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

DECEMBER 2019 £4.80 AT THE HEART OF THE HOBBY VOLUME 70 No 830

RAILWAY MODELLER

A Railway Modeller exclusive - Sir Rod Stewart

on building his magnificent layout



Plus

THE GREAT MODEL RAILWAY CHALLENGE



The Winners' Story

Meet Series 2 Champions inside



Warley NEC Preview

See this year's show attractions

And all the usual features

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

RAILWAY MODELLER

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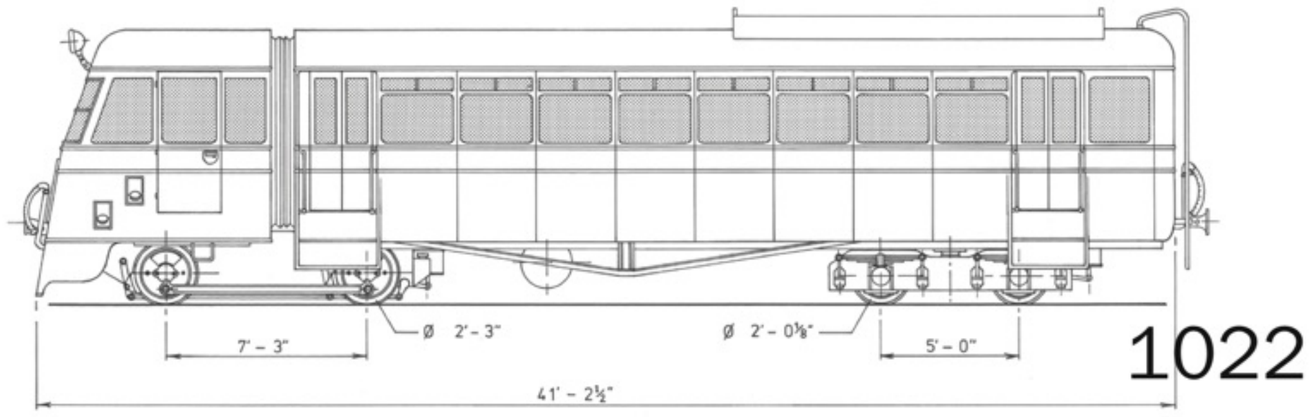
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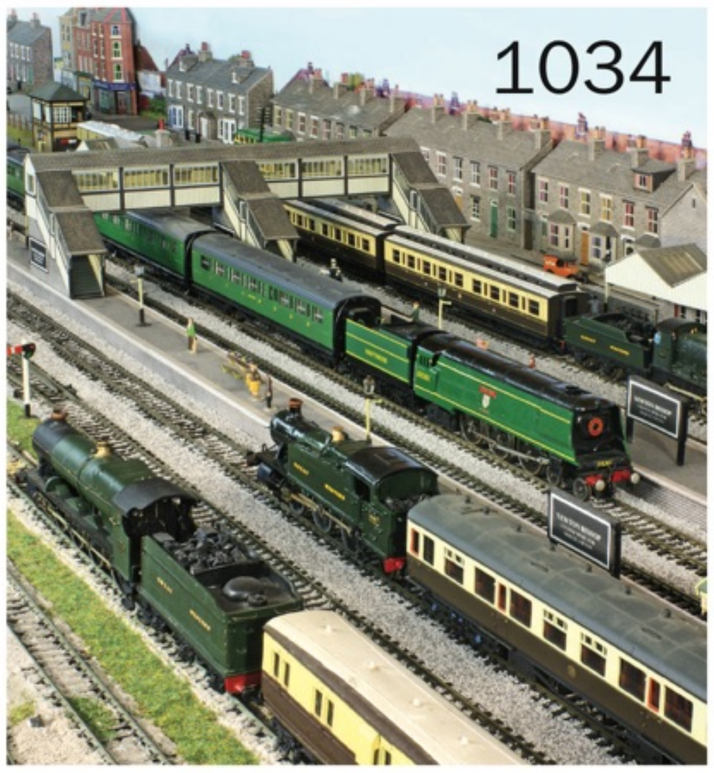


Photograph by Steve Crise















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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

DCC Sound Fitted - £276.99

The model of D1000 will feature the larger number & nameplates carried as well as the unique cast aluminium crest. All these details, as well as the roof lifting rings, will come fitted to the model.

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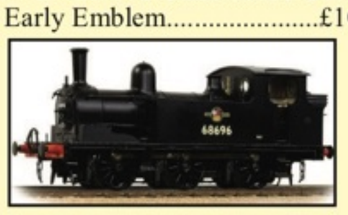
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4D-011-008 - GW Streamlined Railcar W8 BR Carmine & Cream.....£126.40
4D-011-009 - GW Streamlined Railcar 16 GWR Twin Cities.....£126.40
4D-011-100 - GW Streamlined Railcar 17 Parcels Chocolate & Cream.....£126.40
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8653 - Class 86 E3146 BR Blue With Full Yellow Ends, White Cab Roofs.....£161.46
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HORNBY



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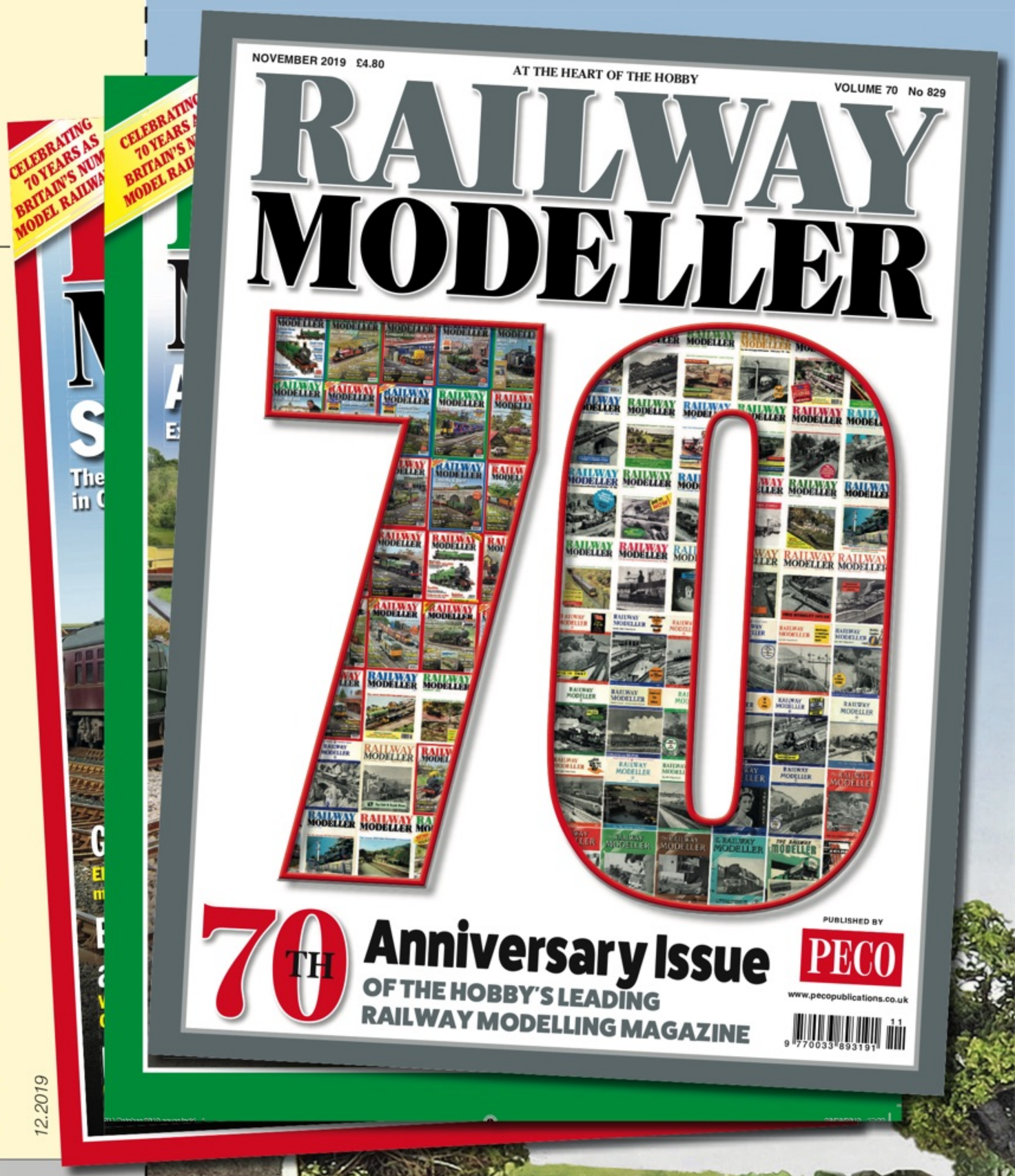
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Mountain Image: Andy Hawkins

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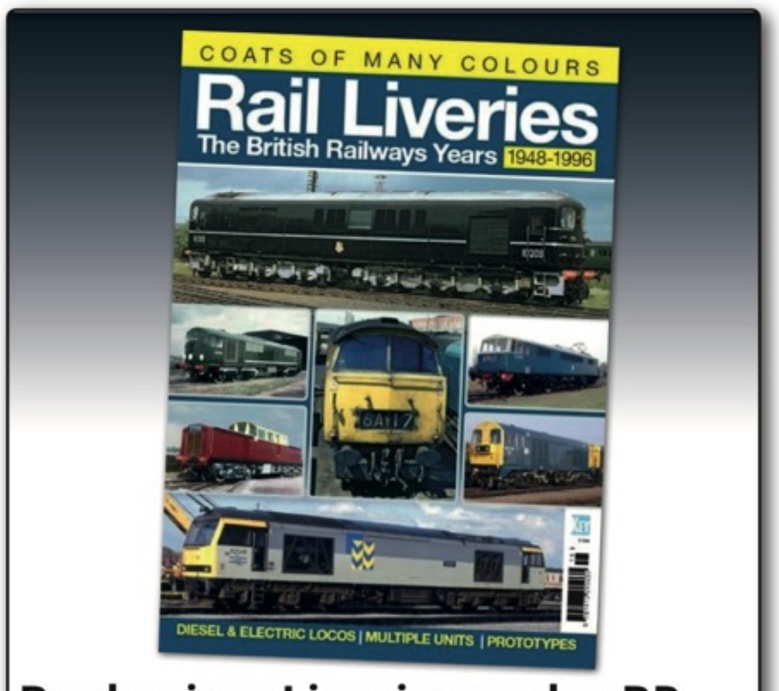
Latest News



Oxford Diecast Q3 Range

Recently revealed were Oxford Diecasts new range of models in OO, N & O gauge. Read the full announcements online.

www.hattons.co.uk/tmah50



Bookazine: Liveries under BR

This new bookazine includes a fascinating amount of information and images of BR liveries between 1948 and 1996.

www.hattons.co.uk/tmah51



O Gauge Class 50 Final Samples

We've received final painted samples showcasing our exclusive versions of the forthcoming Heljan Class 50s. See more online.

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OO Gauge

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GWR chocolate & cream



H4-4BT-101A	4 wheel brake 3rd 203 - **£30/£36**
H4-4BT-101B	4 wheel brake 3rd 197 - **£30/£36**
H4-4F-101	4 wheel 1st 165 - **£30/£36**
H4-4C12-101	4 wheel composite 96 - **£30/£36**
H4-4T-101A	4 wheel 3rd 394 - **£30/£36**
H4-4T-101B	4 wheel 3rd 306 - **£30/£36**
H4-6BT-101A	6 wheel brake 3rd 154 - **£30/£36**
H4-6BT-101B	6 wheel brake 3rd 148 - **£30/£36**
H4-6C123-101	6 wheel tri-composite 84 - **£30/£36**
H4-6T-101A	6 wheel 3rd 526 - **£30/£36**
H4-6T-101B	6 wheel 3rd 539 - **£30/£36**
H4-6S-101	6 wheel 2nd 105 - **£30/£36**
H4-6CL-101	6 wheel composite lavatory (1st/3rd) 42 - **£30/£36**
H4-46Pack-101	Pack of 4 coaches (4BT, 4T, 6C123, 6BT) - **£110/£135**

GNR lined teak



H4-4BT-201A	4 wheel brake 3rd 56 - **£30/£36**
H4-4BT-201B	4 wheel brake 3rd 79 - **£30/£36**
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H4-4T-201A	4 wheel 3rd 1432 - **£30/£36**
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H4-6BT-201B	6 wheel brake 3rd 145 - **£30/£36**
H4-6T-201A	6 wheel 3rd 2694 - **£30/£36**
H4-6T-201B	6 wheel 3rd 3275 - **£30/£36**
H4-6C13-201	6 wheel composite 93 - **£30/£36**
H4-6F-201	6 wheel 1st 2040 - **£30/£36**
H4-6CL-201	6 wheel composite lavatory 864 - **£30/£36**
H4-46Pack-201	Pack of 4 coaches (4BT, 4T, 6C12, 6BT) - **£110/£135**

LNWR Plum & spilt milk



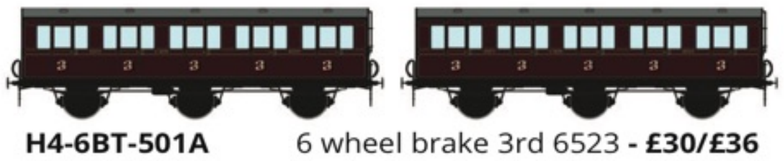
H4-4BT-301A	4 wheel brake 3rd 6925 - **£30/£36**
H4-4BT-301B	4 wheel brake 3rd 7342 - **£30/£36**
H4-4F-301	4 wheel 1st 4568 - **£30/£36**
H4-4C13-301	4 wheel composite 3654 - **£30/£36**
H4-4T-301A	4 wheel 3rd 896 - **£30/£36**
H4-4T-301B	4 wheel 3rd 731 - **£30/£36**
H4-6BT-301A	6 wheel brake 7523 3rd - **£30/£36**
H4-6BT-301B	6 wheel brake 7005 3rd - **£30/£36**
H4-6C123-301	6 wheel tri-composite 4004 - **£30/£36**
H4-6T-301A	6 wheel 1987 3rd - **£30/£36**
H4-6T-301B	6 wheel 1892 3rd - **£30/£36**
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H4-46Pack-301	Pack of 4 coaches (4BT, 4T, 6C123, BT) - **£110/£135**

SECR Crimson Lake



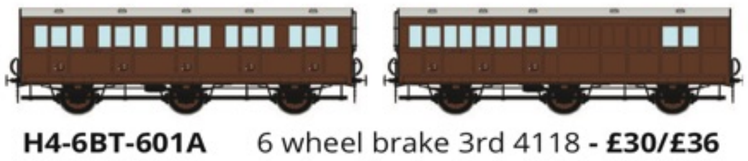
H4-4BT-401A	4 wheel brake 3rd 3069 - **£30/£36**
H4-4BT-401B	4 wheel brake 3rd 3058 - **£30/£36**
H4-4F-401	4 wheel 1st 1041 - **£30/£36**
H4-4C12-401	4 wheel composite 2062 - **£30/£36**
H4-4T-401A	4 wheel 3rd 3361 - **£30/£36**
H4-4T-401B	4 wheel 3rd 3262 - **£30/£36**
H4-6BT-401A	6 wheel brake 3rd 6525 - **£30/£36**
H4-6BT-401B	6 wheel brake 3rd 6536 - **£30/£36**
H4-6T-401A	6 wheel 3rd 2956 - **£30/£36**
H4-6T-401B	6 wheel 3rd 2960 - **£30/£36**
H4-6F-401	6 wheel 1st 1015 - **£30/£36**
H4-46Pack-401	Pack of 4 coaches (4BT, 4C12, 6T, 6BT) - **£110/£135**

LMS crimson (Midland style)



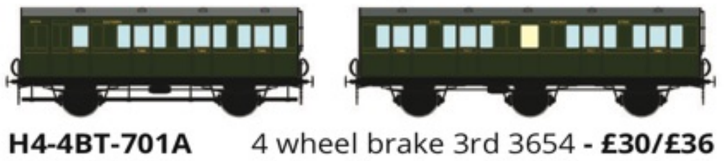
H4-6BT-501A	6 wheel brake 3rd 6523 - **£30/£36**
H4-6BT-501B	6 wheel brake 3rd 6498 - **£30/£36**
H4-4X6CL-501	ex 6 wheel composite lavatory 9531 - **£30/£36**
H4-6T-501A	6 wheel 3rd 5705 - **£30/£36**
H4-6T-501B	6 wheel 3rd 5054 - **£30/£36**
H4-46Pack-501	Pack of 4 coaches (6BT, 4X6CL, 6T, 6T) - **£110/£135**

LNER pre-war brown



H4-6BT-601A	6 wheel brake 3rd 4118 - **£30/£36**
H4-6BT-601B	6 wheel brake 3rd 4122 - **£30/£36**
H4-6CL-601	6 wheel composite lavatory 486 - **£30/£36**
H4-6T-601A	6 wheel 3rd 42956 - **£30/£36**
H4-6T-601B	6 wheel 3rd 43008 - **£30/£36**
H4-46Pack-601	Pack of 4 coaches (6BT, 6CL, 6T, 6BT) - **£110/£135**

SR olive green



H4-4BT-701A	4 wheel brake 3rd 3654 - **£30/£36**
H4-4BT-701B	4 wheel brake 3rd 3594 - **£30/£36**
H4-4C13-701	4 wheel composite 5750 - **£30/£36**
H4-4T-701A	4 wheel 3rd 1501 - **£30/£36**
H4-4T-701B	4 wheel 3rd 1717 - **£30/£36**
H4-6BT-701A	6 wheel brake 3rd 3602 - **£30/£36**
H4-6BT-701B	6 wheel brake 3rd 3615 - **£30/£36**
H4-6CL-701	6 wheel composite lavatory 5790 - **£30/£36**
H4-6T-701A	6 wheel 3rd 1524 - **£30/£36**
H4-6T-701B	6 wheel 3rd 1770 - **£30/£36**
H4-46Pack-701	Pack of 4 coaches (4BT, 4T, 6C13, 6BT) - **£110/£135**

Explore the full range and read more at: www.hattons.co.uk/genesis

Single unlit/lit coach: £30/£36

Pack of four unlit/lit coaches: £110/£135

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Last 30 Days

OO Gauge (1:76 Scale)

Bachmann Branchline - Coaches



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

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

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 £99



R3600TTS Class J36 0-6-0 673 "Maude" in North British Railway lined black - as preserved - TTS sound fitted (RRP £164.99) ..... BARGAIN .£119.50

Electric locos



R3656 Class 87 87019 "Sir Winston Churchill" in Virgin Trains red and black NEW..... £153

DMUs



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

Train sets - analogue



R1233 The Coca-Cola Christmas Train Set NEW..... £72

Coaches



R4898 Pack of three Mk2E coaches in Northern Belle NEW £94.50

Peco Products - Track - Code 100 Streamline



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

Track - Code 75 Finescale



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

N Gauge

Dapol - Diesel locos



2D-007-011 Class 66/0 66002 in EWS DB branding and six megafret container wagons NEW £194.64

Peco Products - Track - Code 80 Streamline



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

Track - Code 55 Finescale



SL-300F Pack of 30 1 yard (91.5cm) length of Finescale Nickel Silver flexible Wooden Sleeper track £84
SL-300F Single..... £3

OO9 Narrow Gauge

Heljan - Steam locos



9962 Lynton & Barnstaple 2-6-2T 30190 "Lyd" in BR lined black early emblem - as preserved NEW £186.96



9960 Lynton & Barnstaple 2-6-2T E188 "Lew" in Southern Railway green NEW £186.96

O Gauge (1:43 Scale)

Dapol - Coaches



7P-004-006 GWR Diagram 'N' 59' Autocoach 40 in GWR chocolate and cream NEW £170



7P-004-008 GWR Diagram 'N' 59' Autocoach W37W in BR crimson and cream NEW..... £170

Heljan - Steam locos



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

Oxford Diecast - Buses



43WFL001 Weymann Fanfare Southdown Motor Services NEW £37.50

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

Any or Multiple Scales

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 decoders



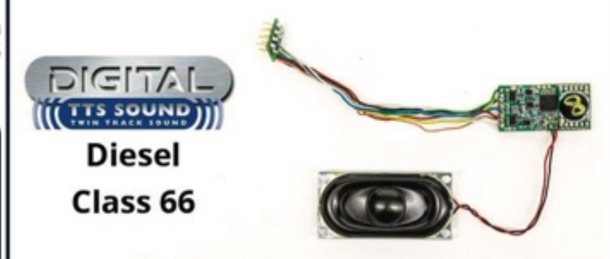
DCC23 6-pin 2-function 1A (2A peak) decoder (suitable for N gauge) £24

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



R8121 TTS DCC Sound Decoder 8 pin plug - Class 66 diesel .. £38

NCE - Digital controllers



524-042 NCE Power Cab 2 Amp Digital DCC controller .£159.50

Peco Products - Point motors



PL-10E Bag of 6 Point Motor Extended Pin (use PL-9)..... £34
PL-10E Single £6



PL-11 Side/surface mounted point motor £8

£2.75 P&P for single diecast items

UK P&P £4
(free for order values over £175)

£7 P&P Next Day (Orders before 2pm)

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OO Gauge (1:76 Scale)

Bachmann Branchline - Steam locos



31-690 Class 5P4F Stanier Mogul 2-6-0 2965 in LMS lined black (RRP £159.95) ..... BARGAIN £106



32-850A Class 9F 2-10-0 92220 "Evening Star" in BR green late crest £184.50

Coaches



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

39-779 ex-LMS 50' inspection saloon M45035M BR maroon (RRP £59.95). ..... BARGAIN . £50.96

Digital controllers



36-504 EZ Command Dynamis Ultima DCC system £280

Dapol - Diesel locos

4D-003-014 Class 52 'Western' D1008 "Western Harrier" BR maroon yellow bufferbeams £129.15

4D-003-017 Class 52 'Western' D1016 "Western Gladiator" BR maroon full yellow ends £129.15



4D-003-013 Class 52 'Western' D1035 "Western Yeoman" in BR green small yellow panels £129.15

4D-003-018D Class 52 'Western' D1041 "Western Prince" BR blue - DCC fitted NEW £154.66



4D-003-016 Class 52 'Western' D1043 "Western Duke" in BR chromatic blue small yellow panels £129.15

4D-003-016D Class 52 'Western' D1043 "Western Duke" in BR chromatic blue small yellow panels - DCC fitted NEW £154.66



OLIV001 Class 73/2 73207 in Gatwick Express - Olivias Trains limited edition (RRP £140) ..... BARGAIN . £84

DMUs



4D-009-HAT01 Class 121 single car DMU 'Bubblecar' 120 in 'GWR 150' chocolate and cream - Hatton's limited edition (RRP £129.95) ..... BARGAIN . £99



4D-009-HAT02 Class 121 single car DMU 'Bubblecar' 121032 in Arriva Trains Wales - Hatton's limited edition (RRP £129.95) BARGAIN .. £99



4D-009-HAT07 Class 121 single car DMU 'Bubblecar' 55022 in original Network South East - Hatton's limited edition (RRP £129.95) BARGAIN £99



4D-009-HAT05 Class 121 single car DMU 'Bubblecar' 55027 in revised Network South East - Hatton's limited edition (RRP £129.95) BARGAIN £99



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



4D-009-HAT03 Class 121 single car DMU 'Bubblecar' 960011 in Railtrack blue and green - Hatton's limited edition (RRP £129.95) . BARGAIN ... £99

4D-009-004 Class 121 single car DMU 'Bubblecar' W55023 BR blue (RRP £145) ..... BARGAIN £99

4D-015-003 Class 122 Gloucester RCW "Bubblecar" single car DMU 55012 in Regional Railways (RRP £145) ..... BARGAIN £99

4D-015-004 Class 122 Gloucester RCW "Bubblecar" single car DMU SC55013 in BR blue (RRP £145). ..... BARGAIN £99

4D-015-HAT01 Class 122 Gloucester RCW "Bubblecar" single car DMU TDB975023 in Route Learning BR blue - Hatton's limited edition (RRP £129.95) ..... BARGAIN £99

Track Maintenance vehicles

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

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

EFE - Buses

15719 Plaxton Panorama Elite - London Country N.B.C. (RRP £24.95) BARGAIN . £14

Gaugemaster - Man-made scenic structure - non-railway

GM380 Zebra road crossing set working belisha beacon lights NEW £18

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-AB14-002 Andrew Barclay 0-4-0ST 14" 2047 '705' in GWR green shirtbutton roundel £99

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



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



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

Wagons



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

Heljan - Steam locos

1302 Class 1361 0-6-0ST 1364 in GWR green £135.96



3923 Class O2/4 Tango 2-8-0 63982 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

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



1722 Class 17 'Clayton' 8546 in BR green full yellow ends . £118.96



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

3437 Class 33/0 D6558 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

Hornby - Steam locos

R3753 Class 0F Pug "Beggs Tooling" - Railroad range NEW £31.50



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

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

R3516 Class 6000 'King' 4-6-0 6004 "King George III" in post-war GWR green - "The Final Day" special edition (RRP £190.99) ..... BARGAIN £179.50



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

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



R3623 Class 8P 'Streamlined Coronation' 4-6-2 6221 "Queen Elizabeth" in LMS coronation blue (RRP £189.99) BARGAIN £159.50



R3509TTS Class 8P Princess Coronation 4-6-2 46235 "City of Birmingham" in BR green late crest - TTS Sound fitted £204.50



R3555 Class 8P Princess Coronation 4-6-2 46256 "Sir William Stanier F.R.S" in BR maroon (RRP £204.99). ... BARGAIN . £169.50



R3617 Class 8P Rebuilt Merchant Navy 4-6-2 35030 "Elder Dempster Lines" in BR green late crest. £144



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

R3627 Class A3 4-6-2 60103 "Flying Scotsman" in BR express passenger blue .. £162



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

R3676 Class A4 4468 "Mallard" in LNER garter blue - as preserved. £179.50

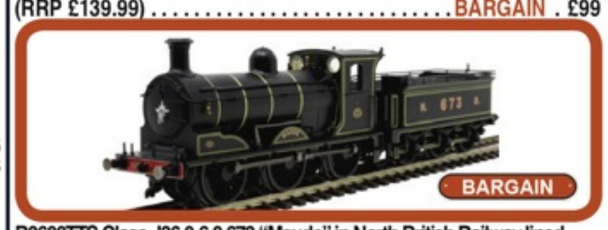


R3694 Class B2 Peckett 0-6-0ST "Westminster" in Associated Portland Cement green £99

R3754 Class D 0-4-0T 7 "Blundell King Timber Merchants" - Railroad range NEW £31.50



R3622 Class J36 0-6-0 65311 "Haig" in BR black early emblem (RRP £139.99) ..... BARGAIN . £99



R3600TTS Class J36 0-6-0 673 "Maude" in North British Railway lined black - as preserved - TTS sound fitted (RRP £164.99) BARGAIN. . .£119.50



R3621 Class J36 0-6-0 722 in LNER black (RRP £139.99) ..... BARGAIN . £99

R3010 Class N15 King Arthur SR E771 "Sir Sagramore" in Southern Green. . . £149.50



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

R3550 Class W4 Peckett 0-4-0ST 883 in Lilleshall Co £99.99



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

Diesel locos



R3755 Bagnall diesel shunter 0-4-0 D9706 in BR green - Railroad range NEW. £31.50



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

All items in stock when advert created. Prices valid until **11/12/19** . Errors excepted.

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HSTs



R3698 Pair of Class 43 HST Power Cars 43033 and 43183 in Scotrail "7 Cities" £261
R3510 Pair of Class 43 HST Power Cars 43187 and 43188 in GWR green - Ltd Ed (RRP £289.99) ..... BARGAIN ... £246

Electric locos

NEW



R3656 Class 87 87019 "Sir Winston Churchill" in Virgin Trains red and black NEW £153

DMUs



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

Train sets - analogue



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



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



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

NEW



R1233 The Coca-Cola Christmas Train Set NEW £72

Train sets - digital

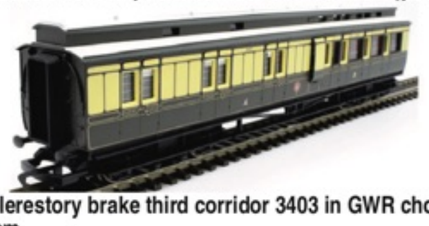


R1173 e-Link DCC Western Master train set GWR Class 2721 steam loco & 3 wagons (RRP £175.99)..... BARGAIN £130

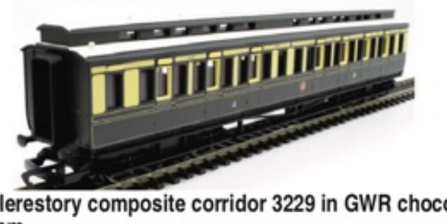
Coaches



R4886A Bulleid 59' composite corridor S5718S in BR green £43.50



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



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



R4826 Gresley 61' 6" brake composite corridor 32557 in LNER teak £49.50
R4827 Gresley 61' 6" first corridor 31885 in LNER teak £49.50



R4830 Gresley 61' 6" full brake 4234 in LNER teak..... £49.50
R4902 Mk1 QPA BTU staff and dormitory coach ADB975574 BR engineers yellow £31.50

NEW



R4898 Pack of three Mk2E coaches in Northern Belle NEW £94.50

Wagons



R6932 2019 Merry Christmas gift open wagon £14.50

Point motors

R8014 Mark 2 Point Motor (RRP £9.99)..... BARGAIN £5
R8243 Surface Mounted point motor £8.50

Switches and levers

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

Buildings - railways



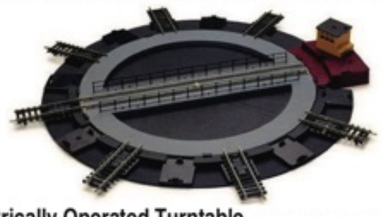
R7230 Hogsmeade station building - Harry Potter range... £54
R7238 Hogsmeade station platform pack - Harry Potter range £22.50

Man-made scenic structure - railway-related

R083 Buffer Stop £1.80
R083 Box of 6 ..... £9.50

Track - Code 100 Setrack

R605 1st radius double curve (8 make a circle)..... £2.50
R605 Circle of 8 ..... £18
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



R070 Electrically Operated Turntable..... £64
R8077 Left hand Express point £14.50
R8072 Left Hand Standard Point £9.50
R603 Long Straight - 670mm £4
R8073 Right Hand Standard Point..... £9.50
R621 Single 970mm length of flexible track..... £3
R621 Pack of 24 ..... £66
R600 Standard Straight £1.50
R600 Box of 24 ..... £34

Kadee - Model railway spares

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

Oxford Diecast - Cars

76AUS006 Austin 1300 Harvest Gold NEW..... £5
76BB003 Bentley Blower British Racing Green NEW £5
76MGTC005 MGTC Powder Blue NEW..... £5
76P38003 Range Rover P38 Epsom Green NEW..... £5.50
76VEL002 Range Rover Velar SE Fuji White NEW..... £5.50

Commercial vehicles

76CIT004 Citroen H Catering Van Glorias Blooms NEW..... £7
76SDF004 Shelvoke & Drewry Freightlifter BRS NEW £12

Military ground vehicles



76SET65 Bloodhound Missile Set..... £23
76WMB006 Willys MB RAAF NEW £5

Peco Products - Cables & Wires

PL-80 Power feed joiners - Code 100/124 (x4 pairs) £6

Model railway spares

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

Man-made scenic structure - railway-related

LK-55 76ft Well type turntable £41

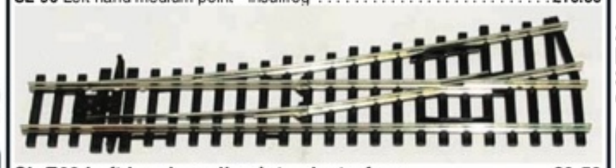
Track - Code 100 Setrack

ST-245 Setrack curved double radius left handed point insulfrog £14.50
ST-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 (670mm) £3.50
ST-204 Box of 24 ..... £82

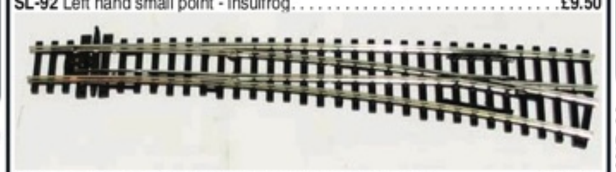
Track - Code 100 Streamline



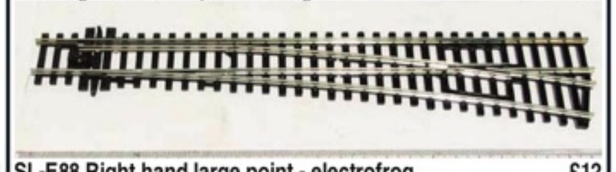
SL-100 Pack of 25 1 yard (91.5cm) length of Code 100 Wooden-sleeper nickel silver flexible track £66
SL-100 Single..... £3
SL-102 1 yard (91.5cm) length of Nickel Silver concrete-sleeper flexible track . £3
SL-102 Pack of 25 ..... £70
SL-99 3 way medium radius point - insulfrog..... £27
SL-90 Double slip - insulfrog £33
SL-E87 Left hand curved point - electrofrog..... £12.50
SL-E89 Left hand large point - electrofrog £12
SL-89 Left hand large point - insulfrog..... £12
SL-E96 Left hand medium point - electrofrog..... £10.50
SL-96 Left hand medium point - insulfrog £10.50



SL-E92 Left hand small point - electrofrog £9.50
SL-92 Left hand small point - insulfrog..... £9.50



SL-E86 Right hand curved point - electrofrog..... £12.50
SL-86 Right hand curved point - insulfrog £12.50



SL-E88 Right hand large point - electrofrog £12
SL-88 Right hand large point - insulfrog..... £12



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



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

Track - Code 75 Finescale



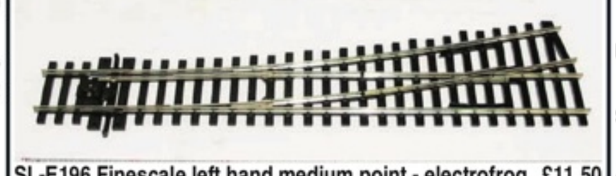
SL-108F Box of 25 1 yard (91.5cm) length of Code 75 Wooden-sleeper nickel silver bullhead rail flexible track £98
SL-108F Single..... £4
SL-102F 1 yard (91.5cm) length of finescale Nickel Silver concrete-sleeper flexible track..... £3.30
SL-102F Pack of 25 ..... £82



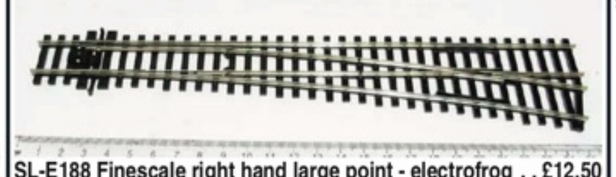
SL-100F Pack of 25 1 yard (91.5cm) length of Nickel Silver Finescale flexible track £72
SL-100F Single..... £3
SL-E199 3 way finescale medium radius point - electrofrog £29



SL-E190 Finescale double slip - electrofrog £38
SL-E187 Finescale left hand curved point - electrofrog £13
SL-E189 Finescale left hand large point electrofrog £12.50



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



SL-E188 Finescale right hand large point - electrofrog ..£12.50
SL-E195 Finescale right hand medium point - electrofrog..... £11.50
SL-E191 Finescale right hand small point - electrofrog £10.50
SL-U1189 Left hand large radius bullhead rail point - unifrog £26
SL-U1188 Right hand large radius bullhead rail point - unifrog £26

Ratio - Coaches

734Ratio LNWR 50' arc roof brake third coach - plastic kit NEW £17
732Ratio LNWR 50' arc roof composite coach - plastic kit NEW..... £17
730Ratio LNWR 50' arc roof third class coach - plastic kit NEW..... £17

Train Tech - Digital control accessory decoders

PC2 One Touch DCC Quad Point Controller x 4 ..... £34

N Gauge

Dapol - Steam locos

NEW



2S-010-005 Class 49xx 'Hall' 4-6-0 4953 "Pitchford Hall" in GWR green GW lettering - as preserved NEW.....£124.38
2S-010-005D Class 49xx 'Hall' 4-6-0 4953 "Pitchford Hall" in GWR green GW lettering - as preserved - Digital fitted NEW £149.88
2S-010-007 Class 49xx 'Hall' 4-6-0 4970 "Sketty Hall" in GWR green Great Western lettering NEW..... £124.38
2S-010-007D Class 49xx 'Hall' 4-6-0 4970 "Sketty Hall" in GWR green Great Western lettering - Digital fitted NEW..... £149.88

NEW



2S-010-004 Class 49xx 'Hall' 4-6-0 5908 "Moreton Hall" in BR black early emblem NEW.....£124.38
2S-010-004D Class 49xx 'Hall' 4-6-0 5908 "Moreton Hall" in BR black early emblem - Digital fitted NEW £149.88

NEW



2S-010-006 Class 49xx 'Hall' 4-6-0 5999 "Woolaton Hall" in BR green late crest NEW £124.38
2S-010-006D Class 49xx 'Hall' 4-6-0 5999 "Woolaton Hall" in BR green late crest - Digital fitted NEW..... £149.88

Diesel locos



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



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

NEW



2D-007-011 Class 66/0 66002 in EWS DB branding and six megafret container wagons NEW £194.64
2D-022-007S Class 68 68001 "Evolution" in DRS - DCC sound fitted.... £242.72

HSTs



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



2D-019-007 Class 43 HST 4-car book set in Virgin Trains East Coast £160.89

Gaugemaster - Man-made scenic structure - non-railway

GM395 Zebra road crossing set working belisha beacon lights NEW £18

Oxford Diecast - Cars

NDIS002 Land Rover Discovery 4 Santorini Black NEW..... £4

Commercial vehicles

NSHL04TK Scania Highline Tanker "Exol" NEW..... £13

Military ground vehicles

NLAN188021 Land Rover Series I 88" Hard Top RAF NEW..... £4

Peco Products - Wagons

NR-P163 Petrol Tank Wagon 'Royal Daylight' NEW £9

Model railway spares

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

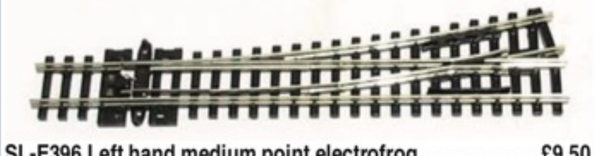
Track - Code 80 Setrack

ST-11 Double straight track £1.60
ST-6 Setrack left hand point insulfrog £8.50
ST-5 Setrack right hand point insulfrog £8.50

Track - Code 80 Streamline



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



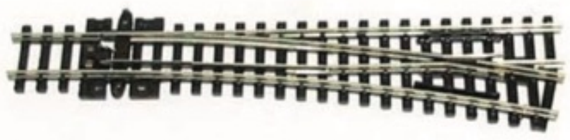
SL-E396 Left hand medium point electrofrog £9.50
SL-396 Left hand medium point insulfrog..... £9.50

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SL-E395 Right hand medium point electrofrog £9.50
SL-395 Right hand medium point insulfrog £9.50

Track - Code 55 Finescale



SL-300F Pack of 30 1 yard (91.5cm) length of Finescale Nickel Silver flexible Wooden Sleeper track £84
SL-300F Single. £3
SL-E399F 3-way finescale turnout. £28
SL-E387F Finescale curved double radius left hand point electrofrog. £11



SL-E386F Finescale curved double radius right hand point electrofrog. £11



SL-E390F Finescale double slip electrofrog £38
SL-E389F Finescale left hand large point electrofrog £11
SL-U396F Finescale left hand medium point unifrog. £10.50



SL-E392F Finescale left hand small point electrofrog £9.50



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



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

OO9 Narrow Gauge

Heljan - Steam locos



9955 Lynton & Barnstaple 2-6-2T "Exe" in L&B dark green (RRP £209.95) . . . . . BARGAIN £154



9956 Lynton & Barnstaple 2-6-2T "Taw" in L&B dark green (RRP £209.95) . . . . . BARGAIN £154
9963 Lynton & Barnstaple 2-6-2T 190 "Lyd" Southern Railway green - as preserved £186.96



9962 Lynton & Barnstaple 2-6-2T 30190 "Lyd" in BR lined black early emblem - as preserved NEW £186.96
9951 Lynton & Barnstaple 2-6-2T 760 "Exe" in Southern Railway green (RRP £209.95). . . . . BARGAIN £149.50



9952 Lynton & Barnstaple 2-6-2T 761 "Taw" in Southern Railway green (RRP £189.95) . . . . . BARGAIN £149.50



9960 Lynton & Barnstaple 2-6-2T E188 "Lew" in Southern Railway green NEW £186.96
9953 Lynton & Barnstaple 2-6-2T E760 "Exe" in intermediate Southern Railway (1927-29) (RRP £209.95) . . . . . BARGAIN . . . £154

Peco Products - Track - Code 80 Streamline

SL-404 1 yard length of OO9 narrow gauge track 'mainline' wooden sleepers. . . . £3.50
SL-404 Pack of 25 . . . . . £86

O Gauge (1:43 Scale)

Dapol - Coaches

7P-004-007 GWR Diagram 'N' 59' Autocoach 37 in GWR crimson lake **NEW** £170
7P-004-007D GWR Diagram 'N' 59' Autocoach 37 in GWR crimson lake - Digital and light bar fitted **NEW** £232.50
7P-004-007R GWR Diagram 'N' 59' Autocoach 37 in GWR crimson lake - light bar fitted **NEW** £212.50



7P-004-010 GWR Diagram 'N' 59' Autocoach 39 in GWR chocolate and cream twin cities crest NEW £170
7P-004-010D GWR Diagram 'N' 59' Autocoach 39 in GWR chocolate and cream twin cities crest - Digital and light bar fitted **NEW** £232.50
7P-004-010R GWR Diagram 'N' 59' Autocoach 39 in GWR chocolate and cream twin cities crest - light bar fitted **NEW** £212.50



7P-004-006 GWR Diagram 'N' 59' Autocoach 40 in GWR chocolate and cream NEW £170
7P-004-006D GWR Diagram 'N' 59' Autocoach 40 in GWR chocolate and cream - Digital and light bar fitted **NEW** £232.50
7P-004-006R GWR Diagram 'N' 59' Autocoach 40 in GWR chocolate and cream - light bar fitted **NEW** £212.50
7P-004-009 GWR Diagram 'N' 59' Autocoach W36 in BR crimson **NEW** . . . £170
7P-004-009D GWR Diagram 'N' 59' Autocoach W36 in BR crimson - Digital and light bar fitted **NEW** £232.50
7P-004-009R GWR Diagram 'N' 59' Autocoach W36 BR crimson - light bar fitted **NEW** £212.50



7P-004-008 GWR Diagram 'N' 59' Autocoach W37W in BR crimson and cream NEW £170
7P-004-008D GWR Diagram 'N' 59' Autocoach W37W in BR crimson and cream - Digital and light bar fitted **NEW** £232.50
7P-004-008R GWR Diagram 'N' 59' Autocoach W37W in BR crimson and cream - light bar fitted **NEW** £212.50

Hattons Originals - Wagons

H7-WW-702 Warwell wagon 50t diamond frame bogies WW.55 War Department (LMS) £85
H7-WW-703 Warwell wagon 50t diamond frame bogies WW36 War Department (LNER) £85

Heljan - Steam locos



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

Diesel locos



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



2007 Class 20 in BR Railfreight grey full yellow ends, 1980s style warning flashes and headcode discs - Exclusive to Hatton's (RRP £599) . . . . . BARGAIN £395



2559 Class 25/3 in BR blue - weathered and 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 Hatton's £549



3751 Class 37/4 37408 "Loch Rannoch" in BR large logo blue black headcode boxes - Exclusive to Hatton's £549
3741 Class 37/4 in BR large logo blue - unnumbered £509.15
3743 Class 37/4 in EWS maroon and gold - unnumbered £509.15



3745 Class 37/4 in Railfreight triple grey - unnumbered £509.15



4204 Class 42 Warship D866 "Zebra" in BR blue (RRP £699). . . . . BARGAIN £510
4202 Class 42 Warship D869 "Zest" BR maroon small yellow panels (RRP £699) . . . . . BARGAIN . . . £495
4505 Class 45 'Peak' BR early blue red bufferbeams - unnumbered (RRP £699) . . . . . BARGAIN . . . £500
4502 Class 45 'Peak' in BR green small yellow panels and green roof - unnumbered (RRP £699) . . . . . BARGAIN . . . £520



5286 Class 52 D1061 "Western Envoy" in BR maroon small yellow panels £509.15
5289 Class 52 D1067 "Western Druid" in BR blue - weathered. £509.15

DMUs

8914 Class 128 parcels DMU W55991 BR blue - weathered (RRP £599) . . . . . BARGAIN . . . £295

Coaches



4911 Mk1 SO second open in BR maroon - unnumbered £169.50

Oxford Diecast - Buses



43WFL001 Weymann Fanfare Southdown Motor Services NEW £37.50

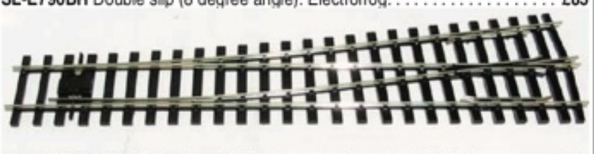
Military ground vehicles

43LRL007 Land Rover Lightweight Canvas RAF Police **NEW** £14.50
43LRL008 Land Rover Lightweight Gulf War **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
IL-7BH Code 124 Bullhead Rail - nickel silver - pack of six 914mm lengths **NEW**. . . £13
SL-E790BH Double slip (8 degree angle). Electrofrog. £85



SL-E792BH Left hand point bullhead rail and electrofrog £43
SL-E791BH Right hand point bullhead rail and electrofrog £43
ST-725 Setrack Bullhead 2nd radius standard curve 410mm (16") £6
ST-700 Setrack Bullhead straight 394mm (15.5") £6
ST-U750 Setrack second radius Unifrog right hand point £43

Any or Multiple Scales

DCC Concepts - Digital decoders

DCD-ZNmini-4 Zen Black - 8 pin micro 4 function digital decoder £21

Digital control accessories

DCD-PWRAUX Alpha power upgrade bundle - 5 amp booster and Alpha control box **NEW** £129
DCD-PWRAUXAEC Alpha power upgrade bundle - 5 amp booster and Alpha control box Alpha Central accessory controller **NEW**. £214

Point motors

DCP-CB12OMG Cobalt Omega slow-action analogue point motor - pack of 12. . . £165
DCP-CB6OMG Cobalt slow-action analogue point motor - pack of 6 . . . . . £90
DCP-CBSS-12 Cobalt SS surface mounted point motors 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 decoders



DCC23 6-pin 2-function 1A (2A peak) decoder (suitable for N gauge) £24

Digital control accessory decoders

DCC81 Digital point motor decoder for Solenoid point motors built-in CDU **NEW** £13.50
BPDCC81 Digital point motor decoder for Solenoid point motors built-in CDU - pack of three **NEW** £35
DCC32 Digital point motor decoder CDU - 4 outputs - pack of two **NEW** £69

Digital controllers

DCC06 Prodigy Express 1.6 Amp Digital controller WiFi capability - complete starter pack. £224

Digital control accessories

BPDCC80 Pack of three DCC autofrog polarity reversal switches - for electrofrog points £14.50

Point motors

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
DCR-6PIN-Direct 6-pin 2-function 1.1Amp direct plug decoder back EMF . . . £17
DCR-8PIN-HarnessMini 8-pin (harness) 2-function 1.1Amp small & thin (mini) decoder back EMF £16
DCR-8PIN-HarnessMini Box of 5 . . . . . £72
DCR-8PIN-HarnessMini Box of 10 . . . . . £128



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
DCR-8PIN-Direct 8-pin compact direct 4-function 1.1Amp decoder back EMF £17
DCR-8PIN-Direct Box of 5 . . . . . £77
DCR-8PIN-Direct Box of 10 . . . . . £136

Hobbyzone - Display and storage

HZ-OM01a Modular Organizer drawers module x 6 - flat-pack kit £19
HZ-OM02a Modular Organizer flat drawers module x 3 - flat-pack kit £15

Hornby - Digital decoders

R8249 8-pin 4-function 2-sided 0.5A (1A peak) decoder £16
R8249 Box of 6 . . . . . £92



R8102 TTS DCC Sound Decoder 8 pin plug - Class 37 diesel . . £36
R8121 TTS DCC Sound Decoder 8 pin plug - Class 66 diesel £38
R8113 TTS DCC Sound Decoder 8 pin plug - Class 9F 2-10-0 steam loco. . . £36
R8106 TTS DCC Sound Decoder 8 pin plug - Gresley Class A1 and A3 4-6-2 steam locos £36
R8114 TTS DCC Sound Decoder 8 pin plug - LMS 5MT 'Black Five' steam loco. . . £38
R8123 TTS digital sound decoder - Class 50 diesel £38
R7143 TTS digital sound decoder - Class 7MT 'Britannia'. £38



R7239 TTS digital sound decoder - Class J36 steam loco . . £38

NCE - Digital controllers



524-042 NCE Power Cab 2 Amp Digital DCC controller .£159.50

Digital control accessories



524-037 SB5 5 amp Power Booster DCC system for use Power Cab controller £177

Peco Products - Analogue point control

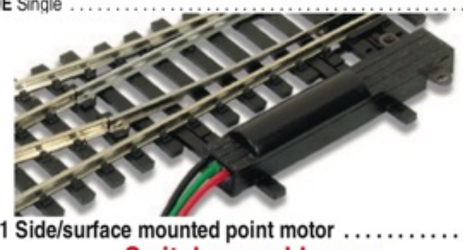
PLS-100 SmartSwitch Set for 4 servo control & operation, switches, control board & digital readout for Analogue operation £61

Point motors

PL-10WE High performance turnout point motor extended pin £7
PL-10 Point Motor (Switch Machine) £6
PL-10 Bag of 6 . . . . . £34



PL-10E Bag of 6 Point Motor Extended Pin (use PL-9). £34
PL-10E Single £6



PL-11 Side/surface mounted point motor £8

Switches and levers

PL-13 Accessory Switch for fitting to turnout motor PL10 . . . . . £3
PL-26R Passing Contact Switch - Red Lever. £6

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Mr D Spottiswoode, Kilmarnock

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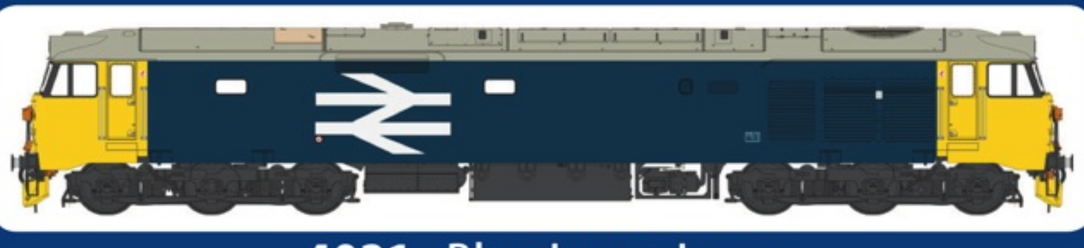
EE/BR Class 50 Co-Co diesel - 'O'

DUE DECEMBER!



4020 - BR Blue

SRP **£699.00**



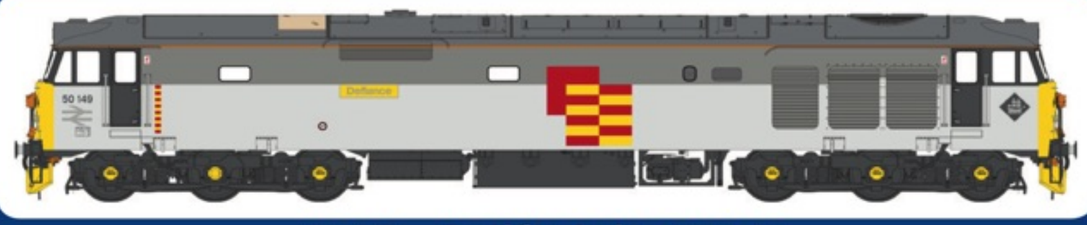
4021 Blue Large Logo



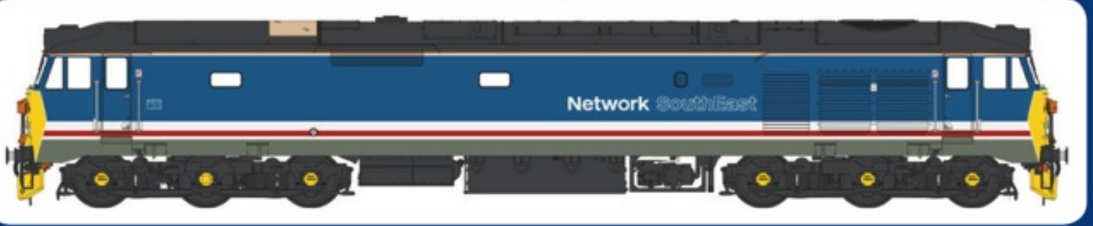
4024 GW150 50007 Sir Edward Elgar



4022 Original NSE



4025 Railfreight 50149



4023 Revised NSE



4028 GB Railfreight 50049

Deltic/BR Class 55 - 'O'

DUE NOVEMBER!



5503 - Deltic BR Green WSYP

SRP **£599.00**



5504 - Deltic BR blue with full yellow ends



5505 - Deltic BR plain green



5506 - Deltic BR green WFYE #D9001 "St Paddy" - *weathered*

Class 03 - 'O'

DUE NOV / DEC!



2050 - V1 conical exhaust, green

SRP **£395.00**

2051	V1 conical exhaust, D.2011 green		
2052	V1 flowerpot exhaust, green	2058	V1 conical exhaust, industrial yellow
2053	V1 flowerpot exhaust, D.2127 green	2059	V1 flowerpot exhaust, industrial blue
2054	V1 conical exhaust D2028 green	2070	V2 flowerpot exhaust 2096 blue
2055	V1 flowerpot exhaust D2033 green	2071	V2 flowerpot exhaust 03107
2056	V1 conical exhaust, green	2072	V2 flowerpot exhaust, blue
2057	V1 flowerpot exhaust, green	2073	V2 conical exhaust, blue

Subject to misprints and price changes. Please note that colours shown are for illustration purposes only.

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NR-P987B	Shell/BP black no. 5175	£13.45
NR-P987C	Shell/BP black no. 5177	£13.45
NR-P987DW	Shell/BP black no. 5169 wthd.	£14.25
NR-P987EW	Shell/BP black no. 5172 wthd	£14.25
NR-P987FW	Shell/BP black no. 5178 wthd	£14.25
NR-P987G	Shell/BP black no. 5171	£13.45
NR-P987H	Shell/BP black no. 5176	£13.45
NR-P987I	Shell/BP black no. 5174	£13.45
NR-P987JW	Shell/BP black no. 5173 wthd	£14.25
NR-P987KW	Shell/BP black no. 5179 wthd	£14.25
NR-P987LW	Shell/BP black no. 5168 wthd	£14.25



NR-P993A	BP Grey no. BPO67266	£13.45
NR-P993B	BP Grey no. BPO67082	£13.45
NR-P993C	BP Grey no. BPO67095	£13.45
NR-P993DW	BP Grey no. BPO67168 wthd	£14.25
NR-P993EW	BP Grey no. BPO67177 wthd	£14.25
NR-P993FW	BP Grey no. BPO67184 wthd	£14.25
NR-P994A	BP Green no. BPO67161	£13.45
NR-P994B	BP Green no. BPO67162	£13.45
NR-P994C	BP Green no. BPO67368	£13.45
NR-P994DW	BP Green no. BPO67765	£14.25
NR-P994EW	BP Green no. BPO67783	£14.25
NR-P994FW	BP Green no. BPO67574	£14.25



NR-P995A	BP Black no. BPO65762	£13.45
NR-P995B	BP Black no. BPO65764	£13.45
NR-P995C	BP Black no. BPO65771	£13.45
NR-P995DW	BP Black no. BPO65770	£14.25
NR-P995EW	BP Black no. BPO65765	£14.25
NR-P995FW	BP Black no. BPO65766	£14.25

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3 weathered + 3 pristine	£79.50

DAPOL LOCOMOTIVES

4D-003-015	Class 52 Chromatic Blue	£129.15
4D-003-016	Class 52 BR Maroon SYP	£129.15
4D-006-013	Class 73 Southern	£124.30
4D-006-013	Class 73 South West Trains	£124.30

HELJAN 'O' GAUGE LOCOMOTIVES

	61xx 2-6-2t	£550.00
	Class 37/4	£509.15

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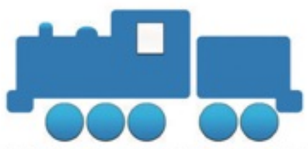
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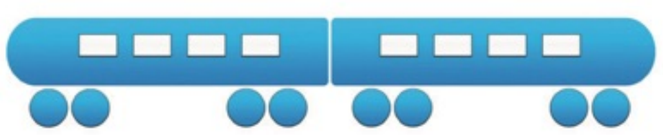
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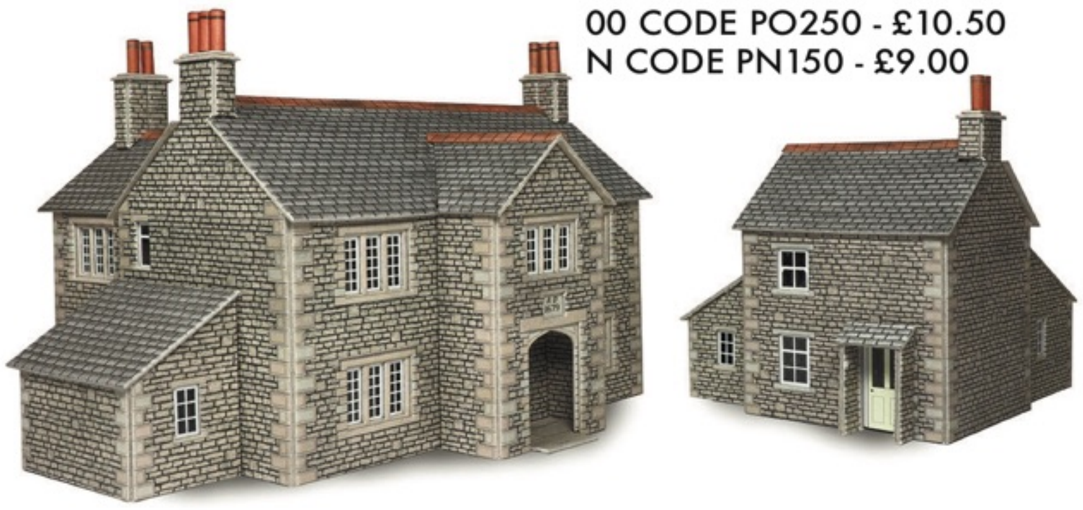
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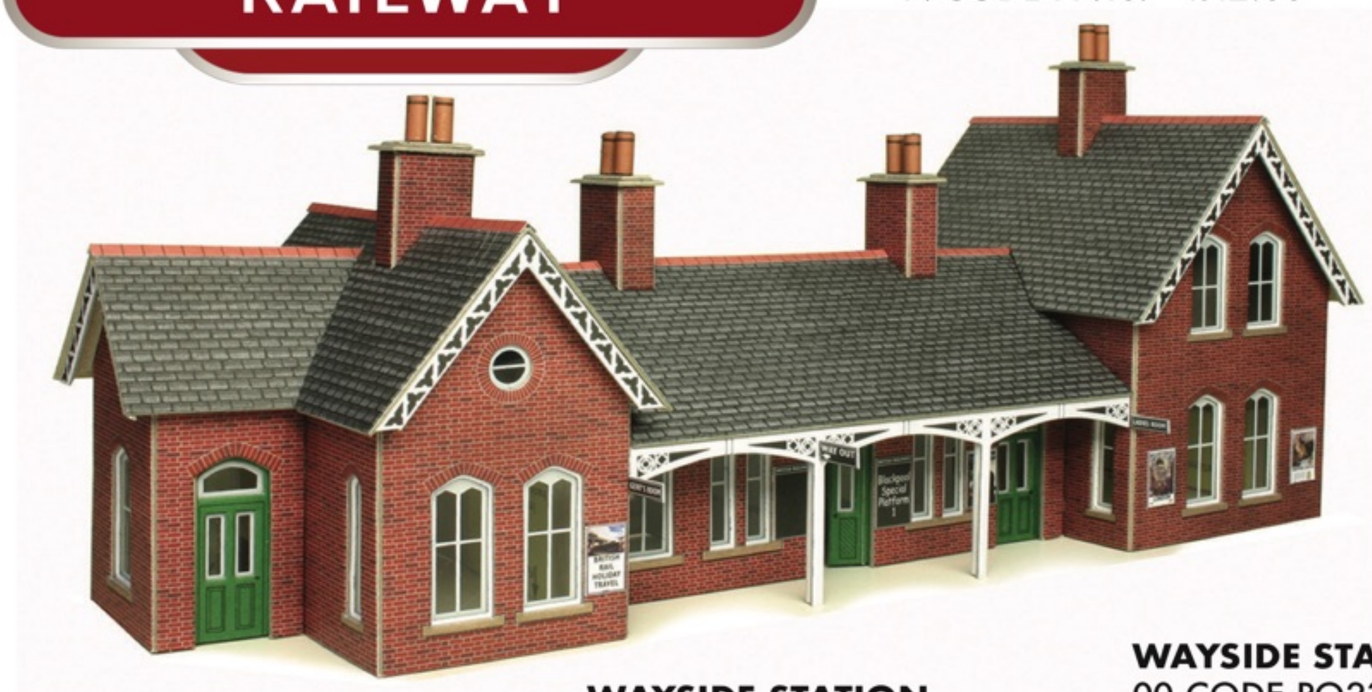
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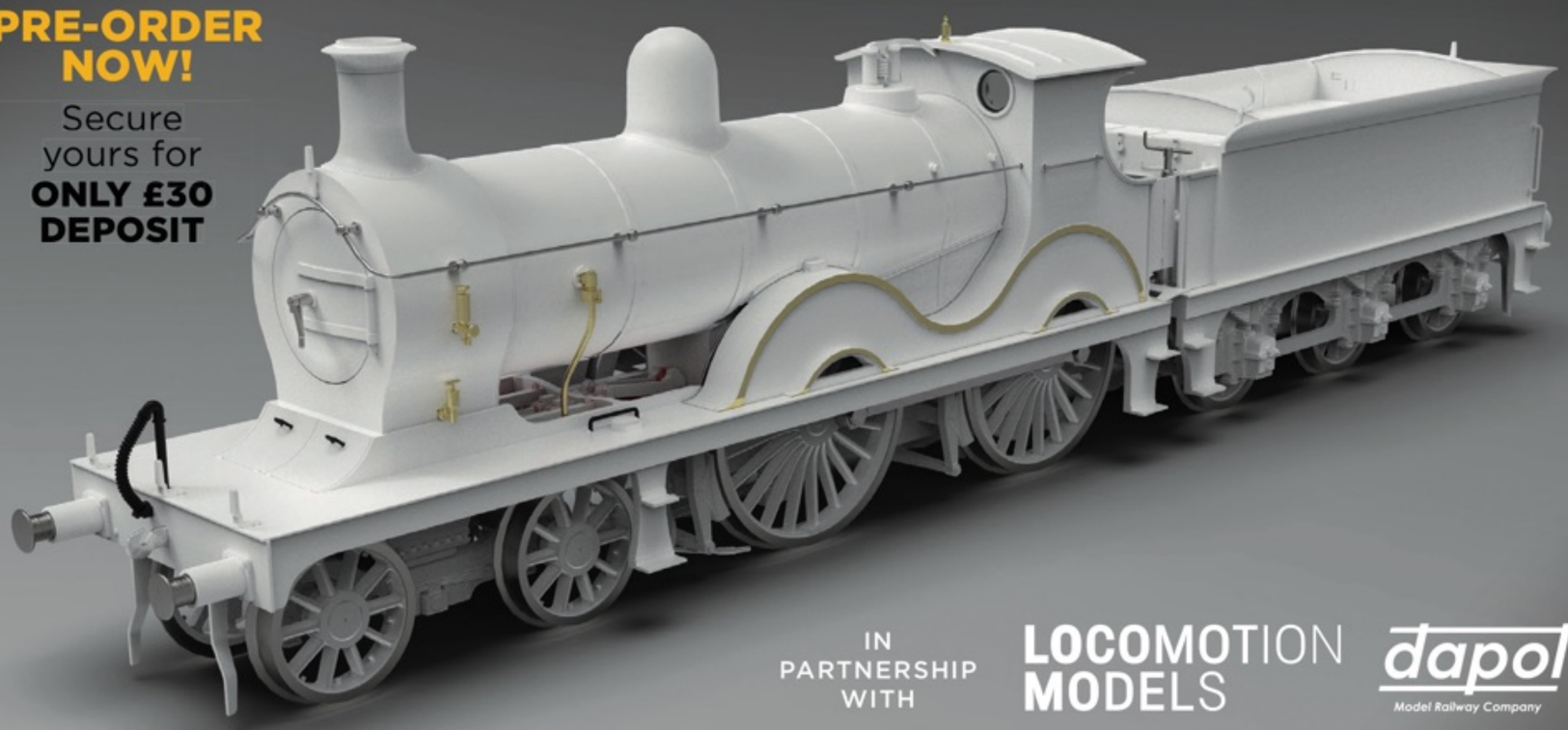
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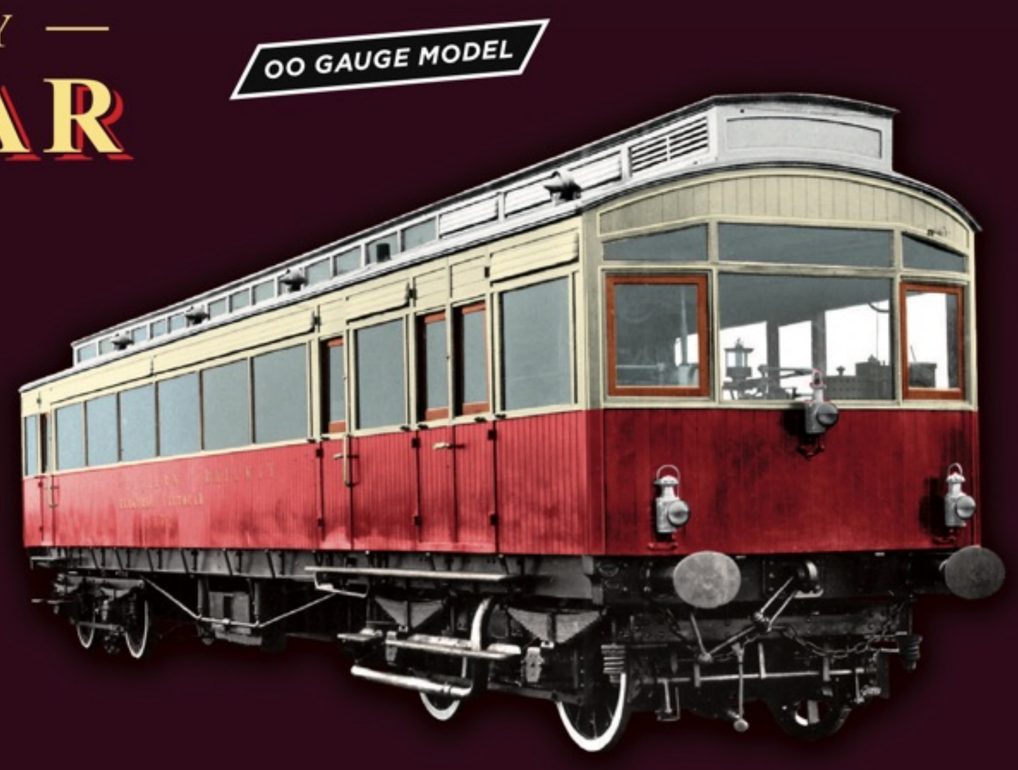
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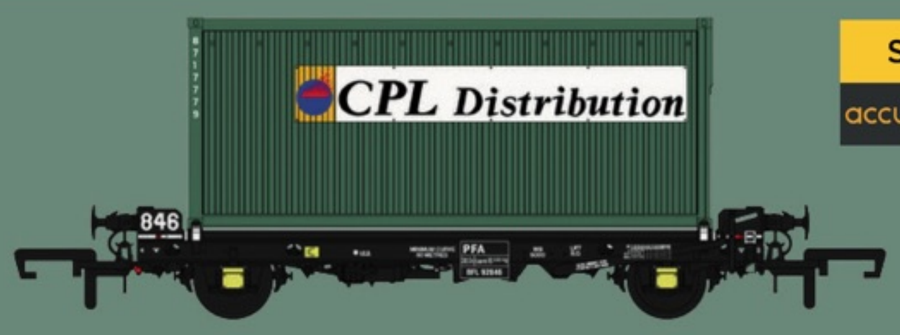
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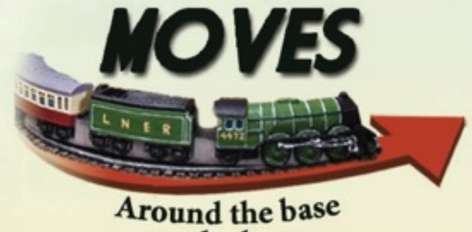


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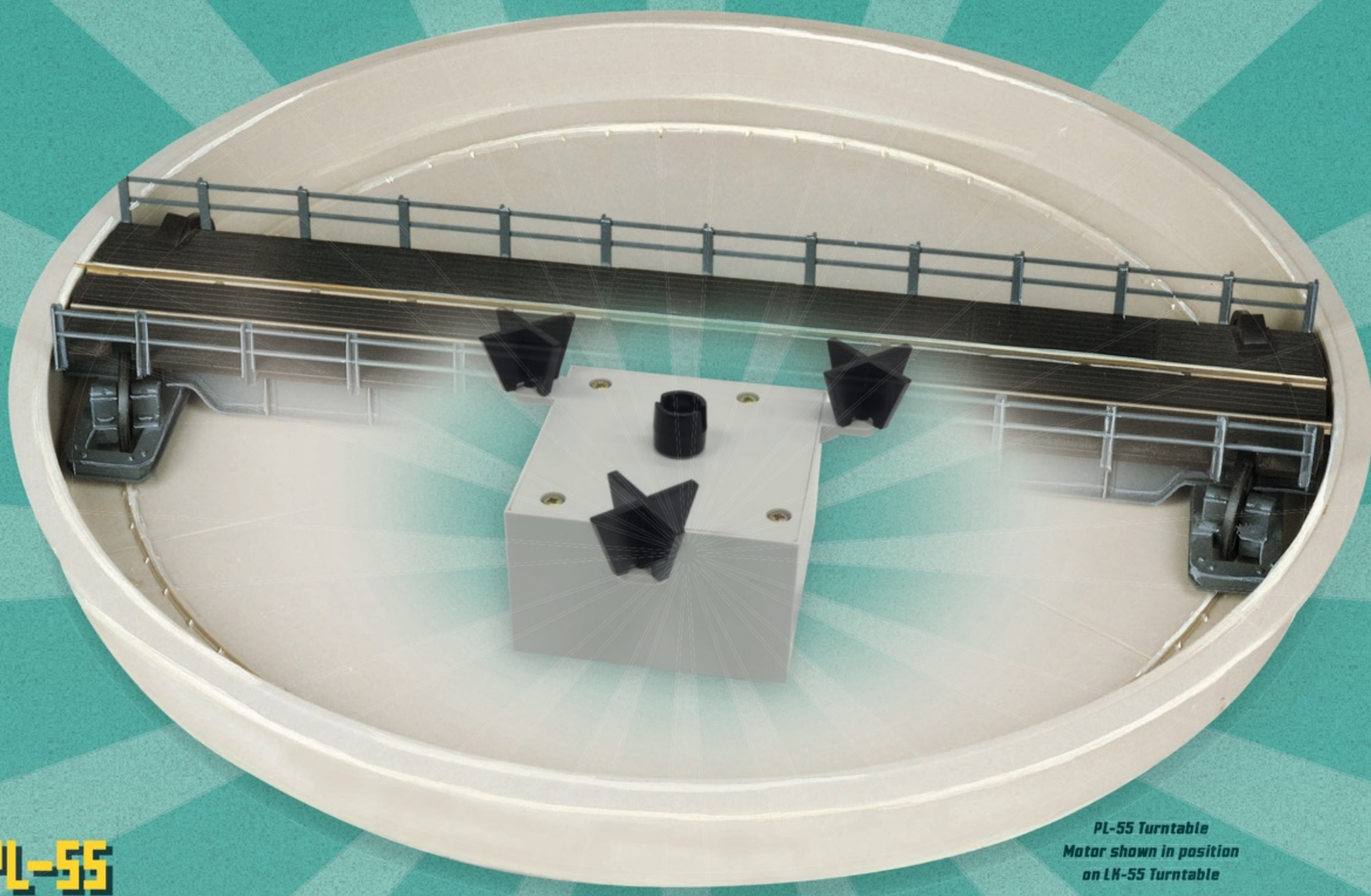
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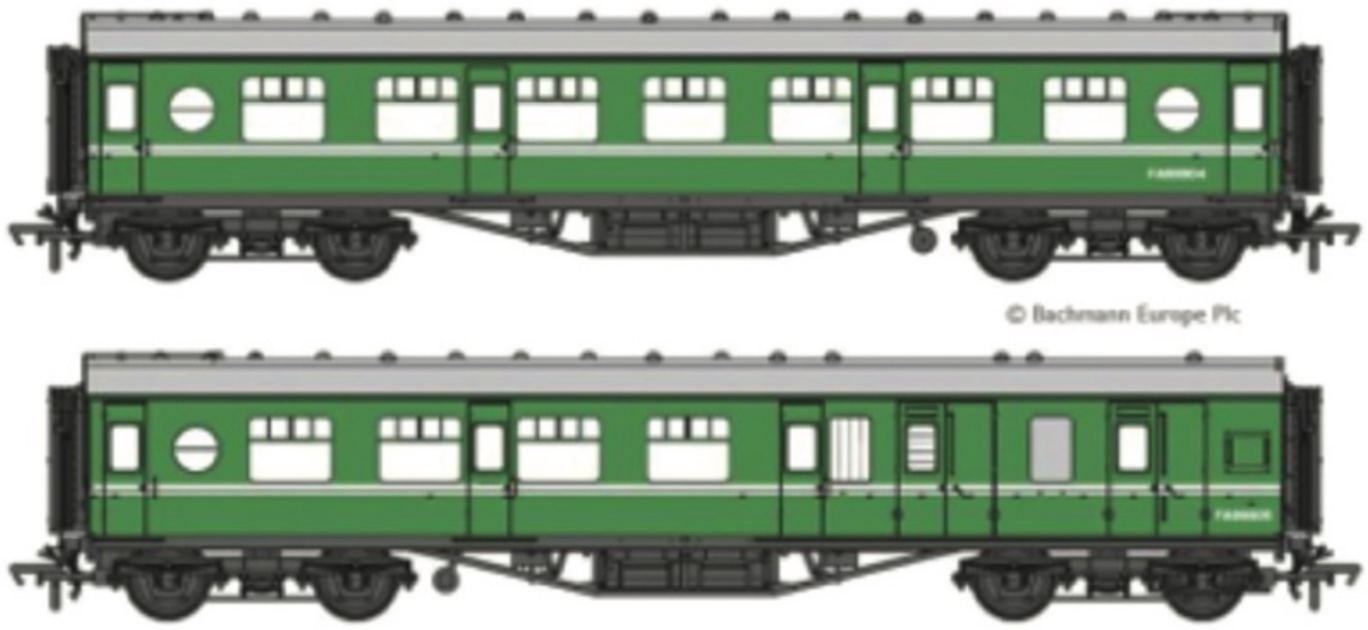
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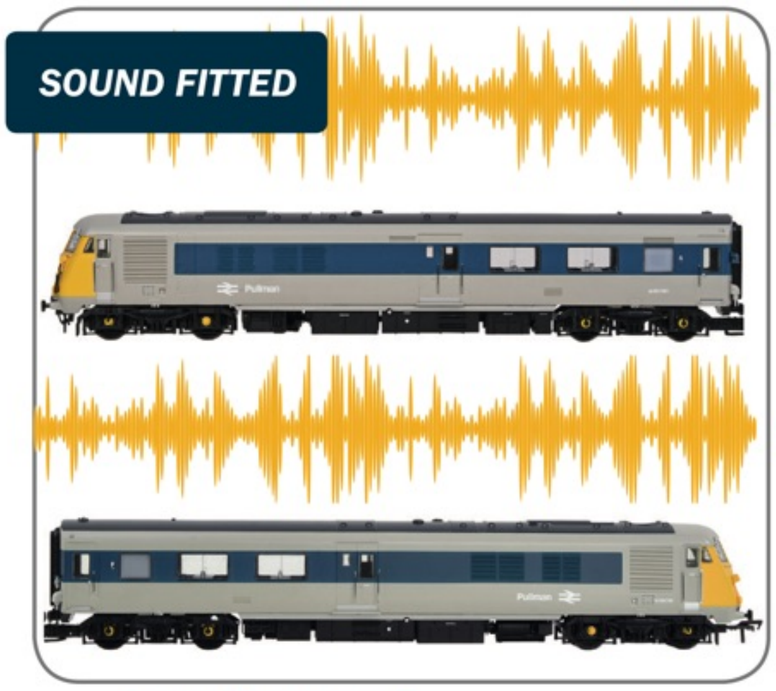
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Welcome from the Editor



Creativity is back in fashion

With the end of the year fast approaching, we draw our 70th volume to a close with this issue: and what a momentous year it has been for the magazine and for the hobby in general. Railway Modeller has been fortuitous to present in print the modelling achievements of enthusiasts from all walks of life; be they absolute beginners young and old, or time-served master model makers, and, even a rock star or two!

Meanwhile, in the wider arena, we have seen a really pleasing upsurge of interest in railway modelling. And about time too, particularly after years of concern and worry over the modelling population not getting any younger. Yes, many present day participants may well be of retirement age, but look around at the young faces and family groups that are flocking to exhibitions across the country and helping to make model shops busy and exciting places once more.

We can jump to the conclusion that this new inquisitiveness is the result of The Great Model Railway Challenge *TV show (C5), and certainly there is circumstantial evidence to support that view, but that's not all.*

Terrestrial TV channels are embracing creative activities increasingly in their programming. Shows such as the The Great British Sewing Bee *(BBC),* Artist of the Year *(C4) and of course* The Great British Bake Off *(C4), all have creativity and handicrafts as their basis.*

It really looks as if making things is back in fashion, and in an age when mental health is a major public issue, that's got to be good for us all: creating artefacts with our own hands gives one a feeling of achievement, pride and fulfilment that helps to keep one's self esteem and sense of self worth on track, no matter how simple or complex the result might be.

Moreover, whilst there is a competitive element in the creative challenge shows on TV, your own creativity doesn't have to be competitive; it's for your pleasure, relaxation and personal fulfilment. Absolutely no pressure there then!

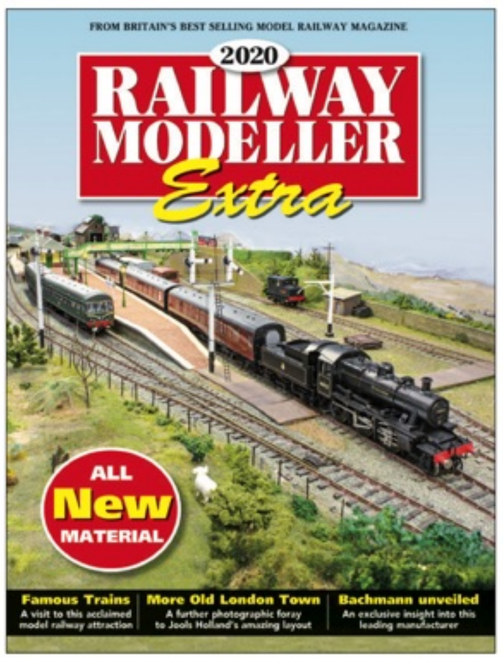
This issue also carries a preview of the nation's biggest annual railway modelling event – the Warley National Model Railway Show at the NEC.

As always the show presents a fantastic cross section of the hobby with over 90 layouts, 150 trade stands and the biggest gathering of modelling experts and demonstrators under one roof. For full details of opening times, car parking, and advance ticket purchase, see page 1000.

Fans of the Channel 5 TV show will also be able to see the superb layouts from the winners Railmen of Kent (page 1002), the Who's Counting Rivets' entry Miniature Miniatur Wunderland, *and a special guest appearance of the all women Loco Ladies team with the* Bucolic Britain *layout (page 1006). Loco Ladies are running a prize draw on their stand E41, by the main refreshment area at the far side of the hall. The prize will be a Peco Setrack Starter Set and children are especially welcome to take part.*

The editorial team will also be out and about at the show, based on the Peco/Railway Modeller stand No A18 by the entrance. On display will be our step-by-step layout build project Hopwood Park *by Chris Ford (see page 994), plus the ever popular static grass demonstration, and a full size locomotive – one of the engines from the Beer Heights Light Railway – possibly No 12* Jools; *but it could be a surprise alternative. See you there!*

Steve Flint



Don't miss our special publication the all new Railway Modeller 2020 Extra – on sale now.

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

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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.

And for all enthusiasts modelling overseas railways.
CONTINENTAL MODELLER
Published on the third Thursday of the preceding month.

Railway of the Month

Photography by Paul Bason

A peak season excursion sweeps through the station on its way to Scarborough with a brace of K3 Moguls in charge. The wagons in the distance are on the elevated coal cells sidings.

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Nafferton

An O gauge debutant at the Warley Show

Nafferton is a still-extant wayside station on the Bridlington to Hull route, situated 21½ miles from the Humberside port. The station was opened by the York & North Midland Railway in October 1846. **MARCUS WOODCOCK** *explains how this 1:43 scale replica was constructed in a 35' x 15' space above his shop premises: he and his team of operators are going to take the layout to its first ever exhibition over the weekend of 23 & 24 November – at the National Exhibition Centre, no less...*

In 1970 my family moved to Bridlington. A request to my father for an increase in pocket money resulted in him giving me a four-wheel barrow and directions to the railway station; I was told to earn money carrying holidaymakers' cases to and from the local guest houses. Much to dad's annoyance I was soon earning more in a weekend than the average working man's weekly wage, but that's another story!

Background and choice of location

As a teenager wandering around Bridlington station on a weekday it was difficult to imagine why it possessed eight platforms a (derelict) three-road engine shed, two coal yards, two turntables and a large set of carriage sidings, all to service a poor hourly DMU service each way, to Hull and Scarborough. But then at the weekend the place came alive! The weekday service was supplemented by excursion traffic from the West Riding of Yorkshire and further afield, Mk.I stock hauled by a variety of main line diesels culminating with (for me) the flagship service, the 09.50 from King's Cross – the Butlin's holiday camp service, often Deltic hauled. Every siding was filled with terminating excursions waiting their evening return.

Inspired by all this and research into the 1950s/1960s steam services, I decided I wanted to model this by now fast disappearing scene. I soon discovered that even in N gauge Bridlington would require a space that I did not have, and as I had just discovered O gauge, I started looking around for stations on the Bridlington – Hull line that I had space to model and gave the opportunity to run the wide variety of locos and rolling stock running through Bridlington. By now I was self-employed and had just taken over a shop with a large empty upper room giving me a 35' x 15' space.

I soon landed on Nafferton, a two platform station with a large G T Andrews-designed goods shed, station house and yard, coal cells, cattle dock and a large flour mill which I decided would provide an excellent backscene. By bending the extremities of the track plan I could just fit the slightly shortened station in. The layout is set in June



Back in the 1970s, when this scene was captured, it seems a lot of enterprising young Bridlingtonians were helping holidaymakers... *Photograph: Steve Flint*



V2 Prairie No.60887 restarts its Hull-bound service after making its call at Nafferton. A J72 is busy in the goods shed's extension.



▲ G5 0-4-4T No.67280 went to 53D Bridlington in April 1957, and stayed for the final 14 months of the shed's existence.

1958, this being the month that the last two engines allocated to Bridlington shed – LNER G5 0-4-4Ts Nos.67280 and 67341 – were transferred away; the shed was then closed.

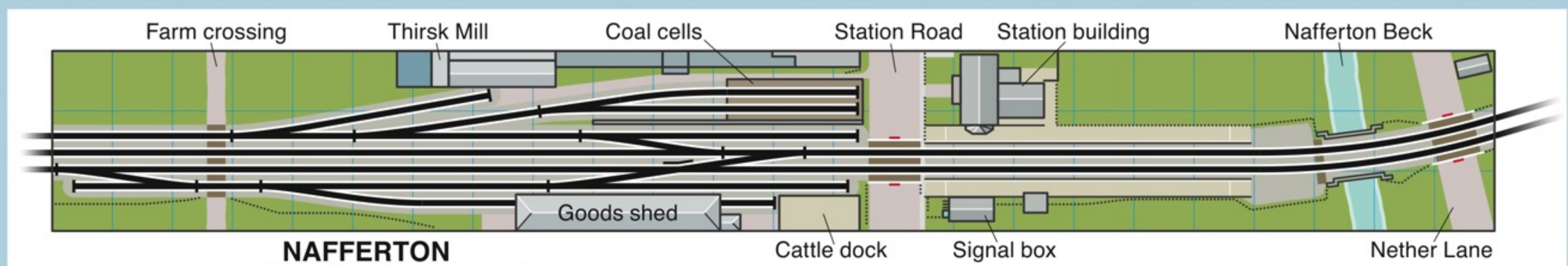
Construction

I started *Nafferton* in 1994 and the job is just about finished by now! Although, in my defence, I spent 15 years restoring a full-size 1930 Gresley carriage in between. In 2015 I decided that I had had enough of retail and sold the shop, but the problem was what to do with *Nafferton* as I had no room at home.

Luckily Dave Wellington, a fellow O gauge modeller came to the rescue: he was retiring his *Hollowbeck* exhibition layout and needed something to replace it, he also just happened to have space in his garage. So *Nafferton* had a new home and the *Hollowbeck* team rallied round to help finish the layout.

The baseboards are traditional 3" x 1" softwood frames topped with 12mm MDF, and as Nafferton station is on an embankment two 15mm layers of fibreboard are fitted under the station area and running lines. In 1994 these lightweight(!) boards were no problem to move around, however the passage of time has caused these boards to increase in weight phenomenally for all concerned. Space frame construction should have been used.





NAFFERTON

Scenic area: 24' x 3'. Each grid square 1ft x 1ft.

B1 4-6-0 No.61032 *Stembok* has charge of an excursion from the London Midland Region, to judge by the ex-LMS coaching stock.



Control and trackwork

DCC was only just getting going in 1994 so, bearing in mind my incompetence with all things computerised, traditional 12V dc cab control was employed. Two hand-held controllers operate the up and down running lines from a control panel situated behind the mill, whilst a separate controller covers the traverser and storage sidings.

The station track was built from C&L Finescale components, representing a mix of track types as per the real place: by 1958 the two running lines were LNER/BR design and ballasted with granite chippings, whilst the sidings retained NER interlaced sleeper points and ash ballast. I used OO gauge granite ballast for the former, and a black poster paint/granite/flock mix to represent the ash sidings. The points are operated by Circuitron Tortoise motors. The storage sidings were laid with Peco track.

The level crossing is operated by a prototypical mechanism built from a design by Mick Nicholson who also built some of the signals; the rest were made by Roy Lingham. All are powered by Lemaco point motors attached to 90° brackets under the baseboards and are removable for transport. The signals are a mix of BR NE Region upper quadrant and NER slotted-post lower quadrant types, scratchbuilt from brass tube using some proprietary components.

Railway structures

The buildings were all scratchbuilt from plasticard, the station house is a G T Andrews design used at several locations on the



An Ivatt Class 4 Mogul heads for the coast, and meets a Hull-bound V1/V3 2-6-2T. The typical G T Andrews station building still exists, but the signal box closed in 1989 when the crossing was converted to automatic half-barrier operation.

derelict but it has since been sympathetically converted into living accommodation. Its construction took me over two years; again the main shell is 60thou plasticard – two sheets spaced apart with strip to give a scale 19" wall thickness – and clad in 20thou brick. The timber extension has a brass box section frame supported on brass lost wax columns, surrounded by a timber frame made from plasticard clad with individually applied boards.

The overall roof was made from 80thou plasticard with microstrip rafters supported with brass box section trusses, again covered with individual paper slates. The sliding doors were soldered up from brass strip and hung from working rollers. Interior platforms were made from scale timber planking supported on staging so that you can look through as per the original.

Laser cutting was in its infancy in 1994 so the three arched windows in the back wall were cut from 40thou brass sheet with each pane drilled and filed to shape by hand – you will have gathered by now that I am a meticulous individual!

All my buildings are built onto a baseboard which is then sunk into the surrounding scenery, hopefully avoiding

Hull – Scarborough line, brick built with a stone portico entrance. The basic shell is 60thou plasticard, clad with 20thou brick. The roof was covered with individual slates cut from paper.

The goods shed, also a G T Andrews design, is brick built with a wooden extension typical of several other sheds on the line. I surveyed the building when it was

George Townsend Andrews (1804 – 1855) designed all the Y&NM buildings over a 10-year spell from 1839. A close friendship with the Y&NM 'Railway King' George Hudson soured, however, shortly before Hudson's spectacular fall from grace in 1849.

K3 No.61899 leads a train over the Nafferton Beck (left) and Nethergate level crossing.





unsightly gaps under the walls. I cannot claim any originality in the painting and weathering; it is all as per my 'bible' *The Art of Weathering* by Martyn Welch (Wild Swan Publications, ISBN 1 874103 11 9). I have used his techniques throughout the layout on both buildings and rolling stock.

Modelling the mill

As mentioned before, one reason for choosing Nafferton as a model was the imposing T S & D Thirsk flour mill which provides the backscene centrepiece, measuring a scale 1.8 metre long, 400mm high and in half relief 175mm wide it proved quite a challenge. It is built in three modules which attach to the baseboard edge.

I had to abandon my usual plasticard shell and move to something more industrial – foamcore board in A1 size sheets 5mm thick. The 118 windows were cut out by hand and the shell clad in the usual brick sheet, though I did manage to obtain this in longer than usual lengths so avoiding several vertical joints. To preserve my sanity Port Wynnstay Models kindly cast the window frames of three different sizes in resin, which slotted into the brick reveals and I sensibly resorted to plasticard slate sheet for the roof.

The layout's construction had taken so long that luckily I was now able to have the

▲ A WD 2-8-0 and brake van awaiting a path in the yard. Summer weekends saw freight banished due to lack of line capacity.

lettering laser cut from ABS plastic!

With the mill finished and perched behind the layout baseboards I now started to think about how the rest of the backscene would join to it. This was not a good idea really; with hindsight I would have designed the backboards first! The backboards were made from 3mm Foamex PVC foamboard supplied by Cut Plastic Sheeting secured directly to the baseboard framework. Foamex is very flexible, so was routed in a reverse curve to reach the back of the mill; not an ideal solution but I think it works. The heavily modified I D Backscene was then stuck directly to the Foamex.

The scenery hopefully portrays the leafy green East Yorkshire countryside: trees and hedges were made using Gordon Gravett's techniques, though the results are unfortunately not as convincing as his! Grass was added using static grass fibres.

Operation and stock

Nafferton is a traditional tailchaser with up and down running lines and storage sidings at the rear. It was clear that space constraints ruled out a traditional set of sidings for the

The Nafferton crew

Dave Wellington adds –

Having enjoyed running sessions above Marcus' shop, my double garage seemed a capable venue in which to store the layout, and as it was built in sections, potential as an exhibition layout could be realised.

First requirement for the team: muscles. These boards measure 6' x 3' and are robust. The tower block built to house the boards has already needed attention following near collapse of the side-sleeves. A separate metal frame houses the boards during transportation. For easy manoeuverabilty close access to any exhibition venue is therefore crucial.

Each of our team of four has particular attributes. Marcus, the builder, is from the Tony Wright school of accuracy, and has paid meticulous attention to original photographs from the period – even down to a large tree (see photo lower right) rooted to the side of the beck at 45°.

Roy Lingham has produced the passenger stock mainly from scratch or Sidelines kits, and has also built the signals, which include ground types.

Allen Hammett is our locomotive superintendent, having built many of the kits that grace the layout. These feature the LNER types already mentioned along with, from the Midland, an Ivatt Class 4 2-6-0 plus Black Five and Jubilee 4-6-0s.

Metro-Cammell (Class 101) DMUs provide the diesel contrast, and we can even call on a green Heljan 37 and 40 for variety.

My own role is to provide a home for *Nafferton*, make the coffee during our fortnightly working sessions, and join the others in bringing the layout to life scenically. I also weather the engines. Few clean locos worked the Yorkshire coast!

Possibly our greatest challenge will be to run the period timetable whilst finding the balance between accuracy and the need to entertain under exhibition circumstances. Two operators will manage the fiddle yard with allocated locos turned for their diagrammed return home. The main line controllers are housed at the station and the two operators here will work the appropriate signals and manage the shunts to the goods yard and mill.

Hopefully our debut at the Warley show will be a prelude to other suitable exhibitions as we attempt to present this part of Yorkshire to the wider public – muscles permitting…



▲ The 'Nafferton Four' in person, from left to right: Dave Wellington, Roy Lingham, Marcus Woodcock and Allen Hammett.



▲ The precariously-angled tree built by Marcus in model form, appearing as if about to tumble into the beck. A Metro-Cammell DMU rasps by in the background.

stock so a traverser system is employed. The up and down lines each have a 9' long traverser to house the standard train of five coaches plus engine; there are eight storage sidings plus a turntable and space for spare engines.

One of the attractions of modelling the Hull – Scarborough line in the 1950s is the wide variety of locos and rolling stock used. The weekday service was usually hauled by ex-LNER types – G5, V1/V3 and L1 tanks, B1, B16, D49 and K3 tender classes – and diesel railcars took over in 1957. In summer weekends, excursions from all over the country descended on the line; some

The J72 works the coal cells. The spelling of 'favourite' – the North American way – was a prototypical feature of the signwriting.





Steam and diesel shunters at work in the yard. The mill's raised lettering was laser-cut from ABS, but the window apertures were each cut out by hand.

terminated at Brid' but most worked through to Scarborough. The heaviest trains were double headed up the bank to Speeton and onward to Scarborough. The carriage sidings at Brid' would soon fill to capacity and rakes of empty coaching stock would be sent back up the line, filling all the stations' sidings as far as Driffield.

Excursions from the West Riding would be hauled throughout by ex-LMS types, those from further afield would change engines at Gascoigne Wood (Selby) for North Eastern Region types. With the *Hollowbeck* team on board *Nafferton* can draw on a large pool of suitable kitbuilt locos.

Coaching stock during the modelled period was largely made up of ex-LNER and LMS designs, BR stock being relatively scarce until the mid 1960s. Roy Lingham took up the challenge and has now built three rakes of ex-LMS stock to a superb standard mainly from Sidelines kits. The Gresley stock was constructed from Sparmac kits, with a few Thompson types thrown in for good measure. Three rakes of Mk.Is are used at present but as more ex-LNER stock becomes available these will be cut to one.

A daily pick up goods operated from Hull to Bridlington on weekdays, usually hauled by a Hull Dairycoates WD 2-8-0 (the line did not have the capacity to run freight on summer weekends). Until the early 1950s Brid' shed housed two Y1 Sentinel locos which worked along the line shunting the wayside yards as far as Driffield, we have applied a little operators' licence to include this working. Nafferton also took delivery of over 3000 Irish bullocks a year from Holyhead to Shouter's Farm in consignments of 80 – 100 beasts. BR declined to take this traffic after 1965.

A small local 'shakedown' show

Like most model railways, *Nafferton* is still a work in progress; trees are still being added and loads of station detail is slowly appearing. Everything is based on photographic evidence though modellers' licence is used where photos are not available or where the scene is compressed or curves are imposed.

When the team decided that *Naff'* was ready for its first exhibition we asked our 'events manager' to get us booked at a small local show as a 'shakedown' to de-bug the layout. He came up with the NEC! Please be gentle with us, and see you there.

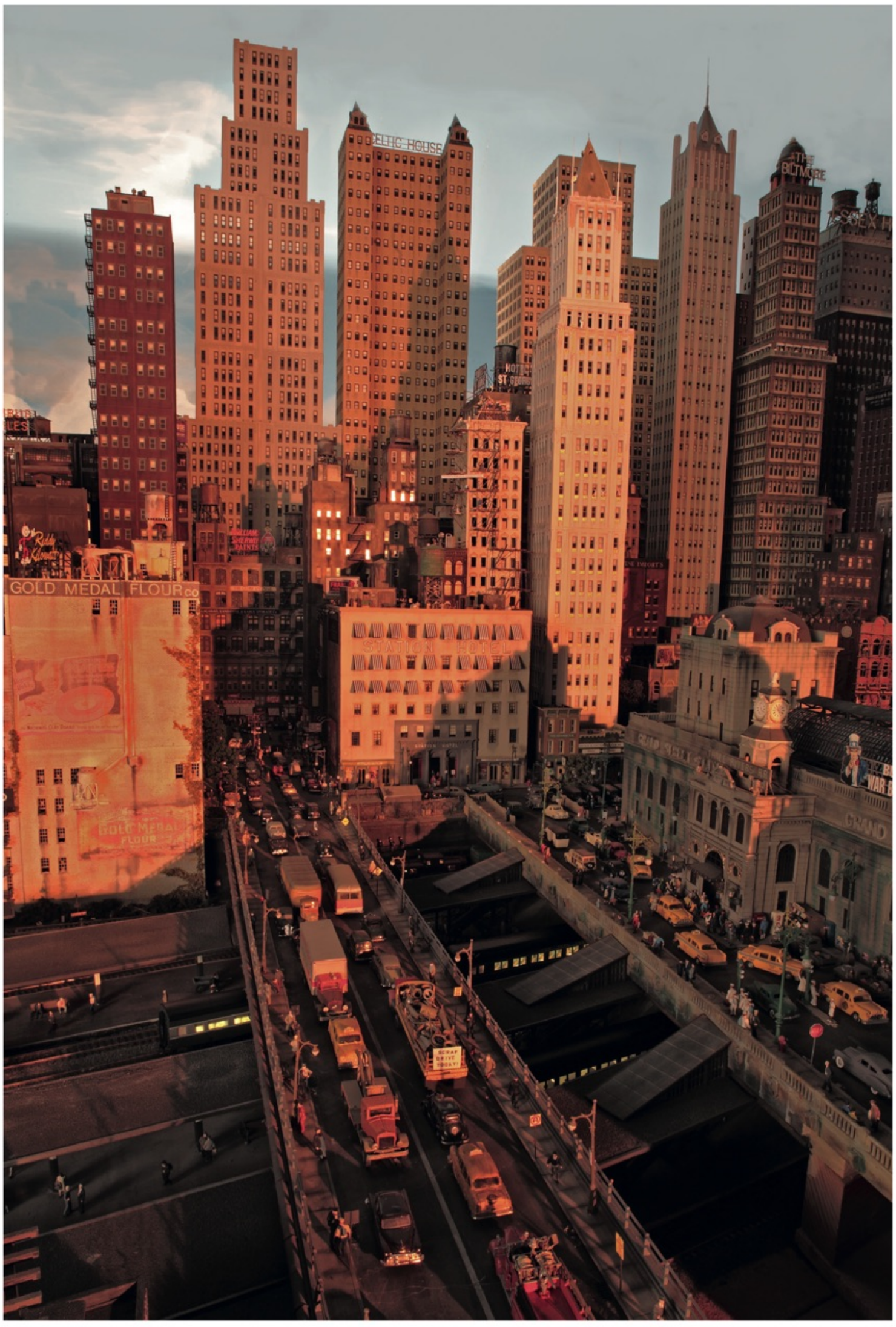
Of necessity, the layout's curves to the fiddle yard are sharp at 6'. but favourites such as EE Type 4s can nevertheless be accommodated.

In my heart, and in my soul

SIR ROD STEWART on his lifelong love of model railways

Words and photographs: **STEVE FLINT and CRAIG TILEY**
Layout photography: **STEVE CRISE**





Well, Volume 70 of RAILWAY MODELLER began with a feature about a music legend and his model railway, so why not finish the volume with a renowned rock star as well: welcome, Sir Rod Stewart to the pages of RAILWAY MODELLER.

On this occasion though, not so much with a model railway, as a model *railroad*, for Sir Rod's layout depicts the skylines, tracks and trains of an American city and its industrial hinterland as it might have been one late afternoon on a hot day in the 1940s.

So why an American railroad, when its creator and visionary spent his childhood barely a stone's throw from Britain's steam railways in North London?

His answer was quite emphatic. "I got hooked on American railways because I was living there when the layout was started."

"I just looked out of the window and there it all was. With two very accommodating hobby shops selling American model railroad equipment in the vicinity of LA, what else would I buy? Obtaining British models out there was not so easy."

It was back in 1993 when his great project got underway. Sir Rod had built a new house in Los Angeles and had included an attic room specifically for the layout.

Nevertheless, the real seeds of Sir Rod's passion for the hobby were sown many years earlier, and far away from the towering apartment blocks of California.

Bognor Regis

"We were on holiday with Mum and Dad in Bognor Regis, I was barely eight or nine. I remember seeing a marvellous railway layout in a model railway shop window and thinking if only I could get paid to build a model railway like that."

A dislike of flat two dimensional backscenes led to Sir Rod filling his deep baseboards with lots of buildings. The skyscrapers seen here are kitbashed by joining several kits together – some are between 4' and 5' tall. Three Rivers City station is crossed by numerous bridges all depicted at rush hour. Forced perspective is not used in creating this immense scene, as Sir Rod says "I'm lucky to have the room".

Sir Rod's childhood haunts – Highgate Depot and Wellington Sidings off the Archway Road, London

Many of us will recall the influence that railways had upon us in our formative years. It was no different for a young Rod Stewart in North London. The house he lived in as a youngster, 507 Archway Road – now long demolished for road developments – overlooked the former LNER tracks to Edgware, High Barnet and Alexandra Palace. By his time, most of the routes were part of London Transport, but with freight only workings to various goods yards along the lines, including the coal yard in Wellington Sidings.



Opposite Archway Road by the entrance to the Depot, and possibly photographed from the signal box. BR N2 Class No.69568 is seen passing with the returning Park Junction – Mill Hill Gas Works goods in 1958. Rod's house was just a few doors up to the right of the photograph.
Photograph: Owen Smithers

Taken from the footbridge linking Archway Road with the Sports Ground and Highgate Wood in 1962. On the right is the eight road covered shed of London Transport's Highgate Depot with three sets of 1938 stock. The coal yard on the left, known as Wellington Sidings, was still in regular use with an interesting mix of BR 16T minerals and ex-PO wooden bodied wagons.
Photograph: Owen Smithers



A Waterloo-bound 4-SUB EMU set, No.4299, rolls into Twickenham station on 24 October 1965. The station itself played a pivotal role in Rod Stewart's music career, for it was on a platform bench on a cold night that he was plucked for stardom by Blues singer Long John Baldry. Rod had been playing his harmonica to pass the time whilst waiting for a train home, Baldry had heard him play and offered him a job in the music industry there and then!
Photograph: Colour Rail





An amazing panorama across Sir Rod's *Grand Street and Three Rivers City* layout. Three Rivers City rises to the right and a power station and locomotive servicing facility can be seen in the distance. In the foreground is one of Sir Rod's kitbashed brick structures. His technique for depicting brickwork is straightforward, beginning with a brick red colour, followed by a wash over with thinned black ink. The mortar colour is painted on next and rubbed off the raised surface before it dries. Sometimes he paints bricks individually if the model is to be viewed close up.

Quite a perspective on life for a youngster, born in 1945 and living in Archway Road, North London, where, over the road from his home, he could look across to the sprawling London Transport Highgate Depot and the Wellington Sidings coal yard, both of which were situated alongside the former LNER routes to Edgware, High Barnet and Alexandra Palace.

On the other side of the railway lines was Highgate Wood.

"We played football there a lot." he said. "Trains would be rattling by all the time."

Early layouts

"My first layout was a Tri-ang one." he declared, adding the details of a story he has told many times. "I really wanted a Tri-ang station for my layout, but my Dad bought me a guitar instead."

That was probably a good omen for Rod's career, model railways it seems, were destined to take a lesser role. In fact, the model railway had to go completely, when the family moved from 507 Archway Road into accommodation above a small newsagent's shop that his father had bought for a retirement job.

"I basically had no room for a model railway throughout my teens, but a little later when we moved into a council house in the mid sixties, I got my own bedroom and built a layout all around the perimeter walls. Even across the window."

Rod recited his favourite anecdote. "My good mate and fellow musician Ronnie Wood stayed over in the room sometimes." The beds were beneath the layout. "My Mum came in with a tea tray and Ronnie sat up so quickly that he bashed the train board really hard with his head. He's never let me forget it."

Rod explained that the layout was "…all Tri-ang, crammed with track, but with lots of tunnels." He also lost an entire train when a derailment by the open window sent the stock flying through air.

"It was all smashed to bits on the concrete yard below."

Central Hall Show

Sir Rod and Ronnie worked together in the music industry and were good mates. One year they visited the annual model railway show at the Central Hall, Westminster, usually held every Easter. Sir Rod thinks it was sometime in the early 1970s.

"We had to do something extraordinary. So we went dressed up as Monsieur Hulot, a French film character portrayed by film maker and mime artist Jacques Tati."

Monsieur Hulot in 1950s and 1960s movies was distinctive in appearance with a floppy Fedora hat, long smokers pipe and raincoat.

The two rock stars dressed this way, and tapping their pipes on the soles of their shoes, as Tati did, must have raised a few curious eyebrows as they wandered amongst the exhibits and serious modellers.

Kings Cross Models

This Aladdin's den of a model shop, which used to be adjacent to Kings Cross station on York Way, was one of Sir Rod's regular haunts for layout equipment. "I picked up many of my Great Western Railway models from that marvellous shop."

He kept the models for many years but eventually passed them onto Jools Holland.

The move to America

His musical success eventually took him across the Pond to live and work in the United States. The model railway bug however, never left him.

It was in the States that he embarked on his biggest and most ambitious project in the aforementioned new house.

Although Sir Rod opted for an American railroad theme he said he didn't think it was

Down by the docks. Across from the city skyscrapers is the bay area. In the foreground, ship *John W Brown* was built by maritime modeller Fred Hutchins. Just behind the ship is some of Sir Rod's scratchbuiling work – the Pier 7 Atlantic Avenue warehouse. The external roof trusses were adapted from a Walthers heavy duty crane kit.

Weathering, grime and attention to the finest of details is very important to Sir Rod. He uses chalks and dry brushing techniques and keeps adding fine layers at a time. This wide angle view of the approaches to the station shows just how crowded the model is – and all the way back to the sky backdrop. The late afternoon sunshine is portrayed effectively with long shadows and a warm orange glow.







The Great Caledonian Steel and Iron Co. is a reference to Sir Rod's love of football, as an avid fan of Celtic FC. Hence the Peco gift painted up in the colours of Celtic (below). The huge steelworks seen here is more of Rod's work, again created from several American outline kits.



We come bearing gifts... A Celtic FC liveried bogie open coal wagon representing an American gondola. It was built from a Parkside LNER bogie sulphate wagon by Pecorama Exhibition Manager Andrew Beard and presented to Sir Rod during our visit.

any more or less appealing than modelling the British railway scene.

"They're bigger, the locos are bigger, but not any better," he suggested, "everything is just bigger."

The ethos behind the new layout was clear. He'd obtained a book on the work of George Sellios, an American railroad modeller of repute. "It was amazing his work, the weathering and attention to detail was fabulous. We've got to do this I said."

Other factors influenced Sir Rod's approach, in particular his dislike for flat backscenes. "I don't like to see flat backdops, they spoil the illusion, so I went for more buildings and streets than tracks. Just to give it a great depth."

He said he only wanted four separate loops, two up and two down, with a few sidings, loops and factory spurs.

Creative approach

On layout planning he revealed there hadn't been a master plan. "None of it was really planned, there was no vision, I just winged it." he proclaimed.

"We had a basic schematic plan, and my old mate Malcolm, who was in the road crew, made a little model."

Another friend Mike, took on the laying of the track. "These were all banked, just as on the real thing. The ballasting took forever but it was so important for trouble free running to get all this correct."

Sir Rod's particular forté is scenery and structure modelling. He happily admits he's not into locomotives, rolling stock, or the railway foundations; trackwork, benchwork or electrics. "I can't tell a Niagara from a Hudson," he said.

"It's the landscape I like. Attention to detail, extreme detail, is paramount. There shouldn't be any unsightly gaps, or pavements that are too clean."

Whereas lots of established modellers take great pains in developing their layout designs, Sir Rod doesn't follow the norm.

"I don't build mock ups, or do sketches to try things out, I think I've just got a good eye for this sort of thing. You know if a model isn't going to work out within the first week of its construction."

He does use photographs for reference however, and often when he's out with his wife Penny, they'll stop the car and snap away merrily.

"I find beauty in what everyone else sees as ugly – rugged skyscrapers, beaten-up warehouses, things that are very run down."

And he really likes to see the layout lit in the colours of late afternoon sunshine. "The guy who lit my railroad is a genius."

Modelling time

It's common knowledge that whilst on his concert tours, he would book an extra room in the hotels for his model making workshop.

"We would tell them in advance and they were really accommodating, taking out the beds and providing fans to improve air circulation and ventilation."

Many of his amazing skyscraper buildings were built 'on location' in this way. He reckoned it was his only means by which he could get the project finished. In fact he spent 23 years building the layout – *Grand Street and Three Rivers City* – which demonstrates a truly amazing dedication for any modeller working on a single project.

A lot of hobbyists would find the workload and the schedule too much, giving up, or changing tack, but not Sir Rod, his drive and determination was exceptional.

"When I take on something creative like



American railroads had big locomotive depots, usually with a huge roundhouse off a central turntable. *Grand Street and Three Rivers City* is no exception, set in the 1940s in American railroads' 'transition era' with facilities for both steam and diesel traction.

this, I have to give it 110 percent. For me it's addictive. I started, so I just had to finish. I'm lucky I had the room. If I'd have realised at the start it would have taken so long, I'd have probably said No! No! Nah!"

A high profile railway modeller

Sir Rod acknowledged that it was quite some time before he publicly admitted he was a model railway enthusiast.

"The mainstream media like to take the mickey over these things, but then the press is rude to everybody." he said.

He did agree that attitudes seemed to be changing towards model making but divulged that he was wary about answering questions on TV and radio.

"It's hard to talk about something so all encompassing in a short of time, especially if I'm there to talk about my music."

It's finished

Although the old modelling adage states that a model railway is never finished, Sir Rod considers that his layout is, indeed, finished.

"There are perhaps aspects of the layout built in the early days which could be upgraded or improved, such as some of the earlier buildings, but at the moment it is time to enjoy some operating sessions."

He also completely scotched rumours that he was building a new layout at his home in Essex, where we met for the interview.

"Definitely not." he said but revealed that he has been considering bringing the *Grand Street and Three Rivers City* over to the UK.

"It would need its own room of course, and I wonder how well it might travel."

He's not entirely committed to the notion though. "I'm going to need a lot of convincing that it would work. I reckon that all the track would need relaying after its journey, even now some of the original Shinohara switches [points] have been causing a few problems."

Whether Sir Rod can be persuaded, remains to be seen. He says he still enjoys running the layout in LA and whenever he shows it to guests and visitors for the first time, they are stunned by what they see.

He divulged that he is not currently doing any actual model making, allocating his time to other priorities, but he repeated the advice his father gave him many years ago: that every man needs a hobby.

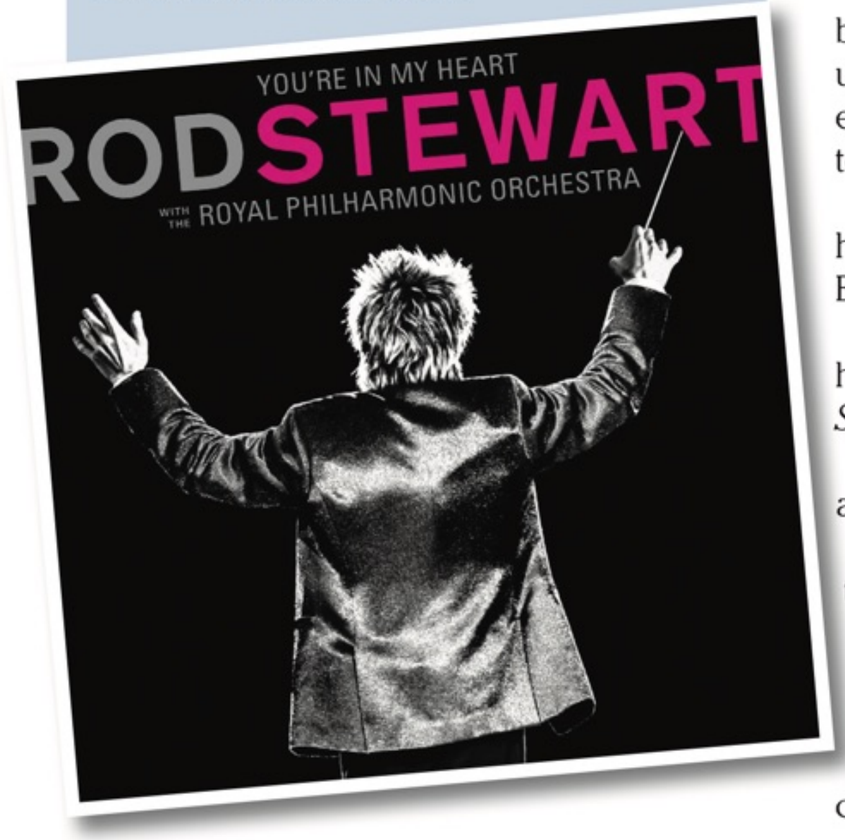
"Mine's model railways," he said proudly, "Right now though, I've got a brand new album to promote!"



Job done, and you know what Sir Rod would say – "Every picture tells a story..."

His latest album

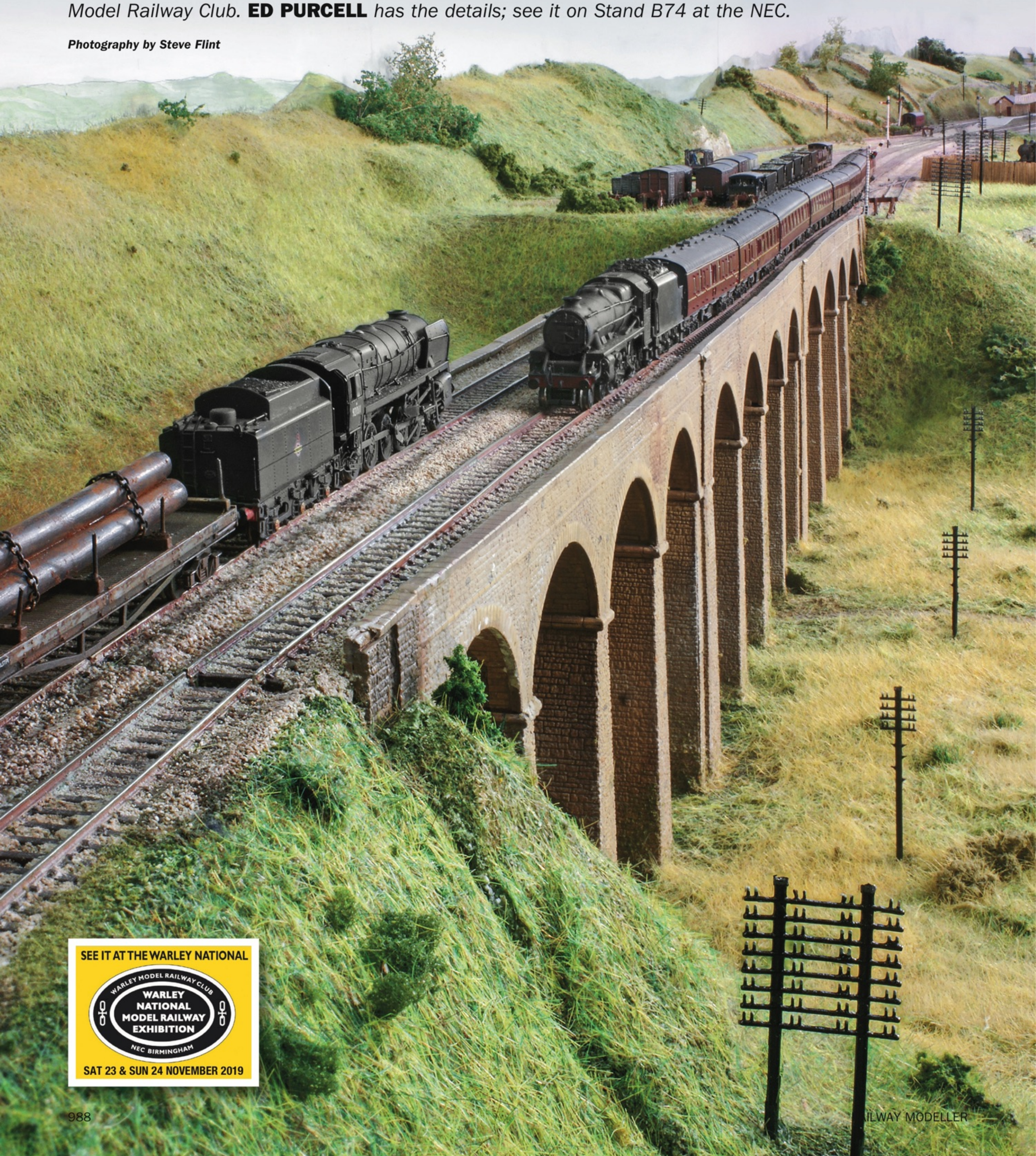
Sir Rod Stewart's new album release, ***You're In My Heart with the Royal Philharmonic Orchestra*** goes on sale on 22 November 2019.



Hawes Junction

The glorious Settle & Carlisle line in BR steam days depicted in N gauge by members of the Warley Model Railway Club. **ED PURCELL** *has the details; see it on Stand B74 at the NEC.*

Photography by Steve Flint





▲ **The famous stockaded turntable, where the stiff winds hereabouts once took hold of a Midland engine and spun it around…**

At 22'6" long this is quite a big project in N scale – representing about two thirds of a mile of reality – yet there are virtually no model people on the layout. This is prototypical as the model is a representation of one of the most isolated and bleak junctions on the former Midland Railway where the west wind was once strong enough to turn a locomotive around on the turntable. As one observer at an exhibition remarked, "It's very atmospheric, isn't it?" We took that as a compliment…

Choice of location

After our group's previous 'watching the trains go by' layout, *Broadwater Junction (WR)* which had been popular at shows, we decided on a similar but developed project. This led to an interpretation of Garsdale on the Settle & Carlisle line. As with many prototypical layouts some historical and spatial compromises would have to be made. This led to its name of *Hawes Junction* which was really part of an earlier name for what is now actually Garsdale. Perhaps the most anachronistic inclusion is the engine shed, the real thing of which burned down in 1937; we tend to run services typical of the 1950s and 1960s.

The branch to Hawes and Northallerton did not in reality run into a fiddle yard tunnel so close to Garsdale station but this was another modelling necessity.

Group member Chris Morris drew up the track plans using Anyrail, and showed great fortitude in coping with the Midland Railway's love of slip points. He was ably assisted by his brother Steve in wiring the points. There was only ever one facing point between Settle and Carlisle!

Baseboards and backscene

To include Dandry Mire viaduct at the north end as well as the former engine shed at the south end we needed the considerable length referred to above. This necessitated six baseboards each 3'9" long. This size has been found to be most suitable for transport. Nick Tilston was the group member who liaised with Grainge & Hodder in getting the boards produced and modified.

Considerable strengthening was needed as the landscape is quite challenging to frame. Member Paul Beckett, who is a master with wood, assisted Nick when construction began. Blue builders' foam was fitted after carving, filing and hacking for the landscape forms between the framing. These forms were then covered with plaster bandage, painted and various scatters and static grasses applied. Variations in grass length and tone helped to create the impression of distance. Viaducts can pose problems for framing as they need a different ground level thus affecting support legs, runners and fascias. The whole is supported on seven of our group's standard design of trestles with longitudinal runners on top. The baseboards are not directly attached to these, staying in place by their own weight – which in places is considerable.

The backscene is partly structural and the rear corners are made into smooth curves as we consider the corners seen on many layouts as a spoiling effect. *Broadwater* featured over-dramatic Welsh mountains – more like Colorado! So the effect of the dull distances here is very different and lower key; the skies are (like the real thing) largely overcast though there is a promise of blue in places. After priming in white the backscenes were painted with acrylics.

Permanent way and electrics

Trackwork is Peco finescale throughout and was ballasted by member Sam Robinson in her usual expert fashion with chinchilla dust – a very fine product. This is an important job and one which can adversely affect running as well as appearance if not done effectively.

The main line fiddle yard has four lengthy lines for up and four for down trains. Trains move forward to the next section of fiddle with the press of a button. This allows 14 trains each way while the branch can

◀ **A northbound service, hauled by a Black Five, meets a trainload of pipes with a 9F in charge. The model of Dandry Mire viaduct (curved in reality, but straightened out on the layout) was made from Ratio kits.**



An Ivatt Class 2 2-6-2T approaches the junction with the single-coach service from Hawes joint station.

An 8F crosses the Coal Road with iron ore hoppers. The tank held 36,000 gallons, and served the many pilot engines changed here.

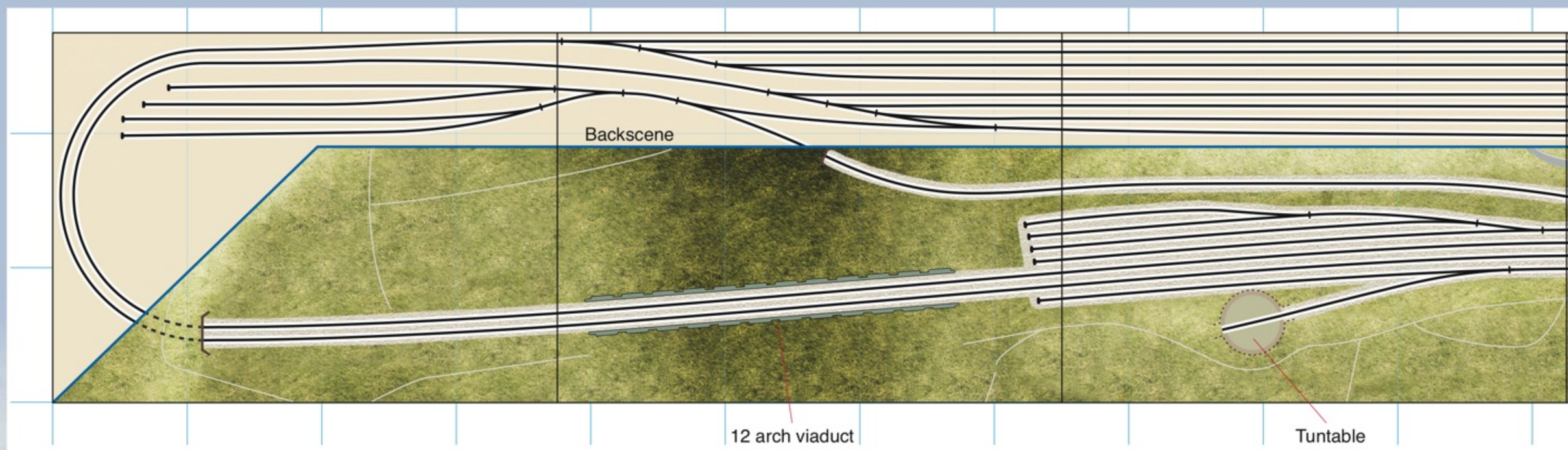
accommodate four or five trains. So there's plenty for the public to see at exhibitions.

Control of the trains is by the group's standard controllers designed by member Ted Dudley and built by colleague Keith Paxton. Most members run 12V dc so it was decided not to utilise a DCC system but to remain analogue. Control of the points is by a MERG system feeding servos which were fitted and continue to be adjusted by Charley Johnson, assisted by Allan Gardner. Relays are fitted to change the polarity of the points.

Structures and details

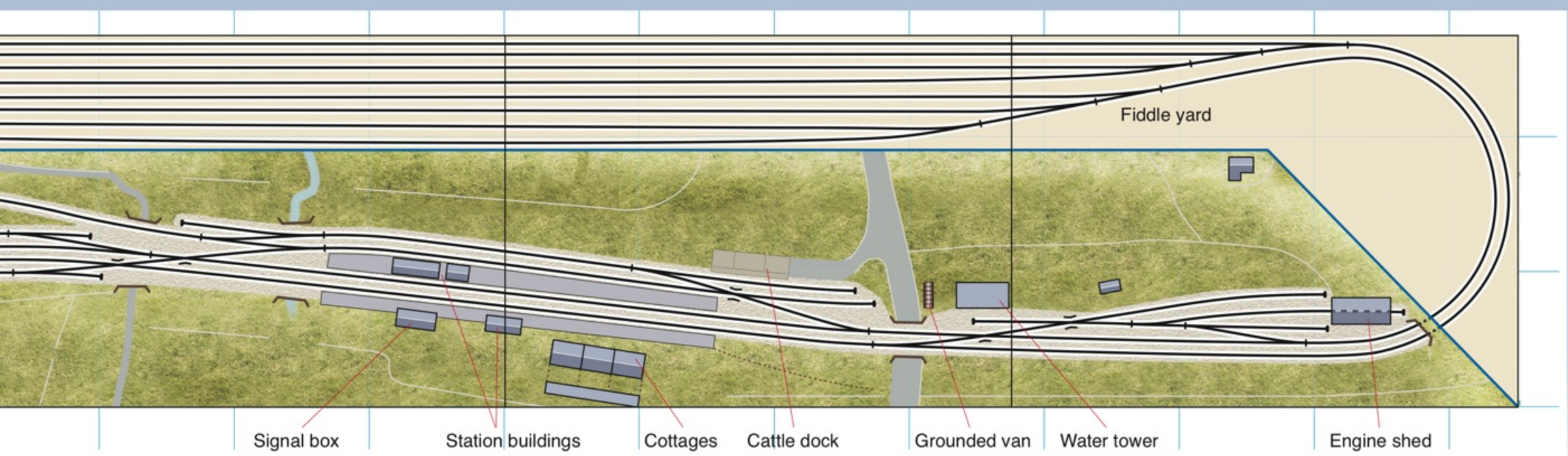
Buildings were all scratchbuilt by myself using Peco embossed plastic material with some Ratio materials for roofs. Drawings were sourced in publications about the line and about the Midland Railway. Of course there had to be a Yorkshire field barn on the hill at the south end. The Coal Road underbridge by the station was a mixture of soldered brass and plastic. The drawing of it is in the book *Stations & Structures of the Settle & Carlisle Railway* by V R Anderson & G K Fox (OPC, ISBN 0 86093 360 1). It is a pity we could not source a drawing or even a decent photo of the engine shed with its sandhouse chimney. The floor outline was luckily in the book so a bit of research showed what it might have looked like and it was created. Master model maker member Bill Greatbach managed to reconstruct several Ratio viaduct kits into Dandry Mire viaduct though it is not curved like the original. The Ratio kit is close to the size and form of Dandry Mire which was a happy coincidence.

The platforms, which unfortunately straddle a baseboard joint, were the first ones ever constructed by Jeremy Edwards who has since then produced his own layout so he must have learned something!



Hawes Junction Overall layout size 22' 6" x 2' 9". Each grid square = 1' x 1'.





A broadside view of the viaduct, with a WD-hauled freight crossing it. The real one is curved, but the model has the correct number of arches. The Ratio kit is representative of the S&C designs.





The famous wind-affected turntable is a modified Peco product motorised by Dave Crawford with the electronic assistance of club member Alan Turner. The palisade around it was made from strips of American HO scale lumber.

Club member Dave Edwards has produced models for us of the actual signals (there was quite a range of variants on site through the years) in brass complete with working arms and lit spectacles as they were in the late 1950s. There had been several variations in past signal siting as well as types. At one time there had been two signal boxes instead of the single one that survives today.

Drystone walling was essential and lots of it – a scale mile and a quarter of it in fact! All of it on *Hawes Junction* is in resin by Javis. Deciding the shape needed was the first step then a length was plunged into boiling water, bent and immediately immersed in cold water. Cutting and filing were also then needed. White primer was then applied and the lengths glued in place to await final painting. The Javis lengths are rather short which is the only drawback to this material. Walls are a *long* job…

Details create the appropriate atmosphere especially in such a barren setting as Hawes Junction. Telegraph poles and platform lamps add to the texture of a real railway. The distinctive Midland Railway platform fencing (by Slater's) was an absolute essential here.

Occasional bedraggled groups of sheep are a feature of the high Dales. Unsurprisingly only a few trees and bushes are needed in this wind-blasted environment.

▲ Perishable freight rushes through the station worked by a Black Five. A DMU runs the branch service on a shuttle module.

Locomotives and stock

Stock is largely BR steam period models from Graham Farish, Union Mills, Dapol and some scratch, modified or kitbuilt with an occasional diesel. Goods stock is a mixture of R-T-R and kitbuilt or modified. The introduction of the BR maroon sleeping cars gave us the couple of prototypical overnight trains to run though they would have passed here in the dark! Sometimes we feature a vintage train – a pre-1923 MR goods with a 4F, an ambulance train from WW1 or even the 1940s Thames Clyde with dining car in a splash of LMS maroon.

Bill produced several appropriate trains such as the anhydrite train and even the Anglo Scottish Car Carrier which just feasibly could be diverted because of work on the ECML. The Waverley and Thames Clyde formations can be created from available R-T-R stock. There were not many coal trains on the route and most freight services were partly or fully fitted – necessary on those gradients. We can create the famous Water Orton to Carlisle overnight fitted fairly readily too. The branch can be operated on an automatic shuttle though this has to utilise a DMU or an auto train – not prototypical for the real two or three coach services known as the Boniface to and from Hawes. These generally ran through, to or from Hellifield.

Transportation

The whole layout is transported in two large wheeled 'coffins' which were originally built for an American-ouitline HO layout. They travel in a tail lift-fitted Transit or similar.

Speedy and trouble-free assembly is assisted by Rodney Hodge's clear labelling and painting of all parts and his wife Christine's labours in painting frameworks and fascias. Rodney and Pete Howells created a lighting rig from white plastic guttering and a simple frame was built to focus the observers' interest.

Selfless dedication

No club layout can be operational without the time and energy that some members put unselfishly in to a wide range of jobs that need doing. Dave Crawford, Rodney Hodge



▲ An EE Type 4 sweeps south with an express passing the railway workers' cottages. Two designs of cottage were built: those here have continuous rooflines; the upper floors of the other type (as modelled in card kit form by Metcalfe Models) have individual gables.

An Ivatt 2MT Mogul slows for its station stop. The shed is anachronistic for the period modelled, having been closed in 1939. It was built to house North Eastern engines working through from Hawes.

On Tuesday evenings Ted (Sam's Dad) will be doing some building task to advance work with them. Without them trains would probably never run and there would be no lighting rig and less tea consumed… Pete's son Tom is an able operator at exhibitions. and Pete Howells are frequently to be seen during midweek days working many hours in the club room on some important feature of the works – from electrics to structure maintenance.

Like most layouts, *Hawes Junction* constantly needs uprating, repair or rethinking but it suits us – we are mainly grumpy old gits so there is something for us to complain to each other about!

Project of the Month

Moving on from the train set – 2

The all-important first step away from the traditional entry to railway modelling can turn the initial spark into a lifelong flame. **CHRIS FORD** *continues 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

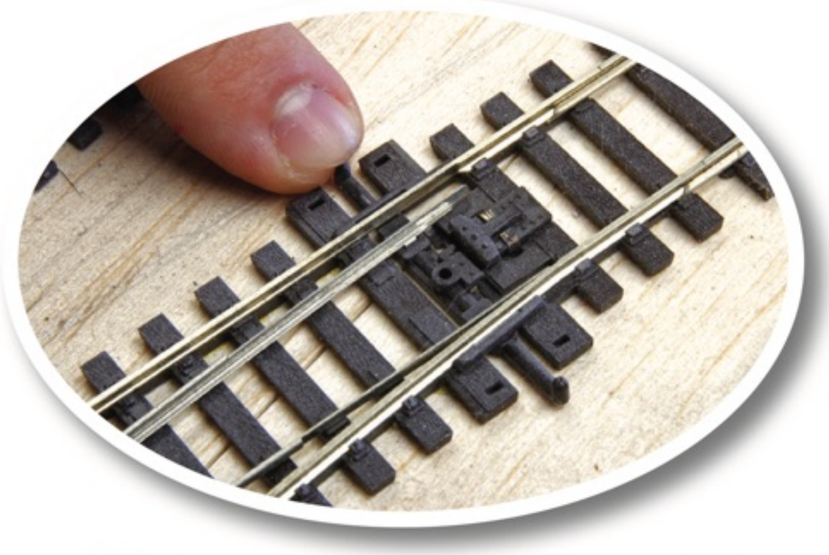
Follow Chris as he constructs the all-important off-stage area, installs a fascia and builds the retaining walling and bridges.
Layout photography by Craig Tiley

Last month we looked at putting the basic station area together, but the second important area of most layouts – especially compact examples like this one – are the off-scene storage areas. These can make or break a layout as the arrangement of these determines how the layout will operate, so these shouldn't be taken too lightly. On this layout the space allowed is extremely restricted so a lot of care is needed to work out what the best way of organising the yard would be.

As this plan is aimed squarely at the novice it was decided to stick to simple pointwork and some lengths of plain track, but a sector plate or cassettes would be alternative methods for the more experienced.

As there is a scenic section in front of the yard, there also needs to be a set of backscene boards partially to hide the off-scene yard.

Whilst on the topic of simple pointwork, I haven't yet covered by which method the points are to be changed on the layout. As I will be operating the layout at exhibitions (and indeed if this is what you might hope to do) then I've gone for the mechanical wire in tube method, with each point wire running to the rear of the board to allow the layout to be operated from the back. Small holes were cut in the back fascia board so the ends of the operating wires can be accessed.



The simplest method of point control is by finger-power...

However, if the layout is only for home use and operated from the front, then the points can be switched manually by finger-power as shown on the left.

Structures

The major characteristic of this small layout is the high retaining wall that runs along the entire length of the station section. Here Wills arches were used and I calculated that the main boards would need 14 full arches plus some plain walling to make up the end length. The bridge masking the exit would use two further arch sections, some girder sections and plain brick walling. There is some careful measuring required especially with regard to the point where the baseboards separate.

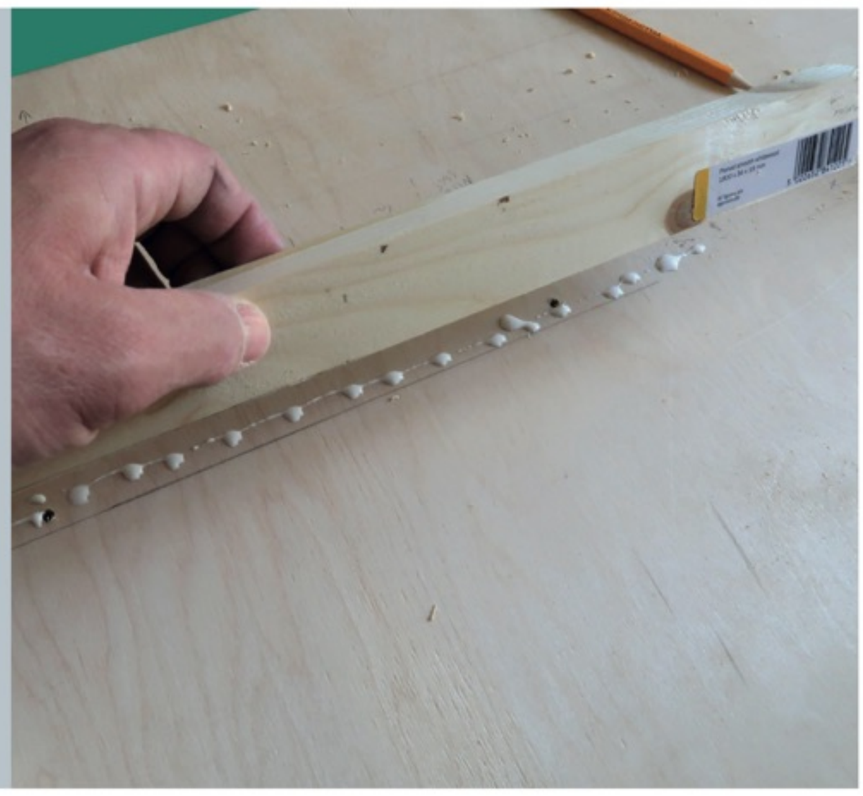
See Hopwood at Warley

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

For this first section you will require:

- The third 900mm x 400mm White Rose Modelworks baseboard
- 200mm & 300mm wide MDF (supplied with the baseboard from White Rose)
- 6mm MDF sheet
- The remaining right-hand point from the initial list
- one to two lengths of Peco Streamline track
- Wood glue (also supplied by White Rose)
- Scraps of timber batten

24



Firstly, cut the main storage yard back board from the 200mm MDF sheet to a length of 610mm. Then work out how far back this should sit to allow any track to run behind it and any supporting timber. In this case the measurement was 175mm from the front of the board to the front face of the back board. Put the board in place and run a pencil along the back. Then add a timber batten up to this line using wood glue and if needed, screws from the underneath. Note the pencil marks and arrows to remind me of where the outside edge of the track will be. Add the back board to the front of the timber and glue and screw as required.

25



Once the board is fixed the track can be laid. Here I've used two lines and the farther of the two uses two offcut lengths from the main station board. Unless you wish to be very neat, then all manner of scrap track can be used in storage yards making the whole area quite economical. I have also painted the first 20mm of track on the far left to match the main station trackwork. The wiring for the storage yard follows exactly the same principles as the main station boards.

26



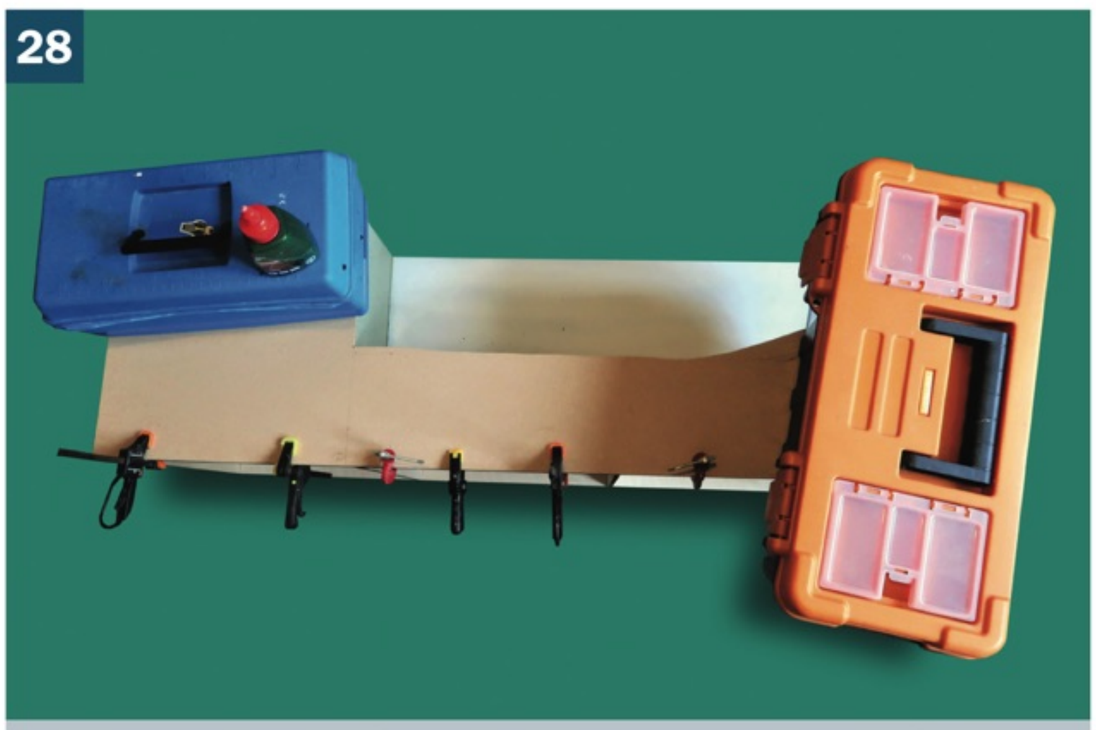
There is a further suggestion for the track layout: if you intend to run first generation DMUs then it may just be possible to squeeze a left-hand point and an additional line of track in the given space as shown. It is very tight, but may just work. This would need some careful measuring and adjustment to avoid any mishaps. The best way would be to put some lengths of track and items of stock onto the board and move things around until a suitable final plan is reached.

27



Now the end board has been added from the 300mm MDF sheet and the board to close off the scenic section has been attached from 200mm sheet. There is also a block of timber at the right-hand end to support the back board behind the exit bridge. It was envisaged that the area at the left would be untouched to allow space for the controller if the layout was to be operated from the front in a home situation (see track plan, last month). Here though it has been closed off to allow for rear operation and a display board added.

28



A fascia board can be cut from either plywood, MDF or even hardboard. Here 6mm MDF sheet was used to create a raised edge for a low grass embankment (approximately 30mm up from the baseboard top). The sheet was glued, clamped in several places and weighted down with toolboxes to make sure that it made good contact while the glue dried.

For this second section you will require:

- Wills brick retaining arches SS52 (four packs)
- Wills vari-girder SS57 (one pack)
- Wills Flemish bond brick sheets SSMP 226 (three to four packs)
- Wills Bridge lining SSMP 231 (one pack)
- 60thou plasticard
- Artists' mounting card

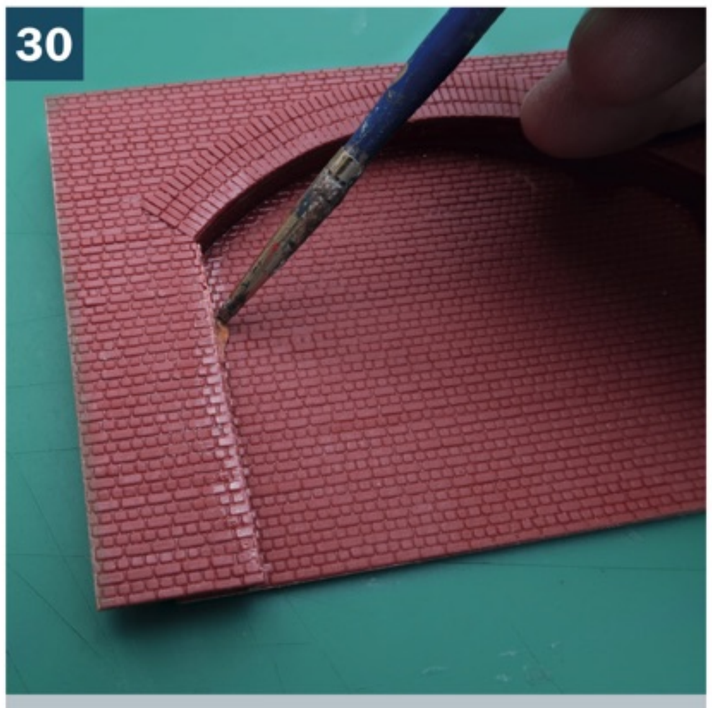


A Heljan Class 23 about to depart the station with a parcels train.



29

Take one arch piece and remove the optional side sections. Add the return walls and arch pieces as shown. The arch pieces can be slightly pre-bent between the fingers and thumb before fixing.



30

Add the rear wall with the plain brick side outward. Run a small file around the brick courses at the outer corners to finish.



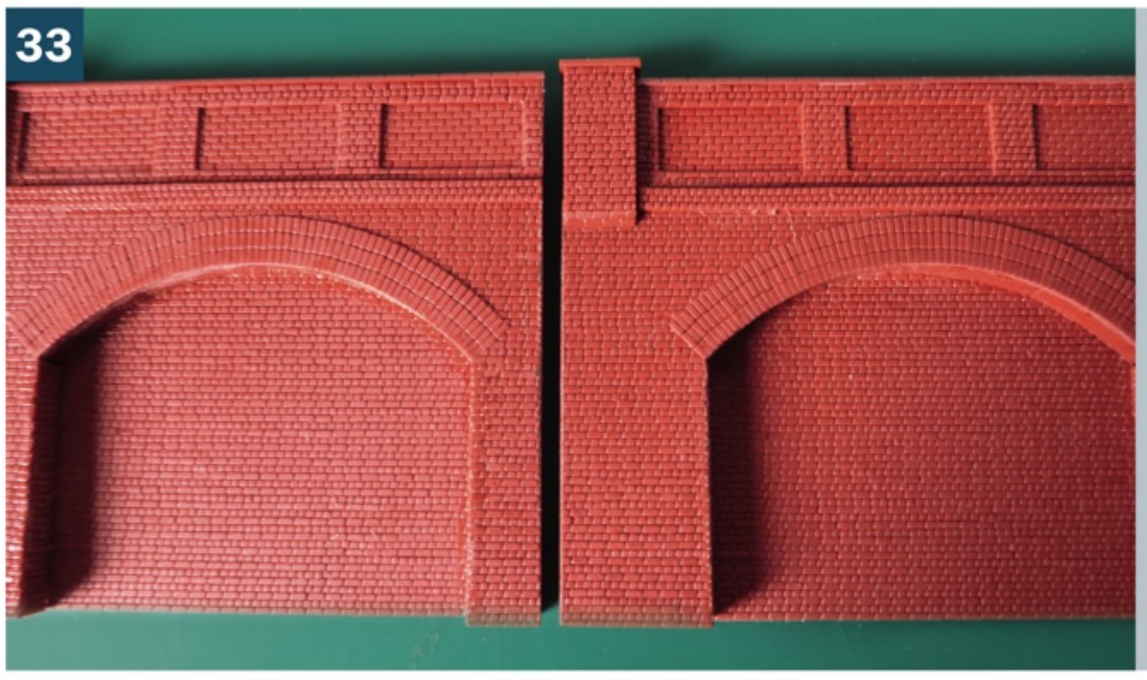
31

Make up two of the piers. Add one of these, centring it over the edge of the main piece as shown. Add the second pier and mark the edge in pencil. Then add the parapet wall, string course and capping before fixing the second pier permanently. The rest of the arches can be made up in a similar fashion with a single pier, butting up to the next, with the exception of the centre pair at the baseboard joint.



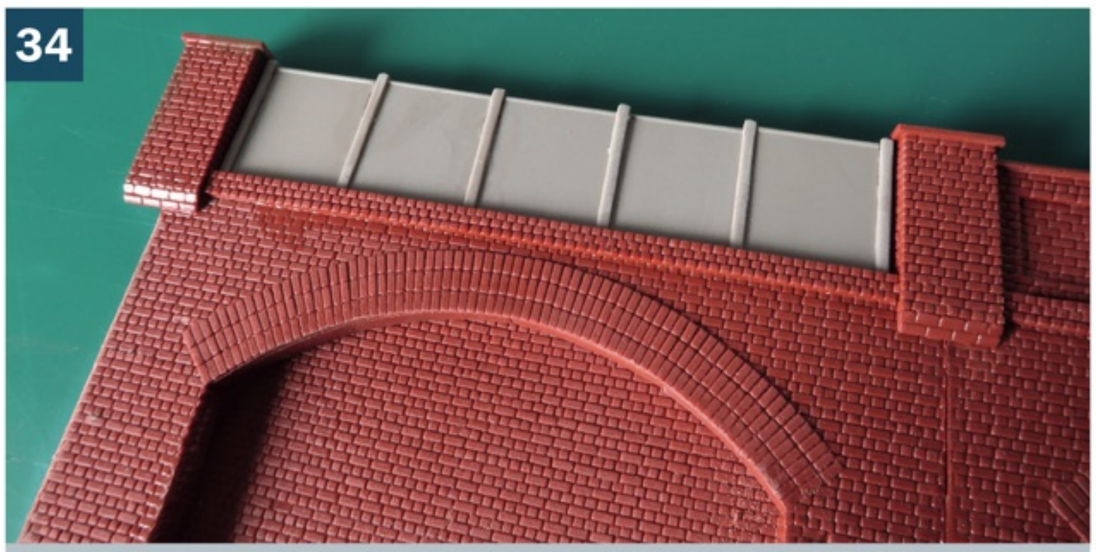
32

For the arch to the right of the baseboard a small modification has to be made as you don't want half a pier dangling over the edge. On the left-hand side, the optional section can be left on and a new vertical line cut 26mm from the edge of the arch so that it lines up with the outer edge of the pier.



33

The arch on the left-hand side of the baseboard joint should similarly be reduced to 13mm from the right-hand edge of its arch to preserve the distance between each arch along the full length of the wall.



34

To break the line visually, I replaced one of the parapet walls with a section of Ratio concrete fencing (ref.429).

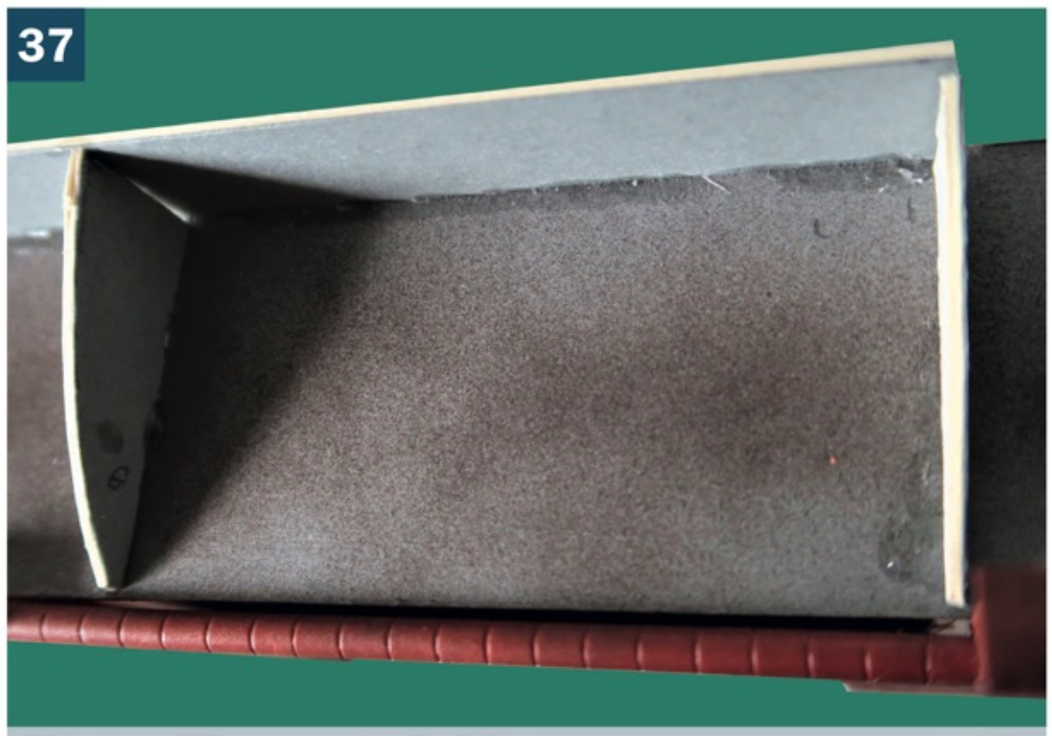


35

The arches can be butt jointed together in two baseboard-length strips using waste plastic from the optional edges to reinforce. A length of mounting card approximately 45mm deep can be fixed to the rear to reinforce further and to create a false upper ground level.



At the extreme right-hand end of the arches a section of plain brick sheet can be added to make up the distance to the end of the baseboard. At the left-hand end a shorter section (approximately 70mm) can be attached to create a joining section for the bridge. At this end of the wall the brick piers were reduced in height by roughly half, the parapet wall sections moved to the rear and the area in between was landscaped.



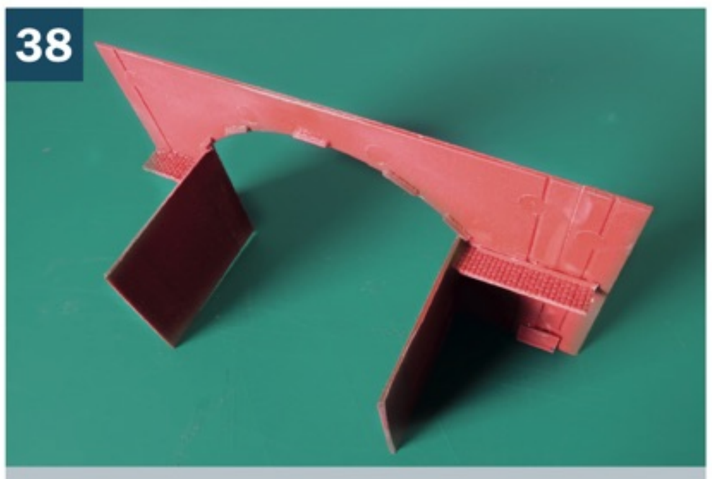
The ground level on this section was built up with mount card formers and covered with a layer of paper hand towels and PVA.

Semaphore signals (of LMS and GWR type) stand sentinel at the end of the platform. Colour light versions could be substituted if desired.

The Airfix/Dapol signal box kit, based on the one at Oakham, has been used; the better-dimensioned Ratio version would be an alternative.

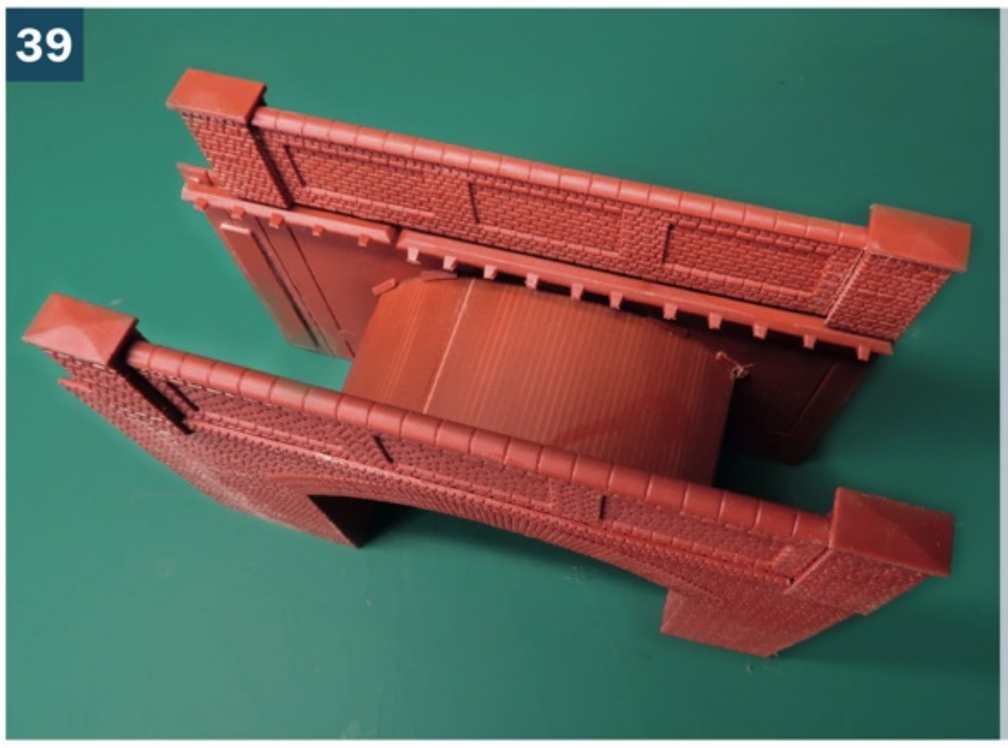


38



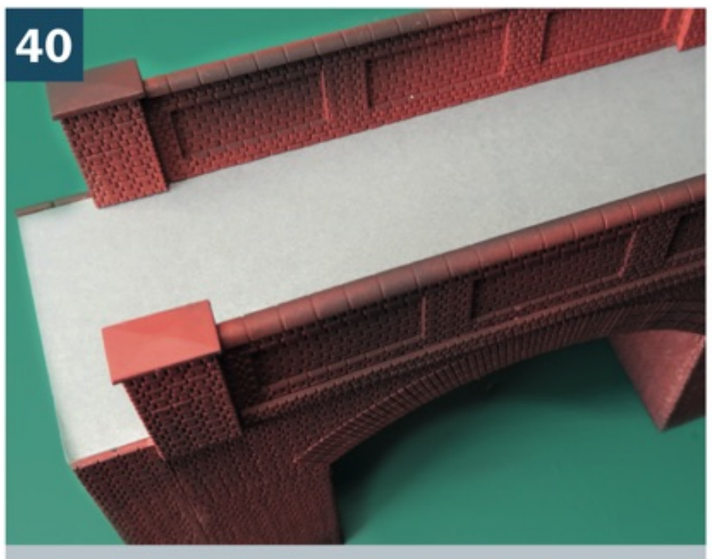
The two spare arches can be made into a bridge to cover one exit track. Here the scrap optional walling sections have been used to bring the width out to the baseboard edge and Wills brick sheet has been used to create the inner walls.

39



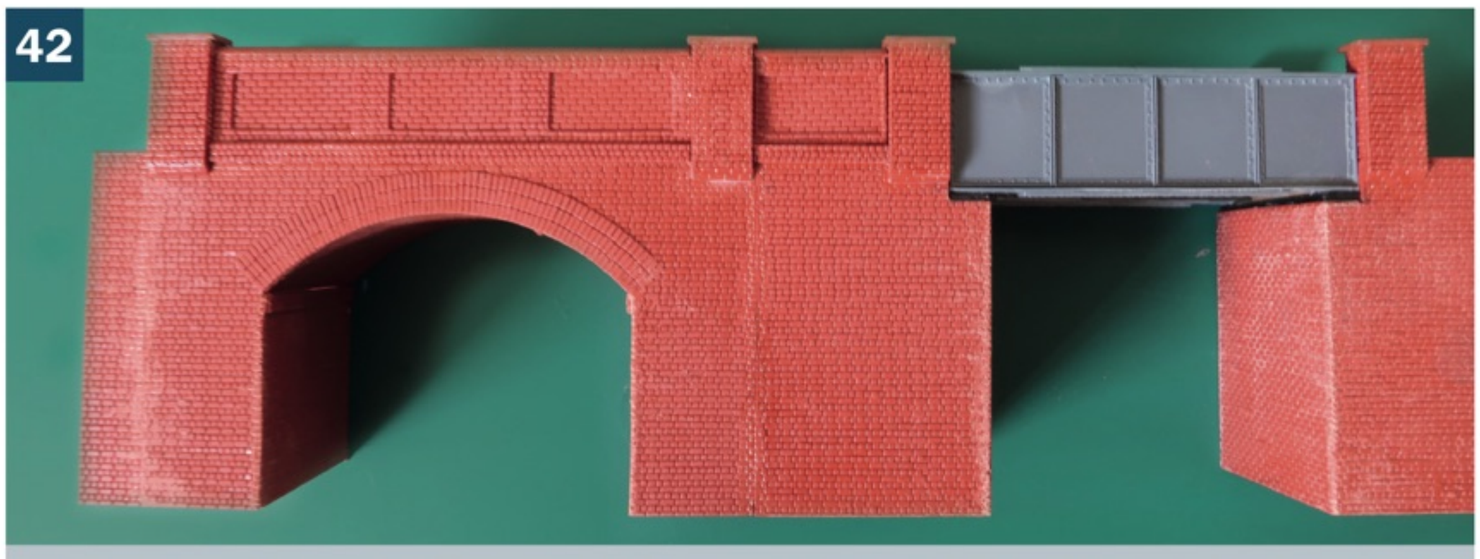
The arch bridge in its basic form. Spare parapet wall sections have been used to finish and a piece of Wills flexible brick lining (SSMP 231) creates the curve. Note the use of waste sprue to create a lip for the top surface to rest on. All the width measurements depend entirely on your exit track position. The best way to proceed is to build the basic arch assembly, centre it over the track and then add extra walling as required.

40



The completed arch bridge with a section of mounting card temporarily fitted in place as the road surface.

42



The exit bridges complete before painting. They are very much a case of making it up as you go along. First by measuring the distance from the first track centre to the baseboard edge, then the distance between the two tracks, and finally the distance to the arch walling at the rear of the board. Here I tried to use up as much of the spare bits and pieces of the Wills arch kits as possible, infilling with plain brick sheet.

However, it would of course be possible to use a pre-built set of arches and fit the exit tracks around them. Though this would require these to be built almost before anything else to allow for the variables in the track layout.

41



Two sections can now be constructed to support the girder bridge section. These have been built up from Wills sheet again at a size to match the track centre. Note the piece of black 60thou plastic to represent the stone 'pad' that the girders rest upon.

43



Here the rear arches and the bridges have been painted and finally fitted into place using all purpose adhesive.

A Class 31 departs the station. See how Chris completed the layout with a goods depot, behind the camera viewpoint, in next month's concluding instalment.



Next month

In part three, next month, Chris completes the layout with the goods depot and other buildings.

Fire!

As seen on TV in THE GREAT MODEL RAILWAY CHALLENGE



LES CLIFF *describes how he put together the fire train effect for the Rail Riders team entry in* The Great Model Railway Challenge.

Old second-hand models were suitably distressed and coloured to look like burning wagons. Cotton wool represents billowing smoke.

Our theme in our *Great Model Railway Challenge* heat was 'Classic Books' and we chose to depict a scene from H G Wells novel *War of the Worlds*. Our idea was to have, as the backdrop to the layout, a viaduct upon which a burning train was stranded. The train – which was supposedly an ammunition train – had emerged from the adjacent tunnel only to be ambushed by a Martian tripod. This alien craft blasted the last wagon with its heat ray, causing it to explode and set the rest of the wagons on fire.

Broken wagons

To make this effect I first acquired a small collection of second-hand wagons from a stall at a show. Then using a Dremel and some files, I drilled and cut out a series of random holes to give the impression of the wooden sides burning away. Pastel chalks and inexpensive face make-up was rubbed on to help create the colours of burnt wood. It's normal to use weathering powders, but the make-up was just as effective!

The train was intended to be a military train with ammunition etc, so I wanted to make it look as if the wagons had blown up from the inside. You can see how the roof and bodyside struts were bent outwards by the supposed force of the explosion.

Smoke and fire

A single 50p key ring torch and half a toy golf ball were used to make up the fire effect in the last wagon. Cotton wool for smoke was added, some of which was sprayed orange with an aerosol, which helped to give the impression of a hot glow illuminating the smoke.

In the other four other wagons, all of which had been cut and coloured as described above, I placed a a Fire Chipset assembly purchased from Kytes Lytes. This is a prewired circuit consisting of five red LEDs and a 2xAAA battery box with built-in switch. The LEDs flicker randomly and when hidden inside the wagons and covered with cotton wool 'smoke' the effect of a train ablaze is really effective. It is possible to alter the LED circuit to be powered by track voltage by adding a resistor. We also used two more of these circuits on the layout; one in the Thunderchild, and one in the burning building. One way to improve the effect is to use some crinkled kitchen foil as backing around the LED, reflecting more of the red light.

The only aspect I didn't get chance to put to rights were the coloured wires between the wagons, you can just see these in the photos, but given time these too could have been disguised.

Conclusion

This is a simple and inexpensive way to create a fire effect on any model railway.

Further information

Details of the Fire chipset kit from Kytes Lights can be found on the retailer's website at:

www.kyteslights.com/product_info.php?products_id=307



Warley National 2019 Preview

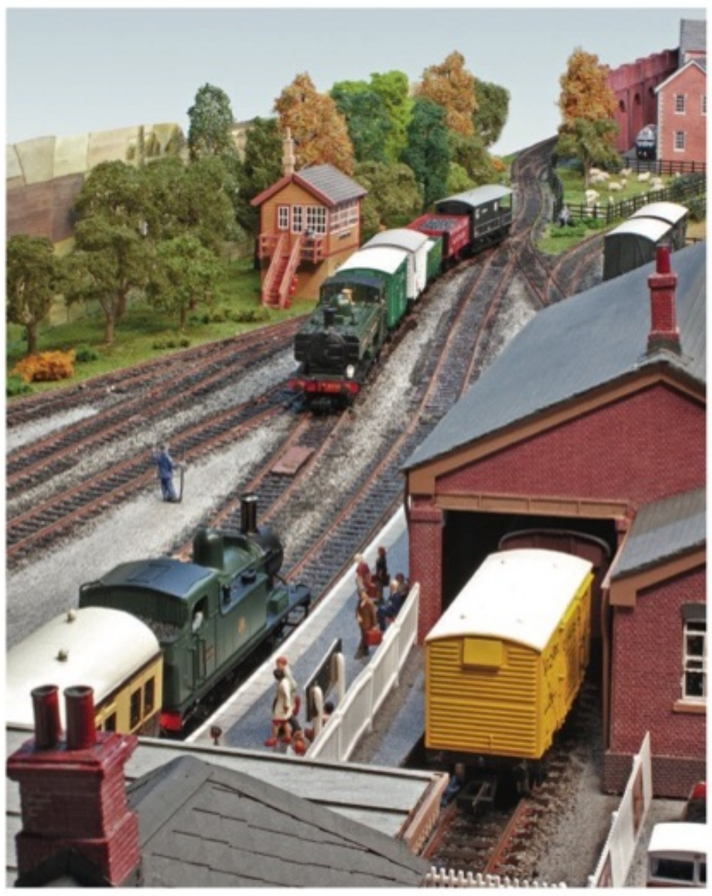
NEC, Hall 5 – 23 & 24 November

A panoply of exhibits covering almost all possible scales and gauges and just about any railway theme you can imagine. That's what the organisers of the Warley National Model Railway Show are promising us. And a look at the list of displays proves it. From G scale to T gauge – it's all there under the cavernous roof of the National Exhibition Centre's Hall 5. In the popular scales there will be at least; 14 layouts in 7mm scale, 36 layouts in 4mm scale and 13 layouts in 2mm/N gauge, plus examples in 3mm scale, T Gauge, Gauge 1, SM32, plus 15 overseas themed model railways. For fans of vintage model railways there is also going to be layouts using Trix-Twin, Lone Star and Hornby equipment.

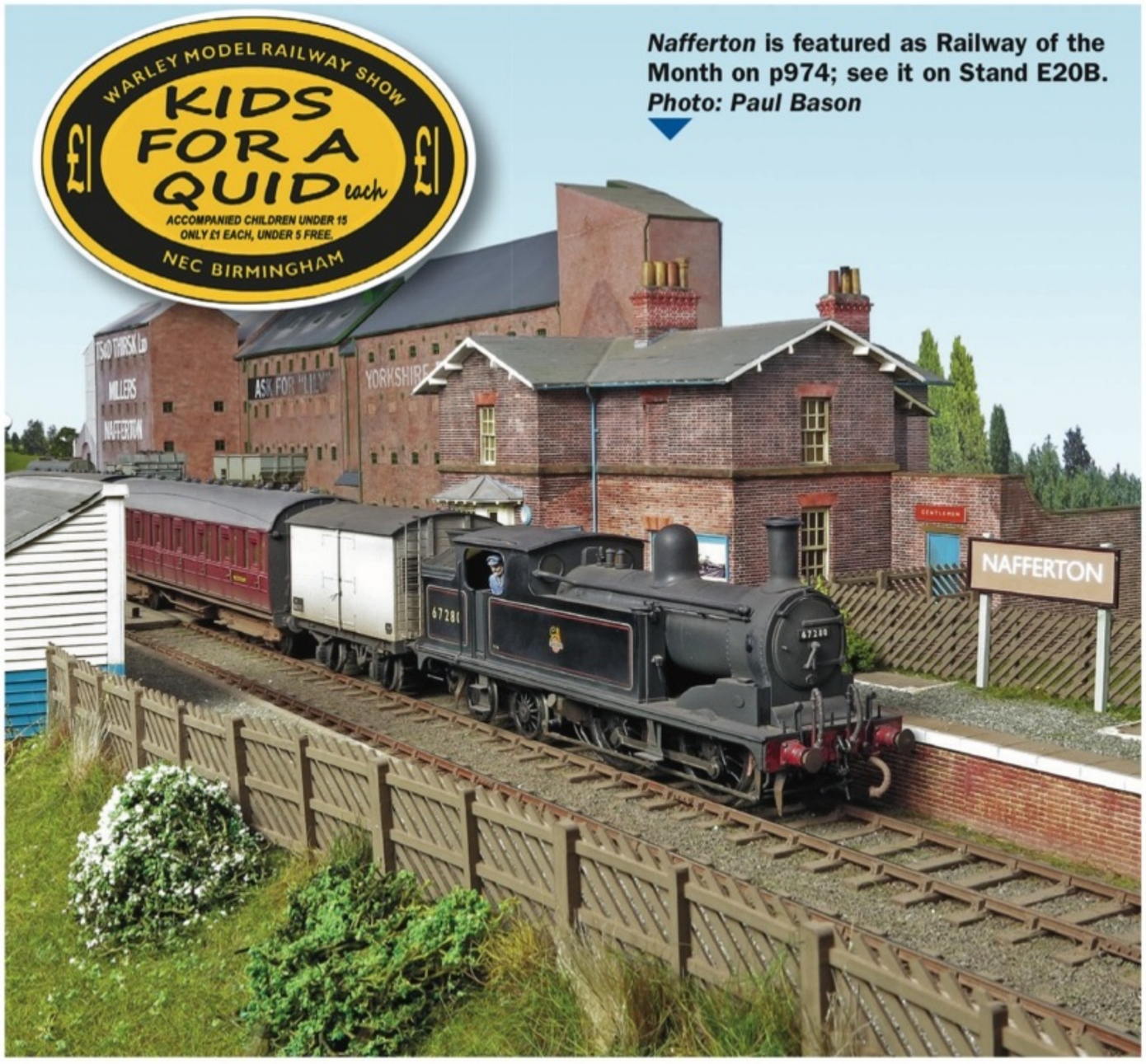
The show is replete with all manner of trade stands – see the RAILWAY MODELLER team as part of the Peco one (Stand A18, just inside the door).

Society stands include those for preserved railways, historical and technical aspects, and scale societies such as the N Gauge Society and Scalefour Society. Don't miss the demonstrations of techniques by master modellers such as Gordon Gravett, Tony Wright and Mike Edge, who will be passing on their expertise.

A full list of exhibits can be found on the club's web site at **www.thewarleyshow.co.uk**



Chris Thomas is due to exhibit *Camlas* (RM September 2015) on Stand C34.
Photo: Steve Flint



***Nafferton* is featured as Railway of the Month on p974; see it on Stand E20B.**
Photo: Paul Bason

Key information – *at a glance*

Venue:
Hall 5, the National Exhibition Centre
Birmingham B40 1NT

Dates:
23 & **24** November 2019

Opening times:
Saturday 0945* – 1800
Sunday 0945* – 1700
*(*0915 for advance ticket holders)*

Admission prices on the door:
Adults **£17.50** (one day)
Adults **£32.00** (two days)
Junior* **£1.00** (one day)
Junior* **£2.00** (two days)
*(*Age five – 16 years, must be accompanied by an adult)*

Keep up to date:
Website: www.thewarleyshow.co.uk
Facebook: @Warley.MRC.Exhibition
Instagram: warleymrc
Twitter: @WarleyShow1

Kids *must go!*

Accompanied children aged 5-16 get in for just £1.00 when visiting with full entry paying adults. There's lots for children to see and do, including a free 'spotting' competition on the Loco Ladies stand E41 with a chance to win a Peco OO gauge Setrack Starter Set (see page 1006). There's also the renowned Junior Modellers Workshop on Stand A95 where youngsters can be given guidance in building a small kit.



Getting to the NEC

The National Exhibition Centre is always a busy place and access is easiest by train or car. If you have the time, take the train as the station is adjacent to the centre and transit on foot is all under cover. If you are travelling by car, a little advance planning to get your parking space is recommended, as follows.

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

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

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

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

Disabled car parking

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

Free parking at selected stations

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

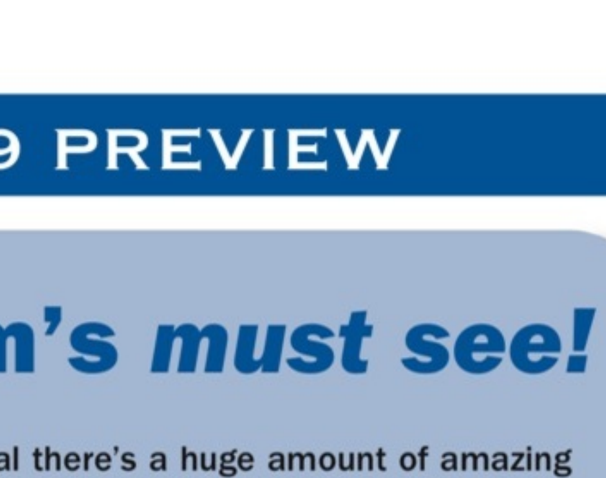
Visit the West Midlands Railway website and go to travel-information/car-parks for further details.

www.westmidlandsrailway.co.uk

Editorial team's *must see!*



STEVE FLINT As usual there's a huge amount of amazing exhibits to see at the UK's biggest and best model railway show – and they're all worth seeing! So singling out my own *must see* isn't easy. Although, holding a special interest for me this year, is the prototype exhibit – the fully restored NER petrol-electric railcar of 1905. One of the original pair constructed ran a service between Scarborough – my home town – and Filey, and I'd only ever seen it in old photos. Now I can see and touch the real thing, and maybe one day, it'll do a modern day Scarborough – Filey turn. Then, a ticket will be a *must* too!



See this magnificently restored railcar on Stand B39.
Photo: Mike Heath



CRAIG TILEY I was born too late to witness Swindon's railway network and the vast works site in its heyday. Instead, my earliest memories are of the rubble that was A Shop, soon after its demolition. Therefore my *must* see exhibit at this year's show has to be Will Heath's extensive N gauge recreation of Swindon Junction station and its environs. I am looking forward to seeing first-hand this fine tribute to the railway capital of the GWR, set during BR days when Castles and Kings still reigned supreme.



***Spirit of Swindon* in N (Stand C54).**
Photo: Paul Bason



TIM RAYNER I've developed a soft spot for O gauge, so two exhibits from the Normanton & Pontefract RMS are on my list of *must* see layouts: *Hyde Lane* is a 1960s diesel depot, whilst *Mill Bank Alley* is set in the 1970s. They'll be in RM in 2020.



A Brush Type 2 seen on shed on *Hyde Lane*. It's on Stand C09.

Another Brush 2 – or Class 31, shunting wagons on *Mill Bank Alley* (Stand C15).
Photos: Steve Flint



Meet the Winners at the NEC show

THE GREAT MODEL RAILWAY CHALLENGE

What a super second series of The Great Model Railway Challenge*! After five heats, two semi-finals and a nail-bitingly close final, the overall winners – Railmen of Kent – took the trophy. The jubilant Team Captain* **FRED GARNER** *reveals how he persuaded his gang of family members to sign up for the show and describes the obstacles they faced throughout the competition.*



Railmen of Kent Captain Fred Garner.



The Western Pullman 'Star Train' makes its way around *Boadicea Park*, during the final when all three layouts were connected.

I've been building model railways since I was six years old," Fred said – disclosing how his love of model railways first originated.

One Christmas, many years ago, he received a Tri-ang Hornby 'Winston Churchill' Express Train Set, and a more humble M7 steam locomotive; really igniting his lifelong interest.

"My father built me my first Hornby Dublo 6' x 4' layout, and soon after I branched out by creating a simple narrow gauge layout in my bedroom."

His ideas for it came after reading copies of the RAILWAY MODELLER from the 1960s.

"Later I discovered the book *Narrow Gauge Adventure* by P D Hancock and the story of his *Craig and Mertonford Railway*, but after a family holiday to Loch Lomond, and a solo trip to Oban, with its magnificent train shed still extant, I decided my next modelling adventure should be a Scottish N gauge layout."

He constructed it over a couple of summer holidays in his Dad's garage. Amazingly, after 35 years of life, even now it still has Minitrix Class 27s roaring past moorlands, mountain tops and harbour stations!

Later, Fred moved to Kent as part of his job at Taylor Woodrow:

"I went to the Knight Piesold consultancy firm in Ashford to get some design office experience as part of my training to become a chartered civil engineer. In the process I met Linda who was the librarian there. Nonetheless I borrowed more books than I needed and became an expert on many subjects, before asking Linda out. The rest is history!"

Linda and Fred married, and soon after

The family enjoying a ride on the Dean Forest Railway in 2016, with Mum Linda behind the camera.



A young James, Nick and John visiting one of Fred's construction sites in London 2008.



were the proud parents of three sons: John, Nick and James. The boys shared a fairly similar upbringing to Fred: holidays and day trips to heritage railways, miniature railways, places of railway interest and site visits to the construction projects that were Fred's 'day job' as a civil engineer.

"It's no wonder that they all ended up making model railways just like me!"

Fred then delved into the details of his three sons' modelling enterprises at home:

"My youngest son John, who is 17 and studying A Levels, recently finished an amazing N gauge layout based on Japanese light rail and tramway practice. It incorporated memories from two holidays and the numerous rail trips we went on in Japan."

"Meanwhile, my middle son, Nick aged 19, who studies journalism at university, is building a modern image layout. He spends his free time filming the real things out and about in our home county of Kent, and uploads it to his YouTube channel and '@Railinkent' Twitter feed."

"My eldest, James, is 23 and working for Network Rail. He is the custodian of a strong fleet of Network South East trains, HSTs and more recently Southern Region stock that has strong ties to our home town of Ashford and the once-mighty Ashford Railway Works."

Building up to participation

"When the first series of *The Great Model Railway Challenge* hit the TV screens, we were hooked from the start! The family thoroughly enjoyed watching as the stories unfolded and the creative talents of the different teams were imaginatively deployed each week."

Fred explained how it gave them plenty of opportunity for armchair criticism and fascination at how people interpreted the themes creatively.

They enjoyed it so much that Fred signed up for this year's series. One January evening, Fred exclaimed to his sons: "OK gang, do you think you could cut it on *The Great Model Railway Challenge*?"

He was met with little resistance; all three seemed keen to put their young modelling skills to the test, even on the TV!

That was four team members sorted, but Fred needed to find two more to complete the squad. He talked to great uncle Nik Wilson, aged 80 and a retired industrial designer; and Chris Busbridge, 57, a graphic designer and partner of Linda's sister.

"As luck would have it", he said, "I found out Nik was a railway modeller too! At a family gathering it emerged he specialised in OO9 and N gauge freelance tram making. But his particular talent was in scratchbuilding fantastic structures in card or foamboard, and making sketched and painted backscenes."

"Needless to say, when Nik was asked if he was interested, he was as keen as anyone: his enthusiasm didn't waver throughout the entire participation!"

"On the other hand, I already knew that Chris was a very skilful and talented aircraft modeller and painter, with experience of creating both box-top illustrations and decal sheets professionally. Chris' airbrush skills are second-to-none and I knew that he would provide valuable artistic and aesthetic input to our team. Although he needed a little persuasion at first, having never worked in the field of railway modelling, he eventually said yes. Our team was complete."



Fred explaining *Boadicea Park* to the cameras.

The start of the challenge

Before a layout was even built, Fred and the other team captains had to prepare a layout plan for each of the stages: the heat, semi-final and final, just in case they were successful enough to progress through the competition.

The teams had now been assembled and were ready to compete.

"For all three layouts, what we set out to do, first of all, was make a proper model railway." He spent a lot of time planning the first layout, *Boadicea Park*:

"I made sure there was plenty of action going on, with operational interest all over the layout just like the railways he had at home. The oval track design was a homage to the classic track plans of C J Freezer."

Making sure all the electrics worked and having smooth running was key in his mind, so spending time underneath the baseboard was difficult work but it paid off. As a team they decided to sacrifice fine detail for better running and chose foam underlay for the track on all three of the challenge layouts.



Nik Wilson placing his scratchbuilt *Boadicea Road* Underground station on the heat layout.





Model children waiting for the bus underneath the entrance to Kings Cross on *Boadicea Park*.

"It meant we didn't have to bend over backwards ballasting all the track we had laid down!"

After winning their heat and moving on to the semi final, Fred talked about the obstacles he faced during the 'operational challenge' portion of the layout:

"In the semi final, we had great difficulty getting the operational challenge elements to work. We had this 'wand box' container that wouldn't stop spinning as we tried to drop it down onto the wagon. It was very tense trying to fix it under hot studio lights and prying TV cameras!"

Fred's team agreed that scenery unfortunately had to play second fiddle at times to the important components that hopefully would score them more points in the judging.

Almost finished. *Boadicea Park* is just about ready for the demonstration session.

"You would never rush the construction of a Metcalfe kit at home, so I sympathised greatly with my son Nick who had to build plenty of retaining walls and station buildings in record time!"

Fred stressed how the show really pushed his team to use things they had never even considered; simple things like static grass is something he or his three sons had not used before, yet it proved advantageous once

The troublesome 'operational challenge' gantry on *Harry Spotter*.



Harry Spotter, the team's semi-final layout with scenes from the Harry Potter books and films.





High speed track laying, to match the name of the team's third layout in the final.

they got the hang of it.

"Our use of height on all three layouts made them stand out even more; the team was greatly impressed by Chris' rendition of Glenfinnan viaduct on Harry Spotter – it really did elevate the layout to the next level, if you pardon the pun."

Fred's parting words were to describe how railway modelling and railways in general provided an enduring interest and hobby for the best part of his 56 years, and that it was very fulfilling that his wife, sons and now Nik and Chris are able to share the enjoyment, fascination and pleasure of model railways.

"Participating in *The Great Model Railway Challenge* has been a fantastic experience and has really brought home just how immersive and motivating the hobby can be, whether you are 17 or 80! Partaking as a family team has brought us all closer together, and it has made me immensely proud that we have been able to take on – and win – *The Great Model Railway Challenge*!"

***High Speed Green* takes shape in the closing stages of the grand final.**

As seen on TV in THE GREAT MODEL RAILWAY CHALLENGE



The Railmen of Kent at Warley

High Speed Green, *Harry Spotter* and *Boadicea Park* are all booked to be on display at the Warley National Model Railway Exhibition at the NEC on 23 & 24 November. See them on Stand A51.



The Loco Ladies and *Bucolic Britain*

CAROL FLAVIN *reveals the story behind the all-women team entry in Series 2 of* The Great Model Railway Challenge *and describes their layout* Bucolic Britain *which is making a guest appearance at the NEC.*

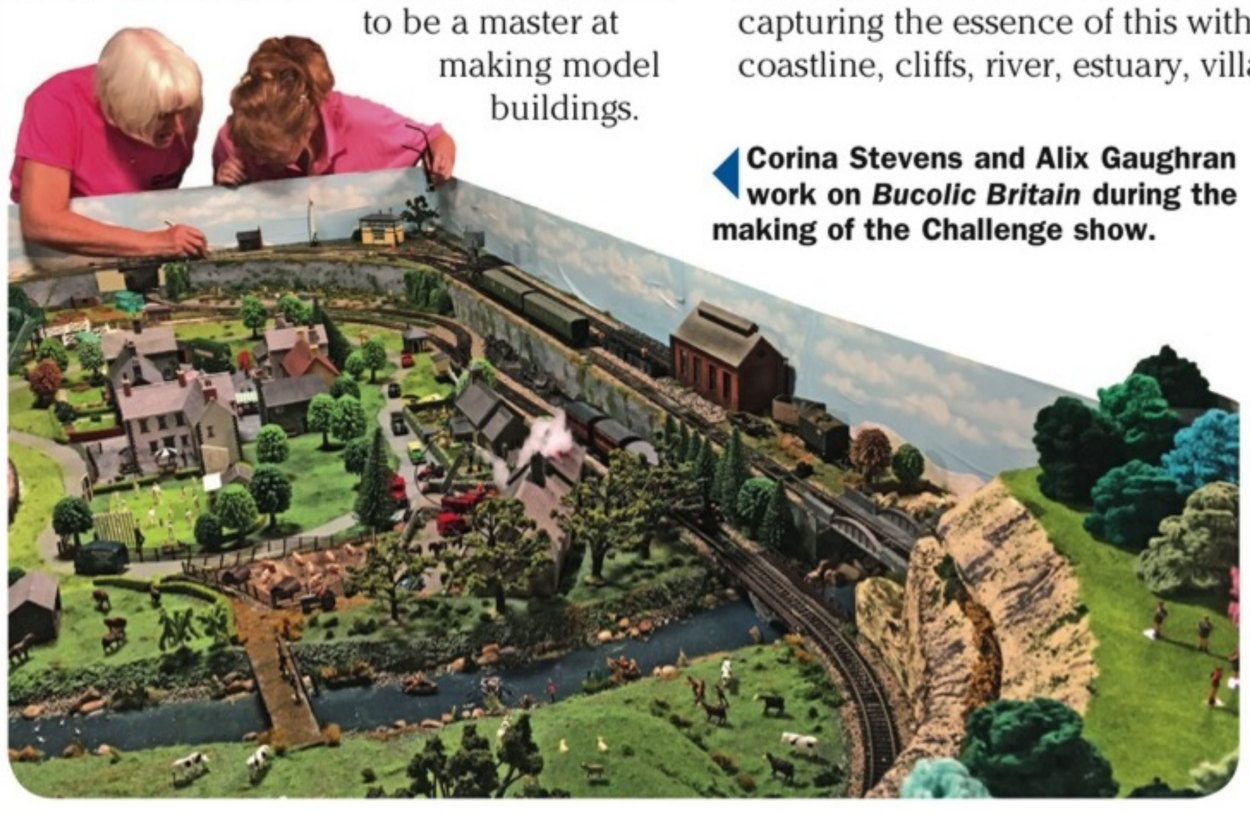
"Grandma, will you make a model railway with us?"

That question re-awakened a childhood interest in railway modelling that has taken me in a surprising direction. A year or so before *The Great Model Railway Challenge* appeared on our screens, in early 2017 to be precise, a trestle table soon became a 12' x 4' baseboard. It was housed in one of my bedrooms and a constant theme has been my grandchildren's involvement in the whole process. Online videos were a source of information, and most materials were bought via the internet or an excellent local model shop.

We learned together and last autumn we all watched Series 1 of *The Great Model Railway Challenge*. My eldest grandson said, "Grandma, you could do that." So an email was sent off to the production company which led to my being asked to captain a group of female modellers.

I turned to friends and family, all skilled crafts people and modellers in their own right, but not necessarily in railway modelling. The important criteria was that they were up for the challenge.

Two good friends, Chrissy Penn (very talented at crafts and gardening) and Jill Barlow (a superb cake maker) agreed to join me, along with sister-in-law Alix Gaughran, who was convinced she wouldn't be any use to us, but later proved to be a master at making model buildings.



Corina Stevens and Alix Gaughran work on *Bucolic Britain* during the making of the Challenge show.

So our team was four. As luck would have it, the show producers introduced us to Corina Stevens who was keen to join us as our fifth member. Corina is a talented artist and member of the Guild of Railway Artists, as well as working as a volunteer at a heritage line.

We wanted to produce a model railway that would excite, interest and enthuse families, and particularly children, to start their own projects. We quickly gelled as a team and although not all living close to each other, we communicated our ideas and thoughts via a messaging app – sometimes up to 30 messages a day! We decided to wear pink T-shirts for Breast Cancer Awareness; the pink proved to be very distinctive.



The Loco Ladies, from left; Alix Gaughran, Chrissy Penn, Corina Stevens, Carol Flavin and Jill Barlow.

We called our layout *Bucolic Britain* and set it in the 1960s to reflect the nostalgia of holidays remembered. We went about capturing the essence of this with a coastline, cliffs, river, estuary, village, farmland and two different railway lines; one with a normal train serving the village, the other a 'Heritage Railway'.

Animations honoured the emergency services, including lifeboat men, police, firemen and cave rescue.

Each team member chose an area to focus on. A schedule ensured we finished everything on time (plus backup), which was just as well as I was continuously called away from our layout to be interviewed by the TV crew, and Jill had to do the Scratch Build Challenge.

We had our problems; some of the track wasn't initially laid properly and we had to correct that to get the trains to run properly. Our large body of 'resin' water remained tacky in account of the strange atmospherics in the Fawley Hill garage, and it 'escaped' onto the floor! But oh yes, it made good TV!

We had decided to add lots of colour and a new dimension to the layout by making a forest of crocheted trees. One of the judges didn't like them because they weren't 'realistic', although they were really meant as an artistic interpretation.

We can honestly say that we thoroughly enjoyed taking part in the competition. It was physically hard work and very tiring but we did manage to build the layout we wanted in the 24 hours given.

As group leader I am proud of the hard work, commitment and enthusiasm of the team. We were undoubtably model railway novices but we certainly achieved what we set out to do. Our layout was amazing – magical even – and we did all of this without falling out or arguing once!

Win a Peco Setrack Starter Pack!

The Loco Ladies are hosting a lucky prize draw competition on their layout* Bucolic Britain *– stand E41 at the NEC show.

Simply visit their stand and fill in a short questionnaire about things seen on the layout. All completed forms will be entered in the free prize draw and the winner notified shortly after the show closes. Children especially welcome!



An enduring love of trains

CORINA STEVENS, *one of the five-strong Loco Ladies team, tells of an unwavering interest railways which emerges in her artistic and recreational endeavours.*

Visits to steam railways and traction engine rallies with my father Ralph, and later my stepfather Bill, were frequent events in my childhood. My favourites included the Severn Valley Railway and the Mid-Hants Railway.

During my teens, my mother and stepfather exhibited two N gauge American layouts called *Dabble Creek* and *Grizzly Flats* and I was often called upon to help at the shows. I even became a member of the Whitley Model Railway Club for a short time, and also met a youthful Mark Chivers, a DJ and model railway journalist.

Whilst at school I took sanctuary in the art room during lunchtime breaks where, with a supportive art teacher, I created animal pictures with watercolour pencils.

I went on to study A-Level art at adult evening classes, but after the arrival of my son, painting took a side-step as family time took priority.

Nevertheless my love of steam trains never faltered and eventually I splashed out on a 'fire and drive' day on the Watercress Line in Hampshire.

After that my enthusiasm grew stronger and I enrolled as a volunteer on the line.

I began as a member of the wagon restoration group. Then, after two years, I moved into the Permanent Way gang, working on the track out in the countryside. I'm also the team leader restoring a 1974 built Wickham Heavy Duty Gang Trolley, a very important mode of transport for both the Permanent Way and Signal Engineering departments.

I love being out by the lineside, rain or shine, even in the snow, and there's plenty of opportunities to take photographs of passing steam trains; moreover, I met my husband Adrian in the team too.

With my son grown up, and my new pastime as a railway volunteer, my passion to paint returned and although locomotives had never featured in my paintings, I decided to give them a go. After a few mishaps with wonky wheels and flat chimneys, my work improved and last year, I applied to the Guild of Railway Artists. I took examples of my work up to Kidderminster during its annual exhibition, and was over the moon when the committee accepted me as an Associate Member. The guild members gave me some good advice on how to improve my work – which I implemented – but then discovered my forte was painting watercolour subjects in monochrome. Some of my work has been turned into prints and cards, with a percentage of revenue donated to the Saturday Permanent Way Gang coffers.

When I heard about the second series of *The Great Model Railway Challenge* I contacted the production company to enquire about entering a team. I was chancing my arm, but the next day I received an email asking if I would consider joining an all ladies team.

After discussing it with Adrian and my work mates, I said I would love to and a few days later Carol Flavin and I met via Facetime. We got on really well and the rest is history!

I really enjoyed getting back into model railways and building the heritage station for one of the pre-builds.

The overall experience was great but at times very daunting: we all felt very proud of what we achieved in such a small amount of time.



An associate member of the Guild of Railway Artists, Corina now enjoys monochrome watercolour work.



A recent colour painting in Corina's favoured medium, with ex-Western Region 0-6-0PT No.5786 in its guise as London Transport No.L92 the subject.



In the Permanent Way gang my main job is painting lineside furnishings such as bridge numbers, mileposts, whistle boards and gradient markers: an important part of the overall heritage railway experience. Working by the lineside also gives me the chance to photograph steam trains in action as they pass by.



My fire and drive day on the Watercress Line took place on this Black Five, No.45379, which is now my favourite locomotive. I could not stop smiling all day!

You can meet Corina on the Loco Ladies layout at the NEC on stand No.E41, where she will be displaying some of her artwork and selling some prints and cards in support of the Breast Cancer Awareness charity.

An O gauge portrayal of the Lochty branch in the 1960s

Reunion in Fife

IAN FUTERS *returns to this freight-only branch in East Scotland nearly half a century since he built his celebrated 4mm finescale version. See it on Stand C16 at the NEC.*

Photography by Steve Flint



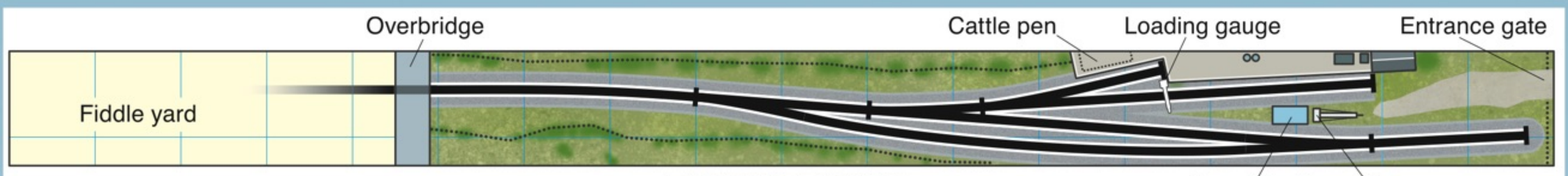
I first saw photographs of this diminutive freight only branch nearly 50 years ago. The compact nature of its terminus at Lochty, in the East Neuk of Fife, immediately appealed to me and soon after I built a small 4mm layout based on the locality to P4 standards.

My version, called *Lochend*, was modelled using only three points, however, after recently reading an Oakwood Press publication on the railways of Fife, including details of the Lochty branch in full (see prototype background panel on page 1010), I discovered there was a fourth point and very short siding.

With this revelation I was spurred on to construct another layout representing the locality, but this time it would be in 7mm scale – the size I love to work in these days.

Reportedly a Class 24 was used to lift the branch trackwork – save that which was relaid for the LPR. A Class 25 (Heljan) is sometimes used on the layout.

SEE IT AT THE WARLEY NATIONAL
WARLEY MODEL RAILWAY CLUB
WARLEY NATIONAL MODEL RAILWAY EXHIBITION
NEC BIRMINGHAM
SAT 23 & SUN 24 NOVEMBER 2019



LOCHTY BRANCH
Overall size: 18' x 1' 4". Each grid square 1ft x 1ft.

Field trip

During early 2018 I made the long journey from my home in Norfolk to Fife in order to carry out a 'field research exercise' – an essential undertaking when modelling 'real' locations in my opinion!

Not a great deal is left now, as the line was closed in 1964, but the site of the terminus itself and a few remaining bridge abutments could be photographed.

What did surprise me however was the height of the landscape, especially once the line reached the 'Rigging of Fife' area. The views here across the Firth of Forth and towards Edinburgh were equally impressive.

When planning the layout, I decided I wanted to commence the model at a small overbridge just before the terminus, allowing me to include a length of track prior to the depot itself. This meant three scenic boards were required, plus the usual hidden fiddle yard. There were no actual stations on the branch as it was freight only. I have been surprised by the number of visitors at exhibitions who mention this fact: as well as those who also mention the layout has four points rather than my usual three!

Layout foundation

The four baseboards are each 4'6" in length by about 16" wide. Each board has integral

A Hunslet Class 05 arrives with the weekly bantamweight goods train. The Heljan model sets the timeframe of the layout to around 1962, in the twilight years of the line.

Prototype background

The Lochty branch, or The East Fife Central Railway as it was officially known, was conceived with the ambition to open a line to the high grounds known as the 'Rigging of Fife'.

The main produce of the area was root crops, including potatoes, turnips and sugar beet. Plans for a railway in the area came quite late, in 1892, and it was intended that the line would go all the way to St Andrews, but actually ended up in a field at Lochty. The line was designed only to carry goods and mineral traffic, with no plans for passenger services. It opened in 1898 after four years of construction.

There were a number of coal mines close to the western part of the route, so there were hopes of mineral traffic, but it was phased out by the 1920s as most of the pits weren't large enough. A few miners' trains operated on the branch for a few months in 1913, probably utilising old North British Railway coaches, for the Largobeath Pit until it closed due to flooding.

The branch was taken over by the LNER as part of the Grouping, and during the 1920s and 1930s there was healthy sugar beet and potato traffic six days a week. However, road vehicles began impacting the area, so attempts were made to create coal traffic with a new pit nearby, although that closed in 1946.

Thereafter a steady decline hit the branch, typical of similar lines around the country. By the early 1960s only the sugar beet campaign and winter coal deliveries to the depots were operating and even then, only once or twice a week.

The bulk of operation on the line was carried out by ex-NBR J35s, J36s and Class N15s handling traffic in its heyday, and in later times with Hunslet Class 05s.

Apparently a Class 24 diesel was used on the line as part of the demolition trains, with the branch eventually closing on 8 August 1964. The track was lifted in 1967 but later relaid at Lochty for The Lochty Private Railway (opened 1967 to 1992), and a certain A4 Pacific, No.60009 *Union of South Africa*, was based there.

For more detailed information see *The East Fife Central Railway – The Lochty Line* by Andrew Hajducki, Michael Jodeluk and Alan Simpson (Oakwood Press, ISBN 978 085361 738 9).



▲ **Shunting in progress at the end of the line on a cold day in March 1961. The brake van behind the tender of J36 No.65354 was a special addition for a party of enthusiasts.** ***Photograph: Norris Forrest/Transport Treasury***



▲ **The grounded former North British Railway coach was used as a store, and painted in ScR blue & white. The model was built from plasticard over a wooden core.**

The crane was rated as good to lift two tons – probably about a year's worth of freight here! ▼



EE shunter No.D3737 is not likely to tax its 350hp much with three vans and a brake, seen arriving at Lochty. The loco is a ready-to-run item from Dapol.

legs which fold up for ease of transport. A full-length fascia and lighting rig is incorporated, although I fear I might have built it too low in height. The lighting rig utilises LED strips which I find very effective.

The downside is that with the fourth baseboard, the layout occupies a large amount of space in the car, making it very difficult to load and unload. This affects how many shows I can attend, as sometimes I will have to set it up on my own, not ideal, as I am getting on a bit now!

Scenics

All the structures on the layout were scratchbuilt apart from the small crane, the prototype of which I believe was removed before the line closed. I could not fit in the Agent's small bungalow because of a lack of space, but have managed to model the entrance gates and fencing complete with a nameboard. The loading bank was an essential feature, accompanied by the tiny sheep and cattle pens. I also soldered a loading gauge together from bits of brass based upon some photographs I have.

My model of an old NBR coach body which acted as a store, was fabricated in plasticard over a wooded shell. It was painted

With 14 miles of railway all to itself, Hunslet No.D2585 prepares to leave Lochty for the junction at Cameron Bridge.

in the typical Scottish Region colours of light blue and white. As the branch was operated as a 'one engine in steam' line, there were no signals other than those at the junction near Cameron Bridge.

Rolling stock

I operate the layout as it was in about 1962, a couple of years before closure. By that period, three Class 05 diesel shunters in BR green livery mainly operated the meagre services, usually once a week unless it was the sugar beet season. Prior to that, a solitary ex-NBR J36, which I have in model form, provided the motive power. During exhibitions I also use as standby engines a BR green liveried Class 08 and Class 25 just in case of failures.

The rolling stock comprises mostly box vans and open wagons with an odd implement wagon included for good measure. A couple of cattle wagons also make an appearance along with a BR standard 20T unfitted brake van and an LMS brake van. Trains are kept quite short, in line with what happened towards the end of the route's existence. In any case, the short run around loop prevents the running of long consists.

This shot encapsulates the Lochty branch in its later days – utterly devoid of life...

Trackwork and electrics

The permanent way is standard Peco code 124 bullhead track, with points operated by SEEP motors. The whole layout is wired for 12V dc operation although it could quite easily be modified to DCC, as there is only two feeds and I used a 'heavy duty' wire just in case I caught the DCC bug.

Control at present is via a traditional but higher-rated 2A controller which gives excellent slow running, perfect for the 15mph speed restriction on the line. A three-track hidden siding sector plate is used, which is quite sufficient.

All the interboard 12V wiring uses DIN plugs and sockets which I have been using for years. I make simple aluminium brackets to hold the DIN sockets and always carry spare leads to exhibitions in case of failures. I am told these DIN sockets are seemingly difficult to source nowadays, but I have recently purchased some so all is well for the time being. Plug-in mains transformers provide power supplies for both the track and point motors.

The future

Despite my misgivings about 'carting' this layout to exhibitions, constructing it has been a pleasure, if only to prove I can use more than three points *[Ed.* – Scotsgap Junction, *which appeared in RM April 1983, had* 11 *P4 points!]*. It seemed to be quite well received at the few shows it appeared at during 2019.

Apart from errors inflicted by yours truly when setting up the layout, it ran extremely well. After adjusting the pick-ups on the J36 it ran faultlessly at the GOG Doncaster Show last June.

But... Plans for a new urban layout based in Edinburgh are well under way, alongside a small parcels depot based in Glasgow.

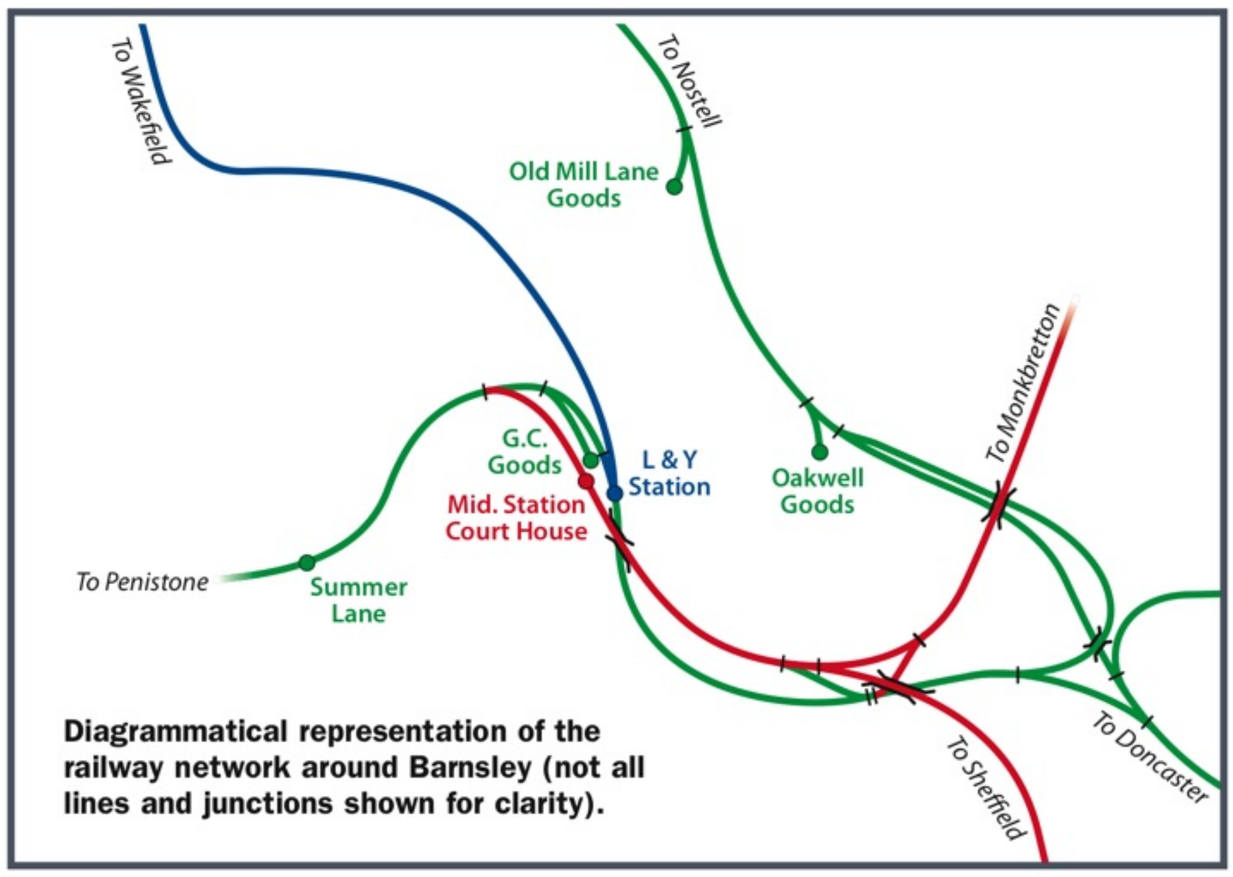
So many ideas, so little time.

Plan of the Month

Modelling Barnsley's Railways

ALAN WHITEHOUSE *proposes the railways of this South Yorkshire town as great potential for layout schemes. He begins this short series with a plan based on the former Midland Railway station, Barnsley Court House, which closed on 19 April 1960.*

Photography as credited



Diagrammatical representation of the railway network around Barnsley (not all lines and junctions shown for clarity).

It is said that South Yorkshire – and Barnsley in particular – once had a railway network more dense than even that of London and the south-east. So why does this part of the world seems to be so rarely modelled?

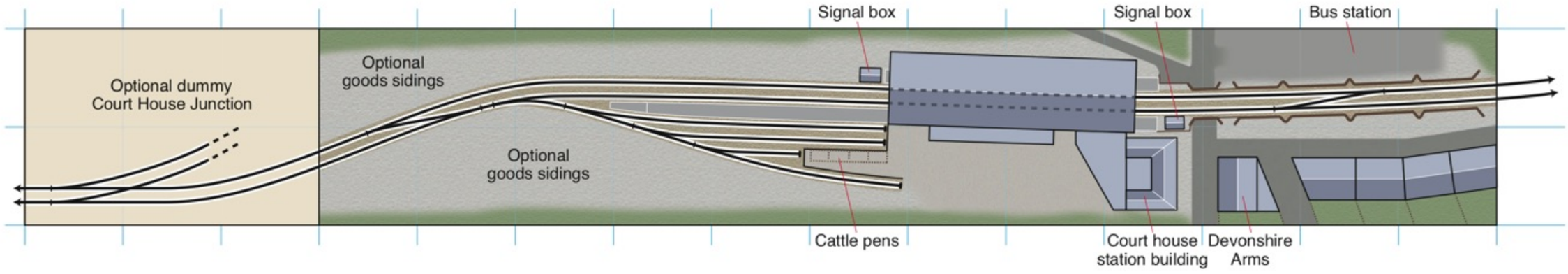
Perhaps because Barnsley's system consisted largely of colliery and other industrial branches. Several of its passenger carrying lines lost their service early because, due to the local topography, buses were often more convenient, the local railway station being a fair walk and a hill away.

But the town's railway network has a lot to offer: two stations, a locomotive shed and no fewer than four pre-Group companies represented. So many possibilities, yet so few models. So, let me try to change this with a few ideas for modelling Barnsley's railways.

In this short series I will present a set of ideas ranging from the 1950s to the 1980s, when the contraction of the network was



Court House was rebuilt in the mid-1950s, with the overall roof replaced with twin canopies linked by girders. This would perhaps make a more interesting model and you would be able to see your trains! Barnsley's J11 No.64417 has arrived in platform 1 with a local from Penistone.
Photograph: R S Carpenter/author's collection



Barnsley Court House Overall size of scenic area in 4mm 12" x 2' (optional extension as shown left). Each grid square = 1' x 1'.

completed, leaving only today's rather basic railway with a modern station and routes to Sheffield, Leeds and Huddersfield.

The 'other' station

To begin, let's look at Barnsley's 'other' station, closed in 1960 and now largely forgotten: Court House. This was a joint Midland/Great Central Railway station built and fitted out by the Midland with its signalboxes and signalling. It used the town's old courthouse as its main building. This sat at a lower level and at an angle to the platforms. They were reached from the first floor via a walkway. The building still stands today as a bar and eatery.

Court House sat in an exposed position at the top of a long and steep escarpment. Modelling it looking in this direction and with the town centre at our back, would allow the use of a very simple backscene with sky and a few details of the opposite side of the Dearne Valley – just a suggestion of houses, fields and trees on the skyline would be enough.

The track layout included two crossovers to allow trains from both directions to run round, but there was no signalling for a 'wrong line' departure towards Cudworth and Sheffield: trains had to be propelled out and drawn back into the correct platform. However, trains to and from Penistone could arrive in the up platform, run round and depart again westwards.

Operational details

Train services included a push-pull shuttle to Cudworth on the Midland main line for Leeds – Sheffield trains. There was also a Barnsley – Sheffield service via the Midland's Chapeltown route . This could be either push-pull or conventionally hauled. The locos for these two- or three-coach services came from the nearby Royston shed. In the early 1950s Johnson passenger tanks were still in use, gradually giving way to Ivatt 2-6-2Ts. One Sheffield train per day ran through to Chesterfield and used a tender loco, often an ex-Midland 4F.

The former GC lines services ran from Penistone via Court House to Doncaster and Cleethorpes. There were also short workings between Barnsley and Penistone which used the bay platform. A second Sheffield service, axed in 1953, and running via the former GC route, also used the station, making it a busy place. These trains were usually worked by ex-GC C13/C14 4-4-2Ts or J11 0-6-0s.

Trains were almost all two coaches, allowing the use of the former dock sidings for stabling. But the Cleethorpes – Penistone trains brought main line locomotives such as D11 Director Class and B1s as did the frequent excursions to seaside resorts and events such as Doncaster races.

A daily pick-up goods ran to Sheffield and



In pre-rebuilding days, Ivatt 2-6-2T No.41274 of Royston shed stands ready to leave with the 'Cudworth Flyer' shuttle which linked Barnsley with the Midland main line at Cudworth. Court House's exposed site led to the provision of substantial wooden draught screens behind both platforms. ***Photograph: Douglas Thompson/author's collection***

milk tanks were attached and detached from Up trains to be worked to a local dairy by one of Barnsley shed's N4 and NS tank loco pilots. Other trains, particularly to Penistone, also conveyed parcels stock including empty newspaper vans.

In model form

The plan keeps things simple by assuming the extensive goods yard was elsewhere. This leaves a straightforward station with two through platforms and a west-facing bay. In addition, there are two sidings which once served a cattle dock and end-loading dock. They were often used for stabling complete trains between turns of duty. The suggested period would be the 1950s/early 1960s, assuming Court House closed later than in reality.

The model would be framed by Court House Junction at the west end. Just beyond the signal cabin was a deep cutting and



Ivatt Class 2 2-6-2T No.41274 again, working into Court House with a local service from Sheffield via the Midland route. ***Photograph: B A Jordan/author's collection***



Ex-Great Central C13 Atlantic tank No.67434 is seen in the mid 1950s with a service to Penistone from Doncaster. Note the driving trailer of the Cudworth push-pull workings on the left.
Photograph: N E Stead collection

overbridge. The junction could be modelled as a 'dummy' or simply omitted altogether. At the other end, the line crossed a road overbridge immediately after the platform ends and then ran onto a viaduct which skirted the town centre.

There were several industrial concerns in this area and a little imaginative resiting of one of the bigger buildings could form a view blocker at the viaduct end. Alternatively, the model could end immediately after the road bridge by shifting one of the town centre buildings to perform the same function. The Devonshire Arms, a proper old-fashioned boozer, which stood just across the street, would make an interesting model.

A lot of the locos and stock are available off the shelf, particularly in 4mm scale. The 2mm modeller would face more effort but might be rewarded with enough space to continue the layout along the viaduct which would need a fair amount of space in 4mm.

Court House lasted long enough to see DMU worked services and, if we assume it remained open into the 1960s, might make an attractive transition model, with grimy, neglected steam locos alongside new green DMUs and diesels.

Another assumption might be that the coal and other freight traffic came this way. Weight restrictions on the adjacent viaduct prohibited this, but a procession of coal, empties and exotica such as the evening fish trains would form the basis of a splendid continuous run layout.

In a nutshell, a compact station used by a variety of stock from two of the Big Four with an interesting combination of workings.

Next time

Next time we will move the clock forwards to the mid-1970s and look at a rationalised railway which could either sprawl magnificently or be squeezed into a minimum space.

Court House survived just long enough to see the first DMU services between Barnsley and Sheffield. Here a BR Derby two-car unit (later Class 114) stands in platform 2.
Photograph: author's collection



Impressions of the Ashover Light Railway in 009

Clay Cross Yard

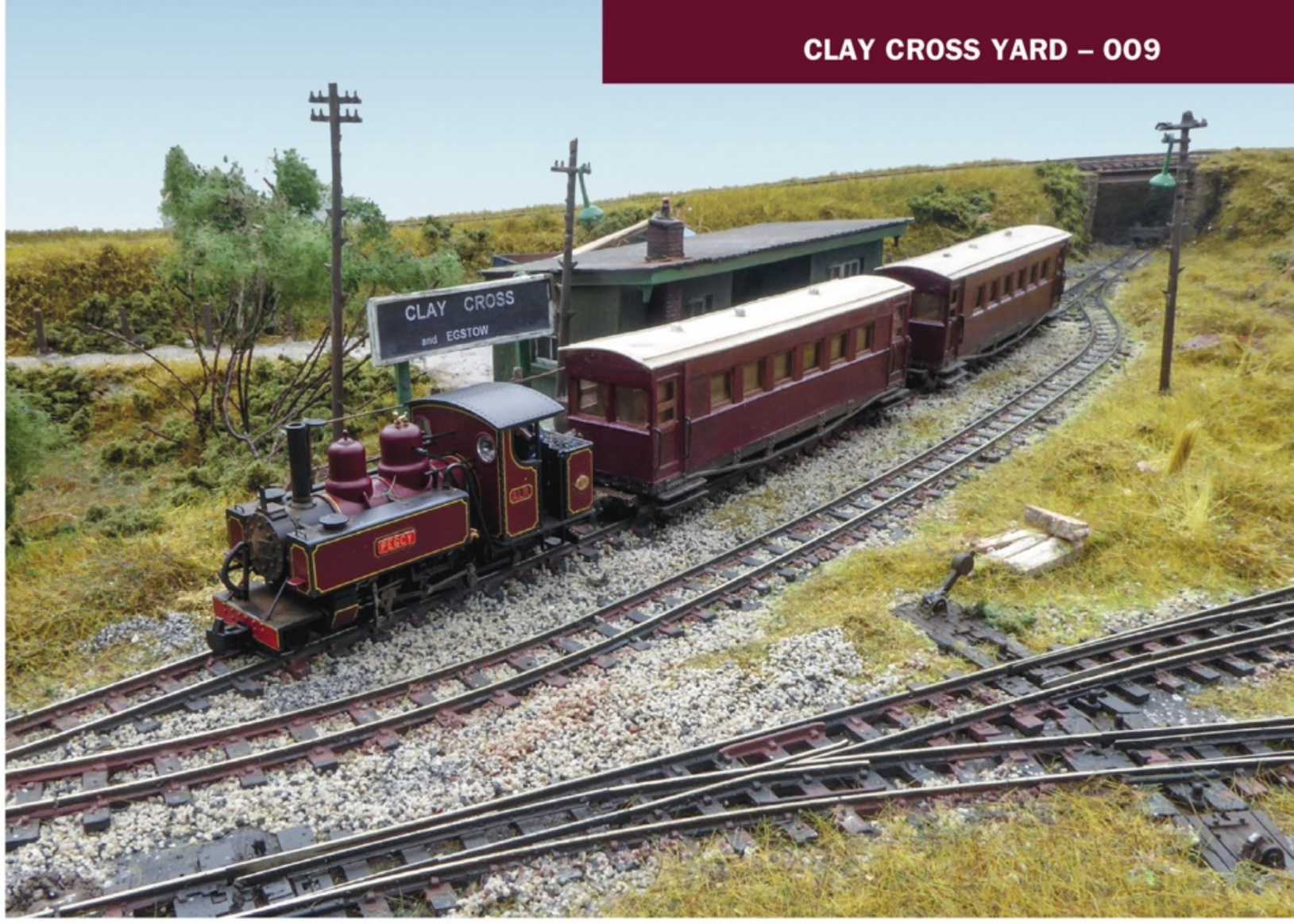
Modelling, words and photography: **HUMPHREY ATKINSON**

So, what is it that inspires us, as railway modellers, to produce a layout? Childhood memories of a railway location? Interest in a certain historical era or railway company perhaps? Something we have seen at an exhibition maybe, or just simply a track plan in a magazine?

I guess many of us have also been influenced by the appearance of some lovely ready-to-run models, particularly so in recent times, and have been roused to build a layout in order to showcase them.

The step change in availability of ready-to-run 009 models certainly got my modelling motivations going. Some years ago, I built a model of Lynton station and the recent surge in ready-to-run L&B models prompted me to have another go.

But I then saw news of the Ashover Light Railway Baldwin locos and rolling stock that were soon to become available and I was driven to change direction.



Researching the ALR

I had heard of the Ashover Light Railway but did not know much about it, so I invested in a copy of the Oakwood Press book by Ken Plant which gave much useful information to help make a model. I mentioned my modelling plans to Brian Janes, the curator of the Colonel Stephens Museum at Tenterden and he kindly loaned me a copy of the now out of print Wild Swan book on the line. This proved to be a real treasure trove of photos, track plans, building plans and operating information. But what part of the railway should I choose to model?

▲ 4-6-0T *Peggy* with two of the Gloucester coaches at the station. The locos were all named after the ALR chairman's children.

I had seen a good model of Ashover Butts station in the Colonel Stephens Museum, also a model of Fallgate yard: but how about the yard at Clay Cross? I decided to give it a go.

Planning the layout with mock-ups

I have always found it helpful when designing a layout to make a simple mock-up with loose buildings and sections of track to get an approximate idea of run-round lengths and check clearances. I intended to build *Clay Cross Yard* on just a 4' x 2' sheet of 9mm ply, so I knew precise planning would be necessary. I set about constructing some simple foamboard shells to represent the engine shed, carriage shed and station building. The lengths of the buildings were reduced slightly to fit the available space.

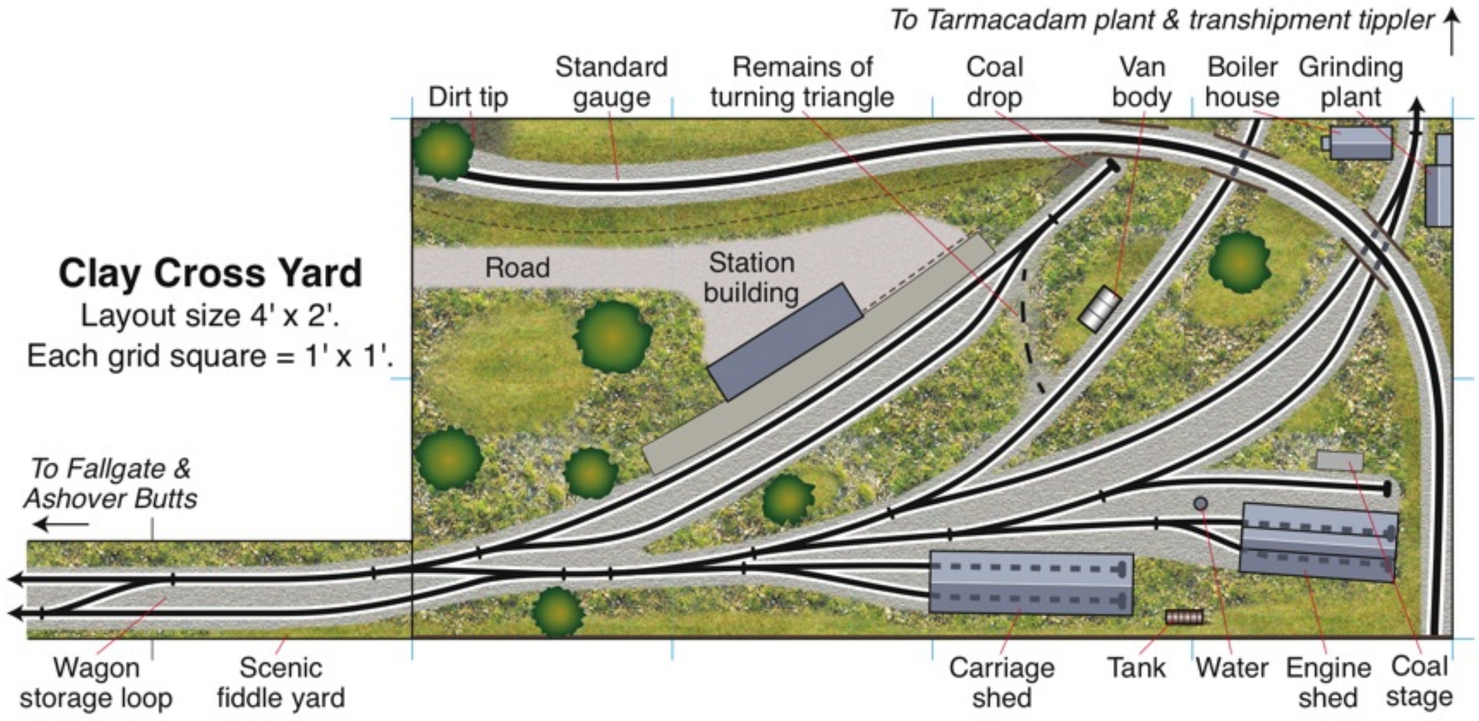
◀ A general view of the yard. Loaded wagons await shunting under the standard gauge tip siding for unloading.



"– The layout is not historically accurate, but I think it captures the atmosphere –" Humphrey Atkinson



The Peckett at the coal drop. The loco is one of the W4 Class, as modelled by Hornby, and an ideal small machine for a layout of this size.



Clay Cross Yard
Layout size 4' x 2'.
Each grid square = 1' x 1'.

With the buildings roughly in place, I laid some loose Peco OO9 points and plain track. It looked as if it was going to be possible to fit it all in.

The real Clay Cross Yard consisted of a triangle of track with a passenger station and run round loop on one side; carriage and engine shed trackwork on a second side; and the third side forming a return link-line to enable loco turning in the absence of a turntable. Inside the triangle there was a siding, two tracks crossing the link line. These passed under a low bridge on which ran a standard gauge line to a dirt tip.

Beyond the bridge, the two lines ran to a transshipment tippler and various Tarmac and stone crushing plants.

The link-line crossed the siding and the two other lines by means of a lift-aside trestle and portable track over the fixed PW. I chickened out of modelling this unusual arrangement and instead just suggested the remains of the link-line laying in the grass. I included the bridge and standard gauge dirt tip embankment but formed it as a curve around the back of the yard to form a backdrop.

Trackwork and electrics

With building positions marked, track laying commenced using Peco 9mm track and electrofrog points stuck down with all-purpose adhesive. The operation of this cameo layout was to be simple with connections made to toe end of points in the usual manner with appropriate insulated joiners and point switching by hand providing isolation to locos on sidings.

The standard gauge dirt tip branch was laid on 2" high Woodland Scenics Subterrain polystyrene risers and a separate electrical feed and on/off switch were installed. Chippings were laid dry along with Deluxe Materials Ballast Magic powder adhesive which was then sprayed with water.

Landscape

The yard landscape and dirt tip embankment were formed with screwed up newspaper soaked in water, wrung out and overlaid with plaster bandage. The previously cut holes in the baseboard were draped in plaster bandage to form hollows.

I had wanted to have a go at static grass for some time, and I went to town with plenty of overgrown grass to the yard area. I was quite pleased with the result after mixing different colours and fibre lengths, all applied with a Peco static grass applicator.

Trees and bushes were made from dead heather twigs, unravelled coarse string and Woodland Scenics foliage. Scrap metal and junk were laid about with the grass growing around it.

Buildings

The foamboard building shells were a great aid to setting out the layout, but the time had now come to clad them with Wills corrugated iron and weather boarding plastic sheets. Rust coloured weathering powders and thinned black paint were added to give a well-used look. The industrial scene beyond the bridge and dirt tip embankment is hinted at with a corrugated iron stone crushing plant and a Townstreet sand drying building with tall chimney converted to look something like a pump house.

Photos show several poles in the yard with lamps suspended from them. The lamp shades are cut off woodscrew heads suspended on short lengths of wire and painted green.



Locos and rolling stock

Pictures of the Bachmann 009 Baldwin locos began to appear, and I lost no time in pre-ordering a Baldwin *Peggy* that had inspired me to construct *Clay Cross Yard*. ALR chairman General Jackson named the Baldwin locos after his children. Not only did I have to have a *Hummy*, given my first name, but my niece is named Bridget, so I will have to make a further purchase when the loco with that name becomes available!

Several ex-WD 10T D type wagons were purchased from the Bachmann range. An E type bogie wagon has also been made from a Dundas kit. These have been loaded with stone and coal. I scratchbuilt a 9T tar tank from plasticard, around a square metal section to provide weight, and mounted it on a Dundas ex-WD bogie wagon. The ALR tar wagon used to be filled from a standard gauge oil tanker standing on the dirt tip branch bridge above the narrow gauge track and then taken to the Fallgate Tarmacadam plant.

The ALR only wanted to operate a railway for transporting minerals. However, the Minister for Transport decreed that a passenger service must also be run, so coach stock had to be provided. Four coaches were built in 1924 by the Gloucester Carriage & Wagon Company. In 1925, the railway was so popular that eight additional carriages were obtained from the 'Never Stop Railway' at the British Empire Exhibition at Wembley.



As with the locomotives, a sizeable number of wagons were disposed of by the War Department after WW1. A D Class bogie open is loaded with barrels.

Aerial view of the shed, and the standard gauge curving around the back of the scene. One of the 'Never Stop' coaches is in the foreground.





Peggy and the Gloucester coaches on the scenic fiddle yard, which was inspired by the raised approach of the ALR to Clay Cross Yard.

For my model, I built two Gloucester coaches from Meridian Models kits and a Dundas Ffestiniog semi-open coach adapted to give a passing resemblance to one of the Wembley coaches, but not modelling the fully open side.

Apart from the oil tanker, the standard gauge track also sees the occasional spoil wagon or coal truck propelled by a Peckett loco to the coal drop or dirt tip.

Figures

The figures used on the layout are a mixture of Bachmann and Langley Models. I like to position figures in working settings but try to avoid any frozen running-type poses. Clothing and action provided by the Langley gravedigger set of figures seemed to fit in well for some of the cameos.

Fiddle yards

The line into Clay Cross Yard ran along a high embankment from the Chesterfield Road overbridge. A long run round loop was built parallel to this for storing departing wagons. I thought that this could be modelled as a sort of scenic fiddle yard with track to shunt stock back into the yard. I formed a 3' x 9" plywood baseplate and two lengths of softwood topped with 3' x 4" plywood track base. Sloping embankment sides were formed either side with newspaper and plaster bandage finished with static grass. Two parallel tracks were then laid with run round points at the far end.

It would be possible to attach further track to the end of this to simulate the main line to Ashover Butts. However, I am content just to use the embankment as a run round loop.

There is provision for a second small fiddle yard at the rear of the layout. A hole through the backscene between the pump house and the grinding plant gives access to a short length of track that leads to the off-stage Tarmac plant and transshipment tippler. Wagons can be propelled up the full wagon road and reappear under the bridge on the empty wagon road.



Close-up view of *Hummy* propelling wagons under the standard gauge line. The factory-applied weathering shows up well here.

The 9T tar tank was scratchbuilt from plasticard around a metal core and mounted on a Dundas underframe.

Rainbow

The layout is not historically accurate, but I think it captures the atmosphere of a railway location that is now just a memory.

Have there been any unexpected sides to modelling a layout inspired by the new OO9 locos and rolling stock? Yes, I think there have. In addition to learning how a small 1920s/30s narrow gauge railway ran, I have learnt something of the social history of the time. Before the age of mass motoring, how refreshing it must have been for working class families to be transported through Derbyshire's lovely Amber Valley to the delightfully-named Where The Rainbow Ends Café at Ashover Butts – truly inspirational.

Further reading

The Ashover Light Railway by Ken Plant (published by Oakwood Press, ISBN 0 85361 350 8)
The Ashover Light Railway by Robert Grattan & Stuart R Band (published by Wild Swan Publications, ISBN 0 906867 72 X).



Down but not out

60 years on since the closure of Ireland's and the UK's largest narrow gauge system,* Hugh Dougherty *chronicles how the County Donegal Railway has lived on in preservation and modelling form.

The County Donegal Railway served a large tract of this remote and beautiful region, and was the first railway in the British Isles with a diesel railcar on regular passenger services in 1931. It kept steam goods and excursions to the very end, and most importantly: oozed narrow gauge charm.

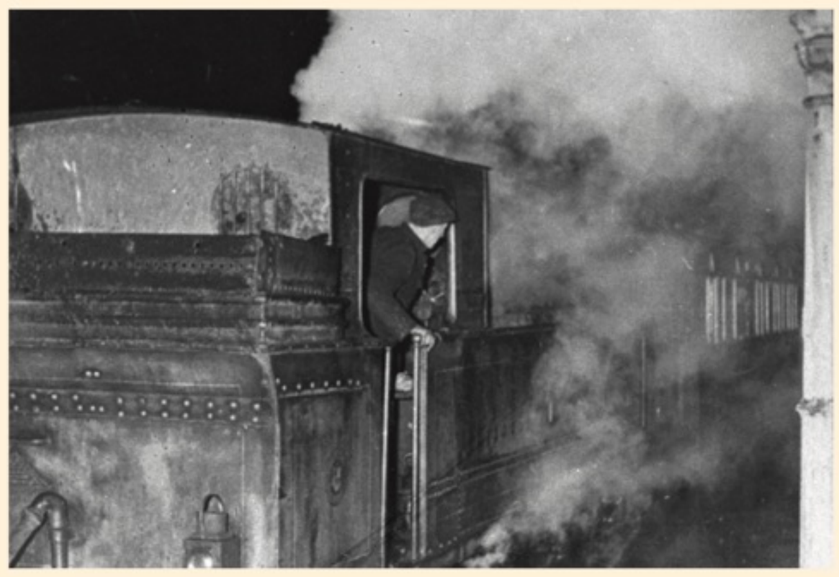
At the tender age of eight in summer 1959, I travelled from Ballyshannon to Rossnowlagh and back. That journey on railcar No.18 – with plenty of Gardner engine noise, clanking of side rods, rumble of power bogie, bus seats, and stops by the lineside to pick up local passengers – left me with a life-long love of the CDR.

Donegal is also my ancestral homeland; my parents both travelled on the line as young people. So the County Donegal Railways Joint Committee – to give its full title – held something of a legendary status in our Glasgow home.

I knew that I had to model it, and imagine my surprise when I came across the July 1959 RAILWAY MODELLER, the cover of which carried a picture of George Hannan's 5mm scale CDR layout. Later, the April 1964 issue cover was of a 4mm gauge CDR railcar, built by Dr E M Taylor, crossing a viaduct on David Lloyd's *Augher Valley Railway* in OOn3 scale.

Neither should we forget another CDR modelling pioneer: Sam Carse. He built and operated his famous three-rail, 5.5mm gauge model of the entire system in his Dublin home. In 1969, when down in Dublin, I was privileged to witness it in all its glory, and I was amazed! Meanwhile, alongside all this modelling, was the start of the preservation process. Today it sees CDR steam, diesel, passenger and freight rolling stock, safely kept at the Ulster Folk & Transport Museum, Derry's Foyle Valley Railway Museum, and the Donegal Railway Heritage Centre.

Best of all, if you want to know what a genuine CDR railcar sounds and feels like to ride on, from June to September every year, 79-year-old railcar No.18 runs from Fintown Station over three miles of the old Glenties branch. Prototype research is not a problem!



A picture of the last steam train to run on the CDR on 31 December 1959: 2-6-4T No.5 *Drumboe* arriving at Stranorlar. *Photograph: author's collection*

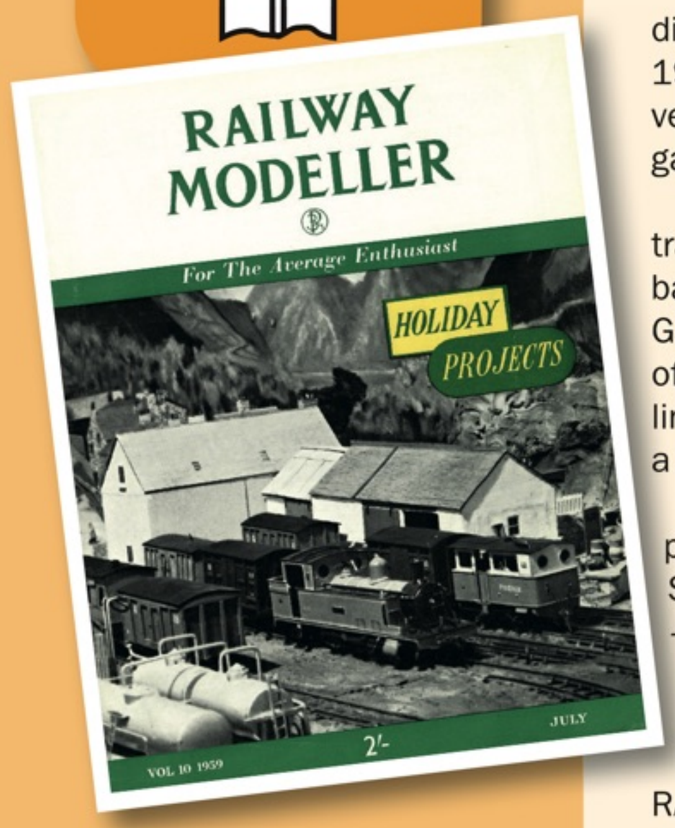
There's also trade support today. Worsley Works, Backwoods Miniatures, Nine Lines, Alphagraphix, Engine Works, Shapeways and many more all offer representations of CDR stock and buildings. You soon realise that there's so much more available to the hobbyist than when I started CDR modelling over 40 years ago.

Better still, *Destined*, the charity which provides services for people with disabilities, is working to reopen the mothballed three-mile long Foyle Valley Railway, which runs from the Foyle Valley Railway Museum to the County Donegal border. It has recently had CDR 2-6-4T No.4 *Meenglas* restored.

A crowdfunding appeal has also been launched by County Donegal Railway Restoration, which runs the Donegal Railway Heritage Centre in Donegal Station, home to George Hannan's *Donegal* layout, to bring 2-6-4T No.5 *Drumboe*, which is currently at Whitehead, back home.

The centre is also reviving plans to relay part of the former CDR main line through the Barnesmore Gap and get trains running, so within a few years CDR locos could be running at no less than three locations.

Time, then, to join me and a host of modellers who have been inspired by this unique railway. It may be 60 years closed, but, in model and prototype form, the County Donegal Railway is very much still on track.



The July 1959 copy of RAILWAY MODELLER with G R Hannan's *County Donegal* layout on the front cover.

County Donegal Railways Class 5 2-6-4T No.6 *Columkille*, preserved at the Foyle Valley Railway Museum in Derry.



The County Donegal Railway Heritage Centre, housed in Donegal Town railway station.



Railcar No.18 in action on the Fintown Railway. *Photography by the author*

County Donegal railcars

The County Donegal Railways Joint Committee rostered a fleet of single-ended railcars over the years, introduced at the instigation of the line's forward-thinking general manager, Henry Forbes. **TIM RAYNER** *relates the story of the final two to be delivered, Nos.19 and 20, to accompany the scale drawings, which are from our* **IAN BEATTIE** *archive.*



Heading: ex-County Donegal railcars Nos.19 and 20 call at St Johns on their return from Peel to Douglas on 23 May 1963. Parcels are carried in the grey van coupled behind No 20. ***Vintage colour photography by Michael Farr***

The County Donegal Railways Joint Committee was a very early pioneer of the diesel railcar – indeed its No.7, a 32-seat vehicle with 74hp Gardner 6L2 engine and locally-built coachwork by O'Doherty & Son of Strabane, was the first diesel railcar in the UK and Irish Free State when it was introduced in June 1931.

The company developed its internal combustion fleet steadily through the 1930s and 1940s, with its No.10 (a former Clogher Valley Railway example) setting the template for all future railcars, featuring an articulated engine unit with a four-wheel bogie supporting the passenger accommodation.

The fleet reached its zenith with Nos.19 and 20, delivered in 1950 and 1951 respectively, and the subject of this feature. As with their immediate predecessors they mated a Gardner-engined power unit, supplied by Walker Brothers of Wigan, with coachwork constructed at the Dundalk works of the Great Northern Railway (Ireland). The 6LW engines drove a four-speed gearbox, one of which was reverse. In Ireland this was no impairment, the single-ended vehicles being turned at each end of their journeys, but was to become significant in later years. The bus-body styling seated 41 each, and top speed was 38mph: the railcars exhibited a thoroughly modern appearance, with enclosed engines within the cabs, rather than the hinged bonnets of earlier builds.

Notwithstanding the economy measures wrought by these railcars, the inexorable rise of the motor vehicle put paid to the County Donegal Railways system, 60 years ago this month.

On the Isle of Man

The Isle of Man Railway was quick to notice the potential of these railcars, barely run-in in terms of typical vehicle lifespan, and bought the duo on 1 March 1961 at the Strabane auction of CDRJC stock for £160ea plus shipping. They arrived on the Isle of Man on 7 May 1961 aboard the *MV Antrim Coast*. Overhauled, they re-entered traffic in1962.

Due to a lack of suitable turning facilities, the railcars ran back-to-back, sometimes with a van in tow, initially on the easy-graded line to Peel.

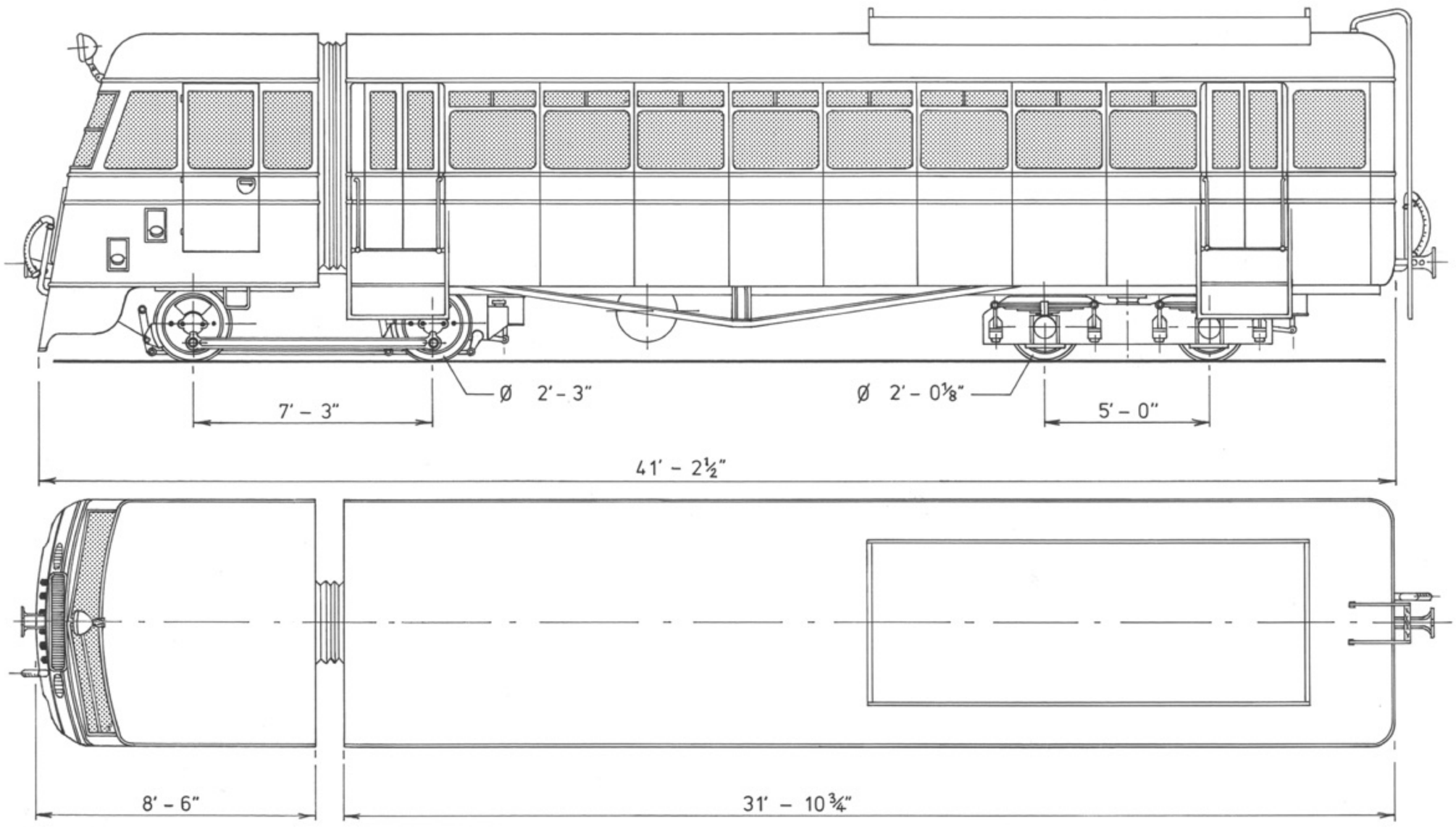
Above: No.20 stands at Stranorlar in September 1954, in a view that shows the seating distribution well. ***Photograph: E V Fry, David Lloyd collection***

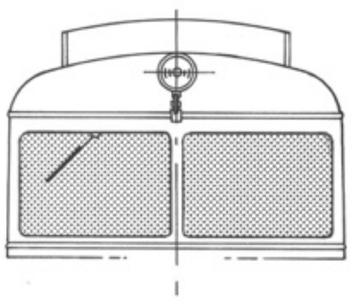
Although they were tried on hillier parts of the system, performance was compromised due to the trailing vehicle having to be towed in neutral, unable to assist. The leading car's 102hp for two 11T 10cwt vehicles proved barely sufficient on gradients.

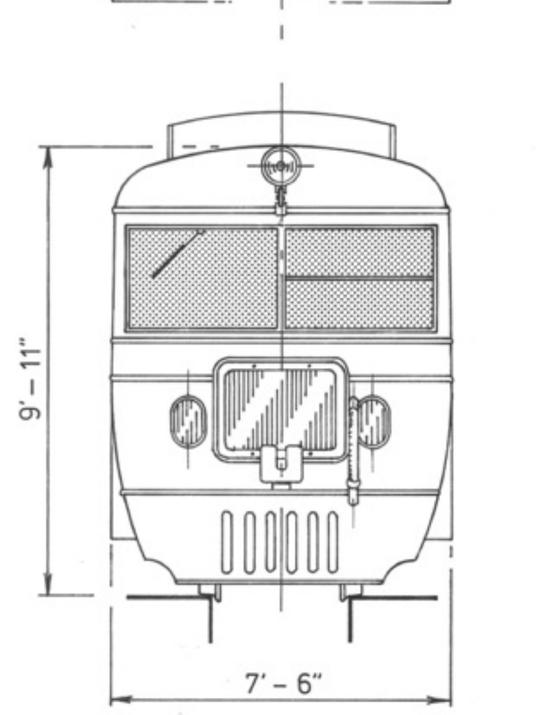
Increasingly sidelined through the 1970s and 1980s, and employed on shunting and engineering duties, the railcars were, in 1993, operational as part of the landmark Year of Railways, which commemorated the centenary of the Manx Electric Railway.

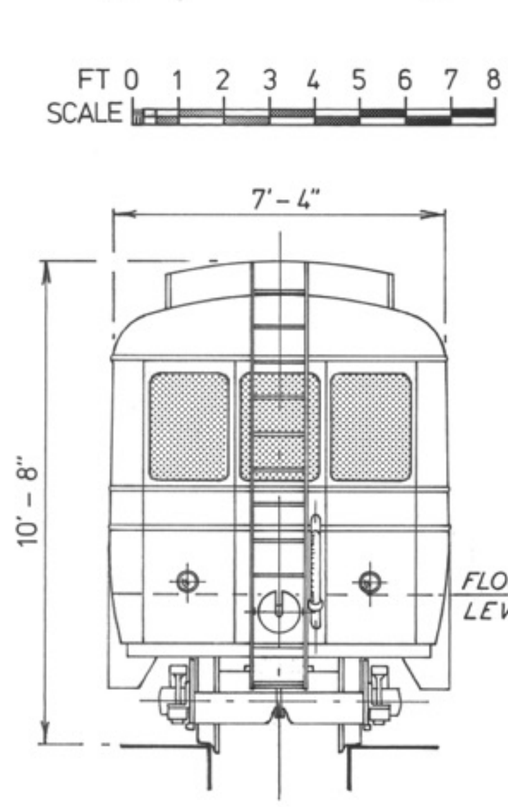
An ambitious restoration plan was commenced in the 1990s,

County Donegal railcars 19 & 20, reproduced to 4mm scale









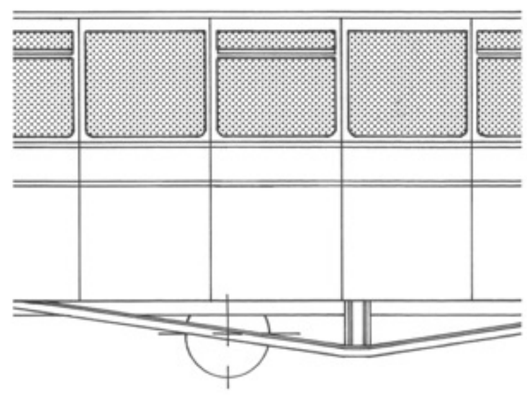
but over-ran its budget; work was suspended by 2003.

The Isle of Man Steam Railway Supporters Association produced a feasibility study in 2007 with a view to the railcars' restoration, but things have come to naught. In a 2017 interview with Ian Longworth, the island's director of public transport, the IoMSRSA was told that the railcars were "too small in terms of carrying capacity now that traffic levels have grown and they present unacceptable operational challenges without major design changes on drive-trains and controls." As of the time of writing they remain in storage.

Notes on the drawings

The drawings are of 1951-delivered No.20, and there are scrap views of where No.19 differed in external appearance. They comprise in the main the different saloon window arrangement, and the fixed cab windows.

The CIE modernised its West Clare Railway 3' gauge system in the 1950s, and four near-copies of Nos.19 and 20 arrived in 1952. They featured the fixed cab windows of No.19 and its alternatively fixed and opening (sliding top-light) saloon windows.



Nos.20 and 19 at Douglas in a view c.May 1965. The cab window hinged upwards, 2CV style (inset photo by Tim Rayner, May 1993).



Rail and road industrial theatre in 7mm scale

Denton Brook



After previous multi-gauge layout ventures featuring operational cranes and lorries, **GILES FAVELL** *explains his latest animation-packed creation, set on the English/Welsh border in the 1960s.*

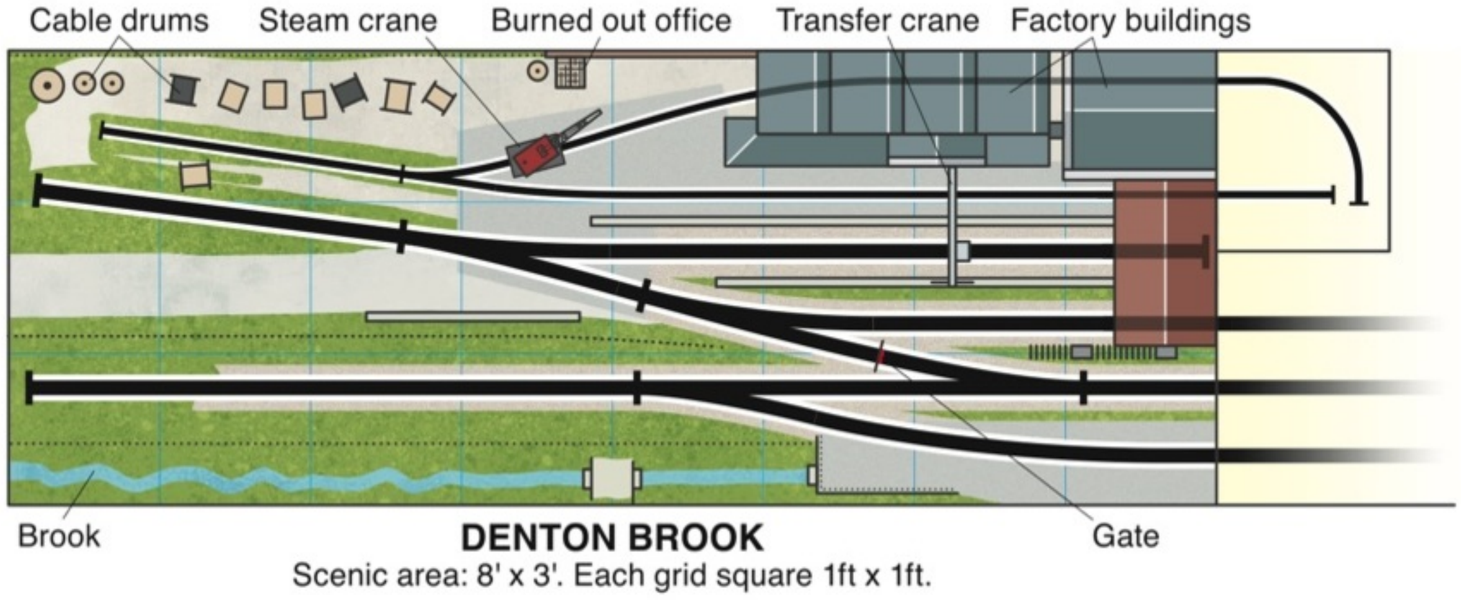


A Morris J van (an Autocult kit, adapted for radio control) heads towards the camera, whilst behind is Beyer-Garratt *Denton No.4* (a Mercian kit), which is cresting the incline that leads to the upper part of the yard. *Photography by Craig Tiley*

Some years ago, I succeeded in converting 7mm scale lorries to full radio control – not as toys – but as models to work alongside models of rail-based vehicles on a layout. This enabled me to build *The End of The Line*, which was a small mixed gauge scene that moved and trans-shipped coal via rail and road – giving the layout real purpose, and a new layer of interest both for operation and for exhibition.

This was both successful and addictive, and inevitably I wanted to see how much else of the 'world' I could actually make work and integrate into the operation of a layout. I had thoughts about making a working gantry or transfer crane, which might enable goods to be lifted off narrow gauge wagons, moved across, and dropped onto standard gauge wagons. This was built from brass over a fortnight or so, using a couple of N20 gearmotors (a miniature high-torque design) to power the hoist and traverse of the crane, and it proved to work very well.

I thought for some time what goods the factory could manufacture – the choice being driven entirely by what I could sensibly get the crane to pick up with no manual intervention. The answer was eventually cable – with cable drums. The layout was therefore going to be a cable manufacturer – or one end of one at any rate. The principle was to be that cable drums would be brought out of the factory on a 2' narrow gauge line, and the crane would then lift them off, and load them onto standard gauge wagons for onwards distribution by British Rail. As a bonus, if the rails were to be inset (tramway style), then a lorry could be driven under the crane and drums could be loaded



DENTON BROOK
Scenic area: 8' x 3'. Each grid square 1ft x 1ft.

onto it for onward transport that way.

I was then able to think about how it would be laid out to encompass the operation of goods transfer. I wanted the layout to be very three-dimensional for aesthetic interest – getting away from flat baseboards, and introducing more interesting sightlines.

Beginning the build

The baseboards are simple timber frames, but with several layers of foam insulation bonded on, which was carved to the profiles I wanted using an old bread knife. The foam terrain was then scrimmed with 6" squares of muslin cloth, onto which pre-mixed DIY filler (with masses of PVA stirred in) was applied.

This results with a hard, textured shell that does not crack or damage, but takes paint very well. Various shades of brown were used for the undercoat, before then applying a mix of static grass, followed by baked, crushed and sieved soil to cover any remaining glue, and to tone down the vibrancy of the grass. The excess was vacuumed off and recycled.

Transferring loaded drums using the rail steam crane





The scratchbuilt 2' gauge steam crane is seen here picking up a loaded drum from a flat wagon and transferring it into the trailer of a mechanical horse (a SuperScale kit) for onward delivery by road.

A busy scene at Denton, with the Garratt bringing empty wagons into the factory complex for loading, whilst in the background loaded cable drums are being transferred from the 2' gauge system onto standard gauge wagons.

Collecting a returned drum using the rail steam crane







A sequence of photos showing the rail steam crane picking up an empty drum from an area of hard standing in the upper yard and loading it onto a narrow gauge wagon, for return to the factory. The narrow gauge Baldwin 50p gas mechanical locomotive was constructed from a Neil Sayer Scale Models kit. Photo D shows a 350hp shunter returning more drums to the factory from BR metals.



I spent a great deal of time adding extra layers of static fibres and clumps of long grass over the base layer, this helping to break up the uniformity and bring it all to life. As well as simply using more of the original grass mix, the clumps of long grass used fibres from a blonde wig, which has been dyed green with fabric dyes and then cut into random lengths (this avoiding the 'paint-brush' appearance that results if you stick a bunch of long static fibres of the same length down by themselves).

Laying the track

Plain trackwork is C&L bullhead, with hand-made points to 31.5mm gauge. 30' rail joints are cut with cosmetic fishplates fitted. Point motors are Circuitron Tortoise slow action units, controlled by a MERG system I don't understand (but performs beautifully) with the electronics built by Neale Brodie – to whom great thanks!

Ballasting was completed with a mix of granules of different sizes – mostly the correct scale 2", but mixed with smaller grade granules – which gives the ballasted track a slightly unkempt appearance. Just prior to gluing the ballast in place, a small amount of sieved earth and ash was also sprinkled over the track to further enhance this effect.

The buildings

The large factory buildings were constructed using a foam-board base, with the outer surfaces covered with a 3mm thick layer of fire-clay (having brushed PVA on first). Before the clay dried, stonework detail was embossed into it using a latex mould (which itself was taken from a piece of embossed styrene sheet of stonework).

Shut that gate!

At the bottom of the bank is a gate that marks the entrance to the factory site from BR metals.

The gate opens and closes (powered by a large servo underneath), but because I like things to be as plausible as possible, I installed a figure seemingly opening and closing the gate: Instead of just being glued to the gate, he 'walks' with it! I removed one of the legs, and then re-attached it using a bristle from a stiff brush. (An overcoat made from aluminium cooking foil hides the 'surgery'!) To finish the job, a very short bristle was fitted to the heel of the boot, which catches on the ground periodically, dragging his leg back which then springs forward again.

The job was completed by engineering a series of very low, subtle humps on the ground every 'pace' in order to create the appearance of him walking.



The transfer crane







The fixed overhead crane is used to transfer drums between the narrow and standard gauge systems. Photo A shows a drum being picked up, whilst photo B shows the transferred drum being released from the crane's lifting hooks. The crane is operated using a simple controller (C).



The extent of the scenic section, which measures 8' in length. This view clearly illustrates the severity of the gradient between the lower BR exhange sidings and upper industrial yard complex. The Hudswell Clarke 0-6-0ST is an Ixion product, whilst the BR 350hp diesel shunter is by Dapol; both are ready-to-run.

Radio controlled vehicles

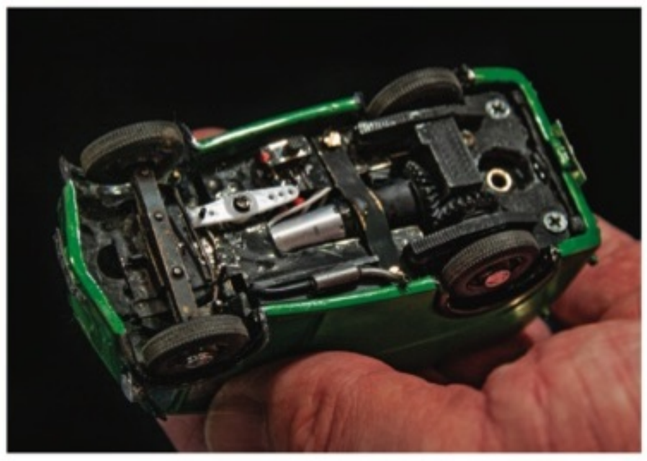
The various radio-controlled road vehicles form an integral part of *Denton Brook*. Most are conversions of die-cast models, and others, like the mechanical horse are conversions of kits.

All are controlled using Deltang receivers – the smallest of which is about 10mm square. The majority of vehicles are driven by 100:1 ratio N20 gearmotors sourced from the UK (the quality can vary with budget imports purchased online).

However, I have recently started using the very small K20 gearmotors, which are only 8mm diameter and rated at 120rpm at five volts. These are actually powerful enough to drive a lorry with no problem, and the open cab Wrightlines Bagnall sits on a scratchbuilt chassis, driven by one of these. I always use bevel gears for the final drive, as they are much more efficient than worm-and-gear. This helps achieve long battery duration.

Wherever possible, I fit a battery (Lipo) big enough to last at least a full day of exhibition. All the lorries are now fitted with 650mAh batteries which last in excess of two days full exhibition use before recharging.

The only significant scratchbuilding involved with the lorry conversions is the front axle. This has to replicate the geometry of full size axles as much as possible in order to look right – so the king-pin is tucked right into the back of the wheel. The axle is also pivoted in the centre to give the vehicle 'three-point' compensation, which makes it much more realistic in operation by keeping all its wheels on the ground!





Identical handsets are used to operate all of the radio-controlled road vehicles, an example of which is pictured above.

Quoins and lintels where achieved by taking 'blobs' or 'snakes' of fire-clay, and pressing them on to the (dried) surface where required, shaping them, and trimming them to suit. This method of stonework does not provide great accuracy or definition, but does give a very nice texture. Be warned though, fire-clay, like other materials needs 'balancing' – i.e, the same quantity needs to be applied to the inner faces of the card as the front, otherwise as the clay dries the walls will become distorted.

The office building spanning the tracks was my first attempt at laser-cutting with my Emblaser diode laser. Made from 2mm MDF, with 0.8mm ply window frames, it came out very successfully. The fire-escape was later also laser-cut from 0.8mm ply – complete with the correct 0.8mm square holes – hundreds of them!

Both buildings have gutters made from steel umbrella ribs, and gutter brackets laser-cut at home from acrylic. All gutters even have a fall to them, and in theory should work!

Embossed paving

The factory yard itself needed to be accessible to road vehicles, so I decided to cobble it (well, setts, rather than cobbles). However it was a very large area, and I also wanted irregularity across the surfaces – rather than the pristine look that one gets with embossed styrene sheets. I therefore made a simple embossing tool to make the job a bit faster, and then (working on a section at a time), laid modelling clay over the required area and embossed the setts as I went. After painting, the whole area had ash from a bonfire brushed over it and into all the cracks, and then dilute PVA washed over to seal it.



The outfall pipe from the factory into Denton Brook. The cascading water was created using five-minute epoxy, applied with a cocktail stick and built up gradually in layers.

Adding water

The brook was tackled next. Because it was split over two baseboards, I chose to have an access track over it at the joint, making the gap in the water less noticeable. A concrete (plastic) pipe was laid in, together with the appropriate earthworks, and the slightly meandering stream bed was carefully scrimmed, as I didn't want any leaks when I poured the water! When the scrim was dry, the bed was painted brown, and a layer of sieved earth glued to the bed and banks as best I could. I then slackened off the two boards, fitted a temporary seal between them using modelling putty, and then tightened the boards up again.

The open end of the brook was sealed off with a piece of board, screwed on and sealed with clingfilm so the 'water' wouldn't stick to the board. Then the casting resin for the water was poured in. This went really well, but alas after a week or two, cracks started appearing on the surface of the brook every 6" or so due to shrinkage. This required careful remedial work and filling to recitfy, so I won't be using this method again. People do use epoxy resins in large quantities, but of course there are dedicated 'water' products available nowadays anyway.

The brook was fed from an outfall at the factory end, and this was very simply a strip of clear plasticard; heated and curved to a waterfall shape, glued in position, and then built up with five-minute epoxy added with a cocktail stick, until it actually looked like a volume of water cascading down.

Like a house on fire!

There is a little building on the finished layout that wasn't in the original plan – the small yard office. For a change, and to emphasise the line's numbered days, I modelled it as if it had suffered fire damage. Doing this was quite fun, as it gave me the chance to replicate double-skinned walls, a chimney breast with fire-place and a full internal roof structure.

I then quite literally set bits of it on fire with a blow-torch. I didn't want a completely destroyed structure – I was going for something just damaged enough that no-one would bother repairing it. Areas were carefully painted to show fire and smoke damage in a way that a real small fire might create.

Winging it

For a bit of fun I produced some sparrows to scale on the laser cutter. These were cleaned up with a very small needle file and painted. You need to study the layout very closely to see them, but they are there…

More obvious are the wood pigeons, which

are again laser cut, but done in three layers – wing, body, wing – again fettled before painting.

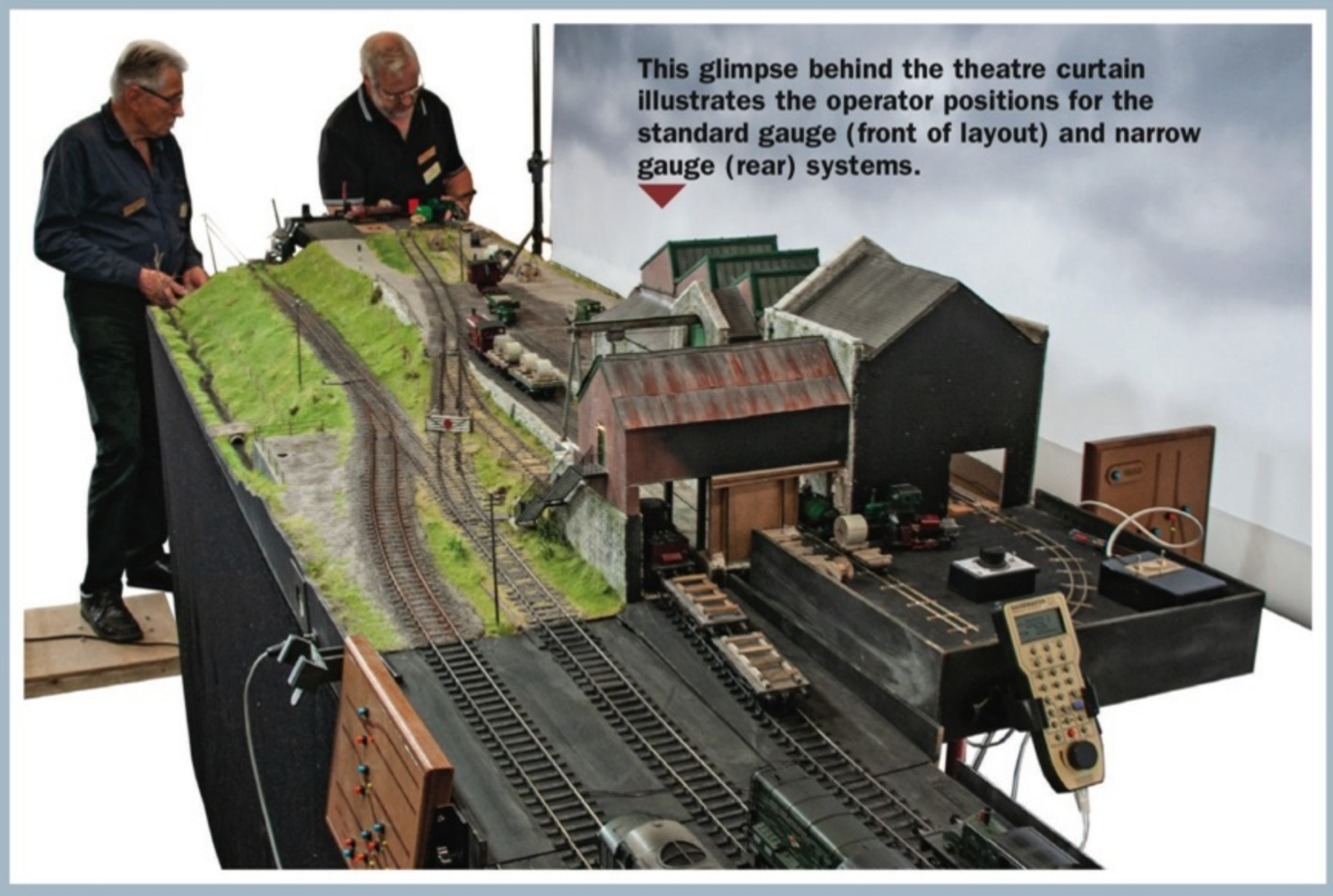
Operation and presentation

Off-stage areas are all painted matt black, and we have a black fascia cloth attached by Velcro. Instead of the normal fixed backscene, we have a much larger backcloth, 2.2m tall and 3m wide, positioned 500mm behind the layout. This is made from a projection screen, printed with gloomy clouds to give the atmosphere I want.

The layout is lit with four compact 5800k photographers' fluorescents, gantry mounted.

The trains are mostly out-the-box from the likes of Heljan, Ixion and Bachmann. Locomotives are DCC fitted and controlled by a Gaugemaster Prodigy unit.

Operation of *Denton Brook* can swallow up as many pairs of hands as are available. We need one operator for the standard gauge, one for the narrow gauge (who also has control of the transfer crane), and at least one radio-control operator, preferably two, as we have now a narrow gauge self-propelled crane, a lorry-based mobile crane, two articulated lorries, a flatbed truck, a van, a Land Rover, a tipper lorry and a traction engine. *Denton* can indeed be a very busy little place!



This glimpse behind the theatre curtain illustrates the operator positions for the standard gauge (front of layout) and narrow gauge (rear) systems.



The layout shown in exhibition setup complete with studio-style lighting.

Forthcoming Exhibitions

Denton Brook is booked to appear at the **Manchester** Model Railway Society Christmas show, to be held from Friday 6 to Sunday 8 December at the University's Barnes Wallis Building. See Societies & Clubs for details.



The stationary English-Electric Type 3 (Heljan) in the BR exchange sidings, which is ticking over between duties, contrasts with the frenzy of activity taking place in the factory yard.

Building a Connoisseur LSWR Class O2 kit in 7mm scale

A guide to etched loco kit construction – 3

In the final instalment of a three-part feature on kitbuilding one of the famed Isle of Wight-based 0-4-4Ts, **JOHN COCKCROFT** *completes the build, including painting, lettering and weathering.*

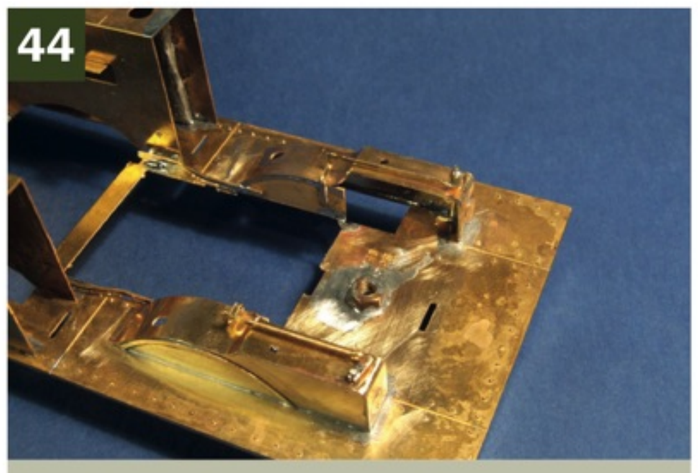
Photography by the author



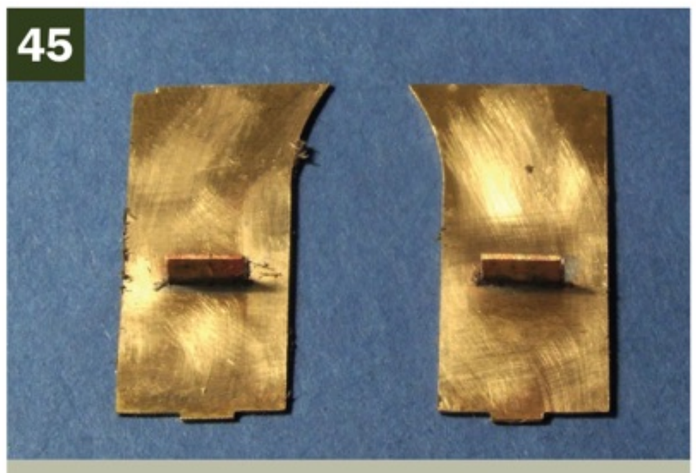
▲ A broadside view of these handsome engines. The model is representative of the O2s deployed on the island before they received the extended bunker in the 1930s.

With the main parts of the body completed and the chassis detailed and tested as described in part 2 last month, I now moved onto the completion of the model.

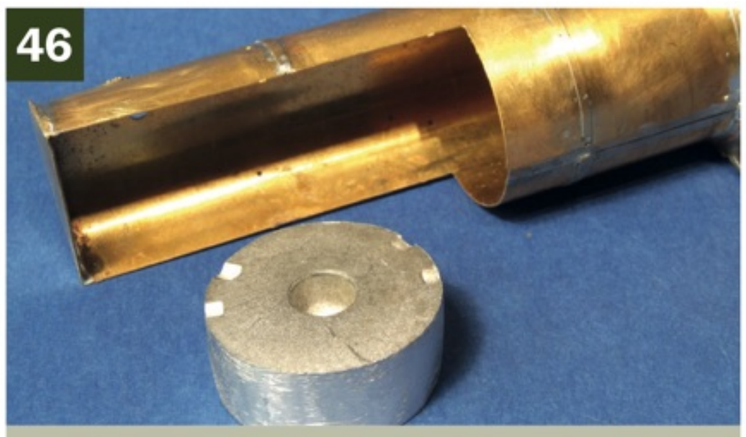
As with almost everything in this kit the instructions are clear and you should not have any serious problems. In the photos that follow I will try to supplement rather than duplicate those in the instructions.



Before finally soldering the boiler unit in place it is much easier to fit details such as the sanding gear operating rods on and behind the splashers and front sandbox.



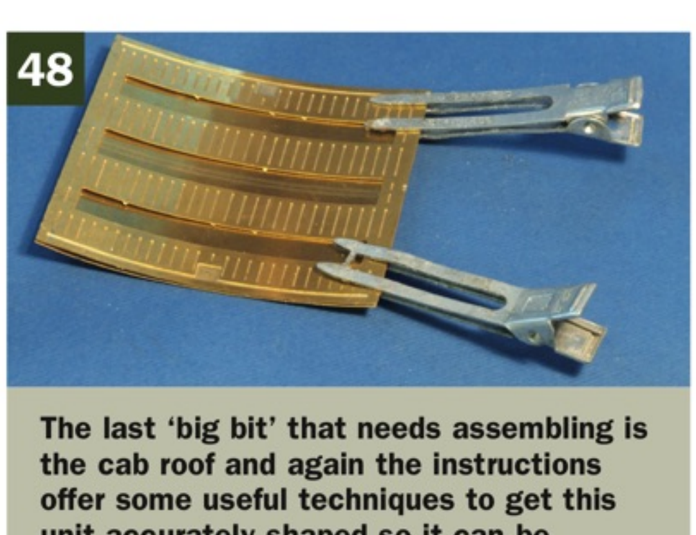
When building any loco kit I find some details are much easier to get at before the main parts are attached to the engine. These are the tank fronts with the steps soldered in place.



A cast weight is provided to slide into the front of the boiler. It requires a bit of filing to get it into place and the little blips at the rear are to clear the handrail knobs that project inside the boiler. Line it all up and secure it with two-part epoxy glue.



One thing that must be fitted before the boiler unit is soldered are the weights that slip inside the smokebox. All these weights make this model a good runner and hold down the front end excellently. On some of the models I built I inserted a couple of plates of lead in the front of the tanks but even without them my models pulled four brass coaches.

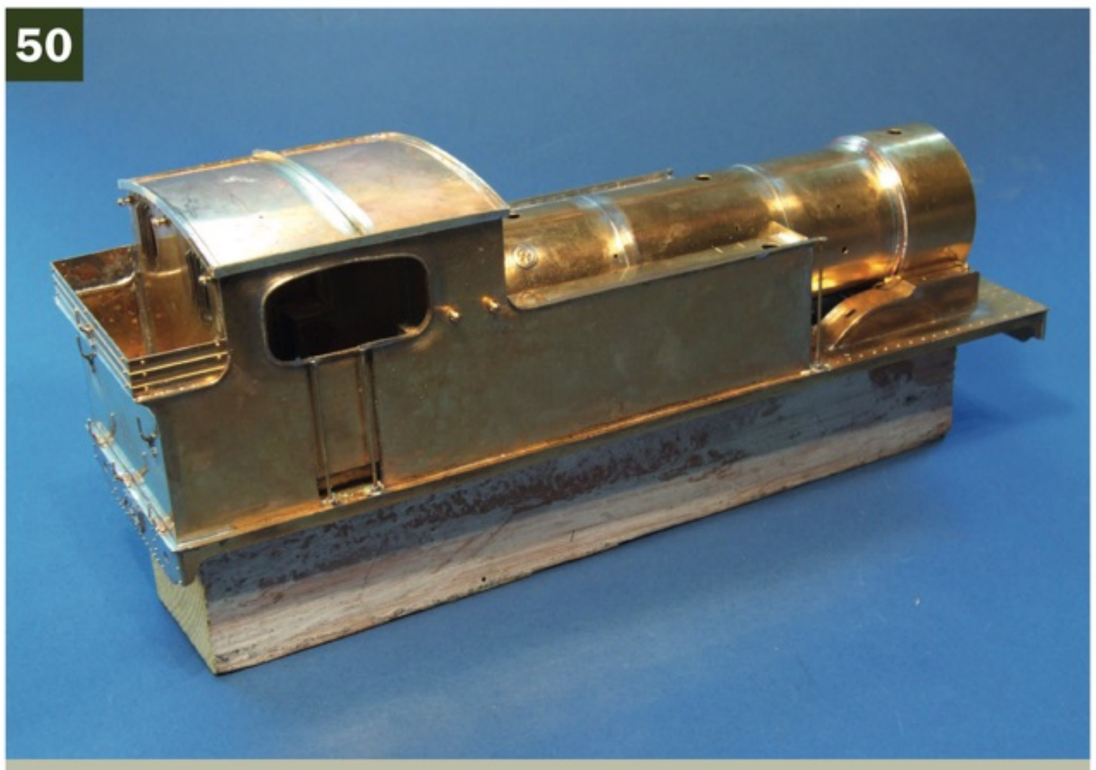


The last 'big bit' that needs assembling is the cab roof and again the instructions offer some useful techniques to get this unit accurately shaped so it can be removed to give access to the cab. Here the outer and inner layers of the cab roof are ready to be soldered together. I preformed them using rollers on a soft surface. Even after they are soldered together they can be manipulated to the exact curvature.



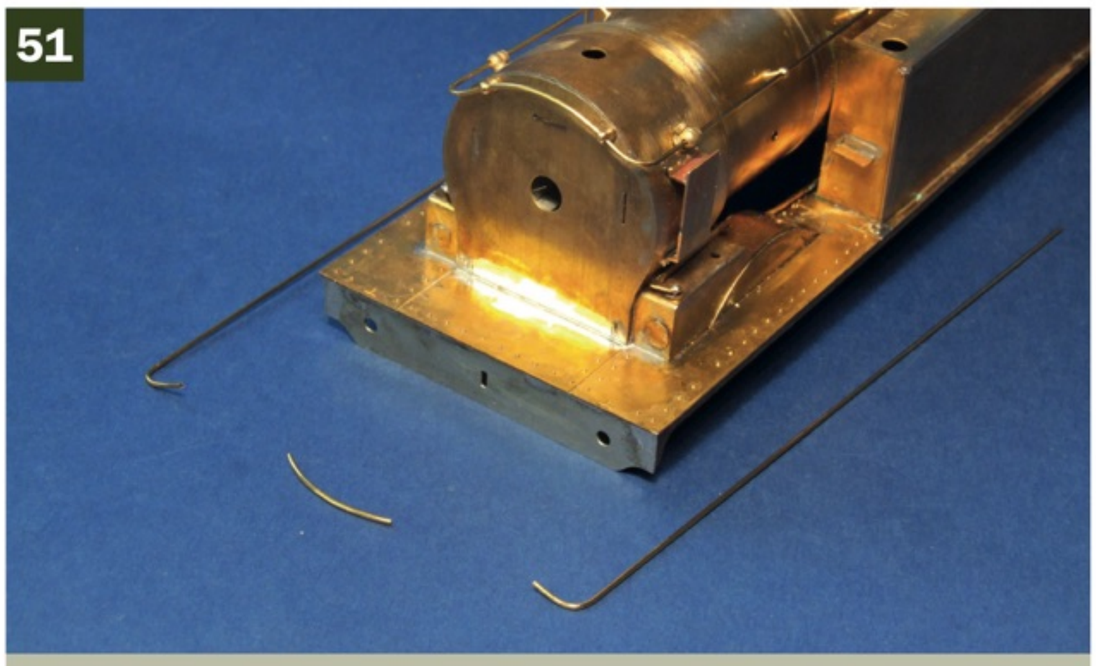
The top of the cab has ribs all round and across the middle and the instructions make the soldering of these simpler by leaving the ribs in the fret while the roof is soldered to them. It is easy to maintain their shape and avoid them moving about when they are still in the fret. From the 1950s most Isle of Wight locos had ventilators fitted on the cab roof as in this photo. The parts are in the kit of course!

50



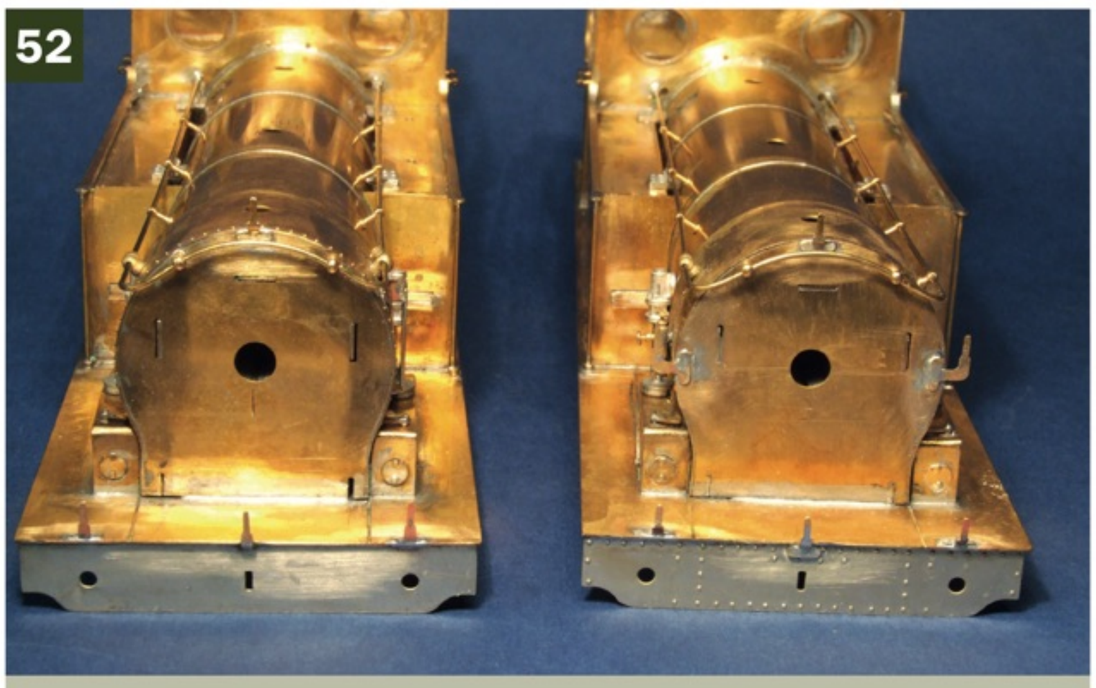
Prewar and most mainland O2s appear not to have the ventilator on the cab roof. This view shows the low bunker version with coal rails and lamp irons in place. Notice also the knobs for a curved handrail at the back of the cab.

51



The boiler has been soldered in place and the mounting plate for the Westinghouse pump attached to the smokebox side. Forming the continuous handrail round the front of the smokebox is a tricky job if you try to do it all from one length of wire. Both the instructions and myself have found that using three sections of wire is much easier. In this photo the handrail is in place but the preformed sections for another O2 are placed round the model to illustrate their shape.

52



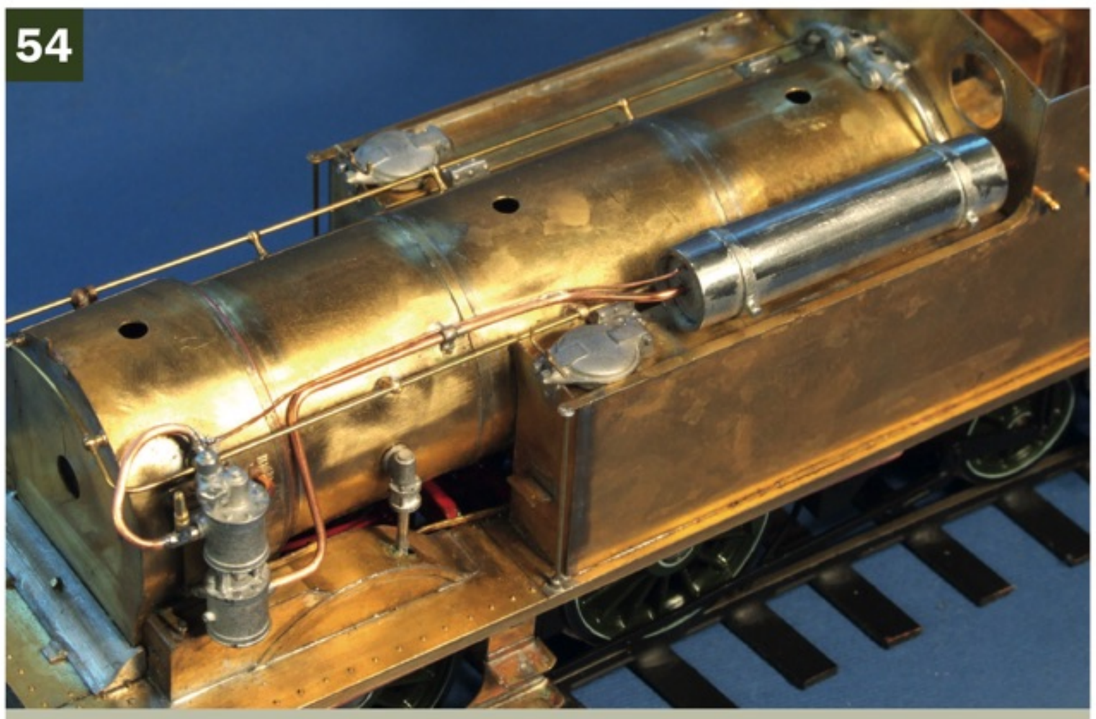
These are two versions of the O2 side by side for comparison. That on the left is an Isle of Wight version for the postwar period while that on the right is a mainland version for the 1920s. Notice the variations in the lamp irons and that the later buffer beam is flush but the earlier version has prominent rivets. It is easier to solder the top lamp iron in place before fitting the chimney even though it is vulnerable to knocks in that exposed position!

53



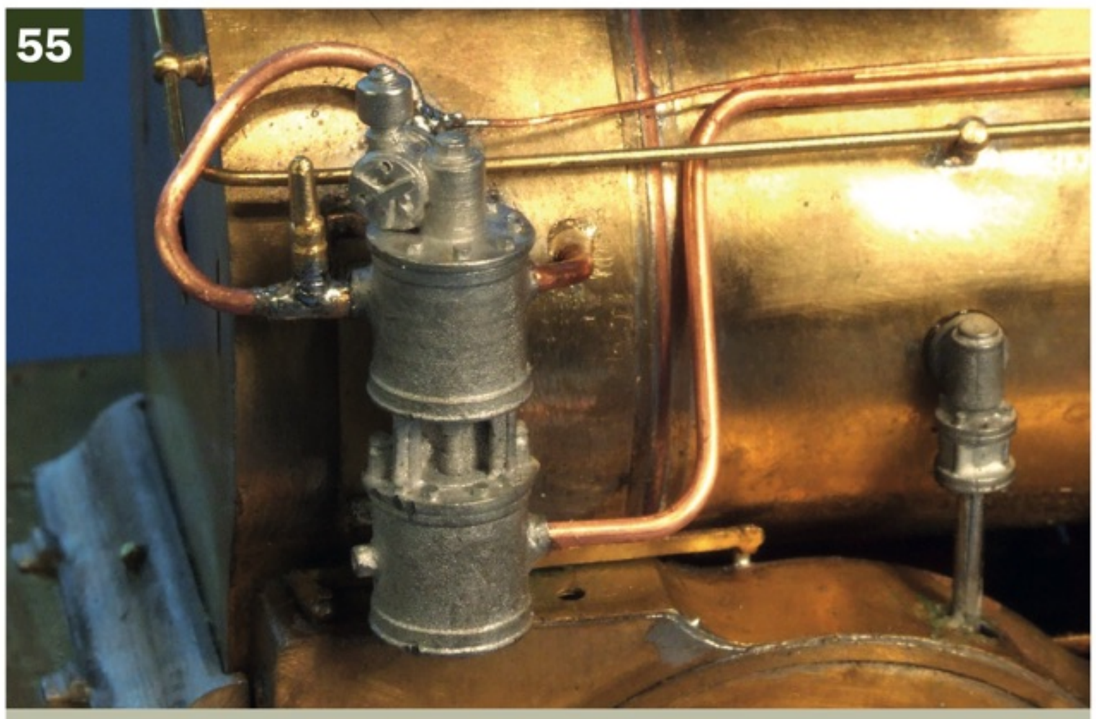
This is the rear view of the two versions of the model. Both open or plated coal rails are supplied in the kit so use photos to get it right. Earlier locos didn't seem to have coal bars on the rear windows but they are present on the high bunker version on the right.

54



The most complex part of the detailing of these engines is the pipework for the Westinghouse pump arrangement on Isle of Wight locos. I find copper wire is much the best for this sort of plumbing job! Copper is very malleable and easy to form. The real engines had even more pipes and if you like you can really go to town on that sort of detail.

55



One addition I did make is the 'pepper pot'-shaped valve just in front of the Westinghouse pump. I made this from brass tube at the bottom and the pepper pot itself I made from 1.5mm brass rod turned in a hand drill and filed to a rough profile. I soldered the tube to the copper wire and the pepper pot to the tube and used superglue to fit the whole lot into a pre-drilled hole in the pump casting.

56



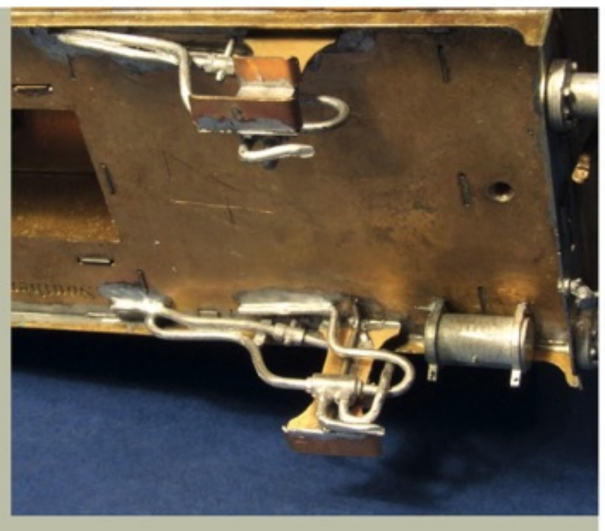
The whistle detail is provided in the kit and again the design varied over time with early engines having two whistles but later Isle of Wight locos having one organ pipe whistle as seen in this photo. I used a small handwheel from my scrap box though the kit includes a slightly bigger handwheel.

57



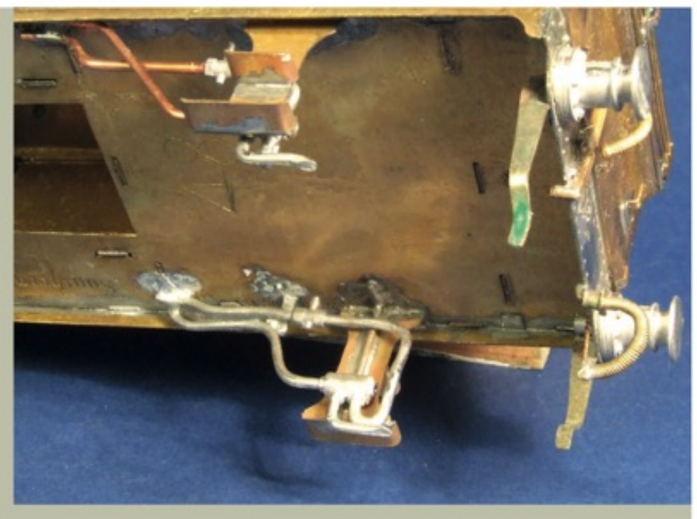
I always leave fitting footsteps until late in construction as they are vulnerable to knocks. I added 1mm wire to reinforce the back of the step. I used 145° solder for fixing the step and reinforcement to the footplate, full temperature solder for the middle step, and 145° solder for the bottom step.

58



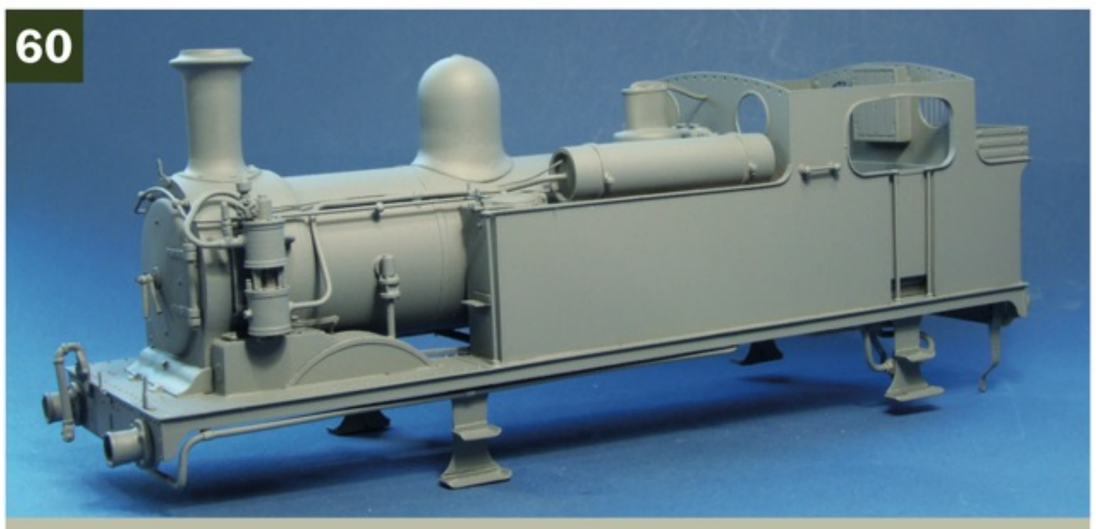
Cast whitemetal injector and pipework complexes are provided in the kit and take a bit of working out – but follow the photos in the instructions and all should be well. I secured them to the footplate with good blobs of 145° degree solder quickly applied. The arrangement provided in the kit is fine for a later Isle of Wight 02, but both the mainland and earlier versions of the loco appear to have simpler pipework.

59



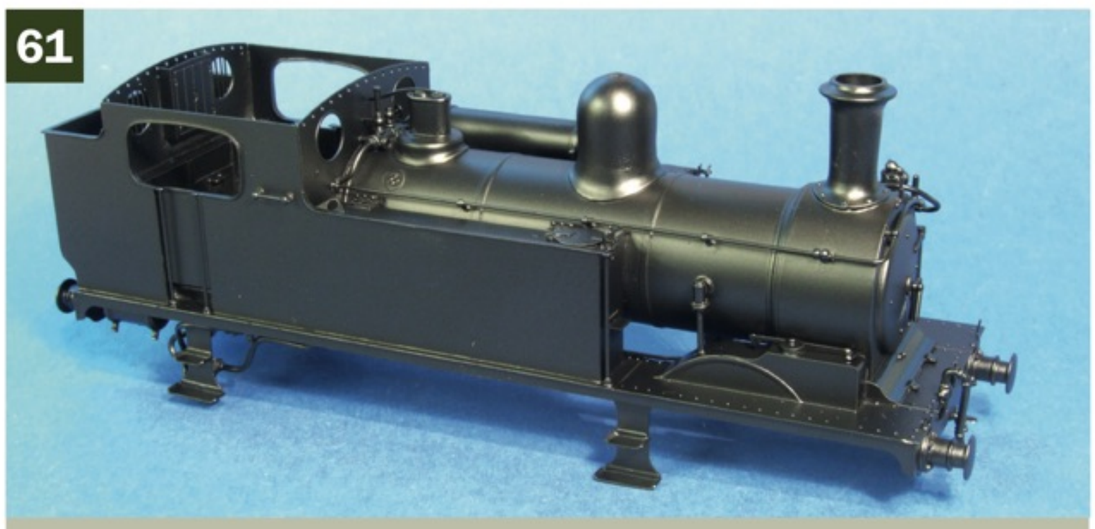
For earlier and mainland models I adapted the pipework supplied in the kit so that it looked vaguely like the photos of the prototype. In this photo the pipework on the right side of the loco has been simplified by omitting parts of the castings. On the left of the model some of the cast pipework has been removed and copper wire arrangements substituted. Use photos to give some impression of how the real thing looked! Notice also that on this mainland version the guard irons are soldered to the buffer beam (I should have cleaned off the flux better – hence the green patch!)

60



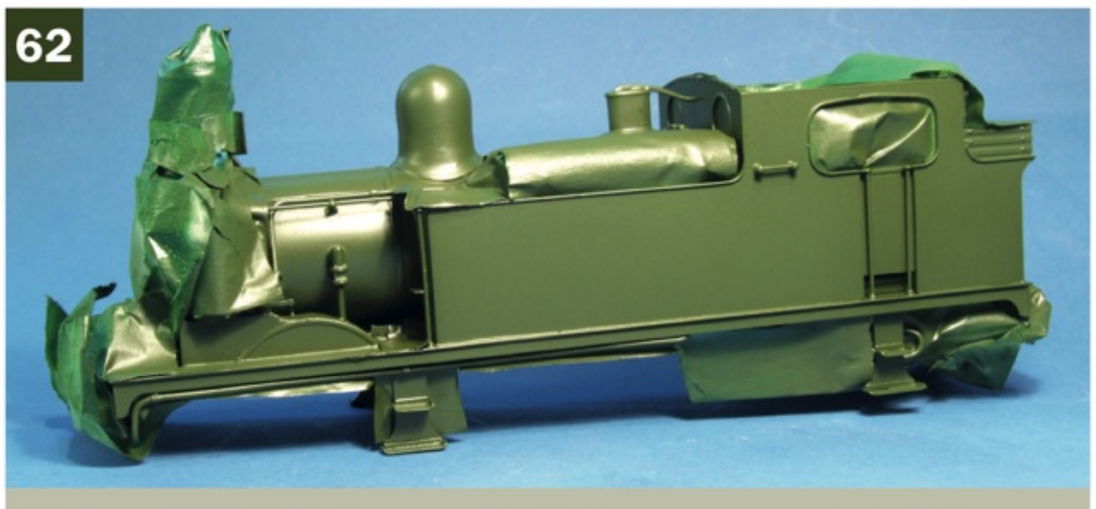
I usually glue the bigger whitemetal castings such as the chimney and dome with two-part epoxy resin so that I have time to adjust them to be absolutely vertical and in the right locations. Other details are affixed with superglue or epoxy depending on size and location. When the model is more or less finished and ready to paint I test it with the chassis in place. Then I scrub it with Cif detergent and once dry give it a spray coat of Halfords primer. This shows up blemishes that are cleaned up and corrected if required.

61



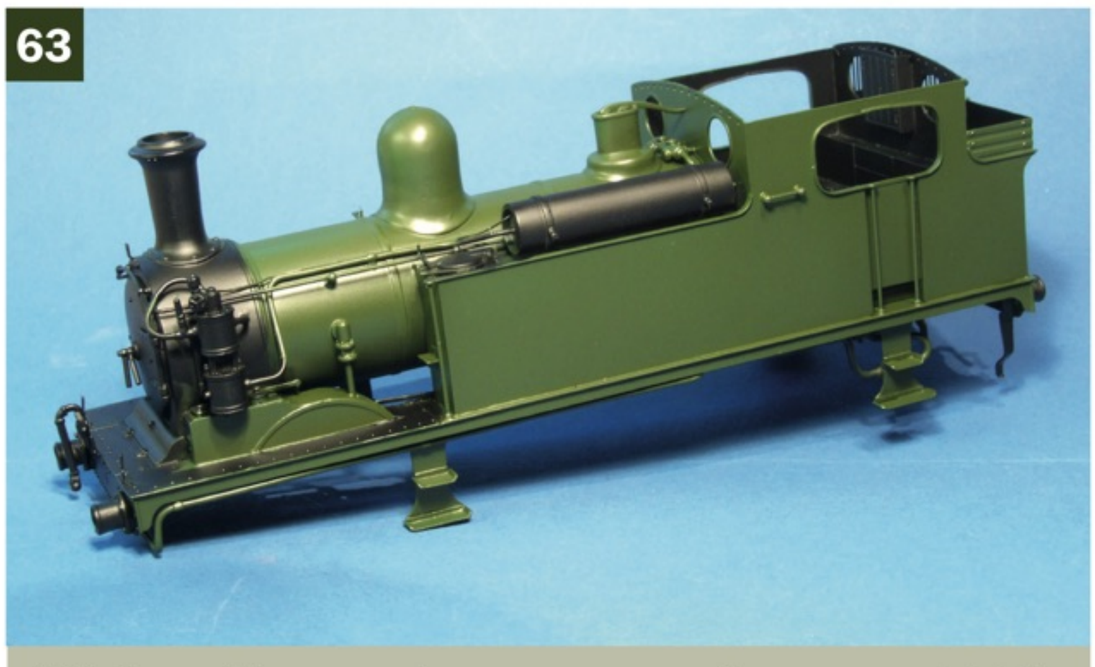
After a day for the primer to dry, the model can be given a spray coat of Halfords matt or satin black. BR black locos can be finished in this colour and detail painting and lining carried out on the model.

62



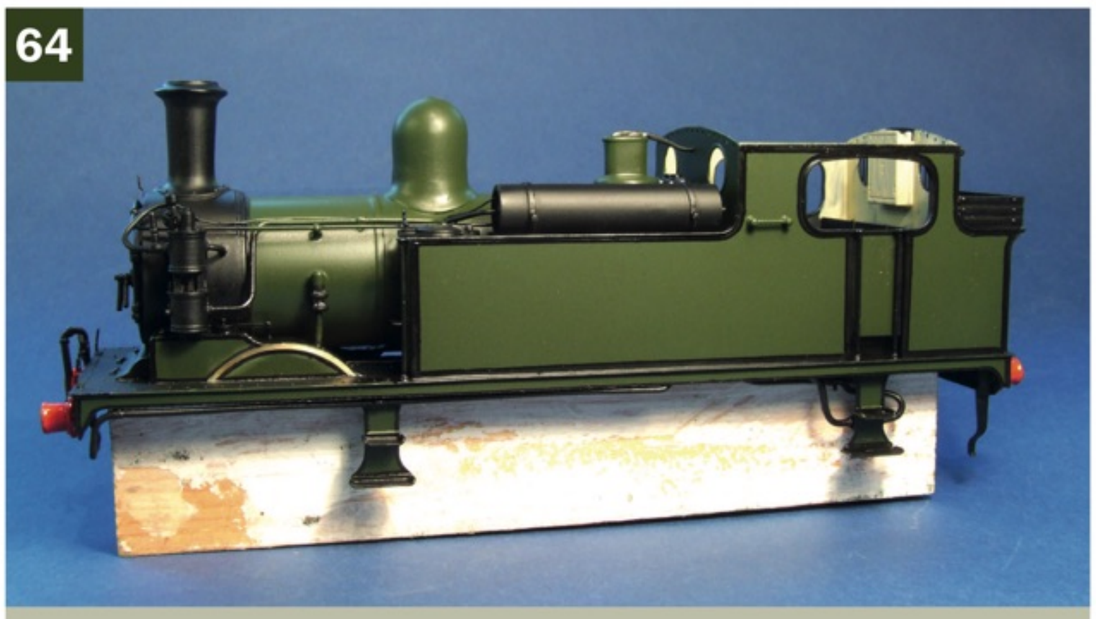
If the model is to be in green, the black areas are masked off. I use a mix of Halfords low tack masking tape and some standard decorators' masking tape. I don't try to mask off every detail but just the main parts. This model has been sprayed with Precision Maunsell green for the prewar period.

63



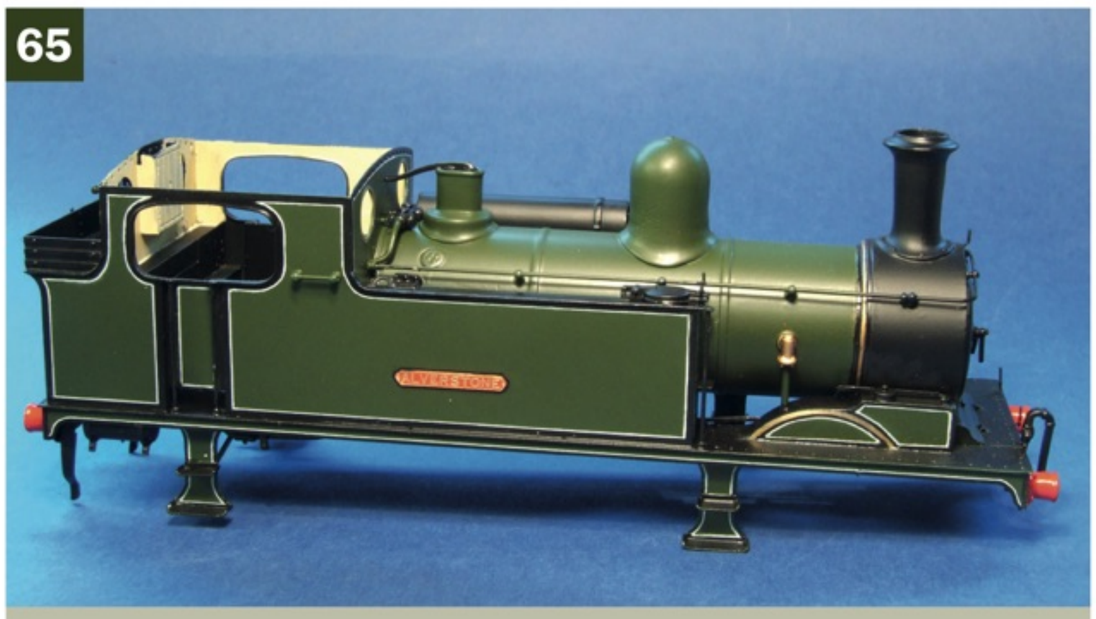
With the masking removed you can see areas of overspray and detail parts that should be black. I paint these in with a fine brush using Humbrol No.85 satin black.

64



Here the black painting and edge lining has been completed and the buffer beam painted red and the cab interior cream. I have also scraped clean the brass beading on the splasher. I use a ruling pen to line the edges, however tight corners are done with a 000 paint brush. If you don't like the idea of a ruling pen you can use lining transfers available from suppliers like Fox Transfers or HMRS.

65



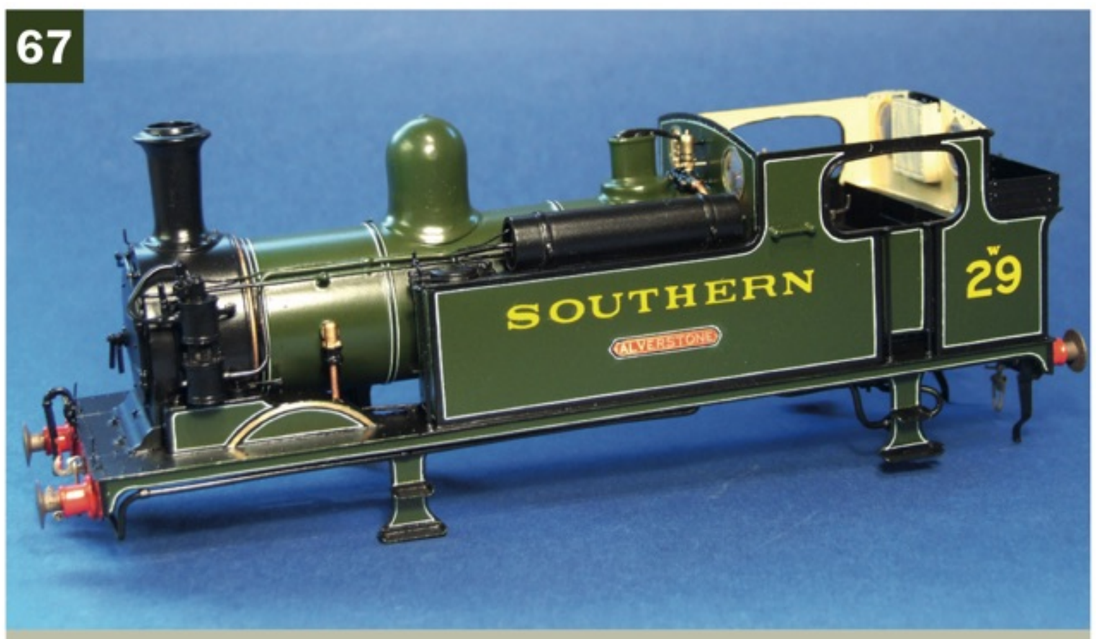
I use a ruling pen to apply the white lining, but transfers are available. Again I use a 000 brush to do any tight or awkward corners. The nameplate is fitted and has black lining but needs the addition of white lines – that can be a bit fiddly.

66



Here the lining has been finished and transfers (from HMRS) applied. Final assembly will include some cab interior details that are painted separately and some brass fittings such as whistles. I use brass and copper metallic paint for some other polished details.

67



The finished body with brass whistles etc fitted. Lost wax brass whistles and some other vulnerable parts are supplied in the kit even though whitemetal versions are also included.

68



The finished model was given light weathering to tone down some of the brighter parts and make the chassis and footplate etc. look like a clean working locomotive. Weathering always seems to add mass to a model and make it look like a big loco not a toy train!



Conclusion

This kit is a pleasure to build and at no point did I feel annoyed by either the design or the completeness of the kit. The provision of extra parts and the wisdom and clarity of the instructions are an example for all kit manufacturers to learn from. So take the plunge, and discover the genuine pleasure and satisfaction from making something you can be proud to say "this is mine – I made it!"

Supplier information

Connoisseur Models, 1 Newton Cottages, Nr Weobley, Herefordshire, HR4 8QX
www.jimmcgeown.com

Through the Railway Room Door

Newton Bishop & Morehampton

As a small boy **TED SEATH** *had little interest in trains, but he now has this extensive Great Western OO layout in his hideaway shed at the bottom of the garden.*

Photography by Steve Flint

I grew up in the countryside during WWII, and yes, I was the proud owner of a Hornby tank engine and a few trucks which my father had bought me just before the war, but, as we lived in a house with no electricity, it was not much use!

It was not until many years later when my own son was three, that the acquisition on his birthday of a OO gauge Hornby pannier tank, two coaches and an oval of track kindled a spark that was to lead to greater things. I attempted my first kitbuilt loco in 1976, a K's kit version of a GWR 0-4-2T. In their day K's kits were mostly whitemetal castings, very old-school by today's standards but it went together satisfactorily. Although it is far from being my best effort, it is still operational as a 48xx on the branch auto train of my present layout.

To be fair it is a bit like Trigger's broom having had motor, gearbox and wheels replaced by better versions.

"Open Sesame..." The author about to go through his railway room door and indulge in what his wife calls "playing with his trains". There's nothing wrong with that!





The MPD was made principally from Metcalfe kits, such as the shed and coaling stage. Locos crowd around the Peco turntable.

On the high seas

Following a career in the Royal Navy in the 1950s and 1960s meant moving from place to place every two years or so, which made any sort of permanent layout quite impractical although small temporary affairs tended to develop in my son's bedroom of various married quarters.

However, during three years in Hong Kong I built quite a few locomotive kits (all GWR) and became hooked on the hobby. On return to the UK, various larger layouts were started but never completed.

It was not until I finally retired from the Navy and other maritime pursuits that I gave myself the challenge of actually completing something quite big. *Newton Bishop & Morehampton* is the result and I finally achieved it six weeks before my 80th birthday.

A home for the railway

The first job was to erect a suitable shed, double skinned and insulated with power and light measuring 30' x 12'. This I had installed professionally and once completed, the rest was up to me, though I quickly realised the enormity of what I was taking on. This was a club-sized layout to be built entirely by one geriatric old man!

There were times when I thought it would never be completed in my lifetime but after three years of almost full time work in the shed it is at last running beautifully.

Setting

The layout is roughly based on the GWR main line through Newton Abbot and the former branch to Moretonhampstead. Not having the space or skill to depict the locations accurately I renamed the stations Newton Bishop and Morehampton. I wanted an intermediate station on the branch and

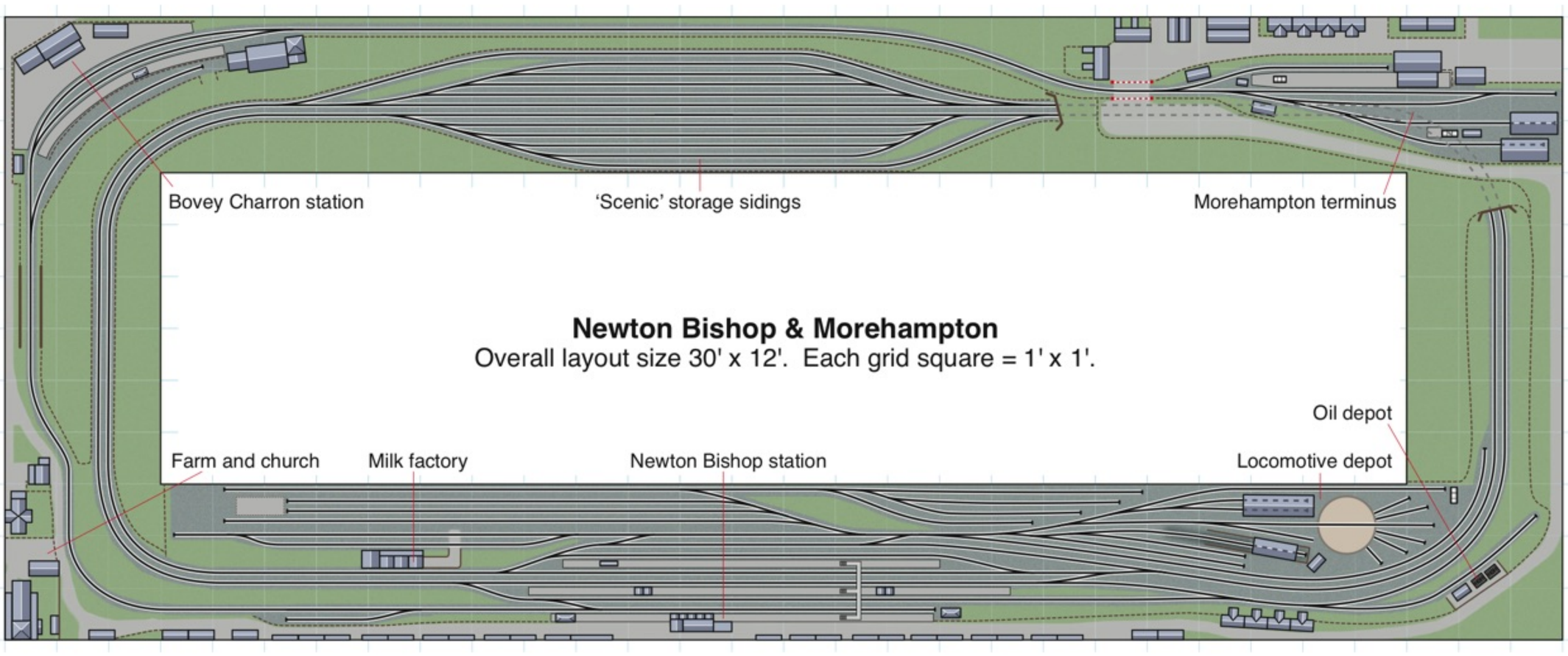
Southern interloper: SR crews worked regularly on the GW main line in Devon to maintain route knowledge.

Star Class 4-6-0 No.4020 *Knight Commander* sets off for Plymouth with a train including a Royal Mail section. The presence of the Midland-type box is explained in the text...

the choice was between Heathfield and Bovey Tracey. I chose the latter and renamed it Bovey Charron. The time period is mainly 1930s but with the odd postwar or pre-Grouping loco making occasional appearances. Everything is GWR except for one Southern 'spam can' and six SR coaches to replicate the occasional route learning SR driver training that took place on the prototype.



The control panel faces Newton Bishop; a scenic storage yard is on the other side of the layout.





A real rural corner of Devon. The branch auto train runs past the village farm and church. This little scene shows how, with a little imagination, Metcalfe Models card kits can be used very creatively.

Rolling stock collection

I have far too much of this, there being 53 locos and heaven knows how many goods wagons and coaches. Only four of the locos are R-T-R (ex-Mainline locos made by Palitoy from the 1970s) and these have had extra detail added. The remainder have been kitbuilt by me over many years. An exception to this is five Castle Class locos which are repainted, renamed and renumbered Airfix bodies running on Comet chassis with Mashima motors, Comet gearboxes and Romford or Markits wheels. The old Airfix tender drive mechanisms have been consigned to the scrapbox and replaced by etched brass versions from Mainly Trains. Extra detail has been added to the bodies.

All K's kit models have been fitted with Mashima motors and Comet gearboxes. Other kits are by Blacksmith, Sutherland Cotswold, SE Finecast and GEM, all of which run on Romford or Markits wheels.

Needless to say not everything is on the layout at the same time. Coaches and wagons are predominantly R-T-R with a few kitbuilt Comet coaches and wagons from Ratio, Blacksmith and Parkside.

The items of which I am most proud are a 70' kitchen/dining car and a bogie brakedown tool van, both built from rare brass kits, although the tool van has to run with an ordinary Hornby breakdown crane.

Infrastructure

Baseboards are 8' x 3', using ¾" ply except for the branch which is built on ½" ply. The main line consists of double track continuous run through a 12 track fiddle yard unusually within the scenic area.

Newton Bishop station has five platforms including a bay from which the branch line operates. There are two up and two down platforms each capable of accommodating a 10-coach train. Additionally there is a goods avoiding line on the down side which also gives access to the MPD and goods yards. Goods sidings are long enough to take lengthy freight trains as are the two headshunts. A milk processing factory, goods shed and cattle dock are included in this area. The MPD has a two-road engine shed, a turntable with six bays, a coaling plant and additional locomotive storage sidings.

A 45xx Prairie descends the branch, whilst a 72xx runs along the main line with a van train.





Three RN vehicles and a Western National bus wait for the Prairie and B at Medehampton.

I am often asked why I have a Midland style signal box at the western end of Newton Bishop. The answer is that one of my grandsons, over-enthusiastically bringing the diesel railcar down the branch, moved the controller to full power when he thought he was stopping it. The railcar smashed through the buffers and destroyed the GWR box. The only spare I had was the Midland box from an earlier layout!

The branch is single track except for a passing loop at Bovey Charron station which also hosts a single track goods siding. Initially it rises on a 1 in 30 gradient before levelling out on the approach to Bovey. After the station it resumes the tortuous 1 in 30 climb until entering Morehampton on the level. Here there are two platforms (one with a run round loop) and automatic uncoupling for the arriving loco. Additionally the scene is completed with an engine shed road and a goods siding with goods shed.

All track is Peco code 100. Points are insulfrog; large radius on the main line with medium on the branch. There are 52 electrically operated points and a further eight hand operated within easy reach of the control panel.

The layout is analogue, but 59 isolating switches allow reasonable flexibility of operation including the connection and removal of pilot engines assisting heavy trains over the South Devon banks.

A Barnum 2-4-0, still going strong despite its years, emerges from the tunnel beneath Morehampton goods shed.



Operation

The branch is operated by two 45xx tank engines and a pair of B set carriages forming the service between Morehampton and Newton Bishop. The 48xx tank and auto trailer, not requiring run round facilities, run from the bay platform at Morehampton and, after calling at Newton Bishop, reverse direction and carry on to Exeter. This service is occasionally operated by a diesel railcar.

A wide variety of express passenger trains, all station stoppers and semi-fast traffic hauled by appropriate locomotives serve the needs of the travelling public whilst the usual mix of long distance through freight and local pickup goods serving the rural locality. Trains vary between a tank engine with a couple of trucks and a brake van to 30 mineral wagons and brake hauled by a 28xx.

The branch has a daily pickup goods and occasional visits by a short train of petrol tanks. The oil train for the depot is normally hauled by a Churchward Mogul with a Manor substituting from time to time.

Overnight a long milk train and a fast perishable train make their way to London hauled by a Star Class and 47xx respectively.

Scenery

Not my strongest point but thanks to companies like Metcalfe, Superquick, Ratio and Wills, together with vast amounts of cardboard, lichen, flock and scatter, the overall effect is better than I had anticipated.

I found double-sided sticky tape very handy for getting flock and scatter to adhere to the hillsides. Also modelling clay is ideal for simulating rocky outcrops on some cliff like embankments. Matchsticks suitably coloured make ideal line side fencing with silver cotton providing the fence wire. There are 1,016 matches serving this purpose! My thanks go to Mainly Trains (sadly no longer with us) for being able to supply all the locomotive parts and fittings not available elsewhere and to The Model Shop Exeter from where I obtained most of the scenic bits and pieces. Having a model shop within half an hour's drive is unfortunately a rare event these days.

I have tried to add interest to the scenery, bringing it to life with small dioramas of activity both rural and industrial, and this seems to have worked quite well. A layout is never really finished and I am forever adding or altering scenic items.

Handing down

What next? Well, apart from doing what my wife calls "playing with my trains" which should obviously be described as "operating my model railway", I think it is time to spend more time being useful in the garden, walking the dog and other such things.

I have four young grandsons eager to take over the layout when they are a little older, thus helping to engage the next generation in this most absorbing and creative of hobbies.



RAILWAY MODELLING *Explored*



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

THIS MONTH • Building a T gauge layout • How to install a Train-Tech Smart Screen

Seeing is believing!

Not only has **BECKY STARES** *tackled the construction of this amazing layout in T gauge (1:450 scale), she has also scratchbuilt models of some of her local structures to display on it.*

In summer 2018, an experienced railway modeller friend of ours invited us to his house to see one of his OO gauge layouts. It's quite compact, it folds up against the wall of his office and we were impressed at how he'd managed to create a whole miniature world. Before that time, we'd never really seen a detailed model railway layout before.

My daughter Keren and I talked a lot about how we would love to do something similar, but lacked the space to do it. Our friend, Gary, then suggested we use N gauge, and showed us a few bits and pieces he had.

Again, this really captured our imagination and we managed to find space for a small N gauge layout in my daughter's bedroom. This was in October 2018 and absolutely everything was new to us.

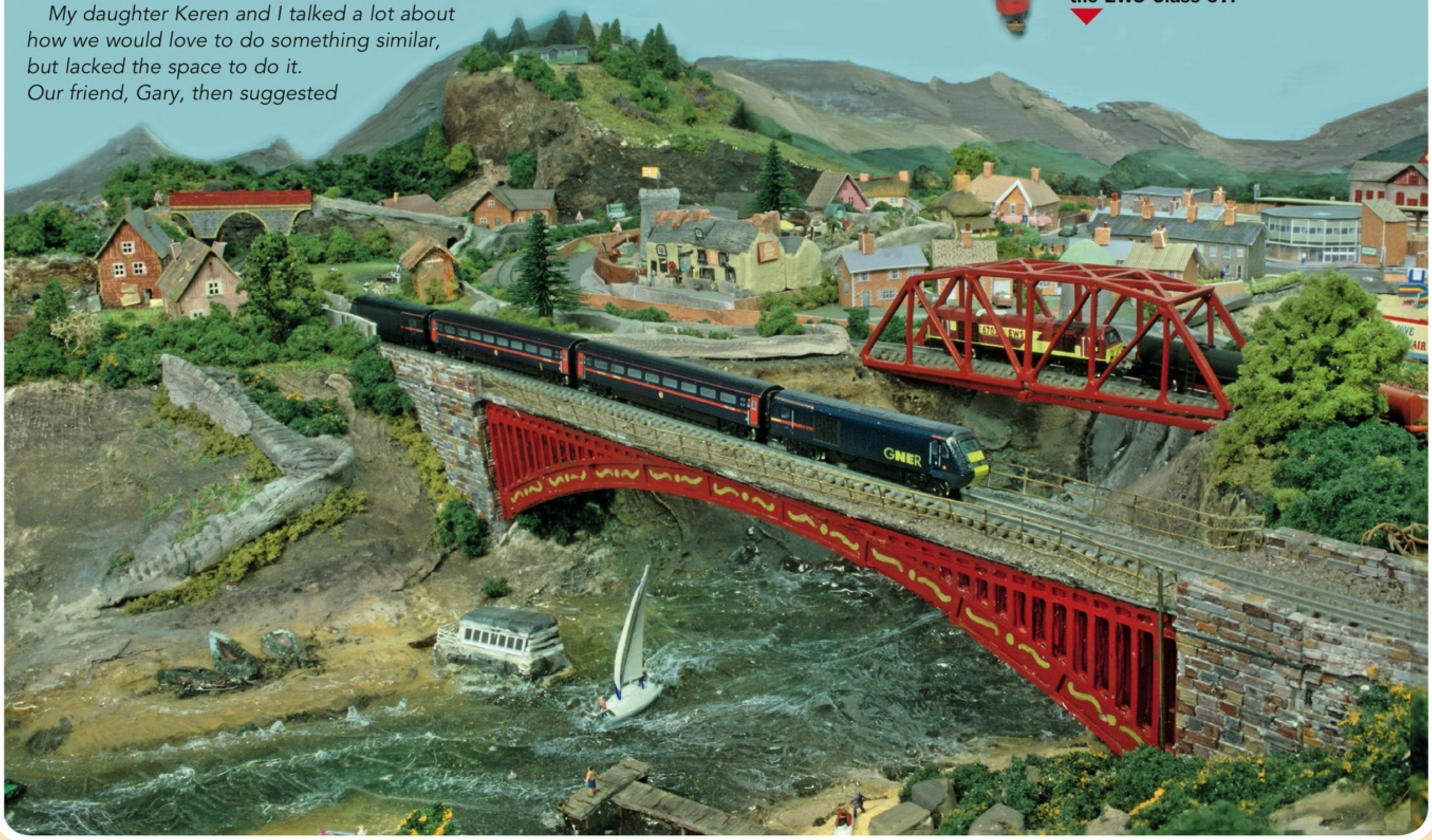


One of the tiny set pieces showing a model of a terrace of Dorset thatched cottages.

Photography by Steve Flint and the author

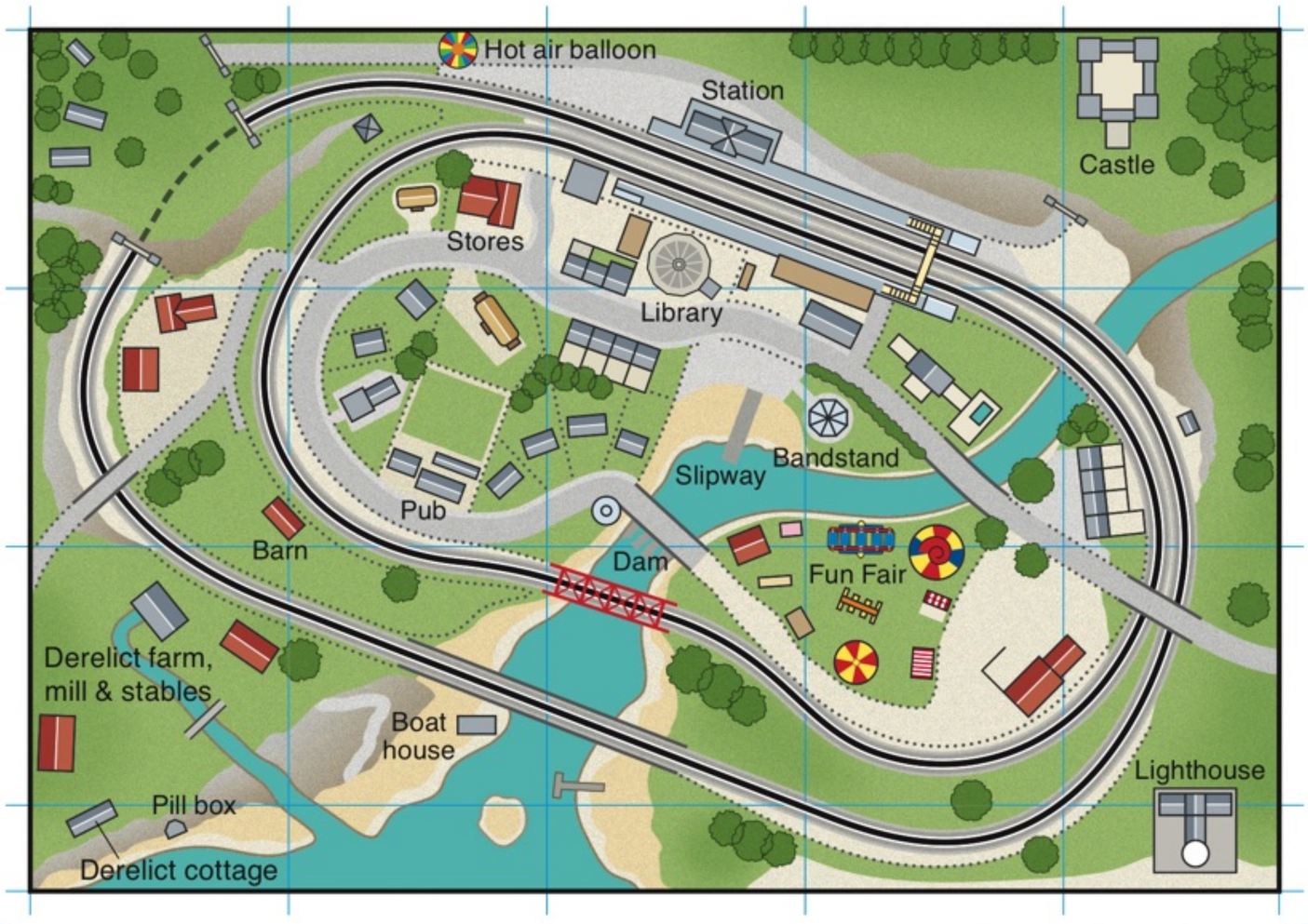


A general view of the layout, which belies the true size of the models. UK outline trains include the HST and the EWS Class 67.



KEREN COVE

Overall dimensions: 29" x 20½". Each grid square = 6" x 6".



We'd never laid a piece of track before or bought a train, we didn't know what fishplates were, what glue or pins to use, or even the difference between 12V dc and DCC. But using RAILWAY MODELLER articles, online videos, and asking Gary a barrage of 'newbie' questions, we gradually learnt what needed to be done and accomplished the vast majority of it independently.

ENTER T GAUGE

Meanwhile, Gary sent me a short video clip of a T gauge train on a loop of track, with his finger in the shot for scale. I was amazed at how tiny the loco was. I decided there and then that I wanted to make a whole little village at 1:450 scale. I looked T gauge up online; to my knowledge there are only two retailers in Britain. One was about an hour and a half away, and the very next day we went for a trip and I bought myself the BR Intercity 125 HST train set.

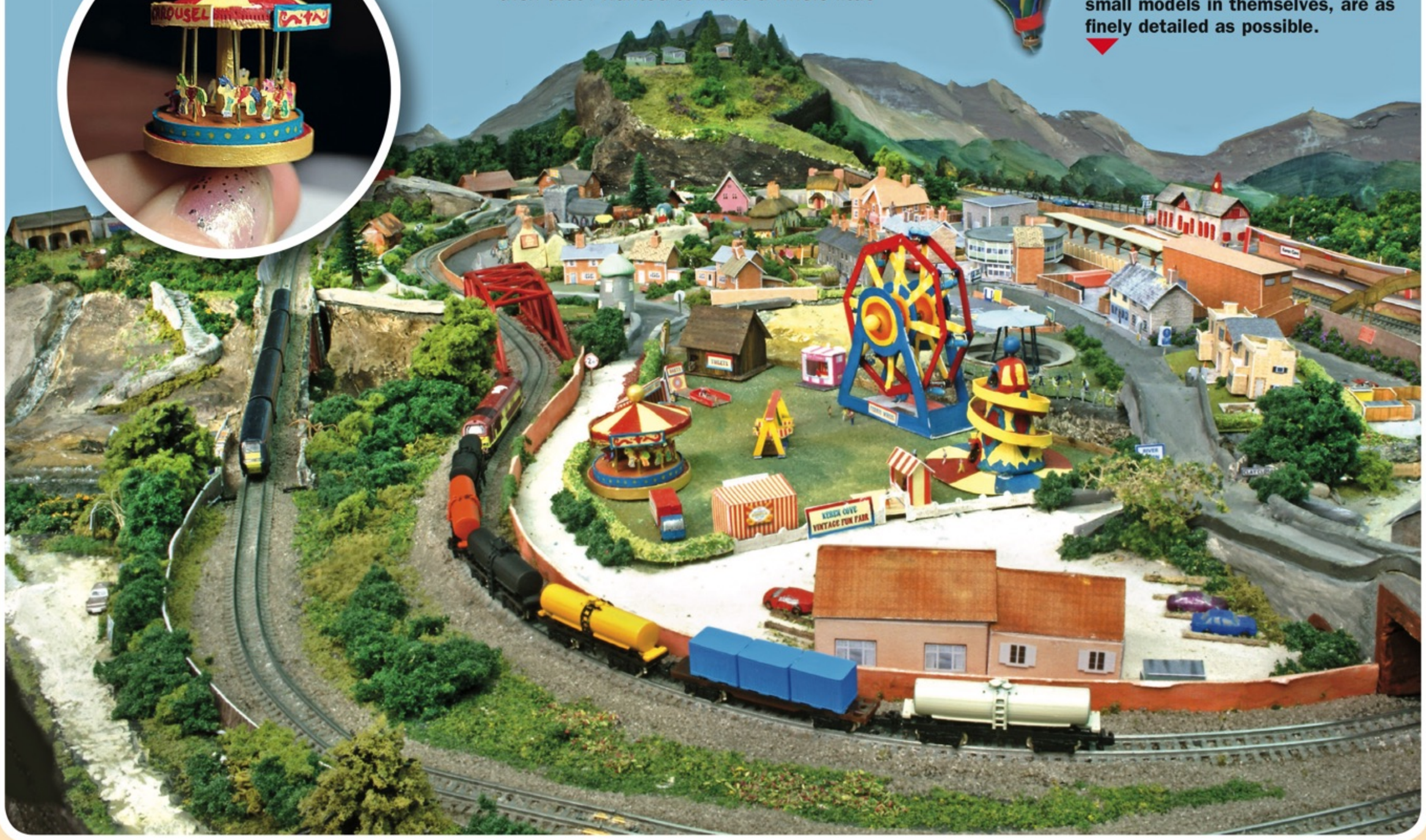
The kit included an oval of track (with moulded ballast attached) and a controller, and I set it up on the coffee table at home. I knew there would be many challenges; keeping the track spotless, relatively few accessories commercially available, and a general acceptance that it is hard to get any detail in the scale. However, there is a busy Facebook group for T gauge, with some very creative members so from that moment, I was determined to have a go.

TRYING T

There are some good track plans on the T gauge website, but I wanted to design my own. My lovely husband Ian made me a box to use as the base – he planned room for the electrics and suggested how I might hide the wires. During a week's holiday just before Christmas 2018 I began by creating a landscape of gentle hills and valleys from polystyrene and plaster roll. I was pleased with it, but there was a problem.

My lack of experience meant that I couldn't get the track to lie flat on the terrain, and no matter what I tried, the trains kept derailing. I asked Gary's advice, and he suggested I start again from scratch and ensure that the track was perfectly flat.







The fun fair takes centre stage on the layout and the rides, also very small models in themselves, are as finely detailed as possible.

I did so – and I also chose to remove the points and have two separate loops of track instead, purchasing a Class 67 loco and some wagons for the inner loop. I used foamcore board for the base and plastic tubs underneath to keep everything level. I cut out my river – a key feature that I wanted to include – and used plaster roll and foam to shape the rest of the relief.

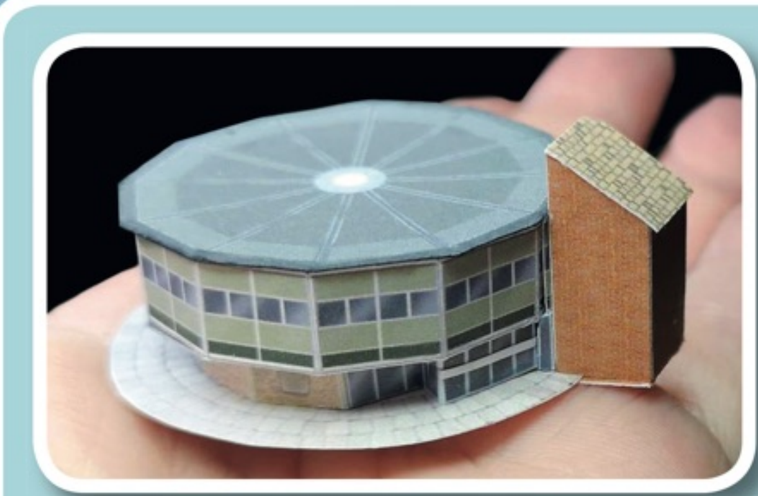
Everything was new to me, but I was determined to prove wrong the idea that I couldn't make the layout detailed. I wanted a Dorset village feel, and I called the layout Keren Cove, *after my daughter.*

For the river, I used Woodland Scenics Realistic Water and Water Effects. As so little is needed for T gauge, I bought partly-used bottles second-hand to save some money. I wanted to play around with these wonderful materials, so I included waterfalls and waves in order to experiment.

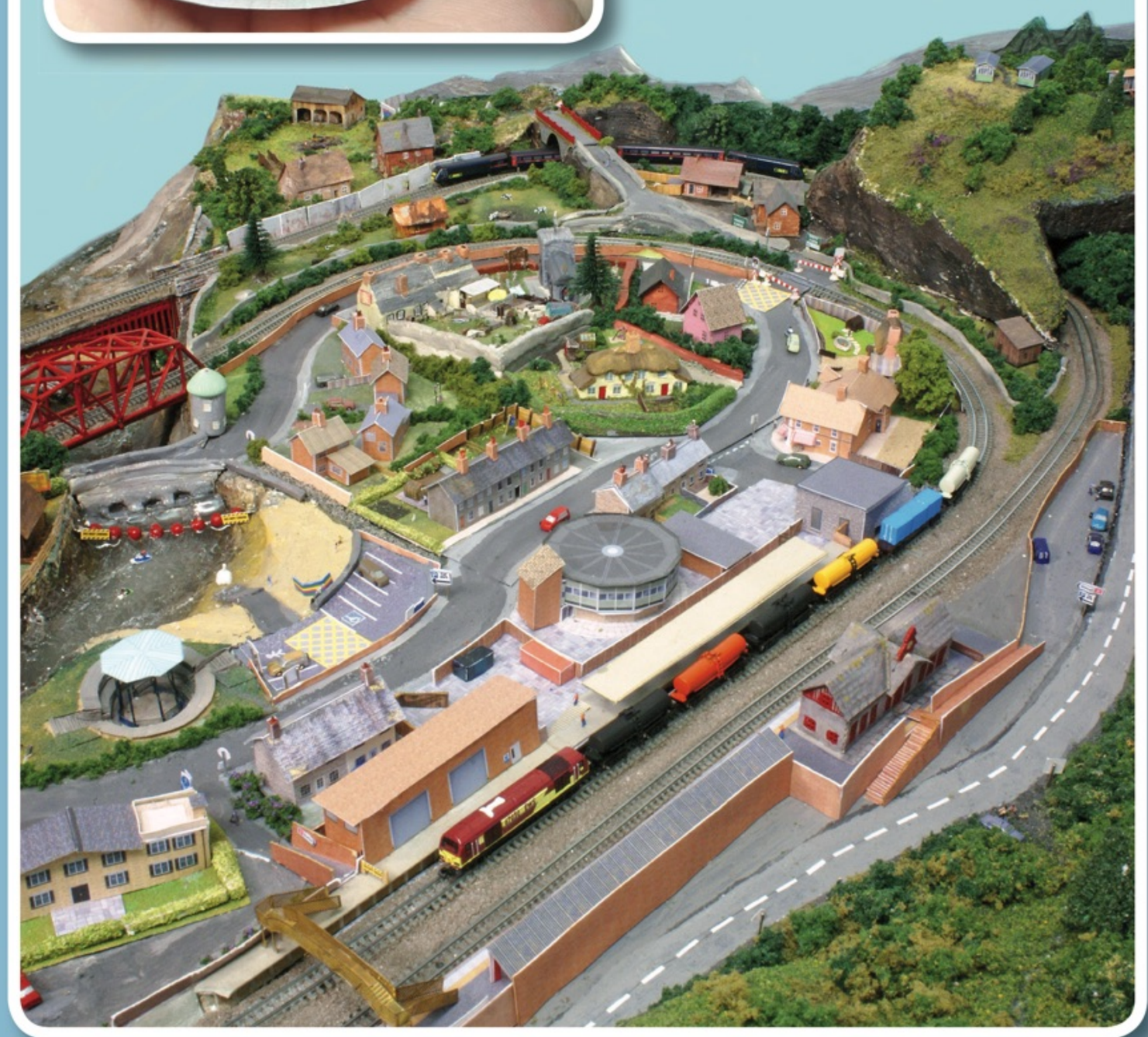
For the vegetation, I used a mixture of tree armatures, Z gauge premade trees and twigs dipped in flock. One of the great things with T gauge is that a small spoonful of scatter is plenty enough for a whole tree, so I begged and borrowed small amounts of flock, sponge and scatter from various friends. I also made use of some free samples that had been given out at an exhibition and made some of my own using scouring pads and crushed dried leaves. This means that the tones and textures vary widely across the layout, just as they do in real life.

The pasture for the cows was tricky – even powdered scatter looked too big. I considered just painting it and leaving it flat, but I wanted texture. Adding sand to the paint didn't work well. Then I hit upon the idea of fine grain sandpaper, which isn't perfect, but which has given me more of the look I was after than would have been the case with just paint.

I wanted to experiment with static grass too. I found out how to make an applicator from some readily available and inexpensive items, and then found a company very local to me – Warpainter Scenics – that sell 1mm grass. The couple that run the company were extremely helpful and full of advice. At T gauge, even 1mm is waist-height to the figures, but I was determined to crowbar some in somewhere, and so used it on the more overgrown areas.



This palm sized version of Swanage Library was an exercise in making my own printed kit from photographs of the real thing. The scanned images were then manipulated into the various components in Photoshop, printed on thin card on my desktop printer, cut out and assembled with glue – as little as possible. The model is located adjacent to the station on the layout as seen below.







Some laser cut card kits assembled. The models have a continental look about them, so I turned to scratchbuilding in order to ensure an English countryside appearance.

BUILDINGS

For the buildings, I started with some laser-cut card kits, but as I wanted the layout to have an 'English countryside' feel, I modified them a little. I also wanted to include some landmarks that were special to me from my home area, the Isle of Purbeck. I'm interested in local history and many old



The Royal Oak Pub is made from air drying clay and represents my beloved local hostelry!



Some more houses made using the printed card technique.

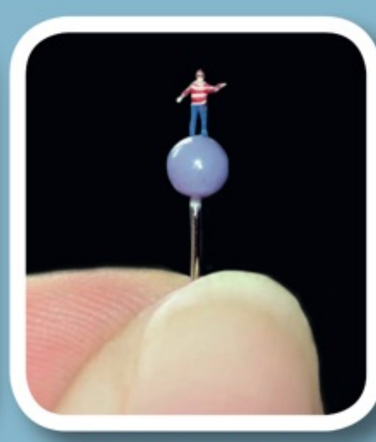
buildings intrigue me – so one model represents the then-derelict Morden Mill near Wareham, all made from modified kits. If you look closely, under a tree in the grounds you can see a couple of people digging for Victorian bottles – another quirky hobby of mine.

To give my layout a different feel, I moved away from kits, and, as my budget was tight, I bought some inexpensive air-drying clay, and made a couple of thatched cottages based on real ones seen around Purbeck.

My favourite building on the layout is The Royal Oak, my beloved local pub and special to me, as it's where Ian and I got married. I reproduced it as faithfully as I could, right down to my friend and her dog in the back garden. I even managed to put a lead on the dog! I think that might be the smallest detail I added on the whole layout.

Clay worked well for the older buildings, and to represent the military remains/ruined cottages that are dotted around the Purbeck coastline. However, it wasn't possible to get clean enough lines to make more modern buildings. I experimented with creating my own 'kits' in Photoshop and then printing them out on thin card, and this is the method I used for buildings such as Swanage library, Studland Stores and the fairground rides. Some of them are models of local buildings, but many are just from my imagination.





In this scale everything is tiny and you need a steady hand to do any detail painting – and a very fine brush!

Two things I could not manage to make myself, no matter how I tried, were the people/animals and the cars. So for these, I bought and painted T gauge models.

I tried hard to include as much detail and interest in the layout as I could. I've also added items such as a treasure chest, some men carrying a ladder, and my own version of Nessie. If I'm ever lucky enough to put my layout into a show, I'd love to include a list of things to find, to get visitors looking really closely.

NEARLY COMPLETE

I would say it's almost finished, but there are still some bits to do. Close to the end, I decided that the track with pre-moulded ballast really didn't look realistic, and I replaced it with flexible track. This involved uprooting some scenery and took a great deal of patience; even a misalignment of 0.2mm is enough to derail a T gauge train. However, even though it was hard work, I'm glad I made that decision.

My husband, a lighting designer, is also going to help me add some lights – a flashing LED for the lighthouse and internal lights for some of the buildings including the pub, church hall and farm. There are street lights available from T gauge, but they're not of the style I want so I will attempt to make some using fibre-optic cable. I also want to add a few more details, such as signals and some more people when I can afford to do so. I have also toyed with the idea of motorising the Ferris wheel, which has been built so that the seats remain hanging vertically as it turns.

Aside from one small bridge, everything that crosses the track is removable so that I can clean it easily – this is crucial, otherwise the tiny locos quickly pick up dust, which affects their ability to run smoothly.

Me with my husband Ian and daughter Keren on a lovely day out at Pecorama.



T Gauge is eminently doable...

I am pleased that I've managed to produce something so detailed, and so representative of our beautiful Dorset landscape (plus some Welsh-inspired mountains and a river dam). From the beginning, my mission had been to show that a T gauge layout *can* be detailed and unique, and I hope I've managed to achieve that.

I couldn't have done it without the help of my husband in making the box and helping with the electrics; the support and creative ideas of my daughter; and the patient advice of our friend Gary. I'm so glad that we got to see his OO gauge layout – it triggered what I'm sure is going to be a lifelong hobby for both my daughter and for me.

Adding an electronic destination display to your layout

DAVID PALMER *explains how to program and install this innovative recent release from Train-Tech, which can add interest to models depicting the modern railway in OO.*



▲ A Train-Tech Smart Screen deployed on a OO station platform, with the destinations and times programmed as described below.

Photography by the author

Electronic platform signs have been seen on stations since the 1980s, gradually evolving to become the animated LED screens that can be seen today on platforms across the rail network.

The Smart Screen product from Train-Tech emulates these message boards, and, as well as displaying up to 10 unique messages which the modeller can tailor to suit their own layout, the screen can be set to change automatically when a train is approaching, display different destinations depending on the route setting of a point, or show correct destinations depending on the direction of travel of a train.

This article shows how to connect the display, program messages and offers some ideas for using it on different layouts. In most cases the screen can be set up, installed and wired in an evening.

The Smart Screen described

The Smart Screen's small 31mm x 9.5mm size makes it ideal for use with OO gauge, although it could be employed as a main station concourse sign on an N gauge layout or as smaller signs on larger gauges.

The screen has two lines, the top line displaying around 18 characters which can also display a real time clock, and the second line which can be up to 137 characters long and automatically scrolls, just like the real thing! Destinations and other messages are entered using a standard DCC controller, but once set up they happily work on 12V dc or DCC. (Train-Tech does offer a programming service if you do not have access to a DCC controller or prefer not to set it up yourself.)

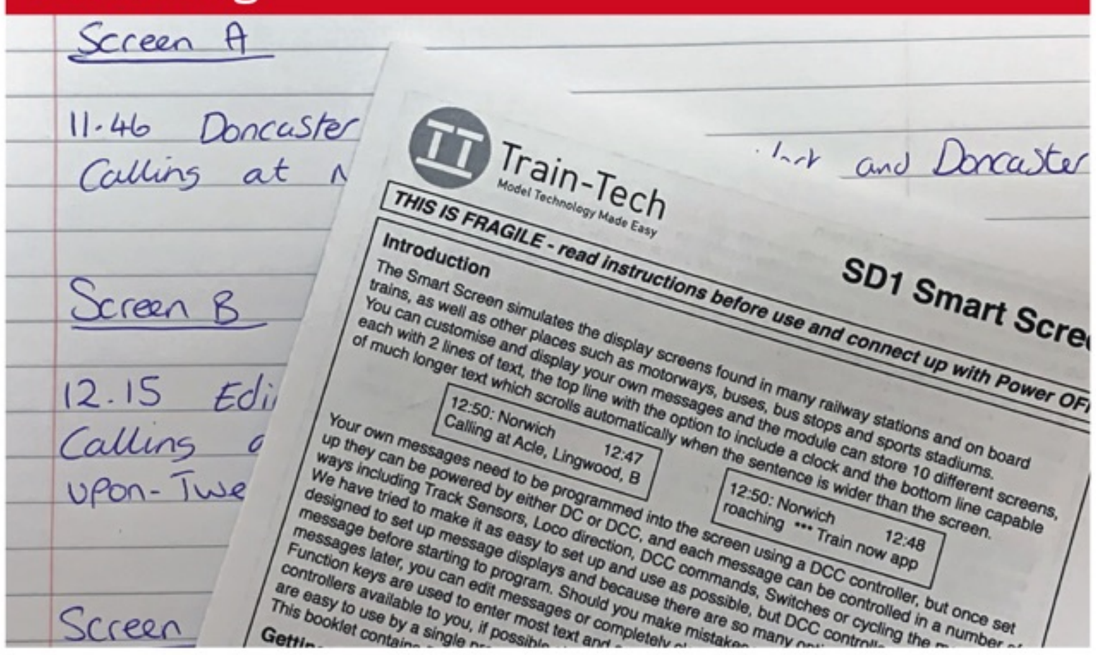
All the electronics are enclosed inside the display, so it only needs two wires for power (12 – 16V dc or DCC) and one or two additional wires if you also want to control some messages from a train sensor, reed switch or button.

The main project featured here shows the setting up and installation of a Smart Screen on a platform, which is controlled by the position of a point to show where the train will be routed – but goes on to show how the screen can be controlled to display warning messages as a train approaches. Finally we show how the Smart Screen can be fitted into a train to show destinations.

For full details about the Smart Screen, go to the website: ***www.train-tech.com***

Smart Screen installation – step by step

1. Planning



The first thing to do is to think about what you want the screen to say and how each message will be controlled. You can store and control up to ten different screens, so it is a good idea to look at the examples in the Smart Screen handbook to see what is possible and write down your messages before you start to set up the screen.

2. Wiring the screen



Lay the Smart Screen face down onto a flat soft surface – a soft cloth is ideal (not pictured). Cut the wire supplied in half and then strip the insulation from the ends. Tin the wires and then solder them to the two large silver pads marked P; use minimal solder to keep the joints flat so that the screen will fit flush into an enclosure.

3. Connecting up



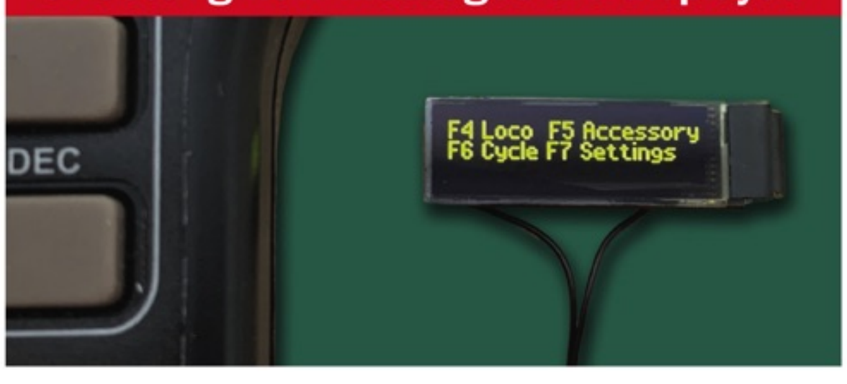
Connect the two wires into a DCC controller for setting up. Almost any type of DCC controller will work, although the models with separate Function keys make it easier to enter the message names etc. After watching the demo set your controller to loco address 55, the default address for setting up the screen.

4. Entering your first screen message



Press F4 and select which screen you want to program first. Use Function keys shown to enter your message one letter at a time, much like original smart phones to enter names and texts. You can choose to show a real time clock at top right hand side of the screen too.

5. Setting how messages are displayed



This screen enables you to enter how or when each message is displayed. There are many different ways including accessory address (eg show destinations depending on a point position), trigger from a sensor or switch, timed cycle between screens or change with the direction of a train – these work with 12V dc or DCC.

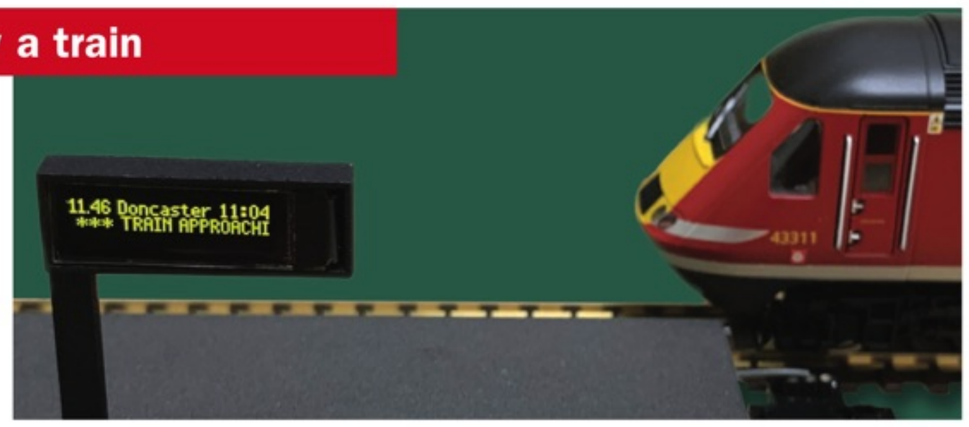
6. Mounting the screen



After you have set up your screen you can fit it into one of the range of enclosures, feeding the wires through the hole provided and mounting it on a station platform. Or you can mount it into your own casing which can be made from card, plastic or adapting a building or coach – it does not get hot and so does not require ventilation.

7. Triggering screen messages by a train

You can set the screen up so that particular message is shown when a train goes past a Track Sensor or Sensor Signal to display 'Train Approaching – stand clear' or something similar. Just connect a single wire from the sensor to the screen terminal A or B. Alternatively you can make your own sensor from a microswitch or magnetic reed contact connected to the same terminal.



8. Showing destinations in a coach window

Many modern and refurbished coaches and multiple units have destination boards retro-fitted at the tops of windows and a Smart Screen can be used to represent one of these. By setting the message to change with DCC loco direction (or on 12V dc the track polarity), the screen can show the destination and interim stations automatically to suit.



Win a Smart Screen!

To encourage further innovation using Smart Screens, Train-Tech is offering RAILWAY MODELLER *readers a chance to win one of two sets of Smart Screen twin packs, housings and two Track Sensors as prizes (worth over £150.00 per set) to the two modellers who send in the most creative and imaginative ideas for the use of Smart Screens on a layout. To enter, submit your idea in writing together with your contact details to:* **support@dcpmicro.com** *Or by post to:* **Train-Tech, DCP, Bryon Court, Bow Street, Great Ellingham, Norfolk, NR17 1JB.** *Entries close on* **30 November 2019** *and the winners will be announced in the February 2020 issue.*

And clubs can get involved too...

As well as home layouts, Train-Tech is also keen to see the Smart Screen built into new exhibition displays and therefore is offering to sponsor a limited number of Smart Screens and other products to clubs or individuals with an existing or under-construction layout. To apply, organisations should submit a brief summary of its layout or proposal and email as above.

Comment

Observations and opinions on railway modelling

Paul Jones



Organising shows – a great privilege

"Having organised my first Warley MRC Exhibition in 1977, my 'turn' came around again in 1980. Little did I know then what the future held. I oversaw every one of Warley Club's exhibitions – including all those at the NEC – until last year. At our Annual General Meeting held last November, I stood down and Nigel Smith took my place. This year's show has been organised on a joint basis in readiness for Nigel to 'go it alone' next year – best of luck and every success, Nigel.

For me, it's been quite a journey, and a great pleasure and privilege to have been associated with so many in the modelling fraternity over all 40 shows, spanning an unbelievable 42 years. All were extremely courteous and understanding in my dealings with them, particularly when, on rare occasions when arrangements did not always go according to plan.

The club started its shows at the Harry Mitchell Centre in Smethwick and by 1992 we were using every millimetre of its 1,750m². At our first show at the NEC in 1993 we took on 5,500m², which we thought was a huge area, but now we are using around 17,500m² of Hall 5 – ten times as much. It is surely a mark of the healthy state of the hobby that such a large space can be fully utilised with sufficient visitors to make it financially viable.

Administering the show has seen many changes over the years. In the early days, letters were prepared on a typewriter (at a very slow speed I have to say), and all invitations to the exhibition were sent by post. There were numerous telephone calls during the year, and often there would be a stream of messages on the answerphone to be dealt with. Often the response required a telephone (land line of course) reply, and more often than not, the person to be spoken to was not available – often being at their model railway club! Making contact often took several attempts before an issue could be resolved!

The exhibition details were maintained on handwritten schedules which had to be updated manually for all changes. Envelopes were normally also addressed by hand, so when a general mailout was required it was a considerable, time consuming exercise. The only time-saving efficiency was the use of the copier machine at my place of work, and when they became generally available, occasional use of the fax machine (remember them?)!

How times have changed – virtually all invitations and correspondence is now achieved by use of the internet

How times have changed. Widespread use of computers means that virtually all invitations and correspondence is now achieved by use of the internet, and instead of individual phone calls to committee members if there was an issue to resolve, one email copied into everyone makes the task so much easier. Programs such as Excel and Word make correspondence and data management easy and straightforward. There are many other ways that current IT and software have eased the show manager's burden. It's not all plain sailing though, as we now have rules such as the General Data Protection Regulations to comply with, which require ongoing vigilance.

Whilst exhibition managers take many of the plaudits of a successful exhibition, and face the brickbats if things go wrong, any model railway exhibition is a team effort. One constant throughout my 'career' has been the support of the members of Warley MRC, many of whom, from those early shows, are sadly no longer with us. Whenever a problem has arisen those members have always been on hand to help resolve it. I'm sure that this is the same situation in all model railway clubs.

Of course, a successful model railway exhibition requires trade and layout exhibitors and often expert demonstrations. It is quite remarkable how generous many modellers are with their time, making themselves available for several days to attend a show. Layout exhibitors do no more than have their out of pocket expenses reimbursed, whilst many of our trade suppliers run their businesses in their spare time as a service for us all. Most modellers have the rigours of their day job to work around – not always an easy task! We also have a number of show sponsors who in the early years at the NEC added credibility to the event and helped to make the move possible.

The final ingredient for a model railway event is of course the visitors, paying an entrance fee to make the show financially viable. Many return year after year, so they must find the offering to their liking, enjoyable, and hopefully inspirational.

So, to everyone, club members, exhibitors, sponsors and visitors, a heartfelt thanks for your support in my role as the Exhibition Manager of Warley MRC over 40 shows. Long may this wonderful creative hobby of ours continue and be shown off to all at exhibitions around the country. By the way, if you are ever asked to become an exhibition manager, say yes. I guarantee that you will find the task at times challenging, but always rewarding and enjoyable."

***Paul Jones** is a diehard O gauge modeller – and former exhibition organiser!*



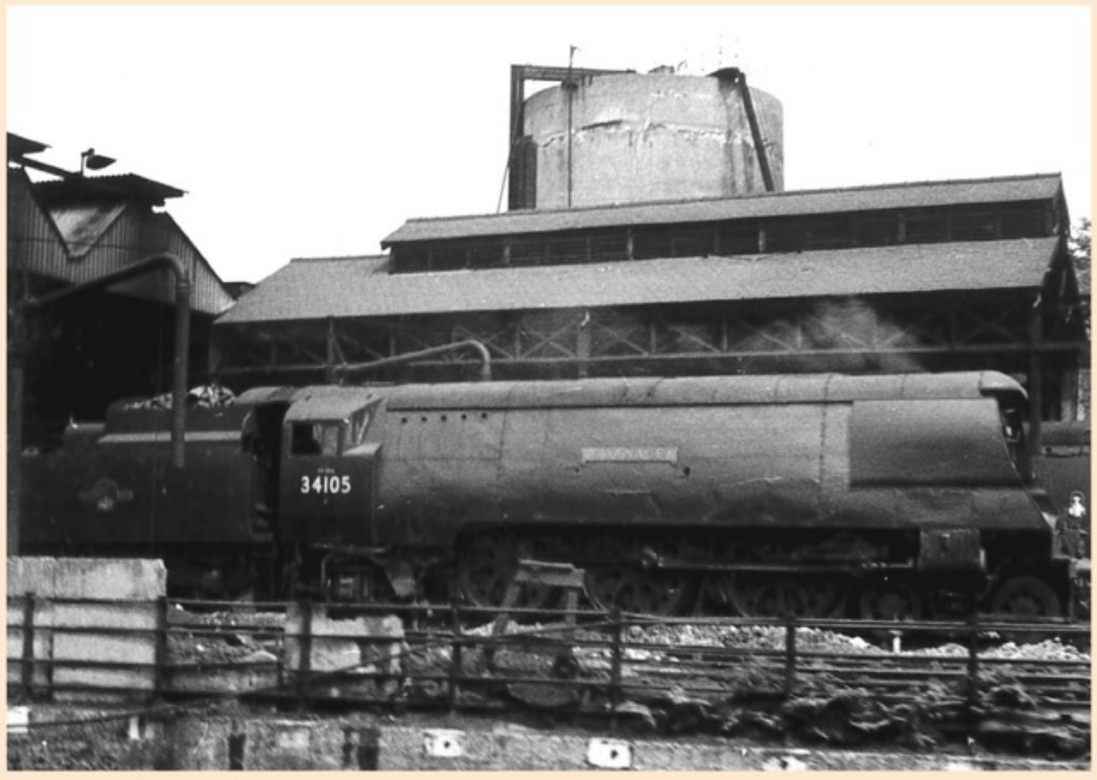
Readers' Letters

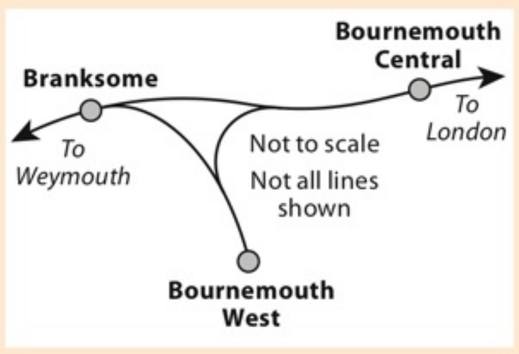
We can only consider for publication letters which are accompanied by the writer's full name and address (although we do not publish the latter except in the case of appeals). This also applies to all correspondence received via electronic means including email to: **railway-modeller@btconnect.com**

Correspondence for forwarding to any of our contributors must be addressed to them c/o RAILWAY MODELLER, Underleys, Beer, Seaton, Devon EX12 3NA.

All correspondence published here represents the opinions of the authors only and not RAILWAY MODELLER.

Operations at Bournemouth Central





John Quinlan, a retired former BR restaurant car steward (and now a member of the Pecorama model shop staff) worked to Bournemouth regularly. He snapped this view of now-preserved No.34105 *Swanage* during the manoeuvres described. The first part of his reminiscences of his time 'on the cars' was in the RM 2019 Special; read more in the 2020 RM Extra, out now. *Photograph: John Quinlan*

In his letter concerning the merging of up trains at Bournemouth Central (November), Fred Redgrave asks how up trains for London from Bournemouth West and Weymouth were merged. In my experience from travelling on the West portion and observation from the platforms, it was usually the portion from Bournemouth West station arriving first (see diagram). This probably does not matter too much as the procedure described below worked in either situation.

My recollection is that the merging worked as follows:

- The station pilot sat in the siding which joined the up platform and was adjacent to the MPD.
- A train from Bournemouth West would arrive at the up platform, the engine would detach, run forward and then reverse onto the up relief road.
- The station pilot would run forward and attach to the rear of the stationary coaches and then draw them back into the siding leaving the up platform empty.
- A train from Weymouth would then arrive at the up platform.
- The station pilot would then push the Bournemouth West portion on to the back of the Weymouth portion, detach and run back once again into the siding.
- The combined train would then leave for London.
- Finally the engine was free to run across the up platform line into the MPD.

PHIL HARRIS

As Fred Redgrave remarked, the whole procedure was completed in a very short space of time; it can be seen in model form on Wimborne Railway Society's model of Wimborne station (RM April 2017) where a fictitious up Swanage portion is combined with an up Bournemouth West to Waterloo express. *Wimborne* is next appearing at our club Open Day on Saturday 28 December 2019 (see Societies & Clubs) or at the WAMRC Frome show on 4 & 5 January 2020.

CLIVE FINDER

Craftsman L&Y Class 27 kits wanted

I was very interested in the model of the L&Y 0-6-0 on Mark Towers' layout *Bucks Lane* (November). I had an ambition to model all 12 of the class in 1930s condition, a task which took a while to complete. I'm now renumbering and upgrading them to match those I saw in the 1950s, but the Craftsman kit for these locos is no longer available. If any reader has two kits for the round-top firebox (Class 27) versions, and wishes to dispose of them, could they please contact me via the editor.

M WATERS

My favourite RAILWAY MODELLER

Now that we are closing off the 70th year of RAILWAY MODELLER, I decided to reminisce about the magazine. I began reading RM in 1957 and its appeal has not diminished since.

The January 1960 RM featured a layout, *Tetfield*, which I still regard as the most inspiring article ever. It was a GWR branch but could have been any railway. The remarkable point is that almost everything, buildings, track, scenery and stock were constructed by hand – true railway modelling.

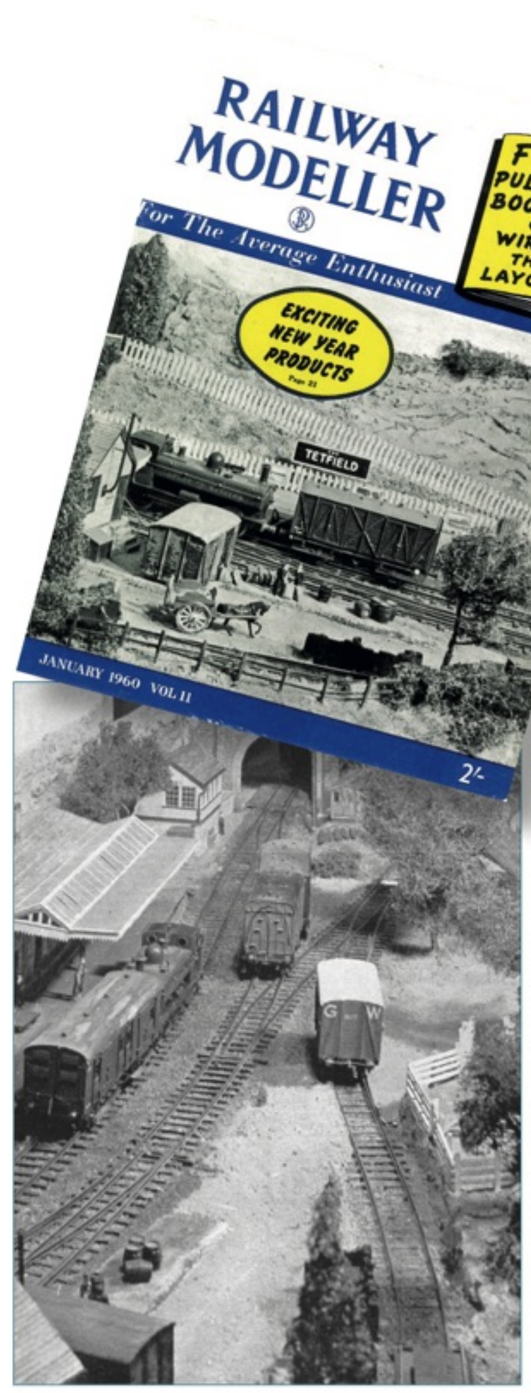
Other aspects of the RM were and are the advertisements for products, from manufacturers, retailers and private individuals. Sadly, many once famous names such as Hamblings and EAMES have ceased to exist.

The layout plans always fascinated me and I used to draw up many (which never came to fruition) in the middle of school exercise books! Cyril Freezer's expertise was wide-ranging but I also liked the minimalist and circular layouts devised by Ian Futers.

The RAILWAY MODELLER has seen so many changes and we are now totally spoiled for choice of products, both present day and historical.

I can scarcely believe that an OO gauge SECR D Class 4-4-0 has just been announced (prayers can be answered!).

PETER CLARK



Ed – Tetfield*, by H H Tetlow, which so inspired Peter, is pictured here. Other readers' suggestions welcome!*

Variety – no rights and wrongs

On reading the October RAILWAY MODELLER I was struck by how much variety you get in your magazines and how much variety there is in our wonderful hobby. I totally agree with the views expressed by Peter Thomas as regards to 'looking at layouts' at exhibitions. There does not have to be frantic 'movement' all the time. On the good layouts with realistic 'space', authentic buildings, appropriate scenery and cameos there is so much to see and admire.

Railways, especially in the steam era, were filthy, grimy, damp, dusty places and the best improvement in our hobby has been the weathering aspect. Martin Kirkham's *Sonning* is a very good example of a realistic true to life model railway. I can happily spend hours reading about layouts like that.

Of course, there isn't really a right and wrong in all of this – it is doing what gives you pleasure that matters most with the hobby.

DAVID QUARRIE

Spring points on model railways

I am involved in the running of a 7¼" gauge passenger carrying railway and on our system we have a number of spring, or automatic, points. I have never seen any such application on any gauge of model railway.

My home layout is laid on a shelf around the inside walls of a hexagonal room. My main line is double track throughout and I wanted to ensure that all my traffic runs 'right line', that is on the left-hand track in each direction. I have constructed an automatic trailing crossover that will always cross any traffic that approaches wrong line to the correct track.

Since the crossover is on a removable track section I wished to avoid active points, with motors/solenoids. My points are very lightly sprung so that normal traffic trails through against the spring whilst any vehicle approaching wrong line is correctly set across.

One or two very light vehicles and locomotive bogies did not like having to move the switch blade over, but very careful weighting of them soon remedied this and now all works well.

DAVID DAINES

Ed. – Any readers following suit?

Impressed with British outline T-Trak modelling



I am impressed by what was achieved within the rules for T-Trak modules by the Peco team (RAILWAY MODELLER October 2019): you've really shown what is possible for a British scene in the space available.

One aim of the T-Trak standard is to encourage people to take up railway modelling because you only have to build a 355mm x 308mm size module at a time. I've been using this approach, as a STEM Ambassador, to build modules with the Monkton Park Primary School T-Trak Club in Chippenham: we've been able to create a layout quickly that the children are proud of and have fun driving trains on. Bentley Model Railway Group kindly invited us to their Trainwest exhibition this year where hopefully we raised the profile of the T-Trak concept.

I wish I had discovered T-Trak sooner: it has many advantages for those short of space or who want to build dioramas. As the photo by Hiroshi Kato of the diorama competition in your article showed (*left*), T-Trak layouts have a rather random appearance that is part of their charm and quite unlike traditional exhibition layouts.

DANIEL SMART

Ed. – STEM – Science, Technology, Engineering, Maths – topics can be found on the website www.stem.org.uk

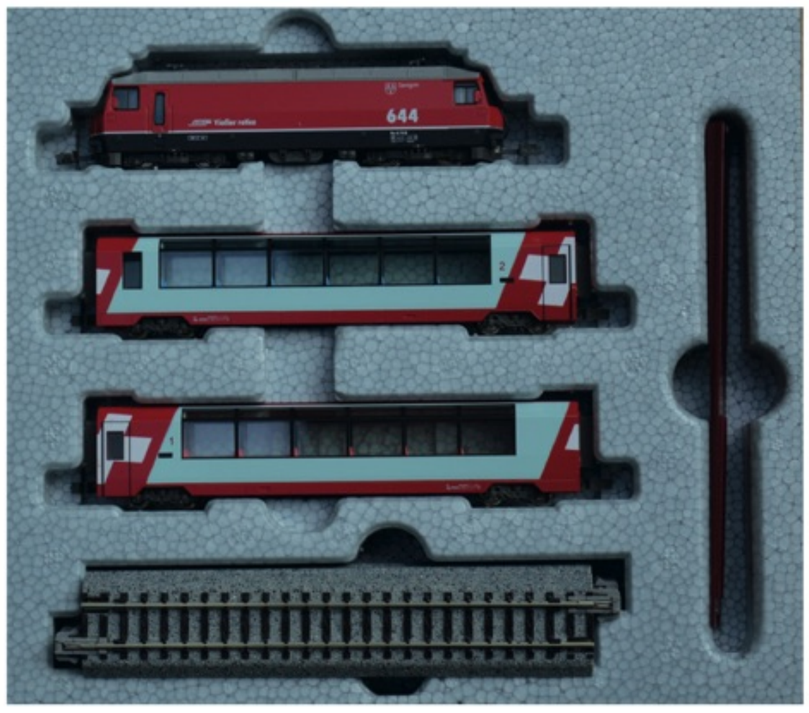
Owning a model of a train you've ridden on

Whilst perusing RM's 70th Special Supplement and contemplating my own modelling history which coincidentally began also around 1949 with a Hornby clockwork train-set on the dining room floor – red 0-4-0 tender loco (no reverse), two coaches and an oval of track – I was interested in the article by Nick Garner, and especially by his comments on young people who might well wish to possess a model of a train on which they'd recently travelled upon.

Earlier this year I went on a railway themed holiday in Switzerland and one of the excursions was on The Glacier Express between Andermatt and Chur. During lunch one of the dining car stewards made the rounds selling souvenirs such as mugs, postcards, badges etc. but also a delightful N gauge model of the train. It's manufactured by Kato and comes with three pieces of sectional track for display purposes and even a railer!

It's quite amazing, come to think of it, just how similar in content this rather unusual souvenir is to my original start-up train-set all those years ago!

JAMES WOOD



Technology vs 'traditional' skills: don't wait to learn

I read with interest the current issue, especially Nicholas Garner's Comment piece (p951). I get where he is coming from even though I'm 28 years older!

The 'older skills 'for me were only ever a necessity to get what I required for the layout – be it a wagon kit of a prototype unavailable ready-to-run, or sticking small fiddly details on a Lima loco! I will never need to learn to make brass kits because they simply don't apply to my diesel era modelling…do I feel worse off for not having that experience ? No, not at all; we all have limited time and that has to be spent on the areas of modelling we enjoy, not practicing skills that, sadly, will be redundant in the future. Bring on the laser cutting, the 3D printing – the future is bright!

ROB DAGG

I read with interest the perceptive commentary by Nicholas Garner in the November 2019 issue as to the direction the hobby is taking, from the 'other end' of the age perspective. However, I would caution waiting too long to try some of those 'traditional techniques and methods' that his piece concludes with.

In particular, the people from whom you can actually learn the black arts of soldering, filing, and shaping metal, drilling small holes without breaking drills, tapping threads, marking out sheet materials and perhaps even a smattering of basic lathe work, are all getting very thin on the ground.

It took me around 20 years on and off of building locomotives before I started to feel I had got the hang of the business. And even now, I still get frustrated with issues that should have been addressed by the kit's designer in the first place.

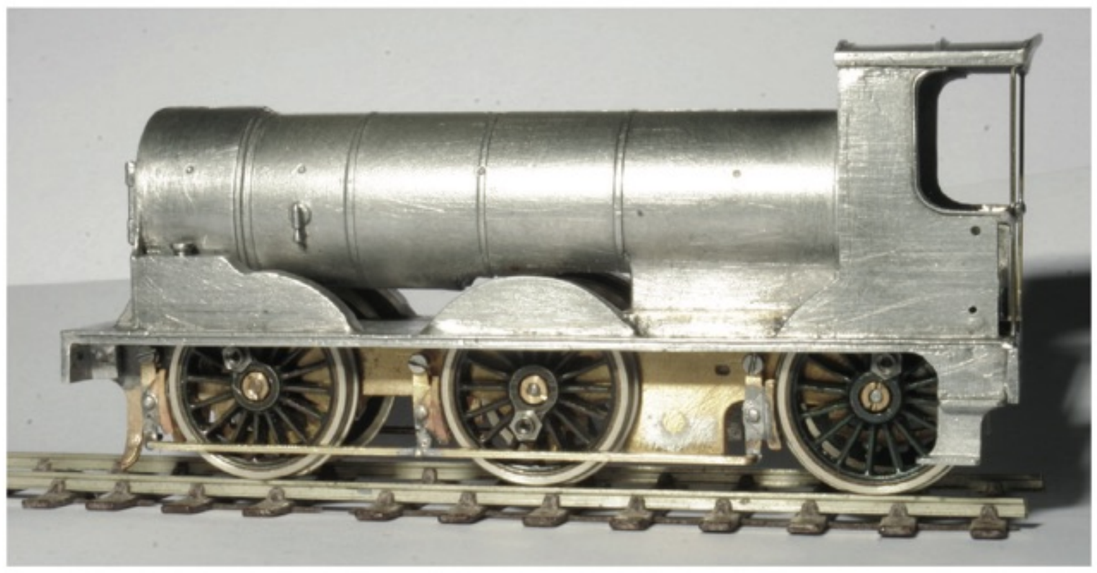
My personal *bête noire* is brake shoes and hangers that are meant to be soldered on for keeps. So, how to do you get the wheels off to paint the thing? Drill and tap the chassis side frames for M1.2 screws, turn up some wee brass spacers… as in the photo.

All these sorts of things can only be picked up through experience. It amounts to a lifelong apprenticeship – but one that can give one a lifetime of interest and pleasure.

None of this matters of course, if – and it is a big if – you are happy to accept what the trade decides to bring to the market.

But it would be a dull world indeed, if there was no-one left able to inspire the rest of us with the likes of, say, a scratchbuilt Sand Hutton 18" Hunslet well tank in 1:32 scale…

FRANCIS SAMISH



Snippets…

70 years of RM

We would just like to take the opportunity to congratulate the team at Peco Publications on RM's 70th anniversary. Many of our members purchase the magazine on a regular basis and have found inspiration and enjoyment in its content so let's hope that this continues for many years to come.

JOHN SPENCE
Chairman, Melton Mowbray MRC

I had just puchased the November edition of RAILWAY MODELLER, and the other day a friend gave me several old copies of *The Railway Magazine*.

I picked out, purely at random, the copy for January 1950. Imagine my surprise when turning to the back pages, under the section titled 'Railway Literature', an entry for the RM Vol 1 No 1 for October-November 1949. The very first copy. I could not believe the coincidence!

PAUL NICHOLLS

Ed. – the Railway Magazine *remarked that "in the editorial to this new periodical, Mr G P Keen, Chairman of The Model Railway Club, stresses the importance of following real railway practice on model railways."* Plus ça change…

Congratulations on another decade. I have just been re-reading for the n'th time the very first MODELLER bought for me, the May 1966 issue purchased from the W H Smith stand at Victoria (eastern side) by my mum. At 2/6 it was an expensive purchase for her then. Now I'm a regular subscriber – it started a few years ago as a Christmas present from my Mum!

SIMON JAMES

Thank you very much for the reminder that it is 70 years since the day when, on the way home from work, I paused as usual to scan the display on the stall of W H Smith at Waterloo station, and spotted (and purchased) this new railway modelling magazine, RAILWAY MODELLER. Congratulations, and thanks for the many years of interesting and instructing reading.

DAVID CURTIS

Playing card operation

The enquiry by Revd Hewlett (letters October) is referring to a series of articles in *Model Railway News* titled *Freight Train Operation on Model Railways*, written by E W Gilmour, who was employed in freight traffic management on British Railways. The articles ran from May 1961 to April 1962 and featured the author's *Loddiswell, Modbury and Salcombe* railway. Unfortunately although the April 1962 instalment had 'continued next month' at its foot there were no more articles as far as I know, which left the reader somewhat in limbo!

GEORGE BENN

FROM RAILWAY MODELLER BY OUR EDITORIAL STAFF AND CONTRIBUTING MODELLERS

Ruston & Hornsby 48DS

Brand new industrial from Hornby in 00

When he gave his 2019 product briefing at its traditional HQ in Margate last December, the Hornby Marketing Director Simon Kohler might have imagined that the revamped Stanier Pacifics would be the project with the most buzz about it, or possibly the GWR Large Prairie. Not a bit of it!

If proof were needed that you don't need to try too hard to have star quality, here is the model we've been anticipating the most: the R&H 48DS, stocks of which are flying off model shops' shelves by all accounts.

Prototype fidelity

Four liveries are being produced for the first batch of releases: R&H itself, a model of the 48DS used 'in house' at the company's Sheaf Ironworks in Lincoln (illustrated); a War Department loco as used at the MoS Cwmavon Ordnance Depot in west Glamorgan; and two that worked at Scottish whisky distilleries, John Dewar and Longmorn. These are models of now-preserved locomotives – on the Caledonian and Strathspey railways respectively – and are fitted with the first style of cab.

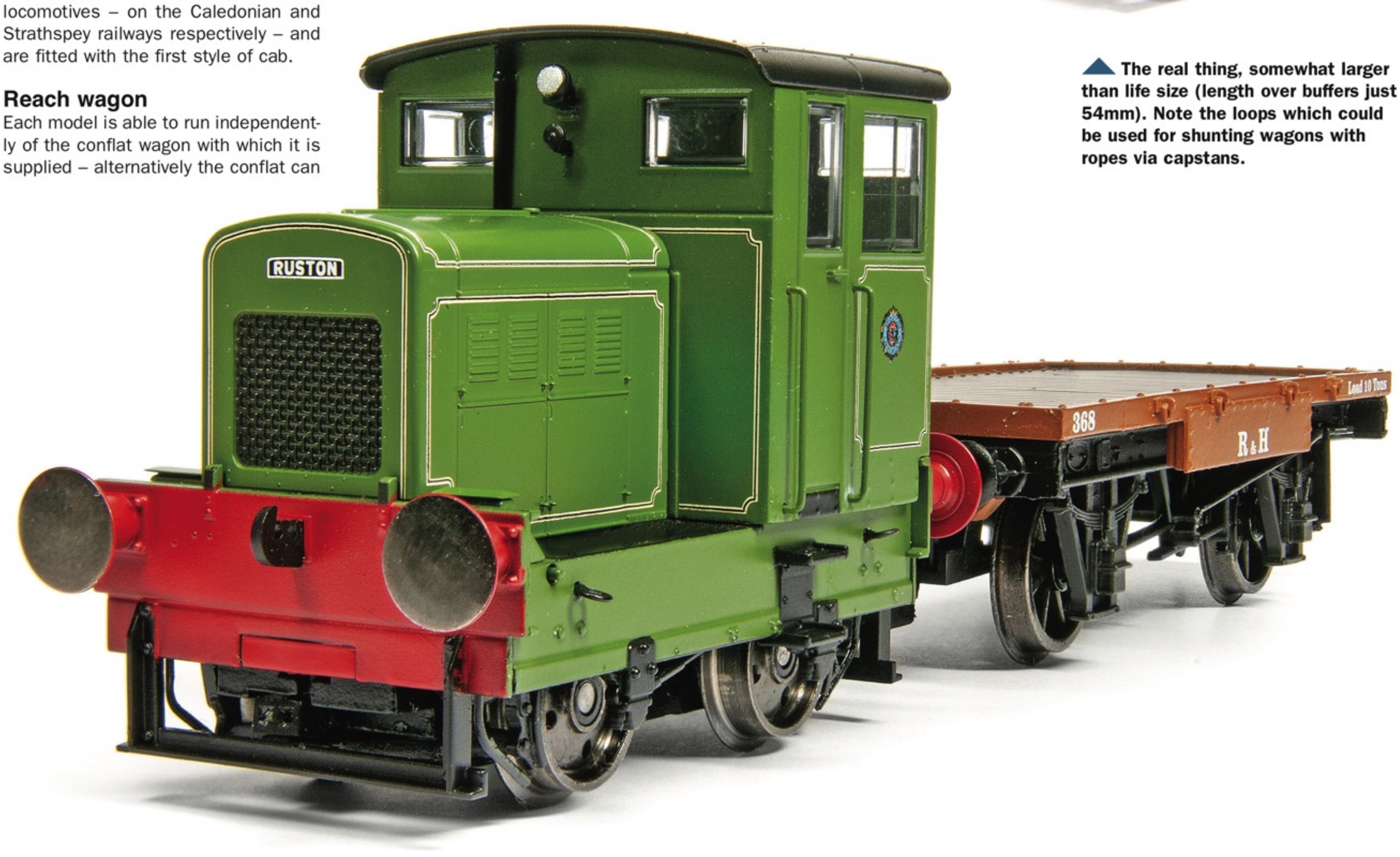
Reach wagon

Each model is able to run independently of the conflat wagon with which it is supplied – alternatively the conflat can be used as a reach wagon, coupled to the front *à la* Neil Rushby's layout suggestion *Whisky Galore* (see RM August 2019). The conflat extends the little machine's electrical footprint thanks to wiper pickups on the rear faces of the wagon's wheels and plug connections to the loco chassis.

Compared to the care and attention that has clearly been lavished on the locomotive, it is a little disappointing that the conflat appears to be from quite venerable tooling, with moulded-on parts (chiefly the brake handles) which today would be separately fitted parts. The slimline tension-lock coupler can be unclipped, but it does not reside in a NEM pocket, rendering the substitution of (for example) Kadees not as straightforward as the procedure might have been. (The loco does, however have NEM pockets, into which the supplied plug pieces can be inserted if the scale coupling hooks are to be brought into play.)

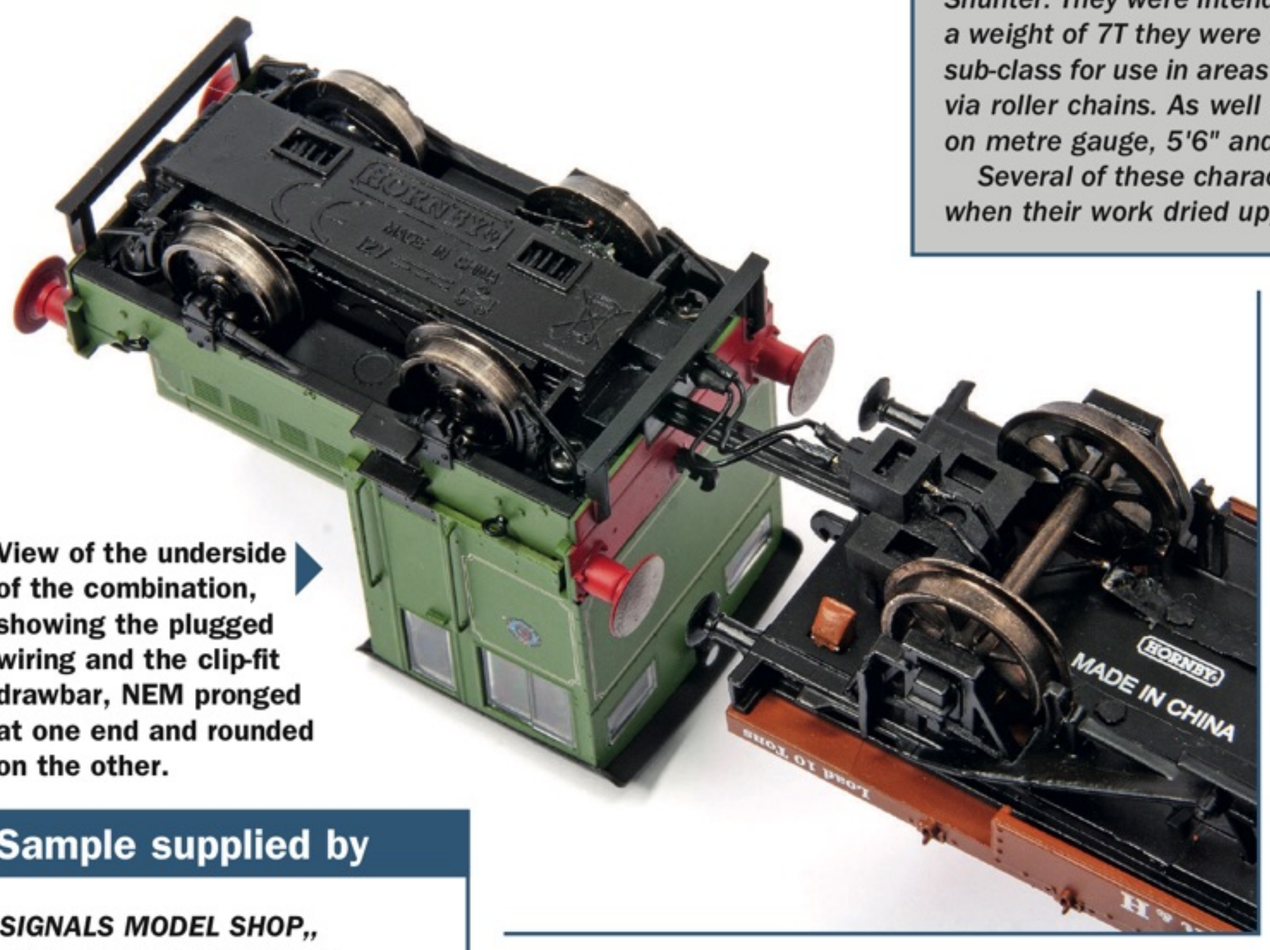


▲ **The real thing, somewhat larger than life size (length over buffers just 54mm). Note the loops which could be used for shunting wagons with ropes via capstans.**





Inside the body, all of it hidden within the bonnet area to keep the cab interior clear – well done Hornby! The 6-pin socket and blanking plug is factory-insulated to prevent short circuits from the metal motor housing. The outline of the gear train can be made out on the side of the chassis.



View of the underside of the combination, showing the plugged wiring and the clip-fit drawbar, NEM pronged at one end and rounded on the other.

Sample supplied by

SIGNALS MODEL SHOP,,
10 High Street, Midsomer Norton, Somerset BA3 2LE
www.signalsmodels.com

PRICE
ref.R3704, £79.99

IN PRESERVATION **Ruston & Hornsby 48DS**



A former Army veteran, R&H works 411319 of 1958, is now in 'civvy street' in the care of the Whitrope Heritage Centre at the summit of the old Waverley Route. The loco is currently in need of gearbox work, according to the Waverley Route Heritage Association website www.whra.org.uk *Photograph: Steve Flint*

Prototype background

In all some 204 examples of this tiny machine were turned out of the Ruston & Hornsby plant in Lincoln between 1941 and 1967, with around half featuring a 'steam loco-type' cab entrances without doors. The Hornby model seen here reflects the later builds' cabs, with doors and other mod-cons. The locomotives could deliver 48hp – hence the designation, for 48hp Diesel Shunter. They were intended for light duties, and with a length over buffers of less than 14' and a weight of 7T they were ideally suited to light industrial users. There was even a flameproofed sub-class for use in areas such as petrol stores. Transmission from the four-cylinder engine was via roller chains. As well as standard gauge locomotives, there were versions supplied for use on metre gauge, 5'6" and other systems.

Several of these characterful locomotives have made it to presevation, but most were cut up when their work dried up, or they were replaced by road vehicles.

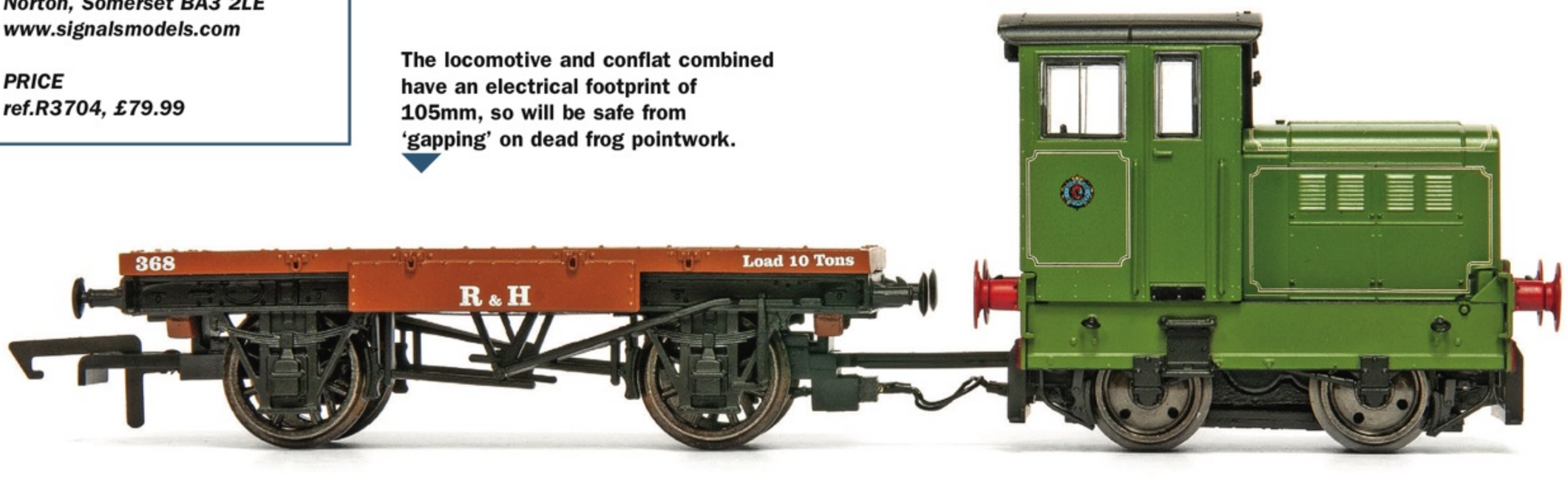
Livery application is first class, with fine lining. We had a view of the Longmorn version at the press briefing in Margate, and the execution is very fine indeed.

Power and performance

The Hornby 48DS weighs 76g, and is driven on both axles by a three-pole skew-wound motor. A 6-pin socket and blanking plug is attached to the top of the mechanism for DCC users.

In operation the mechanism is near-silent, and the little 48DS runs very smoothly, with a sensibly slow top speed. Setrack dead-frog pointwork is no real impediment, but for best results Unifrog points (eg the Peco bullhead type) should be used in live frog mode when running the loco without the conflat. On test on the Pecorama loft layout *Peckwick Rye*, three Hornby Pullman cars were handled without slipping.

In conclusion, we can see this being for Hornby as popular – more so perhaps? – than the W4 Peckett of 2018. Small industrials are clearly here to stay, and what's not to like? *Tim Rayner*



The locomotive and conflat combined have an electrical footprint of 105mm, so will be safe from 'gapping' on dead frog pointwork.

Revised Class 87 new from Hornby

00



Hornby has issued a revised version of its much-admired Class 87 electric for 00 gauge, which is subtly different from the 1970s/80s-era period represented by the first release of this brand new tooling model (see Reviews, November 2018). These include the finely moulded example of the Brecknell-Willis high speed pantograph, which began to replace the cross-arm originals in the mid 1980s, when the type was approved for 110mph running. Also, on the cab front, the original multiple working cables and receptacles have been replaced by the cabling for the TDM push-pull working with Driving Van Trailers introduced in the early 1990s – for a while the real things ran with both in place – and the circular headlight has been deleted and a standard high-intensity headlight installed. Finally, on the roof, the couple of NRN aerials are fine installations in metal; there is only one rectangular vent (in place of two as built), next to the pantograph; and the bright red fire suppression equipment tanks are present, which dates the model to the post-BR period. No.87 019 is currently one of the 21 class members which have been exported for new lives in Bulgaria (in this case 2007); it was renamed from *Sir Winston Churchill* in 2005.

Hornby has executed the livery with its usual aplomb, the 'signature' brand names in crisp print. Etched nameplates are supplied, to be placed over the printed originals, and buffer beam pipework is supplied as separate parts for the purchaser to fit. (The bag also contains the multiple working cables, but these were obsolete by the period represented by the model.)

Mechanically the loco is uniform with its predecessor, and runs very well thanks to a cast metal chassis with centrally-mounted motor with twin flywheels. All axles are driven, and all pick up current. Directional head and tail lighting is fitted, and a switch under the loco toggles between 'day' and 'night' settings, the latter illuminating the head and marker lights, the former the markers only. On 12V dc there is no way of toggling off the 'redundant' lights if the loco is pulling or pushing a train. (Regarding pushing, it would seem advisable to connect all the coaches and the 87 with semi-permanent drawbars, rather than using tension-locks as provided with the detail parts of this model, especially around layout-spec curves.) DCC users will find an 8-pin socket and blanking plug on the pcb above the motor, and there is space for a speaker below the printed circuit board.

With period-specific details as noted above, Hornby has done the 87s' last hurrah on the WCML proud. It's still hard to believe they're not romping up Shap, even now… *Tim Rayner*

Sample supplied by

HORNBY HOBBIES Ltd,
Westwood Industrial Estate,
Margate, Kent CT9 4JX.
www.hornby.com

PRICE
ref.R3656, £169.99

Bogie Bolster C new to Graham Farish range

N

New to the Graham Farish range is the Bogie Bolster C wagon, available in LMS grey as here, and early and late BR finishes. The models are supplied with moulded plastic girders for a load (two, I section, measuring 80mm long x 4mm deep), and a couple of extra bolsters plus 16 tiny stanchions to be placed as desired dependent on load.

The LMS perpetuated a Midland design for these wagons: the company refined the type with plateback bogies and dispensed with the handbrake wheels, leaving just brake levers. Eventually the LMS mustered 450



examples of both pre- and post-Grouping construction.

The wagon is finely moulded and neatly printed, and even the solebar number plate is legible. The properly sparse underframe detail is faithfully represented, with pull rods and V-hangers, albeit not easy to see when the wagon is on the track.

The packaging holds the unladen model securely for transit, but cannot accommodate the load if affixed to the bolsters, which seems somewhat of a missed goal. *Tim Rayner*

Sample supplied by

GRAHAM FARISH,
Bachmann Europe plc, Moat Way, Barwell, Leicestershire LE9 8EY.
www.bachmann.co.uk

PRICE
ref.373-929, £27.95

Another English Electric Class 50 from Dapol

N

In the wake of the Network SouthEast-livery Class 50, new from Dapol for N gauge, which was featured in full in the reviews pages last month, here is another livery variant, the large logo BR blue scheme which suited the locomotives well, as No.50 040 *Leviathan*.

The large logo blue scheme was first applied to Class 56 No.56 036 in August 1978. On its refurbishment two years later, No.50 023 *Howe* became the first of its class to receive large logo blue, when outshopped from Doncaster in August 1980. The six earlier refurbished 50s – 006, 017, 019, 001, 047 and 013 respectively – left the Plant in all-over blue and were subsequently repainted at workshop visits. *Leviathan* was 19th through the procedure, and sent back to Plymouth Laira from 'Donny' in July 1981. The erstwhile D440 was withdrawn in August 1989 and ultimately scrapped in July 2008, by then nothing but a stripped-out shell.

Dapol has recreated the livery very well, with no overspray noted on our sample. The axleboxes have been picked out neatly, and the presence of the Network SouthEast lozenges on the former headcode boxes date the model to the late 1980s. (These minute details are easy to spot out with two tiny licks of paint if the model is to predate the era of red lamp-posts…)

If the good folk at Graham Farish would like to augment its selection of Mk.II coaches with the type IIb opens (one a mini-buffet) and corridor brake firsts, the glory days of loco-hauled trains on 'our' Waterloo – Exeter route would be a cinch in N gauge…

Tim Rayner



Sample supplied by

DAPOL Ltd,
Gledrid Industrial Park, Chirk, Wrexham LL14 5DG.
www.dapol.co.uk

PRICE
£144.95; DCC-fitted £174.95

Campbeltown & Machrihanish 0-6-2T Argyll from Fourdees | 009



Fourdees has recently released another attractive ready-to-run narrow gauge locomotive, in the form of the 0-6-2T *Argyll* built by Andrew Barclay, Sons & Company of Kilmarnock as works number 1049 of 1906 for the 2'3" gauge Campbeltown & Machrihanish Light Railway in Scotland. It is thus a rare example of a prototype for which 009 is exactly the right gauge! An almost identical locomotive, *Atlantic*, was supplied in 1907 (works number 1098).

These were comparatively large machines, over 20' long and more than 7' wide, weighing over 20 tons in working order.

The models have been produced using original drawings from the Barclay archives. They are hand assembled in Britain from 3D-printed parts made on advanced additive manufacturing machines; the highly detailed body also employs etched metal panels and many separate fittings.

As usual, a high level of detail has been achieved – the cab interior is fully equipped and painted, and there is flush glazing in all spectacles. The cab roof can be removed, to appreciate the detail and fit a set of crew figures; it is a simple push fit.

The model is offered in either lined olive green or lined black, somewhat simpler than the prototypes, and without names (which were painted) in order to widen its appeal.

The base colour is sprayed with good coverage and a satin finish, with the black (satin and matt) areas and details – buffer beams, flycranks, brasswork, pipework, etc. – hand painted. Colours are specified (Humbrol references) in the instructions to aid matching, if necessary. The etched brass works plates are by Narrow Planet.

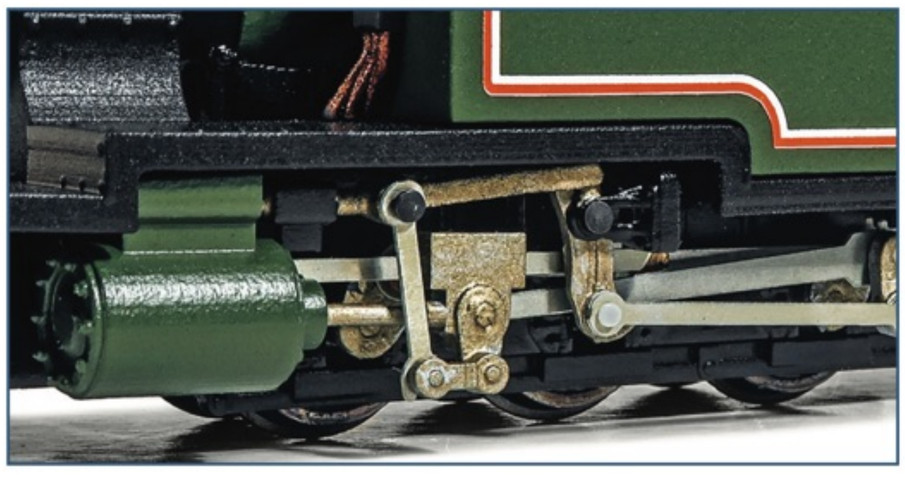
The complete body is ingeniously held onto the chassis by four small clips, completely concealed but easily accessible from below if separation is required for maintenance.

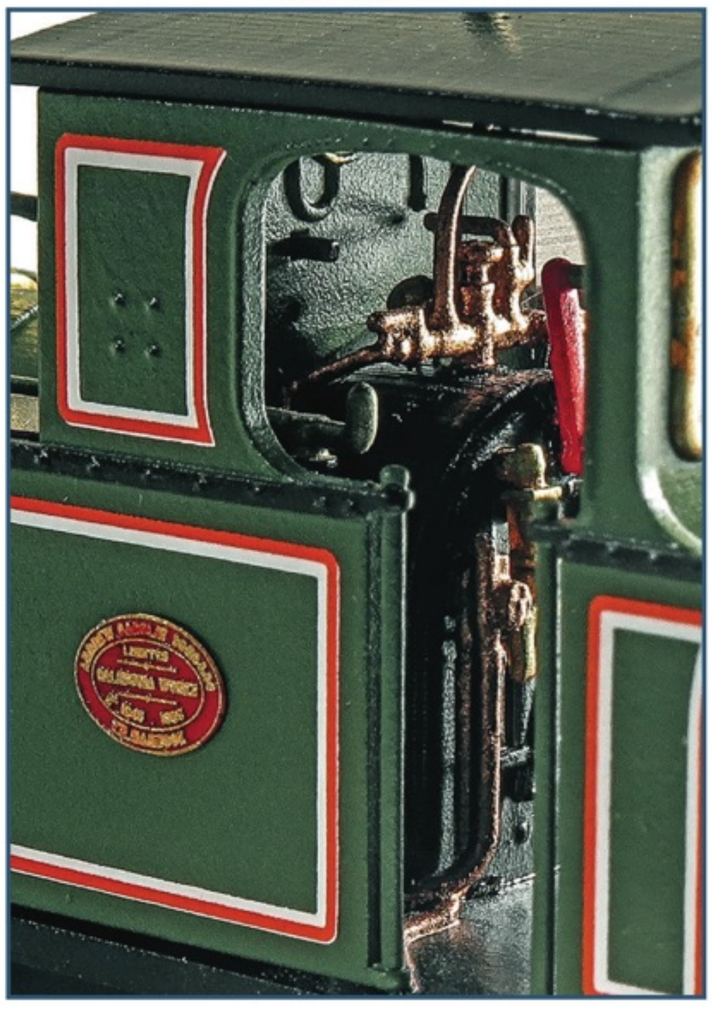
The model is built on a Graham Farish N gauge Class 08 diesel outside framed chassis, with custom-etched metal motion parts added.

It runs nicely; a running-in period of half-an-hour in each direction is recommended, with lubrication after every eight hours use.

Minimum recommended radius is 225mm (9"), but on such curvature the outswing is 8mm – check clearances for lineside structures or scenery, as these are prototypically wide models. On the C&M the locos were equipped with side buffers, fitted by the railway after delivery, but these have not been included on the model as they would restrict it to curves larger than 305mm (12") radius.





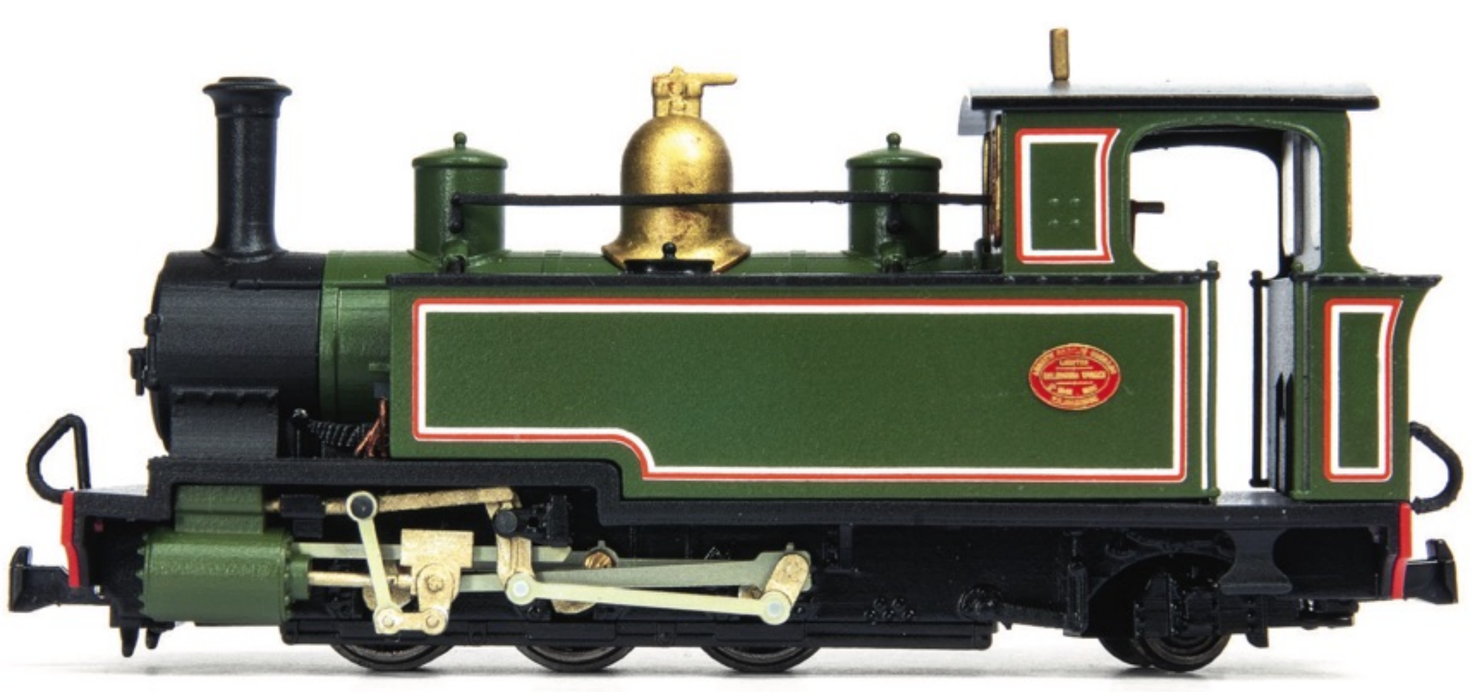


Weights in the tanks ensure reasonable tractive effort but more weight could be useful both for adhesion and electrical contact.

The couplings are standard Peco GR-102s, in NEM pockets. The height matches Peco stock perfectly. The rear coupling is mounted on the trailing truck.

The model comes smartly packaged in the now customary collector's stout dark green card box with a protective sponge insert. The included glossy booklet has general information on British narrow gauge railways and specific details not only for the Campbeltown & Machrihanish locos but also those from the Leek & Manifold – a hint of things to come! The booklet is illustrated with archive pictures. A separate leaflet provides operating instructions.

Andrew Burnham



Sample supplied by

FOURDEES Ltd,
57 Wentworth Road, Blacker Hill, Barnsley S74 0RP.
www.fourdees.co.uk

PRICE
ref.41-246 green/ref.41-247 black each £312.50.
Insured & tracked UK postage £10.00.

Latest locomotive and wagon commissions

N & 009





Following swiftly on its Dapol commission of Class 66 No.66 789 *British Rail 1948 – 1997* (see last month), **Gaugemaster** has returned to the Chirk-based manufacturer for another of the celebrity Class 66s, No.66 783 *The Flying Dustman*.

The real thing was named thus at York on 28 March 2018 to mark a collaboration between locomotive operator GB Railfreight and Biffa to run trains of waste from Machester and Leeds to the landfill site at Roxby, near Scunthorpe. The name was chosen following a competition amongst staff members of the waste management company as a nod to a certain A3…

The model carries its distinctive company name well across the horizontal ribbing of the body side, with no imperfections noted on our sample. The nameplate is an etched part, attached at the factory. Other metal details are separately fitted handrails and etched grilles. The purchaser can add the included non-magnetically-operated buckeye couplers as substitutes for the factory-fitted Rapido-type couplings if desired.

Performance is first class, and for DCC users a Next18 interface is attached to the pcb atop the cast chassis block. Directional lighting is fitted. The outer two axles of each bogie are driven by the centrally-mounted motor, shafts and gearing, but all wheelsets collect current. Price £119.95.

In short, one for those who keep their N gauge layouts right up to date.

More recent commissions from the Leighton Buzzard model shop **AGR Model Railway Store** has seen several items in the Peco 009 range of rolling stock outshopped in different, freelance colour schemes. The L&B 8T four-wheel van is lettered for 'mail' and 'fish' (150 of each produced), and the freelance single compartment brake coach (with buffers) appears as a very convincing horsebox, with accommodation for the equine's owner cleanly lettered (200 produced). Finally the L&B centre-observation saloon has been finished as a railway's coach with reserved seating, perhaps for directors. Prices are £18.95 for the fish van and £25.96 for the horse box, limited quantities of both are now available.

Samples loaned by

GAUGEMASTER CONTROLS Ltd, Gaugemaster House, Ford Road, Arundel, West Sussex BN18 0BN. www.gaugemaster.com

AGR MODEL RAILWAY STORE, 9 High Street Mews, High Street, Leighton Buzzard, Bedfordshire LU7 1EA. www.agrmodelrailwaystore.co.uk

The mail van and coach pricing was to be confirmed as this issue closed for press: see the AGR website.

Tim Rayner

Authentic BR period paint from Lifecolor

multi

Frequently in our reviews of the box-sets of acrylic paints by the noted Italian manufacturer Lifecolor, we have mentioned that they are aimed squarely at military modellers. Now it is pleasing to report that the firm has created a range of shades that are specific to three different periods in BR's history.

The first set reflects the early days of BR, and the six shades are for wagons, fitted and unfitted; coaches, crimson and cream; and signal red and early green for locos. The second set is for the 1960s period, comprising late loco green, Sherwood green, roof panel grey and warning panel yellow (initial shade) for diesels; the subtly different green for DMUs; and the late steam period maroon for coaching stock. Finally comes the BR blue period, with rail blue for *everything* and the later shade of warning panel yellow; rail grey plus roof grey for coaches; Railfreight red and grey for wagons.

Dates when each scheme was most prominent are given, but obviously unfitted wagons made it to the 1970s in grey, for example, just with different markings. Equally, rail blue and grey made its mark in the mid-1960s, so a degree of mixing and matching of shades will be entirely appropriate.

An excellent addition to the modellers' armoury.

Tim Rayner







Samples supplied by

THE AIRBRUSH COMPANY, 79 Marlborough Road (East), Lancing Business Park, Lancing, West Sussex BN15 8UF. www.airbrushes.com

PRICE
£17.99 for each set of six 22ml screw-top plastic pots.

Two more new Manning Wardle 2-6-2Ts from Heljan

009





Heljan has released the other two of the liveries available for its tooling-variant Manning Wardle 2-6-2T, the first brace of which – unlined black and SR green as No.190 *Lew* – were seen last month. They reflect the two liveries seen by the new-build machine of 2010: the unlined black in which it was first steamed gave way to a brief outing in lined black with the first version of the BR emblem and five-digit number, as if *Lew* had been nationalised…

The second of the two liveries represents *Lyd* as running today, in SR olive green, in which guise it has appeared several times on the restored (and ever-extending) Lynton & Barnstaple Railway at Woody Bay.

To our eyes the lined black suits the locomotive particularly well, lending thoughts to a 'what if' scenario with the Peco rolling stock in coach crimson, and bauxite for the wagon fleet – being fitted wagons of course.

As before the locomotives represent the 'Mk.II' standard of mechanism, with the revised and improved truck springing arrangement. For digital command control a 6-pin socket and blanking plug is on the mechanism: the motor drives the centre and trailing coupled wheels via gearing. All wheels collect current, making for smooth and sure progress.

Is it sacrilege to think of these locos in BR blue, Rheidol-style? *Tim Rayner*

Samples supplied by

HELJAN a/s,
Rebslagervej 6,
DK-5471 Søndersø, 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

Latest private owner wagon from Peco

N

The latest livery to adorn the long-lived Peco seven-plank private owner open wagon in N is Lunt Brothers, headquartered in Birmingham. The firm of colliery agents and exporters also had premises in London, Manchester and elsewhere in the West Midlands. They were marked empty to Annesley Colliery, and registered with the LMS.

The fine printing, including the shading, matches the photograph and description in *Private Owner Wagons volume 3* by Bill Hudson (OPC, ISBN 0 86093 206 0): although the chosen prototype had end and bottom doors, the fixed-both-ends model has been disguised very well by the paint finish. *Tim Rayner*



Sample supplied by

PECO,
Underleys, Beer, Seaton, Devon
EX12 3NA.
www.peco-uk.com

PRICE
ref.NR-P424, £9.50

Ringfield motor parts and buffers from Peter's Spares

00

The Peter's Spares range of indispensible replacement components for historic Hornby and Lima locomotive models has been expanded with the following new items.

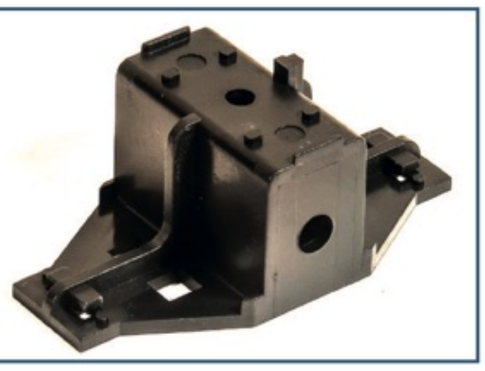
For the ever-durable Ringfield motor are plastic gears, in 28 and 33 tooth formats, and also the brass 11T one that was fitted to the drive shaft of the 'pancake' motor.

There is also a motor housing, which fits the Hornby X3170/X239/X337 motor bogies as fitted to the Class 37, Class 31, Class 35, Budd railcar and EM2 locomotives. They are identified on the service sheets 69/92, 66/92, 75, 31 and 30 respectively.

For Lima locomotives, there are packs of four replacement oval buffers; and there are also oval and round quartets to fit Hornby locomotives.

See the Peter's Spares website for full details of this Aladdin's cave of items which can help to keep our old favourites going for years – more likely decades – to come. *Tim Rayner*





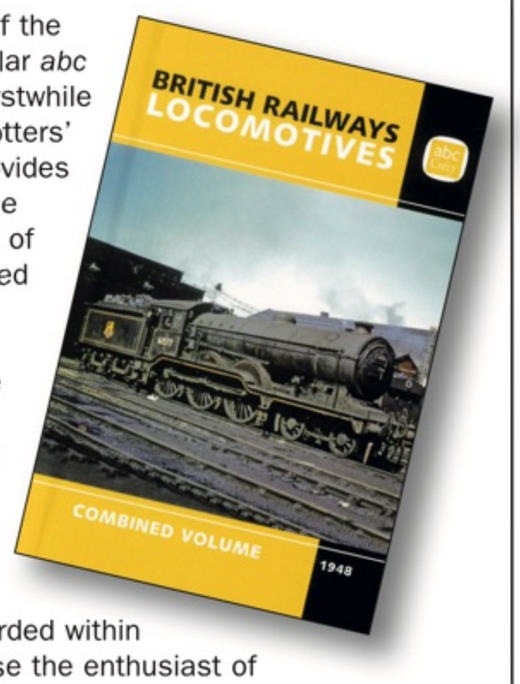
Samples supplied by

PETER'S SPARES,
2J/2H Brighouse Business
Village, Riverside Park,
Middlesbrough TS2 1RT.
www.petersspares.com

PRICES
Gears (plastic) – £1.15 each
Gear (brass) – £1.99
Motor housing – £5.99
Buffers x4 – £3.99 each

Book Reviews

British Railways Locomotives 1948



This is another of the publisher's popular *abc* reprints of the erstwhile Ian Allan locospotters' books, which provides a look back at the motley collection of machines inherited by the new nationalised concern from the Big Four. Some were destined to hold down express work for many years for BR, others were to be discarded within months. Of course the enthusiast of today will look in vain for the last 10 ex-Great Western Manors for example: the note that they are yet to be constructed, following the listing of No.7819 *Hinton Manor*, seems particularly wistful given the passage of seven decades and more.

A good collection of photographs of locos large and small break up the number listings, and supplementary information is given such as the Southern's route coding.

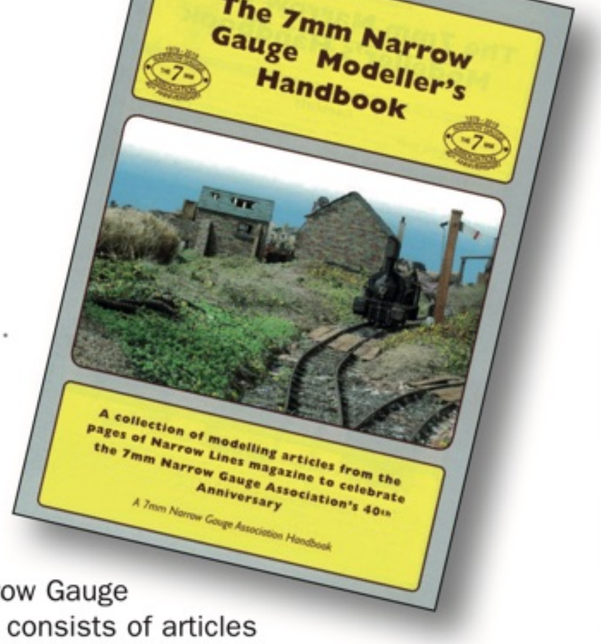
In short, these books are something of a time machine for the enthusiast of the 21st century wishing to see what the railways looked like then.

Crécy Publishing Ltd,
1A Ringway Trading Estate, Shadowmoss Road,
Manchester M22 5LH.
www.crecy.co.uk

158mm x 105mm 140pp
Hardback £13.50
ISBN 978-1-91080-960-0

The 7mm Narrow Gauge Modeller's Handbook

Edited by Peter Jackson



To celebrate its 40th anniversary, the 7mm Narrow Gauge Association has published this handbook, which consists of articles reprinted from the Association's bi-monthly magazine *Narrow Lines*. Some are now dated, and products and materials have changed – these are noted where relevant but the original text has not been changed.

Modelling narrow gauge in 1:43/1:48 is not (yet) well supported with ready-to-run models (with the exception of some On30) and remains the preserve of kit- and scratchbuilding, and this selection is intended to get you modelling.

The features are arranged in five sections: rolling stock, locos, buildings, scenery, and modelling. They include building wagons, scratchbuilding coaches, and carriage details; building a loco from plasticard, loco cab fittings, and using transfers; narrow gauge buildings; a quest for realistic scenery, and detailing; figure painting, painting horses, and some notes on the use of jigs.

The articles are between one and 17 pages, and were selected as being within the capabilities of the 'average' modeller. Contributors include Gordon Gravett and David Taylor, among others, all far from average by any standards!

The photographs and drawings are generally by the authors, so standards naturally vary, but the reproduction is generally good. The page design is simple and clear, with colour used to highlight the sub-headings and captions.

The back cover encourages membership of the Association, but gives no contact details.

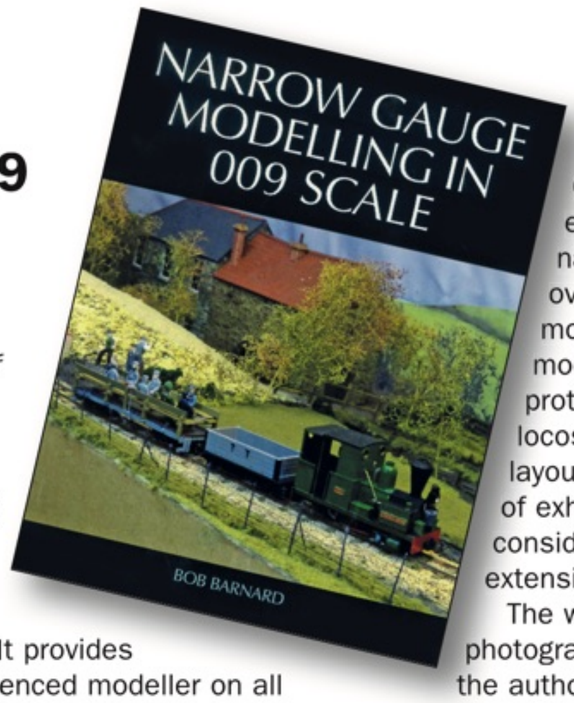
While much of the content is specific to narrow gauge and 7mm scale, a lot will have wider applications.

7mm Narrow Gauge Association,
Publications Sales Officer Roger Jones,
5 Link Hill, Storrington, Pulborough, West Sussex RH20 4LS.
www.7mmnga.org.uk

295mm x 210mm 68pp
Softback ref.HB09, £2.50
No ISBN.

Narrow Gauge Modelling in 009 Scale

Bob Barnard



With the production in recent years of increasing numbers of ready-to-run models for 009, previously an area largely populated by kits, many more modellers have been attracted to narrow gauge subjects. This comprehensive and informative book offers an insight into modelling in 009. It provides practical advice from an experienced modeller on all aspects of working in 009 – not actually a scale, despite the title: it denotes the modelling of narrow gauge railways with gauges of approximately 2' to 2'6" in 1:76 scale (as used for 00) on 9mm gauge track (borrowed from N).

The author began modelling at an early age, assisting his railwayman father, and gradually acquired the skills to scratchbuild locomotives and stock. While the parental layout was Southern 00 standard gauge, Bob developed an interest in narrow gauge, and particularly the legendary Lynton & Barnstaple line.

He has written articles for various magazines, not least RM, produced a book about modelling the L&B, and exhibited his layouts to promote the cause. But while the L&B is his main interest, he has modelled other subjects and has a broader interest in all things NG, so there can be few people better qualified to produce a guide like this.

Topics include the issues of scale and gauge; the origins of 009, with reference to some of the early pioneers; the diverse range of narrow gauge railways, in Britain and overseas; how to select a subject to model, taking into account available models; construction of a compact yet prototypical layout, with appropriate locos and stock; control and signalling; layout maintenance; and the challenges of exhibiting. For what might have been considered a general guide, it goes into extensive detail in many areas.

The work is illustrated with over 300 photographs and diagrams, the majority by the author, and of his own work, which make the explanations of the processes very clear. The standard of reproduction is good, and the page design is simple and clear, without excessive use of fancy fonts and garish colours; a few separate sections are distinguished by framed panels with tinted backgrounds.

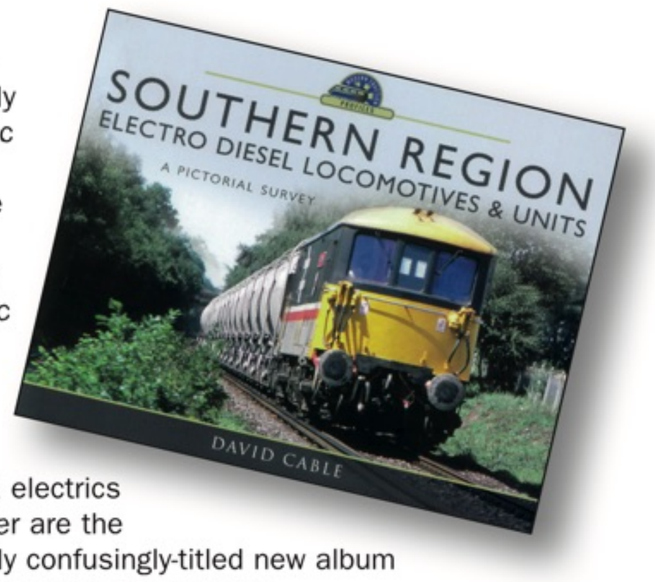
The book achieves the difficult balance between catering for the new recruit to 009 and the already experienced modeller: both newcomers and old hands should get something from it, and it will help the former develop into the latter.

The Crowood Press
Ramsbury, Marlborough, Wiltshire SN8 2HR.
www.crowood.com

245mm x 190mm 196pp
Softback £19.99
ISBN 978 1 78500 525 1

Southern Region electro diesel locomotives and units

David Cable



Those who believe that the Southern Region – especially post-steam – was an electric wasteland of hard-to-differentiate multiple units are overlooking the tracts of it which echoed to the sound of English Electric diesel engines, both in the DEMU fleet of varied types and within the boxy go-anywhere Class 73s and the converted Class 71 electrics as Class 74s. Both the latter are the electro-diesels in this slightly confusingly-titled new album showing the life and times of these SR stalwarts.

Your reviewer was quite a connoisseur of electro-diesels back in the early 1980s, and – whoopee! – page 14 presents a Channel Islands boat train, 73-hauled, heading for the capital on the four-track racing stretch east of Basingstoke. Other landmark workings include the Gatwick Express, Pullman and other specials, and the 73s' time as fill-in traction on the makeshift Bournemouth formations immediately prior to the introduction of the Wessex electrics in the late 1980s.

Then Class 74s take to the crease for their inevitably shorter innings, occupying pages 145 to 158. After that it's the turn of the slab-sided Hastings-loading-gauge fleet (another favourite), both on home turf of the South Eastern Division and on railtour workings.

The album is completed with the 'Thumpers' – the three-car Hampshire units; the 'tadpole' fleet of wide-body driving trailer and two Hastings-gauge coaches; and the Oxted line Class 207s.

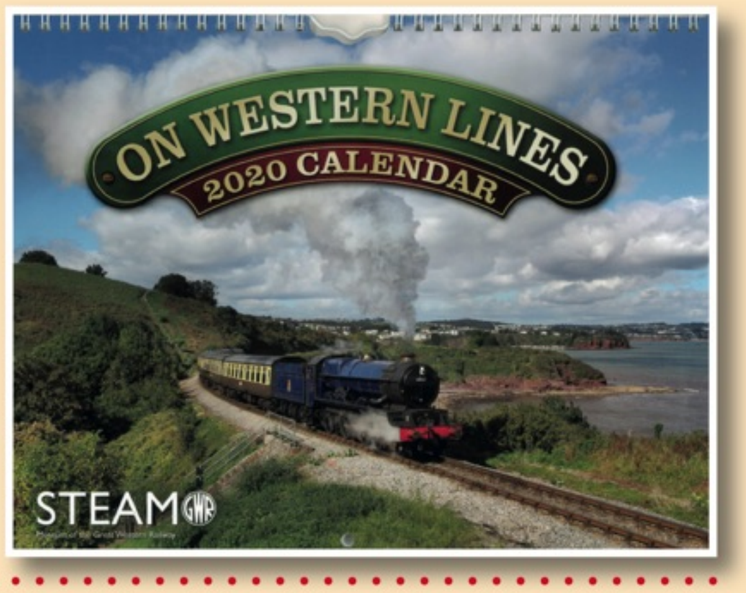
All are shown in typical liveries, with the 73s having worn most including Caledonian Sleeper. Dates are chiefly from the 1970s to the demise of slam-door stock in the 2000s, excepting the 73s of course, very much still part of the 21st century scene. It's a terrific time machine, and an inspiration to those who want Southern without the third rail.

Pen & Sword Books,
47 Church Street, Barnsley, South Yorkshire S70 2AS.
www.pen-andsword.co.uk

195mm x 255mm 228pp
Hardback £30.00
ISBN 978 1 52672 061 0

Cards & Calendars 2020

STEAM Museum, Swindon

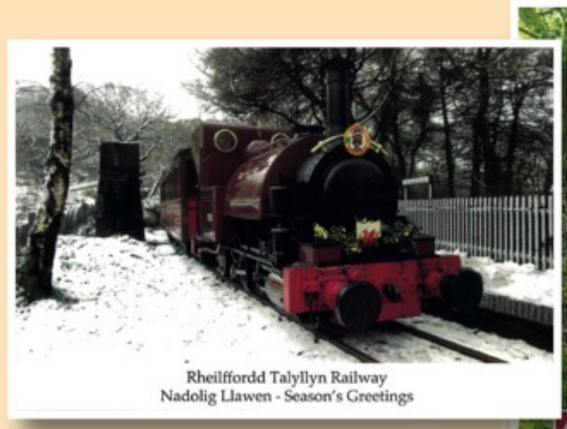


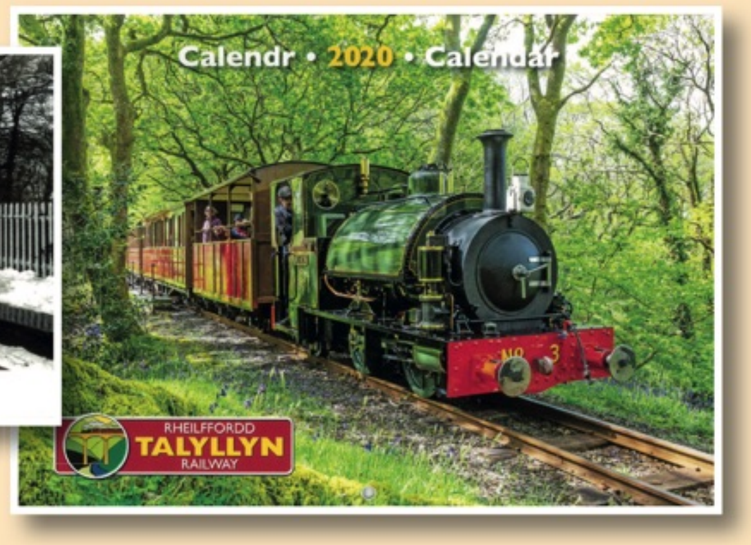
This is the fourth calendar produced by STEAM – Museum of the Great Western Railway, and as before showcases Richard Bell's photography of steam in Great Western territory. Apart from the two surviving Britannias, all are former GWR machines large and small, with Vale of Rheidol No.8 *Llewelyn* providing narrow gauge interest. The majority are of preservation subjects, the spread of western electrification robbing us of vantage points such as the bridge over the River Thames at Maidenhead (the image for April was taken here in 2012).

The calendar is wire-O bound and is A3 size when opened. The hanging hook only works with the dates section and for retail display; for the full image use the punched hanging hole. It is supplied with an envelope if the calendar is intended as a gift. Price £7.50 to musuem callers; it can also be obtained via the STEAM website.

STEAM – Museum of the Great Western Railway, Fire Fly Avenue, Swindon SN2 2EY.
www.steam-museum.org.uk

Talyllyn Railway





The 2020 calendar is A3 landscape when opened out, and depicts all six steam engines plus diesels *Trecwn* and *St Cadfan* double-heading a train for October. The TR connection is *very* tenuous in the previous month's photo, showing a freight train on the North Yorkshire Moors Railway hauled by a J27 – but on a Lowmac seven wagons back from the tender is RAF blue *Douglas*, on tour!

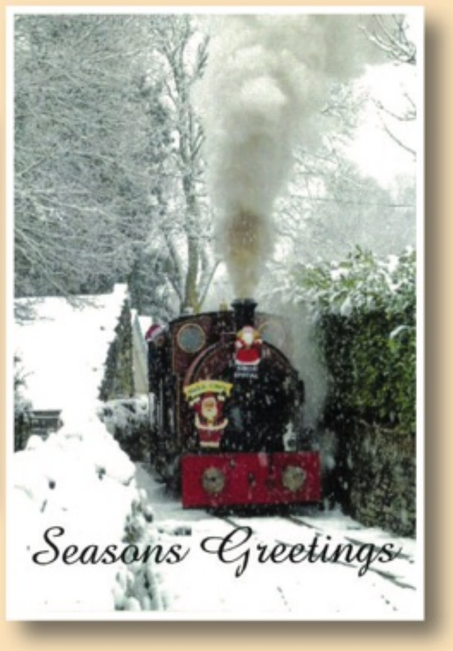
The calendar allows space for notes etc, and includes details of events, special days and things to do in the locality. Price £7.00, plus £3.00 P&P.

The Christmas card this year features No.1 at a snowy Dolgoch station, with bilingual greetings. Measuring 175mm x 118mm, the cards are supplied in packs of five with envelopes price £3.50 per pack, and again £3.00 for P&P. If ordering cards and a calendar the combined P&P is £3.50.

Talyllyn Railway Company, Wharf Station, Tywyn, Gwynedd LL36 9EY.
www.talyllyn.co.uk

Corris Railway Society





Two new Christmas cards have been produced, to continue the work of the society in restoring the Welsh narrow gauge line. Both are A5 size when unfolded, and carry bi-lingual greetings inside reading Nadolig Llawen and Happy Christmas. The shot of No.7 at Maespoeth Junction signal box is landscape format; the other, of a train approaching Corris in the snow, is a portrait. The cars are supplied in packs of four (please advise design required), price £4.00 per pack plus £1.00 to cover P&P. Orders of five packs or more are supplied post free and include a free bonus card with each pack. Please make cheques payable to Corris Railway Society.

John A Knight, 40 Fladgate Road, Leytonstone, London E11 1LY.
www.corris.co.uk

Ffestiniog & Welsh Highland Railways





The 2020 Calendar is an impressive 460mm x 335mm when displayed, it too having a punched hole for hanging and a wire-O binding with loop for retail. The views are normally evenly split between the railways, although the Ffestiniog wins hands down this year with eight views, and also claims cover position with a photo showing a Double Fairlie the Cob at Porthmadog. In concert with the scenic views are shots of less conventional scenes, such as the interior of Harbour station signal box. Price £8.50.

There are two new designs for the railways' Christmas cards, both reproduced from watercolours by Richard Marsh. One features the Cob again, the other NGG16 Garratt No.138 approaching Snowdon Ranger. Both cards are 170mm x 115mm when closed, and feature bilingual greetings. A pack of 10 – five of each design – with envelopes is priced £5.00. Both items can be obtained from the FfR/WHR shop via the railways' website.

Ffestiniog & Welsh Highland Railways,
Harbour Station, Porthmadog, Gwynedd LL49 9NF
www.festrail.co.uk

Welshpool & Llanfair Light Railway



The railway's 2019 Christmas card once again features the work of transport artist Jonathan Clay, and depicts Beyer Peacock 0-6-0T *The Countess* taking on water at Welshpool Raven Square station. The card measures 148mm x 105mm and contains a bilingual greeting within.

Stocks of last year's card (*Joan* at Llanfair Caereinion) and the 2017 one (*The Earl* in the old Welshpool yard) are still available: prices including postage of any mix – subject to availability – are £4.50 for five; £7.50 for 12; £16.00 for 36; and £20.50 for 50. Please make cheques payable to W&L Sales. Orders can be placed by post or online.

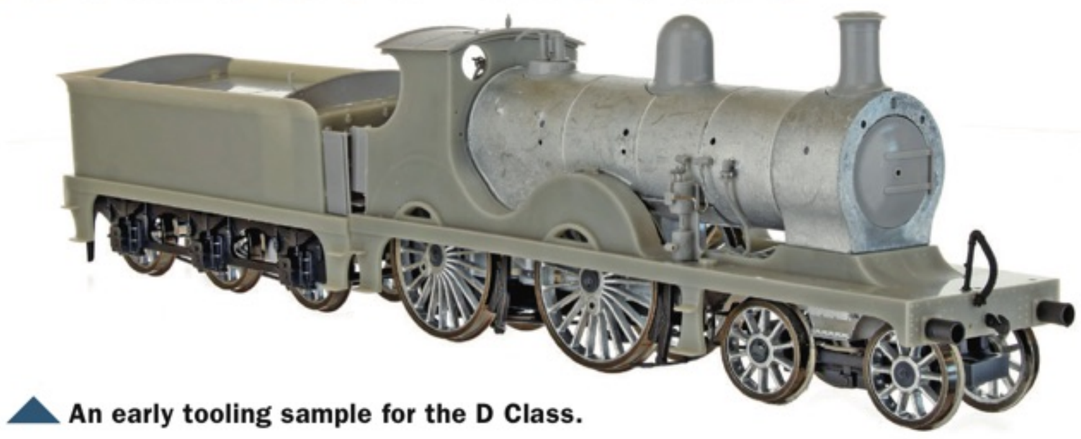
W&LLR Christmas Cards (Mdlr), 12 Maes Gwyn, Llanfair Caereinion, Powys SY21 0BD.
www.wllr.org.uk

NEWS FROM RAILWAY MODELLER

Please send news items and images to:
Peco Publications & Publicity Ltd, Beer, Devon, EX12 3NA
Telephone: 01297 20580 Fax: 01297 20229
Email: rm-newsdesk@btconnect.com

DECEMBER 2019 • NEWS P.1056 • PECO NEWS P.1061 • SHOP NEWS & NEXT MONTH P.1063

Wainwright D class in 00 – exclusive to Rails and Locomotion Models



▲ An early tooling sample for the D Class.



The Chirk-based model railway manufacturer Dapol has, in conjunction with retailers Rails of Sheffield and Locomotion Models, revealed that ready-to-run models of the Wainwright D Class 4-4-0 are in the process of being developed for release in 00.

A total of 51 locomotives were built between 1901 and 1907 for the South Eastern & Chatham Railway, 21 completed at Ashford works, the remainder split across outside contractors comprising Sharp Stewart & Co, Robert Stephenson, Dübs & Co and Vulcan Foundry.

When introduced these locomotives were employed on express passenger services to the Kent coast and Hastings. 21 members of the class were rebuilt during the 1920s as Class D1s, with the remaining 30 going on to see a wider field of use through the 1930s and 40s – by this time principally on secondary duties. 28 remained in traffic upon Nationalisation, with the last example withdrawn in December 1956. One example (No.737) is preserved as part of the National Collection.

The D class is the second Dapol/Rails/Locomotion collaborative venture, following the Stroudley Terrier 0-6-0T in 00, which is currently at an advanced stage of development.

There will be six versions produced that will be exclusive to Rails of Sheffield; 4S-027-001 No.488 in pre-Grouping SE&CR lined green livery with silk finish, 4S-027-002 No.1730 in Southern lined Maunsell olive green, 4S-027-003 No.31731 in BR plain black with 'sunshine' lettering, 4S-027-004 No.31574 in lined BR black with early emblems, 4S-027-005 No.726 in SE&CR grey with 'scraped' beading, 4S-027-006 No.1734 in Southern plain black livery with 'sunshine' lettering. A seventh version will be exclusive to Locomotion Models (4S-027-NRM02) and will be presented as No.737 in its 'as preserved' SE&CR lined green livery with semi-gloss finish (forming part of the retailer's 'National Collection In Miniature' series).

To cover the different detail variations between prototypes, the tooling has been designed to allow for two boiler types, two cab styles, three chimney options, two smokeboxes and a trio of different tender profiles.

The specification is planned to include a diecast chassis and boiler, sprung buffers, removable coal load with tender coal space detail modelled and a five-pole motor with electrical pick-ups from the tender and driving wheels. Suitable for operation around second radius curves, other features are set to include a new 'pinless' drawbar between locomotive and tender and firebox flicker.

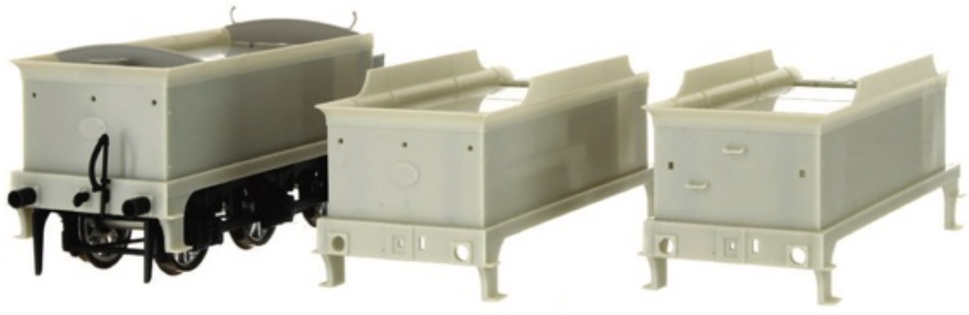
A Next18 DCC socket will be located in the smokebox (the door will be detachable for access) with space to accommodate a suitable decoder and speaker. There will be the option for a second (bass reflex type) speaker located in the tender.

Illustrated here are incomplete hand-assembled first tooling samples, which are subject to review and change where required.

All of the D class models announced here can be pre-ordered for a £30.00 deposit; the version of 'as preserved' No.737 from Locomotion Models, the other six versions from Rails of Sheffield:
www.railsofsheffield.com
www.locomotionmodels.com



The preserved example on display at York. *Photo: Craig Tiley*



▲ **The tooling will cater for three different tender body styles.**

Dapol announces Class 66 in 0

Dapol has revealed that it is developing ready-to-run models of the Class 66 diesel-electric locomotive in 0 gauge. A representative image from the CAD artwork is published here. Tooling is planned to commence soon, with first samples expected during the second quarter of 2020.

The electrical specification for the model is set to include; operating front/rear lights (independent operation for DCC, switched for 12V dc use) including day/night mode, switchable cab lighting and illuminated cab control panel).

The model will feature a heavyweight diecast chassis, with diecast bogie frames, sprung centre wheelsets and rotating axle centres. Other details will include etched grilles and sprung buffers.

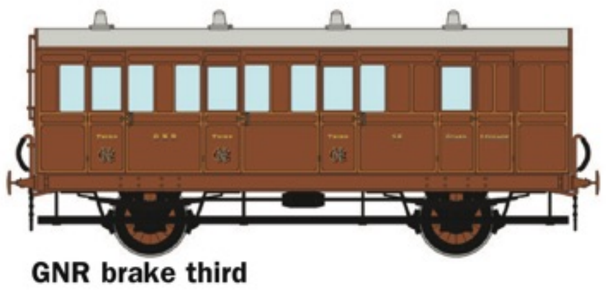
Equipped with two motors, there will be DCC ready (21-pin), DCC-fitted and DCC Sound-fitted options available, priced £325.00, £355.00 and £475.00 respectively.

Six liveries/identities are planned for the first batch of releases; 66 001 in EWS livery, 66 504 in Freightliner Powerhaul livery, 66 709 in GBRf Sorrento MSC livery, 66 421 in DRS livery, 66 789 *British Rail 1948 – 1997* in GBRf BR blue large logo livery, and 66 783 *The Flying Dustman* in GBRf Biffa red livery.

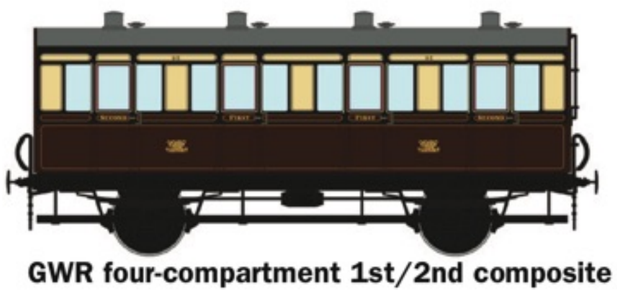
See the manufacturer's website for further information: **www.dapol.co.uk**



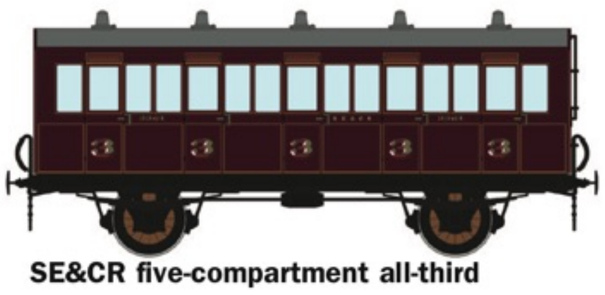
Pre-Grouping four- and six-wheelers from Hatton's in 00



GNR brake third



GWR four-compartment 1st/2nd composite



SE&CR five-compartment all-third



LNWR brake third



SR four-compartment 1st/3rd composite brake



LMS five-compartment all-third

The Widnes-based retailer Hatton's, has announced that it is developing a range of generic four- and six-wheel coach models in 00, with designs inspired by the vast quantities of ostensibly similar-looking vehicles operated by numerous pre-Grouping railway companies between the 1870s and 1930s. To be released under the banner of 'Project Genesis', the retailer hopes the models "…will fill a large gap in the current ready-to-run coach market."

Hatton's is managing the production of the models directly with a manufacturing facility in China.

Six different body styles have been designed (as illustrated); four-wheel five-compartment, four-wheel four-compartment, four-wheel brake, six-wheel five-compartment, six-wheel four-compartment lavatory and a six-wheel brake. From these, the following coach types will be derived; Brake Third, All Third Class, All second, All First, First/Second Composite, First/Third Composite, Tri-composite (First, Second & Third class), and a Composite Lavatory.

There will also be three types of wheelset (Mansell, three-hole and disc) and either oil lamp, gas lamp or electric light roof fittings to represent different designs produced by specific railway companies.

Planned pre-Grouping company liveries for the first batch of releases include; Great Western Railway 'chocolate and cream' livery with brown lining, Great Northern Railway 'Teak' livery with yellow and blue lining, London & North Western Railway 'plum and spilt milk' (fully lined), South Eastern & Chatham Railway 'crimson lake' (lined), London Midland & Scottish Railway 'Midland style' crimson, London & North Eastern Railway 'Pre-war brown', and Southern Railway Maunsell olive green' with yellow lining. There will also be models in BR schemes to represent a staff mess van or tool van for use with rail crane models. Representative examples from the livery artwork are pictured here.

Models will be available with or without lighting; lit versions will be equipped with warm yellow LEDs and 18-pin digital decoder sockets. The painted interiors are being designed for ease of access to faciliate the installation of a decoder and passengers.

Designed for use on second radius curves, six-wheel versions will have a sliding middle wheelset. Optional features are set to include lower footboards and semi-permanent coupling bars representing coupling chains.

Pre-order prices for single coaches are £30.00 each (without lighting) and £36.00 (with lighting), whilst triple-packs (£85.00/£110.00) and quadruple-packs (£99.00/£135.00) are also available.

The estimated release for the first models from the initial batch is during the first quarter of 2021. For more details (including liveries proposed for the planned second and third batches) and to pre-order:
www.hattons.co.uk

Free admission for children at Manchester Christmas show

The Manchester Model Railway Society will be staging its 82nd model railway exhibition on the weekend of 7 & 8 December 2019, once again at The Barnes Wallis Building, University of Manchester Northern Campus, Altrincham Street, Manchester (postcode M1 7JR). Opening times are 1000 both days.

As a result of its city-centre location, the event is ideal for those arriving by public transport, either by tram or train; the venue is only a three minute walk from Manchester Piccadilly railway station. There is also ample parking at its own multi-storey carpark (sat-nav postcode M1 3BB).

Amongst the 20 layouts booked to appear – covering a range of scale/gauge combinations, eras and prototypes – is *Denton Brook* (pictured), featured in this issue (p1024).

The exhibition aims to cater for the whole family, with a number of activities for children – including opportunities to operate trains and lorries on one of the MMRS layouts, and take part in a treasure hunt to win a prize.

On the door tickets are priced; adults £10.00, with up to three accompanied children admitted free. Advance tickets are available at the discounted price of £8.50 (including a free exhibition guide and affording entry to the show from 0945) from the society's website. See Societies & Clubs, and for further details:
www.mmrs.co.uk/exhibition



Kernow re-runs Cornish engine house

Kernow Model Rail Centre has commissioned a second run of the Bachmann Scenecraft derelict engine house in 4mm scale – first produced as an exclusive model for the Cornish retailer several years ago. Priced £29.99, the model is available now in the retailer's Camborne and Guildford shops, as well as online and at shows attended by KMRC.
www.kernowmodelrailcentre.com



Centre-headcode Class 40 from Heljan in 0

Heljan has announced that it is to produce a further run of its English Electric Type 4 (later Class 40) locomotive, this time as the centre headcode variant, which was seen on the last 55 members of the class (D345 – 399). Five livery versions will be available from mid-2020; BR green 'as delivered' (unnumbered), BR green with small yellow panels (unnumbered), BR green with full yellow ends (unnumbered), BR blue with full yellow ends and headcode display (unnumbered) and 40 155 in BR blue with 'domino' headcodes.
www.heljan.dk



Accurascale Deltic takes shape in 00



Deltic EP in 00.



JSA renders from CAD artwork.

Accurascale has received an engineering sample for its forthcoming all-new Deltic model in 00, plans for which were first announced in our January 2019 issue.

Following assessment of the sample, Accurascale advises that there are a number of small revisions required, which will be communicated to China and undertaken before production commences. (These include refinement of the shoulder grilles, roof fans, roof fan grilles, buffer cowlings and shanks, together with adjustment of the bogies and handrail placements.)

Delivery is still on course for March 2020 and orders can be placed directly with Accurascale via its website (see below).

JSAs announced for 00

Accurascale has also announced that it is developing models of the JSA hooded and open steel coil carriers in 00.

These are based on the vehicles commissioned from Marcroft Engineering of Stoke-on-Trent by British Steel in 1996. 56 examples were rebuilt from former JTA/JUA iron ore tippler wagons to convey coils for its Strip Products division – these wagons being outshopped with three-stage telescopic hoods and painted blue with white branding.

The JSA wagons were chiefly utilised on dedicated steel traffic flows emanating from Llanwern and Port Talbot, and on Enterprise diagrams serving the likes of Scunthorpe and Sheerness.

In the early 2000s ownership of the wagons passed to VTG. Also around this time, the original flush-sided plate steel hoods began to be re-panelled with a rivetted aluminium skin, which bore the logo of the wagons' new owners.

In 2018 Arlington Fleet Services began to refurbish several JSA wagons at its Eastleigh workshops. As part of this process, the wagons had the hoods removed and entered traffic as open coil carriers on traffic flows from Margam to Llanwern and Corby.

The models will be supplied as pairs priced £59.95, with three British Steel, three VTG hooded wagons and three open coil carrier packs available. Delivery is planned for January 2020.

Accurascale Mk.V TPE CAD Complete

Accurascale has confirmed that the CAD design for its forthcoming Transpennine Express (TPE) Mk.V coaches in 00 has been completed.

The TPE vehicles recently entered service in fixed formations of five-coach sets between Liverpool, Manchester Airport, Scarborough and Middlesbrough, hauled by a dedicated pool of Class 68 locomotives.

Accurascale is offering two different five-coach TPE packs – with different sets of running numbers – to allow modellers to have two sets of unique coaches on their layouts. These sets are priced £225.00 each.

Accurascale is also working with Revolution Trains, which is offering these models in N gauge. Delivery of the 00 models of TPE and Caledonian Sleeper stock is still on course for the second quarter of 2020.

PFAs – now in colour!

Accurascale also recently received factory-decorated samples for its forthcoming PFA models in 00, plans for which were first announced in our May 2019 issue.

The models of these four-wheel container flats comprise chassis of largely diecast construction, equipped with a variety of different moulded plastic containers covering types used to convey commodities such as coal, gypsum and nuclear waste. Liveries include Cawoods Coal, British Fuels and British Gypsum.

It should be noted that the samples illlustrated here are subject to a number of revisions that are to be made to the colours and printing; these corrections have been received by the firm's manufacturing facility in China and production is underway.

Coal loads for HUO hoppers

A recent addition to the Accurascale portfolio is packs of coal loads for its 24½T HUO hoppers in 00. These are made using real coal and come in packs of three priced £8.95.

For further details about all the models referred to here, and to pre-order, refer to the manufacturer's website: **www.accurascale.co.uk**



PFA painted sample in 00.



Coal loads for HUO hoppers in 00.

First look at Irish Metrovick A class in 00

Irish Railway Models – sister company to Accurascale – has received an engineering sample for its forthcoming Metropolitan Vickers A Class locomotive in 00, plans for which were first announced in our January 2019 issue.

A total of 60 of these locomotives were ordered by CIÉ and constructed at Dunkinfield Works in Manchester from 1955. They were supplied with a Crossley HSTV8 power unit, similar to the BR Co-Bo locomotives, but were later rebuilt with EMD 12-645E power units between 1969 and 1971 due to reliability issues with the Crossley units. They provided the backbone of the CIÉ locomotive fleet for 40 years until they were withdrawn from service in 1995.

The IRM model will cater for both the GM and original Crossley powered locos with detail differences for each.

IRM has advised that some minor revisions are required in light of the sample being received here. The model will also feature all-wheel drive and pick up, on the GM variants rotating axle caps will be present as per prototypes and regauging to 21mm is intended to be a straightforward task.

17 different models are being produced, with prices from €189.95 for standard versions and €219.95 for the limited edition A1 Class leader presentation set.

See the website (below) for further details.

CIE fertiliser wagons in 00

IRM also recently received decorated samples for its CIE pallet fertiliser wagon models in 00.

Due for delivery before the end of 2019, the models are based on vehicles that ran nationwide during their 30 year careers with Irish Rail. Built in Inchicore, and based on the standard 42' underframe, these wagons entered service with Córas Iompair Éireann (CIÉ) in 1974 and were tasked with transporting palletised bagged fertiliser from the Nitrigin Éireann Teoranta (later Irish Fertiliser Industries) plant at Shelton Abbey, near Arklow in County Wicklow, to distribution points throughout the CIÉ/Irish Rail and Northern Ireland Railways networks.

Throughout their operational lives, these wagons wore a basic red oxide livery and a number of the wagons retained the CIÉ roundel after the formation of Irish Rail in 1987.

Prices are €100.00 per pack of two fertiliser wagons, or €360.00 for all eight running numbers being produced. For more details: **www.irishrailwaymodels.com**



Metrovick A Class EP in 00.



Fertiliser wagon decorated samples in 00.

Cavalex shows progress with BBA/BLA wagons in OO



Cavalex Models has received first samples of the BBA and BLA bogie wagons in OO. As illustrated here, these models incorporate a combination of moulded plastic, diecast and etched components. Painted samples are expected in time for display at this year's Warley show on 23 & 24 November.

The manufacturer also advises that tooling for its forthcoming OO gauge TEA bogie wagon is due to commence soon, whilst the proposed OO PHA/JGA bogie hoppers are at the design stage. The second run of the firm's OO gauge PGA wagons are in production, with delivery planned before the end of 2019.

However, the proposed N gauge version of the PGA has failed to raise the sufficient level of interest for production to proceed. Similarly, the proposed N gauge versions of the BBA, BLA and TEA wagons have been put on the back burner for the time being.

For further details about all these models:
www.cavalexmodels.com

New N gauge wagons in support of *Medway Queen* paddle steamer



Two new N gauge wagons have been commissioned from Dapol in support of the *Medway Queen* paddle steamer restoration project, which is being undertaken on the Dunkirk evacuation veteran vessel at Gillingham Pier. The pair of 'tool vans' are available in a choice of dark blue and dark red livery schemes priced £11.90 per wagon (UK P&P £3.30 per order).

The models are available from the Medway Queen sales stand at exhibitions or they can be bought in person from the Visitor Centre on Gillingham Pier (ME7 1RX). Alternatively orders can be made by post (address below) with cheques made out to 'R. Halton'.

The 108 models in this latest batch bring the total number of wagons produced in OO and N gauges to over 3,100 since 2003, with thousands of pounds raised towards the rebuilding and fitting out of the ship. For more details:

Richard Halton
2 Drury Close, Hook, Royal Wootton Bassett SN4 8EL
email: richardhalton1502@gmail.com
www.medwayqueen.co.uk

Ashover railcar new from Tramfabriek



The latest release from Dutch retailer Tramfabriek is a HOe kit for an Ashover diesel railcar, which has been based on a model completed by Bob Telford for a 009 Society competition.

Comprising etched brass, cast brass and resin construction, the model contains all the parts to make a fully detailed model, including interior, front and rear lights, cut to size windows which slide between the walls, full driver's cabin interior and Kato 11-104 chassis.

As the Dutch firm caters for HOe and 009, two drivers are included in 1:87 and 1:76 scales respectively. Prices start at €175.00 for analogue, €193.00 for DCC. The model is available from the firm's website:
www.tramfabriek.nl

Poppy Appeal headboards from Fox Transfers



Fox Transfers has released several new commemorative poppy headboard designs (augmenting those released last year), which are being sold in support of the Royal British Legion, with profits donated to its Poppy Appeal. A selection of the designs available are presented here.

On a similar theme, Fox has been working with The LMS Patriot Project to produce etched nameplates for new-build steam locomotive No.5551 *The Unknown Warrior*.

Available for 2mm, 4mm and 7mm scales, see the manufacturer's website for the full range, prices and details of how to order:
www.fox-transfers.co.uk

In brief

Sleaford show date correction

The Sleaford & District Model Railway Club will be staging its next model railway exhibition at Ruskington Village Hall (NG34 9HT) on Sunday 17 November 2019 – *not* Sunday 24 November as incorrectly stated in the November-dated RM. An amended listing is included in the Societies & Clubs section of this issue. Our apologies for the error.

Digital event at Norwich retailer

Great Eastern Models in Norwich will be staging a 'Digital Day' on Friday 6 December 2019 (1000 – 1500) at its premises located at 199 Plumstead Road, Norwich, Norfolk NR1 4AB. The event is being held in association with Train Tech and Coastal DCC. Refreshments will be served at this drop in event and there will be experts on hand to give technical advice and live demonstrations. Places are free, but please register your interest via email:
Great Eastern Models
email: gemodels199@gmail.com
Tel: 01603 431 457
www.greateasternmodels.co.uk

Guildex date change for 2020

The Gauge O Guild has confirmed that its Guildex 2020 event will now take place on the weekend of 29 & 30 August in a change from the dates originally advertised. Further details about the event will be published nearer the time.
www.gauge0guild.com

Waiting for the bus!

The Canadian manufacturer Rapido Trains Inc. has advised that stocks of its 1:76 scale model of the Birmingham Guy Arab bus (announced in our October 2017 issue) are planned to arrive in time for the Warley show on 23 & 24 November 2019. See the latest newsletter (on the Rapido website) for updates on other British-outline projects:
www.rapidouk.com

Numbers up at Colwyn show

Colwyn Model Railway Club staged its latest annual model railway exhibition on the weekend of 27 & 28 July at the Craig y Don Community Centre in Colwyn Bay, North Wales. The organisers report that 450 visitors attended over the two days, representing a 10% increase over last year's event. Next year's exhibition is planned to take place on the weekend of 25 & 26 July 2020 at the same venue. To find out more about the club and its activities:
www.colwynmodelrailwayclub.co.uk

In brief

Modelu figures from Eileen's

Modelu has appointed Eileen's Emporium as a stockist of its full range of figures and accessories, which will be available via its website and from its stand at exhibitions. Stocks will initially be limited to the most popular 4mm products, but will be expanded as time progresses to encompass other scales from N up to 16mm. Modelu will continue to attend several exhibitions independently, with the central focus being 3D body scanning for custom figures, along with a small stock of products carried.

www.modelu3d.co.uk
www.eileensemporium.com

New show manager for Exe MRS

The Exe Model Railway Society has announced that Alan Barrow has taken on the role of Exhibition Manager. The post was formerly held by Dave Harding, who staged many successful shows during his long tenure. (Dave will continue to run the model shop at St Davids Hill in Exeter.) The next Exe MRS annual exhibition is scheduled for the weekend of 27 & 28 June 2020, once again taking place at The Matford Centre in Exeter (EX2 8FD).

www.exemrs.co.uk

Heljan Class 86 liveries confirmed

The first seven versions of Heljan's all-new AL6/Class 86 in 00 will comprise: E3104 in plain BR 'electric' blue with red bufferbeams; E3114 in BR 'electric' blue with small yellow warning panels; E3178 in BR 'electric' blue with full yellow ends and red bufferbeams; E3146 in BR rail blue with full yellow ends and white cab roofs; E3156 in BR rail blue with full yellow ends; 86 036 in BR rail blue with full yellow ends and 86 034 in BR rail blue with full yellow ends.

www.heljan.dk

Spotlight on Peedie Models in 'Small Biz 100' campaign

Orkney-based model railway retailer Peedie Models – founded in 2012 by Paul Tyler – will be one of 100 small businesses across the UK that will be put in the spotlight during the 100-day countdown leading up to Small Business Saturday, which will be taking place on 7 December 2019. The 'Small Biz 100' campaign, which has been held annually since 2013, seeks to celebrate small business success and encourage the nation to 'shop local' and support small businesses. To find out more:

www smallbusinesssaturdayuk.com
www.peediemodels.com

Trident Trains receives 'Bachmann Retailer of the Year' award

The 2018 'Bachmann Retailer of the Year' award was recently presented to Trident Trains of Nantwich. The shop, which was first established in 2004, was taken over by current proprietor Richard Spibey in 2008, and under Richard's ownership it has been transformed from a general modelling store into a one stop shop for railway modellers.

Richard has concentrated on trains and now stocks everything the railway modeller could wish for with a comprehensive range of Bachmann products from the Branchline, Graham Farish and Scenecraft ranges.

The award was presented to Richard (centre) by David Bowker, Bachmann Europe's Area Sales Representative (left), and Tony Lowe, Field Sales Manager (right). For more details:



Trident Trains
Unit 10 – The Craft Arcade
Dagfields Craft Centre, Crewe Road,
Walgherton, Nantwich CW5 7LG
Tel: 01270 842 400
www.tridenttrains.co.uk

New owners for Road Transport Images

The range of 4mm/1:76th scale commercial and military vehicle models produced by Road Transport Images is available again following the death of its founder and previous owner Frank Waller.

The new owners, Graeme and Lorraine McQuaker will continue to produce and develop the wide range of resin cabs, vans, chassis, bodies and trailers, whitemetal wheels and accessories, complete kits and transfers, which can be used to create vehicles from the 1930s to the present day.

Road Transport Images will be attending future model railway exhibitions including Warley on 23 & 24 November. The range is available online (address below). Alternatively, a price list can be obtained by sending a stamped addressed envelope to:

Road Transport Images
2 Macallan Place, Irvine, North Ayrshire KA11 2DN
www.roadtransportimages.com



First train at Cashelnagor for 70 years!

The first train to arrive at Cashelnagor Station, the highest and most remote station on the 3' gauge Letterkenny & Burtonport Extension Railway, for 70 years, got there, thanks to Irish narrow gauge modeller, Hugh Dougherty.

Hugh and his wife stayed at the station, now providing comfortable holiday accommodation on Airbnb, during the summer, and delighted Josephine Kelly, its owner and station restorer, by bringing along an 00n3 model of L&BER 4-6-0T No.2, plus wagon and brake van.

The station, which is replete with L&LSRly relics and atmosphere, and which has had its 400' platform and trackbed section cleared of undergrowth, as a prelude to a length of track being laid, was opened in 1903 and closed in 1947.

"The last train ran 70 years ago when the lifting train operated through the station in 1949," said Josephine, "so it was good to see a train back again, even if it was only in model form!"

Hugh Dougherty stands on the former platform at Cashelnagor Station (below), whilst (right) the first train in 70 years is seen at the station, albeit in 00n3!





The latest news from the PECO group of companies

Lots to see on the Peco stand at NEC Warley show!

A real steam locomotive, working layouts and 'hands on' modelling demonstrations will be just some of the exciting features that visitors will be able enjoy when they stop by the Peco stand at the Warley National Model Railway Exhibition, taking place at the NEC in Birmingham on 23 & 24 November.

In action will be Chris Ford's 00 gauge project layout *Hopwood Park* (pictured). This will be the first opportunity for readers to see the finished model that has featured in the series of articles that began in our November issue (see part two on p994).

A second layout in operation will be a 009 Setrack layout by James Hilton, the construction of which is described in the 2020 Railway Modeller Extra (see separate story, below), copies of which will be available to purchase.

A centrepiece of the Peco stand will be a steam locomotive from the Beer Heights Light Railway fleet, the 7¼" gauge miniature railway at Pecorama.

There will be the latest development samples of many forthcoming Peco group products on display, including; 00 bullhead trackwork items, the Ratio 00 ARP signal box, production examples of the Ffestiniog Railway 'Bug Boxes' for 009, together with working displays for the new 'TwistLock' turnout motor and turntable motor. There will also be an early running sample of the forthcoming Kato/Peco Ffestiniog Railway small England 0-4-0ST+T in 009 (pictured, *inset*), whilst representatives from War World Scenics will be demonstrating the Peco static grass system.

For more details about the event – which is billed as the UK's largest annual model railway event – see Societies & Clubs or go to:
www.thewarleyshow.co.uk



2020 Railway Modeller Extra – now on sale!



Now available from Peco Publications is the 2020 Railway Modeller Extra, released in time for readers to enjoy over the upcoming festive period.

Featuring all new and previously un-published material, this 124-page publication is packed full of exciting features including: a return visit to Jools Holland's impressive 00 model railway; a journey through the years along the majestic West Coast Main Line north of Preston; getting started in 009 with the step-by-step construction of a compact Setrack layout; behind the scenes at Bachmann Europe Plc; a visit to the Famous Trains model railway exhibition in Derby; and a celebration marking Hornby's upcoming centenary year in 2020. Finally we round things off with our traditional review of the product releases over the last 12 months.

Priced £6.99, this essential addition to your modelling library is available now from selected WHSmith and Morrisons outlets, via all Peco stockists and direct from Peco. Existing RM subscribers are eligible to purchase the publication at the reduced price of just £4.99, by ordering direct by phone:

Peco Publications & Publicity Ltd
Tel: 01297 20580
www.pecopublications.co.uk



Free kit with the December issue of CM

Readers may be interested to know that the December 2019 issue of our sister title, Continental Modeller, will come with a free gift!

In collaboration with the German model manufacturer Busch, and through the good offices of UK-based distributor Golden Valley Hobbies, mounted on the cover will be one of five plastic kits for flowers, attached at random.

Although manufactured to HO scale, these items would look just as much at home on British 4mm layouts.

The December CM (on sale from 21 November) will feature a wide cross section of overseas prototypes, including *Ammobaux* – a WWI diorama built into a large ammunition box by Richard Pike, the construction of which was prompted by the availability of suitable Bachmann 009 models. For further details:
www.peco-uk.com





Revolution plans Class A tanker and Zander in N

Revolution Trains – the company set up to use crowdfunding methods to bring niche models to the British model railway market – has announced that it will be offering the Class A tanker in N gauge. This presents a logical follow-on to Revolution's Class B tanker, which was delivered to customers in 2017 (see review, RM May 2018).

Joining the Class A tanker (as it shares the chassis) will be the widely used MTV box wagon conversion; these were also used by the engineers with the fishkind name Zander.

The Class A tanker was designed in the late 1950s at the same time as the Class B – with which it shares many common parts – but with a longer barrel as in service it carried lighter fuels.

Originally painted silver, for much of the 1960s and 70s these wagons ran in the mandated livery of pale grey tank with red solebar to indicate that the contents were highly flammable. It is anticipated that original and revised Esso liveries will be offered along with Mobil and Stavely Chemicals. In later years some were also used on weedkilling trains, bearing Nomix-Chipman colours.

In 1975 150 ex-Esso tank wagons received box bodies for use on minerals, stone, sand and aggregate traffic. Recoded MTV under TOPS, many were later used by the engineers; recoded ZTV and named Zanders where they were used alongside other departmental wagons such as the Revolution Sturgeon track carriers.

Originally a chocolate brown with distinctive 'STONE' branding, some were also given the grey and yellow 'Dutch' livery when in engineering use.

As well as the two new items of tooling, Revolution is proposing another run of its Class B tankers in one new livery and the most popular existing versions.

Revolution Cemflo is ready to go!

Revolution Trains has opened the order book for its forthcoming N gauge Cemflo/PCV cement wagon, produced in association with Accurascale. CAD design work is now complete and tooling will commence once enough orders are received.

On offer are pre-TOPS versions in silver with Blue Circle name boards in four triple packs (A, B, C and D) making a total of 12 differently numbered models available.

TOPS versions are also being offered, in silver with no name boards, in three different triple packs – suitable for the mid-1970s onwards. Each wagon features subtle differences in the colour, style and position of the number.

These models are available to order now for £79.50 for each triple pack. Production will only proceed when sufficient orders are received.

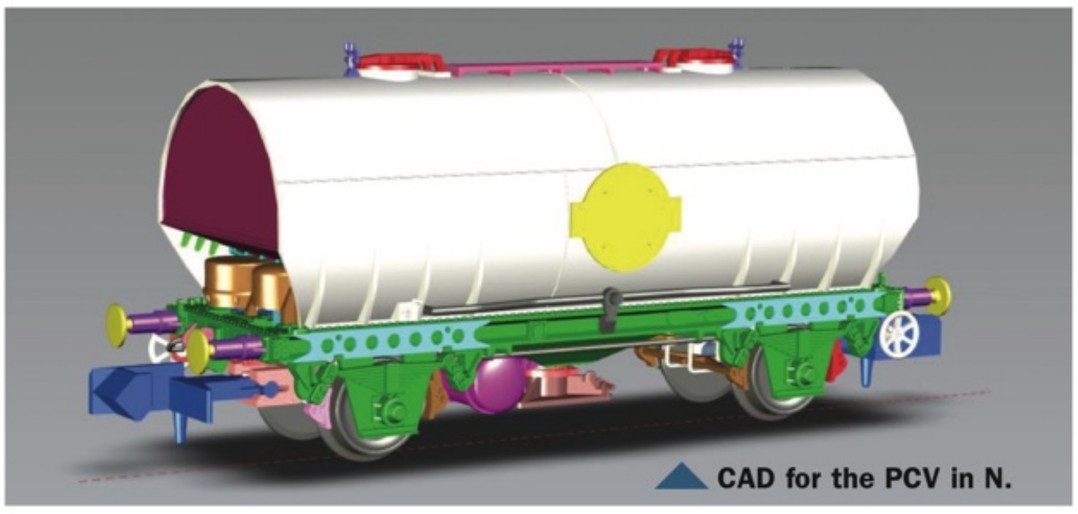
For more information, including how to pre-order, refer to the Revolution Trains website:
www.revolutiontrains.com



▲ A livery diagram for the proposed Class A tanker in N.



▲ A livery diagram for the proposed MTV/ZTV in N.



▲ CAD for the PCV in N.

Membership boost for Shipley MRS following local event

The Shipley Model Railway Society was invited to take part in the Bradford Industrial Museum's 'Model Mania' event between 15 – 20 October 2019, with the society exhibiting its 4mm layout *Leicester South (GC)*, together with displays of rolling stock in different scales, a photographic display of layouts and club activities, and modelling demonstrations.

The society received excellent feedback from the public, particularly so during the weekend when more children were present. Younger visitors were invited to help operate the layout and these included two ten year olds who ran trains for more than three hours on the Sunday of the event!

As a direct result of its participation the society is pleased to report that several new members are expected to join. For more details about the society and its activities:
www.shipleymrs.co.uk





David Boyle

The enigmatic co-founder of Dapol Model Railways, David Boyle, passed away on 17 September 2019 at the age of 71.

David's interest in model railways started at the age of 10 when he became the proud owner of his first train set. This developed into an extensive Trix-Twin system, later superseded by a large OO system built in the loft of the family home in Warrington.

After leaving school David worked for the Ministry of Agriculture. He went on to start his own pet shop business in Warrington with his late ex-wife Pauline, which specialised in the importing of exotic birds. This retail business became Highfield Birds & Models.

However, restrictions and changing legisation prompted a change of direction and, seeing what they believed was an opportunity for a fresh new company to operate in the British 00 gauge model railway market, in 1983 Dapol was founded. (David referred to Pauline as 'Polly', hence 'Da-Pol'.)

David was a huge fan of *Doctor Who* and for a time Dapol produced action toys and figurines under licence from the BBC, alongside model railway items.

David worked for the company until 1999, whereupon it was passed on to other family members. He spent his twilight years living in Lytham St Annes. Despite suffering a significant stroke in 2017, David enjoyed an amazing quality of life until days before he passed away.

Ed – We would like to thank to David's partner Julie Whitfield, for her assistance with preparing this obituary. We wish to express our condolences to Julie, the rest of David's family and friends.

Shop News

75 years for Cardiff Model Shop!

Llanishen Model Shop, also known as Lendons of Cardiff is this year celebrating its 75th year of trading – and incredibly is still under the ownership of the same family that established the business in 1944!

James Lendon and his wife May opened a bicycle repair shop – known simply as Lendon's – in 1944, just as World War II was coming to an end. Both of them being keen cyclists, they saw a gap in the market to repair bicycles for the people of Llanishen in North Cardiff and surrounding areas.

As the business grew, it allowed James, who passed away more than 40 years ago, to further indulge his hobby for model trains and he soon began stocking parts for other enthusiasts. In 1960, having acquired the neighbouring premises in Fidlas Road, Llanishen, James was able to expand the range of models for sale considerably.

Today, James' grandson Rob Matthews, and his wife Tracy, run the shop having taken over the business in 2007, with the help of Rob's parents Dave and Jo Matthews – who ran the business from 1990 to 2007.

As well as model cars, trains, planes, Airfix kits and all the extras for scenery and track, Lendon's also sells paintbrushes, paints, glue, balsa wood, brass metals, plastic building materials and craft items as well as so much more.



Llanishen Model Shop
Lendons of Cardiff
192 Fidlas Road, Llanishen, Cardiff, CF14 5LZ
Tel: 029 2075 2563
email: sales@lendons.co.uk
www.lendonsmodelshop.co.uk

Peter's Spares shop celebrates 10 years

The Middlesbrough-based model railway retailer, Peter's Spares, will in December 2019 be celebrating ten years of trading from its current premises. The shop – located at Brighouse Business Village – is open to the public Mondays to Saturdays 1000 – 1700.

The business is a specialist supplier of new and used model components, with more than 2,500 Hornby spares in stock. Peter's Spares also carries product lines for manufacturer's including Peco, Bachmann, Dapol, Heljan and Gaugemaster – covering locomotives and rolling stock, digital decoders and controllers, plastic kits, paint, tools and adhesives.

Repair and DCC decoder fitting services can also be provided. All items are available by mail order. For more details:

Peter's Spares
2J Brighouse Business Village, Riverside Park,
Middlesbrough, Cleveland TS2 1RT
Tel: 01642 909 794
email: sales@petersspares.com
www.petersspares.com



▲ Proprietor Peter Corbitt (left) with his sales team.

Ashford AIMREC set to open preview suite

The ambitious project to establish a permanent model railway and exhibition centre within the vicinity of Ashford International station in Kent, will achieve a significant milestone on Saturday 7 December 2019. As a prelude to their long-held vision of securing a permanent premises in the town, the individuals behind the Ashford International Model Railway Centre (AIMREC) project will be welcoming visitors to a new preview suite.

The premises will be used to display a selection of sample model railway layouts in various scales, along with display information panels showing the public – as well as potential investors and sponsors of the project – the aims and vision for the planned 38,000sqft Centre, which is planned to be located in the adjacent County Square.

Situated at Unit 2, Elwick Place, Elwick Road, Ashford, Kent TN23 1AE, the suite will be open every weekend until further notice from 1000 – 1600. Admission is free.

Attending the opening weekend will be the 'Railmen of Kent', the winning team from Series Two of Channel 5's *The Great Model Railway Challenge*. Team members will be exhibiting their layouts from the show and talking about their experiences.

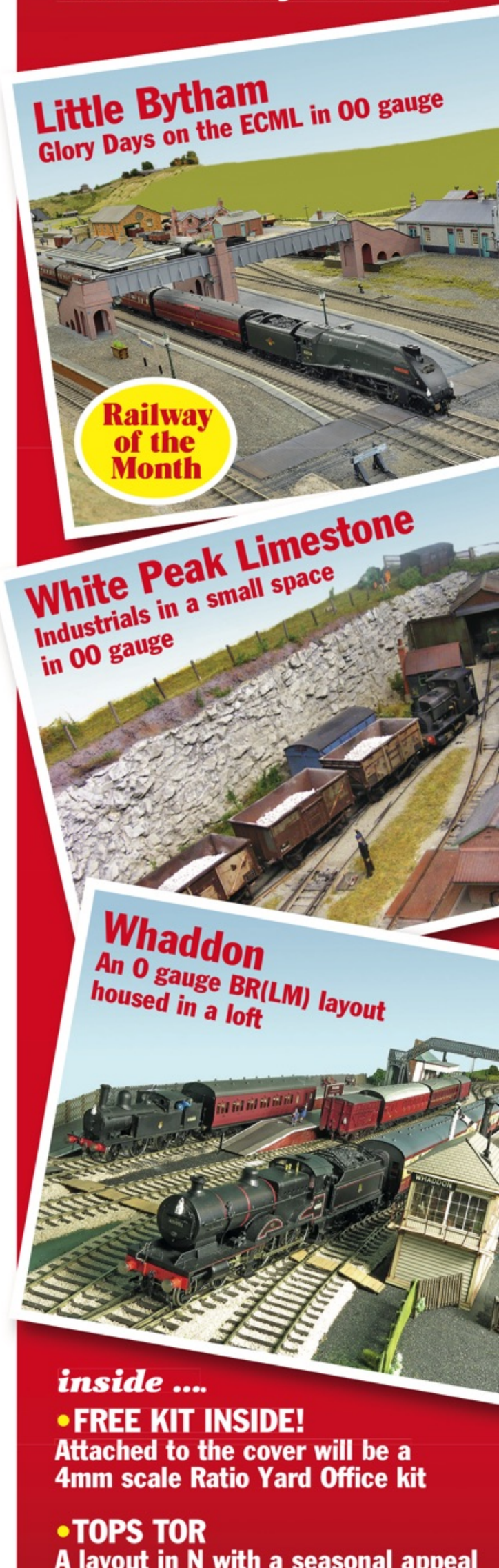
There are also volunteering opportunities to assist with operating the layouts and explaining the AIMREC vision to visitors. To find out more:

email: friends@aimrec.co.uk
www.aimrec.co.uk



Coming next month

January 2020 – Out Thursday 12 Dec.



inside ....

- **FREE KIT INSIDE!**
  Attached to the cover will be a 4mm scale Ratio Yard Office kit
- **TOPS TOR**
  A layout in N with a seasonal appeal
- **ANIMATIONS FOR LAYOUTS**
  Hints and tips from *The Great Model Railway Challenge*

plus all the regular features ....

Societies & Clubs

The following announcements are included in good faith from information provided by the organisers. As cancellations are sometimes inevitable, anyone travelling a long distance should contact the organiser first. Entries include the organiser's 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.

February issue deadline: **December 1st**

EVENTS

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), *Holmfield 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
BARRY, Vale of Glamorgan
Organiser: Barry & Penarth MRC.
Venue: Cadoxton Conservative Club, Vere Street, Barry CF63 2HU.
Open: 1100 – 1630.
Admission: adults £3.50, children £2.00.
Features: B&PMRC open day.
Contact: www.bpmrc.club

Saturday 16 November
BASSINGBOURN, Cambridgeshire
Organiser: Royston & District MRC.
Venue: Bassingbourn Village College, South End, Bassingbourn, 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.wwg0g.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* (OOn3), *Bits And Bobs* (HO), *Brewery Sidings* (OO), *Castletown* (OO9), *Coppell* (OO), *Dunnlakin* (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)

Sunday 17 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 23 November
SOUTHPORT, Merseyside
Organiser: Southport MRS.
Venue: All Saints Parish Hall, Park Road, Southport PR9 9JB.
Open: 1030 – 1700
Admission: adults £5.00 (one accompanied child free), children 5 and over £2.00.
Amenities: light refreshments, ample free parking.
Features: 10+ layouts.
Contact: Jim Ford 07748 760686

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.
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 Leamington 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

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.letchworthmrs.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

DECEMBER

Sunday 1 December
GAINSBOROUGH, Lincolnshire
Organiser: Gainsborough MRS.
Venue: Florence Terrace, Gainsborough, Lincolnshire DN21 1BE.
Open: 1330 – 1730 (last admission 1630)
Admission: adults £4.00, seniors/children £3.00, family (2+2) £10.00.
Features: open day. One of the largest O gauge model railways in the country; dozens of trains running on a total of over half a mile of track.
Contact: B Hodgkinson 01427 610475
www.gainsboroughmodelrailway.co.uk

Sunday 1 December
SOUTHAMPTON, Hampshire
Organiser: Southampton Toy Fair.
Venue: Blighmont Barracks, Millbrook Road West, Southampton SO15 0AJ.
Open: 1000 – 1400 (last admission 1330)
Admission: £1.00, children under 12 free.
Amenities: light refreshments available, free parking, close to public transport. Millbrook railway station 10 minutes away.
Features: new and pre-owned toys, model railways and diecast.
Contact: Ron Lines 023 8077 2681
www.ronlines.com

Saturday 7 December
BLACKHEATH, West Midlands
Organiser: St Paul's Church.
Venue: Church Hall, Vicarage Road, Blackheath, West Midlands B62 8HX.
Open: 1000 – 1600
Admission: adults £3.50, children £1.50, family (2+2) £9.00.
Amenities: refreshments, full disabled facilities.
Features: 15 layouts, trade support.
Contact: Kevin Gwinnell 07854 476561

Saturday 7 December
LAKE, Isle of Wight
Organiser: Sandown Railway Enthusiasts Club.
Venue: Lake Community Centre, New Road, Lake, Isle of Wight PO36 9LA.
Open: 1000 – 1600
Admission: adults £3.00, accompanied children free.
Amenities: refreshments, parking and disabled access.
Features: layouts, trade support.
Contact: 01983 638917

Saturday 7 December
PRESTATYN, Denbighshire
Organiser: Rhyl & District MRC.
Venue: Prestatyn Parish Church and Community Hall, High Street, Prestatyn, Denbighshire LL19 9AR.
Open: 1030 – 1600
Admission: adults £3.50, one child up to 15yrs free with each adult. Additional accompanied children £1.50 each. Proceeds this year to Ty Gobaith Childrens Hospice (Conwy) and R&DMRC Roof Fund.
Amenities: light refreshments, 3hrs free parking adjacent to venue, railway and bus stations 5mins walk.
Features: approx 15 layouts in all the popular scales, trade stands, demonstrations and displays.
Contact: www.rhylmodelrailclub.co.uk

Saturday 7 & Sunday 8 December
MANCHESTER
Organiser: Manchester MRS.
Venue: Barnes Wallis Building, University of Manchester Northern Campus, Altrincham Street, Manchester M1 7JR.
Open: 1000 – 1730 Saturday
1000 – 1630 Sunday.
Advance ticket holders only admitted 0945 each day.
Admission: adults £10.00 (£8.50 if booked in advance via website). Children free, provided they are accompanied by an adult (max three per adult). Wheelchair users' carer free.
Amenities: catering, three minutes walk from Piccadilly station.
Features: layouts include *Cheadle Ridge Lane TMD* (OO), *Chelfham* (OO9), *Clarendon & Scrubbs Lane* (P4), *Cornwallis Yard* (EM), *Denton Brook* (O/O-14), *Hartley Poole* (N), *Hazelwood Junction* (N), *Kings Park* (N), *Kozel Cement* (HO), *Maristow* (O), *Marx Engels Platz* (N), *Moormead Sidings* (G), *Moorton Bottom Yard* (OO9), *Netherwood Sidings* (O), *TGB Metal Recyclers* (O), *Ulvaryd* (OO9), *Upwell Drove* (OO), plus interactive LEGO layout *Brickport* and *Thomas's Christmas Surprise*. Trade support, society stands, demonstrations and more.
Contact: www.mmrs.co.uk

Saturday 14 December
HEYWOOD, Lancashire
Organiser: Heywood MRG.
Venue: Club Rooms, Unit 4, Park Works, River Street, Heywood OL10 4AB.
Open: 1000 – 1600
Admission: free. Donations appreciated.
Amenities: light refreshments, ample free parking.
Features: open day – layouts in N to G, bring your own locos to run, dc or DCC.
Contact: www.hmrg.co.uk

Saturday 14 December
HILLINGDON, Greater London
Organiser: Hillingdon Railway Modellers.
Venue: Yiewsley Baptist Church Hall (side entrance), 74 Colham Avenue, Yiewsley, Hillingdon UB7 8HF.
Open: 1000 – 1600
Admission: £4.00.
Amenities: refreshments will be available all day. Nearest station West Drayton. Local buses 222, 350, U1, U3 & U5.
Features: Test Track Open Day – not an exhibition but a chance to meet fellow modellers and try out your O, OO or N gauge models on the club's three test tracks. 12V dc and DCC is available, but no live steam, please. Expert help is on hand from experienced modellers in case of any problems with your models, and new members are very much welcome.
Contact: Peter Storey 020 8368 4090
www.hillingdonrailwaymodellers.co.uk

Saturday 14 & Sunday 15 December
CHURCH GRESLEY, Derbyshire
Organiser: Gresley & Wychnor MRG.
Venue: Gresley Social Centre, 5A Park Road Church Gresley, Swadlincote, Derbyshire DE11 9QE (unpaved road).
Open: 1000 – 1600 both days.
Admission: adults £3.50, children over 5 £1.00, family £6.50.
Amenities: refreshments, local parking.
Features: G&WMRG open weekend – nine club layouts in N to G plus Thomas for the youngsters to run. Trade support.
Contact: p.bayleybligh@btinternet.com

Saturday 14 & Sunday 15 December
HIGHBRIDGE, Somerset
Organiser: Burnham & District MRC.
Venue: King Alfred School, Burnham Road, Highbridge, Somerset TA9 3EE.
Open: 1000 – 1600 both days.
Admission: adults £5.00, family £10.00.
Amenities: Country Bumpkins catering, step-free access, free car parking.
Features: Sedgemoor Rail – 15 layouts from OO9 to O plus LEGO. Trade support.
Contact: www.bdmrc.co.uk

Sunday 15 December
BEXLEYHEATH, Greater London
Organiser: Selkent MRC.
Venue: Bexleyheath Academy, Graham Road entrance (behind Asda), Bexleyheath, Greater London DA6 7EG.
Open: 1000 – 1600 (pre-booked ticket holders admitted 0945)
Admission: *pre-booked tickes via website* – adults £4.95, seniors and children £3.95, family £12.00. *On the door* – adults £6.00, seniors and children £5.00, family £12.00.
Amenities: full wheelchair access, free onsite parking, café.
Features: 19 layouts plus trade support. Four association stands including DOGA – chat with the modellers from the TV series *James May's The Trouble With Hornby*.
Contact: 07710 916343
www.modelrailwayexhibition.com

Sunday 15 December
PORTHCAWL, Bridgend
Organiser: Porthcawl Railway Club.
Venue: Awel-y-mor Community Centre, Wellfield Avenue, Porthcawl CF36 5TP.
Open: 1030 – 1400
Admission: £2.00.
Amenities: light refreshments, wheelchair access, limited free parking on site. Venue is behind the fire station.
Features: layouts in various gauges, trade support.
Contact: Bernard Townsend 01656 725091

Saturday 28 December
CONWY
Organiser: North Wales Area Group of the N Gauge Society.
Venue: St Michael's Church, Rosemary Lane, Conwy LL32 8HY.
Open: 1000 – 1600
Admission: adults £2.00, accompanied children free. All proceeds in aid of cancer charities.
Amenities: disabled access, two minutes walk from Conwy railway station.
Features: 6+ N gauge layouts.
Contact: 07703 393900

Saturday 28 December
WEST CAMEL, Somerset
Organiser: West Camel MRS.
Venue: The Davis Hall, Howell Hill, West Camel, Nr Yeovil, Somerset BA22 7QX.
Open: 1000 – 1530
Admission: adults £4.00, children over 12 £1.00, under 12s free.
Amenities: light refreshments, free parking, disabled access.
Features: approx 10 layouts, plus trade support.
Contact: charliebishop@hotmail.co.uk

Saturday 28 December
WIMBORNE, Dorset
Organiser: Wimborne Railway Society.
Venue: United Reformed Church Hall, Chapel Lane, Wimborne BH21 1PP.
Open: 1000 - 1600
Admission: adults £2.50, accompanied children free.
Amenities: light refreshments, disabled friendly.
Features: open day – up to four club and members' layouts in various scales including *Wimborne* and members' sales stand.
Contact: 01202 874735
www.wimrail.org.uk

Saturday 28 & Sunday 29 December
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

Saturday 28 & Sunday 29 December
GAINSBOROUGH, Lincolnshire
Organiser: Gainsborough MRS.
Venue: Florence Terrace, Gainsborough, Lincolnshire DN21 1BE.
Open: 1330 – 1730 both days (last admission 1630)
Admission: adults £4.00, seniors/children £3.00, family (2+2) £10.00.
Features: open day. One of the largest O gauge model railways in the country; dozens of trains running on a total of over half a mile of track.
Contact: B Hodgkinson 01427 610475
www.gainsboroughmodelrailway.co.uk

MEETINGS

Monday 2 December, 1930hrs
Peak Rail Association – Sheffield Branch
The 2019 Transport Scene In Sheffield And Beyond by Roy Wilson.
Venue: The Harlequin, 108 Nursery Street, Sheffield S3 8GG.
Contact: Dave Sharp 0114 274 5478
www.peakrail.co.uk/sheffieldbranch

Monday 2 December, 1930hrs
Plymouth Railway Circle
The World Of Steam In Sound And Ciné by Barry Stirman.
Venue: St Edward's Church Hall, Home Park Avenue, Peverell, Plymouth PL3 4PG.
Admission: visitors £2.00
Contact: Stuart Hammond 07814 821116

Monday 2 December, 1400hrs
RCTS – Birmingham
Never Again – The Last Years Of British Steam by Mike York.
Venue: Christ Church Community Hall, Burney Lane, Ward End B8 2AS.
Contact: Ronnie McAdam 0131 669 7503

Monday 2 December, 1400hrs
RCTS – Roade/Milton Keynes
Freight Then And Now by Brian Ringer.
Venue: Roade Village Hall, Bailey Brooks Lane NN7 2LS.
Contact: Ronnie McAdam 0131 669 7503

Tuesday 3 December, 1930hrs
SEG/LRTA – Eastleigh
St Denys – Fareham: An Inter-City Route? by Mark Greening.
Venue: Eastleigh Railway Institute, 2 Romsey Road, Eastleigh SO50 9FE.
Admission: £3.00
Contact: www.lrta.org
www.southernelectric.org.uk

Tuesday 3 December, 2000hrs
The Enfield Transport Circle
The 2019 R W (Bob) Todd Tribute Presentation by David Alison.
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 4 December, 1900hrs
Association of Shrewsbury Railway Modellers
Chrtistmas social with quiz, raffle and bring & buy.
Contact: Nick Coppin 01952 884398
www.shrewsburyrailwaymodellers.co.uk

Wednesday 4 December, 1930hrs
Burton Railway Society
Wales, Mid 1960s To Early 1970s – Cambrian & North Wales & Early Days Of Railway Preservation by Bill Chapman.
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 4 December, 1415hrs
RCTS – Ipswich
East Midlands Memories Collection by Geoff King.
Venue: Greenfinch Church Hall, Greenfinch Avenue IP2 0SQ.
Contact: Ronnie McAdam 0131 669 7503

Wednesday 4 December, 1330hrs
RCTS – Liverpool
Liverpool And Its Railways by John Ryan.
Venue: Haig House Social Club, Woolton Road, Garston L19 5NQ.
Contact: Ronnie McAdam 0131 669 7503

Wednesday 4 December, 1915hrs
Swiss Railways Society – Manchester
Christmas quiz.
Venue: Friends' Meeting House, 6 Mount Street, Manchester M2 5NS.
Contact: manchester@swissrailsoc.org.uk

Thursday 5 December, 1930hrs
Lutterworth Railway Society
London Underground by Jason Cross.
Venue: United Reformed Church, George Street, Lutterworth LE17 4EF.
Contact: David Hanger 01455 203307
www.lutterworthrailwaysociety.co.uk

Thursday 5 December, 1930hrs
RCTS – Milton Keynes
Branch AGM followed by members' presentations.
Venue: The Methodist Church Hall, Silver Street, Stony Stratford MK11 1BE.
Contact: Ronnie McAdam 0131 669 7503

Thursday 5 December, 1915hrs
SLS – Kendal
Christmas social evening.
Venue: St John Ambulance Centre, Sandes Avenue, Kendal LA9 4LL.
Contact: 01539 725858

Thursday 5 December, 1930hrs
The Great Central Railway Society – Sheffield Branch
More Action From The Lineside by Alan Burkwood.
Venue: The Harlequin, 108 Nursery Street, Sheffield S3 8GG.
Contact: Bob Gellatly 01909 565763
www.gcrsociety.co.uk

Friday 6 December, 1930hrs
RCTS – Bristol
The Right Kind Of Snow In The UK, North America, Ukraine And China by Terry Nicholls.
Venue: St Peter's Church Hall, Church Road, Filton BS34 7BX.
Contact: Ronnie McAdam 0131 669 7503

Friday 6 December, 1930hrs
RCTS – Carnforth
Branch AGM and members' presentation evening.
Venue: Station Hotel.
Contact: Ronnie McAdam 0131 669 7503

Friday 6 December, 1930hrs
RCTS – Northampton
Quiz versus Kettering and District Locomotive Society at Kettering.
Contact: David J Pick 01604 810613

Friday 6 December, 1900hrs
SLS – Middlesbrough
Saltburn To Seal Sands by Richard Barber.
Venue: Newport Community Hub, St Paul's Road, Middlesbrough TS1 5NQ.
Contact: 01429 270591

Saturday 7 December, 1400hrs
SLS – Sale, Greater Manchester
Memories Of The Woodhead Line by Owen Russell.
Venue: Sale United Reformed Church Lounge, Montague Road, Sale M33 3BU.
Contact: 0161 973 1165

Monday 9 December, 1930hrs
Lincoln Railway Society
More Capturing The Past & Recreating The Present by Jason Cross.
Venue: St Hugh's Church, Harewood Crescent, North Hykeham, Lincoln LN6 8JG.
Admission: visitors £3.00
Contact: 01522 698085
grahamlightfoot1948@gmail.com

Monday 9 December, 1930hrs
RCTS – Croydon
A Different Point Of View by Steve Sedgwick.
Venue: Small Hall, East Croydon United Reformed Church, Addiscombe Grove, CR0 5LP.
Contact: Ronnie McAdam 0131 669 7503

Monday 9 December, 1915hrs
RCTS – Ipswich
Branch AGM followed by members' night.
Venue: Greenfinch Church Hall, Greenfinch Avenue IP2 0SQ.
Contact: Ronnie McAdam 0131 669 7503

Monday 9 December, 1900hrs
RCTS – Sheffield
Branch AGM and Christmas social evening.
Venue: The Sheffield Scout Headquarters, 60 – 68 Trippet Lane S1 4EL.
Contact: Ronnie McAdam 0131 669 7503

Monday 9 December, 1930hrs
SEG – Sussex Branch
Members' evening and annual raffle.
Venue: The Deall Room, Southwick Community Centre, BN42 4TE.
Admission: non-members £3.00
Contact: stuart.hicks90@gmail.com

Monday 9 December, 1930hrs
SLS – Ardrossan
A Canadian Excursion by Gerry Harwood.
Venue: Lauriston Hotel, 15 South Crescent Road, Ardrossan KA22 8EA.
Contact: 01294 822303

Tuesday 10 December, 1930hrs
Friends of the National Railway Museum
40 Years Of Railways Remembered by Rob Foxon.
Venue: Railway Museum, Leeman Road, York YO26 4XJ.
Admission: £3.00 (season tickets available for all meetings *excluding this one* £8.00). Complimentary tea and coffee. Doors open 1830.
Contact: www.nrmfriends.org.uk

Tuesday 10 December, 1930hrs
Great Western Society – Bristol
The Best Way, Part II – Temple Meads To Gloucester by Chris Youett.
Venue: BAWA, 589 Southmead Road, Filton, Bristol BS34 7RG.
Contact: 01454 324230

Tuesday 10 December, 1945hrs
Pewsey Vale Railway Society
A Broad Gauge Journey, Bristol To Newton Abbot by Brian Arman.
Venue: Woodborough Social Club, SN9 5PL.
Contact: 07899 967221

Tuesday 10 December, 1930hrs
RCTS – Cambridge
Branch AGM followed by members' contributions.
Venue: The Swift, Haggis Gap, Fulbourn CB21 5HD.
Contact: rctscambridge@gmail.com

Tuesday 10 December, 1930hrs
RCTS – Hitchin
Cane Train Odyssey – The Cane Tramways Of Queensland And Fiji by Patrick Keef.
Venue: Tilehouse Street Baptist Church, Upper Tilehouse Street SG5 2EE.
Contact: Ronnie McAdam 0131 669 7503

Tuesday 10 December
RCTS – Merseyside, Chester and North Wales Branch
Observations at Stafford.
Contact: Alan Turton 01606 854227
Merseyside@rcts.org.uk

Tuesday 10 December, 1930hrs
RCTS – Nottingham
125 Group – Preserving An HST by John Zabernik.
Venue: Nottingham Mechanics, 3 North Sherwood Street, NG1 4EZ
Contact: Rodney Allan 0115 972 4184
rodney43allan@hotmail.co.uk

Tuesday 10 December, 1930hrs
RCTS – Scunthorpe
All Things North And Eastern Including Refreshments And Quiz by Steve Armitage.
Venue: The Black Beauty Public House, Keddington Road, off Messingham Road DN17 2QH.
Contact: Ronnie McAdam 0131 669 7503

Tuesday 10 December, 1930hrs
Wells Railway Fraternity
AGM followed by quiz set by last year's winner, Jim Allwood.
Venue: Wells Town Hall, Market Street, Wells, Somerset BA5 2RB.
Contact: Andrew Tucker 01749 830695

Wednesday 11 December, 1930hrs
LCGB – Dorking Branch
Christmas party and AGM, followed by members' presentations.
Venue: Friends' Meeting House, Butter Hill, South Street, Dorking RH4 2LE.
Contact: terryrichards@onetel.com

Wednesday 11 December, 1930hrs
RCTS – Cardiff
Mike Wilcock Videos by Mike Wilcock.
Venue: Old Church Rooms, Park Road, Radyr CF15 8DF.
Contact: Ronnie McAdam 0131 669 7503

Wednesday 11 December, 1930hrs
RCTS – Chichester
Branch AGM followed by *Amberley Industrial Museum Railway* by Geoff Boote.
Venue: Council Meeting Room 2, County Hall, West Street PO19 1RQ.
Contact: Ronnie McAdam 0131 669 7503

Wednesday 11 December, 1430hrs
SLS – Godalming
Members' afternoon – short presentations by members.
Venue: The Scout and Guide Headquarters, Godalming GU7 1HR.
Contact: 0208 390 5375

Wednesday 11 December, 1900hrs
Swiss Railways Society – London
Quiz Night by Neil Wheelwright.
Venue: Meditation Room, YMCA King's Cross 1, 120 Cromer Street, London WC1H 8BS.
Contact: london@swissrailsoc.org.uk

Wednesday 11 December, 1930hrs
Thorncombe Rail Activities Club
Railways In The North West by Carl Earl.
Venue: Thorncombe Village Hall, Thorncombe, Nr Chard, TA20 4NF.
Contact: https://sites.google.com/site/traclubsite/Home

Thursday 12 December, 1930hrs
Aln Valley Railway
Members Entertain by AVR members.
Venue: The Old Waiting Room, Alnwick Station.
Contact: Roger Jermy 01665 606168

Thursday 12 December, 1945hrs
Nuneaton Railway Circle
Christmas social evening by NRC committee and members.
Venue: Chilvers Coton Conservative Club, Bridge Street, Nuneaton CV11 5UD.
Admission: non-members £3.00
Contact: 01827 895961

Thursday 12 December, 1930hrs
RCTS/SRPS – Edinburgh
A Walk Along The Balerno Branch by Kenny Williamson.
Venue: Quakers' Meeting House, 7 Victoria Terrace EH1 2HE.
Contact: scotland@rcts.org.uk

Thursday 12 December, 1900hrs
RCTS – Newcastle
Stately Trains And The Autocar by Stephen Middleton.
Venue: The Arts Centre, 67 Westgate Road, Newcastle upon Tyne NE1 1SG.
Contact: rctsnewcastle@gmail.com

Thursday 12 December, 1900hrs
RCTS – Peterborough
Ramblings Around The UK 1962/63 by Brian Holland.
Venue: St Luke's Church, Mayors Walk, PE3 6EZ.
Contact: Ronnie McAdam 0131 669 7503

Thursday 12 December, 1930hrs
RCTS – Shipley
A Christmas Quiz And Memories From 1969 by John Holroyd.
Venue: Saltaire Methodist Chapel, Saltaire Road, Shipley BD18 3HJ.
Contact: Ronnie McAdam 0131 669 7503

Friday 13 December, 1915hrs
Great Western Society – Swindon
A festive evening of members' slides.
Venue: Lawn Community Centre, Guildford Avenue, Off Windsor Road, Lawn, Swindon SN3 1JE.
Contact: 01793 495976

Friday 13 December, 1900hrs
SLS – Newcastle upon Tyne
Christmas festivities.
Venue: The Conference Room, 1st Floor

(access via Black Swan Courtyard), Newcastle Arts Centre, 67 Westgate Road, Newcastle upon Tyne NE1 1SG.
Contact: www.slsnewcastle.org.uk

Saturday 14 December, 1900hrs
RCTS – Exeter
Railways In A Yorkshire Landscape
by Stephen Gay.
Venue: Conference Room, Great Western Hotel, by Exeter St David's station, EX4 4NU.
Contact: Ronnie McAdam 0131 669 7503

Saturday 14 December, 1300hrs
SLS – Kidderminster
Members' Christmas buffet followed by members' presentations.
Venue: Kidderminster Railway Museum, adjoining Severn Valley Railway station, Kidderminster DY10 1QX.
Contact: 01905 749526

Saturday 14 December, 1100hrs
Swiss Railways Society – West of England
On Swiss Rails Along The Route Of The Rhone by Mervyn Kendall.
Venue: The Keyberry Hotel, 17 Kingskerswell Road, Newton Abbot TQ12 1DQ.
Contact: wofe.branch@swissrailsoc.org.uk

Monday 16 December, 1930hrs
Plymouth Railway Circle
The Mills Railway Year 2019
by Bernard Mills.
Venue: St Edward's Church Hall, Home Park Avenue, Peverell, Plymouth PL3 4PG.
Admission: visitors £2.00
Contact: Stuart Hammond 07814 821116

Monday 16 December, 1930hrs
RCTS – Chester
1960s Southern Branch Lines
by David Miller.
Venue: The Town Crier, City Road/Station Road (opposite station entrance).
Contact: Ronnie McAdam 0131 669 7503

Monday 16 December, 1400hrs
RCTS – Coventry
Trans-Pennine Traction In The Eighties
by Derek Huntriss.
Venue: The Coventry and North Warwickshire Sports Club, Binley Road CV3 1HB.
Contact: Derek Morris 01926 855069

Monday 16 December, 1930hrs
RCTS – Didcot
Branch AGM followed by members' slides and images.
Venue: Didcot Civic Hall, Britwell Road OX11 7JN.
Contact:
Fixtures Secretary Andrew Jenkins
01793 783749; Tv-fixtures@rcts.org.uk

Monday 16 December, 1930hrs
RCTS – Maidenhead
Branch AGM followed by members' presentations.
Venue: Cox Green Community Centre, Highfield Lane, Cox Green SL6 3AX.
Contact: Ronnie McAdam 0131 669 7503

Monday 16 December, 1930hrs
RCTS – Northampton
Branch AGM and Christmas evening including members' slides.
Venue: Weston Favell Parish Hall, Booth Lane South, Weston Favell.
Contact: Ronnie McAdam 0131 669 7503

Monday 16 December, 1930hrs
RCTS – Shenfield
Branch AGM and members' slides.
Venue: Shenfield Parish Hall, 60 Hutton Road CM15 8BL.
Contact: Ronnie McAdam 0131 669 7503

Tuesday 17 December, 1930hrs
RCTS – Nottingham
Members' evening with coffee and mince pies.
Venue: Nottingham Mechanics, 3 North Sherwood Street, NG1 4EZ.
Contact: Rodney Allan 0115 972 4184
rodney43allan@hotmail.co.uk

Tuesday 17 December, 1400hrs
RCTS – Welwyn Garden City
A 92 Squadron And Nene Valley Update
by Steve Lacey.
Venue: The Methodist Church, junction of Ludwick Way and Cole Green Lane, AL7 3PN.
Contact: Ronnie McAdam 0131 669 7503

Tuesday 17 December, 1915hrs
RCTS – Woking
Branch AGM and
an evening with Gordon Pettitt.
Venue: Woking United Reformed Church, White Rose Lane GU22 7HA.
Contact: Ronnie McAdam 0131 669 7503

Tuesday 17 December, 1900hrs
SLS – Middlesbrough
Hartlepool's Railways by Stephen Frost.
Venue: Langdon Square Community Centre, Coulby Newham, Middlesbrough TS8 0TF.
Contact: 01642 780658

Tuesday 17 December, 1930hrs
The Grimsby & Cleethorpes Railway Group
Railways In A Yorkshire Landscape
by Stephen Gay.
Venue: The No.1, Station Approach, Cleethorpes DN35 8AX.
Contact:
Stuart Blackbourn 01472 505853
www.gcrsociety.co.uk

Tuesday 17 December, 1930hrs
The Leicester Railway Society
Leicester Central To Leicester Belgrave Road by LRS members.
Venue: The Braunstone Civic Centre, 209 Kingsway, Leicester LE3 2PP.
Contact: Stephen Hewitt 07980 008370
www.leicesterrailwaysociety.com

Wednesday 18 December, 1930hrs
Heart of England Rail Society
An Evening Of Ciné Film by Hugh Sykes.
Venue: Dormer Conference Centre, St Peter's Church, Dormer Place, Royal Leamington Spa CV32 5AA.
Admission: £3.50 including refreshments.
Contact: Mark Tripé 01926 887499

Wednesday 18 December, 1930hrs
RCTS/Mid-Hants Railway
Films by Dave Doulton.
Venue: Eastleigh Railway Institute, 2 Romsey Road, Eastleigh SO50 9FE.
Contact: Ted Vaughan 023 8084 9533
tedvaughan449@yahoo.co.uk

Thursday 19 December, 1930hrs
Lutterworth Railway Society
Narrow Gauge Railways & Tramways
by David Hanger.
Venue: United Reformed Church, George Street, Lutterworth LE17 4EF.
Contact: David Hanger 01455 203307
www.lutterworthrailwaysociety.co.uk

Thursday 19 December, 1900hrs
RCTS – Darlington
More Of My Photographs
by Frank Tweddle.
Venue: Darlington Cricket Club, South Terrace, Feethams DL1 1SG.
Contact: Brickjames94@gmail.com

Friday 20 December, 1930hrs
Great Western Society – Oxford
Branch Christmas meeting.
Venue: Pauling Human Sciences Centre, 58 Banbury Road, Oxford OX2 6QS.
Contact: 01865 243526

Friday 20 December, 1930hrs
Great Western Society – Taunton
The Marches To Holyhead
by John Sparkes.
Venue: Village Hall, Stoke St Mary, Nr Taunton, Somerset TA3 5DE.
Contact: 01823 334188

Friday 20 December, 1930hrs
RCTS – Bristol
Christmas Buffet & Quiz by Paul Udey.
Venue: St Peter's Church Hall, Church Road, Filton BS34 7BX.
Contact: Ronnie McAdam 0131 669 7503

Saturday 21 December, 1830hrs
Great Western Society – Torbay
Christmas meeting:
Colin & Rosemary Stone entertain plus *20th Century Transport (All Vehicles)*
by Peter Triggs.
Venue: Parish Centre, Church End Road, Kingskerswell, Torbay TQ12 5LD.
Contact: 01803 326329

Saturday 21 December, 1400hrs
T&LRS – East Midlands Area
More Pictures Of Derby Trams
by John Huddlestone.
Venue: Sixth Beeston Scout Hut, Middle Street, Beeston, Nottingham NG9 1GA.
Contact: David Hanger 01455 203307

CLUB NEWS

New members are welcome at the **East Ham & District Model Railway Society**, which has now acquired a new clubroom in the Dagenham area. The society meets on Thursdays between 1930 – 2200: contact details are on the society's website: www.ehmrc.org.uk

New members are welcome at the **Western Valley Model Railway Club**, which occupies the top floor of the Risca Miners Institute, Grove Road, Risca NP11 6GN. The club meets every Tuesday and Friday between 1900 and 2230, but regrets that there is no disabled access to its clubroom. Please contact Richard Flannigan on 079454 043065.

You can almost hear the 12 cylinder Sulzer engine burbling away inside Class 45 No.45 125 at Huddersfield on 18 June 1985. Derek Huntriss will be giving a talk to the Coventry Branch of the RCTS on 16 December.
Photo: Richard Priestley/Rail Photoprints



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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.*

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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*

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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.*

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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.

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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*

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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.

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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*

BASEBOARDS IN TIMBER PLYWOOD OR MDF – ANY SIZE AND SHAPE, legs or trestles, any height, flat packs available. *Phone for quote. Tel: 01795 479 736.*

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 00 and N Gauge second hand items. Send us your list of surplus items in any gauge or make (s.a.e. please) for our quotation by return post. We also buy tinplate of all kinds, Dinky Toys, Corgis and Lesneys. We will travel anywhere to collect. *RAILWAY ROUNDABOUT, The Walnut Tree, Egremont Street, Glemsford, Suffolk, CO10 7SA. Tel: 01787 280 452, email: bill.railwayroundabout@gmail.com*

MODEL RAILWAYS WANTED - cash waiting for British & American N & OO/HO scales plus Continental HO model railway equipment. British and American 0-Scale also considered along with interesting items of railwayana. (Closed Mondays). *53A Models, 430 Hessle Road, Hull. 01482 227 777. www.53amodels.co.uk*

AIRFIX/FROG/REVELL and other makes of unmade Second-hand plastic kits wanted. Aircraft especially wanted. Any quantity. *KINGKIT, Unit 8, Cedar Court, Halesfield 17, Telford, TF7 4PF. Tel: 01952 586 457.*

WANTED - TRAIN COLLECTIONS O, OO, N. Always calling in areas SOMERSET, DEVON, CORNWALL, S-WALES, WILTS, HAMPSHIRE, most places in UK covered. Will dismantle layouts any size. Interested in British N gauge Farish, Mintrix, Peco, OO Bachmann, Hornby, Mainline, Lima, Wrenn, Tri-ang. Damaged, scrap locos, Peco points, track work, buildings, cars, people, books, diecast, EFE buses. Cash paid, friendly service offered. *R.FOSTER 15 Rosebery Avenue, Yeovil, Somerset BA21 5LW. Tel 01935 424165 email russelltrains@aol.com*

MODEL RAILWAYS ALWAYS WANTED, including Hornby Dublo, Wrenn, Trix, Lima, Bachmann, Steam, Modern Image, OO, O, N gauge, kits and kit built. Send lists or give me a call. *BARRY JONES, 28 Marine Crescent, Worthing, BN12 4JF. Tel/Fax: 01903 244 655.*

MODEL RAILWAYS WANTED - All Gauges including N, OO, O Gauge. Large collections to surplus items. British/American and Continental boxed or unboxed, no problem. Spares and track also purchased. We will also buy any diecast. *Send list or telephone: MJH MODELS, S'Agaro, Goring Road, Woodcote, Reading, RG8 0QE. 01491 681 262 email: mjhtoys@aol.com*

WE CARE A GREAT DEAL MORE! We realise that your collection large or small is a prized possession, so we will always give our highest price, we will respond quickly to receiving your list and collect, dismantle and remove your

items efficiently because we care. Whatever you have to sell from single items to large collections. Give us a call and prepare to be amazed! *S&J MODELS. Tel: 01606 872 786 email: sjmodels@tiscali.co.uk website: www.sandjmodelrailways.co.uk*

THINKING OF SELLING YOUR MODEL RAILWAY COLLECTION? If so contact me for an immediate evaluation, distance no object, collections large or small. *PAUL CULL, telephone: 01302 481 274 or mobile: 07767 356 890 or send list to: The Bungalow, Dentons Green Lane, Kirk Sandal, Doncaster, DN3 1JP, email: simonecull06@tiscali.co.uk*

HORNBY & BASSETT-LOWKE O GAUGE TRAINS, wagons, coaches and accessories. Anything considered. Top prices paid for single items and/or complete collections. *Tel: 01993 840 064 (Oxon) 0797 991 0760.*

MODEL RAILWAYS WANTED – ANY GAUGE, ANYWHERE. ALWAYS BEST CASH PRICES PAID. Layouts dismantled. *Telephone: 01924 824 748, anytime. Send your lists to: GOING-LOCO, 38 Potovens Lane, Lofthouse Gate, Wakefield, WF3 3JF email: goinglocomodels@hotmail.com*

ALWAYS WANTED BY TRI-ANGMAN-collections, layouts, seeking, Tri-ang, Hornby, Dublo, Wrenn, Bachmann etc. Will collect across most of the UK. More than fair prices paid. *Tel: 07966 333 605. email: Laurence@tri-angman.co.uk www.tri-angman.co.uk*

WANTED-MODEL RAILWAY ITEMS, FROM ANYWHERE IN THE UK, single items to whole collections, any gauge, we pay cash and will beat any genuine offer on collections. We also buy diecast models + vintage toys. *Tel: 01209 718 562 or 07876 457 114, email: harvey.instance@sky.com*

HORNBY DUBLO WANTED – LOCOS, COACHES, WAGONS AND ALL RELATED ITEMS. From single items to whole collections, cash paid, distance no object. DARREN COOPER. *Tel: 01254 234 017.*

MODEL RAILWAY COLLECTIONS URGENTLY REQUIRED – SMALL & LARGE, any scale and any condition. British, European and American collections all required. Nationwide collections, distances no object. Contact us today for a quick and friendly service. *Telephone: 01302 371 623, mobile: 07526 768 178, email: anoraksanonymous@googlemail.com*

WANTED WANTED MODEL RAILWAYS, ALL MAKES, ALL SIZES from N Gauge, 00 scale to G Scale and larger, will travel all UK. We also dismantle layouts, over 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

WANTED TOP PRICES PAID! BUY-SELL-EXCHANGE ANY GAUGE, MAKE OR AGE. Also Specialists in diecast Lorries, cars, buses and railwayana. Friendly, fast, professional service from our family run business, established for over 40 years. "We are a real shop not just a phone number" Distance no object, from single items to lifetime collections, instant settlement by your preferred payment method. See our main advert. Deal with confidence from a name that you can trust. *Rails of Sheffield 21/29 CHESTERFIELD ROAD, SHEFFIELD, S8 ORL. Tel: 01142 551 436 www.railsofsheffield.com*

WANT TO SELL YOUR TRAINS – ALL GAUGES, ALL MAKES? Hornby/Bachmann, OO, O, and N gauge. Top cash prices paid, collected, layouts dismantled. *Please send list to CLAIRE CLARKE: 14 Stourbridge Road, Lloyd Hill, Wolverhampton WV4 5NE email: claireaclarke@aol.com telephone: 01902 342 722.*

MODEL RAILWAYS WANTED – N GAUGE, OO GAUGE, O GAUGE – ANY MAKE. Free valuations, home visits, layouts dismantled. Fast friendly, courteous service. *Contact MARTIN: 01623 473 376, lists to: modelpower@sky.com*

ANY MODEL RAILWAYS WANTED, ANY CONDITION, WORKING OR NOT, (spares etc). Collections bought small or large. Hornby, Lima, Bachmann, Heljan, Dapol, Farish, Vi-trains, PECO, any gauge, OO, O & N etc. Accessories bought, layouts dismantled. *Send lists to: KEITH'S MODEL RAILWAYS, 2 Holyrood Drive, Countesthorpe, Leicester, LE8 5TR. Telephone: 0116 277 8634 email: shak.marge@yahoo.co.uk*

WE BUY ALL YOUR MODEL RAILWAY COLLECTIONS – ANY GAUGE, LOCOS, ROLLING STOCK, KITS ETC. *For a fast friendly professional service telephone VINCENT: 07721 087 810 or email vincelonergan@hotmail.com or send your list to VINCENT – DORSET RAILS, 5 Conway Walk, Dorchester, Dorset, DT1 2EJ.*

Holiday Accommodation

HOLIDAY LET AVAILABLE IN BEER, DEVON NEAR PECORAMA. Portland Heights is a stunning property offering a balcony with spectacular views overlooking Lyme Bay. Sleeps 6. Available all year round. *All bookings made through JEAN BARTLETT COTTAGE HOLIDAYS, website: www.jeanbartlettcottageholidays.co.uk or telephone: 01297 23221.*

Private

Private Sales

SELLING LARGE QUANTITY N GAUGE AS ONE LOT – MAINLY FARISH, Locos, DMU's, Wagons, coaches, buildings, scenic. List available, send large 16cm x 24cm SAE. *ROBERT OLDHAM, 6 Hillside Road, Ketney Bank, Telford TF2 0BZ, telephone: 01952 617 506.*

FOR SALE – BRIDGFORD, N GAUGE EXHIBITION LAYOUT, 11ft 6ins X 6ft 6ins, central well, analogue, 20 storage loops, all scenery, buildings etc. Was in BRM in Jan 1998 & Railway Modeller June 2014. Trailer available if required for transport. Most of stock also for sale as I'm downsizing, can be erected by appt. here. *Phone 07812 848649 or email kathall@scotland1145.plus.com Alastair Knox, Chinley, Derbyshire.*

N GAUGE LAYOUT FOR SALE. U shaped 9'3" x 7'0". Alston including 865' x 110' Lambley viaduct. Station and viaduct to scale, as seen in BRM April 2006 July 2011 May 2012. Both the layout and I have retired from the exhibition circuit after 20+ shows including York and Warley needs a little TLC. *More details available by email: d.smith9631@virginmedia.com*

N SCALE PORTABLE MODEL RAILWAY 7FT X 2FT 8 INCHES OPEN, 3ft 7inches x 2ft 10 inches x 11 inches folded. Fully working DCC (includes NCE power CAB and Dapol 0-6-0 tank engine). Photographs on request £400. *Tel: 0795 067 0881.*

FINESCALE OO GAUGE GWR/BR PROFESSIONALLY BUILT BRANCH LAYOUT BOARD 6FT X 18" plus cassette fiddle yard, including controller etc. OO gauge ADM turntable on 4ft by 2ft board. All offers considered. *JOHN PHILLIPS, telephone: 07825 120 438.*

MORLEY CONTROLLER VANGUARD ZERO ONE, ONLY USED TO TEST RUN LOCO. Reason for sale, gone over to DCC. £70 plus £4 postage. *Contact: LES on 0759 469 7057.*

N GAUGE LAYOUT FOR SALE. Having had a stroke I regret that I have to sell my N Gauge Model Railway. It was built in 2016/17, is free standing and is approximately 6ft x 5ft. It cost £2,500 to build, and took about 5,000 hours of work. It is in superb condition and I'll take the best offer, as it has to go. I can send videos of the layout to anyone who is interested and we can have a chat. *Please contact James Stockwell 07850 304031 or jamesstockwell@virginmedia.com.*

N GAUGE LAYOUTS FOR SALE – 2 small finished circular layouts to exhibition standard, one twin track, one single track. Sizes 1100mm and 1300mm by 700mm wide. Ideal starter or Christmas present. Prices from £80. *Tel: 01747 861 977, email: tomsnook29@hotmail.co.uk*

Property for Sale

Cut the expense of moving house by advertising your property in the RAILWAY MODELLER or CONTINENTAL MODELLER for just 15p a word its great value for money!!

200ft 00 GAUGE SEMI AUTOMATIC LOFT RAILWAY, with 4road through station, and 14road terminus. N gauge in purpose built shed and outdoor SM32 line. Comes with large 4 bed Victorian semi, 2 reception, utility, conservatory and 90 foot garden. 5 mins Alton commuter and Watercress line station. £615,000. *Details: agents, (Nick) 01420 87379.*

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 Stortford, 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, ROCO etc or kit and scratch-built. *Contact: 009 Society, 5 Quarry Road, Colehill, Wimborne, BH21 2NP. Email: members-sales@009society.com for society details see www.009society.com*

Wanted Private

(This column is reserved for readers who are private Model Railway enthusiasts or collectors and require items purely for their own personal use).

TRIX TWIN AND TRIX EXPRESS. Avid collector. TTRCA No26, anything will be considered. Please phone anytime, will collect. *Tel: 01736 754 200. Mobile: 07969 499 586.*

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 LECTRIC BY PRIVATE COLLECTOR. Good price paid, will travel. *Tel: 01980 862 387 or email: hamptonrob1951@outlook.com (Wiltshire).*

WRENN 1966 TO 1992-items wanted by collector preferably boxed, single or complete collections. *Please telephone: 0773 0957 800/01582 401 053 or visit my website www.wrennspecialist.co.uk*

CASH PAID ON COLLECTION OF YOUR UNWANTED MODEL RAILWAYS, small or large collections OO or N gauge. Hornby, Lima, Bachmann, Farish etc. We will come to you and dismantle if needed. *Please contact STEVE on: 01909 487 938 or send lists to: 27 Prince Charles Road, Worksop, Nottinghamshire, S81 7ES or email: steve37425@hotmail.co.uk*

KIT ITEMS, WHITEMETAL, BRASS OO & O, DJH, Wills, Millholme, Alan Gibson etc. Engines, coaches, wagons, unmade, part made, engines working or not. Kit spares – will travel. *Tel: 01302 481 274, mobile: 07767 356 890, email: simonecull06@tiscali.co.uk*

O GAUGE WANTED - LOCOS, ROLLING STOCK, ACCESSORIES, TRACK/POINTS, SPARES AND BUILDINGS. Large or small collections purchased. *Tel 01302 481274, Mob. 07767 356 890. Email: simonecull06@tiscali.co.uk*

G SCALE AND OTHER GARDEN RAILWAYS WANTED. Gauge 1, SM32, Bachmann, LGB, Piko, Accucraft, Roundhouse etc. Locomotives, rolling stock, track, points and accessories all required. *Tel: 01302 371623 email: sophiecull99@gmail.com*

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*

Swapmeets • Sales • Fairs

The following announcements are included in good faith from information provided by the organisers.
As cancellations are sometimes inevitable, anyone travelling a long distance should telephone before doing so.
All advertisements include the organiser's town and telephone number.
The publisher of RAILWAY MODELLER cannot accept any responsibility for cancellations or errors.

November 2019

23 November (Sat) 10am-2.30pm
DIDCOT TOY TRAIN & COLLECTORS FAIR, Didcot Civic Hall, Britwell Road. OX11 7JN. £2.50 admission, under 16's free. Contact: RONNIE.
Tel: 077 083 850 61.

23 November (Sat) 10.30am-2pm
WORCESTER – Perdiswell Leisure Centre, Bilford 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-2.30pm
ASTON CLINTON, Green Park, Stablebridge Road, Aston Clinton, Buckinghamshire HP22 5NE. Admission £2. Contact: JOE LOCK.
Tel: 07866 641 215.

24 November (Sun) 10.30am-3pm
BARRY TOY & TRAIN SALE – near Cardiff, Barry Leisure Centre, Greenwood Street, CF63 4RU. Free parking, café. 85 tables, BUY*SELL*EXCHANGE. Admission £2.
Tel: 01643 702 757 & 07966 694 579
www.chrisdyerfairs.co.uk

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) 10am-1.30pm
GREAT BENTLEY, ESSEX, Village Hall, opposite railway station CO7 8LD. R&G TOYFAIRS.
Tel: 01255 473 509.

24 November (Sun) 10.30am-2pm
HAYDOCK PARK RACECOURSE, The Exhibition Centre, WA12 0HQ (M6 Junc 23). Up to 85 tables. Adults £2, Children 50p. BARRY STOCKTON.
Tel: 0151 334 3362 www.barrystocktonfairs.co.uk

24 November (Sun) 10am-2pm
MIDHURST, THE GRANGE, Bepton Road, West Sussex, GU29 9HD.
Tel: 01322 662 729 or 0773 999 8012
www.srptoyfairs1.co.uk

24 November (Sun) 10.30am-2pm
SHERINGHAM, Sheringham Community Centre, Holway Road, Sheringham, Norfolk, NR26 8NP. Admission £2, under 16 free, early entry 9am - £4pp. Good parking, disabled access and refreshments. JOHN'S TOY FAIRS.
JOHN PARSONAGE, telephone: 07881 555 283, email: john.parsonage@btconnect.com

24 November (Sun) 10.15am-3pm
WIMBORNE MODEL TOYS & TRAIN COLLECTORS FAIR, Queen Elizabeth School (QE), Wimborne Minster, Dorset BH21 4DT. Large free car park, refreshments. Admission £1.50. Enquiries to: DAVE.
Tel: 01202 590 158 or 07808 484 414.

26 November (Tues) 6pm-8pm
TONBRIDGE, Angel Centre, Angel Lane, Kent TN9 1SS. SRP TOYFAIRS.
Tel: 01322 662 729 or 0773 999 8012
www.srptoyfairs1.co.uk

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.

30 November (Sat) 10.30am-2pm
DERBY (TRAINS ONLY) SWAPMEET, Our Lady of Lourdes Parish Centre, 36 Uttoxeter Road, Micklover, Derby DE3 9GE. Admission £1, free car parking, refreshments available. Contact: PETER STANTON.
Tel: 01773 279 407 or 07798 858 532, email: pstanton1000@sky.com

30 November (Sat) 10am-2pm
HAWKINGE, Hawkinge Community Centre, Heron Forstal Avenue, Hawkinge, Kent CT18 7FP (off M20). SRP TOYFAIRS.
Tel: 01322 662 729 or 0773 999 8012
www.srptoyfairs1.co.uk

30 November (Sat) 10am-2pm
NOTTINGHAM BLUECOAT ACADEMY, (on ring road, 1 mile north of university) NG8 5GY. Good access, free parking, refreshments. Contact: MALC.
Tel: 07951 072 790.

December 2019

1 December (Sun) 10am-2pm
COLCHESTER, Langham Community Centre, School Road, Colchester, Essex CO4 5PA. SRP TOYFAIRS.
Tel: 01322 662 729 or 0773 999 8012
www.srptoyfairs1.co.uk

1 December (Sun) 1pm-4pm
FALKIRK – Graeme High School, Callendar Road, Falkirk FK1 1SY. Entry £1, under 12 free. BRIAN McLAREN.
Tel: 07483 260 915
www.mclaren-models.com

1 December (Sun) 10.30am-3.30pm
KEMPTON PARK TOY AND TRAIN COLLECTORS FAIR, Kempton Park Racecourse, Sunbury on Thames, Middlesex, (M3 junction 1 onto A308). Over 200 stalls of model railways, toy, scale model and collectables. Adults £4, Concessions £3.50, Children £1, early entry buyers £10 (from 8.30am). London's No1 Sunday Toy and Train Collectors Fair. RM TOYS LTD.
Tel: 023 923 815 29 or 07957 823 507.

1 December (Sun) 10am-2.30pm
***CANCELLED - LONG MELFORD – NEAR SUDBURY*,** 50 tables. Long Melford Old School, Hall St, CO10 9DX.
PHIL COOPER: 01787 372 559 or BILL BOURNE on: 01787 280 452.

1 December (Sun) 10am-3pm
NEWTON ABBOT TRAIN AND TOY FAIR, Newton Abbot Racecourse, Devon TQ12 3AF. Admission £3. Superb venue, free parking, refreshments. 100+ tables. Organised by RAY HEARD.
Tel: 01823 480 097, email: rayheard66@btinternet.com

1 December (Sun) 10.30am-3pm
SHEPTON MALLET, Bath & West Showground, Shepton Mallet, BA4 6QN. 300 stalls, restaurant, free parking. Admission £4. BULLDOG FAIRS.
Tel: 01373 452 857 or 07917 125 641
www.bulldogfairs.com

1 December (Sun) 10am-1.30pm (last entry)
SOUTHAMPTON TOY FAIR, Blighmont Barracks, Millbrook Road West, Southampton SO15 0AJ. £1 Admission fee (Children under 12 free). For more details or bookings please call or email.
Tel: 0238 077 2681 r.lines@hotmail.co.uk

1 December (Sun) 10.30am-2pm
SOUTHPORT, Splash World, Dunes Leisure Centre, Promenade PR8 1PX. Up to 65 tables. Adults £2, Children 50p. BARRY STOCKTON.
Tel: 0151 334 3362 www.barrystocktonfairs.co.uk

1 December (Sun) 10am-2.30pm
YORK RACECOURSE, The Knavesmire Stand, York Racecourse York YO23 1EX. 120 pitches. Admission £2.50, Seniors £2, 1st Child £1.50. Organised by LORRAINE for J&J FAIRS.
Tel: 01522 880 383, email: jandjfairs@virginmedia.com
website: www.j-jwebbtoyfairs.com

7 December (Sat) 10am-2.30pm
BRENTWOOD, The International, Brentwood Centre, Doddinghurst Road, Brentwood, Essex CM15 9NN, 200 pitches, admission £3, Seniors £2.50, 1st Child £2. Organised by LORRAINE for J&J FAIRS.
Tel: 01522 880 383, email: jandjfairs@virginmedia.com
website: www.j-jwebbtoyfairs.com

7 December (Sat) 10.30am-2.30pm
GLOUCESTER, Churchdown Community Centre, Parton Road, GL3 2JH. Free parking, refreshments.
Tel: 01380 725 322, anytime.

8 December (Sun) 10am-2pm
ASHFIELD – Festival Hall, Kirkby in Ashfield NG17 7DJ. Good access, free parking, refreshments. Always a good selectin of rail and diecast. Contact: MALC.
Tel: 07951 072 790.

8 December (Sun) 10am-2pm
ASHINGTON TOY AND TRAIN COLLECTORS FAIR, Ashington Community Centre, Foster Lane, Ashington, West Sussex RH20 3PG.
Telephone for further information PETE: 01424 846 676 or DAVID: 07742 609 865, email: modelcarmart@gmail.com
website: www.modelcarmart.com/ashington

8 December (Sun) 10.30am-3pm
BRECON TOY & TRAIN SALE, The Market Hall, Town Centre, Brecon, Powys, Mid Wales, LD3 7LG. BUY*SELL*EXCHANGE. Café, top dealers, 80 tables. Admission £2.
Tel: 01643 702 757 & 07966 694 579
www.chrisdyerfairs.co.uk

8 December (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

8 December (Sun) 10am-2pm
CHARTHAM, Chartham Village Hall, Station Road, Chartham, near Canterbury CT4 7JA. SRP TOYFAIRS.
Tel: 01322 662 729 or 0773 999 8012
www.srptoyfairs1.co.uk

8 December (Sun) 10am-2.30pm
CIRENCESTER TOY & TRAIN COLLECTORS FAIR, Bingham Hall, King Street, Cirencester GL7 1JT. Admission £2.50, under 16 free. Contact: RONNIE.
Tel: 077 083 850 61.

8 December (Sun) 10am-1.30pm
GREAT BENTLEY, ESSEX, Village Hall, opposite railway station CO7 8LD. R&G TOYFAIRS.
Tel: 01255 473 509.

8 December (Sun) 10.30am-2pm
WIRRAL, Hulme Hall, Bolton Road Est, 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

10 December (Tues) 7pm-9pm (early entry £2 5pm)
BARNSLEY TOY & TRAIN FAIR, Elsecar Heritage Centre, Elsecar S74 8HJ, space for 150 stalls, lots of free parking for stallholders and visitors. Adults £1.50.
5 minutes M1 junction 36.
Tel: 01226 744 425 www.newcomenfairs.co.uk
sales@newcomenfairs.co.uk

10 December (Tues) 6.30pm-8.30pm
ODIHAM/HOOK, Community Centre, Ravencroft, Hook RG27 9NN. Second Tuesday monthly.
Tel: 01380 725 322, anytime.

11 December (Wed) 6.30pm-8.30pm
BURTON ON TRENT, Town Hall, DE14 2EB. Always a good selection of rail and diecast. Contact: MALC.
Tel: 07951 072 790.

12 December (Thurs) 7pm-9pm
THEYDON BOIS, Theydon Bois Village Hall, Coppice Row (B172), Theydon Bois, near Epping, Essex CM16 7ER. Close to M25 J26 and M11 J5. Admission £1. Contact JOE LOCK.
Tel: 07866 641 215.

14 December (Sat) 10am-3pm
GATESHEAD INTERNATIONAL STADIUM, Neilson Road, Gateshead NE10 0EF (just off Felling by pass, A184) Admission £3, Concessions £2. JIM CORR.
Tel: 0750 403 5955 email: jim_corr73@hotmail.co.uk

14 December (Sat) 9am-2.30pm
MAIDSTONE, at Lockmeadow Market Hall, Barker Road, Maidstone, Kent ME16 8HR. Admission £2.50.
Tel: 01732 840 787 or 01622 298 159.

15 December (Sun) 10am-2.30pm
EASTLEIGH, Barton Perveril Sixform College, Chestnut Avenue, SO50 5ZA. Less than 2 miles from our Fleming Park venue.
Tel: 01380 725 322, anytime.

15 December (Sun) 10am-2.30pm
IPSWICH, Copdock Village Hall, London Road, Copdock, IP8 3JN. Light refreshments and bar, good lighting. Adults £2/Concessions £1, early entry £5.
Telephone: PHIL COOPER for bookings on: 01787 372 559 or BILL BOURNE on: 01787 280 452.

15 December (Sun) 10am-3pm
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www.bpfairs.com

17 December (Tues) 7pm-9pm
WOOTTON BASSETT, Memorial Hall, Station Road, SN4 7EE. Toy and Train fair.
Third Tuesday monthly.
Tel: 01380 725 322, anytime.

22 December (Sun) 10am-2pm
ORPINGTON, CROFTON HALLS, by Orpington Railway Station, Kent BR6 8PR. SRP TOYFAIRS.
Tel: 01322 662 729 or 0773 999 8012
www.srptoyfairs1.co.uk

27 December every year - 10.30am to 3.30pm
LLANDUDNO TOY & TRAIN FAIR, Venue Cymru, The Promenade, Llandudno Conwy, LL30 1BB. Adult £2.50, concessions £2.00, Accompanied Children £1.00. Contact. Jim/Vicci Ricketts.
Tel: 01492 517004 email. vicci.rickettsltf@gmail.com
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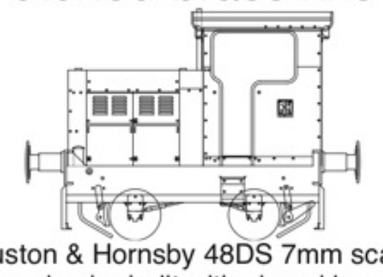
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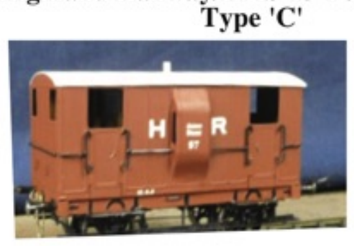
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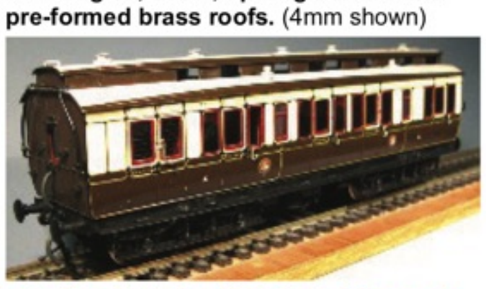
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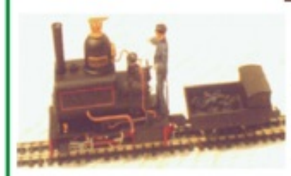
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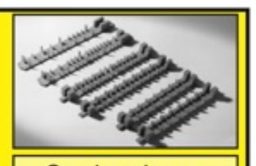
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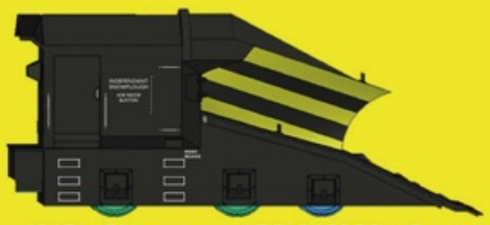
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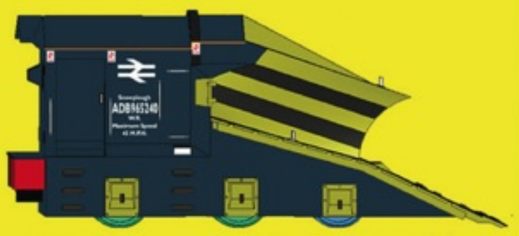
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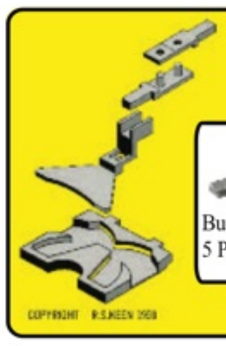
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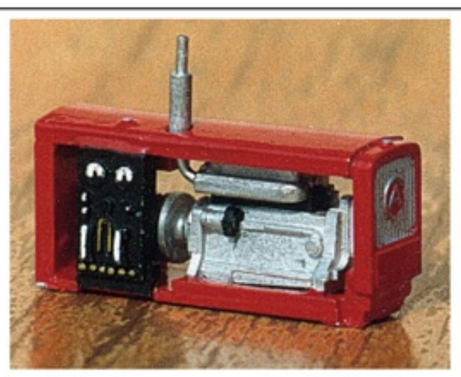
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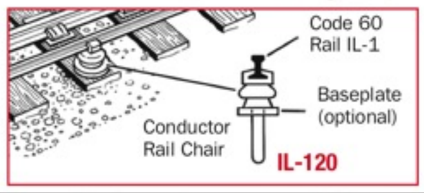
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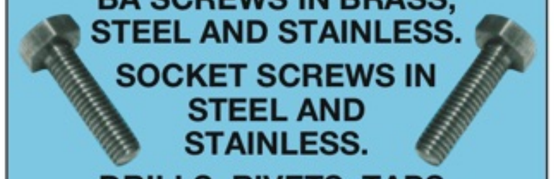
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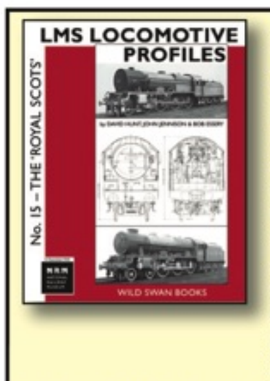
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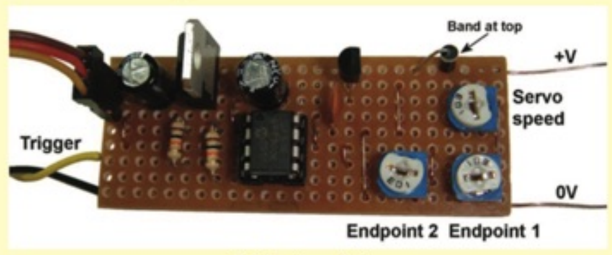
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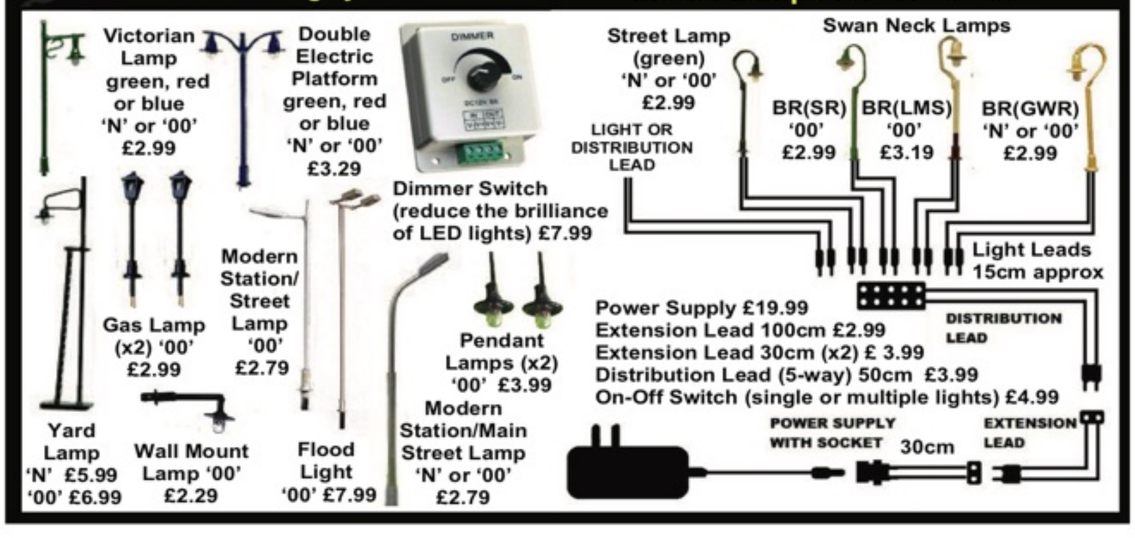
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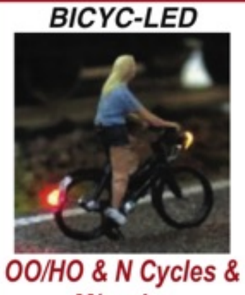
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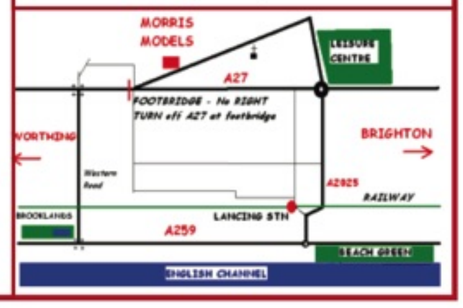


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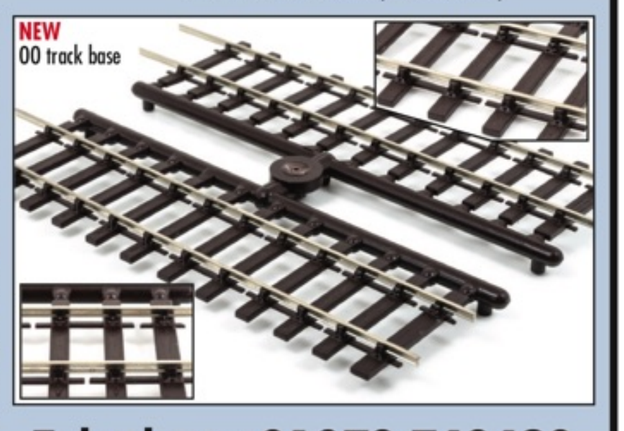
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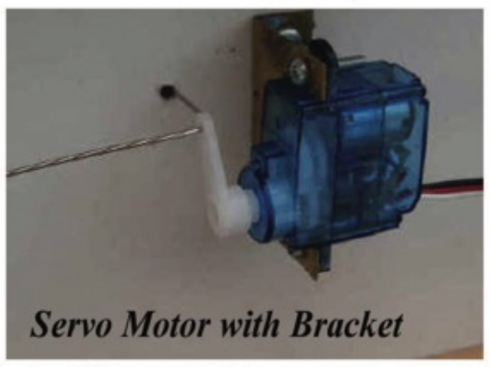
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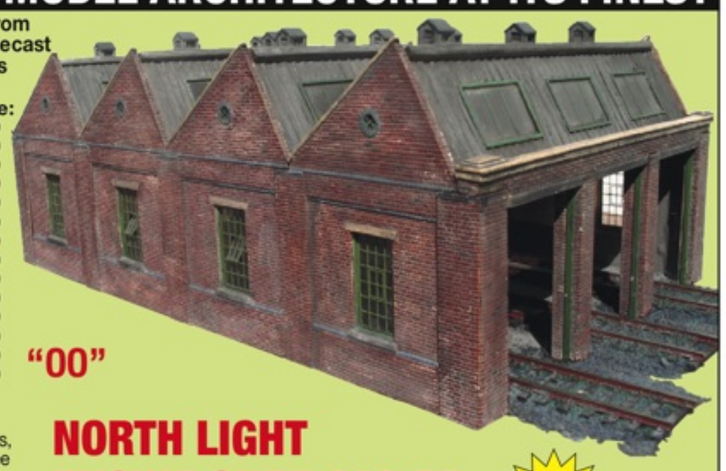
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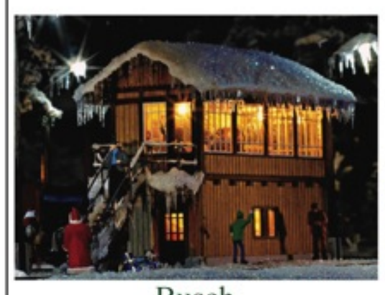
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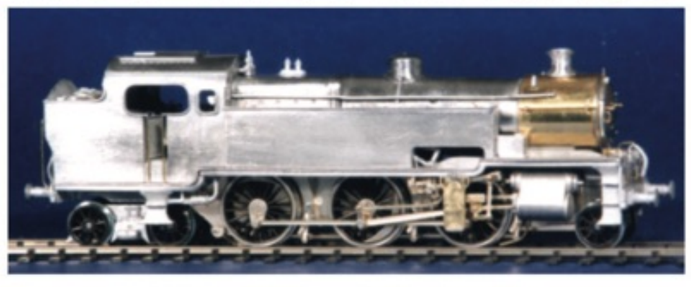
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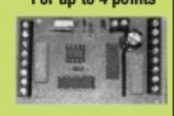
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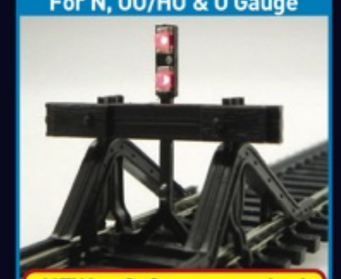
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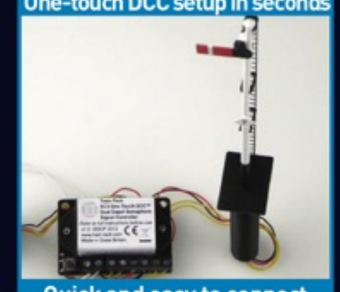
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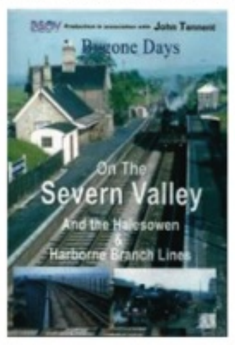
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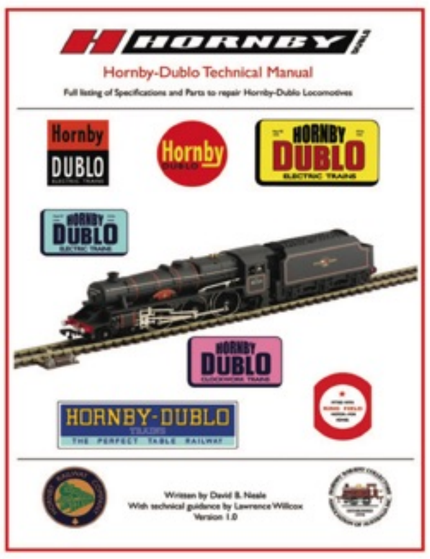
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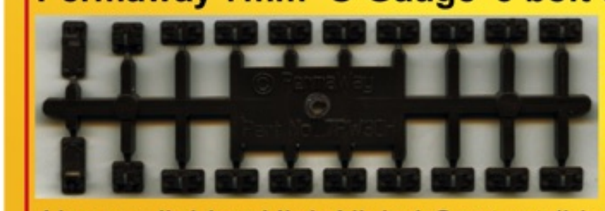




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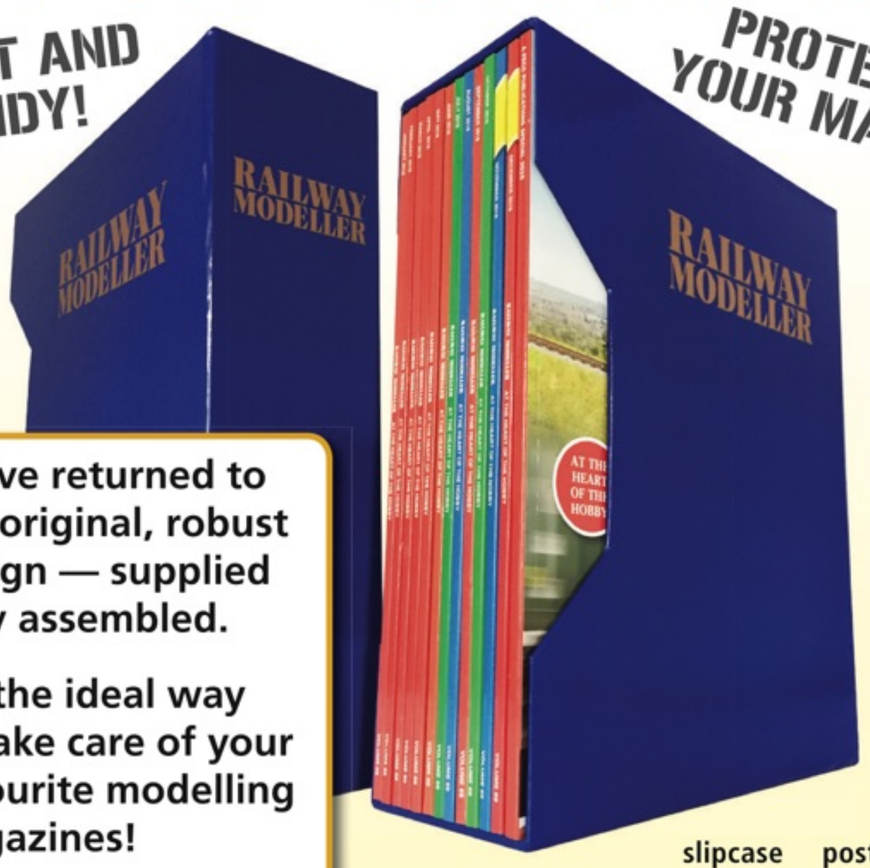
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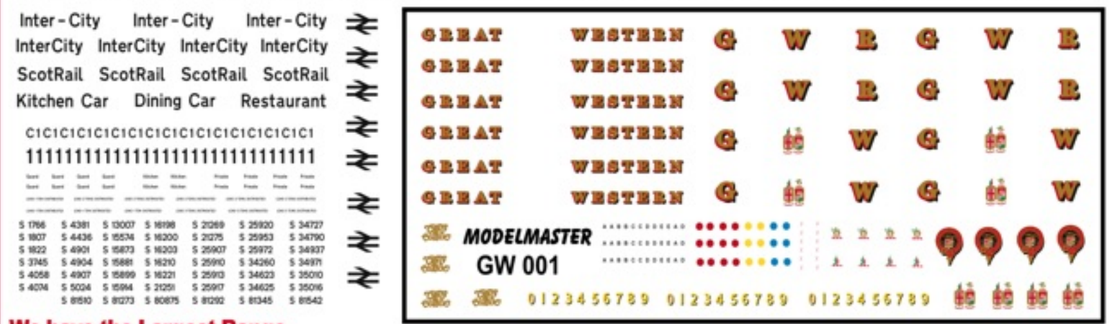
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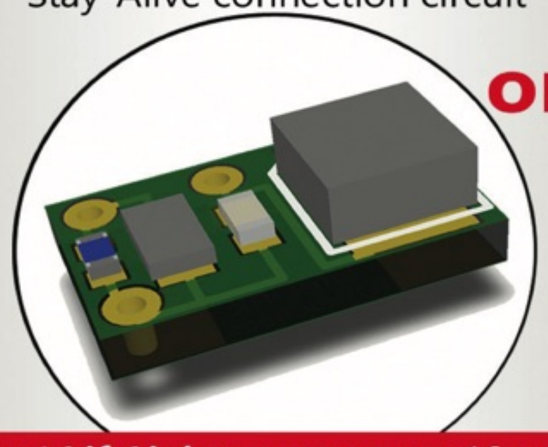
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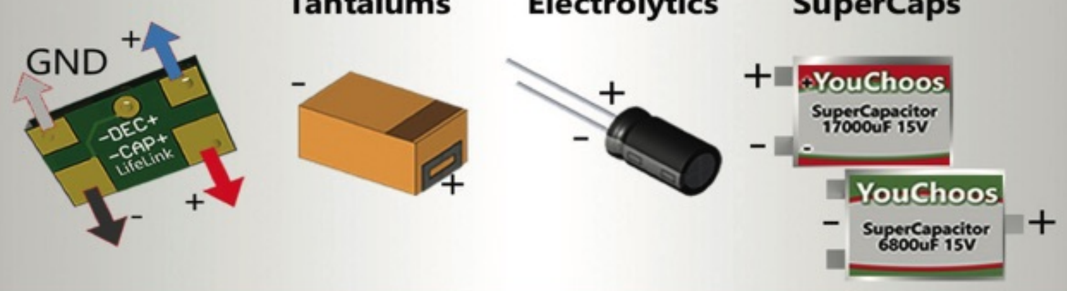
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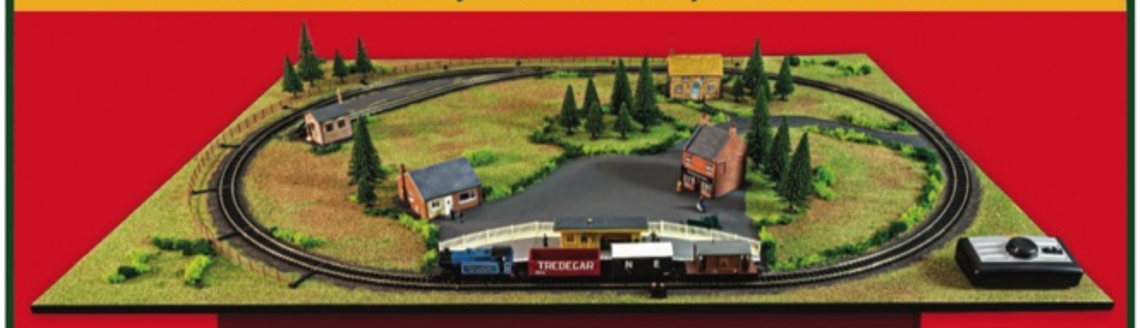
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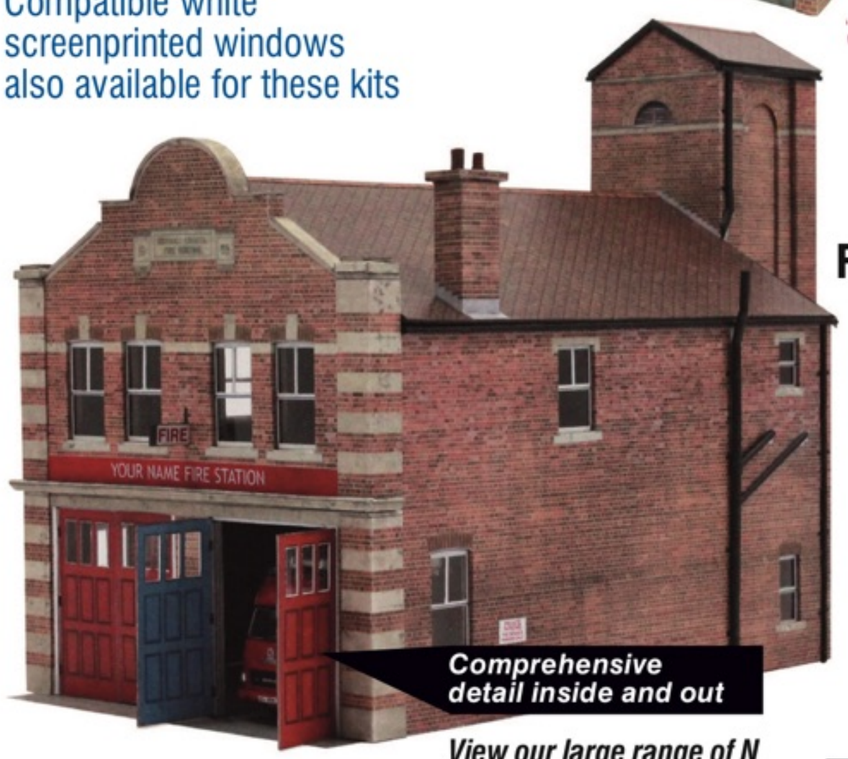
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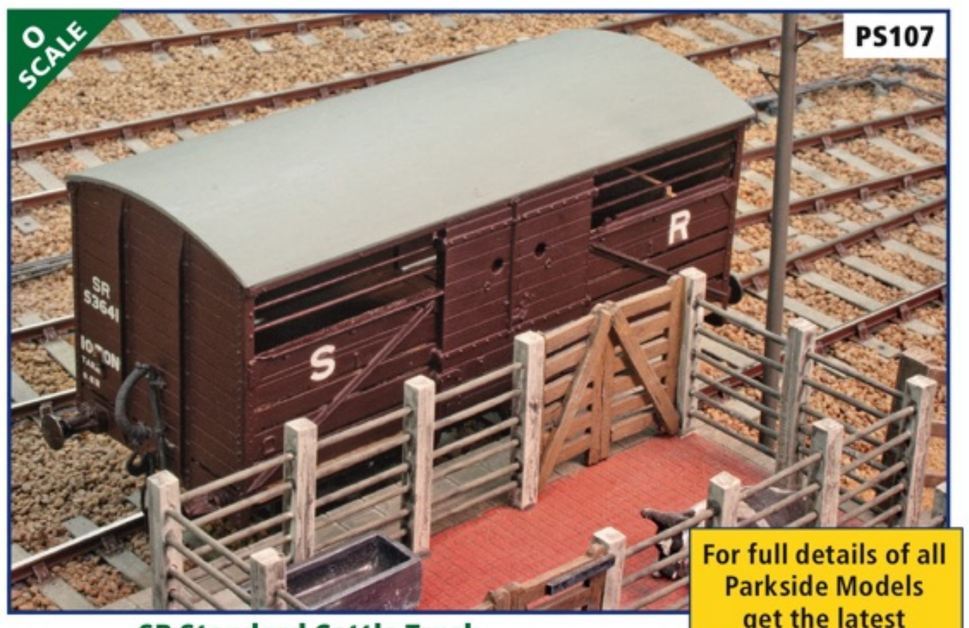
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GWR 'Beetle' Prize Cattle Van (W7) 1927
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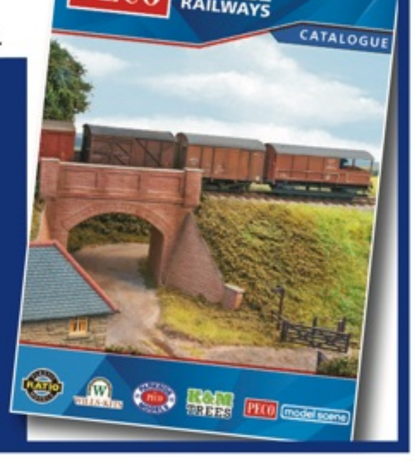


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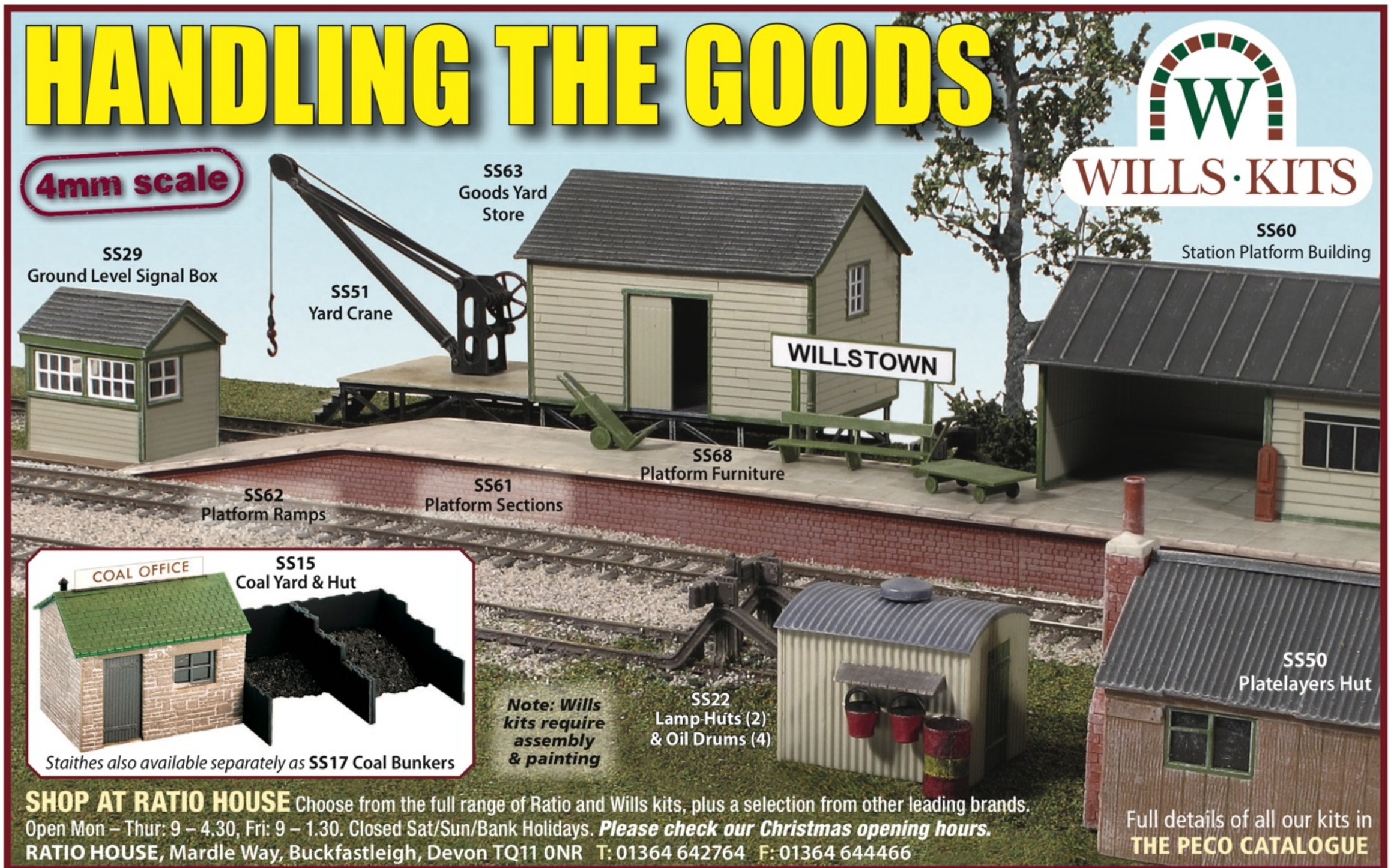
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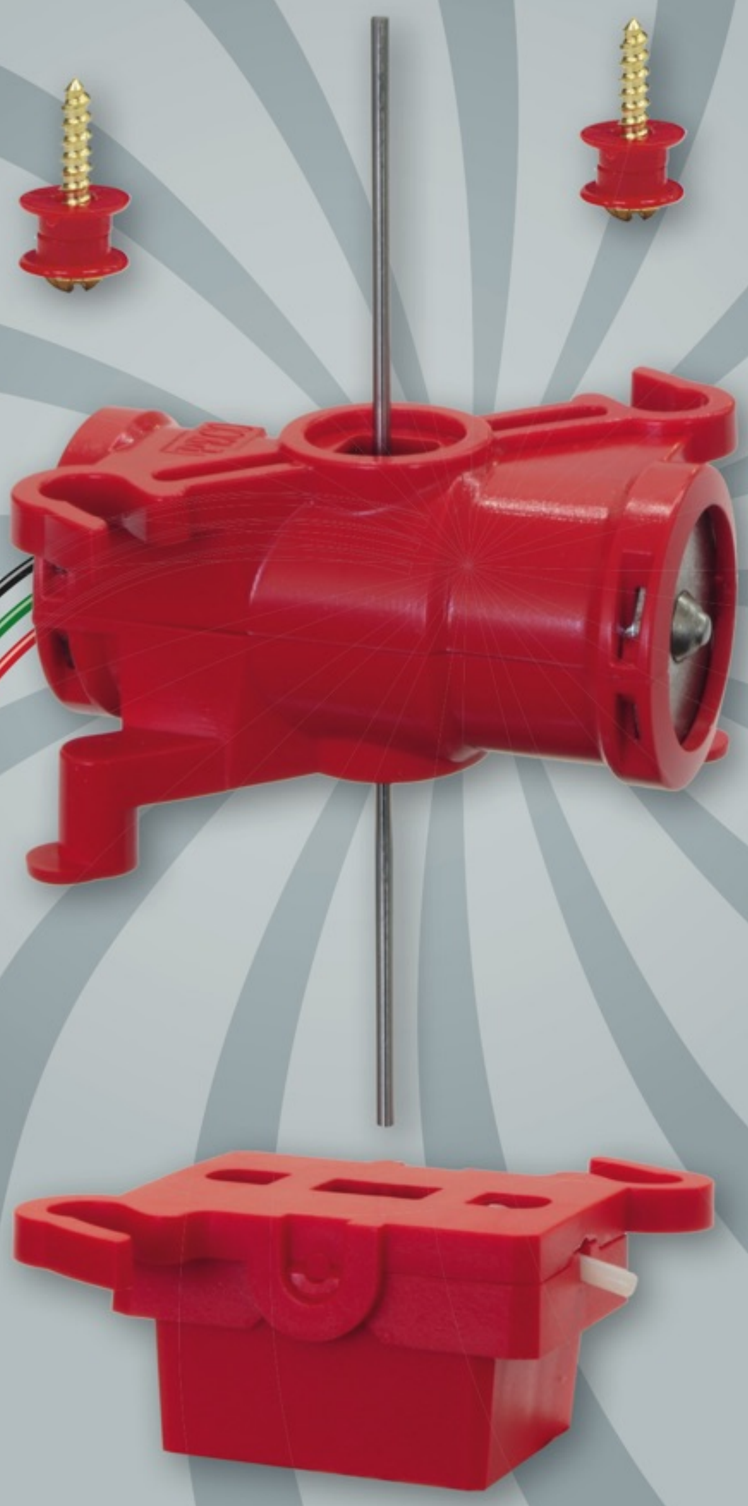
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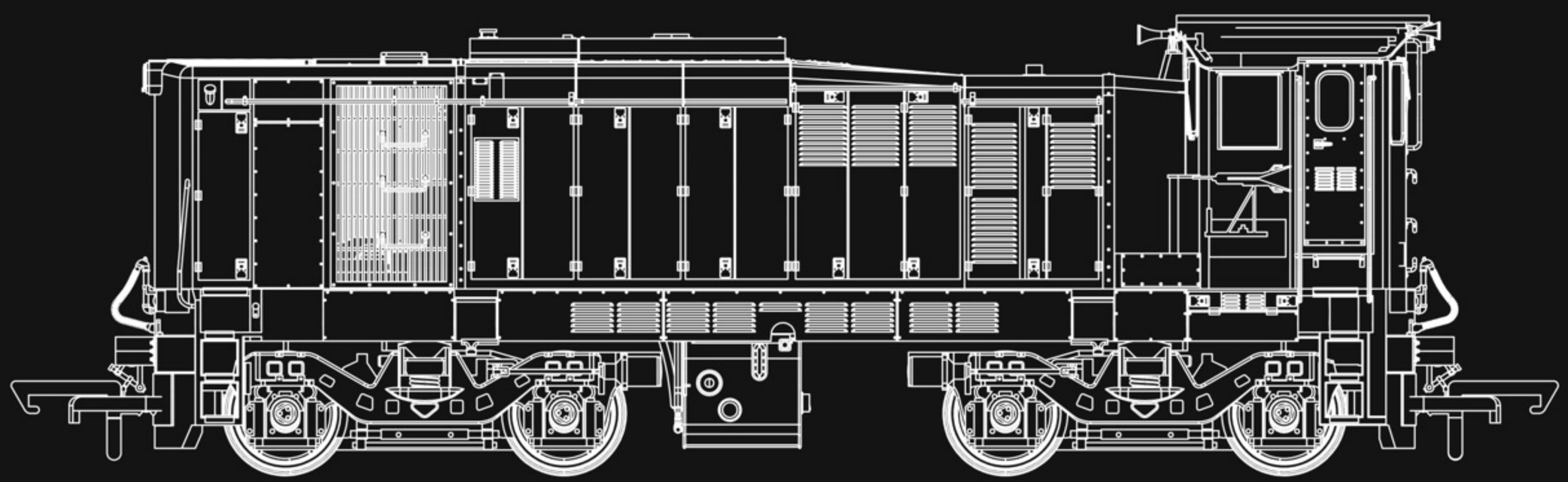
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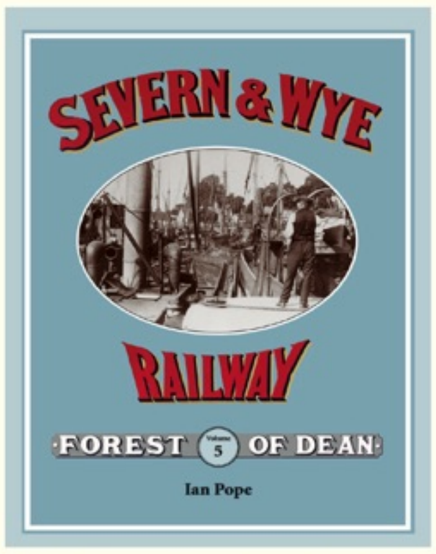
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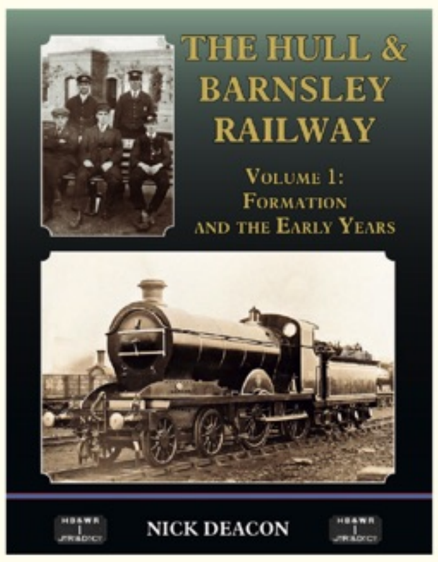
SEVERN & WYE RAILWAY

FOREST OF DEAN VOL. 5

Ian Pope

The casual visitor to the Forest of Dean will no doubt find it a pleasant, though unassuming, area in which to escape the pressures of everyday life. The more observant traveller may, however, perceive places where the rough scars of man's work interrupt the natural contours of the land, and pathways whose alignment and earthworks betray their former purpose. In fact the Forest was once a rather different place to that promoted today. Its dense, leafy canopy concealed a rich mineral wealth which was known and exploited as far back as Roman times, reaching a peak around the turn of the twentieth century. Ambitious traders, anxious to convey their hard-won products to the markets of the outside world promoted and built a network of tramroads and, later, railways which were to play a vital role in the area's rise to industrial prominence. Volume 1 traced the history of the Severn & Wye & Severn Bridge Railway and illustrated the 'main line' from Lydney to Parkend. Volume 2 continued the journey to Cinderford. Volume 3 covered the branches to Lydbrook Junction and to Coleford whilst Volume 4 dealt with the Mineral Loop and all of the collieries connected thereto. This volume looks at all facets of the harbour at Lydney where the vast majority of Forest coal was transshipped into small coasting vessels for shipment to Bristol, round the coast of the West Country and to Ireland.

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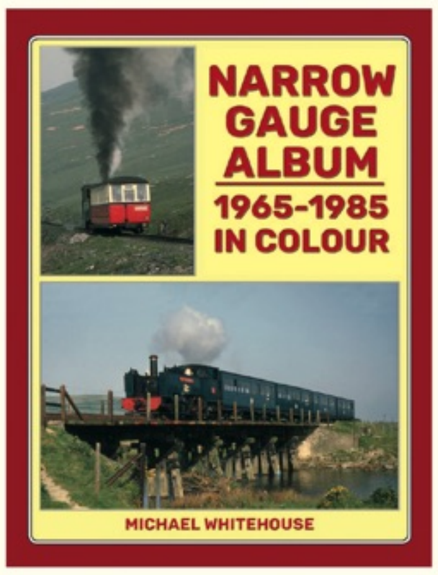
THE HULL & BARNSLEY RAILWAY

VOLUME 1: FORMATION AND THE EARLY YEARS

NICK DEACON

Although the main line route of the Hull & Barnsley Railway plus its associated branches enjoyed a relatively short independent operational life of just thirty-seven years from 1885 until 1922, its importance as a 55-mile conduit from the collieries of South Yorkshire to the Humber was key to the future development of the port of Hull. This volume traces the formation and early years of the company, its struggles to carve out its own share of the lucrative coal traffic and its fight against the competition and intrigues offered by its powerful neighbours – notably the North Eastern Railway and its ally, the Hull Dock Company. Against a background of strong local passions within Hull, and numerous cloak-and-dagger manoeuvres from its competitors to bring about its extinction, it was a miracle the H&BR managed to survive – indeed, it was brought to its knees more than once and amalgamation seemed to offer the only way out. That it not only survived but later went on to achieve a settled existence and regularly paid a worthwhile dividend to its shareholders says much for the fortitude and strength of character possessed by its servants. This profusely illustrated narrative also describes the H&BR's 'way and works', including the company's 'jewel in the crown' that was Alexandra Dock, the diverse personalities involved with its management and also chapters describing the company's motive power and rolling stock.

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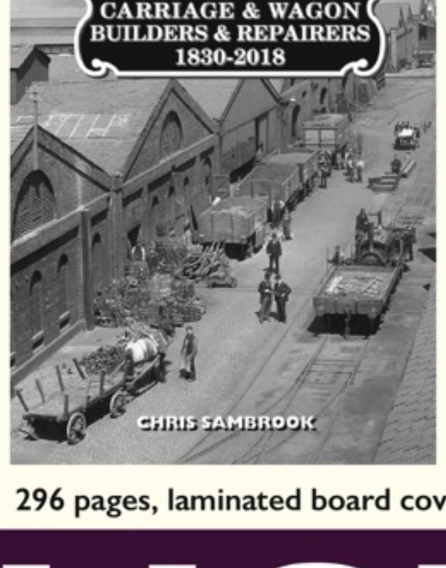
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Vol. 4B: Part 3: – Stonehouse to Westerleigh and Branches

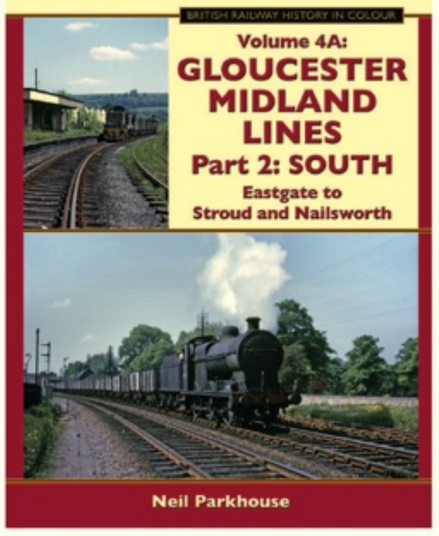
Neil Parkhouse

The railway map of Gloucestershire had a Midland red spine, with an important and busy main line running through the county from Ashchurch in the north to Yate in the south and with numerous branches breaking off from it. It also served to turn Gloucester in to one of the country's great railway centres of the steam age, where the Midland had a separate station, goods yards, dock system and locomotive shed. Having covered the Midland lines in the north of the county in Volume 3 of this series, Volume 4 was intended to cover the lines south from Gloucester Eastgate but the sheer quantity of material has meant splitting the book in two as Volumes 4A and 4B but published together, with the pages in 4B being numbered on from 4A, as they essentially tell the story of the Bristol & Gloucester Railway and the branches that grew from it.

Volume 4A begins at Gloucester Eastgate station, which is covered in some detail along with the iconic Barton Street Junction signal box at the south end. We then visit Gloucester Docks via the High Orchard Branch, before travelling round the Tuffley Loop with its many level crossings to Tuffley Junction. Here we make a short detour along the Hempsted or New Docks Branch, before returning to the main line to travel to Stonehouse, passing the busy Standish Junction on the way. At Stonehouse we head off east for an extended and extensively illustrated tour of the Nailsworth & Stroud Branch.

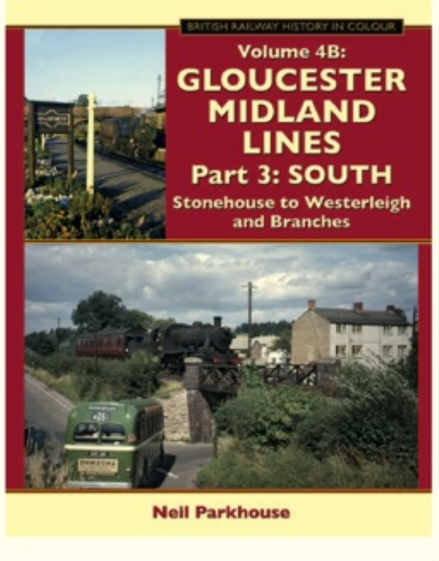
Volume 4B begins back on the main line at Stonehouse and follows it all the way to Westerleigh West Junction, where it joins the ex-GWR 'Badminton Line', passing the long closed stations at Frocester, Coaley, Berkeley Road, Charfield and Wickwar on the way, as well as the original station at Yate which has since re-opened but as a completely new build. On the way stops are made for extensively illustrated visits to the Dursley Branch, the Sharpness Branch – including the docks and its railway system, and Cooper's Metals scrapyard – and finally to the Thornbury Branch.

The pictures range from circa 1956 to 1975, illustrating the end of the steam age, the dawn of the diesel age and the start of the BR blue years, whilst also showing the huge amount of railway infrastructure that has now gone, much of it within this period. Today, the main line between Tuffley and Westerleigh still remains but none of the original stations, along with freight only branches to Sharpness, to serve the nuclear loading facility at Berkeley (here shown in its early days), and to Tytherington Quarry on the Thornbury Branch.



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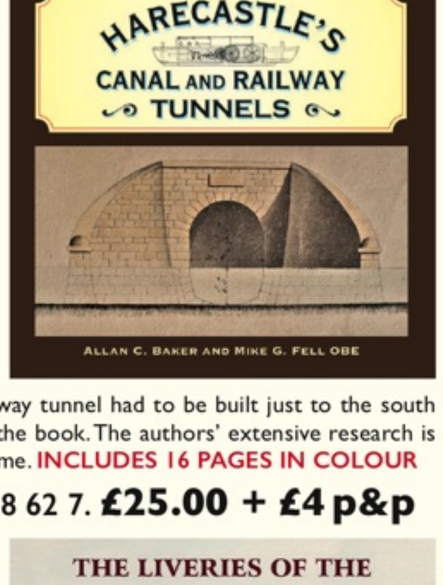


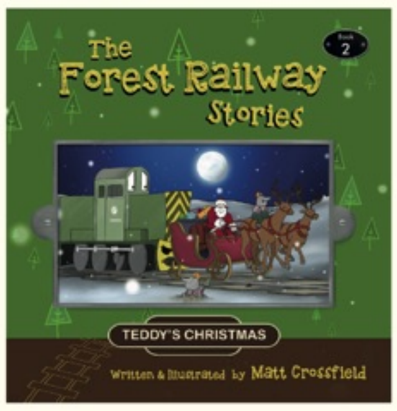
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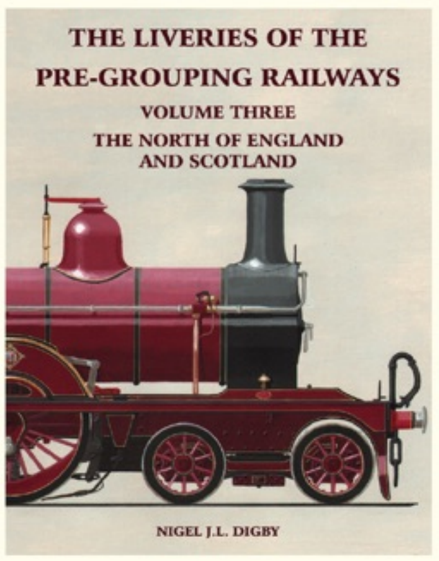
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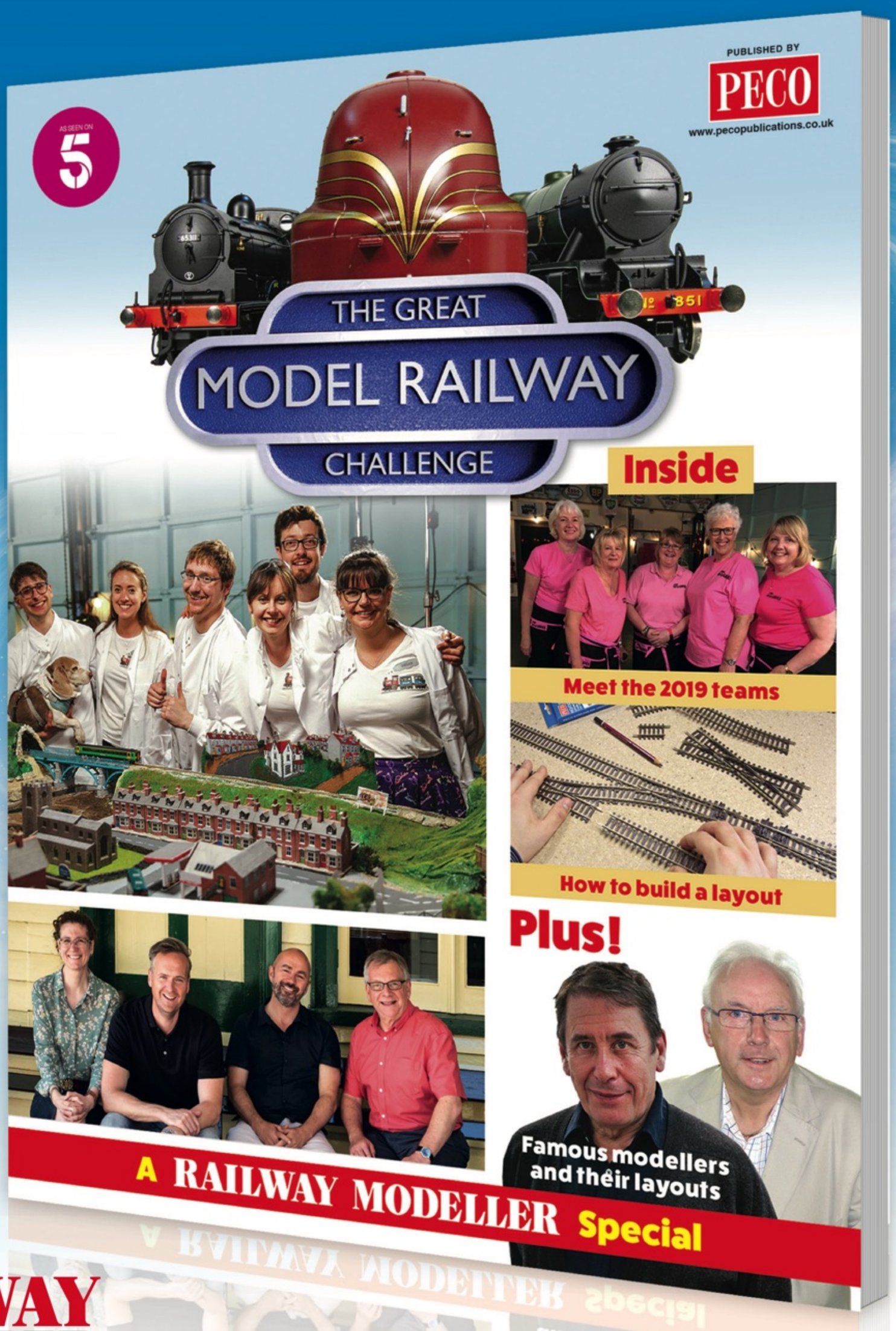
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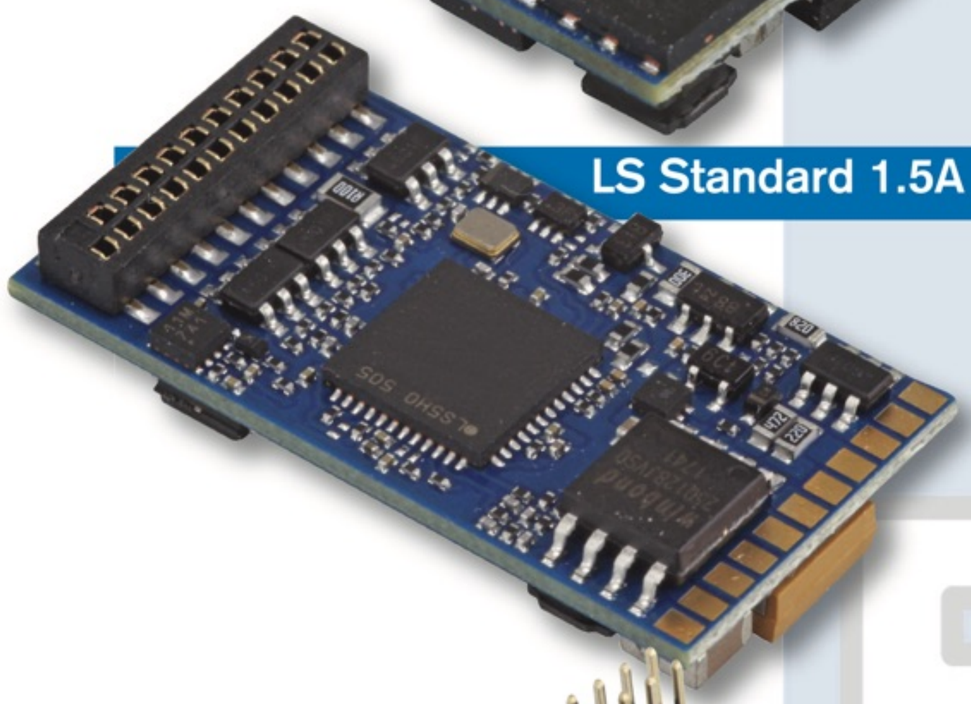
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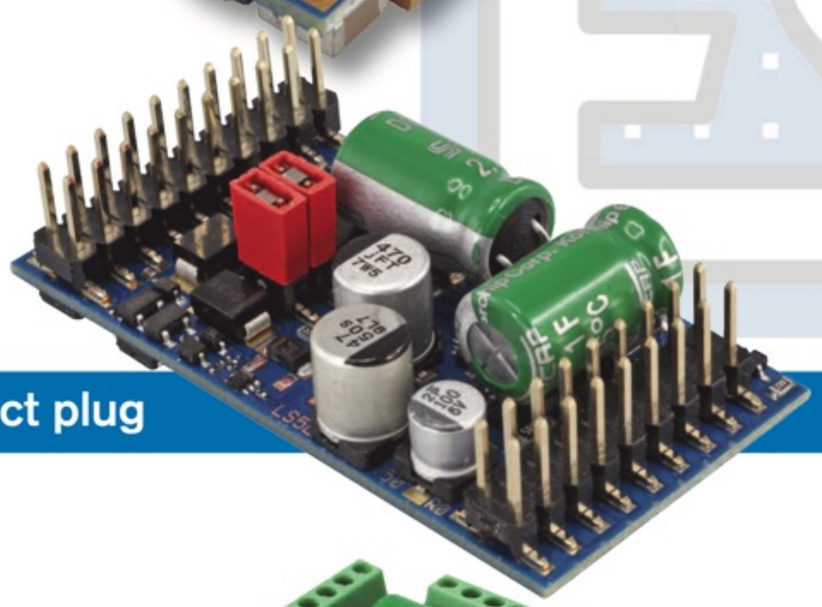


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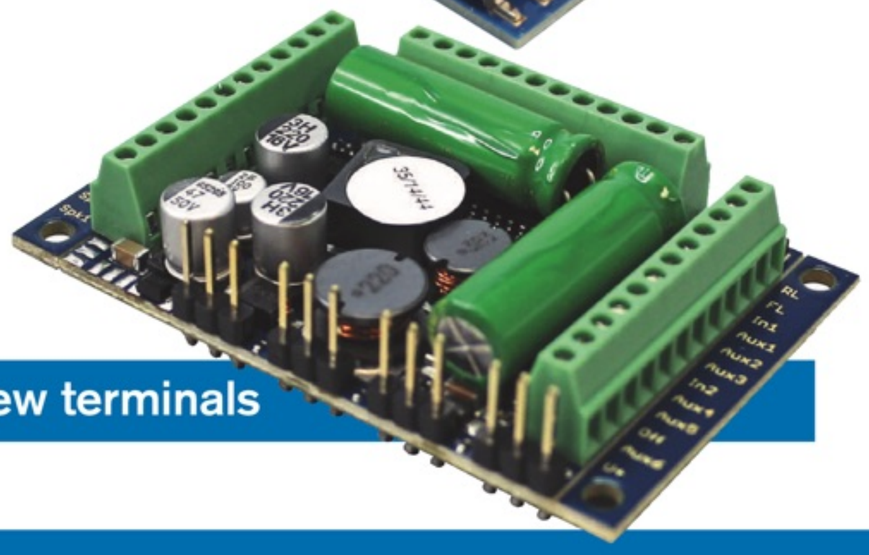
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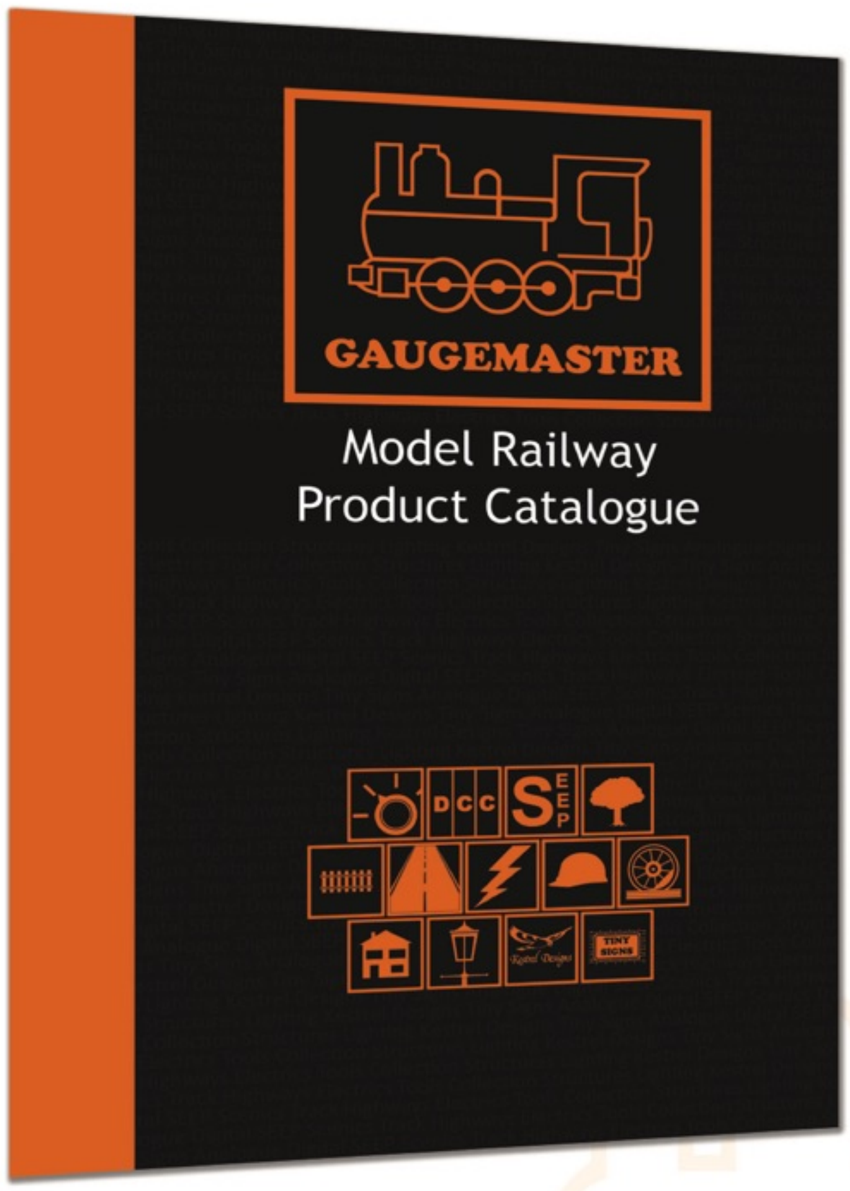
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