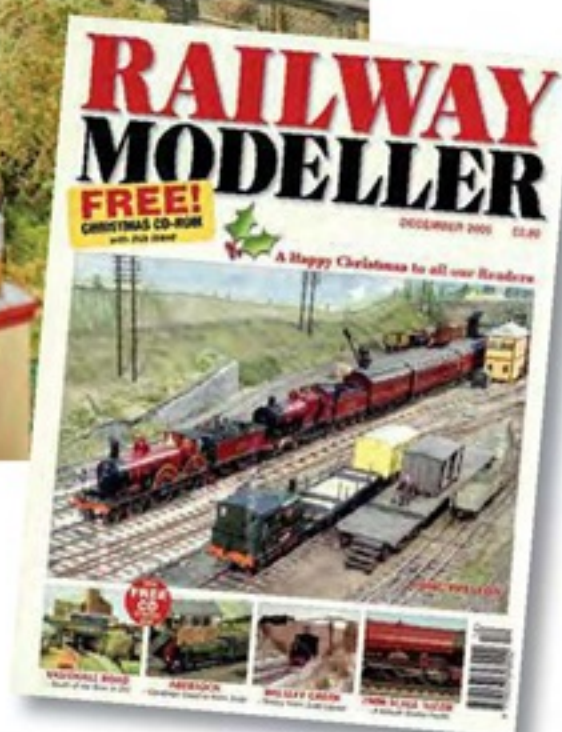
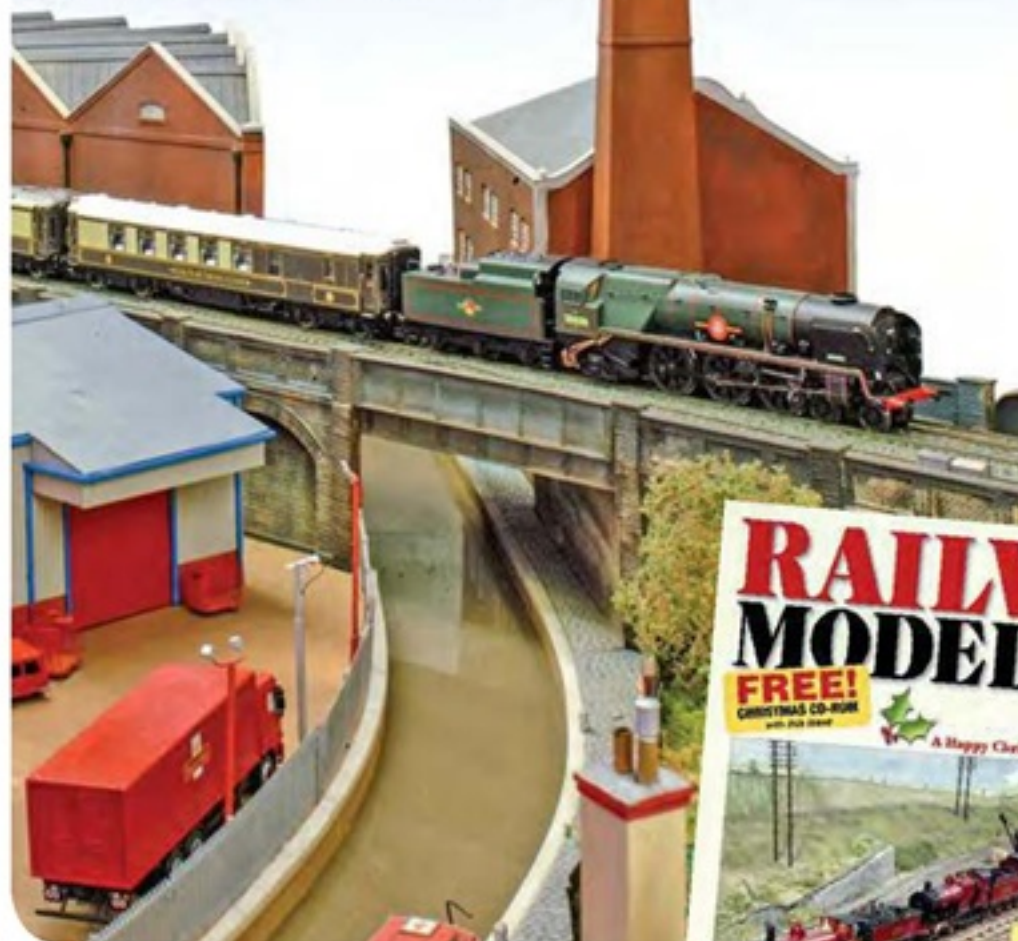
Some shots of favourite layouts that Len took during his career are presented here.

Wyndlesham Cove – September 1981

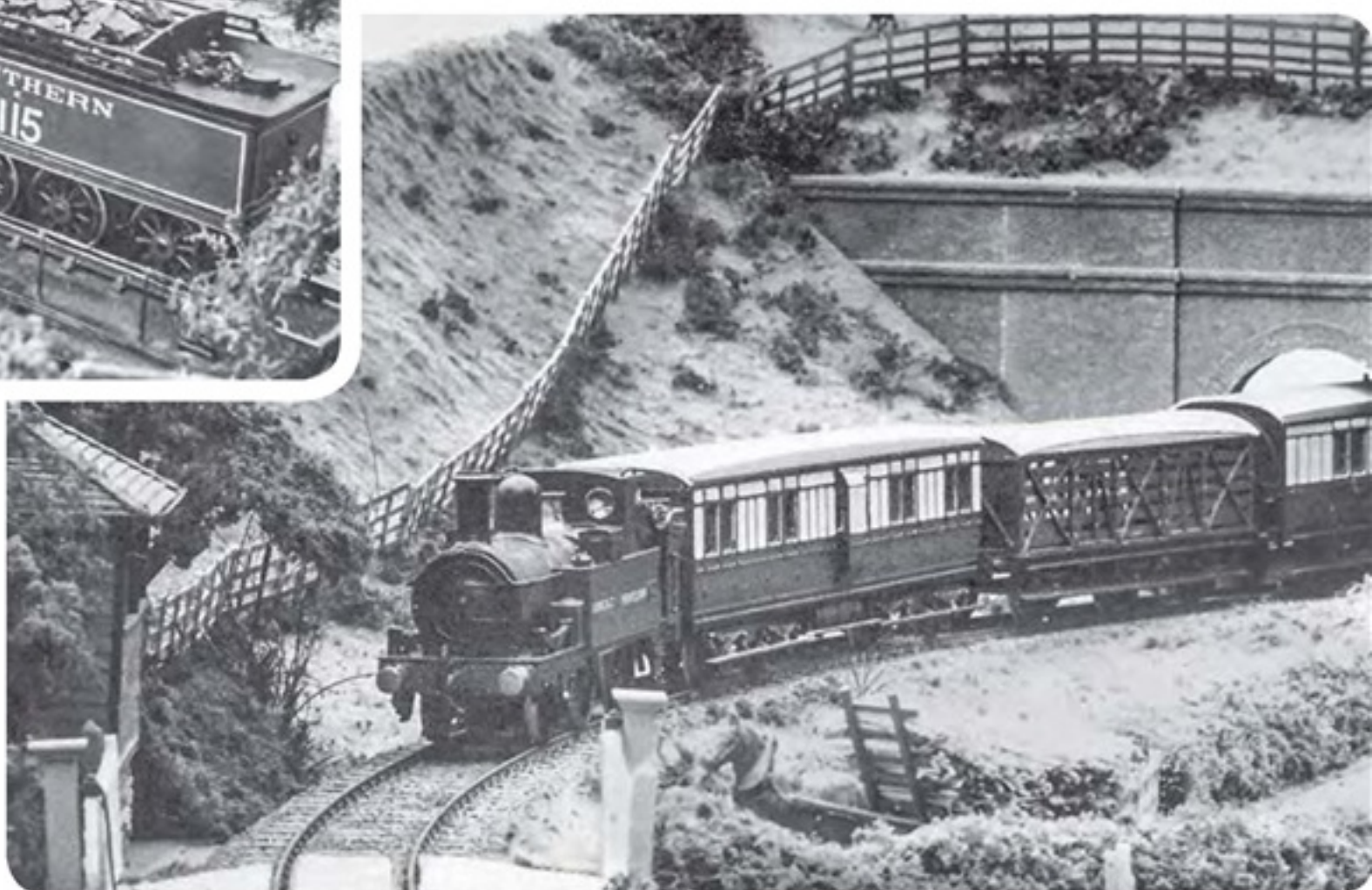


Vauxhall Road – December 2005

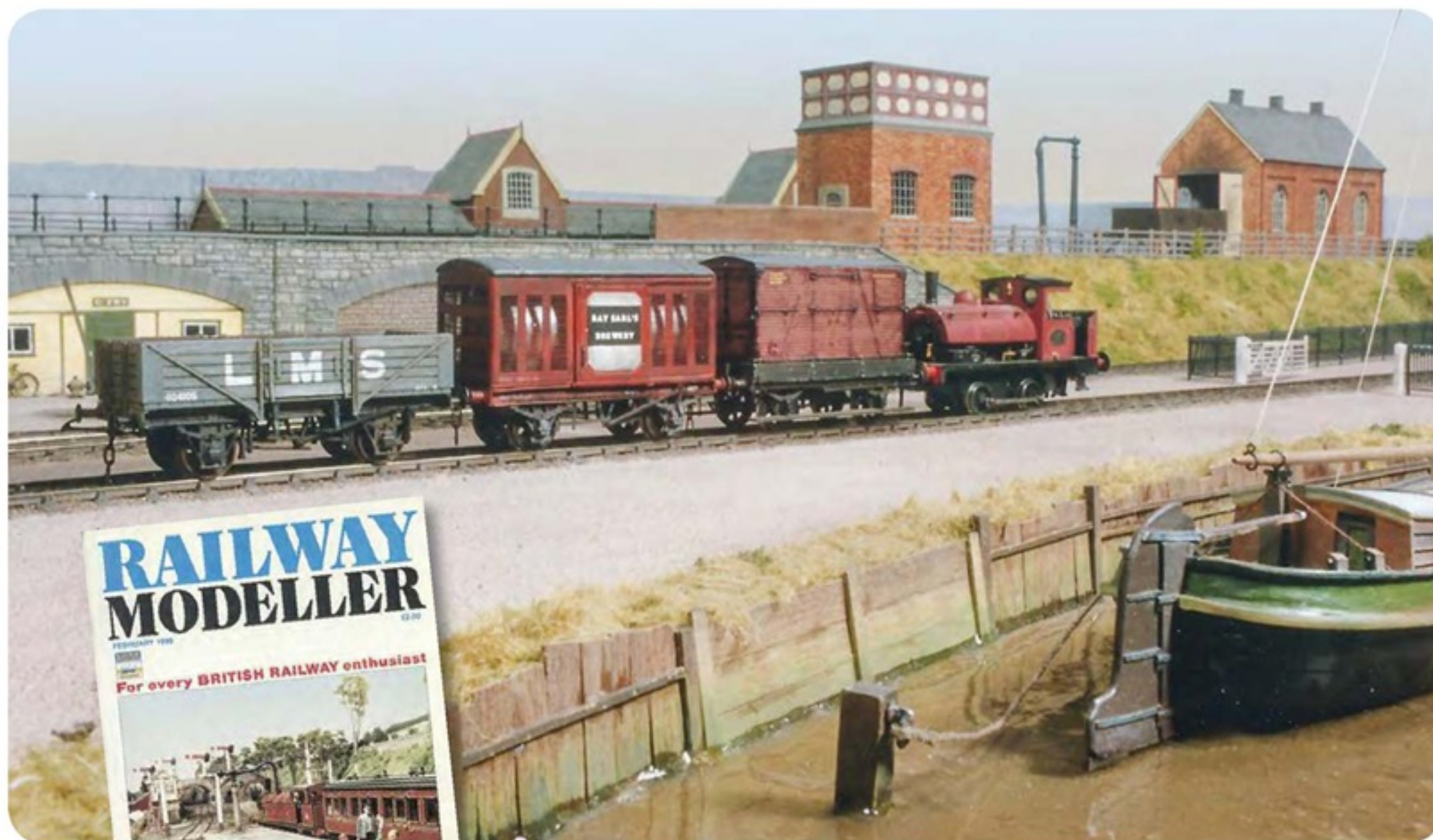
A favourite with followers of more modern railway practice was Bob Farrell's *Vauxhall Road* which ran steam specials alongside Network SouthEast EMUs. Len photographed it in the same year to grace the Railway of the Month slot in the December 2005 issue.



The realistic modelling of Barry Norman came to light in the early 1980s when his layout *Wyndlesham Cove* was photographed by Len for the September 1981 issue, although some colour previews had appeared the previous month. Len was still working as a freelance at the time: his permanent move to Peco was still a year or two away. Barry Norman went on to grander things, authoring several books on model railway design and scenery, and today he takes on the occasional role of editor of the *Model Railway Journal*.



Waterly Cross – February 1999



Ray Earl was a prolific layout builder in the late 20th century and frequently he and his wife Cida could be seen on the show circuit exhibiting any one of their numerous 4mm scenes. The layouts were often named after fictional localities in the long running BBC radio series *The Archers*. Len photographed several of them for *RAILWAY MODELLER* and this one, *Waterly Cross* was Ray and Cida's final layout to appear, in the February 1999 issue. Ray's first layout to grace the magazine was *Rayford* in November 1983.

Dinas Dhu – October 2003



Peter Booth's 8mm/ft model of part of the interchange station between the North Wales Narrow Gauge Railways Co. and the LNWR was a pioneering scratchbuilding project in this relatively unknown scale. That said, Len would have found the larger size of these models ideal for low eye-level shooting, as epitomised in this view through the Caernavon road bridge.

WHERE ARE THEY NOW?

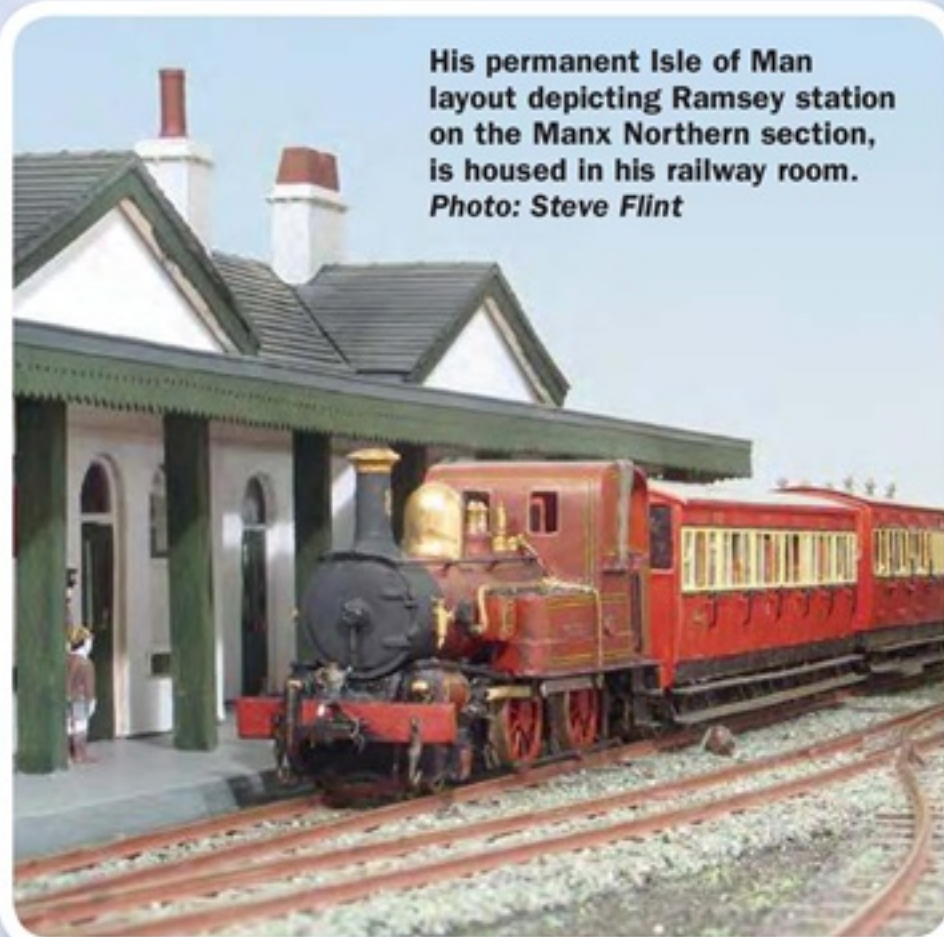
We catch up with some memorable authors from past **RAILWAY MODELLER** issues and find out what they're up to today.

ALAN CATLOW *Lakeside* May 1969 and *Ramsey* October 2006

Scratchbuilder Alan from Lancashire puts his model railway accomplishments down to inspiration and luck.

“Inspiration for me came during the early 1960s, from two renowned modellers of the time: Ross Pochin, a true expert on all things Furness Railway; and my very good friend John Porter for his EM gauge expertise. The reality of my model of *Lakeside* station was all down to meeting these two gentlemen.

Luck, on the other hand, visited me in 1967 when *Lakeside* was invited to attend Manchester MRS in the December. Later Cyril Freezer arranged for the layout to be featured in the May 1969 **RAILWAY MODELLER**. Alas, shortly afterwards *Lakeside* was dismantled due to lack of space at home.



His permanent Isle of Man layout depicting Ramsey station on the Manx Northern section, is housed in his railway room.
Photo: Steve Flint

A house move in the 1990s gave me the opportunity to build a special railway room in the loft. The Isle of Man Railway had always fascinated me so Ramsey, the most northern terminus of that railway was chosen as a grand plan. That layout too was seen at many northern exhibitions from 2005 onwards and appeared in the October 2006 edition. Ramsey now stays put in the loft and I am pleased to say it is still run from time to time.

Many years have passed and many different layouts have been constructed but above all a great many friendships have been created through our hobby for which I am entirely grateful.



Alan is pictured with two of his large scale Blackpool transport models.

Alan's *Lakeside* branch was operated in both Furness and LMS periods. Cardboard was his material of choice for most of the layout structures and even some of his rolling stock.

RAILWAY MODELLER For the average enthusiast May 1969 3s 0d



Railway of the month
Lakeside



5.5mm trams and narrow gauge

For the past 10 years Alan has been modelling Blackpool trams in 5.5mm, which he finds is an ideal scale for scratchbuilding. He's also creating some Tallylyn Railway models and dabbling with a small Ravenglass lookalike layout in O9 using Graham Farish mechanisms.



PAUL TOWERS *Wunce Onli* January 1970

Erstwhile editor of *Model Railway News* from July 1965 to May 1967, Paul has a passion for quirky narrow gauge modelling.

“Wunce Onli puzzles me. It was the third layout that I had completed and exhibited, and the first in 009. I intended it as a joke, but the article in the January 1970 *RAILWAY MODELLER* seems to have given some now senior modellers their start in modelling.

In those days there were few narrow gauge layouts, and 009/H0e was in its infancy; now the 009 Society has some 2000 members. During my couple of years at *MRN* I had a narrow gauge article in every issue.

Whilst some of my layouts have been more serious I have always injected a little humour into them with amusing cameos. *Llandyrau*, the latest one, was constructed using only proprietary items, so that beginners can get encouragement now that 009 ready to run locomotives are appearing. My pal Joanna Vincent now owns *Llandyrau* who takes it (and me) to exhibitions; she is a first class operator.

Currently I am working on *Ty Mawr*, a 009 estate railway; this is very different from anything I have built before and is due at the Warley National in November. *Ty Mawr* is to be renamed *Dunnynuff Towers* which hopefully will include the late Mike Sharman's 'Monsters' which ran on *Wunce Onli* all those years ago.”



Paul and Joanna Vincent, his fellow operator, with *Llandyrau*, the latest 009 layout which the pair will be exhibiting at the NEC this November.

009 Society Honorary Life Member

As a result of his dedication to narrow gauge Paul received this honour 20 years ago and, even in his late eighties today continues to entertain show visitors and generally encourages people with their modelling.

STEVE WALKER *Dent Head Junction* April 1974

Inspired by the work of David Jenkinson, Steve built a *Settle & Carlisle* layout in his teens. 45 years later he is still modelling having built a depiction of his home station – *Birstall Town*.

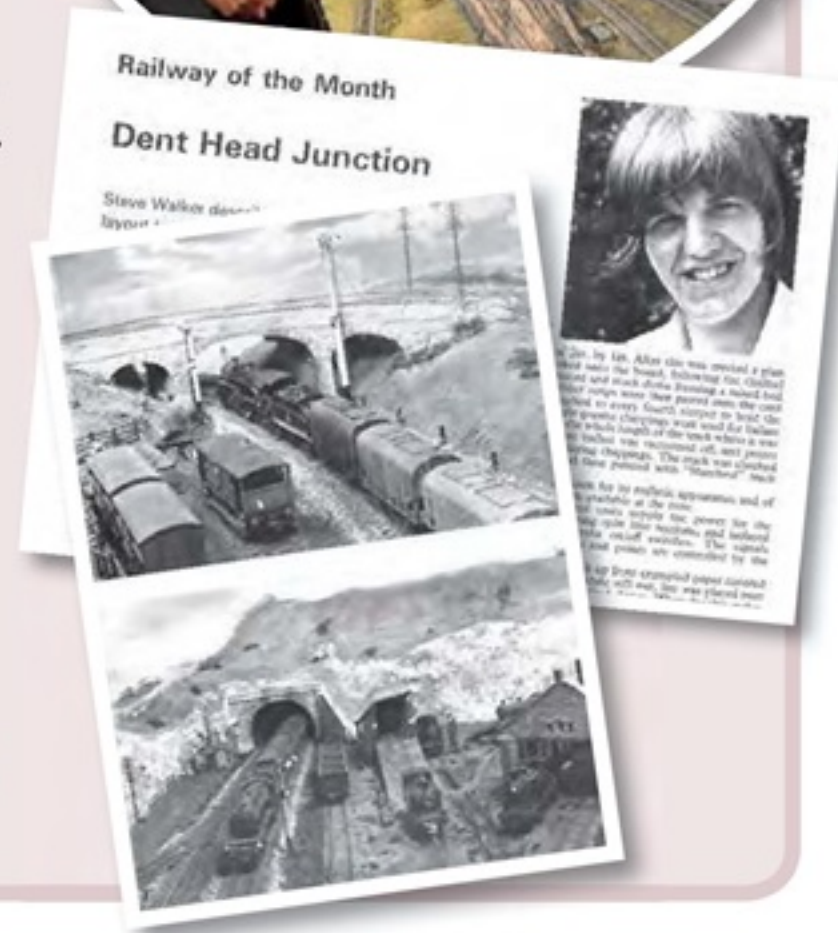
“*Dent Head Junction* was built between 1968 to 1969 whilst in my late teens. It was dismantled in 1975 due to a family house move and a forthcoming marriage. However, I purchased the house from my parents and later added an east-facing conservatory, which was insulated to house a new layout. This was to be based on my local station. *Birstall Town* was first built from 1978 to 1981 using Peco code 100 track, though later it was upgraded between 1993 to 1995 using Peco code 75 track. This phase of the layout appeared in *RAILWAY MODELLER* in June and July 2001.

In the early 2000s some of the buildings on *Birstall Town* were again improved as more information became available. This stage of the layout appeared in *RAILWAY MODELLER* June 2007; and was also filmed for the *RAILWAY MODELLER* DVD No.4.

I was also a member of the now defunct Dewsbury Model Railway Club for a short time, helping with layouts and exhibitions and member Steve Mitchell with his layout *Batley*, featured in the *RAILWAY MODELLER* June 2012.

Over the last few years I have been replacing older stock items with newer models now available, extending the layout slightly outwards to accommodate part of a cornfield and a model of the house I used to live in. Some deep low relief houses have also been added to the rear of the layout. Recently I have replaced the old lever frame with an MSE one and fitting the signals with servo motors, updated from the wire-in-tube method. I have also improved the trackwork in the fiddle yard.

I still derive a great deal of pleasure operating and maintaining the layout as much as I did when *Birstall Town* was first built.”



VIVIEN THOMPSON *Eastbourne* January 1968 and *Eridge* July 2007

For over half a century, Vivien has been steadily recreating the elements of historic railways in East Sussex.

“ Since the article on my *Eridge* layout appeared in *RAILWAY MODELLER* July 2007, I decided on a radically different plan and removed *Eridge* so as to model other parts of the former L&BSCR route from Redgate Mill Junction, just south of Eridge, to Hailsham in East Sussex, including the Eastbourne area. The single track route became known colloquially as the ‘Cuckoo line’ in its heyday.

Now, double tracks emerge under a bridge from the fiddle yard, which represents various destinations to the north including Tunbridge Wells West, Victoria and London Bridge, and curve past a farm and oast house to Redgate Mill Junction. The single line Cuckoo route now diverges to Rotherfield & Mark Cross and continues through countryside into a tunnel before entering Hailsham. Here, every building and street is modelled from the station environs to the south signal box thanks to plans



After a series of features on her Eastbourne model in the 1970s (below), Vivien turned her attention to *Eridge* as seen left. This has now been dismantled in favour of a layout featuring much more of the ‘Cuckoo line’ route. Colour photo: Steve Flint



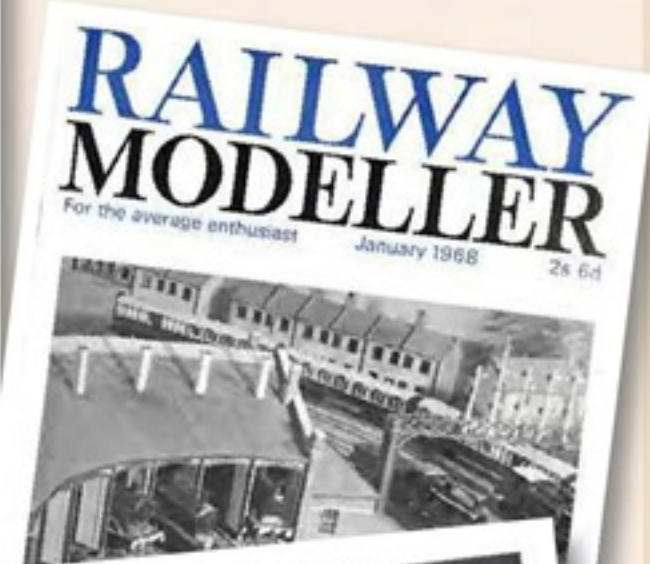
and photographs kindly provided by Alan Hibbs. The line continues through an overbridge into a small intermediate fiddle yard which allows trains to ‘wait time’ before continuing to Eastbourne.

The double track route from Redgate Mill Junction Brighton line descends into a tunnel and its own fiddle yard.

In relation to my 1960s modelling of Eastbourne, I have retained the original section between Cavendish Road bridge and Whitley Road bridge including the whole coal yard and carriage sidings: these now connect with further storage yards either side.

The period being depicted runs from 1948 – 1965 and is currently ongoing. Eventually all signalling and telegraph posts will be installed and third rail added, where appropriate.

” The original model coal yard at Eastbourne – a depiction of the real coal yard between Cavendish and Whitley road bridges in the town.

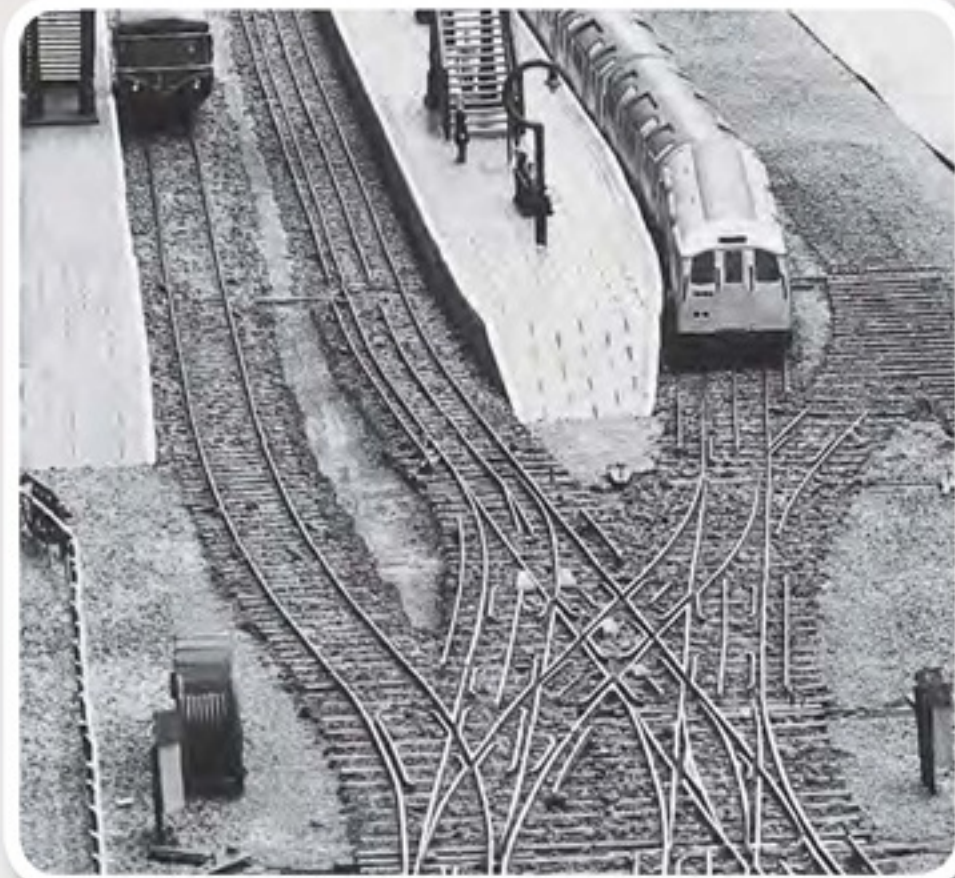


DICK YEO Epton October 1978

Having developed a method for building London Underground trackwork over 40 years ago, Dick is still constructing his own permanent way.

“ In the early 1970s, having much earlier been introduced to model railways as a youngster, I enrolled as a member at my local model railway club. Whilst there I adopted a positive outlook, embracing a ‘can do’ attitude, and soon discovered I had a penchant for building track and pointwork. I started to plan my first ‘serious’ layout, and settled on a OO gauge model of a station that combined my two interests; London Underground and the Eastern Region (former GER) of British Railways. The result was *Epton* which featured as Railway of the Month in the October 1978 edition of *RAILWAY MODELLER*.

At that time, I was not aware of any models of London Underground rolling stock being available commercially, and because of this the layout became very popular at local exhibitions. It was however not ideally suited to the show circuit and all but two baseboards were scrapped. These were incorporated into *Epton Mk 2*, which appeared at a London Transport exhibition in Covent Garden, but was sold on in the



When I built *Epton Mk2*, the scissors crossover from the *Mk1* version was incorporated into the new layout as above.

mid 1980s after which my interest in Underground railways waned. In the 1990s I turned my attention to a permanent home layout called *Kenningham*, a former GER might have been station built to EM gauge standards. It has been my main project now and the mainstay of my modelling achievements, though simultaneously, I also built a small brewery sidings railway called *Suffolk Street*.

Much more recently, with my modelling fingers getting very “itchy” again, I am in the process of building an easily portable layout. This time it is really out of the ordinary, but I’m going to keep you guessing for now!



London Underground layouts were very rare in the early decades of *RAILWAY MODELLER*. Dick was a real pioneer with his *Epton* project.

RAILWAY MODELLER
For the average enthusiast October '78 40p



Dick's current project is a small shunting layout – *Suffolk Street* – built to EM standards with handbuilt track and points.

A legacy in layout designs - Cyril Freezer

The first five issues of RAILWAY MODELLER were edited by a Mr G H Lake, who stepped aside following the proposal by the then publisher, Ian Allan, to start producing the magazine on a monthly basis: it had begun as a bi-monthly periodical. A new editor was sought and a young man from the London area by the name of Cyril Freezer took over from issue No.6.

Cyril became synonymous with the magazine throughout the next three decades, and he is still revered to this day by countless readers and enthusiasts. His forte however was not so much as a modelmaker, but as a draughtsman and layout planner.

In his time he became the pre-eminent designer of model railway layouts, typically of the size and shape that people could build in their own homes, and books of his plans still sell even now.

Cyril began his designs in the 1950s and eventually they came under the generic heading of *Plan of the Month*, a category tradition that we are still using to this day.

The designs were all prepared on a traditional drawing board in pen and ink – layout planning software applications were still half a century away – and they were clearly marked up with dimensions and operating areas.

In many ways the standard symbols he used on his plans to identify things like point tiebars, track power feeds and insulation gaps led the way in his time, and all are readily identifiable even today.

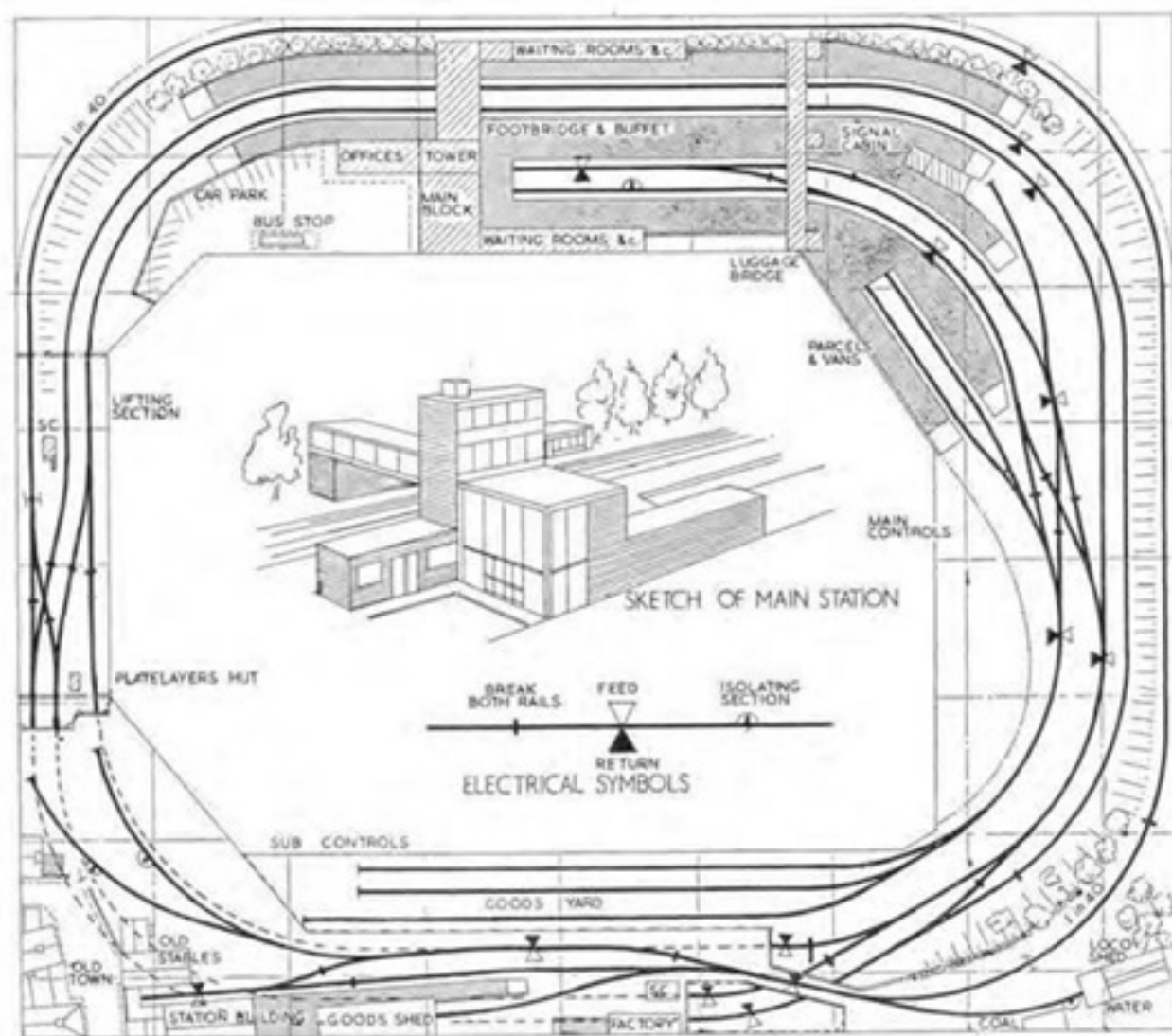
A word of caution however if translating his plans into layout designs today. Back in the 1950s, the scale lengths of model rolling stock, points and crossings and suchlike were generally shorter (under length) than those we are familiar with now. After all modern models are much more accurate than their postwar counterparts. The consequence is that the clearances and radii on Cyril's plans need uprating somewhat to ensure that today's models will operate properly.

That said his layout schemes are wonderfully inspirational for those looking to make a start in the hobby and build something for the first time and as such we've included a selection of his plans from the early decades of RAILWAY MODELLER.

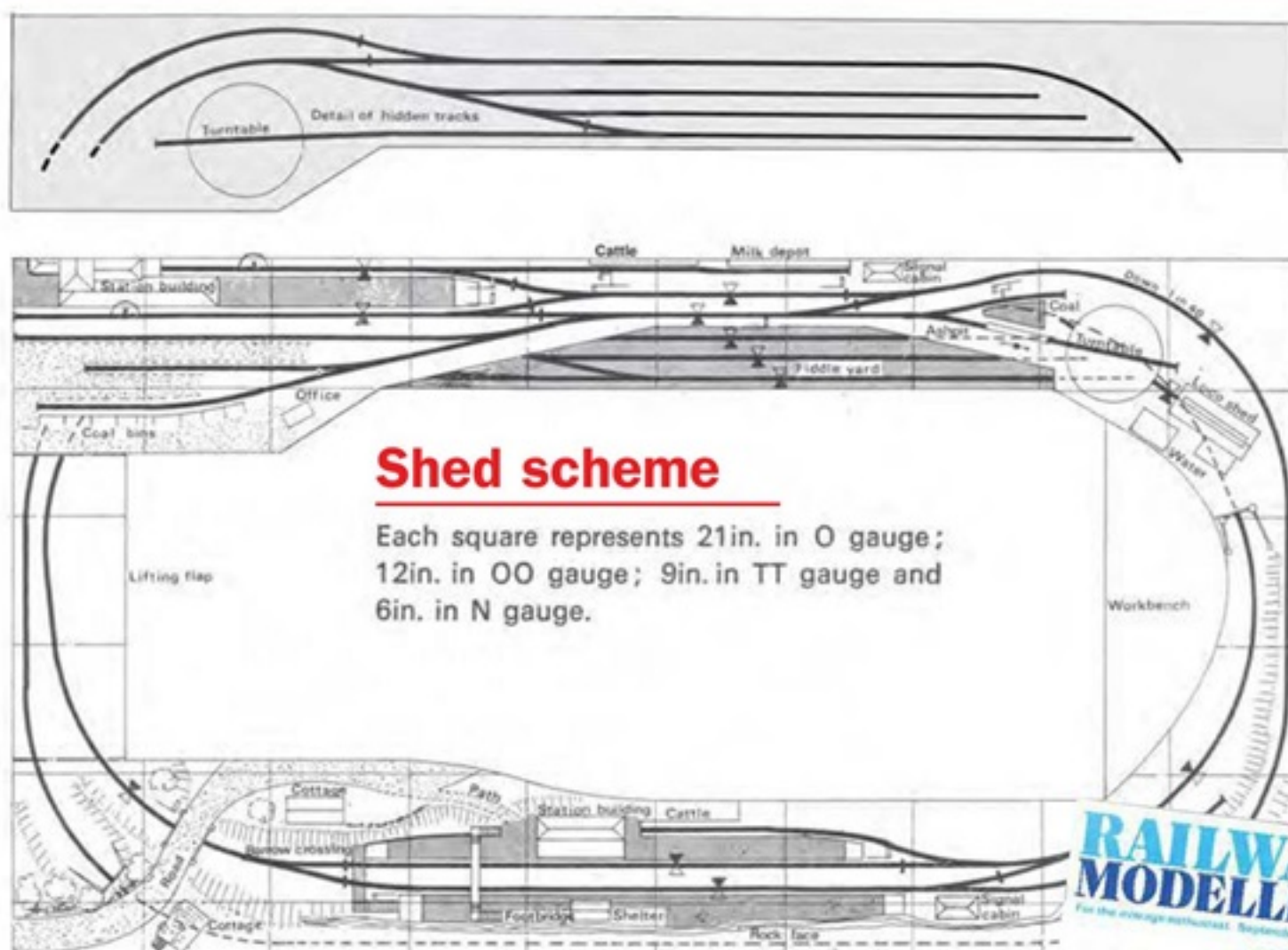


The best of both worlds

This plan was clearly bang up to date when it was published in the February 1965 issue. Intended to depict a modern diesel operated main line with an adjacent preserved branch line running steam trains, it was visionary of Cyril as heritage lines were few and far between in those days. The proposed scenario is much more apposite today with the abundance of such lines spread widely across the UK.



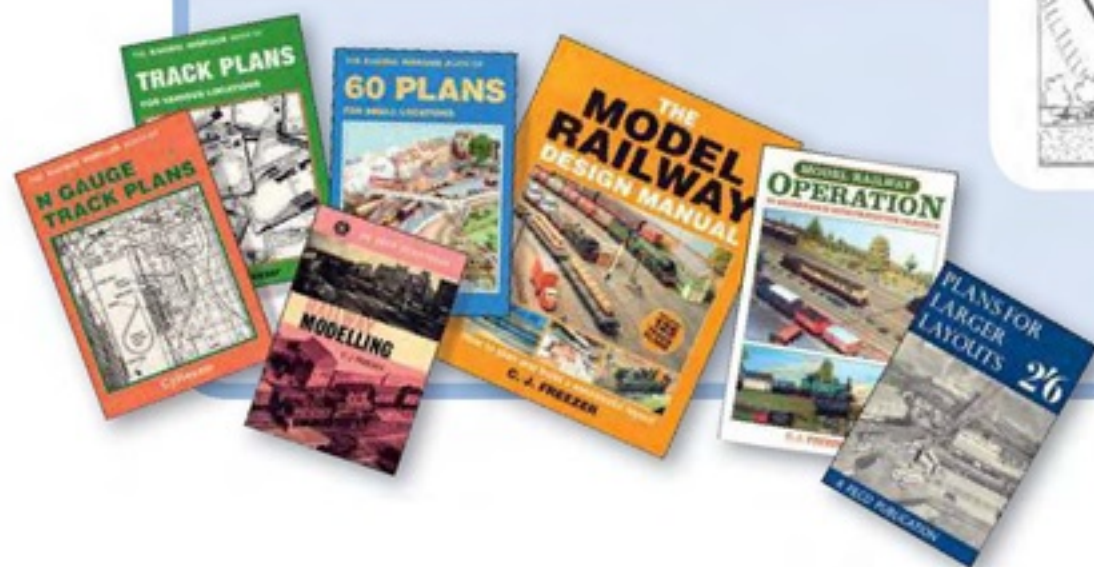
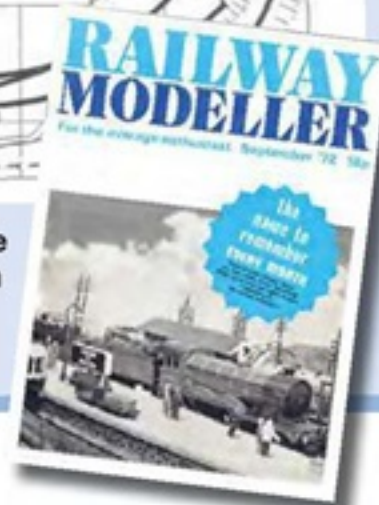
Each square represents 21in. in O, 12in. in OO and EM, 9in. in TT-3 and 6in. in N.



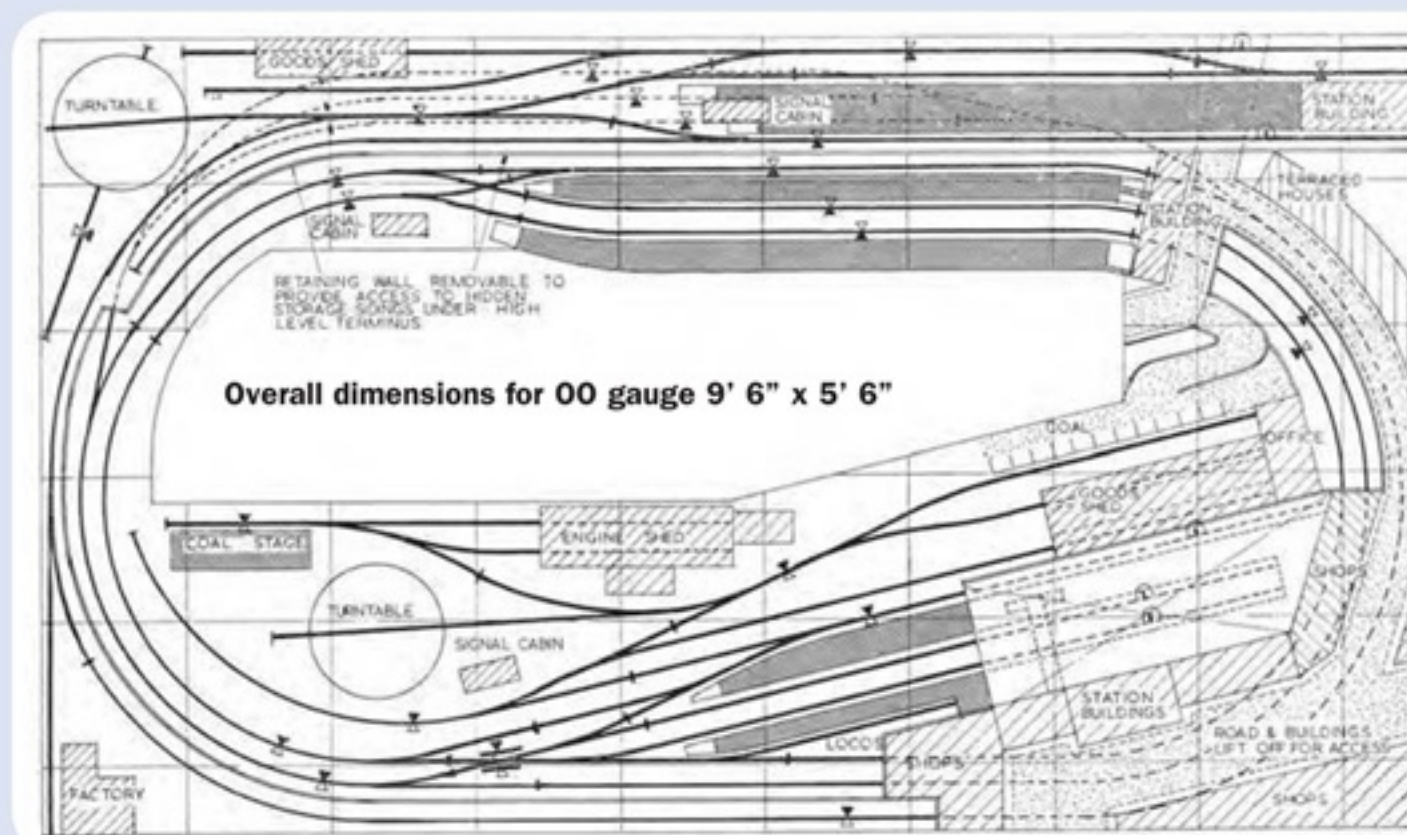
Shed scheme

Each square represents 21in. in O gauge; 12in. in OO gauge; 9in. in TT gauge and 6in. in N gauge.

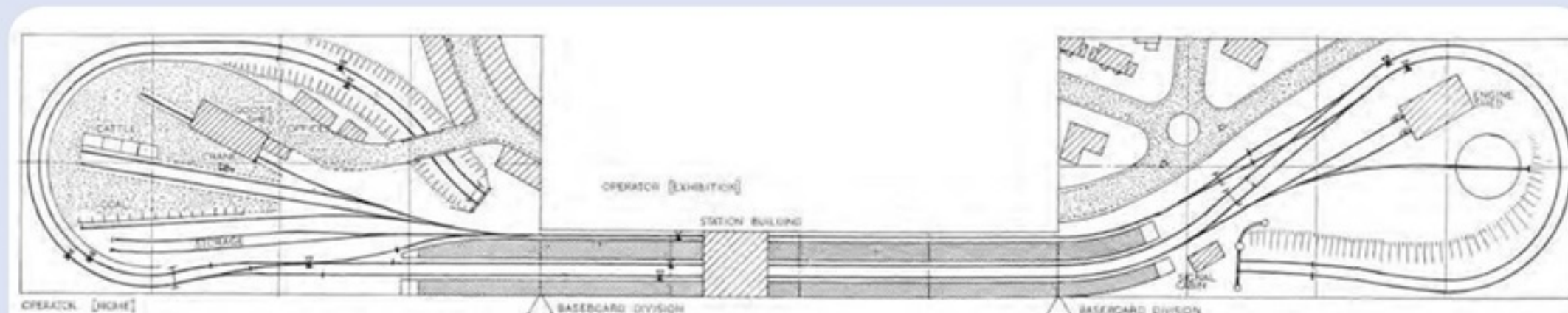
A garden shed can be an ideal home for a model railway when room in the house is limited. This scheme from September 1972 is an end-to-end plan where the storage sidings are located beneath the terminus at a lower level. A format which allows the second through station to be included.



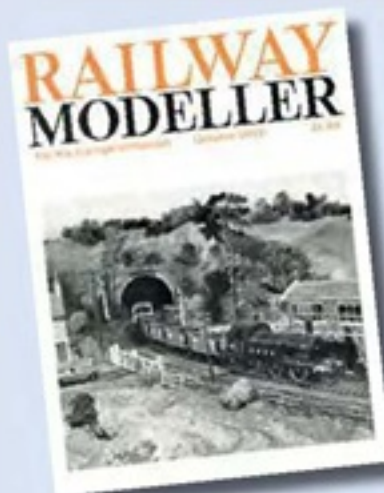
Return to the thirties



Not the 1930s railway scene – the golden years of the Grouping – but the favoured model railway layout format of modellers in the 1930s. In other words, try and squeeze as much track as possible into the space available. This January 1966 Plan of the Month looks rather cramped, but can be accomplished if you are content with second radius curves as a minimum, short radius points and four-coach trains. However, don't forget to check that modern day pointwork will fit the space allocated, before you start building the baseboards!



This layout is on 3x4'-0" long baseboards

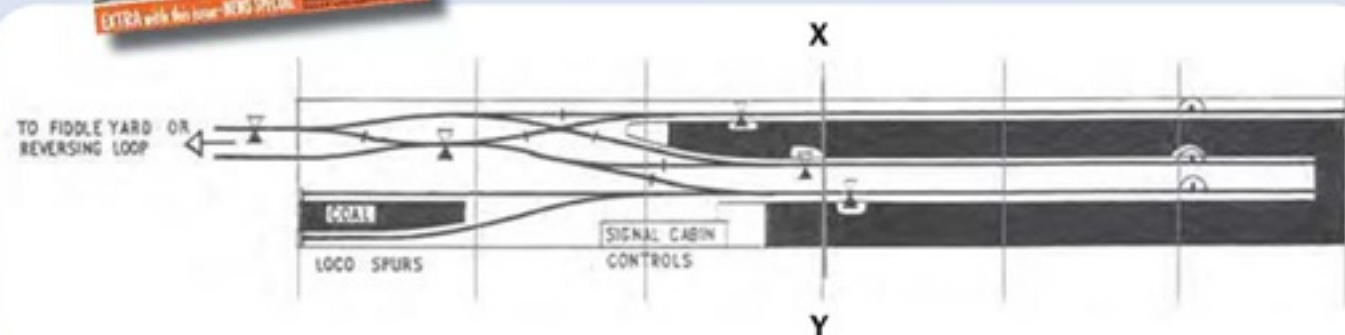


By the fireside

Possibly Cyril's most unusual plan for N gauge in that it was designed to fit around a chimney breast, as found in older houses. Probably not such a good idea if the chimney is still in use for a coal fire, but certainly a possibility if it's bricked up, say in a bedroom. Chimney breast or not, the scheme is actually quite inventive and can readily be applied in lots of other situations – the 'chimney' space being used as the work bench or operator's space.

Do it yourself

Do it yourself was the title Cyril gave to this little suburban passenger terminus plan, though there is no clue as to why he called it that in the original article which appeared in the June 1965 issue. The plan is only 6' long and barely 10" wide, so it really is a minimum space terminus. As originally published it included an extension piece 18" long fitted in between points X and Y. Though remember that whatever length you make it, it will need some fiddle sidings roughly the same length as the platform roads.



One of the few formal photos of Cyril we have, taken early in 1978 just prior to his departure to pastures new after nearly 28 years in the editorial chair.

The next 70 years - what might we see?

Big anniversaries are nearly always about remembrance: looking back over our time, mostly with fondness and nostalgia, sometimes in lament. but also they provide an opportunity to look to the future. Nick Garner, 19, one of the Railmen of Kent team members in The Great Model Railway Challenge series 2, shares his opinions with us.



Although I'm a relative youngster in this fantastic hobby, it's patently obvious that railway modelling has come a very long way in the 70 years since RAILWAY MODELLER was launched.

Trix and Hornby Dublo were the big names back in 1949. Although charming and rather crude, in their day those metal toys whizzing around the table top were the pinnacle of miniature engineering and entertainment: it must've seemed like things couldn't get any better. But jump forwards 70 years to the present day, and do you wonder the same thing? Is this it? Is this the pinnacle of model railways? With the likes of Hornby, Bachmann, Heljan, Dapol and the specialist brands like Accurascale, Revolution Trains and Realtrack Trains, it would be safe to assume the attention to detail and skilled design and construction of these modern brands are 10-fold, even 100-fold better than what we had all those years ago.

So, what does the future really hold? Well, for starters we must

Acquiring a model of the train you have just travelled on is Nick's belief that it will help to captivate youngsters in the hobby at an earlier age, thus sowing the seeds for later. The 450 Class is a case in point as produced by Bachmann Branchline.



Not a favourite of Nick's: the cucumber-like appearance of the Class 800 IEPs does not appeal to him, nor does he think they are as comfortable to travel in as an Inter City 125 unit.

appreciate what we have available to us now. The aforementioned big names in the modelling world have made the hobby, not just better, but more accessible to the layman just entering the hobby, though some might say more expensive as well. Nevertheless, the choice is vast, eras upon eras and liveries upon liveries. So much is represented nowadays that someone could even, let's say, get aboard a South-West Trains Class 450 to Guildford, walk to the newly opened Kernow Model Rail Centre branch in the town, and pick yourself up an exact replica of the train you just travelled on. To a youngster that must be incredible! And that's what a large part of the hobby is all about – bringing the real world to the table top.

I've grown up with ready-to-run model railways, and my fascination with the hobby has always been making a microcosm of the real world in miniature form. One of my favourite models is of EWS liveried Class 66 135 – it was one of my first back in the mid-to-late 2000s – and when I finally saw it in real life for the first time a few years ago I must admit I was over the moon!

My point here is that I believe that to appeal to the next generation of modellers, you have to make models of the trains they can see in the real world. Thankfully in the limited number of

Class 450 No.450 012 at Eastleigh on 4 November 2004. Photo: John Chalcraft/Rail Photoprints





Have we reached the pinnacle of fine detail on proprietary models? The factory applied lettering on this Revolution Trains model has to be seen – and read – to be believed.

years I've been modelling, representation of modern image trains has improved greatly.

With start-up companies like Accurascale and Revolution Trains releasing brand-spanking new CAF Mark 5 Caledonian Sleeper coaches in both OO and N, I'm convinced the hobby has been future-proofed for some considerable years to come.

So when I'm in my late 80s myself, 70 years hence, you might see fewer and fewer *Flying Scotsmans* careering around train sets, and probably more and more Class 800 IEP types. Though a caveat here: there are some modern designs that – even to a 'yungen' like me – don't have much appeal. I can appreciate the amazing detail that has gone into making the model IEP, but it will take some serious convincing for me to get that cucumber-looking thing running around my layout!

Technology

This has obviously developed exponentially since the post-war years, and probably wildly more expensive. CAD, 3D printing, laser cutting and high resolution inkjet printing, mean models can include the most minuscule of details. Revolution Trains' latest model of OO gauge MMA/JNA open-box wagons are a prime example, at the time of writing, I await their release with bated breath, eager to get my hands on one. Every fine detail will be added, including some masterful under-carriage pipework and the finest of printed lettering: intricate details that can be applied because manufacturers have the capability to do so.

I marvel at these fantastic models, and wonder how they can actually be further improved – perhaps even finer DCC control functions? We already have working lights, working signals, superb sound effects, moving cars and so on. Imagine though; animated perambulating figures, opening carriage doors, tiny working escalators. I wait with eager anticipation to see what inventiveness the manufacturers might have?

Virtual reality

The next leap forward? We already have systems by which you can experience the view of your railway from inside the loco cab. This integrates your hand-crafted model-making with a miniature on board live-view camera as the train jollies around the layout you have built.

But what about enabling the enthusiast to create an entire virtual model railway from the comfort of their sofa? I'm sure this hasn't been developed in full just yet, but it's just a notion of mine



At home with his layout in the garage of the family home, working on a new section. It is as modern image as it gets – 2010s onwards.

as to what might be around the corner – just remember where you read it first!

"Aha!" I hear you say, "that isn't 'proper' modelling is it?" Where are the practical skills – no woodworking, no engineering, no skilled use of hand tools, or electrical assemblies to build manually? That is certainly true, but think about the many things in life that used to need manual skills, digital technology has replaced so much; chemical photography, mechanical typewriting, telecommunications, shopping, even model railway control systems. Mankind has sleepwalked into these changes, embracing them with open arms. Perhaps virtual model making is next?

To be perfectly honest though, I haven't the foggiest of what will truly come to pass. I'm not a time traveller or soothsayer, but in my opinion as a 'yungen', one thing is for certain. We've already seen over the last 70 years how the hobby has diversified into ever more special interest groups. I reckon that in the future there will be an increasing number of such groups emerging and so long as there are the firms out there to meet their needs at a viable price, then I see it as a positive development.

For instance, if someone wants an EM gauge Class 222 in East Midlands Trains livery, because that's what he's familiar with from his home in Corby; or another wishes for an N gauge Great Northern Class 313 on the basis that he used to travel to work on one every morning, then through the bespoke application of all the new manufacturing technologies, their wishes could be granted easily.

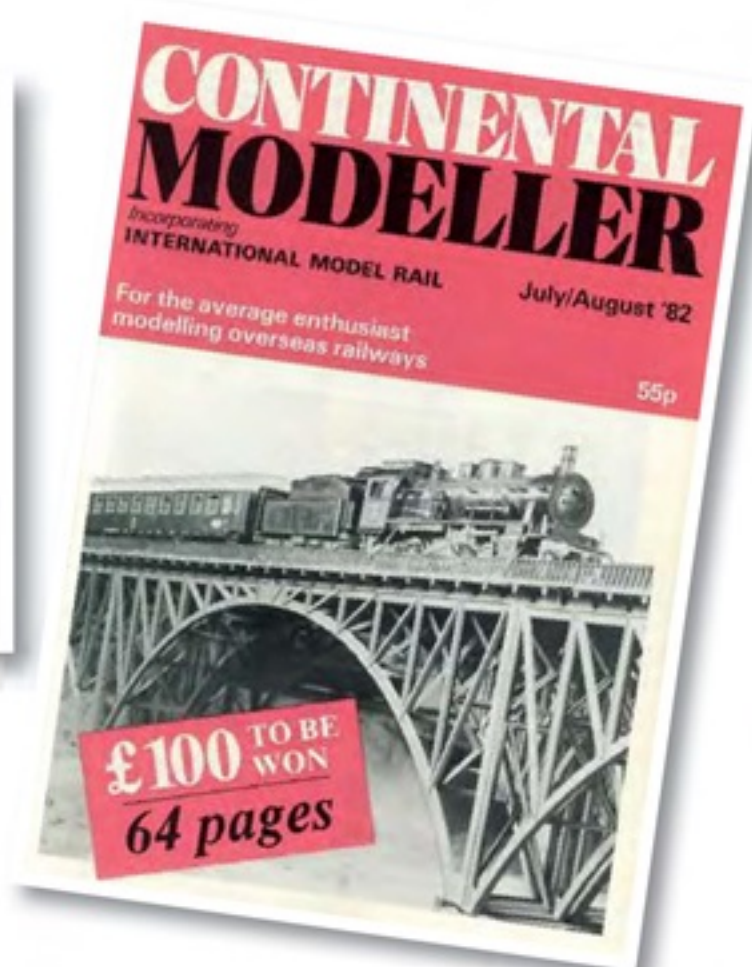
Perhaps there'll even be a flurry of small-scale start-up companies appearing to cater for these ever-specialising enthusiasts, if the price is right supply will match demand.

All I can hope for is that an emerging embryonic firm finally produces a model of a SouthEastern Class 375...

Please.

David Lloyd Editor of Continental Modeller 1982-1988

In 1979 – 40 years ago this year – *CONTINENTAL MODELLER*, our sister magazine, was launched as a quarterly companion to *RAILWAY MODELLER*. It became so popular that it changed to bi-monthly publication in 1981 and a full time editor was sought soon afterwards. David Lloyd, who had first come to prominence in the April 1964 issue of *RAILWAY MODELLER* when his bedroom-based layout Augher Valley Railway was published as *Railway of the Month*, was appointed in 1982.



The cover of the first issue of *CONTINENTAL MODELLER* edited by David – July/August 1982 edition.

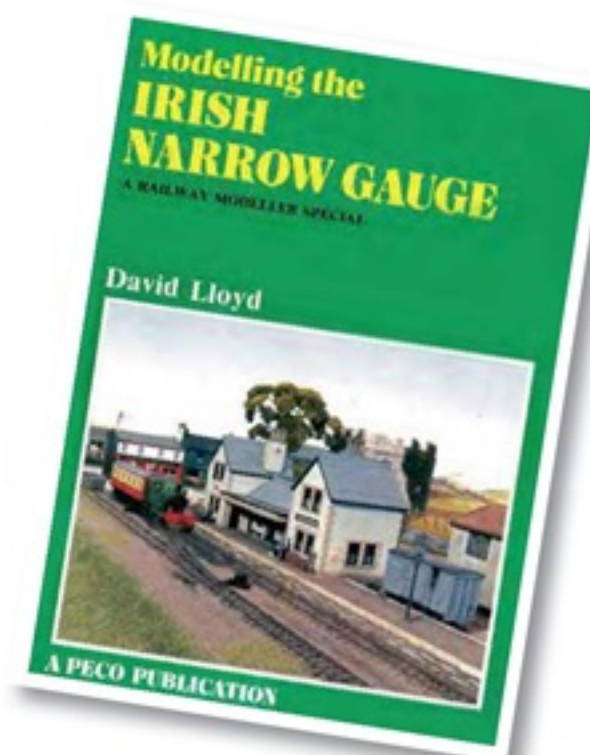
David was a Mancunian by upbringing and sold his *Augher Valley Railway* layout shortly afterward it had appeared in our pages as marriage and a house move were in the offing. In typical style he was later to remark that “selling the AVR was probably a bigger upheaval than getting married. It filled a room 15' x 12' and was firmly nailed to the walls and the floor – through the carpet. I hadn't thought of getting married when I started it, you see.”

It was a love for the Irish narrow gauge which spurred on the development of OO_{n3} modelling which led to the AVR – 4mm scale but using TT track and mechanisms to represent the 3' gauge. This love manifested itself in full when in 1972 he moved to the Irish Republic and established a home in west Cork, along the traces of the Schull & Skibereen Railway at Ballydehob, on Roaring Water Bay. He found work on the *Cork Examiner* newspaper, but circumstances forced a return to the UK in 1982 – and residence in Seaton. He took on the editorship of CM with effect from the July/August 1982 issue, and set about making CM truly intercontinental: indeed on his first issue there were several features on non-European subjects such as South African Garratts and Queensland prototypes in Sn3½.

Although best known for his Irish modelling, David was a skilled worker in many fields: he amassed a collection of superdetailed OO gauge Class 47s, and his N gauge Western Maryland 2-10-0 was awarded the Model of the Month award by the noted US magazine *Model Railroader* for August 1986, no minor achievement for an Englishman.

As David was increasingly dogged by ill health, Peco advertised in autumn 1988 for an editorial assistant, to help with his workload and that of editor John Brewer on RM. Present production editor Tim Rayner was interviewed: “Sadly I only met him for a short time that day, and received the news that David had died suddenly following an operation on 25 October that year.”

Later in the commemorative book of David's writings and modelling for the magazine, *Modelling The Irish Narrow Gauge*, the production of which was one of Tim Rayner's first tasks in 1989, John Brewer wrote, “David and I shared the view that railway modelling was not really a ‘hobby’ at all, but an essential component of civilised behaviour... you could visualise him at the worktable, with a glass of Bushmills to hand and Purcell on the record player. Model making to David was what it should be; an intellectual exercise, a challenge in dexterity and above all a relaxation.”



The commemorative publication on David's favourite topic – *Modelling the Irish Narrow Gauge*.

As an enthusiast David was a pioneer of narrow gauge modelling in the 1960s and his *Augher Valley Railway* graced the *Railway of the Month* pages in the April 1964 edition.

