

SEASON'S
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AT THE HEART OF THE HOBBY

VOLUME 71 No 831

RAILWAY MODELLER

Little Bytham

An East Coast Main Line showcase
in 4mm scale

2019
LATEST FROM
WARLEY
REPORT INSIDE
see page 81

White Peak Limestone

Industrials in a small
space in 00

Modelling grain traffic in 00

With scale drawings and
constructional features

Honing Sulzers

Detailing two Heljan
Class 25s in 0 gauge

Suffolk Street

A Micro-Marvel
shunting layout in 00

Harbour House Bay

A layout in N gauge built on an
ironing board

Reviewed inside ...

Ransomes & Rapier 45T breakdown crane
in 00 from Bachmann
More Dapol working signals in 00 & 0

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RAILWAY MODELLER

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Railway of the Month

Tony Wright and his band of like-minded enthusiasts have undertaken this meticulous OO gauge recreation of this wayside station on the East Coast Main Line.

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Project of the Month

Chris Ford concludes the construction of this OO gauge project layout, *Hopwood*, with a kitbashed freight depot to hide the fiddle yard.

16 White Peak Limestone & Tarmacadam Ltd

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38-802 - Ransomes & Rapier 45T Steam Breakdown Crane BR Black Early Emblem.....£212.46



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32-035B - Class 20/0 Headcode Box 20174 BR Blue.....£118.95



32-046 - Class 20/0 Headcode Box 20201 BR Blue With Scottie Dog Logo.....£118.95
32-046SF - Class 20/0 Headcode Box 20201 BR Blue With Scottie Dog Logo DCC Sound Fitted.....£199.70



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32-390DBDS - Class 37 No. 37704 EW&S DCC Sound Fitted Area Exclusive.....£220.95



32-394 - Class 37/5 Refurbished 37521 Colas Rail Freight.....£144.45
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32-395DS - Class 37/5 Refurbished 37669 WCR Maroon DCC Sound Fitted.....£220.95



31-367 - Class 03 (Ex BR D2199) NCB Black.....£106.21



31-361B - Class 03 Shunter D2028 BR Green With Wasp Stripes.....£106.21



WD 2-8-0s - New running numbers & liveries

372-428 - WD Austerity 3085 LNER Black (LNER Original).....£140.21
372-425A - WD Austerity 90441 BR Black Early Crest Weathered.....£144.46
372-429 - WD Austerity 79250 'Major-General McMullen' LMR Lined Blue.....£144.46

374-202 - BR Mk1 FP Pullman First Parlour Car 'Ruby' Umber & Cream.....£34.50
374-212 - BR Mk1 SP Pullman Second Parlour 'Car 352' Umber & Cream.....£34.50
374-222 - BR Mk1 FK Pullman First Kitchen Car 'Thrush' Umber & Cream.....£34.50
374-232 - BR Mk1 SK Pullman Second Kitchen 'Car 343' Umber & Cream.....£34.50



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30-375.....£169.95



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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
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4D-011-101 - GW Streamlined Railcar 17 Express Parcels Crimson.....£126.40



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7S006002U - GW 48xx 0-4-2 Tank GWR Shirtbutton Unnumbered.....£191.25
7S006020 - GW 14xx 0-4-2 Tank 1432 GWR Green.....£191.25
7S006020U - GW 14xx 0-4-2 Tank GWR Green Unnumbered.....£191.25
7S006021 - GW 14xx 0-4-2 Tank 1405 BR Black.....£191.25
7S006021U - GW 14xx 0-4-2 Tank BR Black Early Crest Unnumbered.....£191.25
7S006022 - GW 14xx 0-4-2 Tank 1444 BR Lined Green.....£191.25
7S006022U - GW 14xx 0-4-2 Tank BR Lined Green Unnumbered.....£191.25
7S006023 - GW 14xx 0-4-2 Tank 1426 BR Lined Green Late Crest.....£191.25
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Class 37's Available to Pre-order

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OO gauge Class 86/0 Due Early 2020



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8652 - Class 86 E3178 BR Blue With Full Yellow Ends.....£161.46
8653 - Class 86 E3146 BR Blue With Full Yellow Ends, White Cab Roofs.....£161.46
8654 - Class 86 E3156 With Full Yellow Ends.....£161.46
8655 - Class 86 86036 BR Blue With Cantrail Stripe.....£161.46
8656 - Class 86 86034 BR Blue Weathered.....£161.46



R3757 - Class 47/7 Co-Co 47798 'Prince William' EWS.....£72.00



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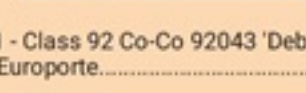
R3701 - A4 4-6-2 60028 'Walter K Whigham' British Railways Blue.....£152.95



R3740 - Class 92 Co-Co 920230 Caledonian Sleeper.....£76.50



R3741 - Class 92 Co-Co 92043 'Debussy' GBR Europorte.....£76.50



R3742F - Class 92 Co-Co 91 53 0 472 001-3 'Mihai Eminescu' DB Cargo Romania.....£98.95

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Ever since their introduction in 1961, windscreen wipers on Westerns were a constant source of problems. Swindon experimented with different motors and blades before turning to George Kents Limited and their design for a Clear View Screen. D1039 emerged from the works in March 1964 with this first style of Clear View Screen. Tests were carried out and initial observations were that the wiper would slow down if the loco was traveling at high speeds.

Modifications were made and improvements noted but the drivers were still unhappy with the wiper obscuring their view.



Close up of the unique tooling for D1039

The loco carried this wiper until October 1964 by which time it had become clear that the Clear View Screen did not live up to expectations. Anything but heavy rain showed the wiper to be ineffective plus if there was no rain the wiper collected a vast array of dead insects and was difficult to clean.

D1000, while painted in this livery, had some modifications to its front valances to have some ventilation grilles added. These are represented on our model. The vents were plated over when the loco was painted into BR Blue in June 1967.

The number & nameplates fitted to D1000 were larger than the ones fitted to the other members of the class and D1000 was the only Western to carry a cast aluminium BR crest under the second man's window at both ends.

The non-standard name & number plates were carried until scrapped, but the BR crest was removed when the loco was repainted into BR Blue.

Each model features....

Etched name & number plates applied in the factory
Roof lifting rings applied in the factory
Numbered Limited Edition Certificate
Specially designed outer sleeve, unique for each loco

As with the first incarnation problems were discovered and rectified 'on the job' and this included Kent's redesigning the screen. The updated versions were fitted in July 1966 and this is the version that our model will carry.

The main benefit of the Mk.II was the removal of four support rods that had impaired the drivers view but even with these rods removed, after fifteen months the Screens were removed from D1006.

Overall the Clear View Screens performed well in heavy rain but, even with the support rods on the Mk.II removed, the screen obstructed the drivers view considerably more than the standard wipers. They also cost more to fit and it was therefore decided the scrap the Clear View Screen as a reliable alternative.

D1006 was running again in March 1967 with the standard windscreen wipers reinstated.



Close up of the unique tooling for D1006



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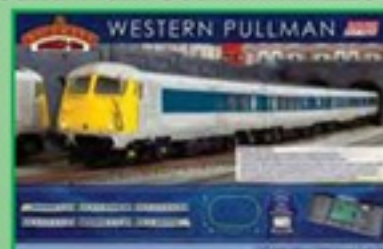
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- Oval of track
- Dynamis Railcontroller Software Evaluation Version & USB cable
- Dynamis Ultima DCC System

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370-375 - N Gauge Class 37 37558 'Avro Vulcan' XH558' BR Large Logo Blue.....£130.00

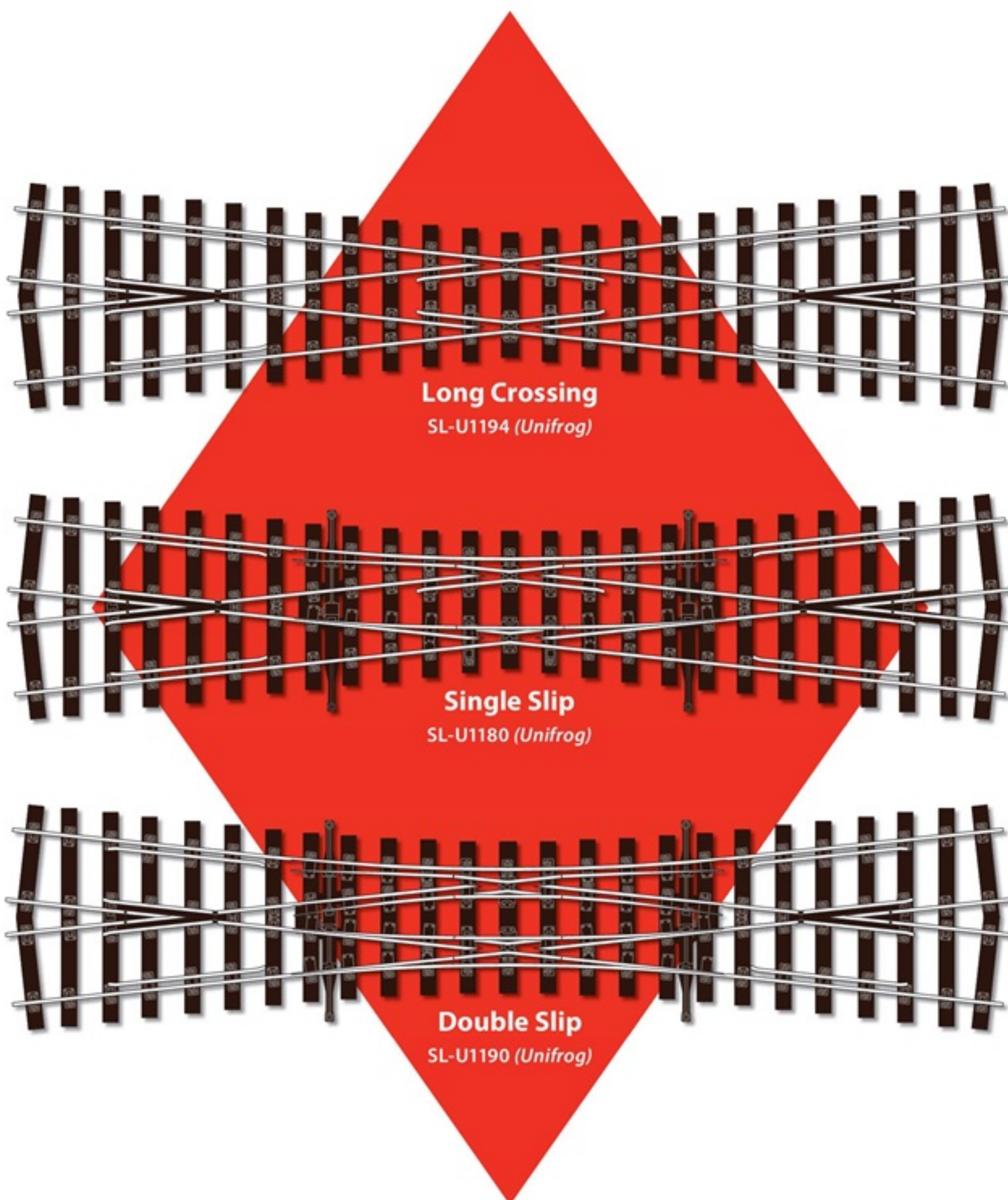


30-048A - N Gauge Class 37 37418 'An Comunn Gaidhealach' BR Large Logo Blue DCC Fitted.....£150.00

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H4-66-017 66621 in Freightliner livery

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H4-66-019 66418 in Freightliner Powerhaul livery "Patriot"

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Batch 2 - Due December 2019



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GWR chocolate & cream



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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
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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
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GNR lined teak



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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
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LNWR Plum & spilt milk



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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
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H4-6T-301B	6 wheel 1892 3rd - £30/£36
H4-6F-301	6 wheel 1st 4690 - £30/£36
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H4-6FB-301	6 wheel full brake - £30/£36
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SECR Crimson Lake



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H4-4F-401	4 wheel 1st 1041 - £30/£36
H4-4C12-401	4 wheel composite 2062 - £30/£36
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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
H4-6FB-401	6 wheel full brake - £30/£36
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LMS crimson (Midland style)



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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
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LNER pre-war brown



H4-6BT-601A	6 wheel brake 3rd 4118 - £30/£36
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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
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SR olive green



H4-4BT-701A	4 wheel brake 3rd 3654 - £30/£36
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H4-4C13-701	4 wheel composite 5750 - £30/£36
H4-4T-701A	4 wheel 3rd 1501 - £30/£36
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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
H4-6FB-701	6 wheel full brake - £30/£36
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OO Gauge (1:76 Scale)

Golden Valley Hobbies - Diesel locos



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Hornby - Steam locos

NEW



R3701 Class A4 4-6-2 60028 "Walter K Whigham" in BR experimental purple NEW £153



BARGAIN

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BARGAIN

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



BARGAIN

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BARGAIN

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Track - Code 75 Finescale



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

N Gauge

Dapol - Diesel locos

NEW



2D-002-003S Class 50 50037 "Illustrious" in original Network SouthEast - DCC sound fitted NEW £242.21

Peco Products - Track - Code 55 Finescale



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

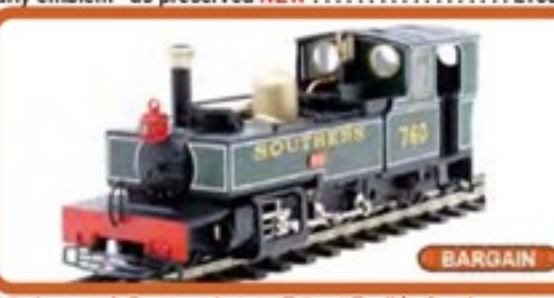
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Heljan - Steam locos

NEW



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

NEW



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

O Gauge (1:43 Scale)

Dapol - Diesel locos

NEW



7D-008-013 Class 08 shunter 08717 in BR blue NEW . . . £191.25

NEW



7D-008-013U Class 08 shunter in BR blue - unnumbered NEW £191.25

Heljan - Steam locos



H7-A3-003 Class A3 4-6-2 2745 "Captain Cuttle" in LNER black unstreamlined non-corridor tender £750



H7-A3-001 Class A3 4-6-2 2750 "Papyrus" in LNER Grass green unstreamlined corridor tender - "Record Breaker" £750



H7-A3-002 Class A3 4-6-2 4472 "Flying Scotsman" in LNER Grass green unstreamlined corridor tender - "Record Breaker" £750



H7-A3-005 Class A3 4-6-2 60035 "Windsor Lad" in BR green early emblem and unstreamlined non-corridor tender £750



H7-A3-004 Class A3 4-6-2 60072 "Sunstar" in BR Express blue unstreamlined non-corridor tender £750



H7-A3-006 Class A3 4-6-2 60077 "The White Knight" in BR green late crest and unstreamlined non-corridor tender . . . £750

Diesel locos



3750 Class 37/4 37401 "Mary Queen of Scots" in BR large logo blue yellow headcode boxes - Exclusive to Hatton's £549

Peco Products - Track - Code 124 Bullhead Streamline



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

Any or Multiple Scales

Gaugemaster - Analogue controllers



D Double/Twin track power controller £86

Hattons Originals - Digital decoders



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

NCE - Digital controllers



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

Peco Products - Point motors



PL-11 Side/surface mounted point motor £8

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

British Model Railway Awards 2018

OO Gauge (1:76 Scale)

Bachmann Branchline - Steam locos

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

Diesel locos

32-790 Class 37/0 37049 "Imperial" in Railfreight Coal Sector triple grey... £154.50



32-764 Class 57/3 57305 "Northern Princess" in DRS Northern Belle... £149

Coaches



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

Dapol - Diesel locos

4D-003-015 Class 52 "Western" D1034 "Western Dragon" BR maroon small yellow panels... £129.15
4D-006-014S Class 73/0 E6002 in BR plain green - DCC sound fitted NEW... £258
4D-006-010S Class 73/0 E6004 in BR green grey solebar - DCC sound fitted NEW... £258
4D-006-011S Class 73/1 73109 "Battle of Britain" in Network South East - DCC sound fitted NEW... £258
OLIV006 Class 73/1 73128 in EWS red and gold - Olivias Trains limited edition... £146
4D-006-013S Class 73/2 73202 Southern Gatwick Express branding - DCC sound fitted NEW... £258
OLIV001 Class 73/2 73207 in Gatwick Express - Olivias Trains limited edition (RRP £140)... £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)... £99
4D-009-HAT04 Class 121 single car DMU 'Bubblecar' 121020 in Chiltern Railways blue - Hatton's limited edition (RRP £129.95)... £89



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



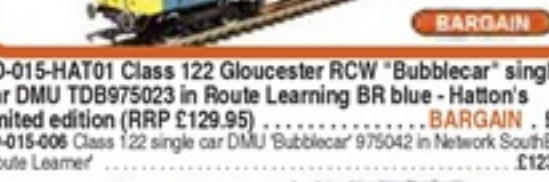
4D-009-HAT07 Class 121 single car DMU 'Bubblecar' 55022 in original Network South East - Hatton's limited edition (RRP £129.95)... £99



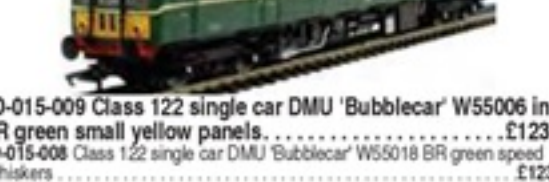
4D-009-006D Class 121 single car DMU 'Bubblecar' 55025 in BR blue and grey Highland Rail stags - Digital livery (RRP £175)... £123
4D-009-HAT05 Class 121 single car DMU 'Bubblecar' 55027 in revised Network South East - Hatton's limited edition (RRP £129.95)... £99



4D-009-HAT06 Class 121 single car DMU 'Bubblecar' 960010 in Railtrack 'coaching stock' maroon - Hatton's limited edition (RRP £129.95)... £89
4D-015-004 Class 122 Gloucester RCW 'Bubblecar' single car DMU SC55013 in BR blue (RRP £145)... £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)... £99
4D-015-006 Class 122 single car DMU 'Bubblecar' 975042 in Network South East 'Route Learner'... £123.25



4D-015-009 Class 122 single car DMU 'Bubblecar' W55006 in BR green small yellow panels... £123.25
4D-015-008 Class 122 single car DMU 'Bubblecar' W55018 BR green speed whiskers... £123.25

Track Maintenance vehicles



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

Signals

4L-001-005 Signal - motorised, GWR bracket right hand junction bracket signal - two arms NEW... £55.21

Golden Valley Hobbies - Diesel locos



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

Hattons Originals - Steam locos

H4-AB14-004 Andrew Barclay 0-4-0ST 14" 1863 in Caledonian Railway lined blue... £99
H4-AB16-003 Andrew Barclay 0-4-0ST 16" 2226 "Kate" lined maroon (RRP £99)... £89



H4-P-001 SECR P Class 0-6-0T 178 in SE&CR full lined green (with brass)... £99
H4-P-016 SECR P Class 0-6-0T 31556 in BR black early emblem... £99
H4-P-002 SECR P Class 0-6-0T 753 in SE&CR full lined green (with brass)... £99

Wagons



H4-FAE-001A FEA-E intermodal wagon 641003 in Freightliner green NEW... £32
H4-FAE-002A FEA-E intermodal wagon 641013 in Freightliner green NEW... £32



H4-FAE-005A FEA-E intermodal wagon 641025 in Freightliner green track panel carriers NEW... £50
H4-FAE-004A FEA-E intermodal wagon 641058 in Freightliner green NEW... £32
H4-FAE-003A FEA-E intermodal wagon 641060 in Freightliner green NEW... £32



H4-FAE-002A FEA-S intermodal wagon 640633 in GBRI blue NEW... £32
H4-FAE-001A FEA-S intermodal wagon 640666 in GBRI blue NEW... £32
H4-FAE-004A FEA-S intermodal wagon 640671 in GBRI blue NEW... £32
H4-FAE-003A FEA-S intermodal wagon 640689 in GBRI blue NEW... £32



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



H4-RHTT-004 Rail Head Treatment Train 'Sandite' 2 wagons and sandite modules - weathered... £126
H4-RHTT-002 Rail Head Treatment Train 'Water Jet' 2 wagons and water jetting modules... £118
H4-RHTT-005 Rail Head Treatment Train 'Water Jet' 2 wagons and water jetting modules - weathered... £126

Heljan - Steam locos



3923 Class 02/4 Tango 2-8-0 63982 in BR black late crest flush tender (RRP £184.95)... £84

Diesel locos



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



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



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

Electric locos

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

Hornby - Steam locos

R3616 Class SMT 'Black Five' 4-6-0 5089 in LMS black... £153
R3614 Class 6P 'Rebuilt Patriot' 4-6-0 5521 'Rhy' in LMS black... £136



R3682 Class 8P Princess Coronation 4-6-2 46225 "Duchess of Gloucester" in BR express passenger blue (RRP £204.99)... £144
R3681 Class 8P Princess Coronation 4-6-2 6241 "City of Edinburgh" in LMS post-war lined black (RRP £204.99)... £144



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



R3677 Class 8P 'Streamlined Coronation' 4-6-2 6229 "Duchess of Hamilton" in LMS crimson lake - as preserved (RRP £189.99)... £139.50
R3639 Class 8P 'Streamlined Coronation' 4-6-2 6244 "King George VI" in LMS crimson lake (RRP £189.99)... £139.50
R3642 Class 8P Princess Coronation 4-6-2 46232 "Duchess of Montrose" in BR green early emblem... £171
R3086 Class A1 4-6-2 4472 "Flying Scotsman" LNER apple green - Railroad Range... £94
R3736 Class A1 4-6-2 4472 "Flying Scotsman" in LNER green... £189



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



R3371 Class A4 4-6-2 4468 "Mallard" in LNER garter blue - Railroad range... £94



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



R3701 Class A4 4-6-2 60028 "Walter K Whigham" in BR experimental purple NEW... £153



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



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



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



R3603TTS Class LN 'Lord Nelson' 4-6-0 30850 "Lord Nelson" in BR green late crest - TTS sound fitted (RRP £194.99)... £139.50



R3635 Class LN 'Lord Nelson' 4-6-0 30863 "Lord Rodney" in BR green early emblem (RRP £169.99)... £124



R3634 Class LN 'Lord Nelson' 4-6-0 851 "Sir Francis Drake" in Southern Railway olive green (RRP £169.99)... £124
R3171 Class P2 2-8-2 2001 "Cook O' The North" in LNER green - Railroad range... £89

Diesel locos

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



R3757 Class 47/7 47798 "Prince William" in EWS Royal Train claret - Railroad range NEW... £72



R3758 Class 47/7 47799 "Prince Henry" in EWS Royal Train claret - Railroad range NEW... £72



R3760 Class 59 59003 "Yeoman Highlander" in GBRI europorte - Railroad range NEW... £76.50



R3743 Class 60 60015 "Bow Fell" in Railfreight Construction triple grey NEW... £162



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

HSTs

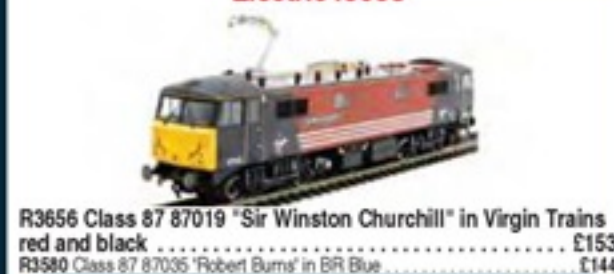


R3698 Pair of Class 43 HST Power Cars 43033 and 43183 in Scotrail "7 Cities"... £261



UK P&P £4 per order
(free for orders over £175)
£2.75 per single diecast item
£7 guaranteed Next Day delivery
(Orders before 2pm)

Electric locos



R3656 Class 87 87019 "Sir Winston Churchill" in Virgin Trains red and black £153
R3580 Class 87 87035 "Robert Burns" in BR Blue £144

NEW



R3740 Class 92 92023 in Caledonian Sleeper **NEW** £76.50
R3741 Class 92 92043 in GBRF **NEW** £76.50

EMUs



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

Train sets - analogue



R1266 Hornby Family Fun Project - Extension pack 1 **NEW** £117
R1265 Hornby Family Fun Project - OO gauge model railway starter pack **NEW** £180
R1234 Starter train set - "Hogwarts Express" - Harry Potter range £180



R1233 The Coca-Cola Christmas Train Set £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



R4899 GWR chocolate and cream corridor 3229 in GWR chocolate and cream £33.50
R4881A Collett corridor brake third (Left-Hand) 4942 GWR chocolate and cream £43.50
R4880A Collett corridor brake third (Right-Hand) 4941 GWR chocolate and cream £43.50
R4882A Collett corridor composite (Left-Hand) 6528 GWR chocolate and cream £43.50
R4883A Collett corridor composite (Right-Hand) 6527 GWR chocolate and cream £43.50

NEW



R4679A Collett corridor third 4556 in GWR chocolate and cream **NEW** £43.50



R4826 Gresley 61' 6" brake composite corridor 32557 in LNER teal £49.50
R4829 Gresley 61' 6" corridor buffet 21611 in LNER teal £49.50
R4827 Gresley 61' 6" first corridor 31885 in LNER teal £49.50
R4828 Gresley 61' 6" third corridor 23864 in LNER teal £49.50

NEW



R4904 K type Pullman "New Century Bar" in Pullman umber and cream **NEW** £53.50
R4866B Mk4 TSO second open 12425 in East Coast (RRP £28.49) **BARGAIN** £14



R4898 Pack of three Mk2E coaches in Northern Belle £94.50

Wagons

R6918 ex-LNER CCT E1251E in BR blue **NEW** £20

Switches and levers

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

Man-made scenic structure - railway-related



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

Track - Code 100 Setrack

R8090 1 single yard length of Semi-Flexible Track £3.50
R8090 Pack of 24 £79
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
R601 Double Straight £2
R601 Box of 24 £47



R070 Electrically Operated Turntable £64
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

19KADEE NEM362 Kadee coupling - Long (10.76mm) - Pack of four £5
18KADEE NEM362 Kadee coupling - Medium (8.63mm) - Pack of four £5

Metcalfe - Buildings - general

P0259 Crofters stone cottage - card kit **NEW** £8.50
P0258 Gardeners stone cottage - card kit **NEW** £9.50

Bridges, Tunnels & Walls

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

Northcord Model Company - Buses



UK6511 ADL Enviro400 MMC - "Stagecoach West Scotland" **NEW** £51

Peco Products - Cables & Wires

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

Model railway spares

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 incl. Hornby, Peco & Peco Streamline) - For OO, HO & O gauge - Pack of 24 £2.20

Buildings - railways

LK-20X Double length overall arched station roof £22.50

Man-made scenic structure - railway-related



LK-55 76ft Well type turntable £41

Track - Code 100 Setrack

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
ST-100 Setrack Starter Track Set - Second Radius £58

Track - Code 100 Streamline



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



SL-102 Pack of 25 1 yard (91.5cm) length of Nickel Silver concrete-sleeper flexible track £70
SL-102 Single £3
SL-49 3 way medium radius point - insulfrog £27
SL-40 Double slip - insulfrog £33
SL-E87 Left hand curved point - electrofrog £12.50
SL-E89 Left hand large point - electrofrog £12



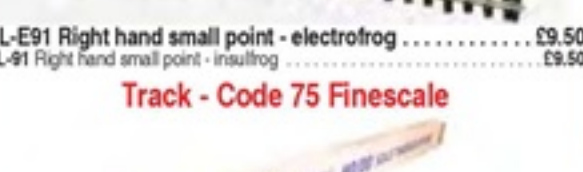
SL-E96 Left hand medium point - electrofrog £10.50
SL-46 Left hand medium point - insulfrog £10.50



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-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



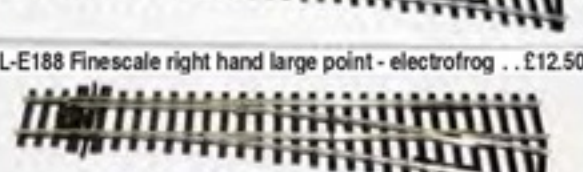
SL-E189 Finescale left hand large point electrofrog £12.50



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



SL-E192 Finescale left hand small point - electrofrog £10.50
SL-E186 Finescale right hand curved point - electrofrog £13



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

Track underlay

SL-50 Roll of foam track underlay sleeper indentation. Suitable for Setrack and Streamline 5m long (16' 4") £10

N Gauge

Dapol - Steam locos

2S-020-003D Class B17 4-6-0 1671 "Manchester City" in LNER apple green. DCC Fitted. £134.23
2S-021-001 Class Q1 0-6-0 33016 in BR black early emblem. £108.82

Diesel locos



2D-002-003 Class 50 50037 "Illustrious" in original Network SouthEast £123.21
2D-002-003S Class 50 50037 "Illustrious" in original Network SouthEast - DCC sound fitted **NEW** £242.21



2D-002-002 Class 50 50040 "Leviathan" in BR large logo blue £123.21
2D-002-002D Class 50 50040 "Leviathan" in BR large logo blue - DCC fitted £148.71
2D-002-001 Class 50 50043 in BR blue - unrefurbished £123.21
2D-002-001S Class 50 50043 BR blue - unrefurbished - DCC sound fitted **NEW** £242.21
2D-002-000S Class 50 D406 BR blue - unrefurbished - DCC sound fitted **NEW** £242.21



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

HSTs



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

DMUs

2D-009-003D Class 121 "Bubble Car" DMU W55033 BR green speed whiskers - DCC fitted £139.54
ND116C Class 142 "Pacer" 2 car DMU 142025 in Northern Spirit £115.18

Coaches

2P-011-372 Gresley Buffet E9035E in BR maroon **NEW** £23
2P-011-106 Gresley Teak 1st Class 318767 in LNER Teak **NEW** £23

NEW



2P-011-010 Gresley Teak 3rd Class 60634 in LNER Teak **NEW** £23
2P-011-011 Gresley Teak 3rd Class 60648 in LNER Teak **NEW** £23
2P-011-209 Gresley Teak Brake Composite 5531 in LNER Teak **NEW** £23

Metcalfe - Buildings - general

PN159 Crofters stone cottage - card kit **NEW** £7
PN158 Gardeners stone cottage - card kit **NEW** £7
PN157 Grange stone cottage - card kit **NEW** £7
PN814 Greenhouse and cold frames - card kit **NEW** £4.50

Peco Products - Wagons

NR-P425 7 plank open wagon "Huntley and Palmers, Reading" **NEW** £9

Model railway spares

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

Track - Code 80 Setrack

ST-11 Double straight track £1.80
ST-6 Setrack left hand point insulfrog £8.50
ST-5 Setrack right hand point insulfrog £8.50
ST-301 Setrack starter track pack - second radius £52
ST-3011 ST-11 double straight track - 174mm - pack of eight £12.50

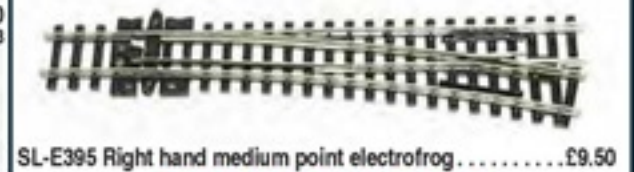
Track - Code 80 Streamline



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-E395 Right hand medium point electrofrog £9.50

Track - Code 55 Finescale



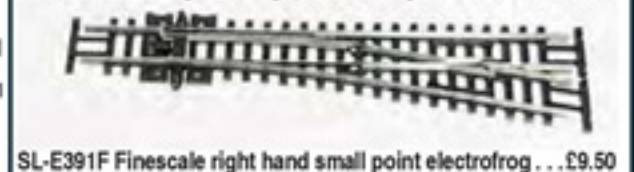
SL-300F Pack of 30 1 yard (91.5cm) length of Finescale Nickel Silver flexible Wooden Sleeper track £84
SL-300F Single £3



SL-302F Pack of 30 1 Yard of Nickel Silver Flexible Track Concrete Sleepers £91
SL-302F Single £3.50
SL-E399F 3-way finescale turnout £28



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-E391F Finescale right hand small point electrofrog £9.50
SL-E383F Finescale scissors crossover electrofrog £63

OO9 Narrow Gauge

Heljan - Steam locos



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

Looking for that perfect second-hand model?

www.hattons.co.uk/latestpreowned



9963 Lynton & Barnstaple 2-6-2T 190 "Lyd" in 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



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-E495 Mainline Right Hand point 18" radius electrofrog £10.50

O Gauge (1:43 Scale)

Dapol - Steam locos



7S-007-006 Class 57xx 0-6-0PT pannier L92 in London Transport maroon £205

Diesel locos



7D-008-013 Class 08 shunter 08717 in BR blue NEW £191.25



7D-008-015 Class 08 shunter 08740 in Railfreight Triple grey NEW £191.25



7D-008-014 Class 08 shunter 08795 in Intercity NEW £191.25



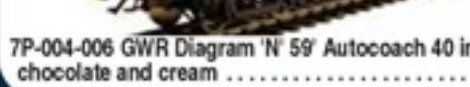
7D-008-016 Class 08 shunter 08891 in Freightliner green NEW £191.25

7D-008-013U Class 08 shunter in BR blue - unnumbered NEW £191.25
7D-008-016U Class 08 shunter in Freightliner green - unnumbered NEW £191.25
7D-008-014U Class 08 shunter in Intercity - unnumbered NEW £191.25
7D-008-016U Class 08 shunter in Freightliner green - unnumbered NEW £191.25

Coaches



7P-004-010 GWR Diagram "N" 59' Autocoach 39 GWR chocolate and cream twin cities crest £170



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



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

Signals

Hattons Originals - Wagons

H7-WW-702 Warwell wagon 50t diamond frame bogies WW55 War Department (LMS) £85

Heljan - Steam locos



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

4310 Class 43xx Mogul 2-6-0 5378 in BR black early emblem £662.15
6126 Class 51xx 'Large Prairie' 2-6-2T 5158 in BR lined green late crest £594.15
6124 Class 51xx 'Large Prairie' 2-6-2T 5184 GWR green Great Western lettering £594.15



H7-A3-003 Class A3 4-6-2 2745 "Captain Cuttle" in LNER black unstreamlined non-corridor tender £750



H7-A3-001 Class A3 4-6-2 2750 "Papyrus" in LNER Grass green unstreamlined corridor tender - "Record Breaker" £750



H7-A3-002 Class A3 4-6-2 4472 "Flying Scotsman" in LNER Grass green unstreamlined corridor tender - "Record Breaker" £750



H7-A3-005 Class A3 4-6-2 60035 "Windsor Lad" in BR green early emblem and unstreamlined non-corridor tender £750



H7-A3-004 Class A3 4-6-2 60072 "Sunstar" in BR Express blue unstreamlined non-corridor tender £750



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Diesel locos



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2558 Class 25/3 in BR blue - 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
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3745 Class 37/4 in Railfreight triple grey - unnumbered £509.15
4205 Class 42 Warship 829 "Magpie" in BR blue (RRP £699) BARGAIN £495
4204 Class 42 Warship 8866 "Zebra" in BR blue (RRP £699) BARGAIN £510
4502 Class 45 'Peak' in BR green small yellow panels and green roof - unnumbered (RRP £699) BARGAIN £520



5285 Class 52 D1035 "Western Yeoman" in BR green small yellow panels £509.15
5287 Class 52 D1039 "Western King" in BR maroon full yellow ends £509.15



5290 Class 52 D1043 "Western Duke" in BR chromatic blue small yellow panels (RRP £599) BARGAIN £470

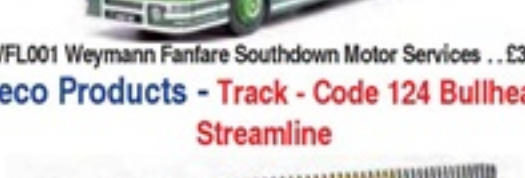
Coaches

4931 Mk1 FK first corridor in BR maroon - unnumbered £169.50
4911 Mk1 SO second open in BR maroon - unnumbered £169.50
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ST-4750 Setrack second radius Unifrog right hand point £43

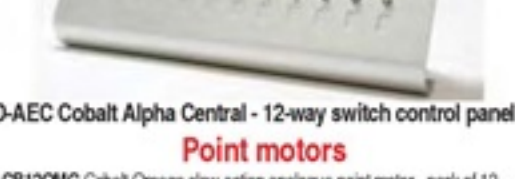
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Bachmann Branchline - Digital control accessory decoders

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DCC Concepts - Digital control accessories

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DCD-AEC Cobalt Alpha Central - 12-way switch control panel £111

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DCP-CB120MG Cobalt Omega slow-action analogue point motor - pack of 12 £165
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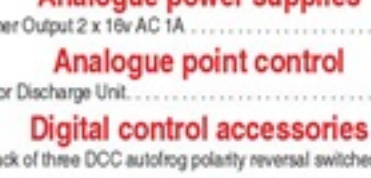
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D Double/Twin track power controller £86



Q Quadruple 4 circuit power controller £149

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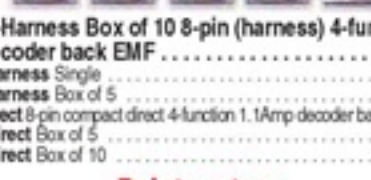
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PM-2 Pack of 6 £20
PM-1 Sleep point motor accessory switch £5

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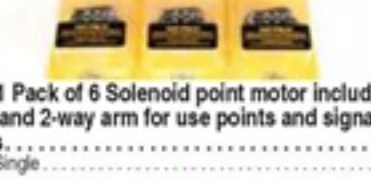
DCR-8PIN-Direct 8-pin 2-function 1.1Amp direct plug decoder back EMF £17
DCR-8PIN-HarnessMini 8-pin (harness) 2-function 1.1Amp small & thin (mini) decoder back EMF £16
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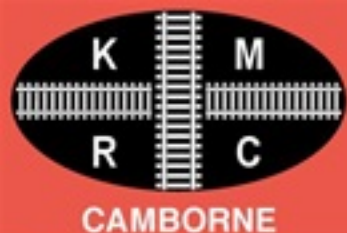
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374-830C Stanier Brake Corridor First Coach No. 5057 LMS Crimson Lake.....	£20.99
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374-876 LMS 50ft Inspection Saloon No. M45029M BR Maroon.....	£25.95



374-877 LMS 50ft Inspection Saloon No. M45030M BR Blue & Grey.....	£26.99
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377-059 5 Plank Wagon Wooden Floor No. 91 Salt Union Ltd. Stone Works.....	£10.50
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377-651A MBA Megabox High-Sided Bogie Box Wagon No. 500067 EWS, weathered.....	£25.99
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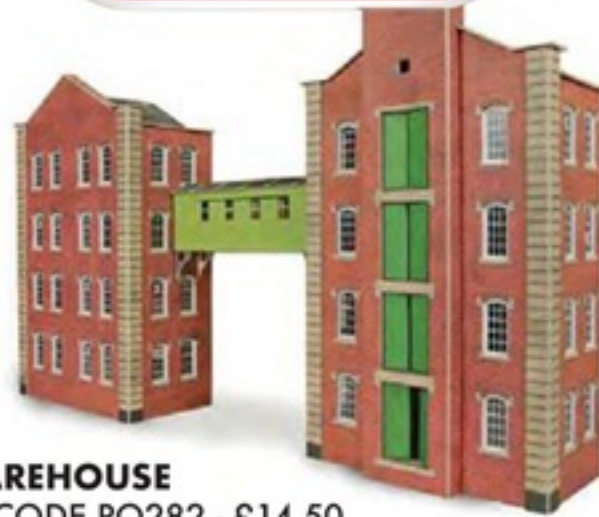
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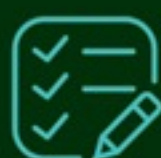
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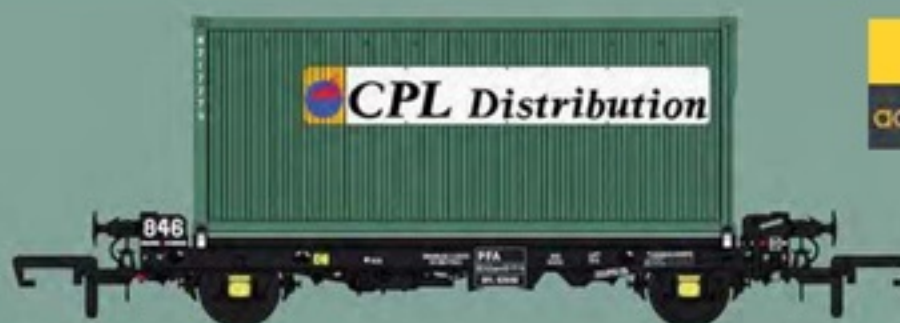
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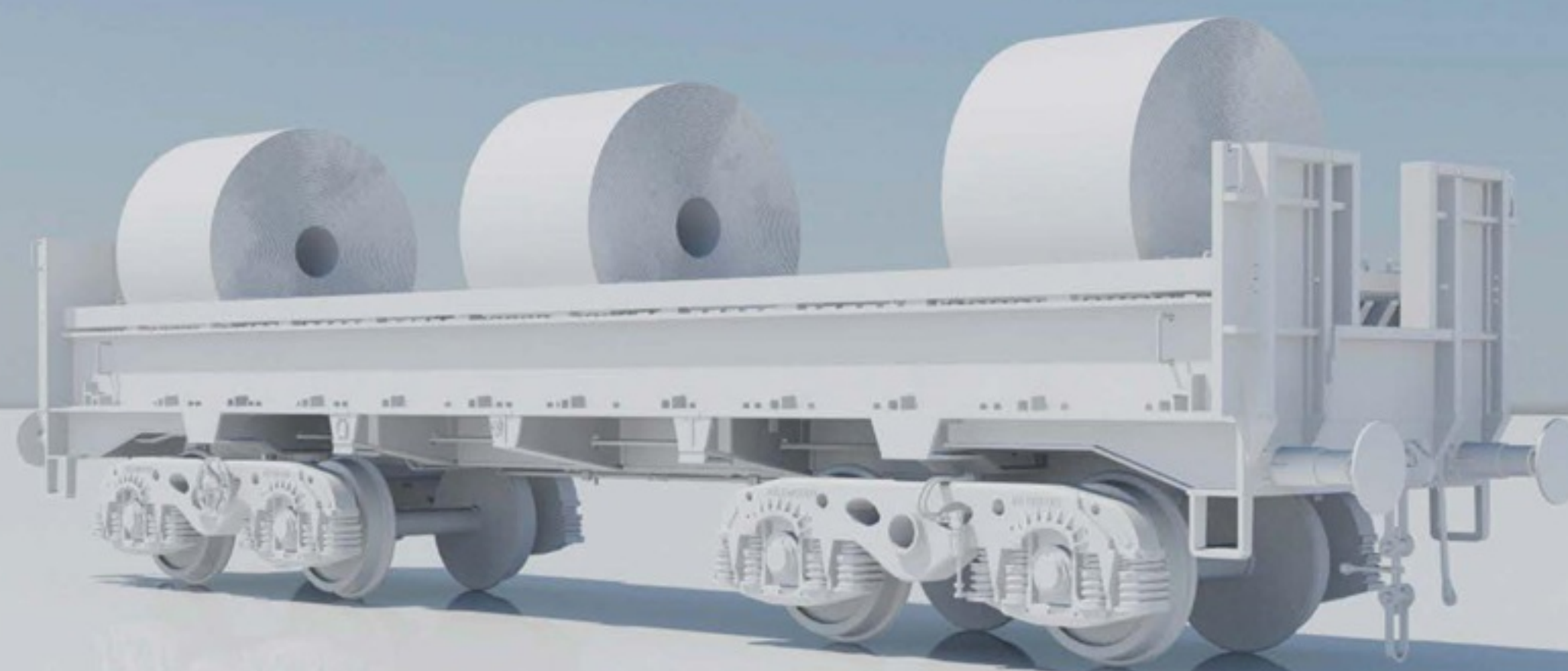
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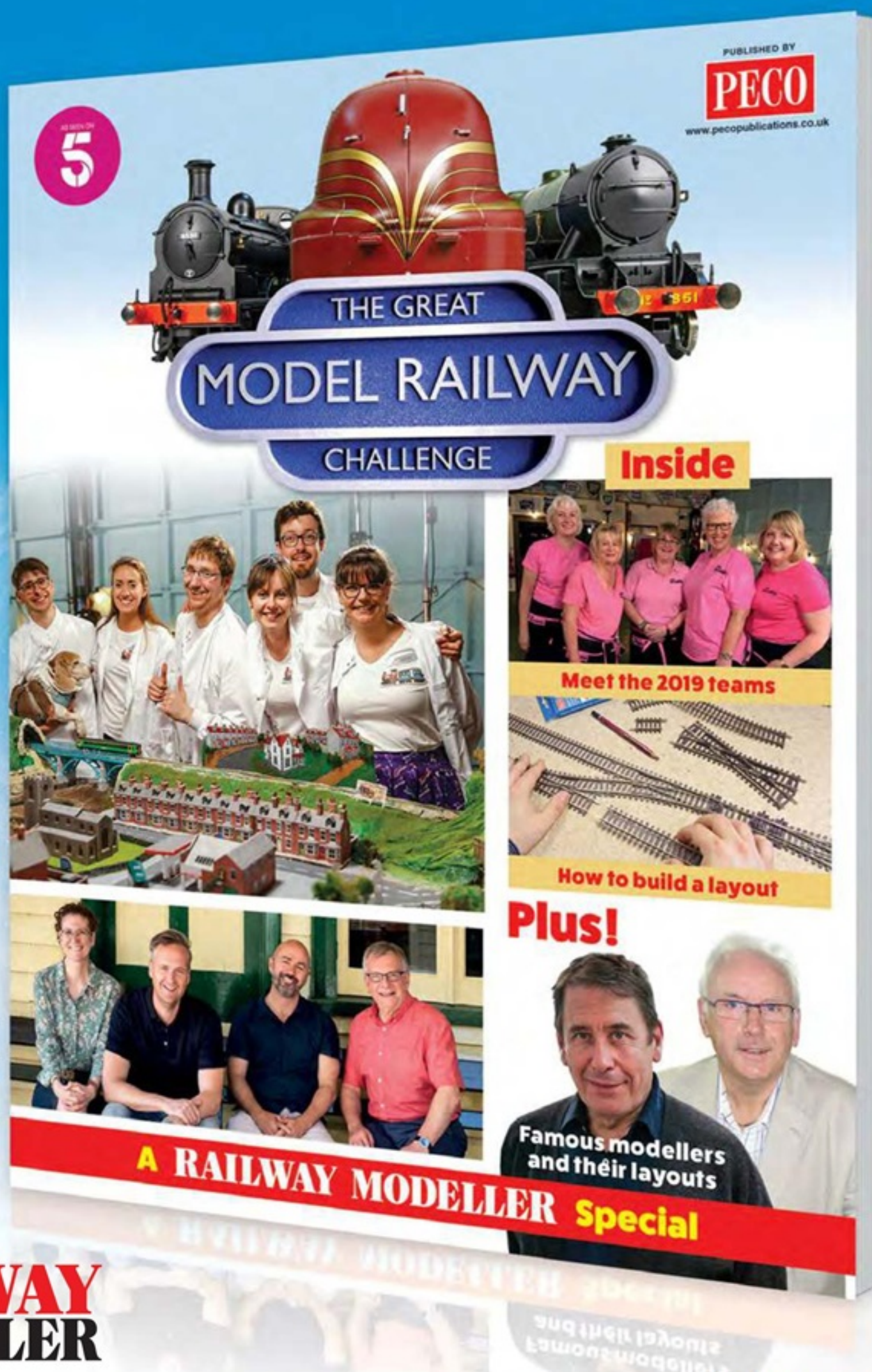
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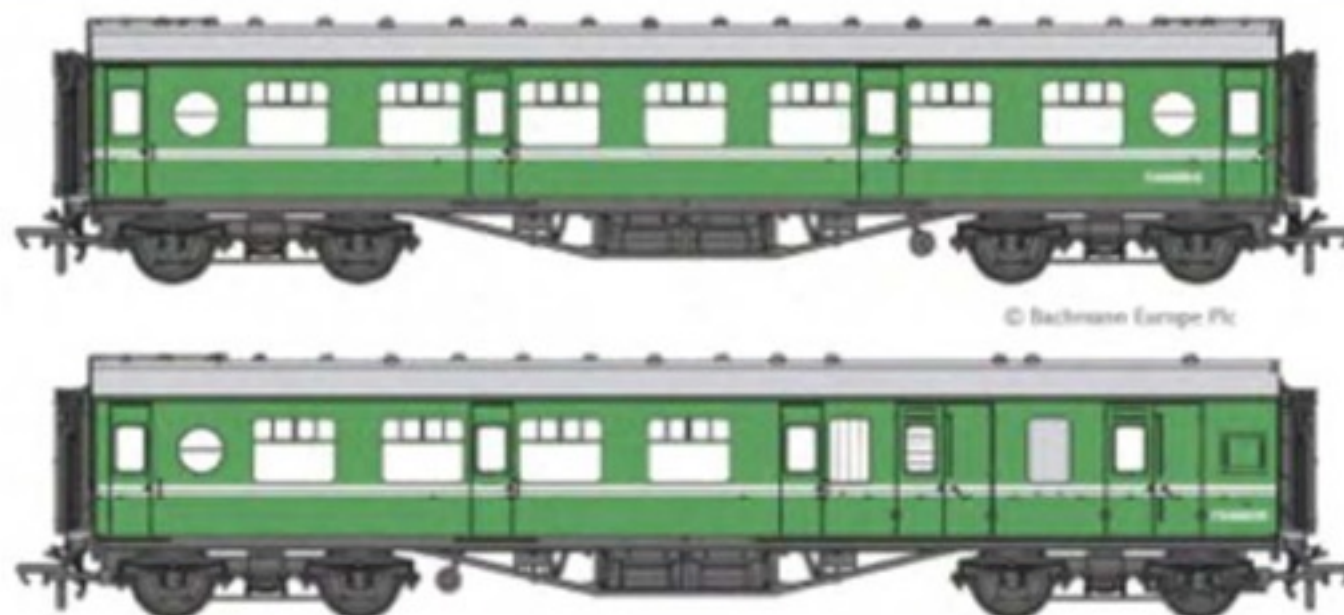
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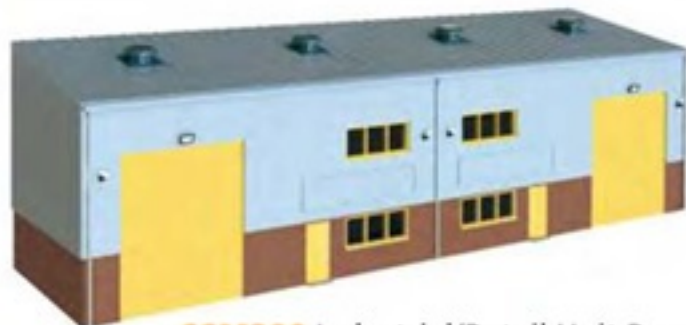
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Welcome from the Editor

Future perspective



Welcome to a new year, a new volume of *RAILWAY MODELLER*, and a new decade: will the next 10 years, I wonder, be as exciting for the model railway hobby as the last? We began in 2010 with mixed fortunes and expectations facing us. On the one hand, we were on the cusp of a product explosion: a new era that was to deliver top-drawer ready-to-run models in a multitude of scales and gauges. On the other hand a belief pervaded that the hobby was in slow decline: enthusiasts were growing old, handicraft skills looked to be dying out, and younger generations seemed wholly disinterested.

Yet, as the 2010s progressed, that new era of amazing proprietary equipment emerged with fervour, and a gratifying influx of youthful enthusiasm and ideas streamed into the hobby. Moreover by the end of the decade the exhibition halls were buzzing with delight, magazine sales were up, layout building was turned into a mainstream TV show, and even a couple of very famous pop stars showed the world that railway modelling is really cool and fulfilling.

So what might the next ten years have in store? Whilst we may be euphoric about the hobby's present state of health, there are a few challenges on the tracks ahead, but happily a few pleasing breakthroughs of benefit as well.

One welcome development is the increase in women modellers joining the ranks of a hobby that has been, but for a few trail-blazing female pioneers, mostly the preserve of men and boys for as long as I dare to remember. About time too.

Of the challenges ahead, the role of model railway clubs and societies will be under scrutiny. These organisations are the backbone of shows

and exhibitions countrywide, but clubs don't seem to be reaping the benefit of the present vibrancy in the hobby; new enthusiasts are not joining clubs in sufficient numbers. This needs to be addressed if shows are to flourish and those large club layouts which grace the exhibition halls are to continue.

Challenging times also lie ahead for manufacturers and retailers. None of us can have any influence on factors like Brexit, internet retailing, supply chains, and so on, but we can support these firms and the shops resolutely with our continued loyal custom.

Oh no not another vote!

Somewhat ironically, this issue is published on exactly the same day - 12th December 2019 - as a general election in the UK.

Have we not been to the polls enough in the last few years? No need to answer, but I do feel a little churlish in requesting the readership to undertake yet another ballot: yes it's time for the annual Railway Modeller Cup Competition in which we invite readers to vote for their top three favourite articles that appeared in *RAILWAY MODELLER* during 2019.

There's a £1000 worth of prizes to be won and the rules and postal entry form can be found on page 59 (photocopies are acceptable, or you can vote via email, or via the *RAILWAY MODELLER* website). The closing date is 31 January 2020, and remember you can vote for any article from 2019 - it doesn't have to be a Railway of the Month.

Seasons greetings

As this issue falls across the holiday period, may I, on behalf the team at *RAILWAY MODELLER* wish all our readers, advertisers and contributors a very Merry Christmas and Happy New Year.

Steve Flint



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



Turn to pages 68-69 for instructions and guidance on building and finishing your free Yard Office kit.

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And for all enthusiasts modelling overseas railways.

CONTINENTAL MODELLER

Published on the third Thursday of the preceding month.

Contributing to RAILWAY MODELLER

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

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

Railway of the Month

Photography by the author

A picture taken about three years ago, if no more included than to show how progress has been made since then. An 'Austerity' plods northwards (based on a Gavin Morrison picture) on unfitted minerals, strangely allowed onto the down fast. The loco, built from a DJH kit, is all my work. I can paint/weather plain black locos! The train is a mixture of modified R-T-R and kitbuilt stock, weathered by Rob Davey.

Geoff West's little stationmaster observes the passing of A1 No.60146 *Peregrine* (Crowline/Wright/Haynes) heading an up Hull and York to Kings Cross express. The bogie CCT as the first vehicle was typical. I built this from a Chivers kit.



Little Bytham

An East Coast Main Line showcase in OO gauge

Having decided, 40+ years ago, to concentrate on modelling only prototype locations, **TONY WRIGHT** explains the philosophy behind the creation of this replica of Little Bytham, the erstwhile stopping point two thirds of the way down Stoke Bank, between Grantham and Peterborough. It was the site in 1938 of the epic run of Mallard, and had the Midland & Great Northern crossing the route just north of the station to boot. Tony explains how he and his team brought the late 1950s to life in his railway room.

About a year ago in the pages of this most-popular magazine, I wrote a 'comment' piece which certainly stirred up much in the way of discussion. My main aim in writing it was to encourage folk to make models for themselves, conduct diligent research and always observe how the prototype did things, even if one were not modelling an actual prototype location. Have I lived up to those 'ideals'? We'll see.

It could be said that this model of Little Bytham has been over 40 years in the building. That's not to say it's 40+ years old (the baseboards for it were erected 12 years ago), but it represents the culmination (in my own case) of over 45 years of building things representative of a common theme; that theme being a depiction of an East Coast Main Line prototype representing the period

of my own trainspotting heyday between 1956 and 1962. Not long in a lifetime, but incredibly influential in my lifelong interest in railways/model railways; an interest which, after nearly a quarter of a century in teaching, became my career.

It also represents the culmination of my working in like-minded groups of highly-skilled modellers. Though I admire those who make everything themselves on their model railways, creating them over a lifetime (Peter Denny with his peerless *Buckingham* springs to mind), I've never been single-minded (or talented) enough to do that. The making of things is still vital to the process, though. At a time (or at least it seems that way to me) where the mainstream hobby is awash with R-T-R and R-T-P, resulting in a 'sameness' of layouts at

exhibitions and in the press, or one reads of 'I'm building a model of such-and-such a place', when in fact, it's all been achieved by the power of the chequebook, I (we) wanted to create something, almost in an 'old-fashioned' way.

A talented team

The 'we' must be qualified at this point by listing (at least some of) those friends who've

Though the MR/M&GNR bit was closed and abandoned over 60 years ago, this bridge still remains in reality. The model of it was made by Bob Dawson using photographs taken on site. The train, the 'Leicester', the only service on the route to have a catering car, is hauled by a B12/3, built by me from a PDK kit and painted by Ian Rathbone. I built the buffet car from a D&S kit.





been contributors to the making of the layout. These include Ian Wilson (ex of Prototype Models), Rob Kinsey, Norman Turner, Mick Peabody and Tony Geary (of Wolverhampton MRC), Norman Solomon (the finest track-builder in the land), Rob Davey and Tom Foster (masters at weathering), the late Dave Shakespeare, Geoff West,

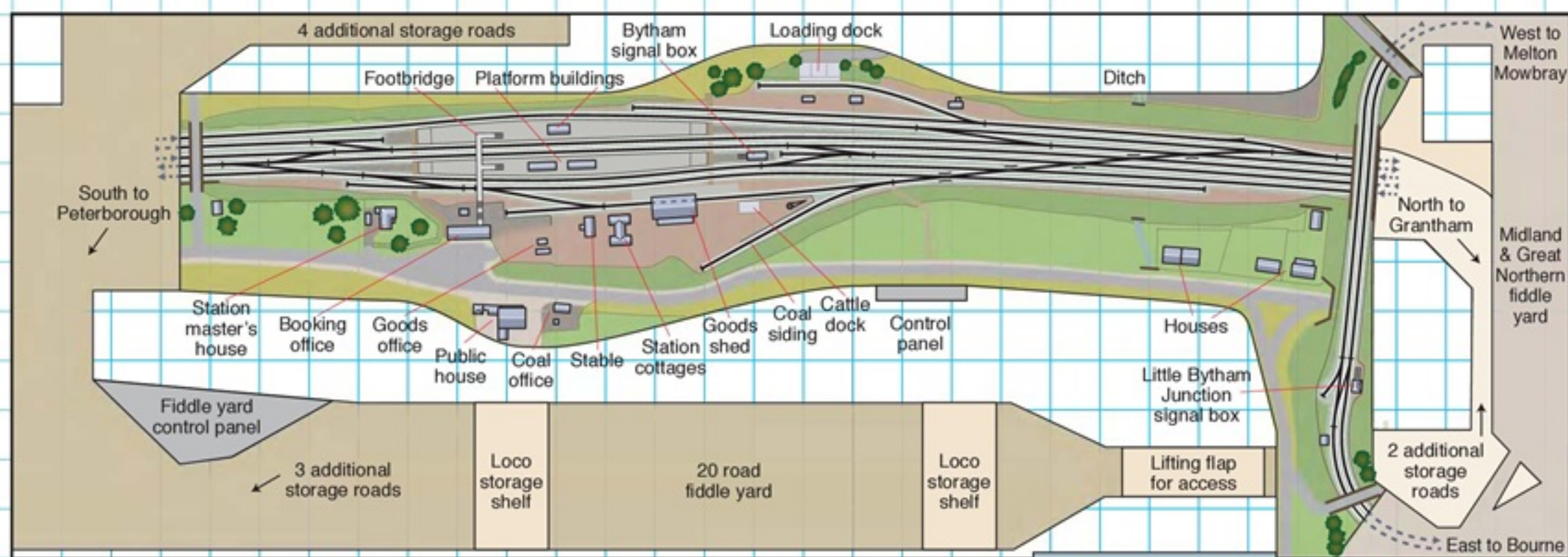
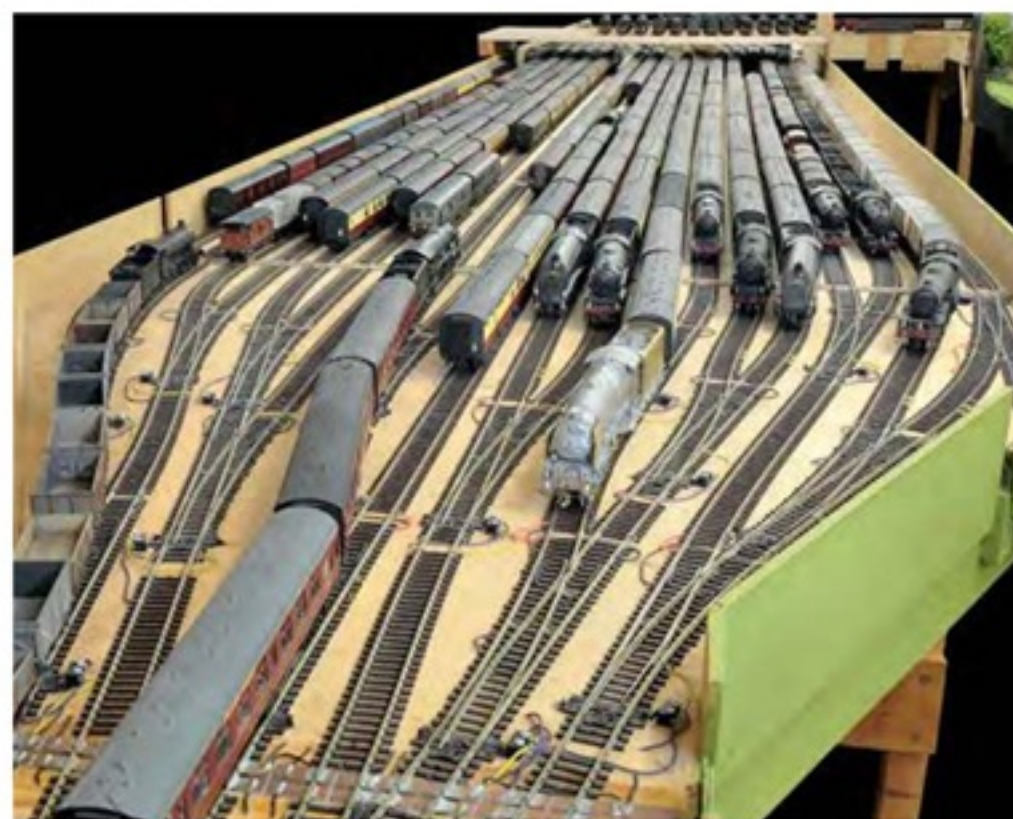
Gilbert Barnatt, Richard Wilson (my erstwhile colleague at *BRM*), Mick Nicholson, Roy Vinter, Graham Nicholas and Tony Gee (brilliant signal builders), Bob Dawson and his grandson Scott Waterfield (wonderful architectural modellers), Ian Rathbone and Geoff Haynes (top professional painters), plus contributions from many visitors and friends. In case folk think that I'm the owner

of a massive chequebook, this is not the case. Most of what has been achieved has been through the old-fashioned system of bartering, where, in exchange for what individuals have done for *LB*, I've made things for their layouts, taken photographs, helped them in their own modelling, made DVDs or we've just done things for each other. Some individual contributions will be

mentioned in the captions. My contributions have been to make (most of) the locomotives and (most of) the passenger rolling stock, create a fair bit of the scenic work, lay all the fiddle yard trackwork and do a substantial amount of the wiring.

◀ A bit of a 'helicopter' shot (as all model railway photographs used to be) reveals Class A3 No.60102 *Sir Frederick Banbury* (South Eastern Finecast/Wright/Haynes) heading northwards on a down express. This view does illustrate the station environment quite well, with the original prototype (the first one built) Prototype Models goods shed fitting in perfectly. My making of the point rodding is on-going! I use MSE components.

A view of the main line fiddle yard. Great care was taken in laying the trackwork to ensure that smooth-running was axiomatic; Peco is great track for achieving this. Although it looks 'complex', the temptation to try and cram too much in was resisted, and large radius points were used in the main, with just a couple of medium-radius ones employed. Trying to get too much in, with the resultant too-tight radii is a recipe for poor running. SEEP point motors were initially-used, but some dozen of the 90-odd fitted have failed in the last decade (too high a rate?). Replacements have been Peco surface-mounted ones – 100% reliable in comparison.



Little Bytham Overall layout size 31' 6" x 11". Each grid square = 1' x 1'.



▲ Though the main line depiction is as close to the summer of 1958 as I can manage, the MR/M&GNR bit represents the period from nationalisation to the line's closure, just over a decade later. I can thus justify this superannuated D3 (London Road Models/Wright/Haynes) trundling eastwards on a typical Nottingham – Lynn three-set. Ian Wilson and I built the typical MR signal box, using the Ratio kit as a basis.

Choice of prototype

Nearly 40 years ago, I made the decision always to model a prototype, and my first model of Stoke Summit appeared in *RAILWAY MODELLER* in July and August 1983. In that, I did everything myself, but subsequent prototype modelling has been with mates, culminating in Little Bytham. Why model a prototype? Because all the principal decisions as to how big it should be, the style, size, position and number of buildings, track layout, signals and so on are already made for you. Little Bytham was a small

country station, situated on Stoke Bank (the most famous racing ground in the realm) on the ECML between Grantham and Peterborough. Its claim to fame in railway circles is that it's the nearest station to where many steam (and diesel and electric) speed records were set, culminating on an early July Sunday afternoon some 80+ years ago when a Yorkshireman drove an A4 named after a duck at over two





miles a minute through its platforms! It was closed and demolished in 1959, and very little trace of it remains today. Today, it's just a location on an electrified four-track main line, with no pointwork, the limits of the infrastructure disappearing beneath rampant Mother Nature, and just the stationmaster's house and crumbling booking office to remind visitors that there used to be a station there. The summer of 1958 was the time chosen for the model's depiction because the station was still open and it was also the

Class A4 No.60034 Lord Faringdon takes the down morning Talisman at high speed through Little Bytham. I created the loco by fitting a detailed/improved Bachmann A4 body on top of a South Eastern Finecast chassis, towing an SEF tender. As usual, Ian Rathbone did the splendid painting. The train is made up entirely of modified Bachmann Mk.I coaches. It was important to not only get the length of the layout right (it's just over a foot short of dead scale), but also the width; it's no less than 5' wide at this point, allowing this modest country station to 'sprawl'.

last full year of operations on the MR/M&GNR line between Bourne and Saxby Junction, which crossed the ECML at right angles just north of the GNR station. It also gave us two, independent model railways.

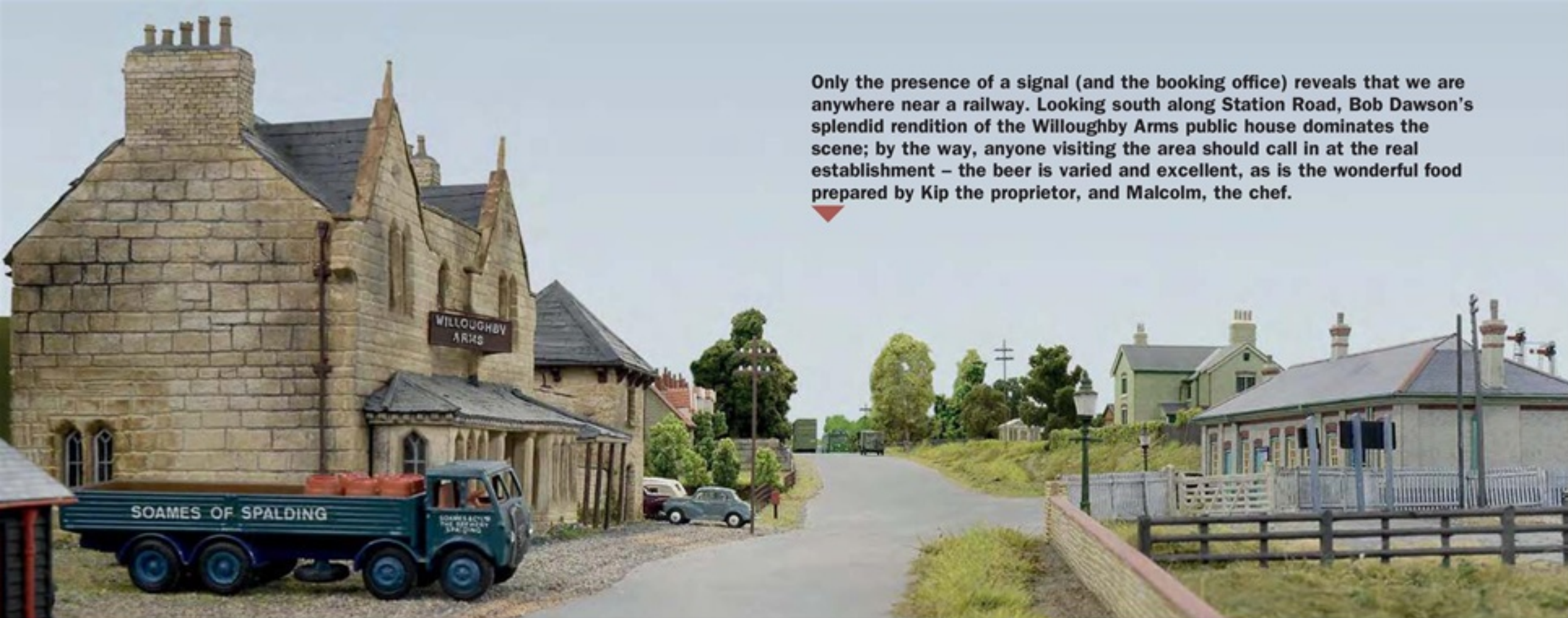
OO gauge was chosen because of so much stock having already been built, though I wish I'd gone down the EM path all those years ago (but that is another story). Though (out of necessity) the scenic-side pointwork is all handbuilt, at least by adopting OO I was able to use the very robust and reliable Peco Code 100 track system in the fiddle yard(s).

It's not my intention to give a blow-by-blow account of how the layout, its structures and stock were built, but more give an indication of the philosophy behind it. Obviously, with regards to the structures, signals and civil

▲ **Bob Dawson's lovely model of Bytham 'box' is apparent here, as Class A1 No.60116 Hal O' The Wynd (DJH Wright/Rathbone) heads for Newcastle on the down Northumbrian.**

engineering, everything has had to be scratchbuilt or modified from kit components (though the Prototype kit for the goods shed was very handy). Scale drawings and as many prototype pictures as possible were acquired, as well as a 1948 site plan. I've already mentioned the importance of modelling an actual prototype but there are other imperatives which





Only the presence of a signal (and the booking office) reveals that we are anywhere near a railway. Looking south along Station Road, Bob Dawson's splendid rendition of the Willoughby Arms public house dominates the scene; by the way, anyone visiting the area should call in at the real establishment – the beer is varied and excellent, as is the wonderful food prepared by Kip the proprietor, and Malcolm, the chef.

Towards the end of the MR/M&GNR line's existence, a B1, even though it was overweight due to its higher Route Availability number, was used. Here it is, No.61159, a detailed Palitoy/Replica/Bachmann body on top of a Comet chassis, heading eastwards on a longer train, having just crossed over Station Road. The wonderful 'tunnel' bridge, the model built by Ian Wilson, still exists in reality, though it's surrounded by trees. I built the artisan wooden dwellings using Plastikard and Wills bits. The real things were demolished years ago, but they were still used as homes in the late 1950s. Photographs of them (or at least corners of them) came from the Willoughby Arms, the pub up the road.

I also insist upon. These include working semaphore signals. How many, where they're sited and of what type will have already been decided for you by the prototype, but they must work. Too many layouts are spoiled in my view by the presence of non-working (particularly) semaphore signals. Another bee-in-my-bonnet concerns all steam-hauled trains carrying lamps (or discs), both front and rear. Trains on layouts (particularly in photographs) lose any chance of realism in my book when they're devoid of lamps. Not only that, they wouldn't be allowed to run in reality. Further bees-in-bonnets concern the correct make-up of trains. It would appear on

some layouts that trains are just made-up in the most fanciful and unrealistic way. On *LB*, many of the trains are very famous, and I've used BR's own documents plus numerous photographs to make the likes of The Elizabethan, The Flying Scotsman, The Talisman(s), The Queen of Scots, The West Riding, the Scotch Goods and so on and so on. Much of this has required the making of many kits. The same is so for the locomotives, especially as the rakes are prototype-length (up to 14 cars or 50+ wagons). In comparison with my kit/scratchbuilt (and very well-ballasted) locos, R-T-R equivalents are very light-footed.



To be fair, nowhere is it claimed that Hornby or Bachmann ER Pacifics will haul 14 brass/whitemetal carriages, but mine have to.

A representative sequence

Because I don't have the space, resources or time to make models of every train which would have appeared at Little Bytham on a halcyon summer's day over 60 years ago now, a 'representative' sequence of some 50 train movements has been devised. The most-efficient number of operators to run this is four, consisting of down driver, up driver, signalman and fiddle yard operator. A fifth could be employed running the MR/M&GNR bit. If all goes to plan (the layout usually runs impeccably – it's the operators, because of crumbling faculties, who don't!), then the sequence takes about 2½ hours to complete.

The intention at all times for operators is to have a good time and to enjoy themselves. Often, the sequence will be interrupted to run a train round more than once, or put a visiting loco through its paces. Because the layout is analogue-controlled, then any visiting 16.5mm loco can be run. Visitors, in fact, are very important to me. Because the layout (though capable of being dismantled if need be) is not portable for exhibition use, it gives me immense pleasure to have so many visitors to see it. It usually works out at about a group or individual each week, and each visitor receives a little pamphlet describing the layout.



Visitors also make the most-generous contributions to Cancer Research UK, via a collecting box attached to the layout. So far, several thousand pounds have been raised for this most-worthy charity.

In conclusion

That's it really; I'll let the pictures and the captions tell the story if I may. Though substantially 'complete', there are still some things for me to do. All the buildings have now been constructed and I'm carrying on making and fitting the ('miles of') point rodding. Even though I've got more than enough locos and stock, I still keep building them. Why? Because that's what I do!

▲ Part of the personal privilege of being involved in this great hobby of ours is being requested to assist manufacturers with the development of their products from time to time. In this view, we see just such an example, as the prototype for the DJH kit for a Thompson A2/2 heads at speed northwards through the platforms. I made this loco mainly out of parts from the DJH A1, A2 and A3 kits, with a bit of scratch-building. It then went to DJH, and the kit for the same loco type was born. I also built the first production kit, wrote the class history and wrote the instructions! Bob Dawson's lovely station buildings show up well. His grandson, Scott Waterfield, also did some architectural modelling on Little Bytham.



Moving on from the train set – 3



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

Layout photography by Craig Tiley

The depot area in front of the storage yard can be treated almost as a mini layout/diorama by itself. The general idea was for a small parcels depot or freight handling platform which would be steam age in era, ie fairly traditional red brick in construction. This part of the layout is a good place to try out some constructional techniques, especially if adapting plastic kits is new to you. It was decided to make it a bit of a modelling period piece by adapting two Dapol (*née* Airfix) kits very much in the style of Michael Andress who wrote several articles for this magazine in the 1970s. Essentially all the techniques used for this small section of the layout can be transferred directly to the rest of the layout and could be seen as a trial section.

For this first section you will require:

- 1x Dapol engine shed kit
- 1x Dapol platform canopy kit
- Wills asbestos sheet SSMP219 (one pack)
- The left-over Peco platform sections
- 60 thou plastic sheet
- Plastic strip
- Ratio fencing of choice
- A selection of scenic materials of choice (static grass, foliage etc.)
- Ballast, medium to fine grade (one or two shades)
- Paint and adhesives
- Peco buffer stop

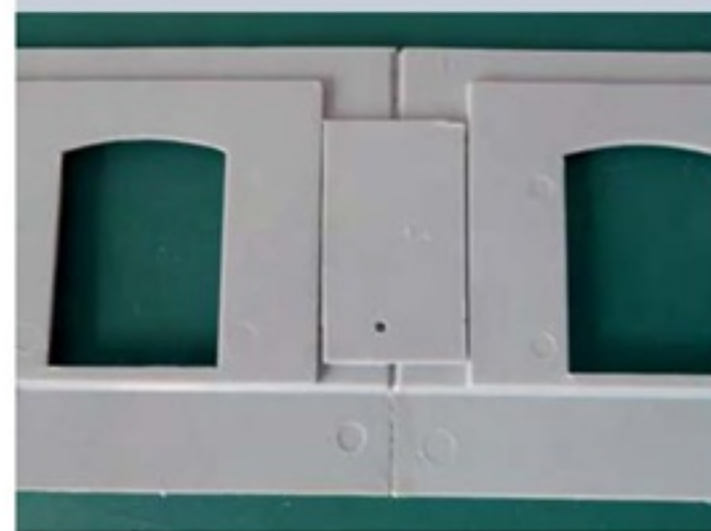
44

Take the end wall of the engine shed and cut the two edges away from the central area from a line level with the upper section. These will form the two new ends.



45

Butt join the two side pieces and reinforce with a scrap of the waste end section.



46

Thin (feather) the ends of the two roof pieces using a sanding board or file.



47

Add the roof sections to the main structure.



48

Square-off the doorways (the old windows) by adding a strip of thin plastic 4mm deep to act as a false lintel. The clear packing from Wills sheet is ideal for this.



49

Slice the engine shed doors into strips and add these inside the doorways to suggest almost-open sliding doors.



50

Add a false floor from 60thou plastic sheet or card and paint some base floor colour on as shown. It will all look a little rough at this point, but don't worry as most of it will be hidden under the shadow of the canopy. Drill three new holes in the brickwork pillars roughly level with the top of the doorways and fit the engine shed lamps. The entire structure can now be painted.



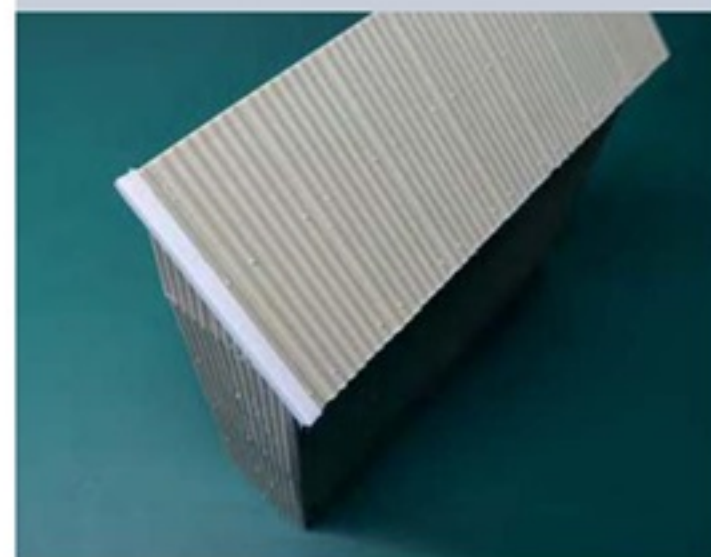
51

A start can be made on the end building. This is really only there to stop the eye at the end of the siding and to provide a final backdrop. This means it can be as plain as you wish. Using the Wills asbestos sheet cut a main wall 108mm wide and 75mm deep, and a matching end wall 75mm x 25mm deep rising to 85mm at the rear. All these measurements are purely a guide and can be adapted to suit your given space. Attach the walls as shown here using Wills corner reinforcement pieces.



52

Cut a roof piece approximately 8mm longer than your building and thin the front edge. Then add two end covers from thin plastic sheet. The length should be your roof depth by 9mm. Score down the centre, fold over the edge and fix.



53

Paint using a mix of grey and brown and fix to the layout. This is of course just a suggestion and any number of half-relief structures could be used in this situation.



On arrival at the station, vans destined for the warehouse are shunted to this spur to keep the platform roads free. A shunter will collect it, run round it and propel it to the warehouse after the morning peak.



54

Scraps of the Peco platform kits can be cut around the engine shed shape and fixed and painted. The engine shed structure will need to be lifted up to match the level by some 2mm – 3mm using strips of card underneath its end walls.



55

A canopy fascia was made up from the long sections of the Dapol canopy butted end-to-end and slices of the triangular end sections for the pieces at each end. Although they are invisible, the girder sections were trimmed and used to set the spacing from the walls of the building. At this stage it's all a little wobbly.



56

A plasticard roof is added which firms the whole thing up. This has been previously cut to shape to fit around the building. 40thou x 20thou plastic strip finishes it off before painting. You will appreciate that there are no fixed measurements given as it's very much measure and cut as you go. The 'art' of kitbashing in this way is always a trial and error game.



57

The basic structure complete. The kit's column supports have been cut to size and fitted to the girders. This is a bit of an engineering bodge and certainly wouldn't satisfy a building inspector, but it looks OK from a distance if you wear dark glasses and you could add additional and more sophisticated supports if desired.



58

Ground contours have been built up here, painted with brown acrylic paint and here are being treated to a covering of static grass using a Gaugemaster puffer bottle; all delightfully messy! The excess can be vacuumed off after 24 hours with a piece of thin material over the nozzle to catch the loose material for re-use.

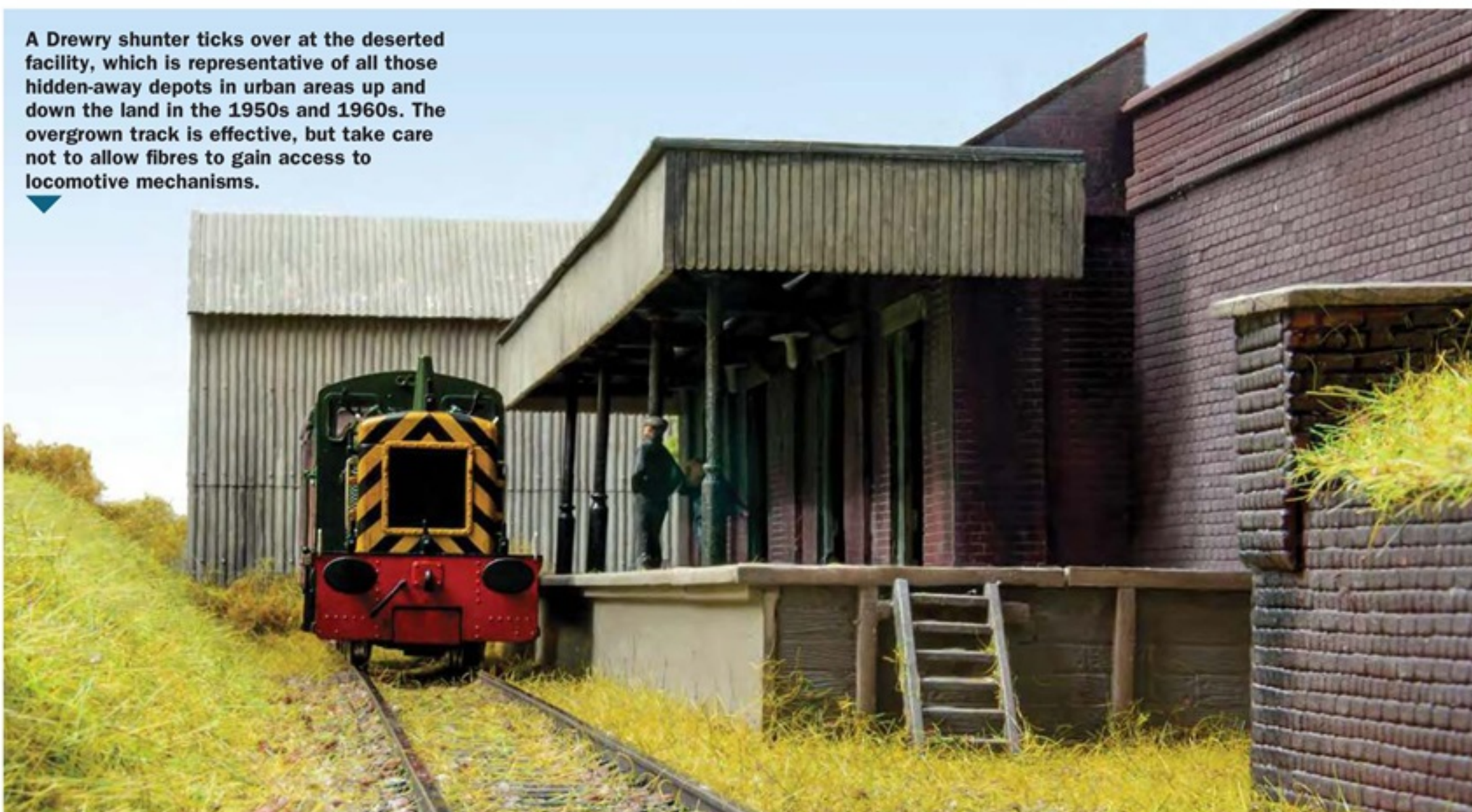


59

A ballast mix has been made up from two shades from the Peco range. Ballast is rarely a single colour and I sometimes add some brown scatter material and some ash to the mix as well, but this is just the pure two colours.



A Drewry shunter ticks over at the deserted facility, which is representative of all those hidden-away depots in urban areas up and down the land in the 1950s and 1960s. The overgrown track is effective, but take care not to allow fibres to gain access to locomotive mechanisms.



60

The mix is laid by sprinkling on and tamping and levelling with the fingertip. Larger areas may need a more industrial approach, but for small areas such as this the pokey finger is as good as anything.



61

Here the ballast is sprayed with a light mist of water from a garden hand sprayer and dilute PVA with a tiny amount of detergent is dropped on with a syringe. This was followed by another quick blast of static grass to give an 'end-of-siding' overgrown feel. Your neatly laid ballast will now naturally float all over the place. Don't worry, let it set and clean-off any wandering lumps afterwards.

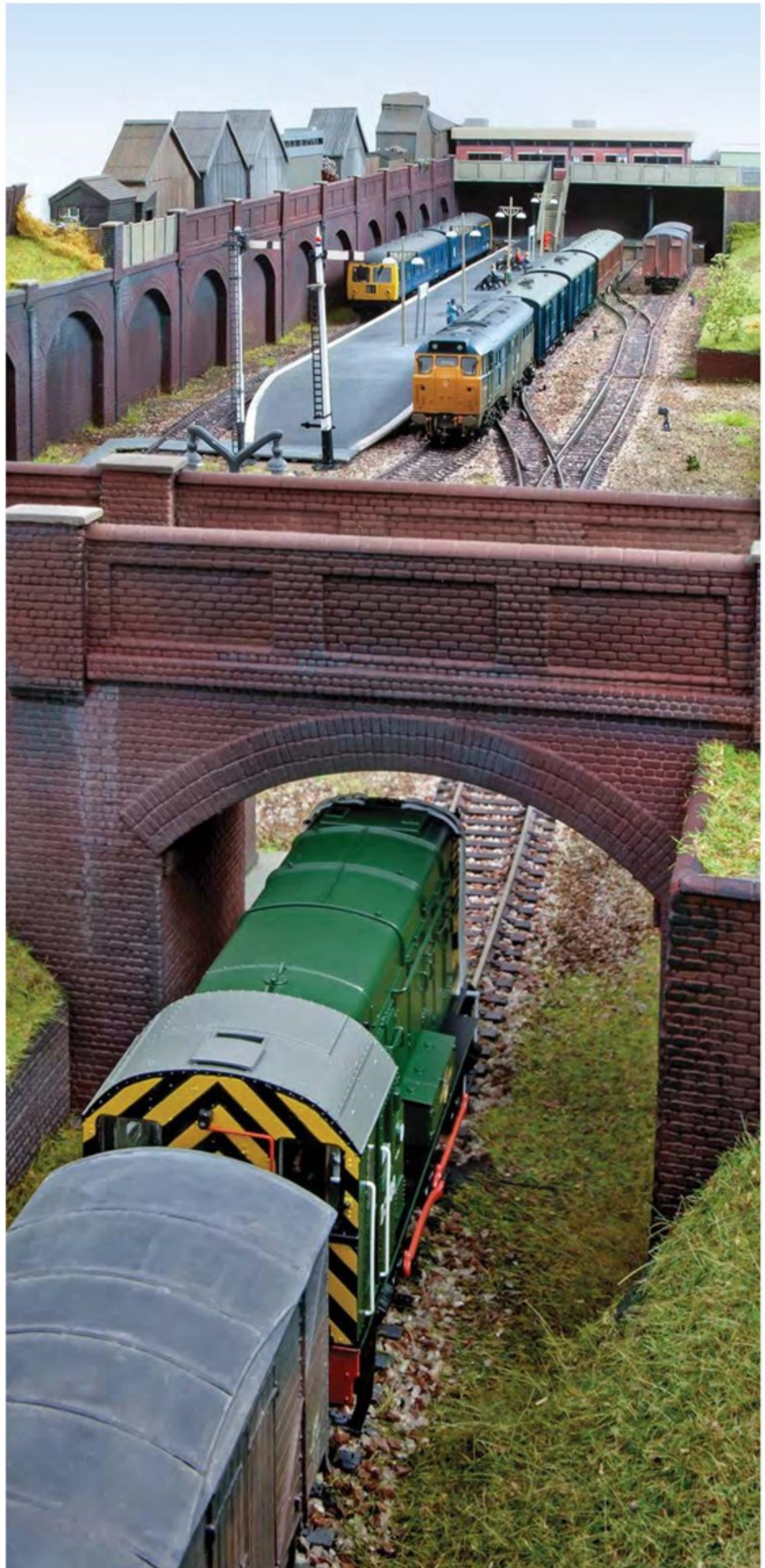


62

Here the scene is more or less complete less a few details and a final vacuum to remove the excess grass. It could be detailed much further with trolleys, sack trucks and packing cases to taste.



The EE 350hp shunter collects a van from the depot, behind the camera position. This view shows its location with the rest of the layout.



For this final section you will require:

- Almost all the left over parts from the previous sections
- Wills sheet – Flemish Bond brick, corrugated iron/clear/asbestos as required
- Ratio concrete footbridge kit
- Ratio concrete lamps
- Model Scene seated and standing passengers
- Artists' mounting card
- Hornby track piers
- Patience...

Access to the island platform is via the stairs from the station building. The station building itself will be covered in a separate feature.



63

There were four short wall sections left over from the station building and I'd earmarked these for a messroom. Although it's not a copy this was inspired by the cabin at Hastings. This also illustrates the point of different brick colour and styles. I'm not sure which is older – the bridge brickwork or the cabin – but they are noticeably different. This is a 21st century photo and the clutter is overwhelming.



64

The building is simple enough. The Peco walling, window frames and doors were made up and a new roof was added using 40thou plastic and 20thou plastic for the edging. The whole thing sits on a piece of card which has been painted in a concrete colour. Hornby and Bachmann both produce similar ready-to-plant structures should you wish to take a different route.



65

Turning to the right-hand end the next item to be tackled was the raised station building area. This did cause an amount of head-scratching as space was at a premium. It was decided that the base would be card; strung between the walling at the front and back of the layout and supported from the platform via some Hornby raised-track piers. These were reduced down to a very flimsy minimum and added to the card under some lengths of 4mm deep plastic girder.



66

With this in place some steps were adapted from a Ratio concrete footbridge.



◀ No urban passenger station will be complete without passengers – lots of them. Peco Model Scene pre-painted figures will be ideal.



67

Fitting this was again very much trial and error and as can be seen the remaining sections from the kit were used to form the wall along the face of the walkway.



68

The final structures to be made were the low relief industrial buildings that run along the top of the arches. As you will quickly spot, the first two used the redundant walls from the Dapol engine shed kit covered in Wills clear corrugated sheet. The remaining buildings were made up from Wills sheet in a similar fashion to the simple building at the opposite end of the layout. Here 'plain and not too fussy' was the idea, so as to focus the attention on the trains running below, though you could spend some enjoyable hours adding fans, flues, fire escapes and all manner of pipework to them.



69

Almost the final detailing was the platform which of course is the centrepiece of the layout. The Ratio concrete lamps (coupled with the staircase) give it a very Southern Region feel although technically it is supposed to represent 'any-town, anywhere'. Peco seats were painted and added followed by the brand new pre-painted figures from Model Scene.



A view over the whole project, showing how the small depot hides the fiddle yard trackwork, which is situated beyond the girder bridge.

Forthcoming Exhibitions

Hopwood is booked to appear at the DEMU Showcase in **Swadlincote** over the weekend of 6 & 7 June 2020.

Other structures

Urban station areas tend to have a wild mixture of buildings and structures. Some are left over from the Victorian period, others from more recent times. The loose period for this layout was 'post steam', but that doesn't mean modern. Even during the late 1970s there was still a proliferation of buildings and quite minor structures dating back 100 years or more – the railway was still transitioning from earlier times. This means that to obtain the correct feel this mix of new and old jammed up against each other should be represented. Only since the 1980s and 1990s has much of the older infrastructure been cleared away and the track layouts rationalised to meet the needs of a system that was run mostly with unit stock.

Here I've essentially bordered the layout with Victorian type architecture, but there are patches of post 1960s building. This jars

somewhat – it's supposed to. Buildings are often a dirty brick colour, alongside a newer structure in clean concrete or Fletton brick. The view changes, but not wholesale and not overnight. The first of these new buildings is the station building itself (which will be dealt with in a later article) but I was keen to use all the bits and pieces that I had left over.

Conclusion

Building *Hopwood*, as it has come to be known, has been a fascinating exercise and will be able to be seen at the DEMU Showcase in the summer of 2020 as well as Global Rail 2020 at Didcot and the Wealden Railway Group show in March. I hope to see you there. It's the perfect layout for the novice modeller as it is easy to move and store, but there are enough challenges in its construction to retain the modeller's interest throughout.

White Peak Limestone & Tarmacadam Ltd

DAVE HALL declares he has realised he's a serial layout builder. He hadn't even finished Nant-Y-Mynydd (RM August 2018) before he had begun to construct this one...

Photography by the author

I wanted something that would fill the space at one side of my bookcase and computer desk. I was running a few ideas through my mind when I happened upon a small layout called *Shelfie* by another serial layout builder, Paul Marshall-Potter. This scheme was of about the right dimensions for my space, and had a track plan that would keep operation interesting, but I was really struck by the lack of the usual type of backscene.

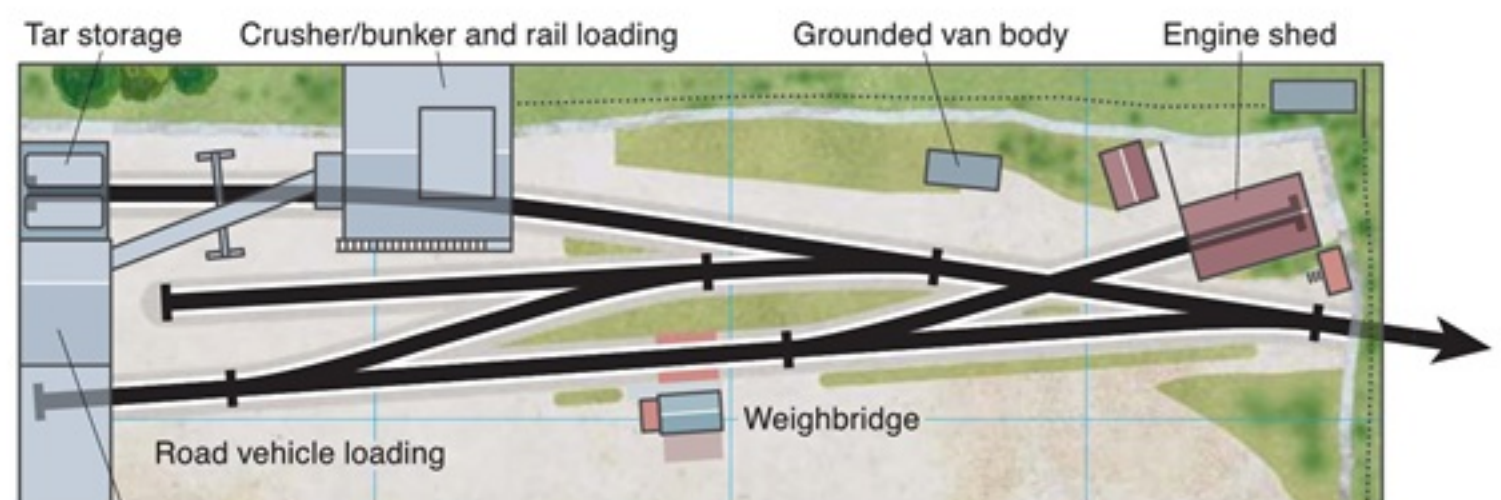
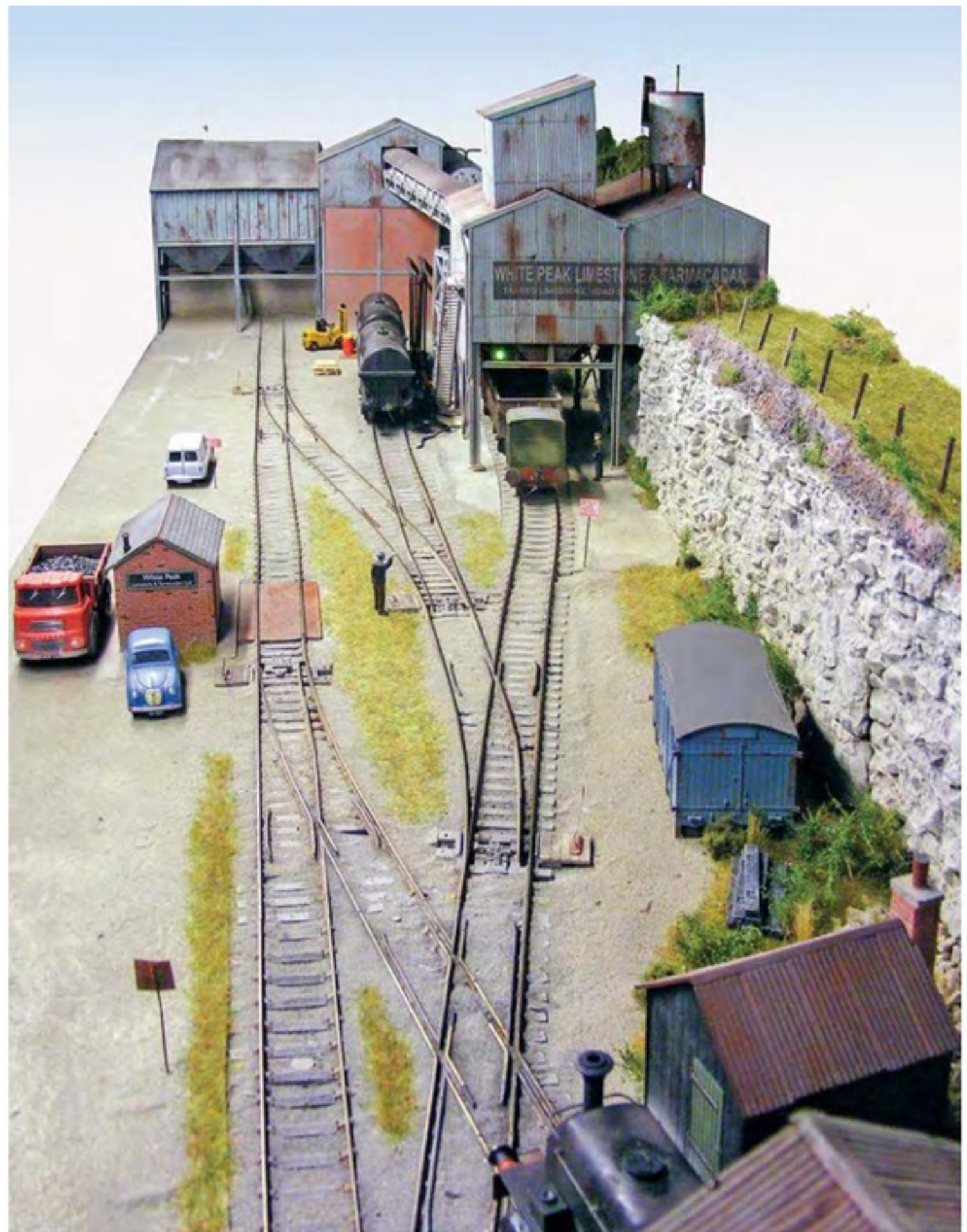
Instead of a printed or painted panel, with a landscape going off into the background, the backscene itself was plain but the scenic perimeter was contained within a retaining wall topped by woodland. I concluded that the same self-contained idea could be used in a quarry setting, using a disused face instead of a retaining wall.

Industry

The setting for the layout is the 1960s; somewhere around Matlock, Derbyshire in an area known as the White Peak, as opposed to the more northerly Dark Peak. The purpose of the railway is to move crushed limestone to the British Railways exchange sidings, where it would be despatched for eventual use in the steel industry and for road-making.

The site is an old and disused portion of a quarry where the current quarrying operations are assumed to be off-scene, so the crusher is fed by conveyor belt that is also off-scene. Some of the limestone is then diverted along another conveyor – this one is modelled – to the Tarmacadam plant, where it is mixed with tar for use in road making. Although British Railways included the carriage of tarred stone in its 1957 publication BR24025 "Instructions For Handling And Loading Specified Traffics", the use of rail to carry this traffic had shrunk to almost nothing by 1945 and so

Heading: the whole of the layout, seen from above the loco shed at the right-hand end. The old quarry wall makes an effective backdrop.



Tarmacadam plant

WHITE PEAK LIMESTONE

Scenic area: 3' 10" x 1' 3". Each grid square 1ft x 1ft.

the tarred stone is carried away from the quarry by road.

However, incoming rail traffic consists of tar for coating the stone. This arrives in cylindrical tank wagons from tar distillers as a by-product of the manufacture of coal gas and coke. The tank wagons are fitted with steam coils which heat the contents to lower the tar viscosity, allowing them to be pumped or drained more easily. A steam generating plant would be provided on-site for this purpose.

My model of the tar unloading area includes the discharge pipes to transfer the tar to storage tanks, and the steam pipes for connecting to the heating coils in the tank wagons.

Other incoming traffic could be anything such as plant and equipment for the quarry operations. A single covered box van is used for this traffic, and adds something extra to shunt around, but realistically, in the time period of this layout, the kind of items that would fit in the van would probably be delivered by lorry!

Baseboard

This is a simple rectangle of 9mm ply 48" x 15" strengthened underneath by 2" deep strips of ply attached lengthways front and back and across both ends, forming an inverted open box structure. An additional ply 'stiffener' forming the backing for the quarry face runs the length of the board's top surface. The 'backscene' boards are 5mm ply glued and pinned to the main structure along the rear and across both ends. This structure is very strong and is devoid of bracing underneath which might otherwise get in the way of positioning points and underboard motors etc.

The fiddle yard board is nothing more than a plank, wide enough for a single run-off track with space at each side to store stock and locomotives. It is connected to the main board by a pair of M8 bolts and wing nuts.

Track and electrics

The track is all Peco code 75 bullhead flexible track and the smallest radius flatbottom points – please, Peco, get on and produce small radius bullhead points; industrial modellers are crying out for them [Ed. – I'll pass on the request to the relevant department!]

Cosmetic point levers are etched brass items from Wizard Models and the sub-baseboard point motors are Gaugemaster SEEP type with inbuilt polarity switches. I have been asked why I prefer to use these when slow action point motors are available. The answer is twofold; firstly they are inexpensive, and secondly, a slow action is unrealistic in a yard or industrial setting where points are operated manually by a person quickly throwing the adjacent lever – the blades don't move slowly!

For auto coupling and uncoupling I use

The Ruston 88DS arrives with empty hoppers for loading. The wagons were made from modified Mainline and Dapol products.



Dingham couplers and DG electromagnets mounted just beneath the ballast. The ballast and yard ground cover consists of nothing but sand which was washed in boiling water before use.

Control is 12V dc analogue using the same old Gaugemaster Model W hand-held unit that I have had for many years. It is fed with 16V ac from a cased transformer, whilst power to the electromagnets is provided by a large 12V dc battery intended for use in radio controlled boats.

Scenics

The disused quarry face consists mainly of plaster casts made with a Woodland Scenics rubber mould. The casts are a little under 6" long, so the joins were hidden with Milliput with small lumps of coal pressed in to help blend the sections together.

The other key scenic feature is the road

▲ Tar is unloaded from tank wagons in a dedicated siding, with pipes for heating the contents by steam.

overbridge. This acts as the scenic break through which the railway enters from the British Railways exchange sidings. It is based on one at the Wirksworth quarry of Bowne & Shaw which famously used steam locomotives into the 1970s including a Black Hawthorn 0-4-0ST that had a working life of 100 years before being preserved. It can now be seen at the Tanfield Railway. The construction of the bridge is described in the panel on page 18.

With everything dry, the quarry face and the bridge were given a coat of Woodland Scenics 'concrete' colour, followed by washes of dilute Tamiya acrylics and some subtle airbrushing with suitable shades to blend it all together.



Building the road overbridge

I wanted the wall and arch to be built very much like the real thing, so embossed plastikard was definitely out. I began by rolling DAS modelling clay into long thin sausages and flattening them into strips of varying thickness. They were left to fully harden then broken into random stone sized lengths. Each 'stone' was then individually glued together with PVA glue to make the wall, including the arch, which goes to a depth of around 2". The arch stones were supported on a curved former whilst the glue set. The former was a piece of toilet roll tube taped to a van roof and wrapped in cling film to stop any glue droplets sticking to it. This left an arch that gives very limited clearance, which is just what I wanted.



Vegetation consists of static grass and Polak Scenics 'wild bushes'. The latter is sold in sheets of approximately 10" square on a fluffy backing but I cut small pieces away from the backing and planted them as individual bushes/weeds.

Industrial structures

When planning a layout, particularly an industrial one, some thought has to be given to the loads that will be carried and how they might be depicted. In the case of anything moved in vans or tanks, no loads need modelling as the vehicles look exactly the same, empty or loaded, but with open wagons, suitable loads are needed – it really

won't do to have wagons coming on scene empty, then going off-scene empty as well.

So how do you load wagons on-scene? One trick is to have them shunted into a building, so they can be loaded with fixed loads by hand off-scene, but the best way is to have them loaded on-scene in a realistic way. This is the method I chose to increase operational interest and devised a working stone discharge hopper.

The internal hopper structure was made from 1.5mm thick styrene sheet and in the bottom is a simple slide with a hole in it, which acts as a valve. The slide is connected to a self-contained 3V motor and gearbox assembly bought from Squires. The motor is

wired to a DPDT sprung centre-off switch enabling the slide valve to be opened and closed by holding the switch over as required.

The functioning parts were hidden inside a scenic exterior forming the crusher/loader housing made of Wills corrugated iron sheeting supported on Plastruct I-beams. A Plastruct staircase with brass wire handrails was added to finish.

The Tarmacadam plant was made in the same way and the adjoining covered conveyor belt is a Walthers kit.

A Knightwing diesel storage tank modified to become the tar storage tanks completes the scene.

Both the loader and tar plant were sprayed with a light blue base colour before being weathered by using a mixture of drybrushing, weathering powders and airbrush techniques.

The locomotive shed is of no particular prototype but was inspired by the shed at the Cornforth Limestone Co. Ltd. in County Durham, which is pictured in the Industrial Railway Society's *Industrial Railway Locomotive Sheds*, by Adrian Booth. I intended the layout to be diesel-worked and so no smoke vents or any of the paraphernalia associated with steam engines has been included, even though I have since used steam outline locomotives on the layout. There wasn't space available for the usual hinged doors so I made a sliding door using leftover parts from a Walthers gantry crane kit. One of the great advantages of modelling industrial railways is that there really is a prototype for everything, there is usually no specific architectural style, and no one can tell you that it's wrong.

The shed frame was constructed from strip wood, with sides and ends made from Wills corrugated sheet. When it came to the roof, however, I thought that the thickness of the



▲ Stone is carried in a mix of hoppers or 16T minerals as here. Care is taken to ensure that the wagons are loaded realistically, not brim-full.



▲ The loading plant conceals a container of limestone material, which is discharged into the wagons electro-mechanically.

Wills sheets wouldn't look right, so I rubbed tinfoil on a Wills sheet to impress upon it the corrugations. Individual sheets of foil were then cut and glued on to the wooden frame. The end result is much more realistic and definitely gives the effect of aged 'wiggly tin'.

The weighbridge hut is made from parts from two Wills kits. It is made so that the same building is used for weighing both road and rail wagons on their respective weighbridges.

Road vehicles

It would be very easy to overpopulate a layout such as this with road vehicles but I resisted temptation. There are only six; one bicycle (leftover from a Wills bike rack on a previous layout), one car, one van and three lorries.

The cars are from Oxford Diecast, straight from the box, apart from weathering. The two LAD-cabbed tipper lorries are Base Toys models that have had their chassis cut about to shorten both wheelbase and rear overhang. The yellow one has also had a new tipper body built from Plastikard to represent an alloy-bodied tipper.

The third lorry is the mortal remains of a whitemetal kit that I bought from Langley Miniature Models around 30 years ago and is modelled languishing in the undergrowth. I never finished the model originally and it sat in a scrapyard on a previous layout. The remains were re-discovered at the bottom of a scrapbox and I set about reviving it for use on *White Peak*.

The salt and hairspray weathering technique

This is a method which can be used to create the peeled paint effect and for those that do not already know, it is a technique often used by military modellers. Firstly paint or spray the model with a base colour – this might be bare metal or rust. When dry spray the model with hairspray and sprinkle some common salt on the areas that you wish to have the base coat show through. The model is then airbrushed with the desired acrylic topcoat and once dry, the salt is washed off with water to reveal the base coat underneath. MIG weathering powders took care of the final weathering.



I had used superglue to assemble it all those years ago, so the first thing to do was to drop it into a jar of brake fluid. This not only removed the paint but broke apart the glued joints too.

Reassembly was straightforward and this time I glazed the windows. This wasn't an easy job and involved the use of thick clear plastic from an Oxford Diecast box. The panes of 'glass' were cut and filed until they were a good fit.

It was to be shown as a scrapper yet again, but this time I used a weathering technique I had learned since the original build: it's called 'The salt and hairspray method' and is described in the accompanying panel.

Rolling stock

In the era represented, limestone was carried in 22T and 24T hoppers and also in the ubiquitous 16-ton mineral wagon. The 16-tonners are all out-of-the-box items from Bachmann which I weathered by hand.

The hoppers started out as Dapol and Mainline models, in various liveries and bought second-hand. These old models are incorrect in two major ways and I carried out some modifications to make them more authentic. Firstly there is a thick base attached to the underframe on which the hopper body sits – this simply does not exist on the prototype – and secondly the real ones had a 9' wheelbase, not the 10' wheelbase of the model.

To fix this I took a razor saw to each hopper, cut the base away, then cut 4mm out



▲ Upon arrival, all vehicles – rail and road – are weighed to ascertain the tare to prevent any chance of overloading.

Ruston & Hornsby 48DS



The prototype was one of the smallest standard gauge types to be used and weighed only 7T in working order. They were powered by Ruston's own 4VRO and VRH (later 4YCL) engines, which drove through Ruston's patent three-speed constant-mesh mechanical gearbox and final drive by roller chains to the axles. This model is a Judith Edge etched brass kit and uses a drive unit by Chris Gibbons of High Level Kits which runs a Mashima 10/20 motor. It is probably the best-running loco in my fleet and despite having a wheelbase of only 20mm it runs over all switches and crossings with no trouble at all.

Sentinel BE 4wVBT



The Thomas Hill engine would have started life as one of these. Sentinel locomotives used compact steam engines that were built up as a self-contained unit with a gearbox and looked more like an internal combustion engine than a traditional steam engine. The boiler was in the cab, with a water tank where the boiler would be on a traditional steam locomotive, and the engine was at the front. Drive was through roller chains to the axles. The BE was rated 85hp. The model is another RT Models kit with the same drive unit as the Thomas Hill but in this one a Mashima 10/20 is fitted as there is very little space under the water tank.

Ruston & Hornsby 88DS

The big brother to the 48DS – the prototype weighed in at 17T (20T with the extra ballast weights) and was powered by Ruston's 4VPB and VPH engines, which were air-started and drove through a four-speed semi-automatic mechanical gearbox with final drive by roller chains to the axles.

The model is another Judith Edge kit and powered by a very similar set-up to the 48DS. I have finished my model as one of the earlier ones and instead of the later, and more common, aluminium alloy RUSTON plate on the front I have the lettering painted on. This was done by taking a works photo and manipulating it in Photoshop so that it could be passed to Narrow Planet, which made an etched brass stencil.



Thomas Hill 'Vanguard' 4wDH

Thomas Hill (Rotherham) Ltd, based at Kilnhurst in South Yorkshire, was a Sentinel agent which not only rebuilt steam locomotives but also built locomotives in its own right. The prototype of this model would have started life as a Sentinel vertical-boilered chain-driven steam locomotive, either a BE type or a post-war 100hp type. When rebuilt as diesels they were usually powered by a Rolls-Royce engine and drove through a twin disc torque converter and roller chain final drive to the axles.

The model is an etched nickel silver kit from RT Models and, like the previous two models, uses the same design of chassis unit from High Level. This one however does not use a Mashima motor. The price of remaining stocks of Mashima motors is ridiculous and there are much cheaper alternatives available from China. One of these is the Mitsumi and has similar dimensions to the Mashima 16/20. I have them in four locomotives now and they worked out at under £1 each, including postage! They are eminently suitable for small and low-speed shunting locomotives and run very smoothly.



Manning, Wardle & Co. Ltd Class H 0-4-OST

One of the Boyne Engine Works long line of contractors' and industrial locomotive designs, the H class weighed 19T and had a cylinder size of 12" x 18". They numbered over 100 and were built between 1871 and 1918.

The model is my first proper scratchbuild and made almost entirely from brass. The wheels are from Alan Gibson, the gearbox is High Level and the chimney, smokebox door and buffers are from RT Models. The frames, cylinders, motion and bodywork were all made on a pantograph engraving machine. The process of design and build would require an article all of its own, which, perhaps, the editor may allow me to describe another time.



of the body and glued it back together. I fitted two with 9' wheelbase underframes, made from Parkside kits, but for the others I cheated and dropped the bodies onto some Bachmann 9' wheelbase chassis. The only alteration I made to these was to fit the step at the left hand ends, which is nothing more than a suitably bent piece of brass wire.

The hoppers were painted using Tamiya acrylics that looked about right for BR unfitted freight stock. I don't buy paints that are supposedly the 'accurate' colour because after a few years of exposure and wear and tear they all looked different anyway.

I made my own number and tare weight transfers in Photoshop and printed them onto decal paper. Some of the hoppers also received 'Maximum Speed 35mph' transfers, as seen on some wagons of this type photographed on Paul Bartlett's website.

The incoming tar traffic is catered for with a pair of second-hand 12' wheelbase cylindrical tank wagons found at an exhibition. After being weathered they were ready for service. The only other item of stock is the BR Shocvan, which is another Bachmann item, with added weathering, of course.

Locomotives

The historical period depicted on the layout allows the use of both steam and diesel locomotives, and so both run, but with a definite diesel bias.

This isn't a personal bias but simply that I don't have any other steam locomotives that I want to weather to suit this layout. It can only be run with 'one engine in steam' but I like to vary the motive power, so five engines are available, as described in the panel.

Layout operation

For such a small layout it is surprisingly entertaining and with there being no timetable there is no set way of operating, as long as certain rules are followed to maintain a degree of realism.

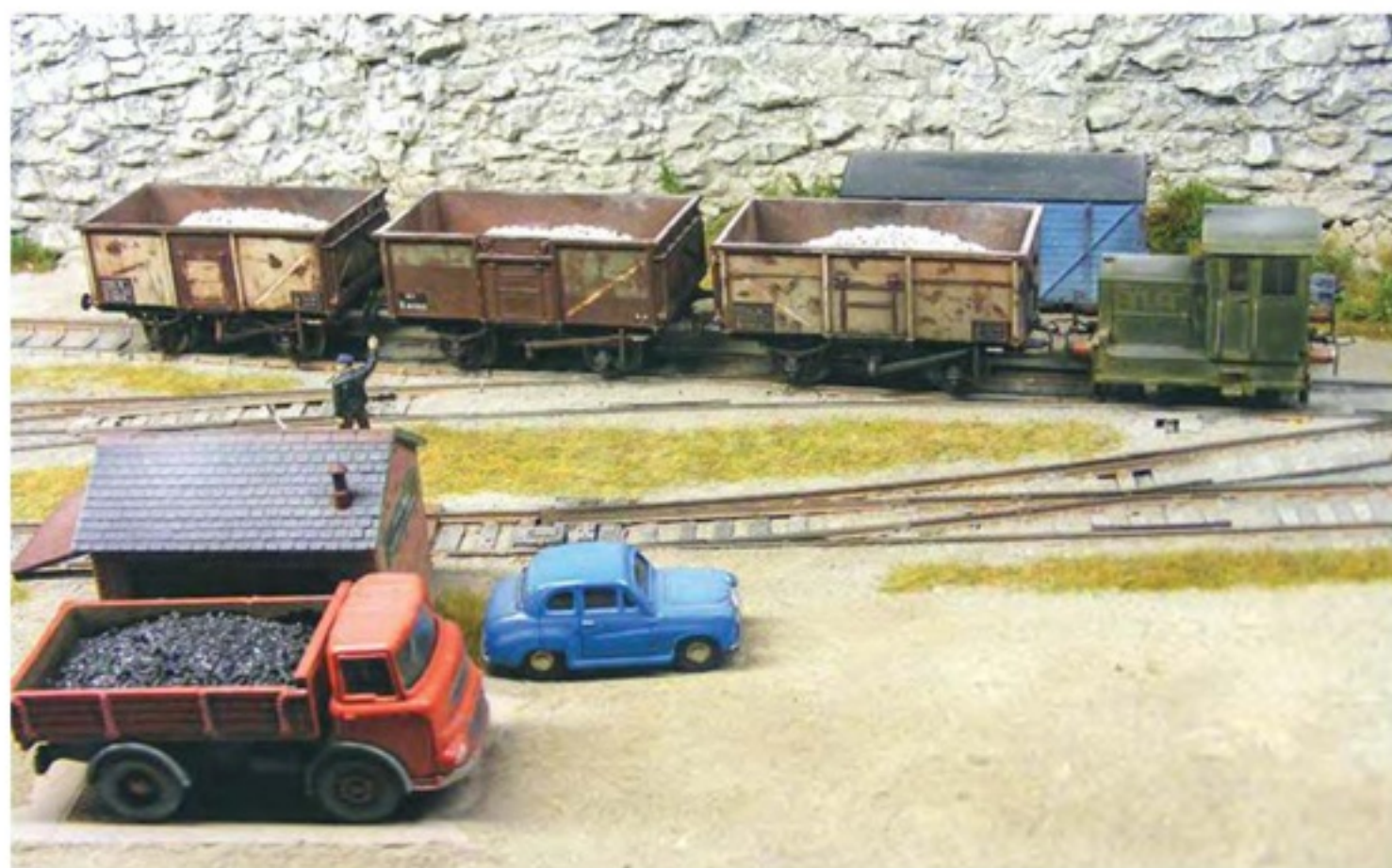
Empty wagons are hauled in and must be drawn across the weighbridge, where the weigh man would note down the number of each wagon and obtain its tare weight.

The wagons are then shunted to clear the run-round loop and the locomotive is then uncoupled to run round.

The locomotive then draws the train back under the bridge and reverses to propel it under the loader. The sprung centre-off switch which powers the slide in the hopper must be used carefully by the operator to get an even fill. When loading 16T mineral wagons one has to be mindful not to load them to the rim as one would with coal. Stone is far heavier for a given volume, so the wagons need to be only half filled.

The loaded train is drawn out and the weighing and run round manoeuvres repeated before exiting stage right.

Movements of the tar wagons involve running around and placing them in the tar siding, sometimes one at a time so that a full tank replaces an empty. The movement of



the van is at random and it can either be left in the locomotive shed or at the dead end of the loop.

Exhibitions

My first ever exhibition with a layout occurred at the Wakefield RMS show in November 2018. It was a mad scramble to prepare *White Peak* for its debut in the weeks running up to the event. I had no lighting or even legs on which to stand it, but long standing Wakefield club member Paul Gittins helped me out.

He gave me some unused baseboards that were turned into legs by removing the tops and adding some adjustable feet. The wooden frames were well seasoned and fitted their new use perfectly.

The lighting rig was made from 5mm ply and two of the small fluorescent strip lights which Paul had were fitted. I painted the legs and lighting rig in the same dark brown that matched the rest of the baseboard and painted the name WHITE PEAK LIMESTONE & TARMACADAM LTD. across the front of the lighting board.

Another upgrade for exhibition purposes was to increase the capacity of the loader. This involved replacing the internal hopper with a new, bigger version, although it is animated in exactly the same way except it now uses the servo that I originally intended to fit. No control electronics are used though:

▲ Laden 16T minerals are drawn away from the loader by the 48DS. Note that the wagons are only half-full; limestone is a dense material.

instead I removed the servo internals to bypass the electronics and two wires were soldered directly to the motor!

The layout seemed to be well received with many nice comments from viewers, requests for exhibition attendance, and even a couple of offers to purchase it!

A few things went wrong, including the loader breaking, the controller packing up completely, and the uncoupling magnets failing but we – myself, Paul Gittins and Jordan Thompson – carried on.

Paul repaired the loader for Saturday morning and a very kind chap on the layout next door repaired the controller. Paul also provided a pin vice with a length of wire so we could uncouple wagons manually.

Lessons learned from exhibiting were that the fiddle yard needs more tracks – possibly a sector plate or traverser and more isolating sections need to be put in so two engines can be on the scene at the same time.

These modifications will be done before the next outing and I am also considering a small fiddle yard at the other end so that other quarry products can be loaded off-scene... I will let you know how I get on.

Overall view of the layout, which is operated from the front.



Tops Tor

Modelling and words: **PAUL HOLWILL** Photography: **ANDREW BURNHAM**

Before beginning the project that became this N gauge layout I laid down some simple criteria. It had to be small, but fairly realistic, have 'playability', interest, but most of all, have atmosphere. Snow – yes, that's it! Having never seen a layout in snow at exhibitions, and as I love to be different, I started to consider which region to model. I settled on an impression of a wayside station

on something like the Great Western's Princetown branch – Dartmoor often gets snow – so it was all coming together.

Construction

At just 750mm x 700mm, *Tops Tor* is small enough to sit on the table so I can still

operate it in front of the fire; I'm not in a cold garage or loft.

Once settled on the basic design, I took a trip to my local model shop, and purchased the lengths of Peco track and points needed to complete the circular design (see plan).



▲ Almost the whole of the layout is visible here; a lot of operational interest has been packed into so small a space.



▲ The wraparound backscene gives the impression of the railway winding itself round the hill. Tight curves were a feature of the Princetown branch.

Having made the board and fixed the track in place, I wired the track and tested it by using a diesel I had to hand. Result – everything worked, so it was time to tackle the scenery.

Polystyrene was cut and laid to the desired shape, then covered with plaster to seal it. Next I painted everything with white undercoat. Once dried, I applied DIY filler and snow scatter from Woodland Scenics, taking care when putting it on and around the trackwork, especially the points. This took a lot of time as I wanted it to look right.

Now as much as I'm a diesel fan, it didn't seem to be what I was looking

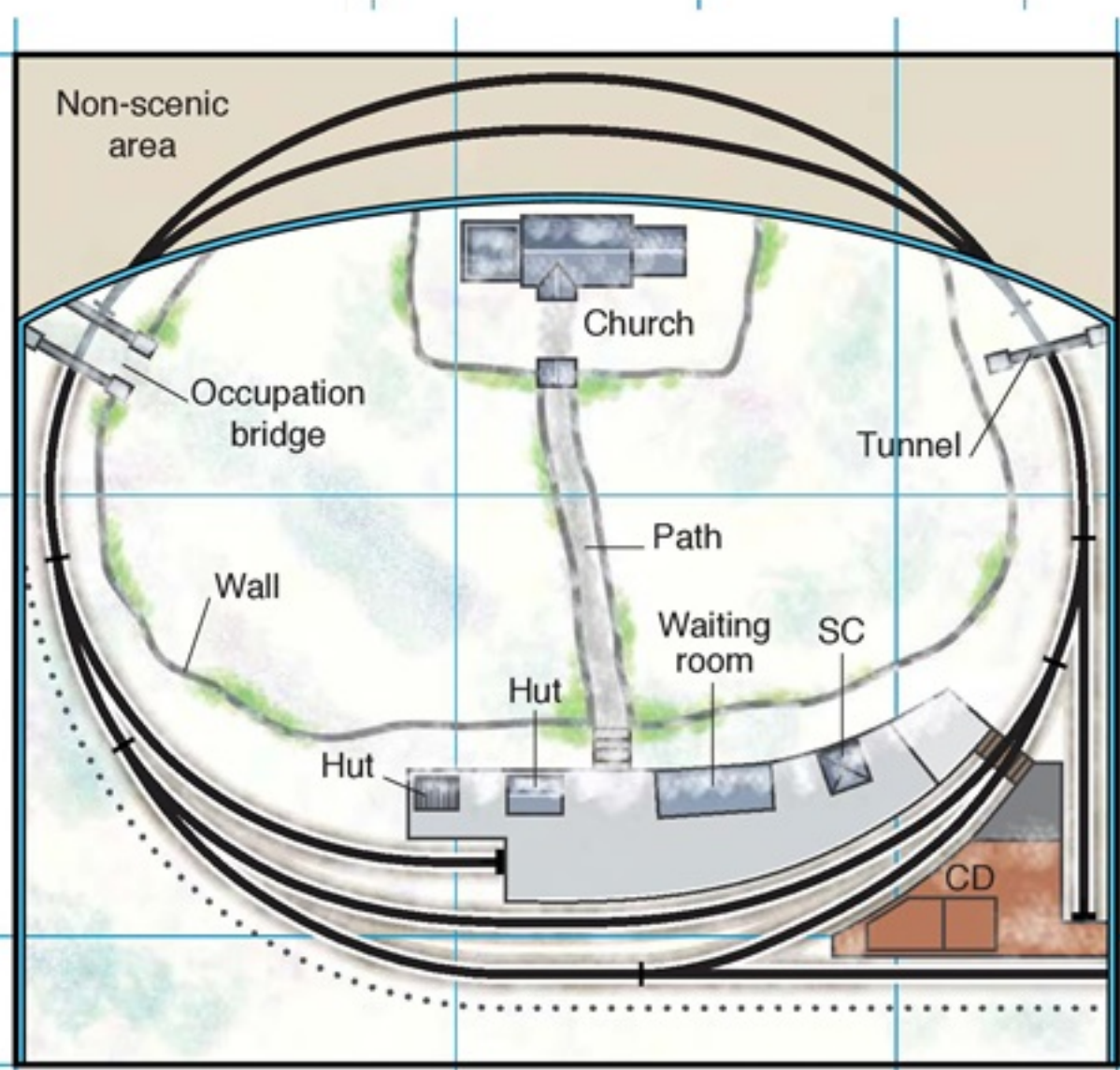
for: steam, it had to be steam. I love the idea of a slow branch line and the thought of a black BR steam loco against the white of the snow was more effective. I also liked the contrast between the cold of the snow and the heat of the fires in the locomotives. So a selection of locos and stock, from Graham Farish and Dapol, runs through the scene.

The small station – with three small sidings and a cattle pen to boot – was built using the Peco ref.NB-16 kits for a station shelter and small huts, along with a Graham Farish Scenecraft signal box. The Peco stone-effect platform edging was used to provide a commonality of appearance. Elements from the Ratio cattle dock kit were installed on a piece of brick embossed plasticard cut to shape.

The church on the hill gives

TOPS TOR

Overall dimensions: 2' 6" x 2' 3½".
Each grid square represents 1ft x 1ft.





▲ In contrast to the children playing in the snow (as seen in the left of the photo on p22), who want to be out in the cold, and the shepherd tending his flock (who has to be), the passengers are in the shelter, huddled for warmth.

◀ A remote station only needs basic goods facilities.

Conclusion

This is my first real effort at a model railway. Size is everything – start small, and don't bite off more than you can chew as the layout will never get finished. Do the best you can as you are your own biggest critic; you will always find room for improvement.

Would I change anything? Yes lots, but the enjoyment I get from operating *Tops Tor*, and the comments that I have received from people at exhibitions, has been unbelievable. So if you see the layout at a show, please feel free to take a look and say hello.

purpose to the station, though in make-believe, the small Dartmoor village is just out of sight to the right. It was obtained as a ready-to-plant Graham Farish Scenecraft model.

I arranged the figures in typical winter poses, such as the snowball fight at the left-hand end of the scene, and the farmer bringing fodder to his flock on the hill. The passengers were all positioned inside the shelter, keeping warm out of the wind: this building and the signal box were fitted with lighting to replicate a winter's evening.

An excursion ventures onto the branch: main line coaching stock would not normally be let loose on the sharp curves. ▶



Honing Sulzers

SEAN HUTCHINSON relates the tale of how – and why – he took on the job of customising his pair of Heljan O gauge Class 25 models.

Photography by the author or as credited

My local club, the Hessle Model Railway Group in East Yorkshire has been established for some years now, and its modern image section had been looking for a new challenge after the group's 4mm *Battersby North End* had come to its natural end. I am not sure how the decision to jump into 7mm scale came about, but we settled on a BR blue era layout based around the operating practices on the Far North, Kyle and West Highland lines in Scotland when Sulzer-engined Type 2 locomotives – classes 24, 25, 26 and 27 – reigned supreme.

The aim was to build the layout as inexpensively as possible, and that objective also applied to the acquisition of stock. We were lucky to get to the Heljan returns stand at the Warley Model Railway show one year and secured for a reasonable price the first two locomotives for the layout; a 26, and for the post-Sulzer era, a 37. A Class 20 soon followed and when I found a Class 33 on eBay, the challenge of converting it into a Class 27 proved too much of a temptation.

All was well and, being keen on detailing stock, I relished the chance of working in the larger scale. I was eventually proud of my 33-to-27 conversion but the amount of work undertaken to complete the loco had been huge and I vowed, 'never again'.

Then one day Heljan announced its Class 25 model. Now, the layout is based mainly on the Kyle and Far North lines which did not see Class 25s regularly, but I have a soft spot for them, my favourite being No.25 072, so I eagerly awaited its release.

My pair of Sulzers, both customised from the ready-to-run Heljan depiction of the original out-shopped Class 25.



Having purchased the loco, I had an uneasy feeling that things weren't quite right with its appearance. To me the front end profile looked too flat: the model didn't seem to have sufficient flare from the cab corners across to the centre nose doors (photo 1). Rather than bemoan the situation, I set about finding a way to hone the model to my personal satisfaction. So I began by trying to get as many decent detail photographs of the Class 25s as possible, and measure as many bits of a real 25 cab as I could.

Research

I visited three heritage railways possessing a preserved example not far from where I live and was fortunate enough to join a guided shed visit and run a tape measure round some of the more inaccessible parts of the locos, including the headcode boxes and suchlike. Once I had done this, I was able to draw out some basic diagrams which helped



1

The Heljan rendering of the Class 25 as supplied. Opinion suggests that the front of the cabs are too flat-faced. Photo: Craig Tiley

me to find out what the inaccuracies were with the Heljan model.

In a nutshell, everything above the rainstrip was fine but the cab doors differed from my measurements, in that they were slightly wider. This pushed the cab sides forward and created a flat front devoid of that slight flare towards the nose doors. This meant that



if the cab roofs were to be retained on the Heljan model, they would need to be re-profiled either side of the headcode boxes. This was not going to be a simple conversion!

A chance conversation with one of the club members revealed that the firm Just Like The Real Thing provided spares for its range of kits. I could source a pair of cabs and then just graft them into the Heljan body: if only it were that simple.

Comparing the JLTRT cabs with my drawings showed some discrepancies, so out came the digital callipers and rulers: it appeared that the rainstrip on the JLTRT parts was approximately 1mm higher than my measurements suggested, and thus there was an extra 1mm of cab front between crease and the lower edge of the front windows. Furthermore the cab sides seemed to be a little shorter than my measurements, again by around 1mm.

By this point, I was ready to pop the model and the additional parts on an internet auction site, but curiosity got the better of me, and spurred on by the fact that eBay is no place for a box full of hacked up model loco bits, I carried on.

Jigsaw

Between the Heljan model and JLTRT parts there were enough correct components to make a decent model. The only snag was that I was creating a 3D jigsaw for myself.

So, using a fine razor saw, cab doors were separated from their cab sides, cab fronts were separated from their cab sides, and so on until I had both ends of the loco body in two piles of parts! As I was using the JLTRT cab fronts I also needed to lose 1mm in height in the back-raked section of the cab front above the central crease. This also



2

One of the rebuilt cabs (for No.25 083) taking shape with parts from JLTRT and Heljan models grafted together.

meant that a little re-profiling of the nose doors would be required, though this was something I had already done on a Class 27, so this did not prove too daunting.

The two cab sections were then rebuilt using the rainstrip and replacement cab doors, and my own measurements and diagrams, as a guide. Only the rainstrips had to be reconstructed fully using plastic rod sections from the Evergreen range.

Plastic Weld was my chosen solvent and once everything was glued back in place, I had a locomotive that looked like Dr Frankenstein had created it (photo 2). Much filling, filing, sanding and re-profiling followed and eventually, I managed to get the cabs to a stage where I was happy with their profiles.

That could, and probably should, have been the end of the story, but having achieved what I consider to be a fairly decent representation of 25 072 I did it all over again to create 25 083, representing one

of the later body style versions with flush bodysides and cantrail grilles, though by the time it was finished Heljan had announced its own model of the later body style!

Dual brakes

Research had also showed that 25 072 was one of the locos which had been fitted with the standard BR dual braking system during its life, and this was how I wanted to portray the model. The visible giveaways to this modification was an extra triangular bodyside grille, and a modification to the side access grilles on one side. Hinges had been added to these grilles to allow them to swing outwards with the associated catches welded on and the original rubber seals around the edges removed. This modification was carried out to a large number of locos retrospectively and so was not uncommon.

Steve Beattie of SBT developments had released a number of etches which included Class 25 bodyside grilles and the cantrail grilles (as required for 25 083). This was a timely stroke of luck which meant I could carve off the moulded grilles on 25 072 and replace them with suitably modified etches (see photo 3). It also saved me having to scratchbuild cantrail grilles to 25 083. The shape of the extra triangular panel on the bodyside of No.25 072 was formed using the technique to making brass rubbings – just like in my spotting days.

I took a 'rubbing' of one of the existing triangular body panels, carefully cut around it and then attached it to a sturdy piece of plasticard to make a template. Since a large area of the panel would be covered by one of the replacement etched grilles, I drilled and bolted the template to the bodyside to prevent it moving whilst I scribed around it into the bodyside. The etched grilles were then glued on and representations of the hinges and catches were fashioned from plastic rod.

For 25 083, it was a similar process in that the bodyside grilles all had to be carved off and the body sanded flat. This was a relatively easy task, the only issue being to avoid sanding off the details that were to be retained. Using my drawings, I plotted where the bodyside windows should be cut before adding the rubber seals which were fashioned from fine plastic rod (see photo 4). Once this was done, and after some minor modifications to the roof panels, the new etched cantrail grilles could be added. Finally, I fashioned some catches for the cantrail grilles, (18 in all), from brass handrail wire.

3

The replacement etched grilles and additional bodyside triangular grille surround as fitted to those members of the class which were converted to dual braking.



No.25 083 showing the flush bodyside and final cab design.



Finishing

The locos were painted using Humbrol aerosol sprays for the yellow ends and JLTRT 'Sprayaway' aerosols for the Rail Blue. Transfers from the excellent Railtec range were added and I must say that the proprietor Mr Bell was particularly helpful when I placed my order by advising that the 25 083 numbers could be produced in the 'Glasgow' style which was slightly larger than the normal size fitted to BR blue locos. He also kindly produced some 3D printed works plates for 25 083 which finish her off nicely. Once varnished, the windows were replaced and crew fitted (Northumbrian Painting Supplies), and both were good to go.

Was it worth it?

I must admit there were times when I thought this may be a project too far, and certainly not for the faint-hearted.



4 Bodyside conversions to create the later flush-sided version of the class.

However, whilst both locos are still not 100% accurate, for me I consider the alterations were worth the effort and they look much more like the diesels that I remember so well.

All that was left after the photos were taken was to send them away for a little workaday grime to be added and then they will be pressed into service.

Just Like The Real Thing

The JLTRT range of locomotive and wagon kits and parts formerly marketed by Pete Waterman is now available from MM1 Models, 41 Green Street, Ayr KA8 8BQ. www.mm1models.co.uk



▲ 25 072 complete and ready for service.



Fairhaven Road

A 'watching the trains go by' OO gauge layout by **ARCHIE BROWN** of the Glasgow & West of Scotland MRC, set in the steam/diesel crossover years and inspired by an RM Cup-winning model railway.

Photography by Tony Wright

I have been a railway modeller for over four decades, and for many years now I have favoured the transition era from BR steam to green diesel. *Fairhaven Road* falls squarely within that time period.

I have long been of the opinion that a layout should have scenery and buildings which play a major part in the illusion of a railway hewn through the landscape rather than a railway with scenery built up around it with no overbridges, underbridges or embankments falling gently away from the track bed.

Rowland's Castle by Peter Goss (see RM November and December 2008) is a continuous run layout with a double track line atop an embankment for a large part of the viewing side. The more I admired it the more I became convinced that I should build a continuous run layout where simply watching the trains go by was integral to its enjoyment.

Track design and baseboard construction

I have exhibited my layouts on behalf of my club, Glasgow & West of Scotland MRC, many times and

wanted this one to be of good exhibition quality, easily transportable and with plenty of movement. I used Templot to design the track layout which consists very simply of a double track main line with a passing loop on both the up and down lines. Goods trains and slow passenger services may be held for the passage of faster passenger services and express goods trains. In the event that both up and down trains were out of sight in the fiddle yard I wanted the viewer's interest to be maintained by good scenic features and a number of cameo scenes to catch their eye.

The different levels were then made possible by printing the full sized Templot track plan, pinning it to the main track bed plywood to be used at the front of the layout and cutting round it so that it could be raised by approximately 100mm from the open frame of the baseboards. The station is at the left of the scenic section and the ground rises to a point where it is level with the track bed. The plywood base at the station was extended out from the track bed to allow for the station environs all to be on the same level as the platforms and



RAILWAY MODELLER

◀ **Class 17 Clayton** on a parcels train at the station.

The station building is situated on the curve at the left-hand side of the layout. ▶

for an overbridge to disguise the entrance to the fiddle yard.

The boards were then placed together on the garage floor to ensure all levels were correct and that the boards married up just as they should at both the frame and the track bed levels.

The fiddle yard has six roads on the up line and seven on the down line. The longest roads on each side can accommodate a train with a loco and six carriages. A couple of three way points were used in the fiddle yard to facilitate this length. Plain track on the scenic section is SMP and I handbuilt the four points using copper-clad sleepers and code 75 bullhead rail. In the fiddle yard all track and points were from the Peco code 75 flat bottom range.

Buildings and landscape

One might say that, as modellers, we need some artistic flair and I wanted my canvas to be unique. I therefore scratchbuilt as many of the buildings as I could myself, positioning them so that they all contributed well to the overall landscape. There are only three resin cast buildings on the layout which were required because the layout had been committed to Model Rail Scotland and the deadline was fast approaching. I repainted and weathered all of them, constructed interiors for some of the rooms and installed interior lighting.

The main street of the town is along the backscene for most of the length of the layout. Perhaps the most imposing building is the church at the right-hand end of the scenic section. Being such a tall edifice its bell tower and spire is higher than the backscene at that point. It was therefore constructed with a removable bell tower so as to avoid any damage during transportation. A strip of surface mounted LEDs inside the church

enhances the stained glass windows. The cemetery area around the church has a wide selection of grave stones and a number of these are made from laser etched card. They have appropriate wording which, although tiny, can be clearly read with a magnifying glass.

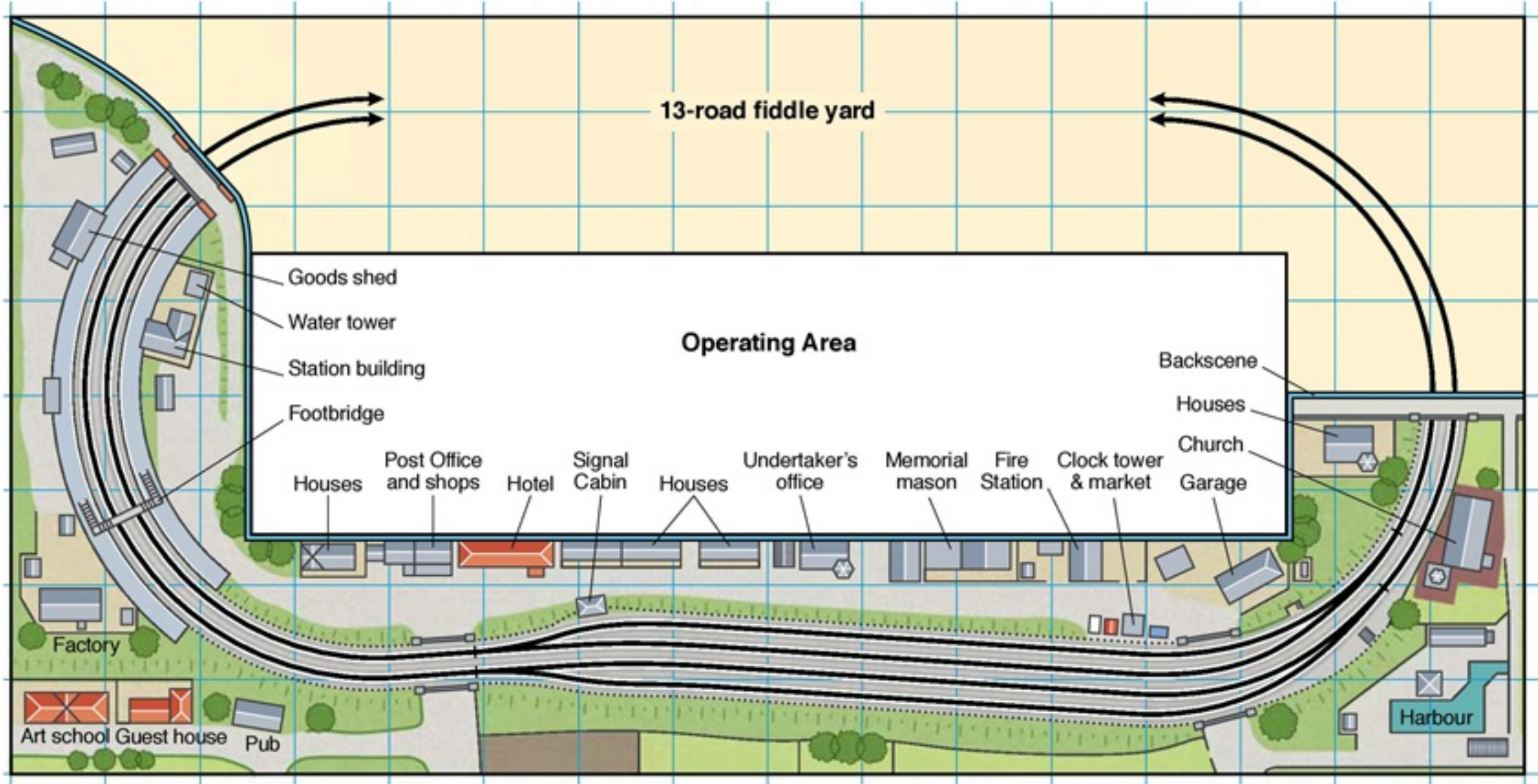
I find wedding scenes outside a model church rather ubiquitous and so I don't have one. I do

9F No.92192 hauls a mixed goods on the down main while a WüM railbus awaits the road in the up loop.



FAIRHAVEN ROAD

Overall dimensions: 16' x 8'. Each grid square = 1ft x 1ft.



however have the wedding party leaving the reception at the station hotel on the main street.

I used static grass extensively, highlighted with leaves from the Noch range and secured with photo mount adhesive. Many other modern scenic materials were used to represent bushes, weeds and flowers. Trees were mostly made from sea moss sprayed brown and with Noch leaves again attached by adhesive spray mount. I think modellers sometimes forget how massive even an average tree can grow. I therefore used sea moss which is meant for O gauge layouts on *Fairhaven Road* and this seems to be just the right size.

Cameo scenes

I have incorporated some cameo scenes to catch the eye of the observer when there is a lull in the visible train movements. There are two of note. At the right of the layout there is a small harbour scene. Unfortunately there has been a drowning and an individual has been pulled from the water and now lies on a stretcher covered by a sheet and surrounded by police officers and a number of frogmen. Just behind the harbour wall there is the 1950s equivalent of a paparazzo with his camera out trying to capture the scene surreptitiously for the local paper.

The cameo which gets most comment at an exhibition involves a broken-down car. I purchased a Triumph Herald model from the Classix range which has a bonnet that can be opened. I drilled a hole through the centre of its engine block and locked the bonnet in the open position. A Seuthe smoke unit meant for a steam locomotive has been fitted flush with the road surface in a hole drilled just where the car is supposed to have

Prototype Co-Co No.HS4000 Kestrel hauls a rake of Pullman cars on the embankment above Fairhaven High Street.





Class 17 Clayton on a parcels train on the up main.

broken down on a road at the front of the layout. The smoke unit has some smoke oil added and the car is placed on the road with the hole in the engine block directly over it. The driver stands by the car and an AA man on a motor cycle and sidecar is saluting the stranded motorist as he arrives, just as they used to in the 1950s.

The 12V power supply to the smoke unit is activated by

a small, hidden on/off switch at the operator's side of the baseboard. When switched on a plume of smoke billows from under the bonnet, usually to the delight of any children watching.

Rolling stock

At exhibitions locos and rolling stock are confined to typically Scottish trains. Pride of place goes to a Robinson Class D11/2

Director 4-4-0 *Bailie MacWheeble*. There are also Fairburn 2-6-4Ts, Ivatt 4MT 2-6-0s, a 4F 0-6-0 and a selection of early diesel locos. Since steam locos towards the end of their era were often neglected and lacked the care and attention they had previously commanded, I try to ensure that all my steam locos and goods stock are professionally weathered.





Class 15 No.D8233 on a rake of cattle wagons on the up main; the WüM railbus is still held in the up loop.

Layout control by DCC

All points are operated by Circuitron Tortoise point motors and have DCC accessory decoders fitted. The signals are servo operated and receive their DCC commands from an accessory decoder unit.

I have an ESU Ecos DCC controller which allows the whole track diagram to be programmed into its memory very easily and displayed on its colour touchscreen. Once installed the points can be changed and the signals moved by simply touching the relevant icon on the track plan on screen.

One problem which I had not anticipated, and which had to be addressed later, was that with a total of 13 live roads in the fiddle yard – most having a loco with a DCC sound

chip sitting on them drawing current even when static – the overall load started to get close to or exceed the capability of the controller. This was solved by making the up fiddle yard roads a separate DCC supplied section from the rest of the layout, fed through a power booster. There have been no problems since then.

Illuminated semaphores

Signals are from the excellent lattice post kits by MSE and are all upper quadrant with the exception of an ex-Caledonian Railway extended height, lower quadrant signal with two co-acting semaphore arms. This is sited at the end of the up platform where, on approach, the driver's view of a shorter signal would be obscured by the passenger footbridge.

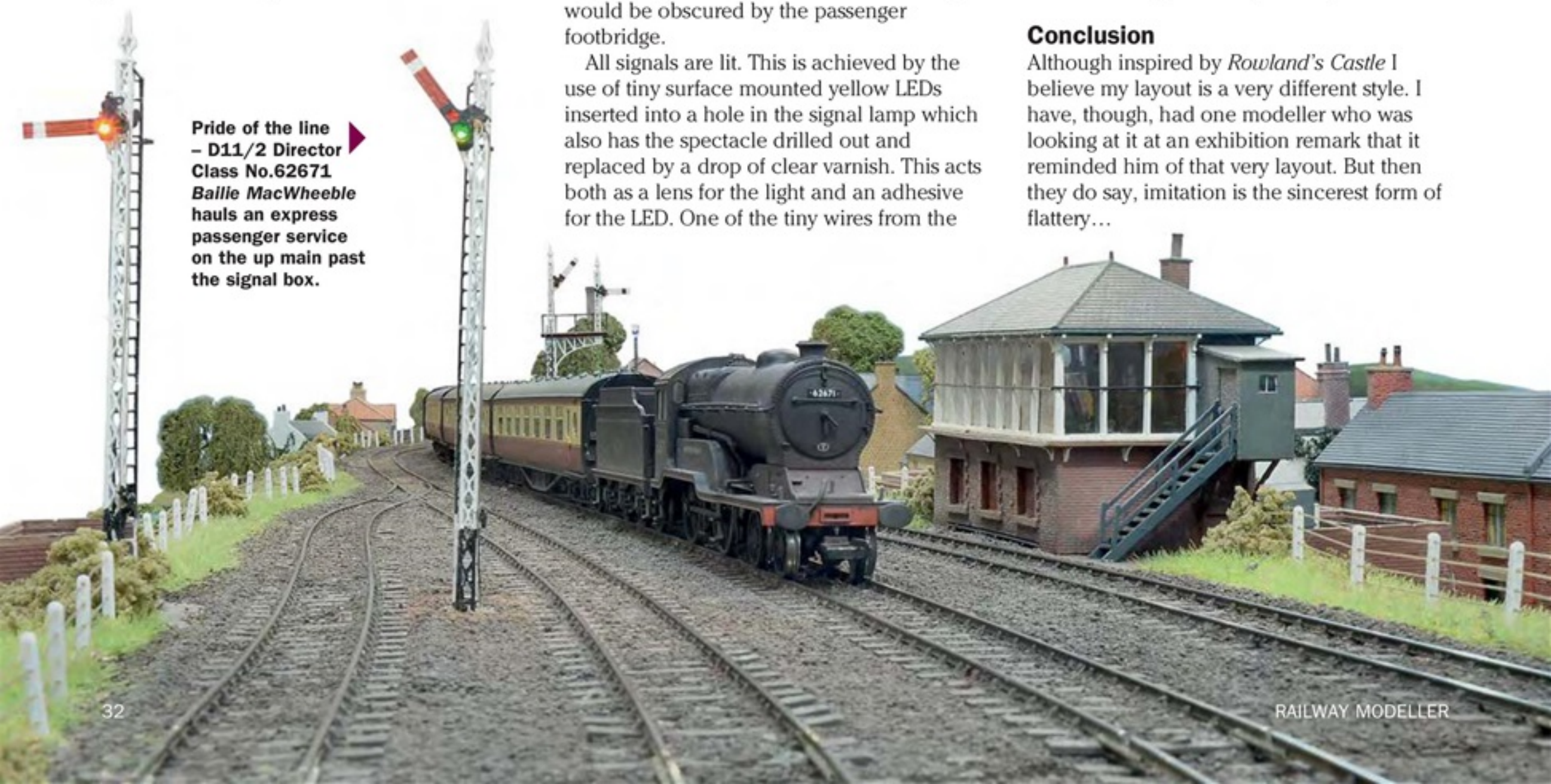
All signals are lit. This is achieved by the use of tiny surface mounted yellow LEDs inserted into a hole in the signal lamp which also has the spectacle drilled out and replaced by a drop of clear varnish. This acts both as a lens for the light and an adhesive for the LED. One of the tiny wires from the

LED is soldered to the brass of the signal post and the other is glued along an inside corner of the lattice and down through a hole in the baseboard. Another wire is soldered to the underside of the signal base and again taken through the baseboard where it connects to a 1k resistor and the power supply is connected to both. Once the post is painted white, the wires become almost invisible to the naked eye. Each semaphore arm has the spectacle fitted with MSE blue or red tinted acetate made especially for that purpose and when the yellow LED shines through the blue acetate it gives a particularly prototypical green light. I am now contemplating the use of a MERG gas lamp twinkler kit to give the characteristic paraffin signal lamp flutter.

Conclusion

Although inspired by *Rowland's Castle* I believe my layout is a very different style. I have, though, had one modeller who was looking at it at an exhibition remark that it reminded him of that very layout. But then they do say, imitation is the sincerest form of flattery...

Pride of the line – D11/2 Director Class No.62671 *Ballie MacWheele* hauls an express passenger service on the up main past the signal box.



Modelling Barnsley's Railways – 2

ALAN WHITEHOUSE proposes another layout plan based on the railways in this South Yorkshire town. This time he looks at the former Summer Lane station site on the Penistone line.

When Railway Mania gripped the country, everyone, it seemed, wanted to build a line into Barnsley. That included the Manchester, Sheffield & Lincolnshire Railway which constructed its 'Barnsley Branch' from the Manchester – Sheffield route at Penistone. The final mile or so into the town centre was problematical, and for roughly 18 months, the railway ended at Summer Lane where a passenger station was established.

Eventually a wickedly curved and graded line descended at 1 in 69, 1 in 50 and finally a short stretch of 1 in 41, to Exchange Junction where it trailed into the tracks entering the town from Wakefield.

A station only a mile from the town centre sounds like a recipe for failure. But Summer Lane remained in use until the Barnsley – Penistone local passenger service was axed in 1959. Hemmed in by a mix of dense terrace housing and large industrial buildings it was a busy place, guarded over by a MS&L Type 1 signal cabin.

In the late 1960s the line was singled, though the cabin remained as a block post and controlled the entry into a small fan of coal sidings operated by the town's Co-op, which also had massive warehouses, now redeveloped, on the same site.

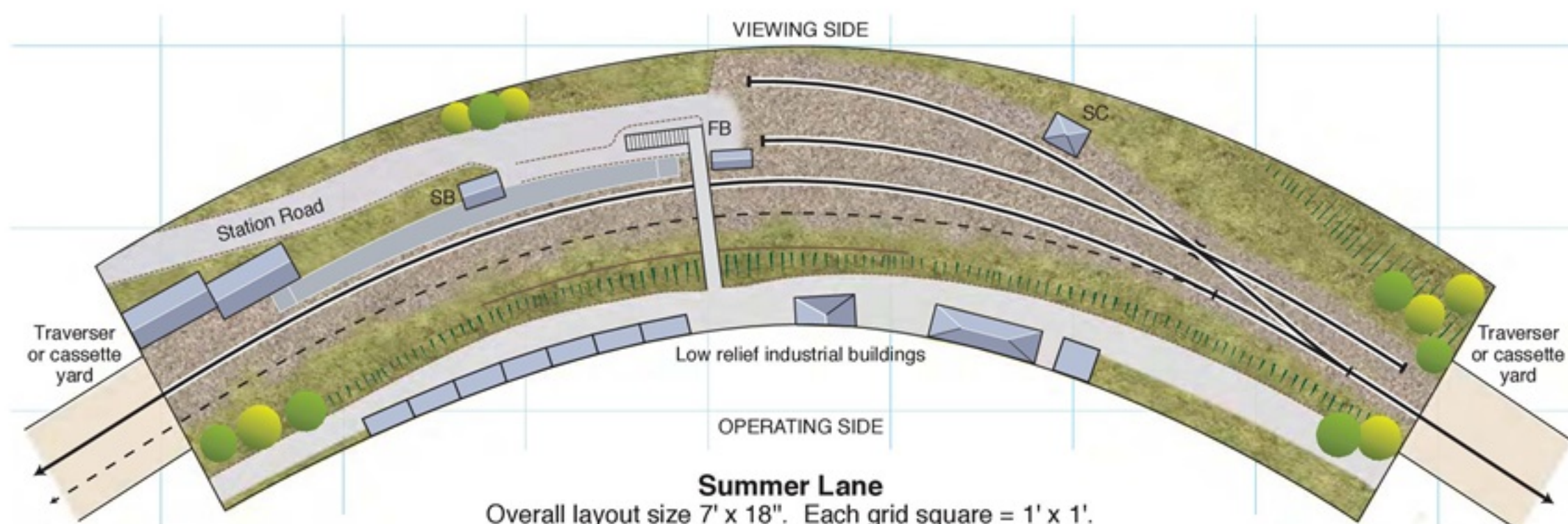
A few years later the track layout was modified to give a very compact plan controlled by a ground frame. At the same time, semaphore signals controlled from Summer Lane cabin, were replaced by colour lights.

Today the line carries the hourly Sheffield – Barnsley – Huddersfield services, occasional excursions and little else. Summer Lane itself is plain line with only the

A panoramic view of the site of Summer Lane station, looking towards Penistone. A pair of Class 37s brings a set of loaded MGR wagons down the gradient towards Barnsley and what was left of Wath Yard where the train will be routed on to one of the Aire Valley power stations. This shows to good effect how the railway here is hemmed in with industrial buildings – dominated by the Co-op warehouses – and terrace housing.

Photograph: Andrew Walker





footbridge as a clue to the old station's location. The Co-op warehouses – and other industrial buildings – have been flattened, the coal traffic long gone.

It could have happened

This scheme looks at using a little modellers' licence to imagine; that in the mid-1970s the

Co-op coal traffic was still running, that passenger services had returned, and that the station itself was re-opened, probably as one of the 'basic two-car timber platform plus bus shelter' affairs that appeared in both West and South Yorkshire.

The track configuration was nicely compact, latterly just a point and a double

slip giving two sidings and a 'trap', though this could be extended into a short shunting neck on the model. If we assume the signal cabin survived longer too, then a Class 08 and handful of 16T mineral wagons could be 'locked in' whilst shunting, allowing other traffic to pass on the main line.

As an aside, the accompanying layout scheme also shows a possible passing loop, illustrated by the dotted line: there's even room for a second platform as a further option.

MGR workings

Coal, in MGR trains by the 1970s, flowed at different times in both directions along with associated empties. Woodhead Route 30-wagon sets were the norm, but because the line to Penistone was steeply graded, loaded trains heading uphill were split into two 15-wagon rakes, usually handled by a Wath Depot Class 37 or 47. Handily for modellers this gets the prototype train length down to around 5' in 4mm scale, though replicating this traffic would really require a full oval scheme with associated storage loops.

Choosing to model in 2mm/N gauge may prove a more space efficient alternative and, because of my 2FS background, I can visualise this plan being developed as a single line of concrete-sleepered track, with a lot of modelling time devoted to the surrounding housing and industry – all as seen in the accompanying photos. At the Barnsley end the line ran into a steep cutting, providing an excuse to model some greenery. In this form it certainly lends itself to a circular or oval 'tail chaser' with a fan of storage sidings off-stage.

Other traffic

There were other freight workings too. This could be many things, but certainly including seasonal short trains of ventilated vans carrying seed potatoes to an agricultural merchant in nearby Penistone. There are

◀ A Class 47 brings a loaded set of MGR wagons through the station site up the incline towards Penistone. The severe climb meant that only half sets of MGRs – in this case 15 wagons – were handled on each trip. Handy for space-starved modellers! Photo: author





▲ A general view taken just before the MS&L signal cabin was closed, to be replaced by the ground frame in the foreground. Several empty and loaded 16T coal wagons can be seen in the Co-op sidings and beyond the dominant Co-op warehouse. Photograph: author's collection

even documented instances of mixed trains of these vans and 16T mineral wagons, almost certainly from Penistone's coal sidings.

Stock roster

Other than local passenger trains – almost always a two-car DMU of classes 101, 108, 110 and 114, usually marshalled into power twin sets – the remaining traffic was excursions and diversions that generated a variety of motive power including Class 40 and 47. Trans-Pennine Class 123 and 124 sets have been noted, though such models are still awaited ready-to-run.

In addition, light engines passed through several times each day going to and from Dodworth Colliery, two or three miles up the

▶ A picture dating from the early 1970s showing the end of Station Road as it petered out into the Co-op coal yard. Note the lack of any coal bins or other storage – the wagons were unloaded either directly into delivery lorries or onto the hardstanding surrounding the tracks. Photograph: author's collection

line. Coal from here was worked out to Penistone and then on the Woodhead Route, but Wath locomotives returned to shed for relief and came back out via Summer Lane. Operational interest would come from assuming all the traffic noted above happened at the same time – local passengers, coal deliveries, MGR trains and excursions.



The plan

For those of us with less room to play with, focusing on the immediate station area, with re-opened platform, signal cabin and coal sidings should be just as rewarding. This would be a good scheme for someone working in either 4mm or 7mm wanting somewhere to show off a collection of locomotives, but looking for something other than a shed scene.

In 4mm scale, with all trains being short – possibly no longer than a two-car DMU – a pair of traverser or cassette fiddle yards would give a gently curved layout for exhibition purposes. Buildings – either houses or a factory – at either end would serve as view blockers, with the industrial warehouses forming a dramatic backdrop.

For a more permanent location, the scheme could be built as a roughly L shaped model to fit in the corner of a room. The baseboard could be extended right into the corner and be filled with lots of the surrounding scenery, and the Co-op warehousing.

For an even tighter scheme, telescoping the coal sidings into a position behind the platform would save 2' or 3'. Though, of course, the station does not have to be modelled: this could easily be a freight-only backwater.

Plenty of leeway

Whatever scale or scheme chosen there is scope here for incorporating a lot of individual detail either through scratchbuilding or adapting kits. I would love to own one of those MS&L signal cabins!

That's Summer Lane – a great springboard for your own ideas.

Next time

In concluding his short series, Alan examines the vestiges of colliery lines in the locality.

Ales through the Dales

In another of his occasional articles on Settle & Carlisle freight flows, as recreated on his layout Dentdale, **IAN NUTTALL** considers the transportation of grain, illustrated by his collection of 4mm scale models plus photos and a scale drawing of an LNER prototype.

Photography by the author or as credited

There is an uncanny affinity between many railway modellers and beer, by which I mean the discerning appreciation of micro breweries, each ale with its own characteristic, distinctive taste. More often than not, model railway club nights are rounded off with a pint or two at the local inn, where club policies, exhibition invitations and new layout possibilities are bandied about in the most sociable environment amidst affable company; we love it.

I'm sure it is no coincidence that a model brewery is chosen frequently as a means of enhancing a layout's features, providing an excuse to include models of grain vans to bring in the necessary raw materials to create the amber nectar.

Four of my six vans are rostered on a northbound freight through Dent Station, destination Carlisle, where, I believe, the pubs are council controlled.

Prototype possibilities

Although the crux of this article examines the much vaunted wooden bodied LNER grain vans, an example of which can be seen illustrated right, I'm going to start my narrative with the GWR variants, not that they are the most pivotal for *Dentdale*, far from it, but because the company was the first to offer dedicated grain vans, in 1905.

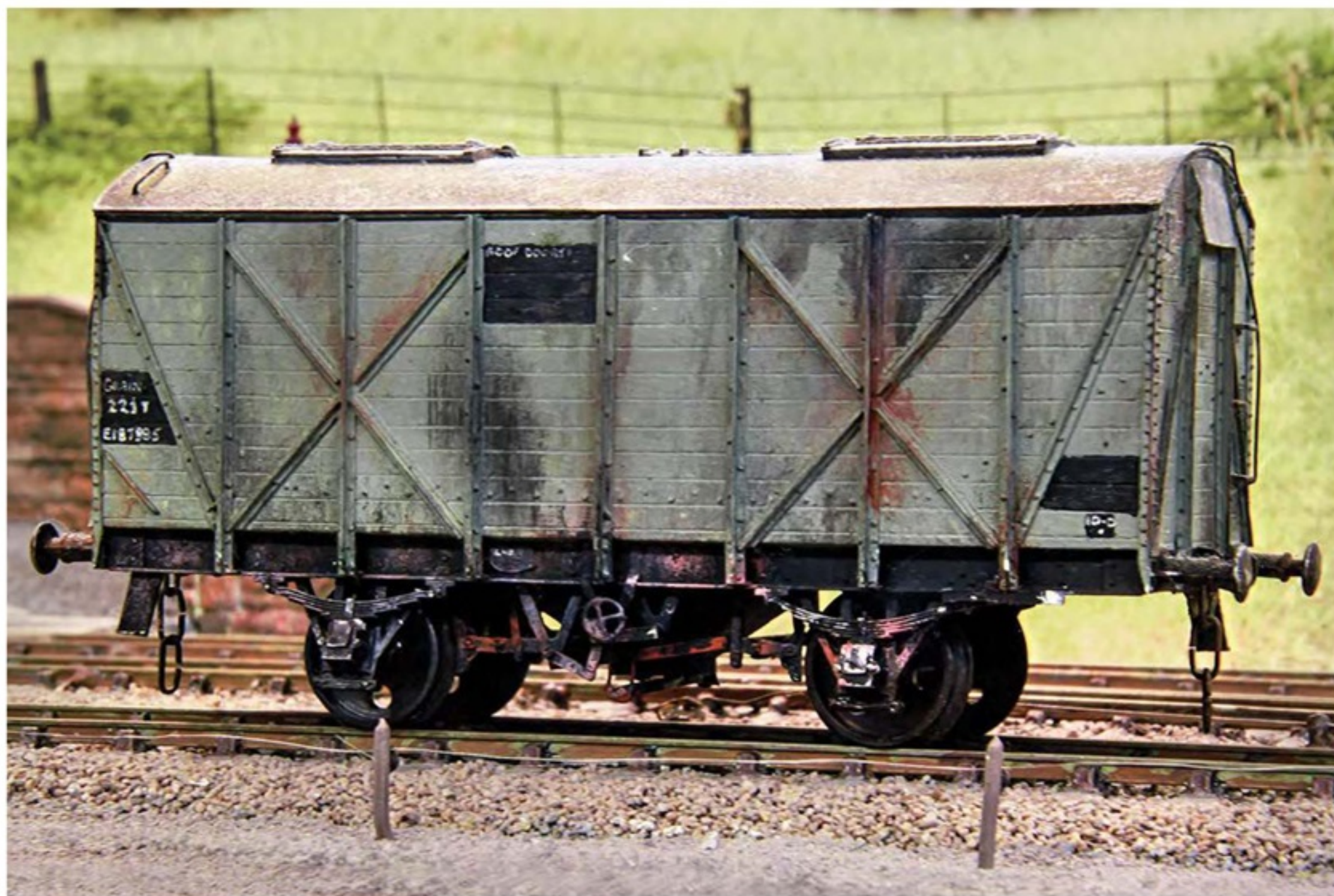
After WW1 the GWR produced Diagram V20 of only 12 vans, but, pertinently, Swindon set the tone for those of the GWR, LNER and LMS that followed.

End inspection windows, 10'6" wheelbase, adaptable flooring, roof loading, bottom discharge – a ground-breaking dozen wagons indeed. In the mid 1930s a steel version, to Diagram V25 appeared,



▲ The LNER wooden bodied grain van to Diagram 51 of 1929. This example No.E203823 is seen in rather careworn condition at Hull docks in 1969. The side hatch is absent and some of the bodyside planking appears to have been replaced. The lettering on the side says 'Roof doors must be securely fastened with padlocks before shunting'. I wonder if the padlocks had separate keys – and if so did they travel with the vehicle?
Photograph: David Larkin





▲ Handbuilt from plasticard in the mid-1970s from my own drawing, this is now a venerable beast having survived 45 years. I like to think it stands comparison with the Parkside equivalent, whilst the individually applied 10thou cube rivets add to the level of finish. The eagle eyed may spot a missing brake lever on this side; I wonder if Roger Ellis is aware? I do believe my weathering techniques were less subtle in the 1970s, an era when very few modellers applied any form of weathering.

which replaced the side doors with an inspection hatch. For further details refer to *GWR Wagons*, by A G Atkins, W Beard and R Tourret (OPC, ISBN 978 0 86093 657 2), or the several books on Great Western wagons by J H Russell (OPC).

Most of my grain vans are of LNER origin and will have accessed the S&C from Hull where there were large grain silos, if products from abroad were being used. My wagons are lettered 'RETURN TO SILO HULL'. The first batch of 25 to be built by the LNER were a direct copy of the GWR Diagram V20 – and why not, they were a proven success. But the LNER did establish its own version with just over 100 being built between 1929 and 1937. The first batches had side doors and were convertible into normal goods vans, whilst the latter merely had the side inspection hatch, in line with progress on the GWR. See *LNER Wagons vol 4B* by Peter Tatlow (Wild Swan Publications, ISBN 978 0 953877 11 9) for more details.

The LMS began building its own grain vans in 1928, producing 105 in various lots until 1940, to two distinct roof profiles. The first 50 had a roof profile more akin to an LMS coach, but not a direct copy, whilst the final 55 adopted a more semi-circular profile, but again, not exactly. Both versions were all-metal, again to 10'6" wheelbase, and with small end inspection windows and one side hatch. *LMS Wagons vol 1* the seminal work by Bob Essery, though written over 35 years ago, is the ideal point of reference; I am quoting from 'the bible'!

First hand research

Grain vans are recognisable instantly and bring variety to the range of goods vehicles available to run on a layout; hence I looked to include a few on my *Dentdale* section. In my early Hornby Dublo three-rail days I recall owning a couple of its BR grain vans, and also a Trix PO version in blue livery with a 'HAIG' logo. All were sold when I sought funds



▲ Roof detail on the scratchbuilt LNER van; any shortages in this department are all too obvious from normal viewing angles on a layout, so it pays to be as accurate as possible; 0.3mm brass wire handrails and 10thou cube rivets in profusion.

to begin modelling in more fine scale and in the LMS period.

In the early 1970s good friend, and fellow Grimsby MRS member, Roger Ellis and I began to focus on goods traffic and researched ways to create more accurate 4mm scale models. The series of articles in *Railway*

Modeller by the LMS Society gurus provided an admirable springboard, but we also began to seek out other wagons not available in model form at that time and one such was the LNER Grain Van.

Now, Peter Tatlow's original *LNER Wagons* book (OPC) didn't

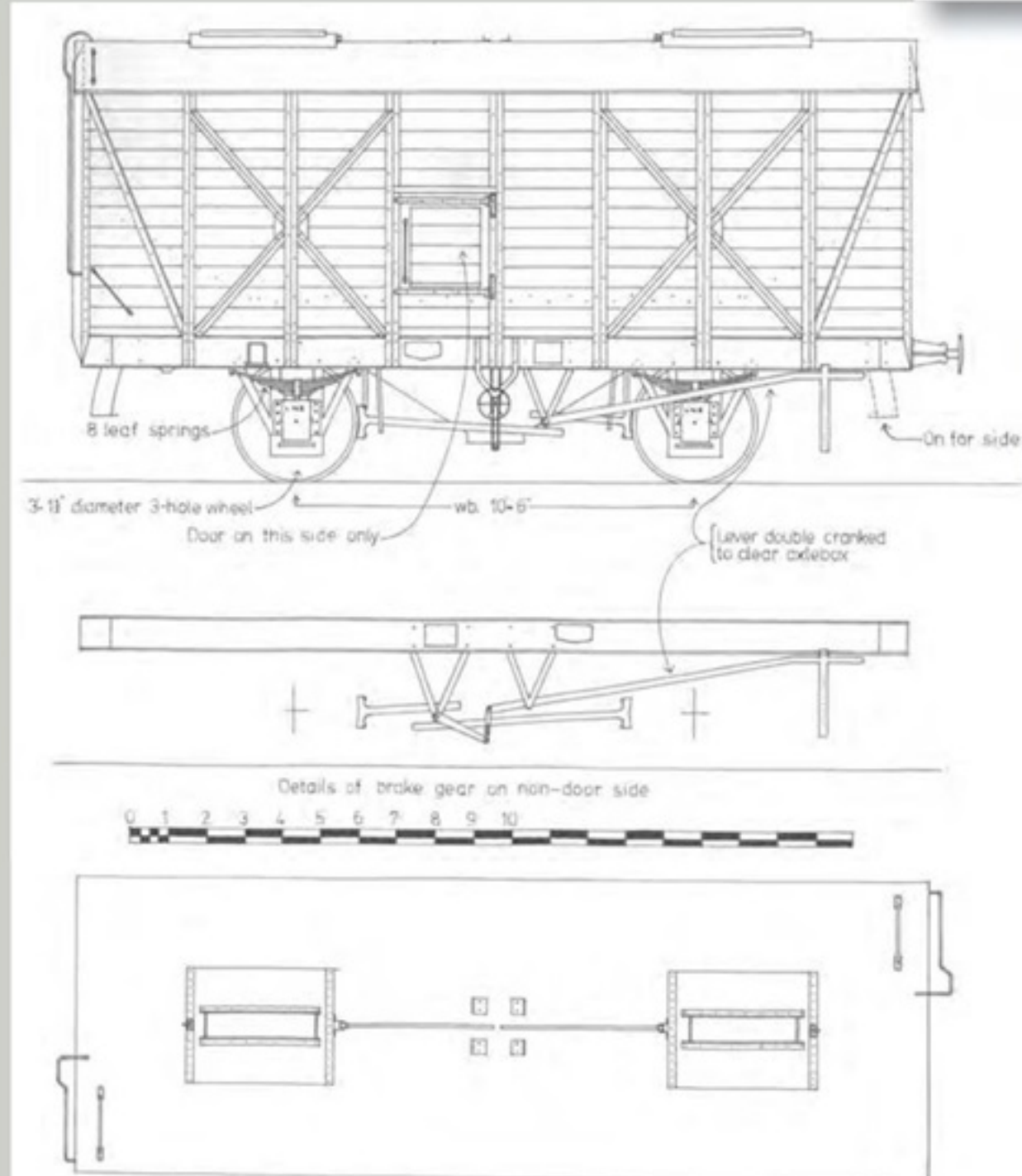
Diagram 51 LNER Grain Van

I created this drawing in April 1975, based on measurements of Darlington-built No.203834 of 1937 which I had taken in Grimsby during the 1972 visit.

The vehicle was later taken into private ownership by Messrs Sandars of the town and fitted with a full-length catwalk on one side, as seen in the shot of the roof detail. BR-owned vehicles did not have this feature.

Note too the offset brake gear: the central V-hangers support the hopper door actuating gear, those for the brake gear being 16" off-centre. Other points are noted on the diagram itself.

I chose a scale of 10mm to the foot so that any errors on my part would be minimised when the drawing was shrunk to 4mm



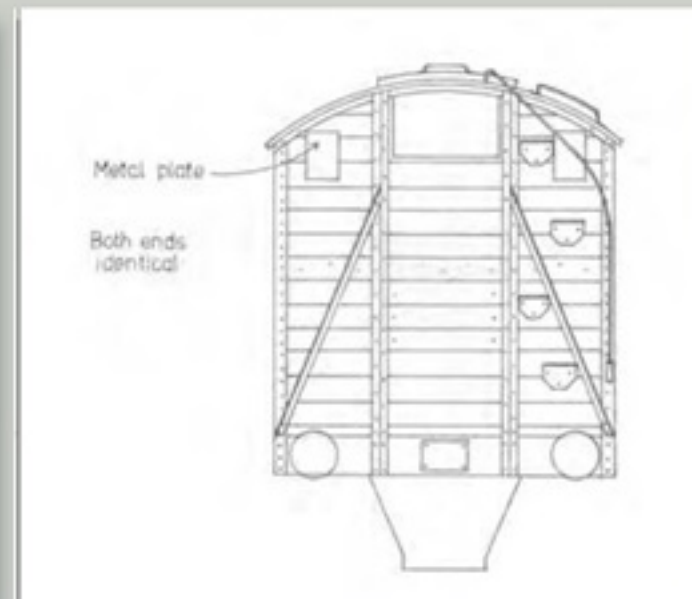
to the foot. I worked in pencil until satisfied with my efforts before using Rotring pens and permanent black ink for longevity. As a non-draughtsman I believe my amateur attempt is acceptable, although you must decide (see alongside).

At that time I considered that the van looked better in BR livery, which was not my chosen era, so I built my model using Plastikard as a surprise Christmas present for Roger Ellis. The van also proved a prime candidate to showcase our recently discovered 10 thou cube method of representing rivets and bolt heads in 4mm scale. The model is now 45 years old and seems to have stood the test of time, so I asked Roger if he would bring it with him on his most recent foray to South Devon so I could photograph it for this article. And, being a good egg, he did (see p.37).

▲ Ex-LNER grain van, originally 203834, built at Darlington in 1937, hence it was rated at 22½ Tons from new. This particular example formed the subject for all our measurements to enable our scale drawing to be produced. The photo was taken on 29 May 1972 in Grimsby East Marsh Yard.



▲ End view of 203834; the two metal plates high up on either side have blanked off what were originally, and throughout their working life on the LNER and BR, inspection windows.



By using the end steps and handrail we could access the roof and record details not normally available. This proved so valuable. Note that the roof walkways were not fitted to BR-owned vehicles.



appear until 1976, and the venerable Parkside kit, wasn't even a pipe dream*. However we found three of the real ones in Grimsby's East Marsh yard. Seemingly they were abandoned, as the siding they rested on had been severed from the rest of the system.

Armed with an extending rule, notebook and cameras we surveyed these vans as comprehensively as we could. Conveniently the vans had end steps and hand rails, so we gained access to the roof and could record much valuable detail from there.

My spy in North Lincolnshire, a.k.a. Super Sleuth Ellis, informs me that all three of those old vans have survived. They are now based in Ludborough on the Lincolnshire Wolds Railway.

Anyway back to the story. With my photographs developed I used them together with the pages of measurements I had recorded, firstly to create the accurate scale drawing which now accompanies this article and to construct one of these grain vans completely from scratch in 4mm scale – see photograph on page 37.

The Parkside kit

When the Parkside kit appeared I couldn't resist and bought four; my scratchbuilt wagon, though satisfying to create, and to the same level of detail as the Parkside kit, if not more, was hardly built overnight. By some upgrading, although not a huge amount was required, mainly extra roof detail, I completed them. Basically they are first class, accurately dimensioned kits and well engineered. I have added some scrap lead flashing inside the body of each one to improve their road holding and stability; a key ingredient to a smooth running model.

Two of my vans are turned out in the earlier LNER livery with larger lettering, whilst the other two carry the 1937 and later option. All are in LNER grey livery with black solebars and under gear, whilst weathering has been applied via dry brushing using a palette of Humbrol matt black

**[Ed. – Sadly, the Parkside grain van kit is presently still the 'pipe dream' to which Ian refers. It is out of production because the original tools had worn out. Peco, the owners of the Parkside brand, is planning to retool the popular kit in due course.]*

On my annual pilgrimage to the 'Lincolnshire Riviera' – and I use the term loosely – as guest of my long standing model railway partner in crime Roger Ellis, we ventured out to The Lincolnshire Wolds Railway at Ludborough. It was hardly high season, in mid February 2019. However a volunteer was on site and when I asked if I could photograph the recently restored LNER Grain Van he swelled with pride and rolled out the red carpet as he had done most of the restoration; good man. The other two grain vans require the same TLC; it all takes time.



▲ The first of my Parkside kits in the pre-1937 livery, and thus rated 20 Tons. The tiny script to the right of the word Carlisle – my chalked destination for the van – reads 'Roof doors must be securely padlocked before shunting', or the nearest I could manage with my mapping pen and Pelican Plaka ink. I confess to not being utterly convinced by the axleboxes; they are neither the split RCH type, nor the classic LNER variation.



▲ In 1937 the LNER adopted a much smaller NE logo for its wagons. This change didn't affect the chosen livery colour of LNER grey, but it did coincide, fortuitously, with the upgrading of the weight to 22½ Tons, which was due to the fact that weight had been saved in construction of the later batches. Note that the inspection hatch, above the word BULK, appears on one side only of the wagon.



▲ A figment of my imagination, yet a chance to recall the heady, glory days of my time with the Butcombe Junction Group (RM Cup Winner 1984); a personal piece of fiction on *Dentdale* paying homage to my model railway mates, Martin and Dave.



▲ Apart from adding the chalked destinations of Burton and Chilcompton, both home to breweries – Bass for the former on a grand scale, and Oakhill, a much smaller yet quality outlet in the Mendips for the latter – I built this Slater's MR cattle wagon as closely as I could to match a photo in *Midland Wagons vol 2* by Bob Essery (OPC) to parade an example of a vehicle converted to carry beer, no doubt in casks. Note that even the builder's plate mirrors the chosen wagon number. I do wish an enterprising transfer company would issue a sheet covering all the popular kits; you could fit hundreds of options on a single sheet. Nearing the end of its working life the wagon is well and truly weathered, yet still earns its keep.

(33), matt white (34), earth (26) and rust (113), often mixed to varying degrees. With hindsight, and possibly greater maturity, I now find the LNER livery as attractive as the later BR alternative, or even more so; it's all a matter of personal preference.

In my chosen LMS era, private owner grain vans were apparent, so I applied modellers' licence to a degree. In reality Dentdale is blessed with its own top-notch brewery, situated at the Cowgill end of the dale, just over a mile from Dent Station, whilst its brew-

And as my through freight (headed by an unseen ex-LNWR G1/G2 – a class far from common on the S&C, although my example and a few others did feature) plods north under Dent's Coal Road Bridge we say farewell to my grain van train on *Dentdale*, until its next turn in my sequence.

ery tap, The George & Dragon, has a prime spot in the very centre of Dent village. Here, the whole range of Dent Brewery ales may be sampled. Most are aptly named, particularly *Fellwalker* and their weighty 6% *T'Owd Tupp*, though their choice of *Aviator* and *Kamikaze* for Dales ales names seem a tad bizarre; hey-ho!

A little indulgence

I have been guilty of plagiarism by usurping Dent Brewery and replacing it, on a Parkside PO grain van emblazoned with "Hudson, Nuttall and Hackling, Maltsters of Dent". Martin Hudson and Dave Hackling were fellow members of our close-knit Butcombe Junction Group in the 1980s, and both staunch, knowledgeable supporters of real ale. Shocking really, but when it's your own train set you may set your own parameters, and it's only a bit of harmless fun.

Cattle van conversions

Another possible vehicle suitable for inclusion on *Dentdale*, and an interesting one, is a converted cattle wagon, or several, in fact.

As cattle traffic declined in the 1930s the LMS rebranded some of its cattle wagons, both of Midland and LMS origin, with 'ALE' on the side in place of the word 'LARGE'. Their purpose would be to convey barrels, full or return empties, or possibly sacks.

I have modelled one such wagon constructed from a Slater's kit; another characterful addition.

Another scratchbuild

As I contemplated this article I was conscious that the LMS, the very line I was modelling, was not involved via grain vans on my layout. The reason is simple; there are no kits or off-the-shelf items available; hence I investigated the possibility of building one.

LMS Wagons vol 1 has a good drawing and clear photographs of the early all-steel LMS grain hopper to Diagram D1689.

So I set to work, appreciating that the chassis was open frame and there was no obvious datum from which to work.

I had a supply of Parkside van roofs in stock; the firm's Extra Long LNER CCT has a roof profile virtually identical to the earlier batches of LMS grain vans so I used that as a basis and built everything off that. I have tried to capture the construction process and details via a series of captioned photographs; I hope these are self explanatory. Suffice it to say that it is a challenge of a significant order, several notches beyond the demands of a basic RCH mineral wagon. Over 1000 individual rivets are required for a start, but I found it remarkably fulfilling as a task, despite the length of time involved. And, whilst it won't be in hens' teeth territory, I bet there aren't many of them out there.

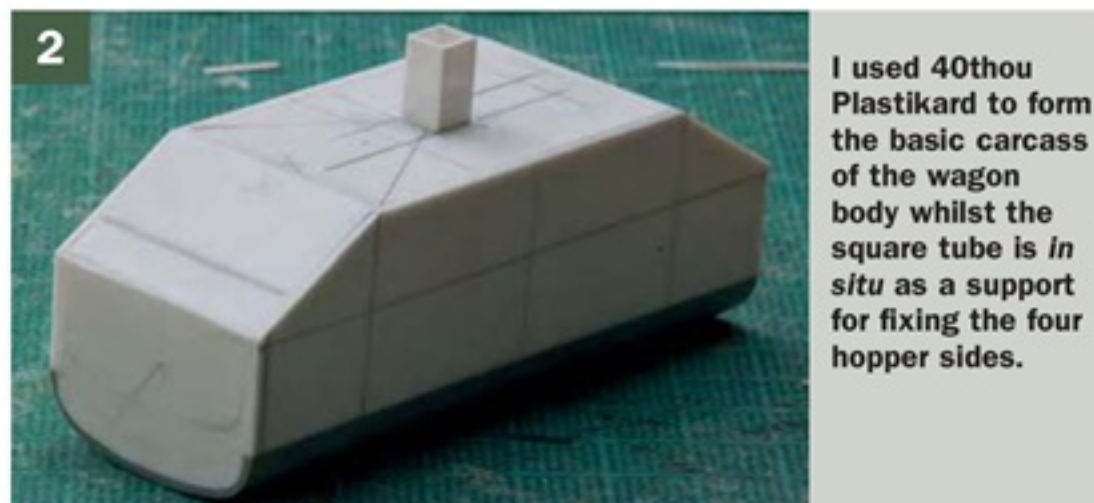
Should you be in the Dent area, do spend quality time up at the station or in the village; they both have much to offer... but, then, I am biased.



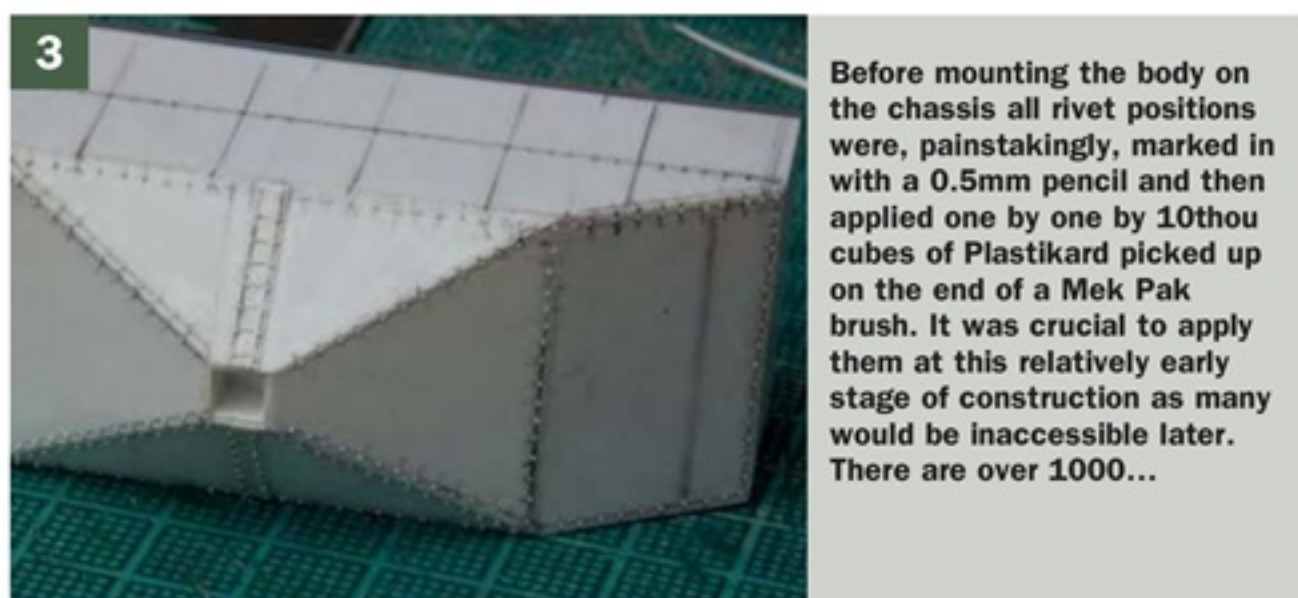
Another scratchbuild project – an LMS grain hopper (Dia.D1689) in 4mm scale



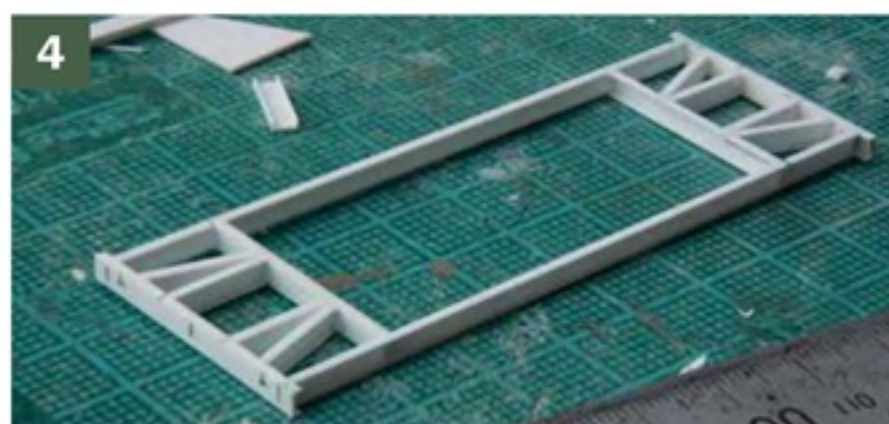
By tracing round the Parkside LNER Extra Long CCT roof I formed these templates which were valuable in ensuring accuracy of construction for my project.



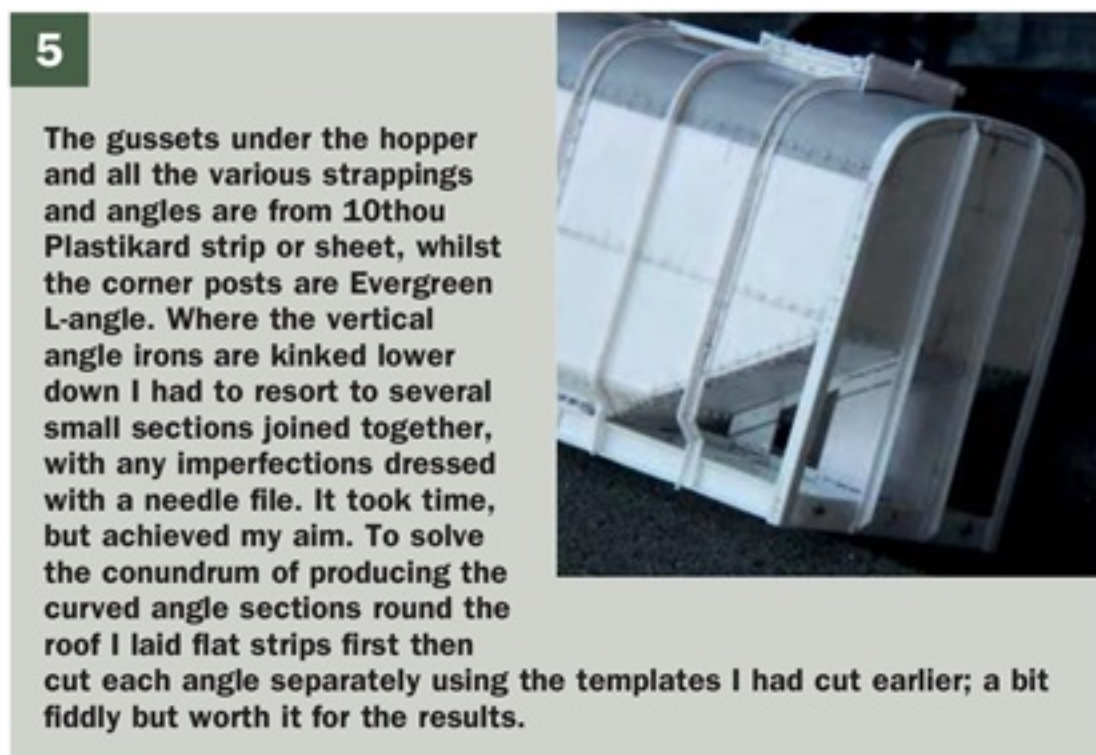
I used 40thou Plastikard to form the basic carcass of the wagon body whilst the square tube is *in situ* as a support for fixing the four hopper sides.



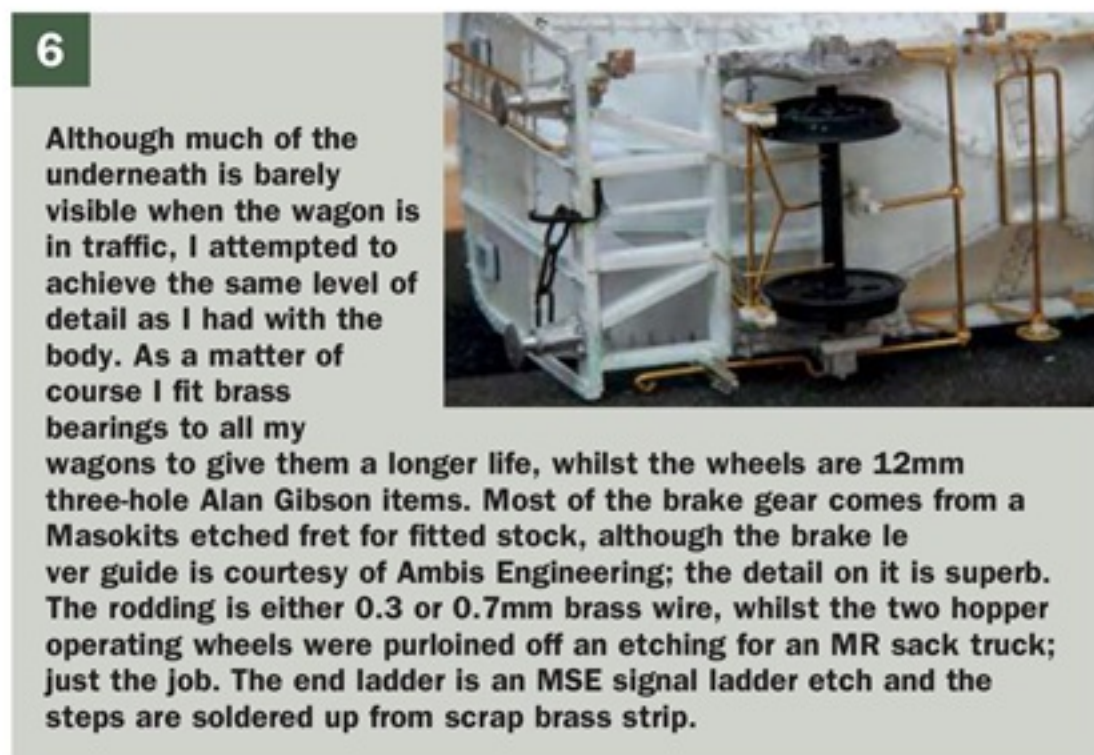
Before mounting the body on the chassis all rivet positions were, painstakingly, marked in with a 0.5mm pencil and then applied one by one by 10thou cubes of Plastikard picked up on the end of a Mek Pak brush. It was crucial to apply them at this relatively early stage of construction as many would be inaccessible later. There are over 1000...



The chassis was built entirely from strips of 3.2 x 1mm plasticard channel available from Evergreen, which made a potentially tricky job relatively straightforward.



The gussets under the hopper and all the various strappings and angles are from 10thou Plastikard strip or sheet, whilst the corner posts are Evergreen L-angle. Where the vertical angle irons are kinked lower down I had to resort to several small sections joined together, with any imperfections dressed with a needle file. It took time, but achieved my aim. To solve the conundrum of producing the curved angle sections round the roof I laid flat strips first then cut each angle separately using the templates I had cut earlier; a bit fiddly but worth it for the results.



Although much of the underneath is barely visible when the wagon is in traffic, I attempted to achieve the same level of detail as I had with the body. As a matter of course I fit brass bearings to all my wagons to give them a longer life, whilst the wheels are 12mm three-hole Alan Gibson items. Most of the brake gear comes from a Masokits etched fret for fitted stock, although the brake lever guide is courtesy of Ambis Engineering; the detail on it is superb. The rodding is either 0.3 or 0.7mm brass wire, whilst the two hopper operating wheels were purloined off an etching for an MR sack truck; just the job. The end ladder is an MSE signal ladder etch and the steps are soldered up from scrap brass strip.



The finished article in pristine, unblemished LMS bauxite, but not for long. The branding 'BULK GRAIN', from the HMRS LMS wagons sheet, was too long to fit the space available so I had to apply each letter separately, nudging them a tad closer together. It was still a squeeze.



The grain van in its weathered in traffic mode was achieved by (i) a much thinned overall wash with Humbrol enamel 'grot'; (ii) selective dry brushing with my usual palette of Humbrol 26, 33 and 34, and I included Precision Paints Dark Rust as well; (iii) DCCconcepts weathering powders of black and old rust. The wagon gives that air of having seen much service, but, hopefully, still has many miles left in its tank... or hopper.

Beacon Point

MAC STRONG was inspired by the bleak landscape around Dungeness, plus early military experiments which led to RADAR, to create this OO9 layout with a nautical flavour.

Photography by Steve Flint

When planning a new circular portable OO9 layout to 'watch trains go by' I received as a gift a lighthouse kit; having built it I was researching the potential to use it on a narrow gauge model railway. I came across a number of pictures online of Dungeness lighthouse and the standard gauge railway station that was once on the site. Most rail enthusiasts will know that the nearest railway line to Dungeness Light is now the Romney Hythe & Dymchurch (RH&DR) 15" gauge railway.

One thought led to another and it seemed to me that if one such area can be served by a miniature railway then a similar area could be on a narrow gauge railway line. I had doubts however that the wide open spaces could be represented in the 6' x 17" of space I had available, but what is a challenge unless accepted?

A baseboard measuring only 17" wide means sharp radius curves – as tight as 7¼" – but with four-wheeled locos and stock this is no issue.

Back story

Beacon Point is a (fictional) low lying, desolate, mainly shingle headland that juts into the North Sea with a lighthouse navigational warning light. It was a military area from the Napoleonic Wars until 1968, with a narrow gauge single line military railway. In the 1920s concrete acoustic mirrors, the precursor to RADAR, were tested on the site; a large mirror and small mirror still remain. The area was sold when it was demilitarised, and the military line was left in place as it had little scrap value at the time.

The new owners wanted to promote the area for tourism and, with no lack of volunteers who wanted to reopen the railway, the Beacon Point Light Railway came into being. Some military remains have been restored: the railway carries visitors to those sites and is convenient transport for





▲ Once top-secret military hardware has now become magnets for tourists: the real acoustic mirrors can still be seen on Romney Marsh.

BEACON POINT

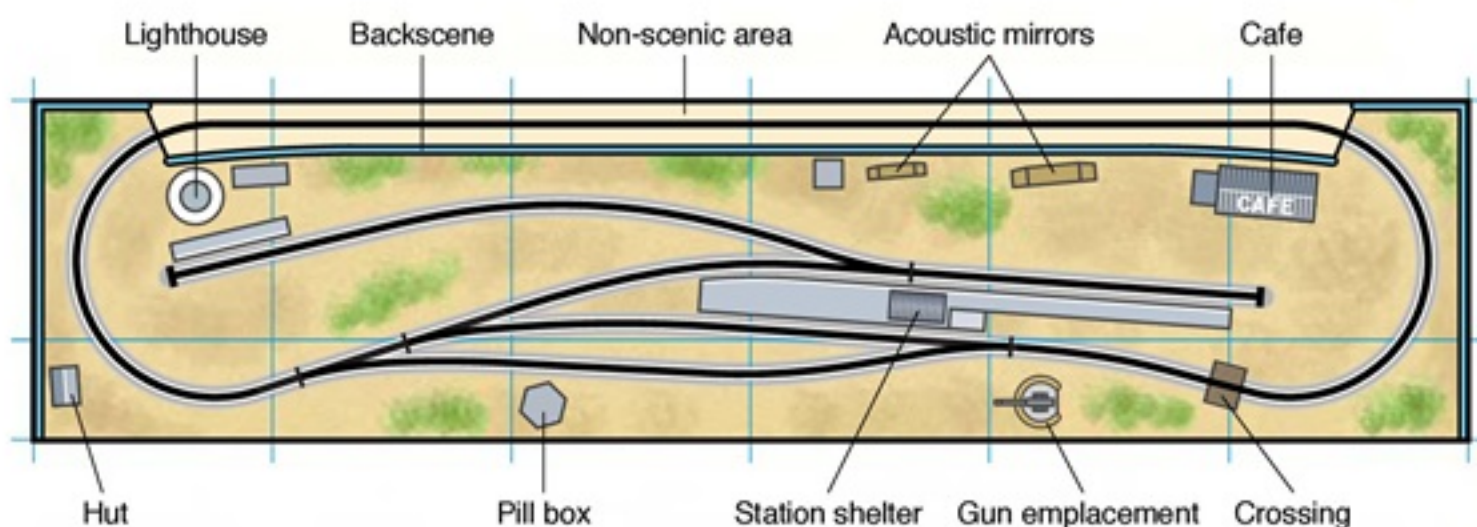
Overall dimensions: 6' x 1' 5". Each grid square = 1ft x 1ft.

materials too. When the lighthouse was automated the landowners took a licence from Trinity House to operate a visitor facility. A railway shuttle service now runs between the light and the platform halt on open days.

Design considerations

Whilst the line was not to represent Dungeness there are features in the area that I thought worth recreating. The first to attract my attention were the acoustic mirrors on Romney Marsh; in 1928 a military branch off the RH&DR was put in to serve the Greatstone Mirrors – what more incentive was needed? The Dungeness station building in the pictures I had found was, like a lot of narrow gauge and light railway buildings, a simple structure and and looked awfully like a Hornby point motor hut. I had the idea for my station building. The most distinct feature is of course the gravel dunes.

Pulling it all together, the aim was to have a circular track plan passing through the gravel dunes with the lighthouse at one end, a platform with building and passing loop on the front, a siding to the lighthouse and a small platform serving it. Behind the scene a passing loop completed the plan. Acoustic mirrors would form part of the scene. The track plan was drawn up and laid with Peco main line OO9 track. The curve from the front to rear was 7¼", which does not sound



Coaches and vans are the ready-finished but unlettered Peco Glyn Valley and L&B items, with loco haulage by Minitrains models. ▶



▲ The diesel-powered shuttle service is behind the platform; it connects with the trains on the main circuit, which cross in the loop.

a lot but for the 0-4-0Ts and Peco four-wheel coaches that I run it would be no problem. Electrical control is 12V dc: a shuttle unit was included so a train could run automatically from the back of the platform to the lighthouse, one that can be switched in and out as required.

Scenery

The shapes of the gravel dunes were formed with insulating foam then covered with a mixture of bird grit and sand to represent the gravel, whilst various ground covers were used to represent the sparse greenery that grows in such places. A sunken pillbox was set into the dunes. The main and lighthouse platform were built using Wills tongue and

groove boarding. The acoustic mirrors were made using plasticard and the concave part of a plastic egg poacher. A Hornby point motor hut was made into the station building.

The scene however looked out of balance and I decided to add a café for the visitors on the right-hand end, made from a Wills corrugated iron chapel. A scratchbuilt derelict fisherman hut was added to the front, as was a disused gun emplacement. The backscene was painted. What little in the way of landscape there is on the backscene is very low to try and continue the open space look with a 'big sky' effect.

Simple operation

Operation is simple as can be expected of a 'watch trains go by' layout. For exhibition purposes the line from the platform to the light is run automatically with a one-coach shuttle travelling backwards and forwards.

Two trains circle alternately, stopping on the front for the other to pass or meet. A train of Peco goods vans is parked on the line that connects the front loop to the shuttle line or on the loop at the rear. The goods train is occasionally run onto or off scene. For home use it is my test track.

A new challenge

This model made a change from modelling scenery with lots of trees or buildings. Modelling a scene that looks more like a desert than is normally created has had its challenges, not least what to include and what to leave out to achieve the 'large open space' look in a relatively small area. I found having pictures on the internet to refer to an absolute boon.

▼ The railway carries more than just tourists: supplies for the café are sent, and the needs of the PW crew are met, by van trains.



Narrow gauge railway modelling to 1:24 scale

The three scenes of Longstone

GRAHAM WATLING shares his passion for creating models in this unusual scale/gauge combination, defined, and widely known as Gn15.

Photography by the author

Regular readers may recall my earlier article *Longstone* (RM August 2018) in which I described my move from OO9 modelling to Gn15, a modelling scale which recreates full size 15" gauge railways on Peco O-16.5 track.

In that article I revealed a little test piece called *Longstone*, which was effectively an

Proteus rolls in to the station at Longstone with a couple of four-wheel coaches.

end-to-end 'working diorama' only 40" x 12". I have now completed a larger exhibition version of *Longstone* which is split into three scenes, as described here.

The scale of Gn15 is ostensibly 12.7mm/ft and all models are built to this size (1:24), perhaps dictated in part by the main Gn15 kit manufacturers. However commercially

▲ Gently does it round the curves: 12" is the ruling radius, sharp for OO mechanisms.

available accessories, figures, etc., to G scale (1:22.5 approx), Gauge 1 (1:32 approx), and in between the two, can be utilised on layouts. I found that settling for such items which might be slightly under or over scale was not a problem, rather it was an enjoyable journey sourcing and adapting them to suit.





Real 15" gauge railways

Perhaps, the most celebrated promoter of the 15" gauge was Sir Arthur Heywood. He set out to prove that a small narrow gauge railway could be an economical alternative to horses and carts, and powerful enough to cope with gradients and sharp curves. His mechanical and engineering theories were tested out at his own railway at Duffield Bank, Derbyshire from 1874, where he built his own locomotives, purpose-built wagons and passenger coaches. In the event though the gauge was limited to estate railways in the grounds of grand houses.

Modelling options

A main supplier of parts and kits for Gn15 is Smallbrook Studios, an internet based business run by Michael Rayner ([www.](http://www.smallbrookstudio.co.uk)

▲ **Triton shunting wagons of baled wool in the mill sidings. Kadee couplings are used.**

smallbrookstudio.co.uk) and a range of Heywood style loco body kits are available which fit on the Hornby 0-4-0 'Smokey Joe' chassis.

I now have a small collection of Gn15 locos: five in all, some based on the Heywood designs. The kits are made with cast resin parts and brass details. One or two of my wagon kits are from the same manufacturer, but a couple of friends who no longer model in Gn15 scale, sold me their un-made kits and I have to date built-up quite a large fleet.

The only sticking point has been passenger stock, or rather the type of passenger stock I wanted to run. I bit the bullet and

scratchbuilt some; a bogie coach running on a OO gauge Lima PTA wagon chassis, and also two four-wheeled coaches running on Dapol 10' wheelbase wagon chassis.

After making the frame and floor from plain plasticard and Plastruct angle, some Wills 4mm sheets came in handy; I used the Tongue & Groove Boarding for the coach sides and the Sheet & Batten Roofing for the coach ends. At the time of writing, a second bogie coach is under construction.

Various trials were carried out with couplings too, and somebody in the modelling group to which I belong (The Norfolk & Suffolk Narrow Gauge Modellers – www.nsnngm.org.uk) suggested using the OO9 Bemo couplings. I had actually used these for many years on my OO9 projects, and they do have a resemblance the original Heywood couplings, but eventually I settled on Kadee couplings: they really look the part, and as long as the coupler height gauge is used, they work perfectly.

Painting of the stock is all done with brushed Humbrol enamels – still my preferred method.

Design of the layout

For the layout, I wanted to incorporate a continuous run of some kind, mainly so that my wife and I can talk to visitors at shows whilst the trains run round. Some tests were undertaken to determine the optimum track radii and as a result the minimum radius was set at 12".

To accommodate this into a continuous run on portable boards that would be narrow

▼ **The central backscene amplifies the North Yorkshire feel to the layout. Figures need careful choosing from the available selection.**



enough to fit in the car for transportation, I designed a layout to fit on four boards; two end boards and two middle boards which bolt back to back. This allowed the U shaped scenic track plan, seen here, which includes a central backscene, splitting the layout into three individual scenes and a non scenic fiddle yard. The total run is 17'2" which is approximately 412' in 1:24 scale.

The three scenes all have a North Yorkshire flavour; a small village street diorama, a moorland scene with a bridge over a stream, and a woollen mill. The passing of trains is accomplished by using an inside track linking the mill section with the village station.

The layout boards

The four boards were made with 6mm and 9mm plywood. Folding 'H' frame legs were fitted beneath each of two end boards which are 39" x 21½" in size. To brace the legs, softwood struts are held in place with hinges with removable pins made from old knitting needles. The middle boards are slightly different sizes; one 43" x 20", the other 43" x 18". These are bolted back to back and are suspended between the two end boards, bolted and aligned with brass dowels. Each board is 5" deep, allowing space for underboard point motors. The backscene is 11" high and is sufficient to allow enough height for a two storey building.

Trackwork

The track used on the scenic sections is Peco Streamline O-16.5 simply laid on a Jarvis sheet ballast underlay. It is heavily weathered with thinned Humbrol dark earth, and satin black, with added weeds. A Peco Setrack OO point was used for the mill siding entrance as there wasn't room for a O-16.5 one at this position. Setrack was also used in the fiddle yard.

I have always used wire-in-tube for operating points, but because some of the turnouts were on different boards, distant from the operating position, and at right angles, I opted for electric point control. Tortoise slow action units for the scenic boards and side-mounted Peco PL-11 motors in the fiddle-yard.

Detailing

The detail parts and accessories all come from various sources. Several items on the village board are from Lemax collectibles which produces various themed village figurines and accessories. Whilst many of these are around 1:30 scale and too small, some are ideal for 1:24 and can be cut-off their bases. The lamps on the village and mill boards are from Lemax too, but made taller by the addition of brass tubes, and re-painting. Lemax fencing is used on the entire layout.

Oil drums, sacks and barrels in the mill yard are from either Sidelines (Black Dog Mining) or Smallbrook Studios. Other items are sourced as follows; post-box and bird bath, Miniature World; potato sacks, fruit and veg crates and tables, a Pola Potato Stall kit;



1:24 facsimile packets in the shop window, an eBay dolls house seller; enamel signs, See-Search.

Road vehicles are satin varnished and weathered; a VW van, Motormax; Morris Mini, Tamiya kit; Land Rover, Burago.

Gn15 humans

Sourcing figures is a constant search, firstly, to obtain the right scale, then a long process learning how to paint them. A keen Gn15 modeller in our group gave me many pointers as to what items are available and gathered figures from Modellers Resource, Preiser, Lemax, Deans Marine, Chalk Garden Rail, SLM online (USA) and ICM, plus some inexpensive Chinese-made figures suitable for inside coaches.

I found that many ready-painted figures were not realistic enough, so I have tried out some methods of my own. I got similar results with both 'Shadow' painting (an all-over dark grey base coat with colours for clothes and skin dry-brushed on top) and normal painting (applying clothes and skin colours first, then adding shading for the tucks and creases). Painting is easier in 1:24 simply because the items are bigger to see, but fine details need adding to get a realistic look. Eyes are tricky, and I now avoid white and black, just suggest them with pale and dark greys.

Presentation and operation

Up to four short trains are operated; a passenger, a general goods, a works train, and an occasional train to the woollen mill to shunt wagons: Raw wool, barrels of dye, coal and supplies go in, woven, ready-made products and empties go out. Control is via an old but still serviceable KPC unit powered from a floor-standing transformer.

The fiddle yard, because it's small,

contains a loop and a siding, but is adequate for my needs. A 3" high Perspex barrier, partially covered with scenery has been added around the layout perimeter to prevent locos tumbling off the layout in the event of a derailment. It also gives the layout a more three dimensional appearance, and from eye level, the top edge of the Perspex can't even be noticed.

When invited to exhibitions I have to impress upon the exhibition managers that room has to be allowed all around the layout – one end for operating and the other three for the public to view the scenes. Several exhibitions have been lined-up and if you happen to be a visitor please come and say hello.

In acknowledgement, I must thank my wife for her continued help and assistance and my local friends and members of the Norfolk & Suffolk Narrow Gauge Modellers. *Longstone* owes much to their support and encouragement and is also in memoriam to a lady member, Pat, who started to build a Gn15 layout enthusiastically, but sadly passed away before it was finished.

The large scale allows for all sorts of fine detailing, such as the climbing rose on the cottage, and the vegetable patch.



Talking Points

Topical issues from the world of model railways

Off the beaten track – is it for you?

Peter J Page advocates modelling some of the more esoteric railways and historical periods as a means of finding subjects that are fresh and imaginative.

Photography as credited

Railways have been in use in the British Isles for 200 years, possibly more, if you include the earliest tramways. As a result there is a huge variety of subject matter for our railway modelling appetites, but in my view far too much of it has either been left untouched or rarely visited.

I like modelling the unusual. At an exhibition, in preference to the more popular large 'roundy-roundy' freelance club layout with a fiddle yard full of out of the box trains, I am much more likely to spend time looking at a simple layout that is a bit different and experimental.

It would be a pity if the increasing availability of really good ready to run models for the mainstream were to lead to less interest in other areas of the hobby.

There are lots of railway subjects I don't recall ever seeing recreated in model form. Some of them are ideal candidates using items that have, at some time, been available ready to run. For example, let's consider the Folkestone Harbour branch. Here it could take four ex-SER R1s 0-6-0Ts or, later, three ex-GWR pannier tanks reallocated from the Western Region to lift a loaded boat train over the weight-restricted swing bridge on the branch and up the following 1 in 33 gradient.

Looking for something completely different for your next project? Why not consider the Volks Electric Tramway, the railway which runs along the seafront at Brighton, powered by an offset third rail at 110V dc. Photographs by Phil Barnes

Another example was the use of pre-TOPS Class 33s and Class 24s to haul steam heated main line passenger trains during 1959 – 1961 as an interim measure pending completion of the Kent Coast electrification.

Both those examples could be depicted using ready to run equipment, but many of the subjects on my own list of 'never seen' topics are unlikely to attract the attention of ready to run manufacturers. Some will require full scratchbuilding skills, others, a good eye for RTR conversions and adaptations, my suggestions include;

- The Volks Electric Railway in Brighton.
- The LB&SCR overhead electrified lines before conversion to third rail after the Grouping.





- The Cork and Muskerry Railway or one of the other little or never modelled Irish 3' gauge lines
- The early Euston to Watford dc electric multiple units. [Ed. – The Oerlikon units have been modelled by Terry Tew and were featured in the June 2018 RM.]

These models of the early Oerlikon Euston to Watford EMUs were built by Terry Tew and run on his *Earl's Court* London-set layout. Photos: Craig Tiley



I have been modelling away from the mainstream since moving into the world of 7mm scale narrow gauge in 1993. That has been rewarding and has helped me to develop my own scratchbuilding skills. My formal education many years ago did little to provide me with practical skills, so I am largely self-taught as a scratchbuilder; if I can do it, anyone can.

So why should you want to model away from the mainstream? Firstly, because trying and succeeding at something a bit different can be exceedingly satisfying. Secondly, if lots of other people aren't tackling the same subject (and possibly doing a better job) you are less likely to be discouraged with your own project. And finally, there is just so much inspiration out there waiting to be discovered.

I never miss an opportunity to browse or buy books on the lesser known railways of the UK. Who knows what little gems lurk between the pages of titles like *The Cement Railways of Kent*, *North Devon Clay* or *The West Clare Railway*.

That's what happened to me way back in the 1980s. I came across some drawings and photographs of the Bideford, Westward Ho! &



Peter's scratchbuilt Bideford, Westward Ho! & Appledore Railway coach set him on course to build a layout based on this unique tramway in the south-west. Photo: Steve Flint

Appledore Railway's three Hunslet locomotives in the February 1985 issue of the now defunct *Model Railway Constructor*. I was modelling 'modern image' in OO at the time, but the feature caught my imagination and I went on to

scratchbuild one of the coaches. The notion of a BWH&AR layout is still with me, many years later and I have since bought an O gauge model of one of the BWH&AR Hunslets with footplate skirts.

Lots of other modellers have gone off to model the unusual and the fanciful, sometimes based on a real historic railway, sometimes a just supposing one, Hugh Norwood for instance took the Discworld novels by Terry Pratchett as his inspiration.

I accept that you can build a truly satisfying model railway layout using only ready to run items; but I advocate that there is so much more to be experienced in this hobby if you explore beyond the normal boundaries.

It is very likely that you too will have stumbled across an image in a book or magazine of something unusual that makes your eyes widen with excitement: 'Wow, that would make a great model!'

If you are looking for a new project that's different, take a peek off the beaten track.



Angst Lesspork, built by Hugh Norwood, is a railway well off the beaten track and inspired by the Discworld novels by Terry Pratchett.

Based closely on the ball clay railways on the Isle of Purbeck at Norden, this model by Peter Hollins is very authentic and was mostly scratchbuilt. Photos: Steve Flint





MICRO MARVELS

THE SMALL LAYOUT GALLERY

Suffolk Street

Modelling and words: **DICK YEO** Photography: **STEVE FLINT**

A few years ago, I had to dispose of a previous layout which was well past its 'sell by' date: it having attended lots of exhibitions and in need of an increasing amount of maintenance work. I contemplated what I would build next and to get something up and running quickly, it needed to be small, relatively simple, cheap to build, yet interesting to operate and to OO gauge standards so that I could use my existing rolling stock.

The result was called *Peel Road* which represented a fictional location, somewhere in East Anglia, at the end of a very lightly used, meandering branch line – shades of the original Mid-Suffolk Light Railway perhaps?

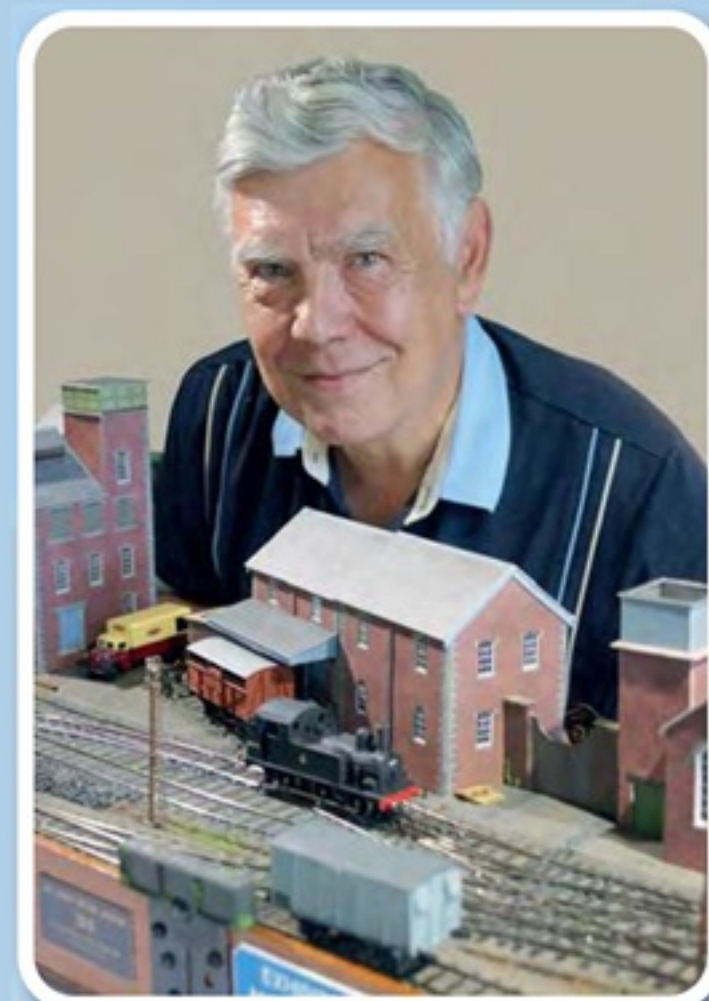
It attended a few exhibitions but could not support sufficient traffic to maintain interest and it fell into a state of relative inactivity whilst I concentrated on developing my retirement project – a permanent home

based layout depicting an East Anglian ex-GER branch terminus.

This was being built to EM gauge standards and as such I decided that once it had got to the tracklaying stage, *Peel Road* would be completely refurbished and converted to an inner city goods yard based in the docklands area of East London in the 1950s. The baseboard and original track layout design were to be retained, but the trackwork itself was lifted in its entirety and rebuilt to EM gauge standards. Now that might sound like a lot of work, but it meant that it could share the new rolling stock which I was building for the retirement project and continue to do some operating: *Suffolk Street* was born.

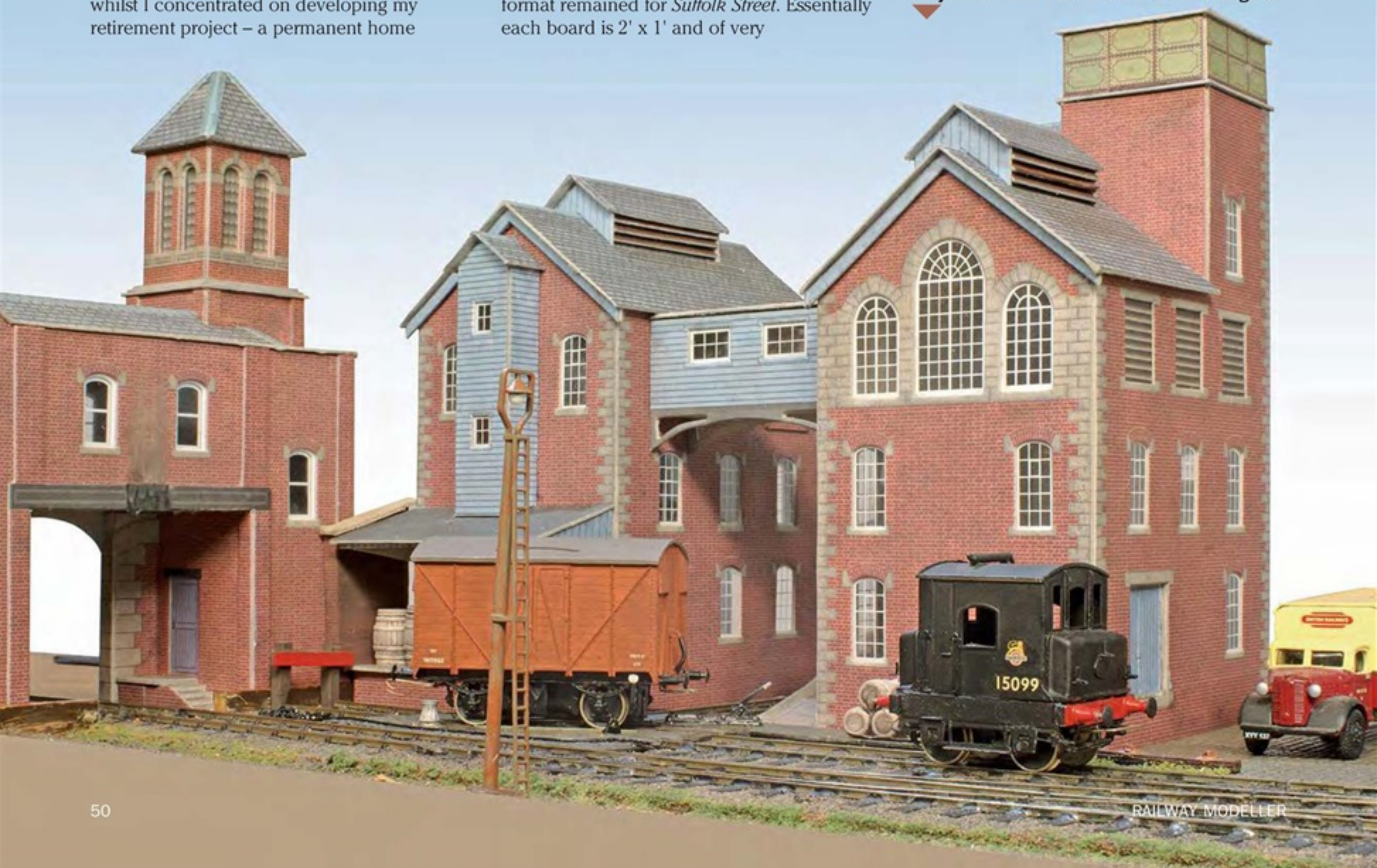
A folding baseboard

The original boards were capable of being folded and packed away quickly, and this format remained for *Suffolk Street*. Essentially each board is 2' x 1' and of very



▲ The author at the controls; the layout is analogue 12V dc.

The structures are principally made from Metcalfe card kits, suitably adapted and strengthened. The wagon turntable works in conjunction with vans fitted with motor bogies.



conventional construction: 2" x 1" framing with a ½" chipboard top. Three sides of each baseboard were clad with pine stripwood which finished 20mm above the level of the baseboard surface. During construction, the two remaining short edges, which had no cladding, were clamped firmly together and two paste table hinges were screwed to the opposite outside edges across the joint: the two clamps were removed and hey-presto a folding baseboard.

The boards close against the stripwood faces to leave a recess just shallow enough to accommodate the trackwork, underlay and any other small details which could be attached so as to fit within the boards when closed up. All other items taller than the recess – structures, buildings, yard lamps etc. – were made removable. Case locks and a carrying handle were added to complete, and sheets of thin plywood were added to protect the underside of the boards whilst in transit and storage. These are easily removable to allow access to wiring etc., and are fitted with rubber feet so that the layout could be set up safely indoors without scratching any furniture!

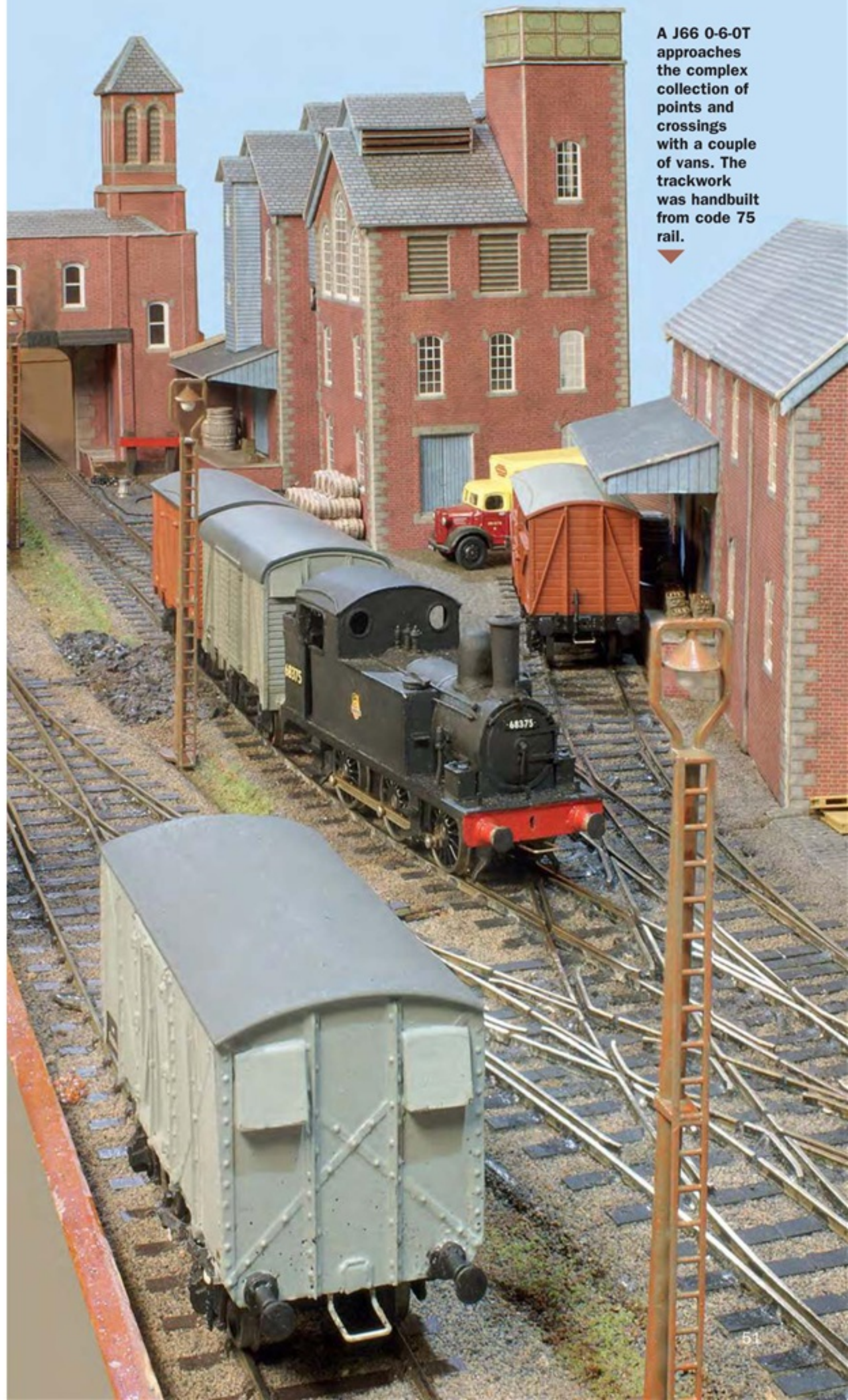
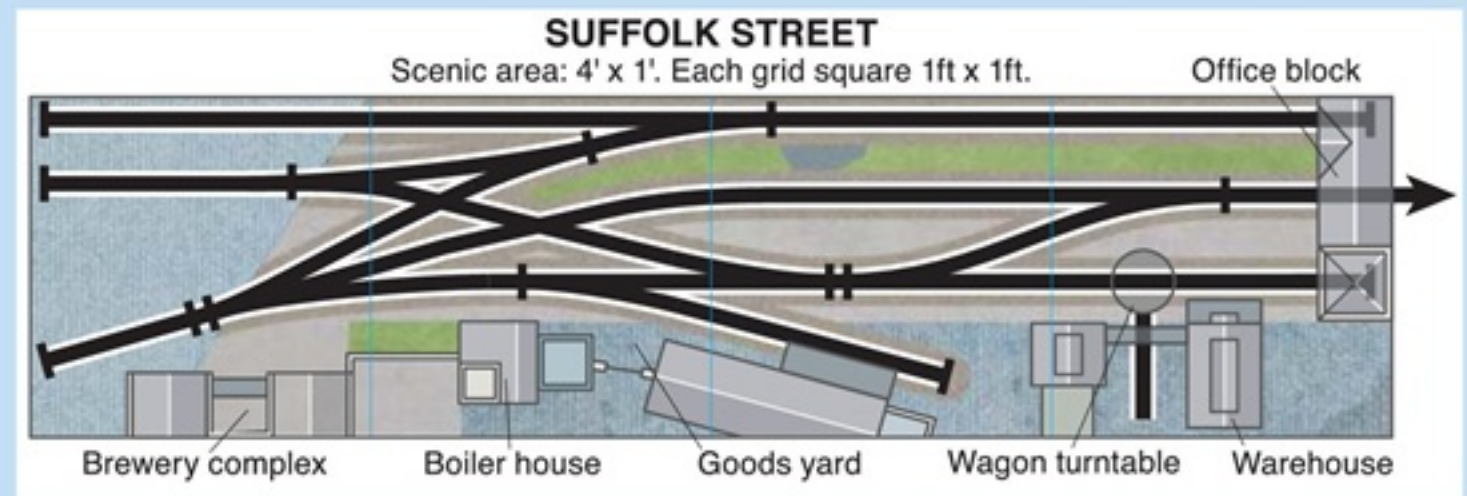
In all the years I have had this layout, and the number of times it has been opened and closed, I have never had any issues with track alignment, or needed to consider any supplementary form of track alignment, relying totally on the pasteboard hinges.

Design

The track layout depicts a typical small shunting yard, with four sidings, a shunting neck, a working wagon turntable and minimal run round facilities. All plain track is SMP code 75 EM gauge track with handbuilt pointwork using code 75 bullhead rail. I always seem to thrive on a challenge, and building the complex pointwork for this layout proved to be a worthy contender! All nine points on the layout are operated by the wire-in-tube method with the operating wires attached to miniature slide switches fitted into the rear edge of the baseboard. These take care of frog polarity switching on both points and crossings.

A simple 12V analogue controller is utilised and the wiring is very basic, bearing in mind that the layout is normally operated under the one 'engine in steam' principle. In order to make things a little more interesting, and allow a second loco on scene, a couple of sidings are fitted with switches to isolate them if necessary. Wiring was arranged in such a way that power is fed to one board from the controller using banana plugs and sockets, and an external link cable made up using DIN plugs and sockets is used across the folding joint.

Coupling and uncoupling of locos and wagons is achieved using modified Sprat & Winkle type couplings, with permanent magnets buried under the track in strategic places: one particular location causes occasional problems, where an electromagnet would be more beneficial. Perhaps one day!



A J66 0-6-0T approaches the complex collection of points and crossings with a couple of vans. The trackwork was handbuilt from code 75 rail.



Scenic elements

I decided on an office block, boiler house, brewery complex and warehousing. The buildings started life as Metcalfe Models card kits but have been heavily modified using a suitable grey card from my local art shop to

One of Stratford shed's large fleet of ex-Great Eastern J69s shunts the Phoenix Works sidings. All large structures, and vulnerable details such as lamps, are removable.

act as stiffener, where necessary, to create a partial relief backdrop and provide a scenic cover to all the switches used on the layout. All were lightly weathered and any gaps between them filled in with homemade brick walling to match. Part of the goods yard was also laid with sheets of Wills cobbles, again, suitably weathered. As mentioned previously all the buildings can be taken off the layout for storage and transportation. Goods yard detailing has been applied using accessories

from Peco, Oxford Miniatures, Skytrex and Langley, amongst others.

Operation

The idea behind the layout is that wagons are trip worked from the large East London marshalling yards at Temple Mills, north of Stratford, to a set of sidings, just off scene. Here the train engine comes off, being unable to traverse the sharp curves



◀ **Short wheelbase locomotives – steam and internal combustion – are the order of the day on such a small layout. This is the view of the layout from the exit to the fiddle yard.**

of the yard. The wagons are collected by a variety of four-coupled, short wheelbase locos and shunted into the relevant sidings for loading or unloading, before being shunted back off scene for the return working to Temple Mills. In order to achieve this sort of operation, a small single line fiddle yard is plugged into the main layout, using two wooden dowels, together with a suitable electrical connection. Even with this addition, the layout is still under 6' in length.

The working wagon turntable always draws attention, but I have to admit to cheating! The turntable itself is manually operated, using a very crude and basic system of brass rod, coupled to a locomotive worm and gear set, but its associated siding have been electrified and the two wagons which use it just happen to be fitted with Black Beetle motor bogies! Even though it's a bit Heath-Robinson it usually draws favourable comment!

Conclusion

Thanks must go to my local model shops; Buffers of Colston Cross near Axminster where you are always assured of a warm welcome from the friendly and helpful staff. Also Aspire Gifts and Models of Buckland

No.68081 was the last survivor of the septet that Neilson & Co built for the Great Eastern between 1874 and 1903. Note the ogee-shaped saddle tank.

Newton, Dorset, where I was able to turn up those hard-to-find bits and pieces you need as well as a plethora of goodies that you never realised you needed for a layout.

This interesting and challenging project continues my lifelong modelling philosophy of building layouts that are somewhat different in construction and execution. It has provided me with hours of pleasure, allowing me to get something up and running in a very short time and doesn't take

up a vast amount of room in the house. The shunting puzzle that it actually is, certainly keeps the brain active, and I have learned some new modelling techniques along the way which will stand me in good stead for future projects.

Finally, as well as the pleasure I get from exhibiting *Suffolk Street*, because of its foldaway design, when it comes to the end of a show I am usually the first packed up and ready to go!



A quarry workshop

Who's Counting Rivets team member **CHARLIE JOHNSON** presents his contribution to the group's entry in The Great Model Railway Challenge and explains how being a part of the show rejuvenated his model making interest.

Photography by Steve Flint



My solo application to participate in the second series of *The Great Model Railway Challenge* resulted in an offer to join one of the teams and I found myself allied to some fellow modellers in the Who's Counting Rivets team captained by Gwion Rees Davies.

All six members each had their own set of skills when it came to model building. My skills involve scratchbuilding, such as constructing my own engines, rolling stock and buildings: I think it can be more fulfilling than just buying the models.

I made it known to the team that I would love to do the scratchbuild challenges when we participated in the competition, and to show them my skills, I took on one of the six pre-build items, which are allowed under the rules. Hence this workshop model, which appeared on our Journey to the Centre of the Earth layout in our heat.

Designing the workshop

Before I started to build the model I undertook a little research, as the overall plan for the layout was to feature a Welsh Quarry scene in which the action was taking place.

So I wondered what sort of workshop might have been seen in a Welsh quarry when it was still in production.

After looking online and through my collection of railway books I drew up a very quick mock-up for the exterior of the building and suggested it to the team. They liked the idea of including my workshop into the layout, and I decided to include full interior details, particularly as I hadn't seen anything similar in the TV show during series one.

I sought advice from my brother as to what sort of tools and machinery might be found in a quarry workshop and exactly how might a workshop of this size be powered. I

remembered that a lot of workshops around this time period would have used waterwheels or stationary steam engines as sources of power, so I based this workshop around the idea that it would be one powered by steam.

The workshop itself has a footprint of no bigger than an A4 sheet of paper thus making it a fairly large building (in OO scale), so would need a good sized stationary steam engine to power it all.

The parts I would need for the model were ordered so a start on the work could be made, which included the following:

- OO scale semi cut stonework
- Tarmacdam sheets
- Station clocks
- Goods yard crane

The full building. The boiler house is on the left, complete with working flywheel and piston rod.



As seen on TV in

THE GREAT
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CHALLENGE



▲ One complete wall and roof pitch is removable to enable the full interior to be seen.

- Signal box interior
- Superquick yellow and blue brickwork
- some whitemetal lathe and drill kits.

The stationary steam engine

With my research done and the parts ordered, I hunted through my many spares boxes looking for anything I could use from plastic tubes to motors and brass rods. I wanted to create a stationary steam engine with operating piston and flywheel.

I found a spare geared-down motor and thought this would make the perfect base to build around. Offcuts of wood veneer were used to cover the motor body and a small piece of PVC tubing was used to represent the main body and boiler. This was then edged with some copper tape and weathered using some black pastel powders to make it appear it had been well used during its life.

An old Hornby Tri-ang Princess chassis in the scrap box provided the driving wheel and piston rod for the moving parts. After removing the tyre rim from the wheel and shortening the piston rod to make it fit the space, all the parts were then glued in position and fixed to the output shaft of the small electric motor. Tests were then carried out to ensure the moving parts worked satisfactorily. These were to be the only moving parts on the model, though designed to give the illusion that the full drive shaft system in the workshop was also working.

All the other detail parts of the workshop; the lathes and drill stands, crane, etc, were added to the floor of the workshop to complete this fully equipped building.

One wall of the workshop was purposely

left unattached so that it could be removed during the demonstration to give a nice surprise to the judges and audience.

Thanks

After taking part in the competition, and with a huge thanks to the rest of the Who's Counting Rivets team, I realised I had learnt many more new skills and pushed my existing skills further than ever before. I am already working on a brand new version of

Belt and pulley transmission off a main drive shaft was the old means of powering machinery.



this workshop with a full working interior for a small quarry layout I want to build.

I consider myself a model making jack of all trades and love lending my hand to new projects such as *The Great Model Railway Challenge*. My interest had started to wane a little prior to joining the competition, but it was a great boost to my confidence and I am ready to dive in head first and get building again. My collection ranges from T gauge to Gauge 1 so I have plenty to have a go at!

More internal details include a hand operated crane and wheel lathe.



The joy of traditional modelmaking

NIK WILSON was the 'secret weapon' of the Railmen of Kent team in The Great Model Railway Challenge TV show. From the fairytale spires of Hogwarts Castle to the futuristic geodesic domes, his traditional scratchbuilding methods were key to the triumph of the squad of family members. After the show, Nik disclosed where he learnt his trade as a graphic designer, and how he loves to keep his old-school skills alive in his hobby.

Photography by Steve Flint

I love making a story or location come to life in every model I make. Moreover I love doing as much as possible from scratch, by hand. That's partly because I learned to do it that way as I grew up, and partly because, equipment wise, all that is needed is a good cutting knife, a straight edge and cutting mat, plus paints, marker pens, pencil, rubber and glue.

One of my main practices is to recycle materials and draw or paint by hand – it all goes towards creating something unique and personal from, well, very little.

Rather like the 'scratchbuild challenge' in

the TV show; one can use all sorts of household items like kitchen roll inner – as I used to make Hogwarts Castle towers – granny's sewing pins or shirt buttons for decorative finials, bandages, foamboard and so on: all can be adapted using a little imagination and ingenuity to suit the job in hand.

Modelling to me is thinking outside the box. In fact, I recently used packaging cartons which held model railway points which I had bought. The cardboard cartons were used to display the items in the shop, and rather than cast them into the bin, the card was used to make internal carcasses for model buildings and the acetate inserts were ideal material for simulating the windows.

Old school

Much of the work I undertook in my heyday can now be completed on the computer. I do fear that 'old school' techniques are being lost at an alarming rate, but railway modellers can help to keep them alive by choosing to make things by hand.

Sometimes you have to be prepared to spend hours locked in the man-cave, but as we demonstrated on the TV show – scratchbuilding scenery and structures can be done very speedily.

▶ The towers on Hogwarts Castle were made from a combination of kitchen roll inner and imagination.

▶ Nik made the domes on the final-winning layout using foamboard and acetate sheet.



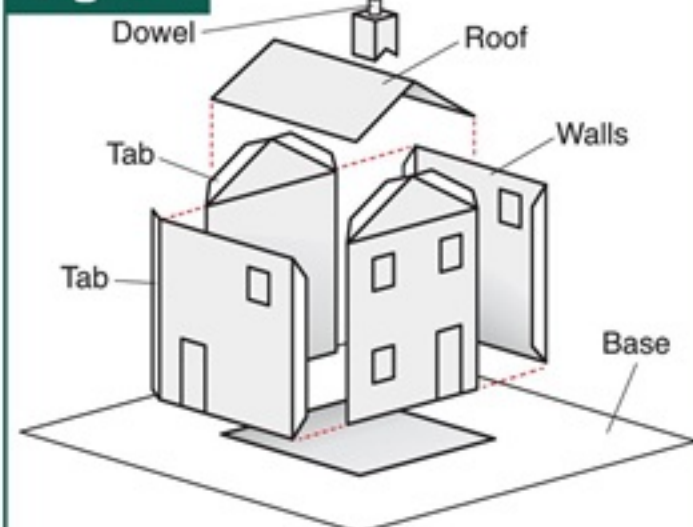
As seen on TV in

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Pattern making, metal casting, plaster moulding, cardboard, paper and hand drawing are almost things of the past, and sometimes model makers of old kept their ideas, techniques and methods close to their chest, without sharing them.

So now is the time to encourage individuals to have a go – let's consider how



Fig. 1

A simple sketch can provide an exploded view showing how the structure will look.

to make a simple building for your layout.

Most buildings have four walls, a roof, chimney and maybe a small garden. Start with a card base and draw out a plan or 'footprint' of the model. Estimate the rough size of the model by eye for now – with practice you will learn how to work to a specific scale later (N, OO, O or narrow gauge).

Include space for a garden and look outside your window to see how it's set out.

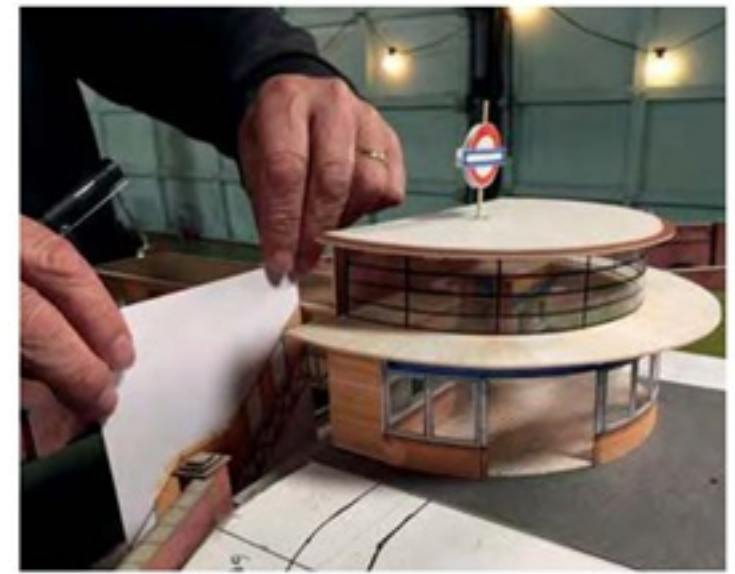
Next, draw out the outline of each wall on another piece of card in pencil or pen, and colour them in using water based paints or marker pens. Cut out the wall sections including some 'tabs' for gluing the parts together (see Fig. 1), then cut out the window apertures and glue some clear acetate across the openings on the inside. Glue the wall sides together and follow the same process for the roof – draw, colour and cut out – then glue it in place.

Chimney stacks can be made from card with a square top, and don't forget the angle of the roof! Paint and fix these to the roof then make the chimney pots from dowel or cocktail sticks.

Nik made the North London structures for the team's heat-winning layout *Boadacea Park*.



▲ The card drawing, once finished and painted using watercolours, is cut out carefully.



▲ A typically modernistic Underground station being constructed from card.



About the author

I was born in Salisbury in May 1939, but due to the outbreak of the war my family moved to Kennington in Ashford, Kent, where we lived with my aunt's family of five children.

I discovered at a young age that I had a photographic mind. I could recall things I had seen easily, and loved drawing or making models of them using anything I could find; cardboard, paper, wooden building bricks, paper clips and even twigs. It was wartime after all.

After the war, my family moved to the capital but growing up in London was tough. I hated school, from junior through secondary, but did enjoy a few interesting days in art and craft classes. At the age of nine, I won a painting competition for BBC Children's Hour. It meant I got to see inside a studio at Alexandra Palace, I loved the atmosphere, and decided there and then that art was to be my calling!

Where do trains fit into this? Well back in Salisbury, a railway friend of my grandad's nicknamed 'Mr Tiggywhiskers' on account of his massive beard, had a clockwork model railway in his attic, which also overlooked Salisbury's marshalling yards. I was fortunate enough to visit his attic before we moved to Kent, and the seeds were sown.

The years rolled by and after job stints in metalwork and passenger aircraft interior design, I joined United Biscuits as primarily an 'ideas man' leading to the development of new products, including the design of the famous Penguin biscuit wrapper! In those days if you were charged with producing a mockup of a packet of biscuits, you had to sit down to do everything by hand. That included the layout of packet or carton, cardboard engineering and typography. It was all done by hand to look like the finished product.

It was challenging work to produce a perfect mock-up under the extreme pressure of impossible time scales; but that's what we got paid for.

Forty-odd years later, computers rule our lives. What took all week to produce in my time, can be on the boss's desk next morning if you set your mind to it; and looking like the finished product!

In all the years one inkling I have learnt through experience is when creating something new, the first idea that comes into your mind is invariably the right one!



A great hobby to discover

Seventeen year old **HARUN BASHIR**, a member of The Titfield Thunderbolts team on The Great Model Railway Challenge, reveals how he came to discover and embrace his all encompassing passion for railways and model making.

Photography by Steve Flint and the author

Most youngsters will tell you they got into this hobby via their parents or grandparents, but that wasn't the case for me; I am the only person in my family who has an interest in railways.

I guess it all began for me when I used to watch Gerry Anderson's *Thunderbirds* on some old video tapes which were given to me when I was very young. The modelling work in that classic TV show looked so good it made me think "I want to make models as good as that."

The railway connection came about through another TV show – *Thomas The Tank Engine*. That little blue engine instigated my interest in real railways and visits to the Severn Valley Railway and Tyseley Locomotive Works ensued.

Of course when I was younger I couldn't go to these places on my own, my very patient mother took me on all those trips to 'see the trains'.



Harun, from Kingswinford puts his love of modelmaking down to watching episodes of *Thunderbirds*.

Loco and rolling stock weathering is his main interest, as he demonstrated on TV.

in this part of the UK. Luckily, most of my favourite locomotive classes are available in R-T-R form, but as the livery variants I want aren't available yet, I'm in a process of renumbering and repainting them to make them suitable for the area I model. More so, depicting the 1960s period requires lots of heavy weathering. My model of Stourbridge allocated pannier tank No.8718 is proof of how dirty some engines got at the end of steam and enabled me to try a few different weathering techniques.

Layout wise I only have a 6' x 3' test loop to run in new fleet members but a diorama based on Tyseley is currently in progress. A future project is a yard shunting layout based on a run-down freight-only line in the 1960s.

Although my studies have now to take priority and engineering – mechanical or civil – is my career choice, model railways and full size railways will still remain a major part of my life. Is there a better hobby to discover? I think not!

Work in progress on his Tyseley inspired diorama, complete with this weathered Pannier.



It all sowed the seeds, as you would expect, and I am now a volunteer on the Severn Valley Railway: and yes, just like it was in steam days of old, I have started as an engine cleaner at Bridgnorth sheds.

Unfortunately, college life has taken up most of my time lately, so I haven't been able to get there as much as I would like. However being able to do some railway modelling at home on an evening has been a good substitute.

Living around the Black Country area in Kingswinford means I have a preference for the local railways

Harun spotted operating John Campbell's Campbell's Quarry layout at the Warley show.

As seen on TV in

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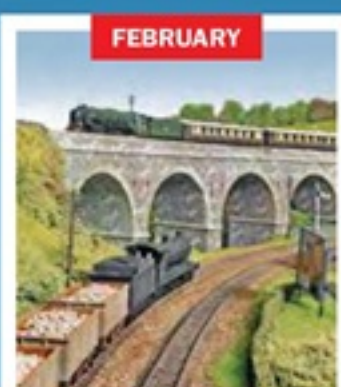
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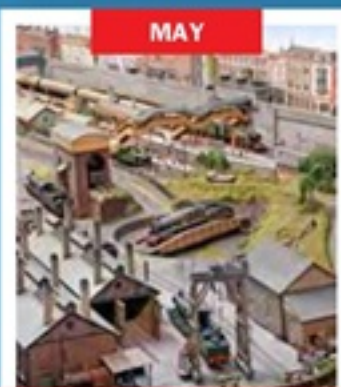
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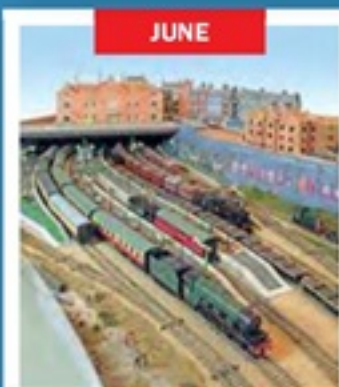
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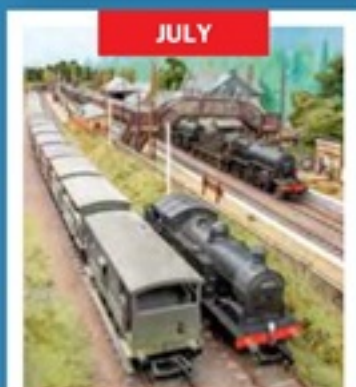
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NEWTON BISHOP



JUNE

ROCK JUNCTION



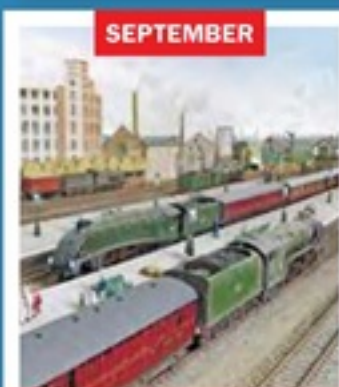
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PLUS

7 RUNNERS-UP PRIZES OF A
1 YEAR SUBSCRIPTION TO
RAILWAY MODELLER

Through the Railway Room Door

Whaddon

Given his career in the armed services, retired Lt Col **DOUGLAS DOWLING** naturally incorporated an Army base into his O gauge layout. The year is 1952: it has to be, as he relates in the text... *Photography by Paul Bason*



In an attic area 27' x 12'8", I have an analogue double-track circuit, with a two-platform station (with a through running line), a branch bay, a two-road goods yard, working upper quadrant signals and a modest loco shed.

Behind the viewer, storage roads hold eight different trains and the branch holds another. The layout's concept is to entertain. Firstly, to allow my (ancient) age group to refresh cherished memories. Secondly, for those younger, a chance to see and understand what they missed. Thirdly, for the much younger, a chance to make up stories about the personnel and vehicles and to be amused by some items. In short, for all ages, the layout aims to remind us that model railways should make you smile!

Back story

During the 1860s, the Midland Railway's desire to have its own access from Bedford to Oxford linked with a local landowner's wish to further his estates and the prosperity of his tenants. Not the Duke of Buckingham, nor Sir Harry Verney, our visionary was Sir Arthur Percival Cholmondeley-Mainwaring.

In consequence, powers for an initial part of the route, from Bletchley, via Whaddon, to Great Horwood were obtained. Progress was

▲ D16/3 No.62618, the 'Royal' Claud, approaches the station on a Cambridge train.

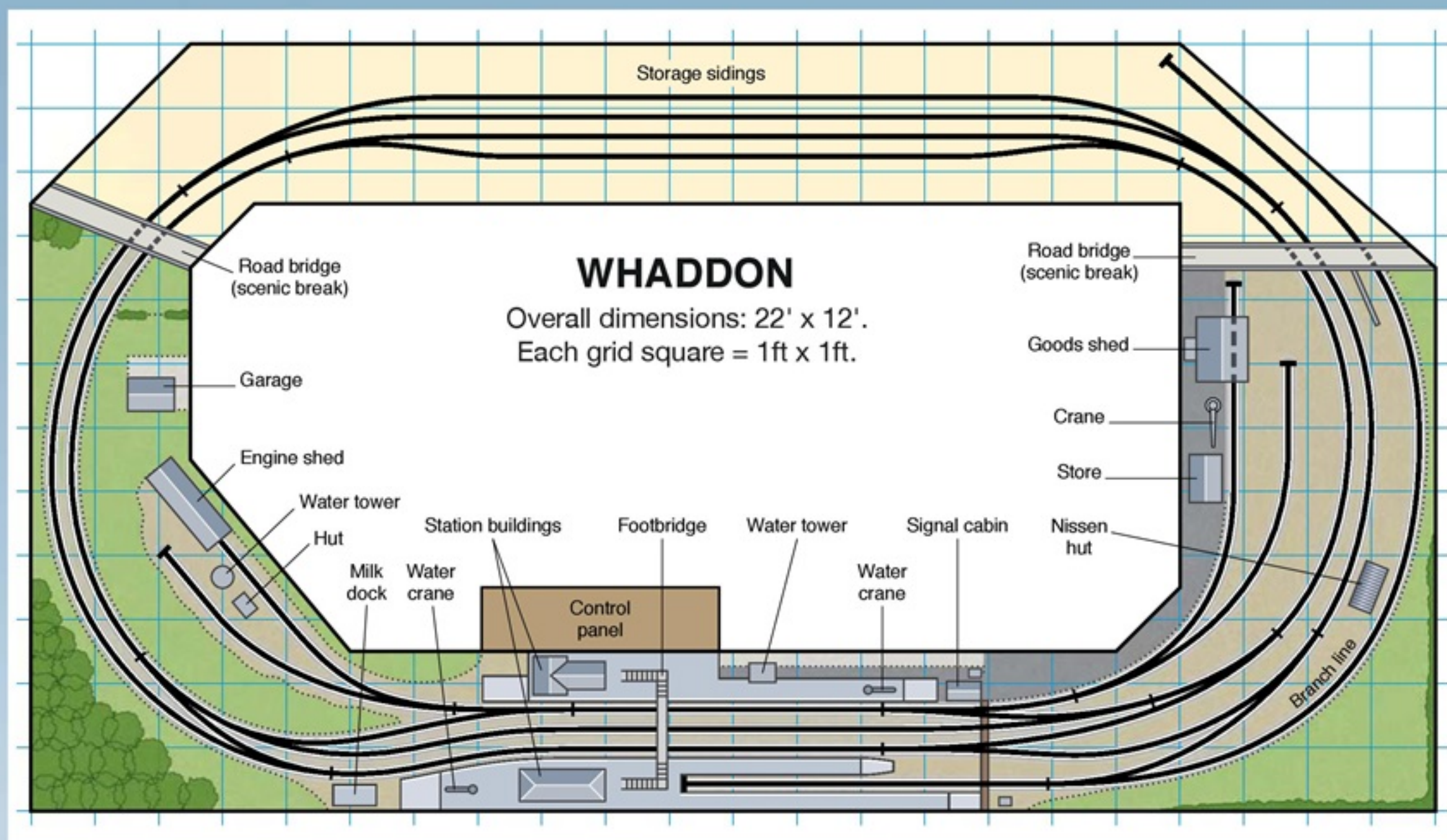
speedy and Sir Arthur, at his own expense, built a three-mile branch from Nash to Great Horwood. The Midland then bought it. The LNWR, greatly alarmed, gained its own powers to extend the line to Wilmslow on the Oxford – Cambridge line, rather than to Oxford. Parliament decreed that the route be jointly owned and that at least one Oxford – Cambridge service, one Oxford – Rugby service and one pick-up goods daily, each way, be provided.

The line was (is) bucolic and lightly used. The Nash/Great Horwood/Bletchley services attracted some patronage, but, secretly, both companies longed to close the line down, but could not admit it to their rival co-owner. The First World War saved the line. A large training camp (think Oswestry) was built at Nash and the system became essential for the movement of supplies, munitions, equipment, fodder and men.

After the war and the Grouping, the new LMS could now rid itself of an expensive backwater. Clever lobbying by the influential gentry, especially the Cholmondeley-Mainwarings, blocked each attempt. World War Two gave the line new

▶ A pick-up goods, hauled from Northampton by 2F No.58218, passing the station. Its consist includes a cattle truck, pit props and a new 'Fergie' for a farm.





life, and the slowly declining camp at Nash was re-activated.

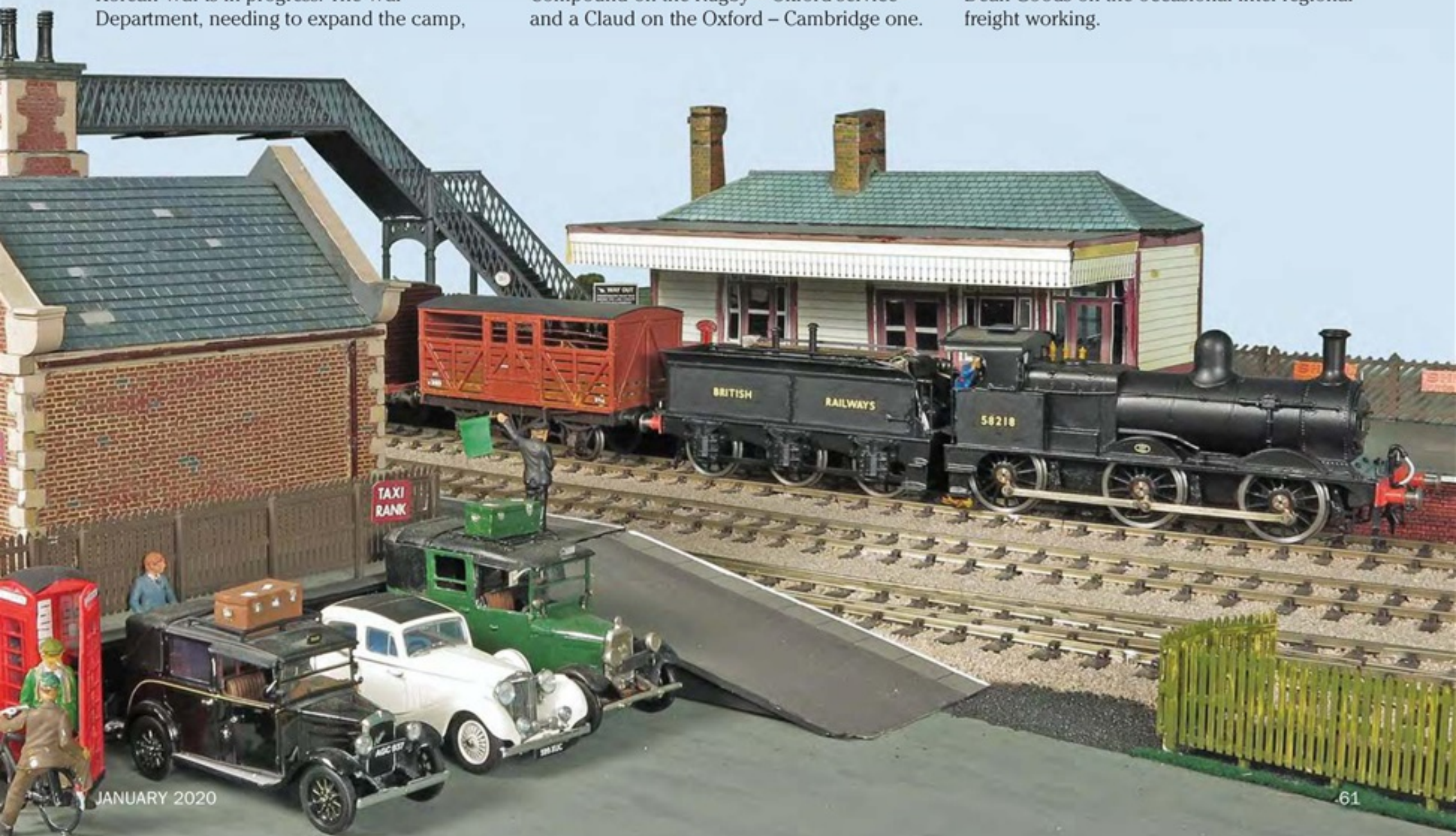
Additionally, a new, rail served dairy plant, delivering via Bedford to Cricklewood, opened further down the line. After the war, the sausage-machine of training National Servicemen continued at Nash Camp.

It is now 1952. The King has just died. The Korean War is in progress. The War Department, needing to expand the camp,

has taken over the Nash goods yard, lorrying supplies from Great Horwood, where the unused goods shed has been hired.

Whilst there is talk of post-war locomotives (such as Ivatt Tanks) arriving, none have yet appeared on such a minor route. Indeed, there is talk of singling the line, to reduce costs. The local spotter will, daily, see a Compound on the Rugby – Oxford service and a Claud on the Oxford – Cambridge one.

A daily express parcels will boast a 2P and the local one, a Coal Tank. The daily milk train uses a 3F and the mandatory pick-up goods a 2F. The infrequent local passenger trains, and the branch push-pull use Webb 2-4-2Ts. Any failures are normally covered by a Bletchley Jinty, as the little shed comes under 1E. Oxford normally contributes a Dean Goods on the occasional inter-regional freight working.



79 Class Tilbury 4-4-2T on a parcels, passing the military-run Goods Yard.



So sit back and relax, watching this modest collection of services. No repetitive motive power, but the delightful variety still to be found on byways in the early 1950s.

Dramatis Personae

- Compound No.41105 of 2A Rugby on a three-coach 'porthole' set.
- 'Royal Claud' No.62618 of 31A Cambridge on a three-coach GE Gresley set.

- Fowler 3P 2-6-2T No.40043 of 1C Watford on a stopping service.
- 2P 4-4-0 No.40677 of 2E Northampton on a fast van train.
- 'Coal Tank' 0-6-2T No.58887 of 4A Bletchley, on a stopping parcels.





▲ The two resident shed engines, the 3F and the second Webb 2-4-2T, joined by the Bedford 3F having arrived with its milk train.

- Ex-LTSR 4-4-2T No.41952 of 30A Stratford on a parcels train.
- 3F 0-6-0 No.43399 of 15D Bedford, on a milk train.
- 'Dukedog' 4-4-0 No.9015 of 81F Oxford on an inter-regional transfer goods.
- Kirtley 0-6-0 No.58110 of 17A Derby or another Northampton-based Fowler 0-6-0, on a pick-up goods.
- Webb 2-4-2T No.46601 of 4A Bletchley on the branch push-pull.
- On shed are 3F 'Jinty' 0-6-0T No.47521 (Bletchley) and another Webb 2-4-2T, No.46666 (Northampton).

“ – The layout's concept is to allow my (ancient) age group to refresh cherished memories – ”

Douglas Dowling

The models are all representative of real locos I rode on! A later setting than 1952, and all my 'long-chimneyed darlings' were swept away by Ivatts and Standards!

I also run some 'funnies' – see overleaf.

Jones' Garage is in the foreground as the Compound passes. The just visible Austin 1927 12/4 replicates my first car!





Whaddon's 'funnies'

In the manner of the late David Jenkinson, there are four 'funny' locos on the layout, for no other reason than to reinforce the assertion that model railways should make you smile! They are –

- **Gazelle (1 to 3).** The smallest-ever standard gauge locomotive is shown in wartime Army guise. She was used to check out, daily, the Shropshire & Montgomeryshire for mines or parachuting nuns! The back cab was added by Col Stephens, to carry passengers on the Criggion branch of the S&M, when the ex-LCC horse tram collapsed. A regular passenger, a local vicar, complained of the lack of view! The model has two motors and can haul eight Lima coaches!
- A fully working model (4 & 5) of a *Sirapite*-style Aveling & Porter locomotive. The flywheel, valve gear and contra-rotating cog wheel all work. Named after her creator, she is a 7mm scale Fabergé Egg!
- A contractor's locomotive (6 & 7) from the 1860s. Built by a crane manufacturer, hence the vertical boiler and the crazy valve linkage. The SMLR lettering stands for the South Midland Light Railway (convenient letters), a previous fictitious layout and she is named after the Chairman of the line – Sir Arthur Percival Cholmondeley-Mainwaring!
- A model of Pat (8 & 9). Built in 1865, from an 'old'(!) tender, she bunted coal wagons up into the Cork (Glanmire Road) coaling stage for 100 years! The crew constructed the roof, sides and end windows from 'borrowed' materials. Solid brass construction means she matches the hauling powers of Gazelle.





RAILWAY MODELLING *Explored*



Projects, hints and tips for beginners from Railway Modeller readers and staff

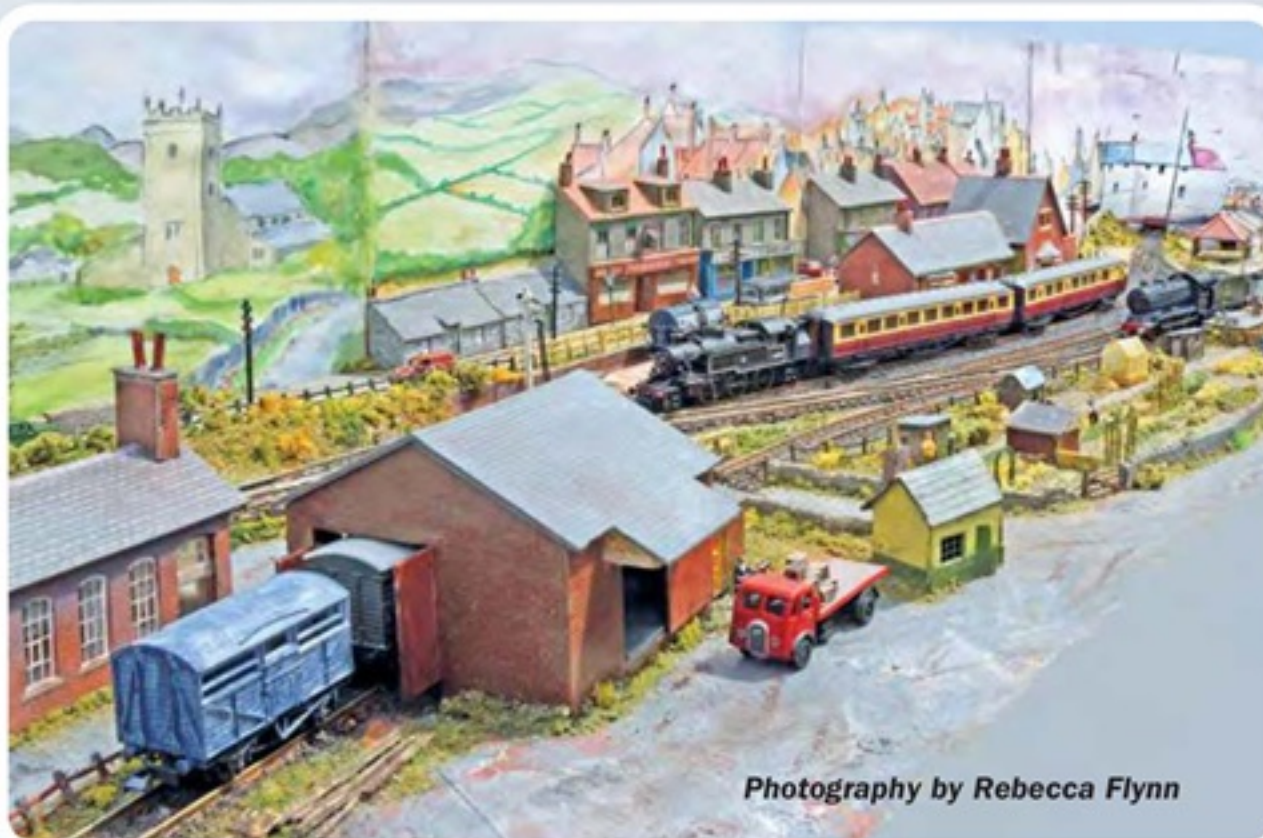
THIS MONTH • Ironing board layout • Build your free yard office • Coal up your locos!

Harbour House Bay

ALAN GRAY shows how an N gauge layout can be built on anything – even an ironing board...

I've only got two excuses really. I had difficulty finding an N gauge layout for our exhibition, and I had an old ironing board lying around, as you do.

As a member of our local amateur dramatic society, the ironing board was a wooden one which I made for the musical version of Billy Liar. The track and some bits and pieces were left over from the days when my children were into railways.



Photography by Rebecca Flynn

▼ Dapol M7 converted to NER G5 with an auto coach from a converted Farish model. The allotments look well tended in the foreground.

▲ The goods shed and weighbridge with the Ivatt tank ready to depart. A J39 is shunting wagons.





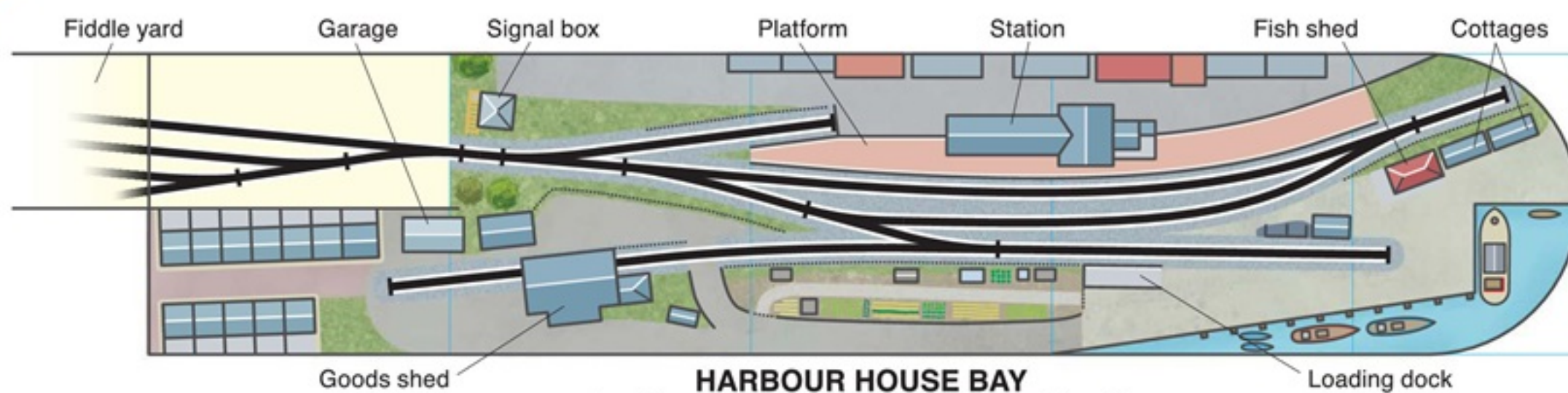
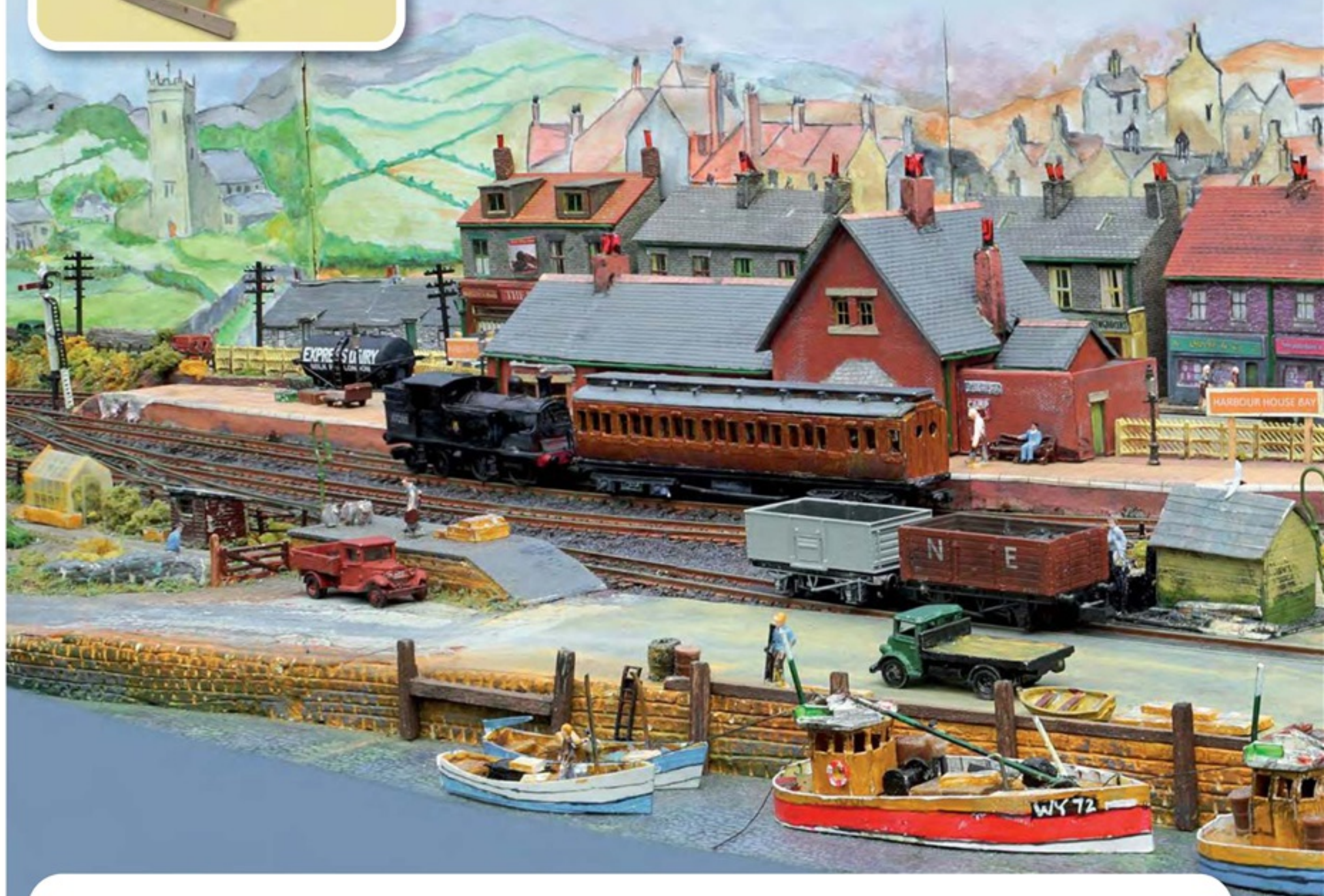
Overall view of the ironing board which only takes a few minutes to set up.

The ironing board was slightly extended to include a harbour and an extension was put in for the fiddle yard. The backscenes were hand-painted, inspired by the Lake District, Whitby and Whithorn (south-west Scotland) and fixed to the rear. The ships and station were scratchbuilt, and use was made of Smart Models, Metcalfe, Dornaplas and Biltzezi kits,

very much modified in places. The fish market and allotment huts were also scratchbuilt.

The stock and locos are mostly second-hand and includes a Dapol M7 converted to a North Eastern Railway G5. New plasticard sides were cut out and fitted and the dome was repositioned. A Union Mills J39 and Dapol Ivatt 2-6-2T are also

The harbour with scratchbuilt fishing boats and coaster. The G5 and auto coach wait for passengers.



available. A standard Class 4 2-6-0 has recently been acquired. The NER autococh is a converted Graham Farish coach, and the Gresley coaches in crimson & cream livery set the period in the late 1940s and early 1950s. Freight stock consists of vans and wagons with a milk tanker for the local farmers.

The whole thing was put together in about four weeks and went to the exhibition where it won 'best layout'!

Looking past the signal box towards the milk tank in the bay.



Alan's impressed with N gauge

As readers may recall I generally model in 7mm scale these days, but since the completion of Harbour House Bay I have looked even more closely at N gauge and realised that modern ready-to-run stock and its availability has greatly improved for the benefit of everyone. And of course, such layouts can be built in quite small

spaces. The chief advantage of the ironing board as a layout support is that it can be ready to go in about 20 minutes when putting it up at exhibitions – and cleared away in even less time!



RAILWAY MODELLING *Explored*

Projects, hints and tips for beginners from Railway Modeller readers and staff

How to build your free kit

Printed copies of this issue are supplied with a complimentary 4mm scale plastic kit, produced exclusively for our readers by Ratio Plastic Models.

CRAIG TILEY demonstrates how to build and paint your Yard Office, which is ideal for anyone wanting to try their hand at plastic kit construction for the first time.

Photography by Craig Tiley

Your free kit represents a generic small brick-built office, scores of examples of which could be found at one time in railway goods yards across the country. These small buildings were usually located next to the road entrance, occupied by a foreman who would log the goods being brought in or out of the yard by lorry (or in earlier times, horse and cart). Yard offices could sometimes be seen with weighbridge apparatus; indeed the kit could be adapted as such if desired, simply by adding a weighbridge deck to the road surface adjacent to the front wall. [We welcome pictures from readers showing imaginative or unusual applications of their free kit – Ed.]

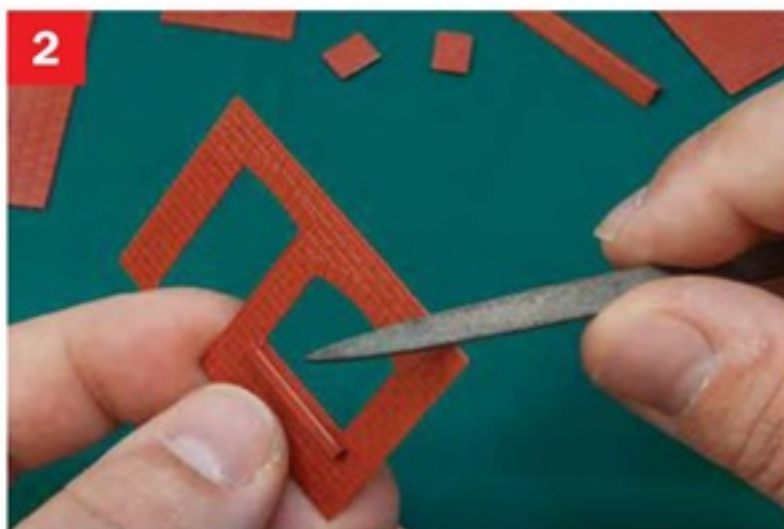
The model presents a straightforward project for a first attempt at plastic kit construction. Assembly requires a liquid polystyrene cement (such as Plastic Weld), together with just a few basic modelling tools; knife, file, metal rule and fine brush (to apply the solvent). A suitable work surface (such as a cutting mat) is also recommended. If you don't already own these items, then they are worth investing in because they are useful to have for a whole host of modelling projects.



How to build your free kit



Each part needs to be first removed from the sprue using a modelling knife. To achieve each cut, rock the blade whilst applying gentle, even pressure – don't use lots of downward force to try and cut through in one go.



Some flash (waste plastic) will remain on the parts from where they were attached to the sprue. To remove this, use a flat file as illustrated. Don't be too over-exuberant as this risks damaging the components; work slowly and check the item frequently. Fine grade sandpaper is also useful for cleaning the edges of parts.



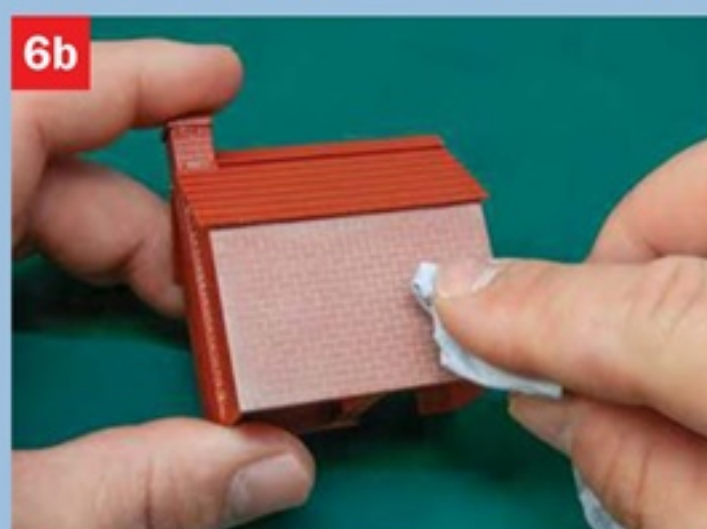
Start assembly by joining one of the ends to one of the sides. Hold the two pieces together and then run a small amount of solvent along the inside of the joint, as illustrated; capillary action will draw it into the joint. Hold the parts for a further 20 seconds to give the solvent chance to harden sufficiently.



The other side and end are then attached to complete the basic shell. If you don't have an engineer's square, then the grid on a cutting mat is useful for visually checking that the body has been assembled square (as pictured). Sections of waste sprue have been added here to provide additional bracing inside the structure (*inset*). This isn't essential, but can help to improve the overall rigidity of the finished model.



The parts for the chimney stack are assembled next and then attached to the end wall; some fettling of the adjoining roof parts (using a needle file) may be required to achieve a satisfactory fit. The chimney top/pot moulding can then be attached (*inset*). It is important to ensure that the chimney stack is set flush against the office wall with no gaps.



The colour of the mouldings obviate the need for painting the brick surfaces, save for defining the mortar courses. To do this I used some thinned cream enamel, painting this onto one wall at a time (photo a) and then wiping the majority back off using household kitchen roll and cotton buds (photo b). Photo c shows the areas of completed brickwork.

7

I chose to paint the door, window, downpipes and guttering whilst these parts were still attached to the sprue – this I find being easier than trying to paint these items once attached to the structure. Enamels were used, mixed to suit. A light grey was used for the roof.



8

After leaving the enamel paint to harden off completely overnight, I then fitted these parts to the rest of the structure. Finally, I added a dark acrylic wash over the roof tiles using Lifecolor weathering acrylic, wiping the excess back off with kitchen roll. (I didn't use an enamel wash because the thinners would have stripped away the previous application of enamel.) The office was then fixed *in situ* on the layout; the addition of some generic yard clutter can help to make for an even more interesting cameo.



RAILWAY MODELLING *Explored*

Projects, hints and tips for beginners from Railway Modeller readers and staff

Coal up your locos!

CRAIG TILEY shows how to use products from the Peco Scene range to add realistic coal loads to OO gauge steam locomotive models.

The latest ready-to-run steam locomotive models – across all scales – boast extraordinary levels of detail and prototype fidelity. Except that is for one aspect – the simulated coal loads in tenders and bunkers. Whether moulded in plastic or cast in metal (to provide the model with additional weight), these loads of imitation coal seldom convince.

However, adding a much more realistic load of coal can be achieved both quickly and easily, as we demonstrate below with a Bachmann Peppercorn Class A2 Pacific in OO. To create the coal load, nothings looks more like coal than, well – coal, and real chippings are available (in various grades) as part of the Peco Scene range.

Photography by the author

Real coal chippings in the Peco Scene range are available in 130g bags; Fine grade (PS-330), Medium grade (PS-331) and Coarse grade (PS-332). For the A2 tender, coarse and medium grades were used, together with some PS-362 Coal Dust, quantities of these being first dispensed into a tray (below).



Adding a realistic coal load



The Bachmann A2 has a moulded coal load that can be removed as pictured to reveal the full tender coal space detail. This allows a partly-filled tender to be simulated.



The Peco chippings only need to cover the surface of the coal load so, to build up the depth of the load, pieces of tissue are added that have been first soaked in diluted PVA glue. Once the layers of tissue have been built up to a suitable level, it is left to harden fully for 24 hours before painting black (inset).



Once the paint has dried, neat PVA is then brushed over the surface of the tissue. A thick covering of glue is required, but take care not to inadvertently get any on the sides of the tender coal space; if this happens coal chippings may end up sticking to the sides, thereby appearing to defy gravity and thus spoiling the illusion!



The coal chippings can then be sprinkled into the tender by hand until all the glue is covered; start with larger chippings and then fill around the edges and in any gaps with smaller chippings and dust (inset). This is quite a messy task so cover your workbench with a sheet of paper first. Leave the PVA to harden off for 24 hours and then tip out any excess coal chippings.

5 The finished coal load makes for a big visual improvement to the model. For models that have coal loads moulded as part of the locomotive/tender body, then coal chippings can just be sprinkled directly on top. However, this can make the coal space look too full, so an alternative would be to first cut away the section of moulded coal and fabricate an inner coal space using pieces of styrene sheet.



Comment

Observations and opinions on railway modelling

Bryony Gordon



I used to think hobbies were for losers – now I’m joining the club

“Do you know what this country needs right now? It needs hobbies. It needs interests. And talking about Brexit doesn’t count. Nor does a General Election. No, what is really needed is a comprehensive list of practical, yet interesting, diversions to fill the gaping great big hole that can currently be found in our collective soul.

Look at Sir Rod Stewart. Now there’s a man with a hobby. Last month he revealed the huge model railway city that he has painstakingly built over the course of 23 years. Twenty-three years! The patience! The attention to detail! The commitment!

Featuring skyscrapers, stations, bridges, ships and roads, the mini US metropolis is utterly spectacular. Sir Rod told *RAILWAY MODELLER* that he had worked on parts of the layout even while on tour, requesting an extra bedroom to toil away in.

“We would tell them in advance and they were really accommodating, taking out the beds and providing fans to improve air circulation and ventilation,” he said. Now that’s dedication. But wait, there’s more. “When I take on something creative like this, I have to give it 110 per cent,” he added. “For me, it’s addictive. I started, so I just had to

finish... A lot of people laugh at it being a silly hobby, but it’s a wonderful hobby.”

As wonderful as Sir Rod himself in fact. But isn’t it a bit sad that lots of people find his hobby silly?

What might these people who laugh at Sir Rod’s passion be doing in their own spare time? Sitting at home alone in their bedrooms, playing *Fortnite*? Staring at little screens, adding filters to self-portraits as they prepare to upload them on to social media? Idly scrolling through the websites of high street retailers, looking for things they don’t really need to buy with money they don’t really have? (And when I say “they” in that last one, what I really mean is “I”.)

I mention this because, in other news this week, psychiatrists have argued that shopping addiction should now be classed as a mental illness. Patients with buying-shopping disorder (BSD) purchase more consumer goods than they can afford, or need, to get pleasure, but researchers said the ease with which they could now satisfy such cravings online was exacerbating their issues and causing a problematic addiction.

In the long term, such addictions can lead to family breakdown, debt, and even criminal activity to pay for purchases. Now, if you are a member of the stiff-upper-lip brigade, you might scoff at this new mental illness definition. But I am sure you will also be able to find the space in your stone-cold heart to agree with me that what young people – and some old people, if truth be told – lack in their lives nowadays are hobbies and leisure time interests.

Good old-fashioned pastimes – such as model railway building, flower arranging,

candle making and crocheting – have been replaced with “activities” that exist only on screens, without you ever having to leave the comfort of your sofa.

Stamp collecting, kite flying and water colour painting may seem like relics of a bygone era, but there’s an application and concentration in them that you most certainly won’t find on Instagram or Asos.

Having had some personal experience of alcohol addiction, I have to say that, prior to getting sober, I struggled to list a hobby on my CV that didn’t involve going out to pubs and clubs with my mates.

I thought people with hobbies and interests, outside of work and socialising, were losers and I didn’t want to hang out with them. I thought I was too busy to fit anything else into my life – too busy numbing my brain with mindless activities like

drinking and shopping.

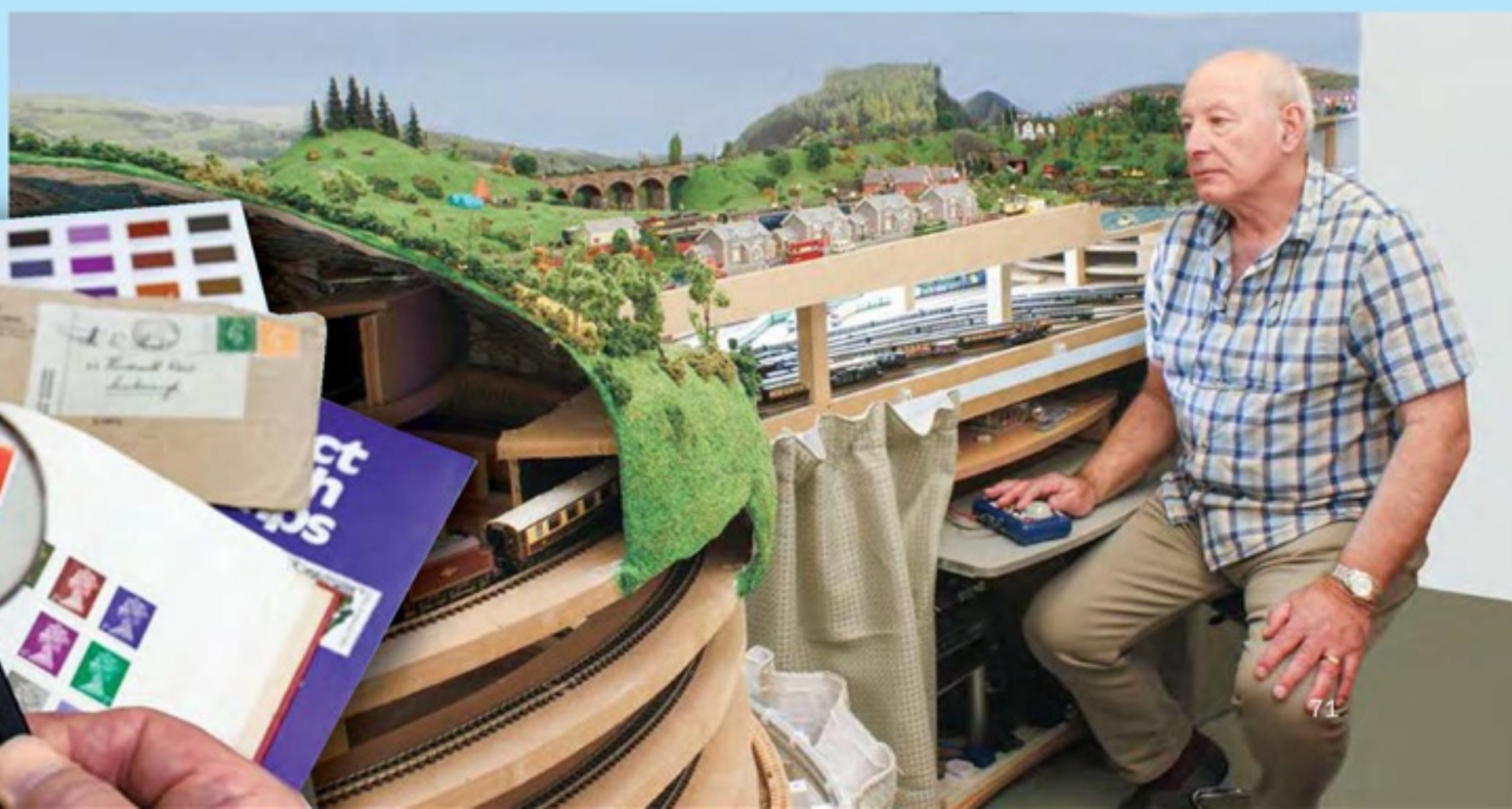
Now I try to read two books a week. I run. I paint with my daughter. We bake an ever more complicated and fantastic series of cakes. And at the end of a day I do not feel as empty as I used to, and not just because I am filled with baked goods.

We need more things in our lives that involve creation and challenge, rather than mindless consumption.

Sir Rod Stewart has proved that shiny showbiz things will come and go, but a good old-fashioned hobby? That will stay with you for life.

We need more things in our lives that involve creation and challenge, rather than mindless consumption.

Stamp collecting and railway modelling may be seen as old-fashioned pastimes by some, but they require an application that you won’t find on social media, argues Bryony Gordon.



Readers' Letters

Pecoway House – a romantic venue?



For more years than I can remember I have read, and been inspired by, RAILWAY MODELLER. I have retained many back issues which one day I will use to construct my dream model railway.

The 2020 RAILWAY MODELLER Extra issue contains a photograph of the premises in Station Road, Seaton [on p.23, in our piece on the long-time Peco product Engineer Bob Phelps – Ed.]. This photograph evokes delightful memories for my wife Adelaide and me, as it was in front of this shop that we got engaged back in September 1965. My wife retells the story with a detail I hitherto rarely mention: "The



▲ Pecoway House (photo Peco Studio), on the then Station Road in Seaton as Adelaide and Roger – seen above in 1965 – would have known it.

shop was shut for lunch, so he asked me to marry him!" I do recall, however, that once the shop had reopened, we adjourned separately for the afternoon!

Thank you again for the happy memories the photo brought back.

ROGER A HUGHES

Roger and Adelaide today.
Photos: courtesy Roger Hughes



Let's 'live and let live'

As a regular reader of RM I would like to comment about the recent letters denouncing fantasy and non-realistic layouts as 'not Model Railways'.

I have had a love of trains from an early age and enjoy modelling. I am in the process of building a layout, none of which is based in realism. My enjoyment comes from creating a scene that you could step into. I take great care building realistic scenery and scratch-build as much as possible.

It will no doubt shock the traditionalists that I use Setrack and insulfrog points because the associated wiring

is minimal, but trains run, points switch, and I have fun.

Why layouts like this cannot be called 'model railways', as Nigel Digby suggests (RM Nov19) is beyond me. They have all the ingredients required; Track, Scenery, skilled modelling, and a story to tell.

Don't get me wrong. I love seeing great exhibition layouts, running to a timetable, but I appreciate the non-standard as well. There is surely room in this hobby for everyone, fantasy, or prototypical. Let's 'Live And Let Live'.

MRS LORNA ELLIOTT

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.

Thank you Sir Rod Stewart...



▲ Readers who watched the BBC1 magazine programme *The One Show* on Monday 25 November will have seen Sir Rod Stewart being given honorary membership of Market Deeping Model Railway Club, in recognition of his generosity to the club in the aftermath of it suffering pre-show vandalism earlier this year. Sir Rod autographed a copy of our December issue for Chairman Peter Davies (left) who also appeared on the programme, and Vice Chairman & Exhibition Manager Bill Sowerby. The photo was taken backstage at the BBC studios at the new Broadcasting House in central London. Photo: via Peter Davies

Firstly well done to all the team on 70 years of the RAILWAY MODELLER. As you say in the December issue 'there is an upsurge of interest in railway modelling'; you also said 'It really looks as if making things is back in fashion'. With the exclusive on Sir Rod Stewart's layout your remarks are certainly borne out. In the *Western Daily Press* on Thursday 14 November there was a two page spread of your article on Rod, also BBC Somerset, the local radio station, has mentioned at least twice Rod's layout and the fact that it is in RM, at no time has anything disparaging been said about railway modelling. We trust things are at last on the change for our hobby.

So well done again for 70 years of RM and for the exclusive interview with Sir Rod Stewart.

CHRIS CHALLIS

Scalefour Society President

coming into the shop on several occasions. It's a really refreshing change to see high-profile public figures positively endorsing the hobby.

PAUL MARSHALL-POTTER

I have a fictional layout based in London and have been running a service using N2s from Mainline and Airfix; generally poor runners and noisy. I recently acquired a Hornby N2; it runs better but is still noisy. What to do with a now apparently redundant loco? Before the arrival of the December 2019 issue I decided to remove the condensing gear, applied a lot of weathering and started using it to deliver coal wagons to my yard. This, I thought, required a good deal of modelers' licence. Then on page 983 of the December issue I saw an N2 pulling a goods train. It made me very happy!

ALAN KERRIDGE

It was nice to read (RM December 2019) Sir Rod Stewart's memories of shopping in Kings Cross Models, (MRM Co Ltd). I worked there in the mid 1980s having responded to a vacancy ad in RAILWAY MODELLER, and recall him

N2 No.69523, a classmate of the one in the photo on p.983 that delighted Alan Kerridge, approaches Wellington Sidings in Highgate in 1956. The houses along Archway Road are in the background. Photo: Owen Smithers



A 'grand day out' for Milton Keynes MRS members



Readers may recall the special two-day exhibition our society put on at our usual time in February to celebrate our 50th anniversary this year. MKMRS celebrated its anniversary proper in style with a day out to the Leighton Buzzard Narrow Gauge Railway on Sunday 10 November.

The Society was formed in October 1969 when Milton Keynes was just getting established, so it was decided to adopt the new city's name in the club's title. Several of the founding members are still in the club.

It's been great to celebrate our Golden Jubilee with a day out involving our friends in Leighton Buzzard; we're very grateful to them for their support. MKMRS is a thriving model railway club which is as strong now as it was when it was formed 50 years ago. As well as owning model railways in most of the key modelling scales, we also contribute to the local community through our adoption of Bletchley station where we plant and maintain flower displays to brighten commuters' days.

The club – which now has around 60

members and meets at its club rooms on the Bond Trading Estate in Milton Keynes on Tuesdays and Fridays – is always happy to hear from potential new members and will be holding its annual exhibition on 15 & 16 February 2020 at Stantonbury Leisure Centre, Milton Keynes.

More information can be found at www.mkmrs.org.uk

CHRIS HUGHES
Chairman, MRMRS

Ed. – Thanks to Chris for the photos.

Wardleworth Lines Committee – a favourite layout

Regarding your request for suggestions of favourite issues of RM, printed in the December issue. I remember very well the Railway of the Month for December 1972 – the huge N gauge layout *Wardleworth Lines Committee* by Alan Shone. It had a long continuous run, along with several terminal stations and a train ferry.

Given the limited British stock available back then it was very 'freelance' but was probably one of the first to demonstrate the potential of N gauge to exploit a large space with full length trains, an aspect of the scale I have always enjoyed.

NEV SLOPER



Photo: Brian Monaghan

Praise for Denton Brook

Thank you for the excellent article featuring Giles Favell's fabulous *Denton Brook* in your December edition. I was lucky enough to see it in action at the Warley Show at the NEC last November, and I would urge anyone that hasn't seen it 'live' to try and catch it in the future.

The level of interest and detail in a space only 8' x 3' – especially in a larger scale – is truly inspirational, but the most impressive thing is how well it all works, given the number of complicated mechanical processes carried out completely hands-free, under the pressure of a huge show crowd.

Very well done Mr Favell and his talented team!

ALEX LOVATT



Photo: Craig Tiley

Inspired by a trilogy



Once again a great issue of RM (December), full of great ideas. The 'pièce de resistance' is the building of the Connoisseur Models O2 tank, one of my favourite locos. I have just completed one of proprietor Jim McGeown's starter locos (see photo) which is currently being painted into LSWR passenger livery – well why not!

I have nowhere to run it and had thought that maybe that would be it, however, John Cockcroft's trilogy has given me inspiration to have a go at a more complex loco. I think a gauge O micro layout might appear too.

SIMON JAMES

Snippets...

Comb levers

I thought I might pass along a simple trick: I've been constructing the Metcalfe PN133 signal box kit in N scale, and I thought it might be interesting to add in some levers – but was unsure as to what would be fine enough but wouldn't take an age to model. The 'aha' moment came as I was looking at a comb! I cut away most of the 'spine' except for a couple of millimetres, and also sufficient of the length of the teeth to be close to scale height. I bent a few backwards, and daubed on some paint for the 'handles'. There is now some detail for anyone who peers through the windows.

PETER BLACKMORE

Coaches for N

I'm pleased that Hatton's is going to produce various liveried four- and six-wheel coaching stock in OO scale, they look really nice [see *News*, RM December p1057 – Ed.].

Can some N gauge manufacturers now please do the same for those who don't want – or like – modern coaching stock?

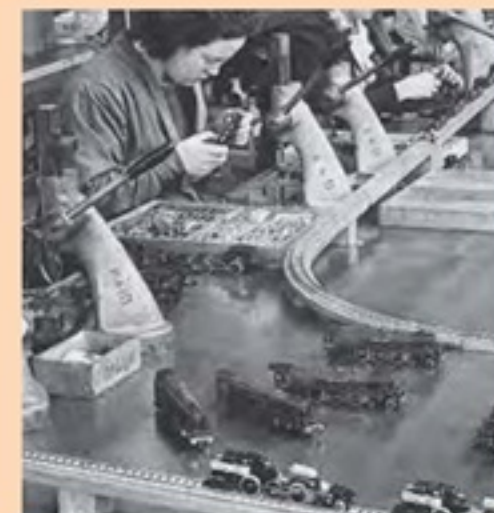
DAVE VALLANCE

Wrong date at Binns Road?

One small doubt in the RM Extra 2020 about the date of the photo of the Hornby Dublo factory on Binns Road, Liverpool [on page 16]. It is very unlikely to have been taken, as the caption suggests 'some time in the early 1960s' (by which time the production of the two-rail system was in full swing). The plethora of *Duchess of Atholl* models visible, in their pre-nationalisation LMS livery, makes the date far more likely to be after Dublo production was restored in the late 1940s and early 1950s. *Atholl* had been promised earlier, but didn't make it to production before WW2. For reference check [www.brightontoymuseum.co.uk/index/Duchess_of_Atholl_train_set_EDP2_\(Hornby_Dublo\)](http://www.brightontoymuseum.co.uk/index/Duchess_of_Atholl_train_set_EDP2_(Hornby_Dublo)).

STEVE THOMAS

[Ed. The photo (an extract of which is shown below) was undated in the Liverpool Echo archive and we based our assessment of the date on what appears to be a two-rail test track in the photo, suggesting post-1959]



FROM **RAILWAY MODELLER** BY OUR EDITORIAL STAFF AND CONTRIBUTING MODELLERS

Ransomes & Rapier 45 Ton steam crane

Brand new from Bachmann in OO gauge

A "landmark model". That is how Bachmann Europe Plc describes its latest OO gauge release – the Ransomes & Rapier 45 Ton steam crane, plans for which were first announced in our May 2015 issue.

About the model

The model comprises four separate vehicles; the

main crane carriage, two relieving bogies (identified A and B) and a jib runner. The outer ends of the relieving bogies, together with both ends of the jib runner, are equipped with tension lock couplings, whereas the inner couplings (at each end of the crane carriage) take the form of a close-coupled draw-pin arrangement – with sufficient articulation to enable the crane to negotiate



the minimum recommendation of third radius (505mm) curves. Four sets of screw couplings and buffer beam pipework are supplied as separate accessories, some of which have been fitted for photography. Other separate accessories include a spreader beam and ladder.

The majority of components are moulded in plastic, although some items – such as the jib carriage gantry on the jib runner and the hook housing – are metal castings. The crane

carriage weighs 154g, there being substantial metal weights fixed inside the chassis to provide stability for the jib. The two relieving bogies and jib runner account for an additional 71g.

The level of detail is impressive, with the multitude of gears and pulleys all represented, together with extensive rivet detail, chequerplate surfaces and boiler backhead fittings. The fine piston/connecting rod assemblies and flywheels – replete with 'Rapier' branding – are worthy of particular mention.

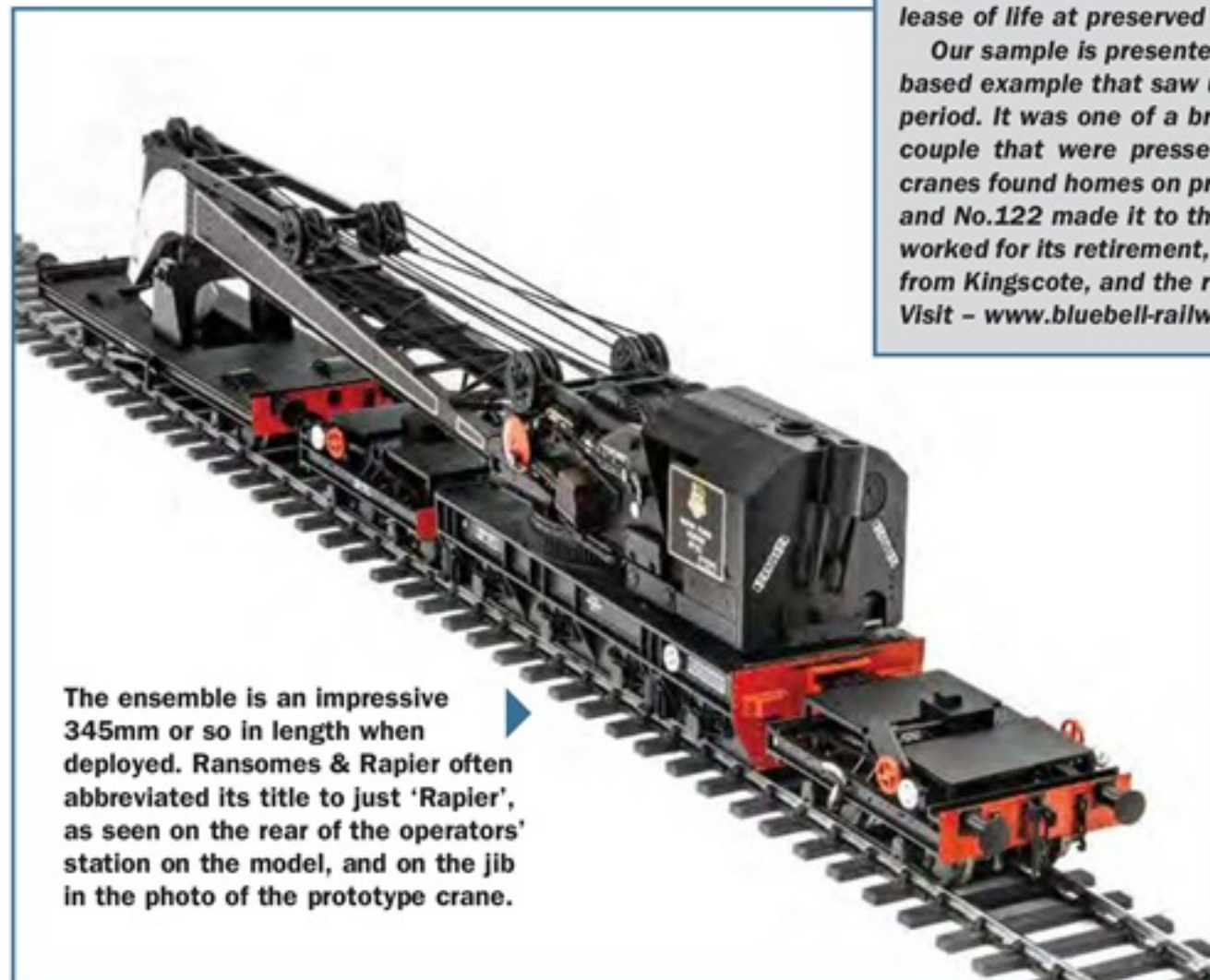
The livery application also impresses, with crisp lining offset with a pleth-



ora of printed builder and information plates – all of which are legible. A set of etched plates is provided for fitting by the purchaser if desired, however, some areas of raised surface detail may inhibit the flush-fitting of some of these. Three other livery versions of the crane have been produced (BR departmental red, Southern Railway grey and Great Western Railway grey); with the tooling catering for different chimneys and jib runner cabinet arrangements as appropriate.

Working features

The model's undoubted party piece is the working (albeit not motorised) jib and hook; these can be independently raised and lowered using the supplied winding key that engages with operating sockets located behind the boiler washout cover plates (see photos). All pulleys and gears rotate (as do the pistons and flywheels), with the chain represented quite convincingly using fine twisted black thread. The crane body can also be rotated on its carriage, whilst other hinged/posable parts include the chimney, cab roof, cab footstep and outriggers – all of which can be positioned accordingly when the crane is being deployed. The jib carriage also slides laterally on the jib runner. The manufacturer should be commended for engineering the model with this level of functionality, without compromising on prototype fidelity. The only concession in this regard is a spring located at the base of the jib, which is required to retain tension in the thread.



The ensemble is an impressive 345mm or so in length when deployed. Ransomes & Rapier often abbreviated its title to just 'Rapier', as seen on the rear of the operators' station on the model, and on the jib in the photo of the prototype crane.

VINTAGE VIEW Ransomes & Rapier crane



▲ Broadside of Southern Region-allocated No.DS1580 at an unspecified location, possibly Exmouth Junction. When the shed closed it was transferred to Newton Abbot; following withdrawal it is now preserved on the Mid-Hants Railway.

Photo: Colour Rail

Prototype background

First introduced in 1939, these imposing items of rolling stock could be found far and wide across the rail network, often stabled at locomotive depots when not engaged on civil engineering or recovery duties. Some lasted in operation until the 1980s, with many now enjoying a new lease of life at preserved lines around the country.

Our sample is presented as BR No.122 in BR lined black livery with early emblems; a Gorton-based example that saw use in the north-west region, the livery is correct for the 1948 – 1956 period. It was one of a brace of cranes delivered from the famous Ipswich factory to replace a couple that were pressed into military service by the War Department and exported. Both cranes found homes on preserved railways: the other one on the North Yorkshire Moors Railway, and No.122 made it to the Bluebell, where it was delivered in November 1981. Although it has worked for its retirement, in recent years it has been out of use. It was moved to Horsted Keynes from Kingscote, and the railway's webpage is running a Gift Aid appeal to assist its restoration. Visit – www.bluebell-railway.co.uk/bluebell/crane/oh_crane.html

Comprehensive instructions are provided, which includes guidance for 're-rigging' the crane, in the unlikely event of the thread becoming detached.

Conclusion

Whilst the level of functionality of the model is impressive, it could be argued that most of these cranes will see service on layouts with the jibs and hooks stowed on their runner wagons, either parked in sidings or running as part of breakdown train formations. As such, it is intriguing why the model is supplied with the jib raised, particularly so given the very generous volume of packaging that this pose requires.

Breakdown trains are rarely seen on layouts, but this Bachmann release is sure to change that and it is fully deserving of its 'landmark model' credentials. One just wonders how long it will be until we see an example that has been motorised (and perhaps DCC fitted, with sound?) by an enterprising modeller...

Craig Tiley & Tim Rayner



▲ The crane features a working jib and hook, which can be raised and lowered independently using a special key provided. A magnet on the key (a) is used to remove the cover plate (b) before the key is inserted to wind the mechanism (c).

See a video of it on our website!

<https://peco-uk.com/blogs/industry-news/bachmann-ransomes-rapier-45-ton-steam-crane-railway-modeller-january-2020>

Sample supplied by

BACHMANN EUROPE Plc,
Moat Way, Barwell,
Leicestershire LE9 8EY.
www.bachmann.co.uk

PRICE
ref.38-802, £249.95



LNER Gresley Class A3 Pacific



See a video of it on our website!
https://o2b1xtmvvs046kmh-15411303.shopifypreview.com/blogs/industry-news/articles?preview_key=e65375088c02521b12c20a4be69a1ec8

The Hatton's project to produce LNER Pacifics in O gauge has borne fruit with the delivery of the first examples in various liveries, including No.60035 *Windsor Lad* in early BR finish, seen here, with unstreamlined non-corridor tender. The locomotives, produced exclusively for the Widnes-based retailer by the Danish manufacturer Heljan, were first announced in the October 2016 issue. Four examples have the non-corridor tender – Nos.2745, 60072 and 60077 along with *Windsor Lad* – and three the corridor tender (Nos.2750, and *Flying Scotsman* in LNER green and BR green with late crest.) Details specific to the breed, such as dome covers and chimneys, have been incorporated.

The model is supplied attached to an mdf plinth to protect it during shipping; the instruction sheet advises on the procedure for removing the bolts.

The locomotive is an impressive 2.1kg in weight, and loco and tender are connected by a drawbar and the wiring loom; the former can be adjusted to a closer setting if curves permit.

The brake rigging, a screw coupler for the tender rear (a dummy buckeye is factory-fitted), the fallplate and a moulded load of coal for the fully-de-

tailed coal space are supplied with the model: sprung buffers are fitted, as are pipework for both buffer beams. A speaker enclosure is incorporated within the tender along with the DCC socket and blanking plug (the locomotive is designed to accept ESU L type decoders, LokPilot or LokSound).

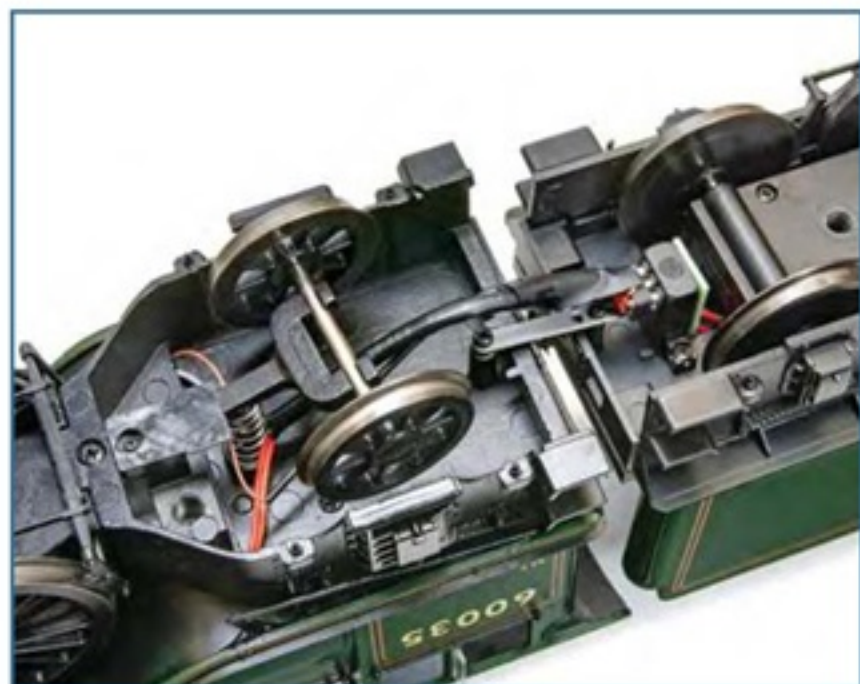
The model collects current from the driving wheelsets on the locomotive and tender wheelsets, powering a five-pole motor acting on the trailing coupled axle via gearing.

The model is specified for use on curves of minimum second radius, so

we therefore tested it using items of Peco Setrack. In motion the loco ran quietly, but we noticed that the back-to-back measurement on the trailing axle was tighter than the recommended 29mm. Even when corrected the trailing axle was seen to 'crab' slightly, possibly due to the design of the pivoting arrangement intended to replicate the Cartazzi truck on the real things (see photo, right). This crabbing led to occasional derailments of the wheelset as it traversed point frogs, especially when running the locomotive in reverse.



▲ The multitude of copper lubricating pipework around the smokebox saddle has been nicely replicated and the printed smokebox mounted works plate is legible. However, despite the shedplate being moulded as part of the smokebox door, the printed code itself is not present on our model.



▲ The fixed Cartazzi sideframes conceal the sprung pivoting pony truck arrangement used for the trailing wheelset. The loco to tender connections can also be seen here.



We were advised that the removal of the bodysell is a task of some complexity, such that we were requested by Hatton's not to try it with our loan model. Suffice it to say that the sequence as described in the instructions runs to six steps, the last of which includes a warning that the motor and weight "may slide out from the boiler section as you perform this action." Wiser counsel prevailed...

The delivery of the A3 represents just the first stage of the Hatton's 'Record Breakers' project, with the streamlined A4s and Gresley coaches set to arrive very soon. It's a great time to be a fan of the LNER in O gauge...

Craig Tiley & Tim Rayner

▶ Cab details are picked out in appropriate colours to mimic the copper pipework and various fittings. Note the etched fallplate, fitted for photography.

VINTAGE VIEW LNER Gresley Class A3 Pacific



▲ No.60035 is seen freshly out-shopped in BR green livery, which it received in August 1951. Prior to this it had worn BR blue since January 1950. Note the front footstep and frame-mounted railguards, the latter subsequently being removed later in the locomotive's BR career. Photo: Mike Morant collection

Prototype background

The real locomotive was turned out from Doncaster works in July 1934 (No.2500), constructed as an A3 from new (as distinct from those which were converted from A1s). It was sent to Haymarket shed in Edinburgh, where it remained for its entire service life save for a few weeks at Aberdeen in 1937, and Carlisle Canal in 1961. (The model is missing the 64B shed plate that the real thing would have carried through the 1950s.) It received No.35 following the LNER 1946 re-numbering programme.

Delivered new in LNER apple green livery, the locomotive was re-painted into wartime black livery in April 1942, reverting back into apple green in September 1947. It was out-shopped in BR blue in January 1950, then BR green from August 1951. During BR days No.60035 was fitted with AWS (hence the coupling deflector plate below the bufferbeam on the model), and received a double chimney in January 1959. This class member was, however, not one of the ones that carried the German-style smoke deflectors. It was withdrawn on 4 September 1961.

As an aside, Windsor Lad the racehorse was a star equine in the mid-1930s, winning amongst others the Derby and St Leger in 1934.

▶ Our sample has the unstreamlined non-corridor tender, seen here without the supplied coal load, thus enabling the fully-modelled coal space detail to be seen.

Sample loaned by

HATTON'S MODEL RAILWAYS,
17 Montague Road, Widnes
WAS 8FZ.
www.hattons.co.uk

PRICE
£750.00



Dapol expands range of working semaphore signals

00 & 0

Dapol has increased the choice of working GW/BR(W) semaphore signals with a wooden post bracket signal for 4mm scale, and a single stop signal for O gauge. At present the former is only available as a right-hand bracket, ie the diverging, inferior route branches off via a right-hand point.

Both products feature scale 4' arms, the norm for signals of this height (5' arms were specified for signals taller than 26' above rail level). It would of course be a simple job of shortening an arm to a scale 3' for goods lines, but the white/black striping would need to be reapplied.

For installation, note that the 4mm bracket requires a 15mm hole to be drilled in the baseboard (vs 14mm of the single arm signals in this scale). The control box beneath requires a space measuring 60mm x 52mm, and extending 70mm below the signal's baseplate. The signals are removable

for transportation/storage/maintenance, it being a matter of aligning the yellow stripe on the signal with that on the control box. Sprung contacts in the base act upon metal contacts in the mast for wire-free connection – neat. The red and black wires, 270mm long, supply the signal with its input voltage of 14V ac or 9 – 12V dc. The lower the supply voltage is, the dimmer are the lamps, so this could be a matter of preference: oil lamp as is traditional, or brighter electric lamp for modern times, preservation etc.

The signals are supplied with latching single pole double throw switches, at the end of 280mm long looms. The looms connect to the control box via miniature plugs. Alternative operating arrangements, such as using latching SPDT push buttons, or double pole passing contact switches, are outlined in the comprehensive instructions.

The 'danger' and 'proceed' posi-



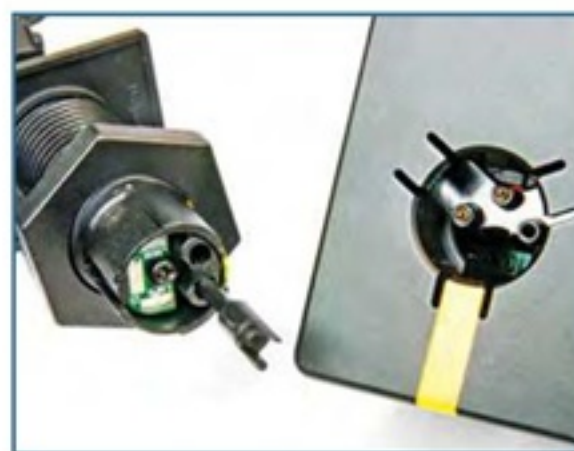
tions of each arm are fine-tunable, and a factory-reset option is included. In operation the 'return to danger' movement is accompanied by a 'bouncing' action, which does not seem to be extinguishable. (Your reviewer always returned arms to danger gently, to save the ire of the S&T department which has to replace notched arms...)

Dapol has a bespoke accessory decoder for use with these signals on

DCC layouts; again alternative options are covered in the instructions.

We look forward to the Chirk-based manufacturer expanding its suite yet further; a route indicator for the branch terminus station throat would be an especially fine touch, and suitably 'generic' – reading MAIN, BAY and GOODS for example... over to you, Dapol!

Tim Rayner



Samples supplied by

DAPOL Ltd,
Gledrid Industrial Park, Chirk,
Wrexham LL14 5DG
www.dapol.co.uk

PRICES
4mm bracket signal – £64.95
7mm stop signal – £55.95

Limited edition Peckett and wagons box set from Hornby

00

Hornby has released a limited run of 1000 packs of wagons featuring its fine Peckett W4 0-4-0ST as locomotive

C in the Huntley & Palmers fleet, and three of its PO wagons lettered for the famous Reading-based biscuit firm, all

presented in a handsome presentation box with an information panel inside the lid. The wagons represent three of

the five ordered by the firm from Gloucester RC&W in October 1908.

The liveries are expertly executed, especially on the locomotive, which runs as sweetly as its predecessors. For the W4 review, see RM March 2017. The set is selling fast, so collectors should not delay.

Tim Rayner



Sample supplied by

HORNBY HOBBIES Ltd,
Westwood Industrial Estate,
Margate, Kent CT9 4JX.
www.hornby.com

PRICE
ref.R3686 – £142.99



Fourdees has recently released another attractive ready-to-run narrow gauge locomotive, in the form of the 0-6-2T *Superior* built by Kerr, Stuart as works number 4034 of 1920 for the 2'6" gauge Sittingbourne & Kemsley Light Railway in Kent, serving the Bowaters paper mills. The machine had outside frames and inside Stephenson valve gear, and was the first of the Matary Class for use in the UK.

It is modelled in preserved condition, in the c.2007 maroon livery.

The base colour is sprayed with good coverage and a satin finish, with the black (satin and matt) areas and details (buffer beams, flycranks, brass-work, pipework, etc.) hand painted. Colours are specified (Humbrol references) in the instructions to aid matching, if necessary. The etched brass name and works plates are by Narrow Planet.

The model has been produced using original drawings from the Kerr, Stuart archives. Fourdees models 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 the spectacles. As there is no upper cab back, the roof is fixed.

An optional toolbox is included to place on the left-hand tank.

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 an N gauge Graham Farish 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").

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, illustrated with archive pictures, describes the Kerr, Stuart Matary/Barretto Class locomotives and the Bagnall derivatives, as used on the Sittingbourne & Kemsley and the Welshpool & Llanfair (*Joan* in the preservation era). 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.41-212 – £287.50.
Insured & tracked UK postage
£10.00.



Book Reviews



British Railways in the 1960s – London Midland Region

Geoff Plumb

This new album from a well-known and prolific lensman looks at arguably the region that changed the most during the 1960s, not least the upheavals associated with the electrification of the West Coast Main Line. Following a biographical introduction (and a photo of the author, age four, on a 1P 0-4-4T), the photos with extensive captions begin, in London, at St Pancras and Euston. Shed shots and views of trains in action are both in colour and black & white, and many are of railtours, as one would expect of steam's last decade. Subjects range from Pacifics to 0-4-OSTs, and chiefly steam: a scattering of diesels and the two electrics at Euston are the only 'modern' locomotives on show.

Locations span the Settle & Carlisle, the last holdouts of steam in the north-west, Shap, Crewe, the Cromford & High Peak, the Lickey Bank, and more. Dates are mostly in the last couple of years of steam, so most of the locomotives are in BR grime livery, with a few clean ones on railtours.

This is an evocative collection of views of the twilight of BR steam.

Pen & Sword Books Ltd,
47 Church Street,
Barnsley,
South Yorkshire S70 2AS.
www.pen-and-sword.co.uk

245mm x 255mm 176pp
Hardback £30.00
ISBN 978 1 47382 394 5

Southern Workhorses No.2 – Q1 0-6-0s 33001 – 33040

Leslie Tibble with Richard Derry

Following on from the first Workhorses volume (see Books, July 2019), which studied the conventional Maunsell Q Class six-couplers, we now arrive at the anything-but-conventional Bulleid Q1s – his austerity design of early 1942, one of which is preserved.

In the publisher's normal 'book of' style there is an introduction followed by record details and at least one photo of each class member, on passenger and freight workings, or on shed/in works. Extensive captions point out traps for the unwary, such as presence/absence of mechanical lubricators, driven off the leading coupled axle on the left-hand side (three of the class, 33013/17/36 had two of them).



A particular bonus for modellers is the selection of photos of the preserved singleton, the National Collection's 33001 under restoration on the Bluebell Railway in the late 1980s.

Those wishing to detail the Hornby OO replica of these strikingly 'different' machines will want to have this book beside their modelling bench. It's a valuable source of information and photographic reference, and warmly recommended.

Irwell Press,
59A High Street,
Clapham,
Bedfordshire MK45 4BE.
www.irwellpress.com

303mm x 215mm 136pp
Hardback £22.95
ISBN 978 1 9121262 25 1

Britain's Last Mechanical Signalling – Salute to the Semaphore

Gareth David

Mechanical signalling is on the way out, so you had better be quick before it has all gone! No, hold on, it may be on the way out, but despite Network Rail's best intentions it does seem that pockets of traditional railway operation will still be around for a few years yet, but you can never take anything for granted! Network Rail is quoted as saying that by 2024 there will still be 1,200 semaphore signals controlling areas of the system.

This book is effectively an account of the author's endeavours to record as much of the remaining mechanical signalling as existed in 2017, and, in particular, what could be reached by train and not by car. Arranged in geographical order, starting in East Anglia, travelling in a clockwise circuit, and ending with Scotland, plus a section for Ireland, all photos have been taken by the author showing signal boxes and signals in their current settings. History of signalling is covered, and region by region a brief history of the 'boxes and what remains is described in some detail, backed up by a profusion of photographs.

There are examples of specific railway company styles, such as the last surviving 'somersault' signal at Boston Docks, but there are still many examples of ex-Great Western lower quadrants and LM Region upper quadrants in daily use. Those little pockets of traditional operation in a sea of modernity that exist around them, such as Yeovil and West Wales, stand out for their curiosity value. And since the book was published earlier this year already some sections of traditional signalling have already been lost to



modernisation, such as the Wherry Lines, parts of the Highland Main Line and the North Wales Coast. It reminds you that you just cannot take anything for granted, so maybe it is a good time to get out there and sample traditional railway operation before it's gone for good.

Pen & Sword Books Ltd,
47 Church Street, Barnsley,
South Yorkshire S70 2AS.
www.pen-and-sword.co.uk

280mm x 225mm 227pp
Hardback £30.00
ISBN 978-1-52671-473-2

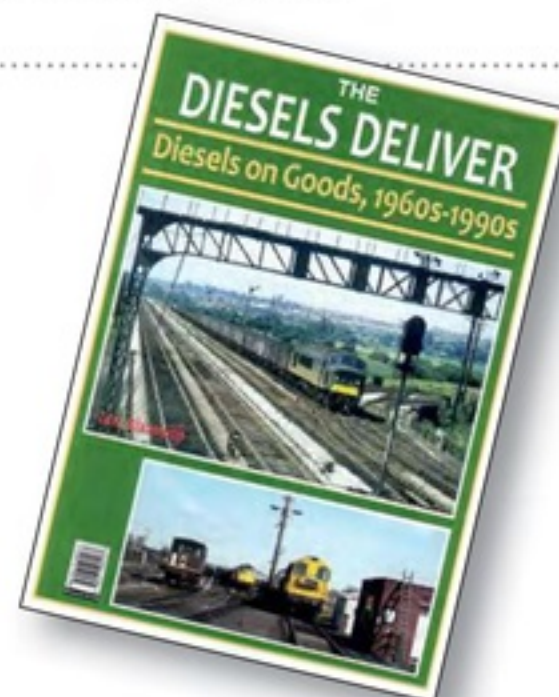
The Diesels Deliver – Diesels on Goods, 1960s – 1990s

Ian Sixsmith

This collection of colour images has been extrapolated from the vast collection of pictures housed in the Colour Rail library. In no particular order (and thus more of a browsing volume) the selection of images spans the decades, although the predominant period seems to be the 1960s and 70s. The wide variety of trains illustrated show really well the diversity of traffic once carried on British Rail at the time, although sadly it cannot be said that all traffic was commercially viable, and as time passed some business was let go and lost to road haulage. With no contents or index it is hard to look up specific locomotive types or traffic. But the coverage seems to be extensive and each turn of the page reveals a scene of what appeared to be a healthy railway catering for the needs of industry on a day to day basis. When you see what was once transported by rail it does make you think just what has been lost.

Irwell Press Ltd,
59a High Street, Clapham, Bedfordshire MK45 4BE
www.irwellpress.com

297mm x 210mm 78pp
Softback £10.99
ISBN 978-1-911262-23-7



2019 Warley NEC Show

Highlights

A sizeable increase in advanced ticket sales in the run up to the 2019 Warley NEC show, which took place on the weekend of 23 & 24 November, paved the way for an uplift in footfall over the previous year's attendance figures. The increase in visitor numbers was attributed, in part, to widespread press coverage of the event in the wake of media attention given to our exclusive interview with Sir Rod Stewart in the December RM, together with interest in the hobby resulting from the broadcasting of series two of Channel 5's *The Great Model Railway Challenge*; three GMRC displays were amongst the huge number of exhibits that had been assembled in Hall 5 of the National Exhibition Centre for visitors to enjoy.

The prototype exhibits – the inclusion of which has become a signature of this annual event – on this occasion included the recently-completed North Eastern Railway Autocar, courtesy of the NER 1903 Electric Autocar Trust. Its appearance was particularly apposite because Rails of Sheffield used the event as the platform to unveil an engineering sample for its forthcoming OO gauge model of the Autocar, which is being manufactured by Heljan. Complementing the Autocar was an MGR hopper wagon (courtesy of the National Wagon Preservation Group) and the part-complete 'Bloomer' replica from the nearby Tyseley Locomotive Works. Inaugurated in 1988, there is a fresh impetus to complete this project – its display in Hall 5 being used to raise the profile of fund-raising initiatives that were recently launched by Vintage Trains. There was also, of course, Beer heights Light Railway No.12 Jools from Pecorama, which attracted much interest as part of the Peco stand.

As is customary at the Warley show, there were a number of trophies and awards handed out during the course of the weekend, presented by Warley MRC and other organisations – full details of these are published on the following pages.

The 2020 Warley National Model Railway Exhibition is planned to take place on the weekend of 28 & 29 November. Keep an eye on the event website for more details:
www.thewarleyshow.co.uk

The 'Kids for a Quid' ticketing initiative proved popular again, with many younger visitors attending over the two days. Here Peter Berry from Oxfordshire keeps a watchful eye on proceedings as his grandson Elliot has a go at operating one of the junior layouts.



▲ Rails of Sheffield's Tracy Barber unites the engineering sample for the retailer's forthcoming OO gauge NER Autocar model with its full-size counterpart, this vehicle forming the main centrepiece display. All photos by Craig Tiley except where stated



Photo: Steve Flint



The all-ladies team from TV's *The Great Model Railway Challenge* went down a storm at the NEC with the team's layout *Bucolic Britain*. At busy times the crowds were up to six deep in front of the barrier and the free prize draw to win a Peco Setrack Starter Set was hugely popular. The lucky winner drawn out of the box by Fred Garner – team captain of the Railmen of Kent 2019 GMRC winners – was Mr J Henderson from the West Midlands.

The ladies all wore pink in recognition of the Breast Cancer Awareness charity and, during the show, raised money for the charity by selling all the crochet trees (inset) from the forest on the layout to members of the public. Team leader Carol Flavin and railway artist Corina Stevens boosted the donated amount by adding in their fees from their RAILWAY MODELLER articles featured in the previous edition. Corina also gave a percentage of her takings from the sale of her artwork, taking the total amount donated to the charity to just over £480.00.

Carol said it had been such an amazing year for the close-knit team of family and friends. "It began with *The Great Model Railway Challenge*, newspaper and magazine articles, and now the NEC exhibition this weekend. We wish to thank all at Warley Model Railway Club for helping us to finish off on such a high."

The Award Winners



▲ The Bachmann Trophy for best 4mm scale layout was won by Heather & Richard Cox, for their rendition of the London & North Western Railway Brecon Road station in Abergavenny. Paul Jones (right), the Warley MRC Chairman, presented the award.



▲ The Calvert Trophy is presented every year in memory of the late Andy Calvert to the best N gauge layout, a scale in which he excelled. Will Heath (right) was a deserved winner for *The Spirit of Swindon*, which was exhibited with sound and lighting.



▲ The CONTINENTAL MODELLER Trophy for the best overseas prototype layout went to the HO scale American outline *Mauch Chunk, PA* by the Barrowmore MRG. Paul Jones handed the cup to BMRG members Richard Oldfield (left) and Steve Hales.



▲ *Kimble* by the Leamington & Warwick MRS scooped the Signalling Record Society's award for best signalled layout and the Crécy Publishing trophy for best 7mm layout. Peter Hutchinson (left) accepted the latter award from Paul Jones.



▲ The Glascott trophy for best narrow gauge layout, presented in memory of former Warley MRC Secretary (and NG fan) Dave Glascott, went to the Wimborne Railway Society's modular *Tarrant Valley* exhibit. Seen accepting the award from Paul Jones is Steve Green.



▲ The Gwyn Humphreys award for innovation in model railways went to Dapol for its 'no tools DCC installation' system. Gwyn's daughter Gill Whittall, making her first visit to the show, presented Andy Forty of the Chirk-based firm with the trophy.

Chris Ford's OO project layout *Hopwood* (see p10) received a huge amount of interest on the Peco stand; here young visitor Kai Johnson gets to grips with shunting. Also attracting attention on the Peco stand was BHLR miniature steam locomotive *Jools* (right).



In order to give its 'Genesis' coaching stock project for OO a novel marketing twist, Hatton's brought in actors Jodie Beale and Aftab Hussain – suitably adorned in period clothing (see also p.88).



Squires Model & Craft Tools, in conjunction with Metcalfe Models, ran a Facebook 'Like' competition to win free tickets for the NEC show and the two lucky winners are pictured here on the day with representatives of both firms. Pictured from left: Oliver Lewis, Nick Metcalfe, Simon Day, Chris Williams, and Kayleigh Tongue. Proprietor of Squires Roger Lewis advises that a similar competition may take place next year. Photo: Steve Flint



The Award Winners



▲ The Hornby Trophy is presented to the best modern image layout at the show, which for 2019 was *Umbridge*, by the N gauge section of the Railway Enthusiasts' Club; Rod Bolton accepted the award on behalf of the group members.



▲ The LMS Society award for the exhibit which best captured the LMS in miniature went to the Warley N gauge section for *Hawes Junction*. Ed Purcell (left) accepted it from LMS Society chairman David Hunt (centre) and Peco Chairman Mr C M Pritchard.



▲ The Sir William McAlpine award for preservation achievement went to the NER Autocar restoration team. NER Trust Chairman John Furness received the award from ALSRM Chairman David White (left), and Peco Chairman Mr C M Pritchard.



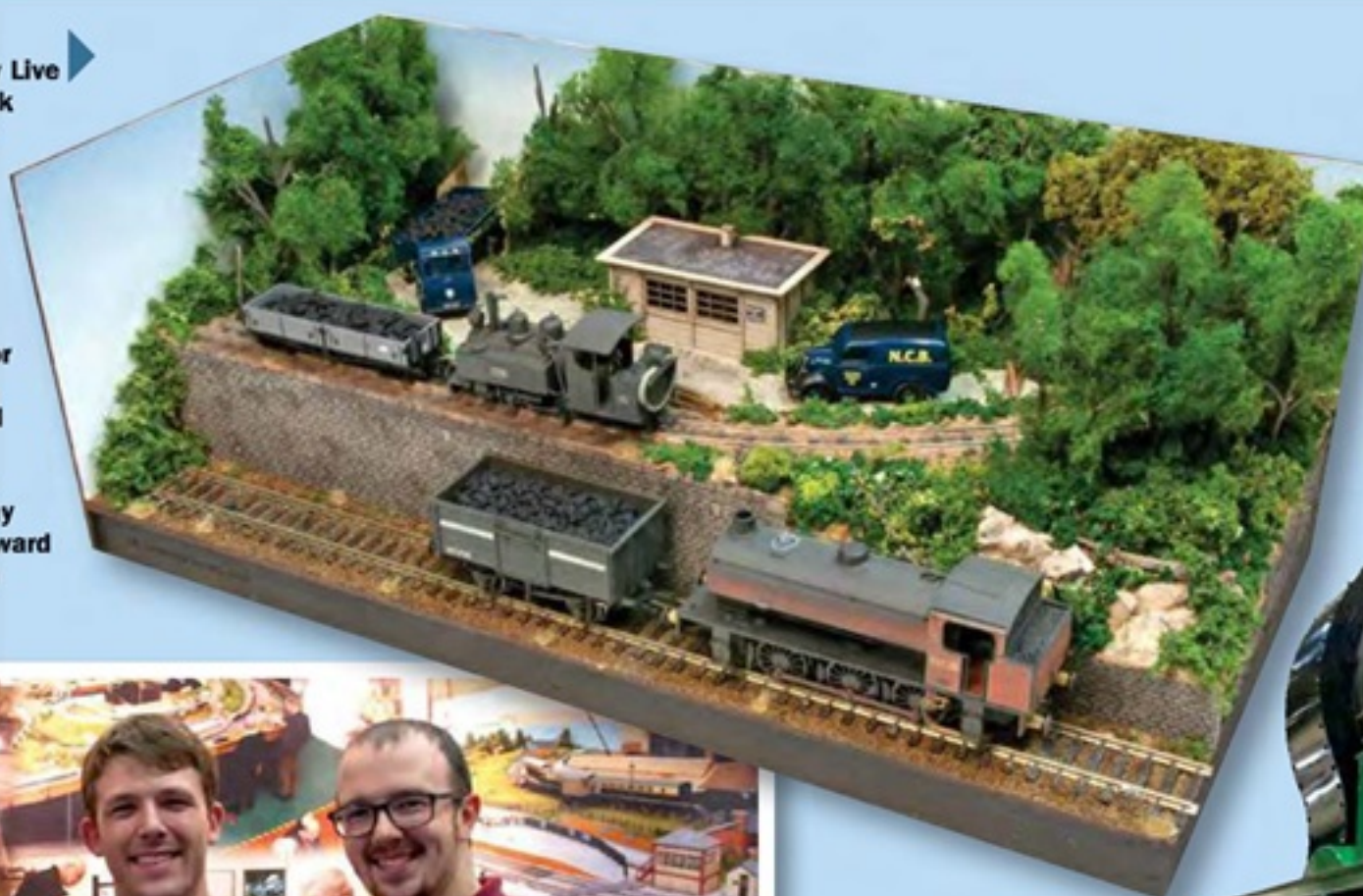
▲ The Warley MRC HQ is located within the borough of Sandwell, so the incumbent mayor is invited to the show to pick his or her personal favourite. N gauge layout *Rockcliffe* was the choice of Cllr Dr Ann Jaron, flanked by John Riddle (left) and David Riddle.



▲ The RAILWAY MODELLER cup, for the best in show layout as chosen by members of the editorial team, went to the O gauge pre-Grouping layout *Norwich Central*, which was making its NEC debut. It featured a low level goods yard backed by a high-level terminus; digitally controlled with sound too, it will feature in the pages of RAILWAY MODELLER in due course. Editor Steve Flint (left) is seen congratulating Peter Thompson (right), with David Smith holding the award. *Layout photo: Steve Flint*



Another presentation at the show involved the winners of The Warley Live Micro-Layout Challenge, which took place at the Warley club open day in July and was live-streamed on Facebook. The winning layout *Compton Colliery* was built by Callum Willcox (centre of photo, below) and Adam Ashford (right) who were presented with The RAILWAY MODELLER Award from Editor Steve Flint. The layout was then auctioned off for charity and raised £70.00 for Macmillan Cancer Support. Callum also received the Association of Larger Scale Railway Modellers' Sir William McAlpine Award for railway modelling excellence in 2019 during the show weekend.



▶ The part-complete LNWR 2-2-2 'Bloomer' replica was a surprise addition to the full-size exhibits that were on display. It made the journey to the NEC from the nearby Tyseley Locomotive Works where the project to complete the locomotive is taking place with renewed impetus.



2019 Warley NEC Show

Product Highlights

This 2019 Warley show spurned the customary feast of new model announcements and updates with forthcoming projects from the numerous firms and manufacturers that attended. A selection of the sample models on display are presented opposite.

Heljan revealed its plans for a Great Western Railway Collett 2251 Class 0-6-0 in O gauge (see below), which will be available in six versions (all un-numbered) covering GWR and BR liveries.

Also for O gauge, the Danish manufacturer announced that it is developing BR Mk.II/Mk.IIa coaching stock, which will ideally complement many of its diesel locomotive models. TSO, BSO and BFK types have been confirmed, each available in an array of liveries. A new body variant of the Class 40 will depict later examples with a single central headcode panel.

For OO gauge, Heljan has announced that it is to expand its all-new Class 86 project to cover the 86/4 and 86/6 sub-classes introduced from the mid-1980s, whilst new versions of the Gresley O2 will feature the GNR pattern cab and tender. There will also be a new tooling variation of the firm's Class 33 model, which will see the 33/0s covered, equipped with single high intensity headlight.

Accurascale unveiled plans for OO gauge models of KUA nuclear flask wagons, which will be supplied as a pair, priced £159.95. Delivery is planned for mid-2020.

Locomotion Models announced that it has commissioned from Bachmann an exclusive livery version of its forthcoming Hawksworth 94xx 0-6-0PT in OO, which will be presented as class pioneer No.9400 (now preserved as part of the National Collection at Swindon's STEAM Museum) in 'as preserved' condition with gloss-finish GWR green livery and burnished fittings. Models can be pre-ordered from Locomotion Models, with delivery planned for the third quarter of 2020.

Dapol is set to add to its range of 7mm standard gauge wagon models with plans for a GWR 'H7' Conflat and accompanying containers. The Chirk-based manufacturer also plans to develop a new range of O gauge plastic kits for timber station buildings, which will be produced in the UK. A trio of types have been announced, each based on different railway company styles; London & North Western Railway (based on a prototype at Diggle), Southern Railway (Westerham) and Great Western Railway (Culkerton).

KR Models stated its intention to develop OO gauge models of BR 'Fell' prototype No.10100 after stocks of its forthcoming GT3 model project have been delivered.

Heljan is to develop an O gauge model of the Collett Goods, illustrated here with sole-surviving example No.3205 in action on the Severn Valley Railway in 2010. All photos: Craig Tiley



▲ **Dapol Churchward Mogul in OO**
Factory-decorated sample



▲ **Dapol HST-P power car in N**
Early tooling sample – subject to revisions



▲ **Graham Farish refurbished 31 and 8F in N** Factory-decorated samples



▲ **Bachmann Gresley V2 in OO**
Tooling samples for BR (left) and original (right) versions



▲ **Bachmann Johnson 1P 0-4-4-T in OO**
Factory-decorated sample



▲ **Bachmann 94xx 0-6-0PT in OO**
Factory-decorated sample of Locomotion Models exclusive version



▲ **Heljan Class 33/0 in OO**
Tooling sample



▲ **Heljan Class 03 in O**
Factory-decorated sample



▲ **Rails NER Autocar in OO**
Tooling sample (Heljan)



▲ **Sonic Models Collett 0-6-2T in N**
Factory-decorated sample (weathered)

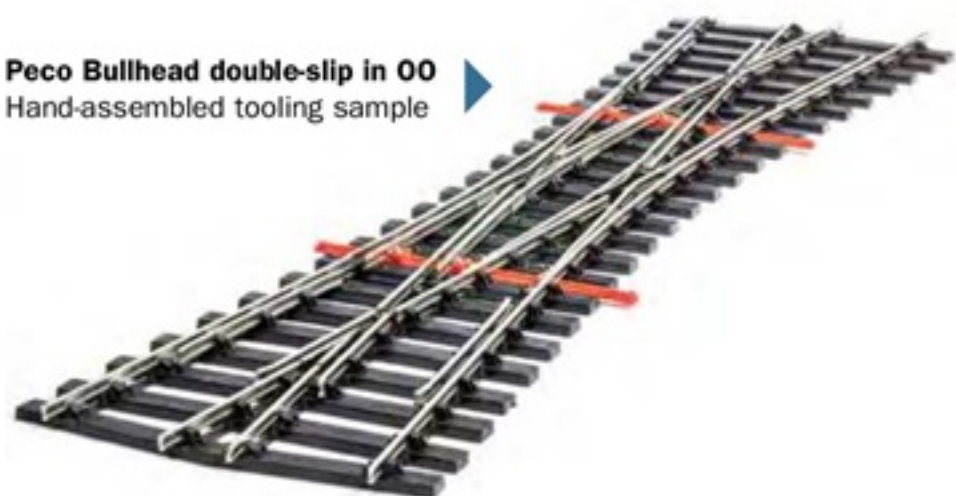


▲ **Revolution Sturgeon and STVA car carriers in N**
Factory-decorated samples



▲ **Cavalex BLA and BBA in OO**
Factory-decorated samples

▲ **Peco Bullhead double-slip in OO**
Hand-assembled tooling sample



▲ **KR Models GT3 in OO**
Factory-decorated sample



▲ **Oxford Rail J27 in OO**
Factory-decorated sample



▲ **Hornby Stanier Princess in OO**
Factory-decorated sample

Hornby model presented to the President of the United States

The Great Western Railway's recently-introduced fleet of Hitachi bi-mode Intercity Express Trains (of which Hornby produces models in OO), are being named after inspirational individuals associated with the communities served along the railway company's routes.

One of these individuals is Cornish-born Colonel Richard Rescorla, who died on 11 September 2001 after having saved thousands of lives at the World Trade Center. Rick (as he was known) was the head of security for Morgan Stanley, a banking company based in the South Tower.



The naming of Hitachi IET driving trailer 802 008 in memory of Rick Rescorla took place at the GWR Long Rock open day (near Penzance) on 13 April 2019, in a ceremony attended by his widow Susan together with other friends and family members from the US and Cornwall.

On 7 November 2019 Rick was posthumously awarded the Presidential Citizens Medal by the President of the United States of America at the White House in Washington DC. The Medal was presented to Susan, with other members of his family also in attendance.

Following the ceremony, a Hornby model of the driving trailer named after him was presented to the President. The model, which was specially prepared by the Margate-based firm, was presented by GWR Project Communications Manager Paul Gentleman. Reflecting on the occasion, Paul said, "This was obviously an incredible experience and a huge honour to be asked by Susan to attend this ceremony, recognising the bravery of her late husband."

Simon Kohler, the Hornby Marketing & Product Development Director commented, "We have maintained good relations with GWR following the development of our Hitachi IEP models in OO. They asked us to prepare two models –

▲ Susan Rescorla at the naming ceremony of Hitachi IET driving trailer 802 008 Rick Rescorla on 13 April 2019. Photo: GWR



▲ GWR Project Communications Manager Paul Gentleman (right) presenting the Hornby model to the President, with Susan Rescorla (centre) looking on. Photo: The White House

one for The President and one for the family – which were completed by our own excellent team. It gave us a real sense of pride to have helped commemorate such an important occasion."



▲ One of the two specially prepared Hornby models, which were finished by the manufacturer's team of modelmakers as 802 008 Rick Rescorla, complete with the Cornish cabside wording 'Kernow bys Vyken', meaning Cornwall for ever. Photo: Hornby

Accurascale announces all-new Class 37 in OO

Accurascale has announced that it is developing an all new 4mm scale (OO gauge) model of the English Electric Type 3/Class 37. This is set to be the firm's third British-outline locomotive project, following on from its forthcoming models of the Class 92 electric and Class 55 Deltic.

The Accurascale Class 37 will cover a multitude of different builder, era and locomotive-specific options, although the initial focus will be on prototypes in 'as built' and current operating conditions, bookending the 60-year careers of the prototypes.

The 'early' versions will cover locomotives D6700 – 6704 (later designated Class 37/0), which were the first five locomotives delivered from English Electric's Vulcan Foundry at Newton-le-Willows between December 1960 and January 1961.

The 'current' versions will cover DRS Class 37/6s Nos.37601 – 37612, these models being equipped with WIPAC light clusters and top headlight – plus numerous other prototype-specific details.

The planned specification for the models includes all wheel drive, helical hearing, full lighting functions, 'stay-alive' powerpack, large five-pole centrally mounted can motor with twin flywheels



and a heavy metal chassis with 21-pin DCC socket.

Sound-equipped versions will feature an ESU Loksound 5 decoder and twin speaker arrangement.

Notable cosmetic details are set to include sprung metal buffers, fine factory-installed pipework, screw couplings and optional snowploughs.

The brake blocks, which will be in line with the wheels, will be movable to allow for conversion to EM or P4, suitable 'drop in' wheelsets being available separately.

CAD is largely complete (renders are reproduced here) with some corrections required prior to tooling commencing. Prices have been confirmed as £169.99 for DCC ready, and £259.99 for DCC

sound fitted versions.

The models will be available direct and through Accurascale stockists. If buying direct from Accurascale, a £30.00

deposit will be required. Delivery is slated for the fourth quarter of 2020.

www.accurascale.co.uk



Brown-Boveri gas turbine No.18000 from Rails and Heljan in OO

The model railway retailer Rails of Sheffield has announced that it has collaborated with the Danish model manufacturer Heljan to produce OO gauge models of the Brown-Boveri gas turbine prototype No.18000.

The design and CAD work is complete and tooling is reported to be well underway. First samples are expected to be ready in early 2020, followed by decorated samples in the middle part of the year, before going into production towards the end of next year.

The prototype was completed by the Swiss companies Brown-Boveri and SLM in November 1949 for the Western Region of British Railways.

Running on six-axle bogies with four traction motors (arranged as an A1A-A1A), the locomotive had a maximum speed of 90mph and weighed 115tons. For low-speed shunting and light engine moves, an auxiliary diesel engine was fitted.

Aside from an extensive programme of test running, it was also used on revenue earning services between Paddington, Bristol and the West of England, during which time it acquired the nickname 'Kerosene Castle'.

The locomotive showed itself to be capable of meeting the WR's expectations, however, a combination of heavy fuel consumption, poor reliability and a lack of suitable operations to achieve the necessary efficiency eventually led to No. 18000 being set aside. It was officially withdrawn in December 1960 and stored at Swindon Works until 1964.

A strange turn of events led to a 'second life' for the locomotive when it was acquired by the International Union of Railways (UIC) and modified for wheel/rail interface experiments in Switzerland and Austria. No longer gas turbine powered, it was used as a hauled vehicle, working with various types of electric locomotive. By 1975 it was resident at the UIC's famous Arsenal test centre in Vienna, displayed outside the Mechanical Engineering test building, where it remained until the early 1990s.

However, many British enthusiasts recognised the significance of the locomotive and in 1994 it returned to the UK, sponsored by BR's Railfreight Distribution sector, and went to Sheffield's Tinsley depot for external restoration.

Since then No.18000, now largely



empty inside, has been resident at Crewe Heritage Centre, Barrow Hill and Didcot Railway Centre, where it is currently on display. It is now owned by the Pete Waterman Trust.

Three versions of the model are being produced: BR gloss black with silver trim (c.1949 – 56); BR lined green with early emblems and orange/black waistband (c.1956 – 57); BR lined green late crests and orange waistband (c.1957 – 60). Detail differences between the locomotive 'as built' and as subsequently modified during the 1950s have been incorporated into the tooling, with roof, cab front and grille details varying between the BR black and BR green versions.

Available DCC ready (priced £199.99

▲ No.18000 at Old Oak Common c.1952. Photo: John Day Collection/Rail Photoprints

each), the model specification is set to include: 21-pin DCC socket and space provision for DCC sound speaker, directional LED lighting, heavy die-cast metal chassis with central motor and flywheels, spoked wheels, etched grilles, sprung buffers and flush glazing.

An optional Western Region style train reporting number frame and numerals will also be included.

Pre-orders are now being taken (£30.00 deposit required) via the retailer's website:

www.railsofsheffield.com

Heljan L&B Lyn takes shape in 009



Heljan has received a running sample for its forthcoming 4mm scale narrow gauge model of the Lynton & Barnstaple Baldwin 2-4-2T Lyn, plans for which were first announced in our January 2019 issue.

The manufacturer recently sent the model to Peco for a period of testing and evaluation purposes, during

which time the opportunity was taken to take the photographs published here.

Set to be an ideal companion to the manufacturer's L&B Manning Wardle 2-6-2T models – and the Peco range of L&B rolling stock – five versions are due for release in 2020: ref.9980 – works black (unnumbered),

ref.9981 – L&BR dark olive green (original fluted chimney), ref.9982 – L&BR dark green (No.E762 with stove-pipe chimney and SR numberplate), ref.9983 – pre-1932 Southern Railway Maunsell green (No.E762) and ref.9984 – post-1932 SR Maunsell green (No.E762).

www.heljan.dk

Bring The Great Model Railway Challenge personalities to your layout!

Modelu has released a range of 12 3D-printed novelty figures based on the presenters and judges from Channel 5's *The Great Model Railway Challenge*.

Alan Buttler, proprietor of the 3D-printing specialist, was involved in the filming of the second series of the TV show, which provided the opportunity to capture laser scans of the show's presenters Tim Shaw and

James Richardson, together with judges Kathy Millatt and RM editor Steve Flint.

Each of the figures are available in 1:43.5 (O), 1:76 (OO), 1:87 (HO) and 1:148 (N) scales, priced £4.50 – £7.50. See the manufacturer's website for details of the full range, and to order:

www.modelu3d.co.uk



LSWR ground frame hut from Kernow in OO

Kernow Model Railway Centre has announced a further run of its exclusive OO gauge Bachmann Scenecraft LSWR ground frame hut.

Based on the prototype at Boscarne Junction, but common throughout the LSWR system, the model (priced £19.99, postage extra) will be available from the

retailer's Guildford and Camborne shops, as well as online and at exhibitions that it attends.

Kernow Model Rail Centre
98A Trelowarren Street, Camborne,
Cornwall TR14 8AN Tel: 01209 714 099
www.kernowmodelrailcentre.com



In brief

Hornby set to reveal 2020 range

Hornby will be publishing its 2020 catalogue and unveiling its plans for models from all new tooling on 6 January 2020. We will publish full details on our website on this date, followed by a full report in our February 2020 issue, which will be on sale from Thursday 9 January. www.peco-uk.com

RM binding

Readers who wish to have their 2019 issues of RAILWAY MODELLER stitched and casebound, complete with index, should make their orders prior to Monday 17 February 2020. Binding, without covers and advertisements is priced £49.50 (inc. VAT and P&P), or £55.50 (inc. VAT & P&P) to include covers and advertisements. Note that prices are unchanged again for this year. Please remove all unwanted pages before sending the volume to: **Peco Publications & Publicity Ltd, Underleys, Beer, Seaton, Devon EX12 3NA.** Tel: 01297 21542

Wishlist poll 2019 results

The results of the 2019 'Wishlist Poll' have been published, which seeks to indicate to model railway manufacturers what OO gauge ready-to-run items modellers would most like to see produced from all-new tooling. Receiving the most votes this year was the USATC S-160 2-8-0, closely followed by the GWR/BR(W) Collett Manor Class 4-6-0. Third spot went to the BR Standard 78xxx Class 2MT 2-6-0 with the the WD Austerity 2-10-0 in fourth and the Maunsell U Class mogul in fifth. These are the same prototypes that occupied the top five spots in the 2018 poll, albeit in a different order.

Earley show helps local charities

The 2019 annual exhibition staged by the Loddon Vale Model Railway Club, which was held on 21 September at St Peter's Church Hall in Earley, raised £220.00 for local charities. Serving Wokingham and the surrounding areas, Loddon Vale MRC (which is celebrating its golden anniversary this year), meets each Tuesday evening at Grazeley Village Hall in Berkshire. For more details contact the secretary, David Guthrie: www.djguthrie53@aol.com

Prizes to be won!

Don't forget to enter the RM Cup Prize Draw to be in with a chance of winning from prizes worth £1000. Just choose your three favourite articles from those published during 2019 and fill in the form on p61, where you can also find full details.

More liveries planned for Hatton's Class 66 in OO

The Widnes-based retailer Hatton's has received the first production sample for its all-new exclusive Class 66 models in OO, which are being produced directly with a manufacturing facility in China.

The production sample illustrated here is presented as 66 005 in EWS livery, which is one of 37 different versions that will be available. Five of these versions are recent additions to those previously confirmed, and comprise; Nos.66 743 and 66 746 in GBRf/Royal Scotsman livery, 66 780 in GBRf/Cemex livery, 66 623 in Freightliner/G&W orange livery and 66 587 As One, We Can in Freightliner/ONE pink livery.

All versions are available to pre-order priced £150.00 (DCC ready), £165.00 (DCC fitted) or £265.00 (DCC sound fitted). See the retailer's website for more details.

Project Genesis update

Further to the announcement in the December issue that Hatton's is developing a range of generic four- and six-wheel coach models in OO, the retailer has advised that six-wheel full brake versions have since been added to the models previously confirmed. Eight liveries for the full brake will be produced; GWR chocolate and cream, GNR lined teal, LNWR, SE&CR, LMS crimson lake, LNER pre-war brown, SR olive green and BR breakdown train red (with Tool Van markings).



Furthermore, a suite of London Brighton & South Coast Railway umber liveried coaches have been added to the models being produced as part of the

second planned batch. These can be ordered via the website with prices starting from £30.00 each. For more details: www.hattons.co.uk

3D-printed kits for early locomotives and stock from Newman Miniatures

Newman Miniatures is offering a range of 3D-printed kits and scratch aids for models in OO and N gauges, focusing on locomotives and rolling stock from the early days of railway development.

Designed by modelmaker Rudi Newman (and sold through Shapeways), the current range includes locomotives such as Stephenson's Rocket, Locomotion No.1, Derwent, Invicta, Planet and others, plus a growing range of coaches and wagons to accompany them. Various early industrial locomotives are also available, together with oddities from later eras such as Bulleid's 'Leader'.

The majority of models are designed as one or two-piece 3D-printed units that require painting together with the addition of weight and slot-in wheels to complete. Owing to their small size, most of the N gauge models are designed to utilise ready-to-run motor chassis inside matching rolling stock, while most OO items are intended to be fully motorised in their own right using proprietary micro-chassis.

Full details are provided on the sales page for each model. For further information including pricing and details of how to order:

www.shapeways.com/shops/newman-miniatures



▲ Models of Stephenson's Rocket and Liverpool & Manchester Railway stock in N gauge, created using Newman Miniatures parts.



▲ A OO gauge model of Liverpool & Manchester Railway large Samson Class Lion, finished in its Ealing film guise as Thunderbolt.

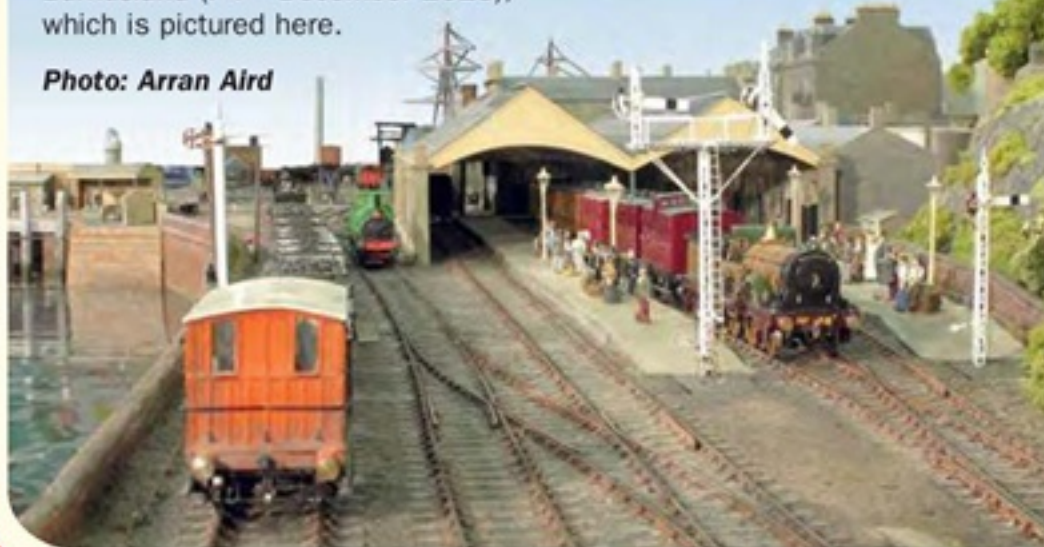
EXHIBITION FOCUS

More than 30 layouts at Stevenage show

The Chiltern Model Railway Association will be staging its 2020 annual exhibition over the weekend of 11 & 12 January at the Stevenage Arts & Leisure Centre, Lytton Way, Stevenage (postcode SG1 1LZ) – the fourth at this venue, which is located directly opposite the railway station on the ECML, and within five minutes of Junctions 7 and 8 of the A1(M).

There will be at least 30 layouts in action, covering a wide variety of scales, gauges and prototypes – of both British and overseas outline. Amongst these will be a number that have featured in RM, including: *Burntisland* (P4 – December 2015), which is pictured here.

Photo: Arran Ald



Supplementing these will be specialist modelling demonstrations and extensive trade support. Adults tickets are priced £10.00, which allows up to two children (aged 5 – 15) to be admitted free. Additional children are priced £4.00 and those aged under 5 are admitted free.

Adults tickets are available in advance until 8 January 2020 at the reduced price of £8.00 each (£7.00 for residents living in SG1 and SG2 postcodes) – visit the association's website for more details. For further information including opening times, see Societies & Clubs.

www.cmra.org.uk

Canterbury MRS to take the narrow route at its 31st exhibition

The City of Canterbury Model Railway Society will present its 31st exhibition on 18 & 19 January 2020 at its usual venue, St Anselms School in Canterbury.

This year the show will include a variety of narrow-gauge layouts of both British and European outline, as well as many following quite an industrial theme. Layouts include *Portwenn* by Simon King in O-16.5, *Fintonagh* in Irish 7mm scale/21mm gauge by David Holman and *The Yard*

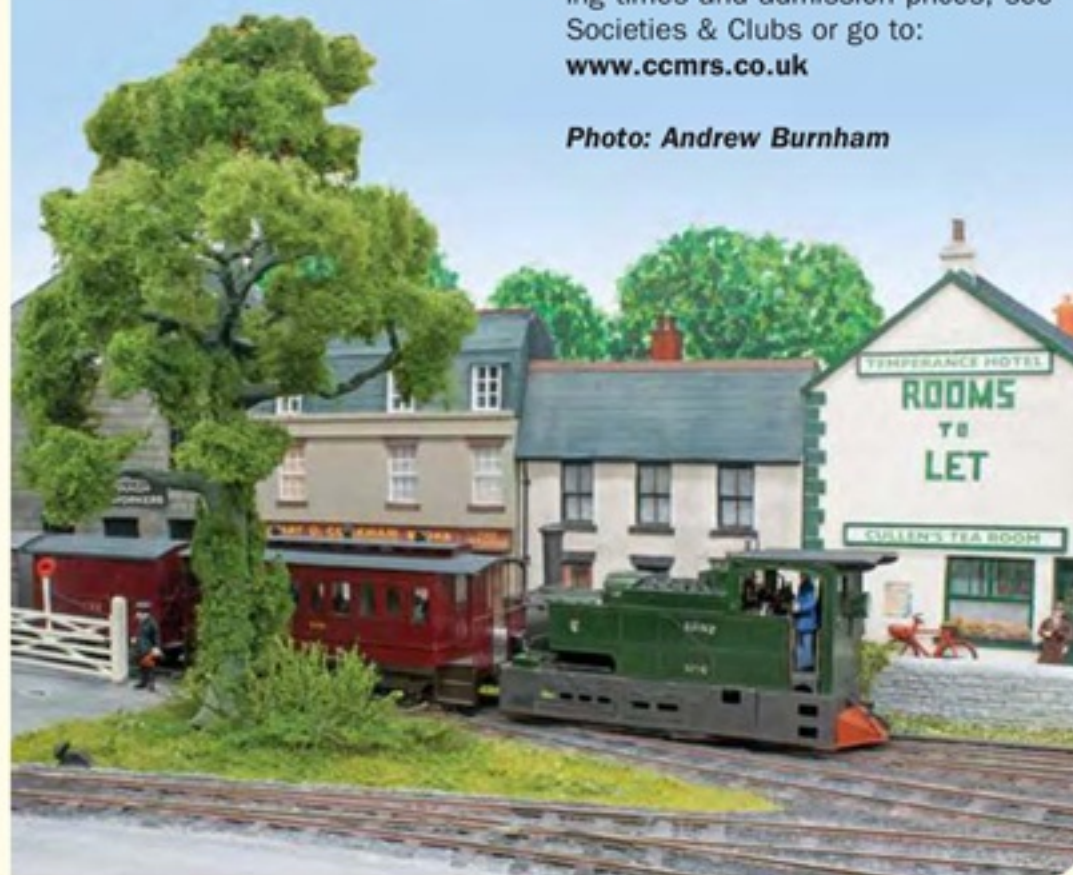
in O and O-16.5 by Martin Coombs, with working cranes and road vehicles.

As a balance to these there will be *Arun Quay* in O gauge (see RM April 2019) by Gordon and Maggie Gravett; *James Street* in N by Steven Wright and friends, along with *Brighton East* in EM by David and Matthew Smith, and *Surrey Arms* also in EM by Stephen Hannington, to give some British standard gauge content.

For further details, including opening times and admission prices, see Societies & Clubs or go to:

www.ccmrs.co.uk

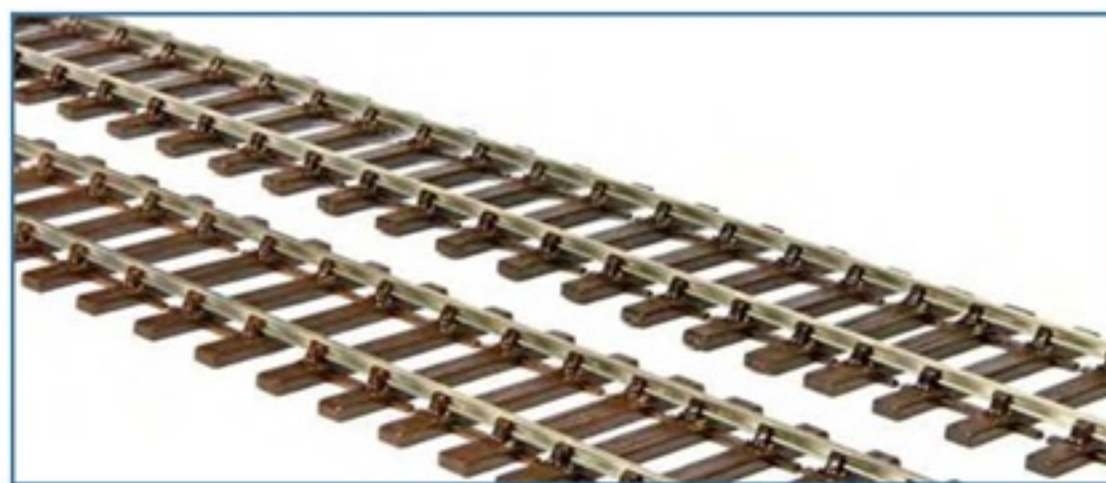
Photo: Andrew Burnham



New 60' bullhead track panel bases in OO from C&L

C&L Finescale has released new moulded track bases for plain flexible wooden sleepers bullhead track in OO. Moulded to represent 60' track panels, two types are available (with different chair key configurations) to cater for either 'branch' or 'main' line applications. The track bases can be supplied without rail, or supplied assembled with C&L's own code 75 HiNi nickel silver bullhead rail (as pictured). For further details including price information:

www.clfinescale.co.uk



Tolworth Showtrain cup winner

The Hampton Court Model Railway Society reports that it held another successful show over the weekend of 9 & 10 November 2019 at Tolworth Recreation Centre. The annual show has long been associated with Remembrance weekend, the two minute silence being observed on the Saturday morning.

The Showtrain Cup is awarded each year at the event, with visitors asked to vote for their favourite layout. Appropriately, the winning layout this year was *Somewhere in France* in OO9 by Peter Capon. The layout depicts a French village and surrounding countryside, showing in four scenes how it would have been at the height of The Great War, through to its appearance today.

The accompanying picture shows the cup being presented to Peter Capon (left) by Exhibition Manager John Noorani.

www.hamptoncourtmodelrailway.co.uk



New kits for 009 from Narrow Planet

Amongst the projects being developed by Narrow Planet is a kit for a Romanian-built Resita 0-8-0T (as per No.19 on the Welshpool & Llanfair Light Railway), designed by James Hilton to fit on a Minitrains 'Brigadelok' mechanism. It is planned to offer the kit in both HOe (1:87) and 009 (1:76). Pricing is to be confirmed.

Also pictured here are samples of forthcoming kits for a McEwen, Pratt (Baguley) petrol tractor and an Alan Keef type K12 modern four-wheel industrial diesel (ref.NPL-015C £30.00).

For more details about the aforementioned kits, together with other detailing parts and accessories in the Narrow Planet range:



Narrow Planet
P.O. Box 297, Bexhill-on-Sea,
TN40 9HF. www.narrowplanet.co.uk

Severn Valley steam on DVD

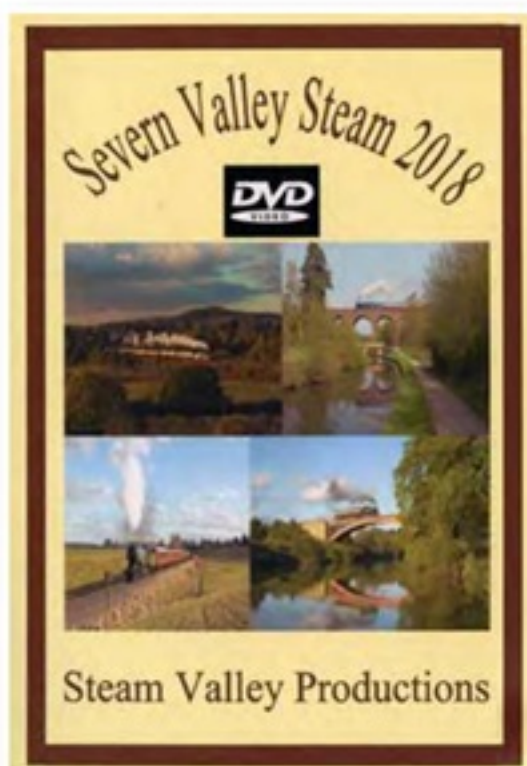
Recently released by Steam Valley Productions is *Severn Valley Steam 2018* – a feast of lineside footage recorded during the course of the West Midlands heritage railway's 2018 season.

The sequences cover a variety of picturesque locations along the full length of the 16-mile route between Bridgnorth and Kidderminster. A large selection of steam traction is featured, covering small resident locomotives such as pannier tanks Nos.1501 and 7714, through to large 'celebrity' visitors including No.6233 *Duchess of Sutherland*, No.6023 *King Edward II* and No.70000 *Britannia*.

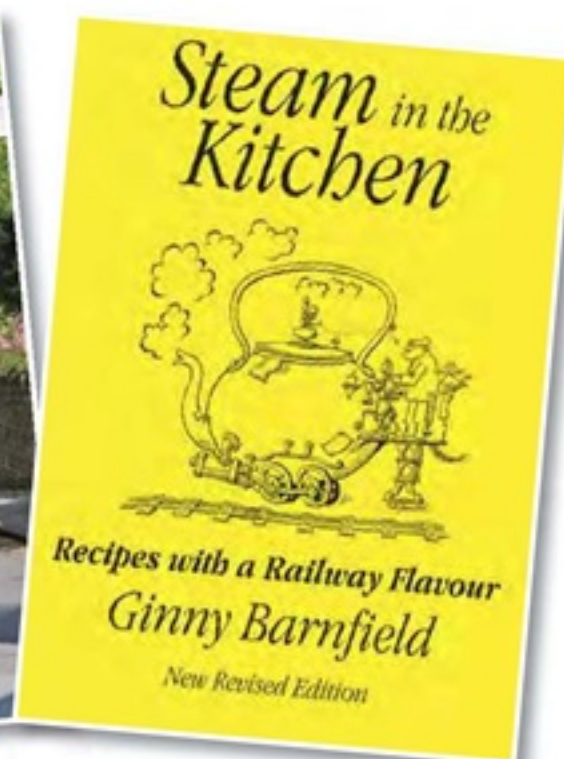
Other sequences include a 'view from the footplate' with No.6233 and a driver's eye view on board double-headed pannier tanks. Also of interest is footage recorded inside Bewdley North Box, which provides a fascinating insight into a signaller's duties.

The film, which runs for 158 minutes, is available on DVD (priced £15.00) or Blu-Ray (£20.00). There is an additional cost for P&P. Orders can be placed by phone or via the website:

Steam Valley Productions
Tel: 07875 556 615
email: info@steamvalleyproductions.com
www.steamvalleyproductions.com



New from Thunderbolt Books



Simon Castens has, under his Thunderbolt Books imprint, published a revised and updated second edition of the book *On the Trail of The Titfield Thunderbolt*, which he originally authored and released in 1999.

The 56-page soft-back book (sized 148mm x 210mm excluding cover) is an illustrated guide to Ealing Studios' location filming of *The Titfield Thunderbolt* in the summer of 1952. This took place just south of Bath on the then-closed Camerton branch. The filming is recalled through previously unpublished black and white photographs, location maps and a detailed text. Also included is a complete list of locations used and how to find them today. Priced £8.95, copies can be obtained from the Titfield Thunderbolt

bookshop (see below).

Also available from Thunderbolt Books is *Steam in the Kitchen – Recipes with a Railway Flavour*. This is a new revised 25th anniversary edition of a cookery book written by Ginny Barnfield with accompanying illustrations by her late husband Peter Barnfield. Included are such culinary delights as Cabside Carrot Soup, Wheeltapper's Warmer and Fish-Plate Pasta! The 32-page soft-back is priced £5.00.

The Titfield Thunderbolt
3A Upper Lambridge Street,
Larkhall,
Bath BA1 6RY
Tel: 01225 462 332
email: simon@titfield.co.uk
www.titfield.co.uk

Statesman Rail 2020 tour brochure

Statesman Rail Ltd recently published its tour directory for 2020, which provides full details for its programme of steam- and diesel-hauled tours operating across the national network to destinations in England, Scotland and Wales. For more details, or to obtain a brochure:

Statesman Rail Ltd
PO Box 83, St. Erth, Hayle,
Cornwall TR27 9AD
email: enquiries@statesmanrail.com
Tel: 0345 310 2458 www.statesmanrail.com



Swanley ExpoNG 2019 award winners

The Greenwich & District Narrow Gauge Railway Society staged its annual Expo Narrow Gauge event in Swanley on Saturday 26 October 2019. Two awards were presented during the day.

The *Reinier Hendriksen Trophy* (for imaginative but plausible freelance modelling, in memory of a talented Dutch modeller) was won by Jamie Warne (pictured) for his atmospheric 009 seaside layout *Sandy Shores* (which we plan to feature in a future issue of *RAILWAY MODELLER*).

The *David Lloyd Memorial Award* (effectively 'best in show', presented in memory of the former editor of our sister title *CONTINENTAL MODELLER*) went to Steve Waterfield for *Clearwater Harbor*, an American On30 layout which was the 'Plan of the Month' in the September 2019 issue of *CM*.



Historic nameplate goes on display at Pecorama

A brass steam locomotive nameplate – which has survived untouched for more than 70 years – was recently presented to Peco for public display alongside other artefacts within the Devon company's Pecorama model railway exhibition.

The nameplate is from 1890-built Hawthorn Leslie 0-4-0ST No.734, which entered London & South Western Railway stock in 1892 as a shunter for the burgeoning Southampton Docks railway system (hence the name, *Clausentum*, which is the Roman one for Southampton).



The locomotive gave sporadic service for 55 years, until withdrawal in September 1945 whilst allocated to Eastleigh

▲ An undated archive view of *Clausentum* in Eastleigh running shed. Photo: Mike Morant Collection



▲ Peco Managing Director Ben Arnold (second from right) formally receives the nameplate from RCTS Publicity Officer Roger Sandford, with RCTS Chichester Branch Secretary Geoff Adams (far left) and Beer Heights Light Railway Chief Mechanical Engineer John Macdougall standing either side.

shed, where it was cut up for scrap. One of the nameplates has survived since in the custody of the Railway Correspondence & Travel Society. It is now on long-term loan from the society to Peco. For more details about the RCTS: www.rcts.org.uk

Callum Willcox joins RM team



Peco Publications is delighted to welcome Callum Willcox to the RAILWAY MODELLER team, who has joined us in the full-time role of editorial assistant, based at our headquarters here in Beer, Devon.

Callum will already be familiar to many as the captain of the Railway Video Division team, which competed in the first series of Channel 5's *The Great Model Railway Challenge*. His modelling interests are wide and varied; he completed his OO9 First World War layout *Amiens 1918* to mark the centenary of the armistice in 2018, whilst he is also a prodigious publisher of videos on YouTube via his own channel.

Expanding our editorial team will enable us to further develop the RM brand, ensuring that the magazine can consolidate its position as Britain's best-selling railway modelling title.

Latest OO Setrack planbook from Peco

Peco recently released a new revised edition of its ever-popular OO/HO Setrack planbook. This is the fifth edition of the publication, which includes 14 brand new plans (36 in total).

The book (priced £3.50) provides a guide for using the Peco sectional track system, with ideas for layouts covering everything from micro layouts to large room-filling plans. Each plan is accompanied by a useful list of the parts required.

Also included is advice for wiring, baseboard construction, scenery application and much more. Copies can be obtained via Peco retailers or direct from Peco:

www.peco-uk.com



Guide to modelling French railways

A new addition to the Peco Modellers' Library is *Your Guide To Modelling French Railways*. Following the success of the American, European, German and Swiss titles in this series, France was chosen for the next country-specific guide. From the earliest period to the latest high-tech trains, from rural backwaters to busy main lines, there is plenty of inspiration in this 124-page CM Special (ref.PM-211). All the features are new and previously unpublished; most come from modellers in France.

Copies are available now priced £6.99 from selected branches of WHSmiths, from all Peco stockists, and direct from Peco. RM subscribers are eligible to purchase the publication at the reduced price of just £4.99 (including postage) when ordering direct by telephone.

Peco Publications & Publicity Ltd.

01297 20580

www.pecopublications.co.uk



Pecorama raises £2k for charity!

Pecorama recently donated £2000.00 to charitable causes using the proceeds from ticket sales to its Summer Fair, which took place at the Devon-based tourist attraction on 21 July 2019. The chosen charities for 2019 were CLIC Sargent and the locally-based Seaton & District Hospital League of Friends. Representatives from both organisations visited the Peco headquarters on 14 November 2019 to receive their cheques. Details of the 2020 programme of events at Pecorama will be published on the website in due course:

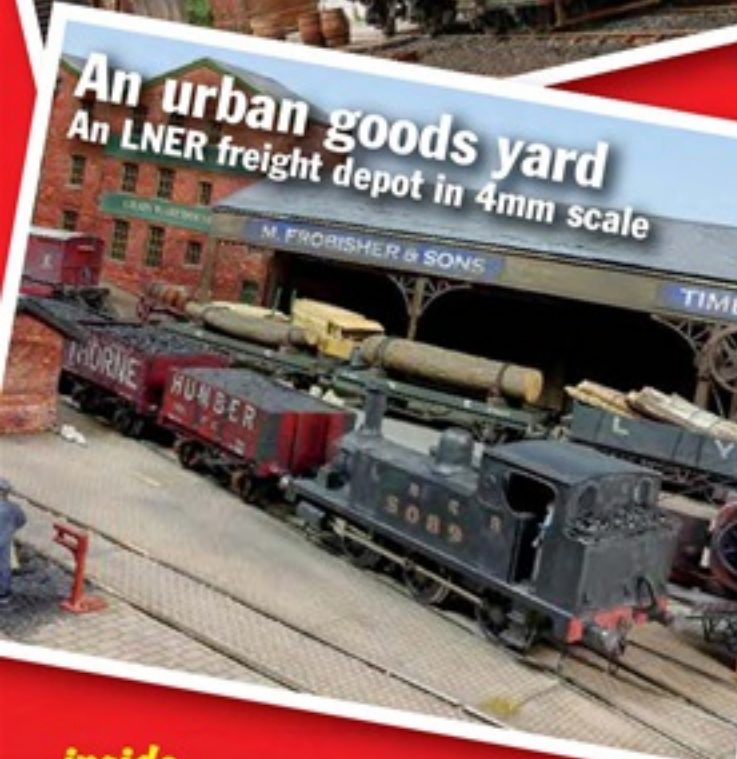
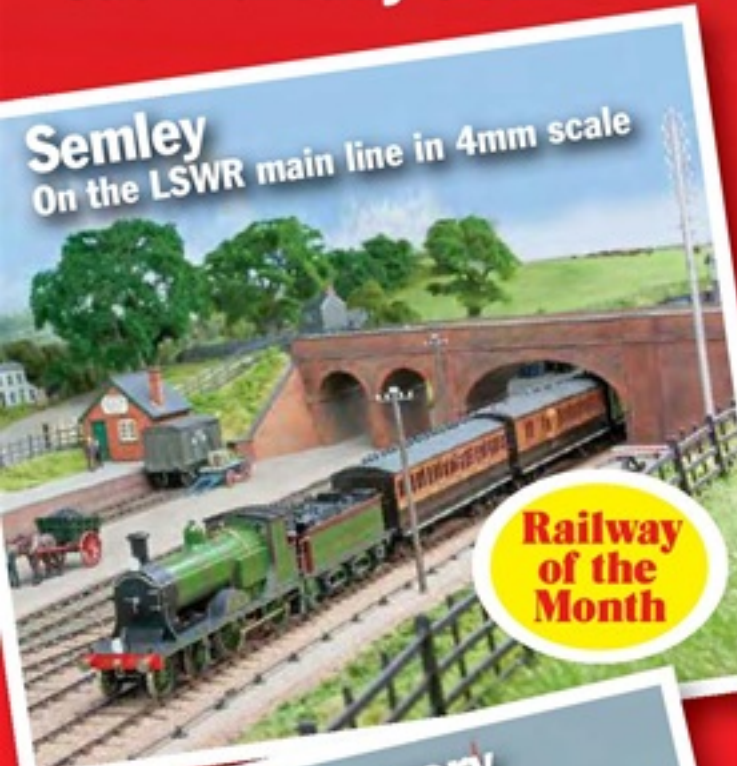
www.pecorama.info

K&M – from small acorns...

Further to the announcement in our November issue that Peco was set to cease production of the K&M Trees range, it has since been confirmed that the business has been acquired by one of the firm's supervisors, Rebecca Hansford-Harvey. She has plans to continue production and expand the range, whilst attending selected model railway and war gaming exhibitions. A new K&M Trees website is also to be launched soon. It should be noted however, that Peco will not be distributing the range.

Coming next month

February 2020 –
Out Thursday 9 Jan.



Railway of the Month

inside

- **STANLEY**
A Yorkshire wayside station, modelled in 4mm scale and set in BR days
- **THORNYCROFT SIDINGS**
A rail-served truck factory in N
- **FIGURE PAINTING**
A blend of techniques for making model figures look realistic

plus all the regular features

Shop News

Norfolk hobby shop branches out

Hobbies Ltd is a long-established business located in Raveningham, Norfolk, which has just started to stock ranges of model railway items and accessories after many years catering for various other hobby disciplines (including model aircraft and boats).

Product lines carried include ready-to-run locomotive and rolling stock models, track, controllers, structures, figures, scenic materials and books from manufacturers including Peco,



Hobbies Ltd
Units 8-11,
The Raveningham Centre,
Beccles Road,
Raveningham,
Norwich
NR14 6NU
Tel: 01508 549 330
email:
enquiries@alwayshobbies.com
www.alwayshobbies.com

Bachmann, Hornby and Gaugemaster.
Opening hours are Monday – Friday
0900 – 1700 and Saturday 0900 – 1300.

Nuclear revolution in N!

Revolution Trains is planning to offer for N gauge the KUA four-bogie 150T nuclear flask wagon, designed to carry spent nuclear fuel from Royal Navy nuclear submarines from their bases at Devonport and Rosyth to Sellafield for disposal.

There are two of these behemoths in service – MODA 95770 and MODA 95771 – and they were built by Bombardier/Prorail of Wakefield and introduced in 1998.

Nowadays when loaded they are always accompanied by DRS courier coaches carrying elite protection teams – often Royal Marines or similarly trained Army units – and frequently double headed to allow for the failure of a locomotive. (Suitable N gauge DRS locomotives and courier coaches have previously been released by Dapol and Graham Farish.)

The Royal Navy still has numerous retired but fully-fuelled nuclear submarines in southern England and Scotland and these wagons are expected to see ongoing use for years to come.

These models are not crowdfunded but will be available to order from Revolution Trains shortly with a guide price of around £75.00 each. Design work is complete (a CAD image is reproduced here) with tooling expected to start imminently. First samples are expected before the end of 2019.



To accompany the KUA wagons, Revolution is teaming up with Accurascale to produce an N gauge version of the PFA container flat wagon. The models will be based on Accurascale's 4mm version and incorporate a diecast deck section for weight.

Revolution is also proposing the distinctive half-height low level waste containers, and – if there is adequate demand – the open-topped coal containers and ribbed gypsum containers.

Revolution Ecofret intermodal upscaled to 00

Revolution Trains has also announced that it is upscaling its forthcoming N gauge VTG Ecofret Wagon to 00.

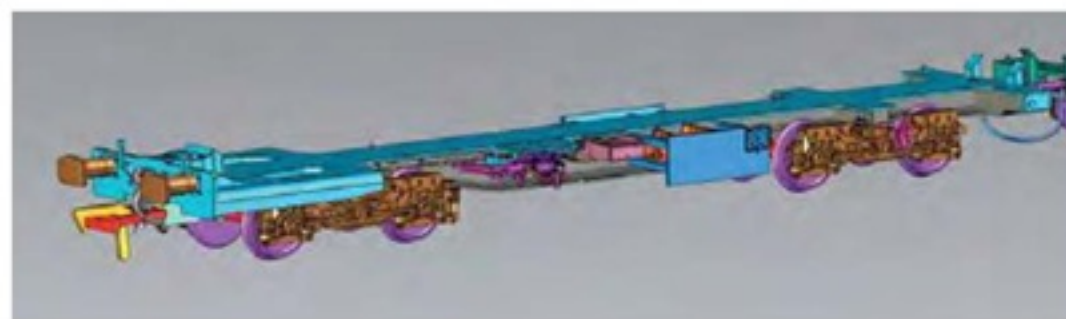
The wagons are in operation on

intermodal services across the network. Currently in service with DB Cargo, Freightliner and GBRf the wagons can be seen in DB red, Freightliner green, GBRf blue and VTG dark blue. They operate in twin and triple sets and Revolution will be offering both.

The models will feature a metal spine for weight with moulded deck and spigot details. As is prototypical, the spigots on the centre car – in the 20' position – can be rotated out of use to give added flexibility.

CAD images showing the three-car set are reproduced here. It is anticipated that the order book for these models will open in early 2020.

For more information, see the Revolution Trains website:
www.revolutiontrains.com



And finally...

Many readers will have been aware of the extensive press attention that the December issue of RAILWAY MODELLER attracted following the publication of our exclusive interview with Sir Rod Stewart.

This media interest prompted mention of his layout, and discussion of the wider hobby, on BBC Radio 2's Jeremy Vine show on Wednesday 20 November. Sir Rod himself even phoned in, initially to refute suggestions that he hadn't built the layout himself, only to be joined on the programme by fellow musician and railway modeller Jools Holland (whose layout we featured in the January 2019 issue). It also transpired during the subsequent discussion that Jeremy Vine shares a railway modelling interest, whilst co-host Steve Lamacq is an active modeller who has completed his own 00 gauge layout.

Jools later took to social media to post this picture of himself reading the December issue, which we couldn't resist sharing here!



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.

March issue deadline: January 1st

EVENTS

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 – 125 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 tickets 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

PORHCRAWL, 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

JANUARY

Saturday 4 January

MAIDENHEAD, Windsor & Maidenhead

Organiser: Marlow, Maidenhead & District MRC.

Venue: Cox Green Community Centre, 51 Highfield Lane, Maidenhead SL6 3AX.

Open: 1000 – 1630

Admission: adults £5.00, children 5 – 14 £3.00, under 5s free, family (2+2 or more children) £13.00.

Amenities: limited parking on site.

Features: layouts, trade support.

Contact: www.mmdmrc.org.uk

Saturday 4 & Sunday 5 January

EDINGTON, Somerset

Organiser: Somerset & Dorset Railway Trust.

Venue: Edington Village Hall, Lippets Way, Edington, Somerset TA7 9HA.

Open: 1000 – 1700 Saturday

1000 – 1630 Sunday

Admission: adults £5.00, seniors £4.50, accompanied children free.

Amenities: free car parking, level site, refreshments available.

Features: 10+ layouts in various scales, Trust information and sales, trade support.

Contact: www.sdrtr.org.uk

Saturday 4 & Sunday 5 January

FROME, Bath & North East Somerset

Organiser: Wessex Association of Model Railway Clubs.

Venue: Cheese & Grain, Market Yard, Frome BA11 1BE.

Open: 1000 – 1630 Saturday

1000 – 1600 Sunday.

Admission: adults £6.00, children free.

Amenities: large car park, refreshments served all day both days.

Features: 14+ layouts plus trade support.

Contact: www.wamrc.co.uk

Saturday 4 & Sunday 5 January

KIDLINGTON, Oxfordshire

Organiser: Kidlington ScoutRail.

Venue: Exeter Hall, Kidlington OX5 1AB.

Open: 1000 – 1630 both days.

Admission: adults £4.00, concessions £3.00, children £2.00, family (2+2) £10.00.

Amenities: free parking, refreshments available all weekend, wheelchair accessible.

Features: approx 10 layouts plus trade support.

Contact: www.scouttrail.org.uk

Saturday 11 January

BEAMINSTER, Dorset

Organiser: Bridport & District MRC.

Venue: Beaminster Public Hall, Fleet Street, Beaminster, Dorset DT8 3EF.

Open: 1000 – 1600

Admission: £3.00, children under 16 £1.00, under 5s free.

Amenities: car parking nearby, light refreshments served all day.

Features: model railway exhibition.

Contact: Bob Ahrens 01308 861754

Saturday 11 January

HEYWOOD, Lancashire

Organiser: Heywood MRG.

Venue: Club Rooms, Unit 4, Park Works, River Street, Heywood OL10 4AB.

Open: 1000 – 1600

Admission: free. Donations appreciated.

Amenities: light refreshments, ample free parking.

Features: open day – layouts in N to G, bring your own locos to run, dc or DCC.

Contact: www.hmrg.co.uk

Saturday 11 January

ILTON, Somerset

Organiser: SWOONS 009 Group.

Venue: Merryfield Hall, Cospe Lane, Ilton, Somerset TA19 9HG.

Open: 1000 – 1600

Admission: adults £3.00, accompanied children free.

Amenities: refreshments, disabled access, parking.

Features: 10 layouts including Abergynolwyn (OO9), *Did You Like That!* (OO9), *Fort Whiting* (OO9), *Pontfadog* (2mm NG), *Rosehill* (OO9), *Woody Lane* (OO9). Trade support including 009 Society Sales, Attwood Aggregates.

Contact: Geoff Bowyer 01823 335289

treasurer@009society.com

Saturday 11 & Sunday 12 January

BOGNOR REGIS, West Sussex

Organiser: Bognor Regis MRC.

Venue: Felpham Community College, Felpham Way, Bognor Regis PO22 8EL.

Open: 1000 – 1700 Saturday

1000 – 1630 Sunday.

Admission: adults £5.00, children £3.00, under 6s free.

Amenities: wheelchair friendly, free parking, refreshments.

Features: 15 layouts in various scales plus trade and society support.

Contact: www.brmrc.co.uk

Saturday 11 & Sunday 12 January

PRATT'S BOTTOM, Kent

Organiser: Orpington & District MRS.

Venue: Pratt's Bottom Village Hall, Norsted Lane, Pratt's Bottom, Orpington BR6 7PQ.

Open: 1000 – 1700 both days.

Admission: adults £4.00, children £1.50.

Amenities: café.

Features: 12 layouts, trade, club shop.

Contact: www.odmrs.uk

Saturday 11 & Sunday 12 January

STEVENAGE, Hertfordshire

Organiser: Chiltern MRA.

Venue: Stevenage Arts & Leisure Centre, Lytton Way, Stevenage SG1 1LZ.

Open: 1000 – 1730 Saturday

1000 – 1630 Sunday.

Box office and café open 0900 both days.

Admission: in advance until 8 January – adults £8.00, SG1 & SG2 residents £7.00.

All adult tickets admit two children 5 – u16 free with each paying adult. Additional children £4.00. Under 5s free. Unaccompanied children 10 – u16 £4.00. Advance tickets available in person, by phone (01438 263200) or online www.gordon-craig.co.uk. After 8 January adults £10.00. Children admitted as above.

Amenities: disabled-friendly venue close to bus station and opposite railway station. Easy parking (see website for details). Free colour guide, refreshments.

Features: layouts include *Aerodrome Park* (OO), *Bastogne rue de Clervaux* (HO), *Bee Road* (OO), *Brinklow* (N), *Burntisland 1883* (P4), *Docklands* (O), *Dublingham Goods Station* (OO), *Eight Dollar Canyon* (HO), *Feldspar* (N), *Fintonagh* (O), *Frampton on Severn* (OO), *Freshwater* (2FS), *Gosberton* (OO), *Harlyn Pier* (O), *Hatch End* (N), *Hedges Hill Cutting* (N), *Heybridge Wharf* (3mm), *Johnstown Road* (O), *Little Colne* (OO), *Little Salkeld* (N), *Middleton* (OO), *Mothecombe* (OO), *Nonsuch* (O-16.5) *Obbekaer* (P87), *Orange River & Portland* (Fn3), *Paradise Mining Co* (1:25), *Ryders Green Wharf* (OO9), *Sandmarch* (N), *Shabbey Road* (OO), *Slindon Vale* (O-16.5) *Soller* (Z) *St Frazal d'Ardèche* (Nm), *Teesside Steel* (O), *Trinity*

Dock Street Bridge (OO), Vale of Maentwrog (OO9), Wemblesden Park (OO). Trade support, demonstrations, society stands.
Contact: 01438 715580
www.cmra.org.uk

Sunday 12 January GUILDFORD, Surrey

Organiser: Astolat Model Railway Circle.
Venue: Surrey Sports Park, University of Surrey, Richard Meyjes Road, Guildford, Surrey GU2 7AD.
Open: 1000 – 1700
Admission: adults £6.00, children 10 – 16 £3.00, family (2+1 or more) £12.00.
Amenities: on-site parking, wheelchair friendly, historic shuttle bus from Guildford railway station (see website for details).
Features: AMRC exhibition – **note new date**. Visiting and club layouts include Aldermouth (O), Ashbury Wharf (OO9), Bitterfield (HO), Brixcombe (P4), Cheffley (OO), Compass Point (OO9), Despicable Me (N), Endale South (N), Lakeside (OO), Savernake (OO, under construction), St Marys (O-16.5), Whitdown MPD (OO), Whitmoor. Trade support, demonstrations, society stands, club test track (OO and N, 12V dc and DCC), Loco Doctor and second-hand sales.
Contact: David Wilde 01483 722098
www.astolatmrc.co.uk

Sunday 12 January WESTON-SUPER-MARE, North Somerset

Organiser: Keith Price.
Venue: The Campus, Highlands Lane, Locking Castle, Weston-Super-Mare, North Somerset BS24 7DX.
Open: 1000 – 1630
Admission: adults £7.50, concessions £7.00, children £2.00, family £16.00.
Amenities: disabled-friendly venue (behind Morrison's), on-site free parking, long stay chargeable parking nearby, refreshments.
Features: 17th charity model train show aiding Weston Hospiccare. 25+ layouts including Arrowmouth, Over The Top and The Museum of Transport. Trade support, demonstrations and showcase of artist the late Alan Ward.
Contact: 01934 425075
www.westonsupermaretrainshow.com

Friday 17 to Sunday 19 January ALEXANDRA PALACE, London

Organiser: Meridienne Exhibitions.
Venue: Alexandra Palace, Alexandra Palace Way, London N22 7AY.
Open: 1000 – 1700 Friday
 1000 – 1700 Saturday
 1000 – 1630 Sunday.

Last entry 1600 on Friday and Saturday, 1500 Sunday.

Admission: in advance via website – adults £11.50, seniors & students £11.00, children 5 – 14 £4.00. On the door – adults £12.50, seniors & students £12.00, children 5 – 14 £4.50. Advance tickets available until midnight Tuesday 14 January, and available by phone on 0115 896 0154.

Features: London Model Engineering Exhibition 2020 – traditional modelling to modern gadgets and robots. Over 50 clubs and societies, including the Polly Owners Group which will be offering rides behind 5" gauge steam locomotives within the hall. Specialist trade support.

Contact:
www.londonmodelengineering.co.uk

Saturday 18 January HARPENDEN, Hertfordshire

Organiser: Brambleton MRC.
Venue: Harpenden Public Halls, Southdown Road, Harpenden, Hertfordshire AL5 1PD.
Open: 1030 – 1730
Admission: adults £5.00, seniors and children £3.00.
Amenities: refreshments all day. Venue is at the St Albans end of the town's High Street, 2 minutes walk from Harpenden railway station.
Features: approx 12 layouts including Billton Goods (3mm), Crockleworth (OO), Fleebright Wharf (O), Nightlayer's (OO),

Sketchford (N), Thomas at Silverfox Island (OO). Trade support, demonstrations, society stands.

Contact: www.brambleton.co.uk

Saturday 18 January WORKSOP, Nottinghamshire

Organiser: Model Bus Federation Yorkshire Area plus The Crossing Church.
Venue: The Crossing Church, Newcastle Street, Worksop, Nottinghamshire S80 2AT.
Open: 1000 – 1600
Admission: adults £4.00, MBF members £2.00, children £1.00.
Amenities: venue is close to Worksop bus station, public car parks close by, refreshments on site all day.
Features: a variety of railway, tram, trolley-bus and bus layouts in various scales plus trade support.
Contact: Bob Heathcote 01909 281566

Saturday 18 & Sunday 19 January BLACKBURN, Lancashire

Organiser: East Lancashire Model Railway Charitable Organisation.
Venue: Mill Hill Community Centre, New Chapel Street, Blackburn BB2 4DT.
Open: 1100 – 1700 Saturday
 1000 – 1600 Sunday.
Admission: adults £5.00, concessions/children £3.00, family £12.00.
Features: charity model railway exhibition.
Contact: 07585 762627

Saturday 18 & Sunday 19 January CALNE, Wiltshire

Organiser: Bentley MRG.
Venue: The Beversbrook Sports Facility, Beversbrook Road, Calne SN11 9FL.
Open: 1100 – 1700 Saturday
 1000 – 1630 Sunday.
Admission: adults £4.00, children £2.00, group (2+3) £10.00.
Amenities: refreshments and meals available. NB change of venue as usual site is undergoing renovation.
Features: Bottle Kiln Lane (OO9), Box Station (N), Digby South Quay (HO), Grunow (TT), Hounslow Sidings (OO), Launceston Steam Railway (OO9), Morfa Mawr (EM), Shunter's Halt (OO), Sutherland Street (N), Wood Street (O). Trade support.
Contact: 01249 654417
www.calnemrs.org.uk

Saturday 18 & Sunday 19 January CANTERBURY, Kent

Organiser: City of Canterbury MRS.
Venue: St Anselms School, Old Dover Road, Canterbury, Kent CT1 3EN.
Open: 1100 – 1700 Saturday
 1000 – 1600 Sunday.

Admission: adults £5.00, children £3.00, family (2+2) £13.00. All under 12s must be accompanied by a responsible adult. Two children admitted free with each paying adult on Sunday.

Amenities: disabled access to both halls, free parking on site and on roads nearby. Dover Road Park & Ride adjacent. Hot & cold refreshments.

Features: layouts include Arun Quay (O), Brighton East (EM), Chateau Migraine (HO), Exe Halt (N), Fintonagh (O), James Street (N), Maredval (HOM), Portwenn (O-16.5), Portwey (OO), Ropley (2FS), Springfield Underground (HO), Surrey Arms (EM), The Yard (O & O-16.5), Watchet Quay (O-16.5) plus ride-on trains outside courtesy Canterbury & District MES (weather permitting). Trade support, demonstrations.
Contact: www.ccmrs.co.uk

Sunday 19 January WITHAM, Essex

Organiser: Dakota Dibben.
Venue: Witham Public Hall, Collingwood Road, Witham, Essex CM8 2DY.
Open: 1000 – 1700
Admission: adults £5.00, children £2.00, family £12.00.
Contact: info@dakotadibben.co.uk

Saturday 25 & Sunday 26 January EASTLEIGH, Hampshire

Organiser: Southampton MRS.
Venue: Barton Peveril College, Chestnut Avenue, Eastleigh SO50 5ZA.
Open: 1000 – 1700 Saturday
 1000 – 1630 Sunday.
Admission: adults £8.00, children 5 – 15 £1.00, family (2+2) £17.00.
Amenities: disabled access to all areas, hot & cold refreshments available, free parking (satnav postcode SO50 5BX), free heritage bus service linking venue with Eastleigh and Southampton Airport Parkway stations from approx 0930. See website.
Features: 20+ layouts with trade support, society stands and demonstrations.
Contact: www.southamptonmodelrailway.society.wordpress.com

Saturday 25 & Sunday 26 January KENDAL, Cumbria

Organiser: Kendal MRC.
Venue: Kendal Leisure Centre, Burton Road, Kendal, Cumbria LA9 7HX.
Open: 1000 – 1700 Saturday
 1000 – 1630 Sunday.
Admission: adults £6.00, seniors £5.00, children £3.00, under 5s free, family £16.00.
Amenities: café, free parking, full disabled access to all stands. Oxenholme 20 minutes walk and venue is on local bus routes.
Features: layouts include Batterdale (N), Bewdley (OO), Burshaw North Western (N), Camel Quay (OO), Canalside Ironworks (6mm), Double Junction (OO), Euxton Junction (OO), Kirtley Bridge (O), Loch Syd (OO), Maloja (HOM), Marshside (O), Stamford East (N), Troutbeck Bridge (OO). Oli's Layout is controlled by his eyes and computer technology. Trade support, demonstrations, local society stands.
Contact: www.kendalmrc.org

Saturday 25 & Sunday 26 January LONGFIELD, Kent

Organiser: Erith MRS.
Venue: Longfield Academy, Main Road (B260), Longfield, Kent DA3 7PH.
Open: 1000 – 1700 Saturday
 1000 – 1600 Sunday.
Admission: adults £9.00, accompanied children 5 – 16 £1.00.
Amenities: on-site parking and nearby, Longfield station 10 minutes walk, local bus services. Refreshments, full disabled access and facilities.

Features: layouts include Aber Emlyn (O), Aldermouth (OO), Alte Furka (HO), Amberton Vale (N), Ashbury (O), Ashenden Junction (N), Avon Junction (OO), Blackfriars Bridge (P4), Cato Pass (OO), Coleford (OO9), Dubmill Sidings (O), Gallows Close, Scarborough (N), High Peak (OO), Hinksey Yard (N), Hobbs Warren (O) Jake's Yard (OO), Journey's End (OO9), Kings Stag (N), Köln Draußen (HO), Kuchen (TT), Leonard (N), Market Hill, Maldon (OO), Minnie Bridge (OO), Newchapel Junction (O), N E Where (N), Nibley Knoll (OO9), Northwick (OO), Ousewell St. Jude (EM), Ruffles Road (OO), Scratchwood (N), Snowy River Rail Road (On30), Strathmore (OO), The Yard (O & O-16.5), Trams To The Park (O), Turpin Road Parcels Depot (N), Upper & Lower Crofton (G), Upton Lacey (N), Wilmington (OO). Trade support, demonstrations, society stands, charity raffle in aid of the Association of Bexley Charities '78.
Contact: Paul Plummer 07736 560956

Saturday 25 & Sunday 26 January PONTEFRAC, West Yorkshire

Organiser: Normanton & Pontefract Railway Modellers Society.
Venue: NEW College, Park Lane, Pontefract, West Yorkshire WF8 4QR.
Open: 1000 – 1700 Saturday
 1000 – 1630 Sunday.
Admission: adults £6.00, accompanied children under 16 free.
Amenities: café, disabled access.
Features: 21 layouts, plus trade support, demonstrations, club sales stand.
Contact: www.npmrs.co.uk

Sunday 26 January BRISTOL

Organiser: Bristol O Gauge Group.
Venue: North Entrance, UWE Exhibition & Conference Centre, Filton Road, Bristol BS34 8QZ.
Open: 1000 – 1600 (doors open 0900)
Admission: adults £9.00, GOG members £7.00, accompanied partners free.
Amenities: wheelchair access, refreshments, free parking.
Features: layouts, specialist trade support, GOG Village and E&T service, society stands, demonstrations.
Contact: www.bogg7mmexhibition.com

Sunday 26 January TEYNHAM, Kent

Organiser: G Scale Society Kent Group.
Venue: Teynham Village Hall, Belle Friday Close, Teynham, Kent ME9 9TU.
Open: 1100 – 1600
Admission: adults £2.50, children £1.00.
Amenities: car park, light refreshments, disabled access. Venue is approx 400m from A2.
Features: large scale layouts in 32mm and 45mm gauges including live steam. Trade support.
Contact: roger.allen1@gmail.com
www.gscalekent.co.uk

MEETINGS

Thursday 2 January, 1945hrs Nuneaton Railway Circle

The Tom Lawrence Collection Part 2 by Graham Walker.
Venue: Chilvers Coton Conservative Club, Bridge Street, Nuneaton CV11 5UD.
Admission: non-members £3.00
Contact: 01827 895961

Thursday 2 January, 1930hrs The Great Central Railway Society – Sheffield

Retford Through The Lens of Keith Pirt by Bob Gellatly.
Venue: The Farm Road Sports & Social Club, Farm Road, Sheffield S2 2TP.
Contact: Bob Gellatly 01909 565763
www.gcrsociety.co.uk

Friday 3 January, 1930hrs RCTS – Bristol

Swindon Works – The Diesel Years by Revd Canon Brian Arman.
Venue: St Peter's Church Hall, Church Road, Filton BS34 7BX.
Contact: Ronnie McAdam 0131 669 7503

Friday 3 January, 1930hrs RCTS – Carnforth

A History Of BR Diesels Types 1 To 5 by Steve Fort.
Venue: Station Hotel.
Contact: Ronnie McAdam 0131 669 7503

Saturday 4 January Lutterworth Railway Society

New Year Travelcard. Depart Rugby 0812.
Contact: David Hanger 01455 203307
www.lutterworthrailwaysociety.co.uk

Monday 6 January, 1930hrs Peak Rail Association – Sheffield

Interrailing Adventures In Europe by Stewart Donohoe.
Venue: The Harlequin, 108 Nursery Street, Sheffield S3 8GG.
Contact: Dave Sharp 0114 274 5478
www.peakrail.co.uk/sheffieldbranch

Monday 6 January, 1930hrs Plymouth Railway Circle

Westcountry Blues by Barry Jones.
Venue: St Edward's Church Hall, Home Park Avenue, Peverell, Plymouth PL3 4PG.
Admission: visitors £2.00
Contact: Gareth Harrison
garethm.harrison@hotmail.com

Monday 6 January, 1400hrs
RCTS – Birmingham
 Members' slides and digital contributions.
Venue: Christ Church Community Hall, Burney Lane, Ward End B8 2AS.
Contact: Ronnie McAdam 0131 669 7503

Tuesday 7 January, 1930hrs
SEG/LRTA – Eastleigh
50+ years Of Following Trams And Tramways In Belgium by Mike Russell.
Venue: Eastleigh Railway Institute, 2 Romsey Road, Eastleigh SO50 9FE.
Admission: £3.00
Contact: www.lrta.org
 www.southernelectric.org.uk

Tuesday 7 January, 2000hrs
The Enfield Transport Circle
Abandoned, Lost & Renewal by Doug Fairhurst.
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 8 January, 1900hrs
Association of Shrewsbury Railway Modellers
 Something from your workbench – an opportunity for modellers to bring something they are currently working on.
Contact: Nick Coppin 01952 884398
 www.shrewsburyrailwaymodellers.co.uk

Wednesday 8 January, 1930hrs
Burton Railway Society
A Century Of Doncaster Station & Associated Life by Brian Longbone.
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 8 January, 1930hrs
LCGB – Dorking
Turkish Delight by Donald Wilson.
Venue: Friends' Meeting House, Butter Hill, South Street, Dorking RH4 2LE.
Admission: non-members £3.50, including coffee, tea and biscuits in the interval.
Contact: terryrichards@onetel.com

Wednesday 8 January, 1930hrs
RCTS – Cardiff
 Branch AGM followed by *Behind The Iron Curtain – (Mainly) Narrow Gauge Steam In East Germany 1969 – 1992* by Nigel Wassell.
Venue: Old Church Rooms, Park Road, Radyr CF15 8DF.
Contact: Ronnie McAdam 0131 669 7503

Wednesday 8 January, 1430hrs
SLS – Godalming
A Visit To The Longmoor Military Railway by Brian Lewis.
Venue: The Scout and Guide Headquarters, Godalming GU7 1HR.
Contact: 0208 390 5375

Wednesday 8 January, 1900hrs
Swiss Railways Society – London
Austrian Travels by Neil Wheelwright.
Venue: Meditation Room, YMCA King's Cross 1, 120 Cromer Street, London WC1H 8BS.
Contact: london@swissrailsoc.org.uk

Thursday 9 January, 1930hrs
Lutterworth Railway Society
The London Underground Map by Lester Hillman.
Venue: United Reformed Church, George Street, Lutterworth LE17 4EF.
Contact: David Hanger 01455 203307
 www.lutterworthrailwaysociety.co.uk

Thursday 9 January, 1900hrs
RCTS – Newcastle
North East Photographers Visit Scotland Part 1 – From Newcastle To Aberdeen

by Richard Barber.
Venue: The Arts Centre, 67 Westgate Road, Newcastle upon Tyne NE1 1SG.
Contact: rctsnewcastle@gmail.com

Thursday 9 January, 1915hrs
SLS – Kendal
Two Decades Of Progress On The Lakes Line by Dick Smith.
Venue: St John Ambulance Centre, Sandes Avenue, Kendal LA9 4LL.
Contact: 01539 725858

Friday 10 January, 1915hrs
Great Western Society – Swindon
Classic Vintage Railway Films by Peter Tough.
Venue: Lawn Community Centre, Guildford Avenue, Off Windsor Road, Lawn, Swindon SN3 1JE.
Contact: 01793 495976

Friday 10 January, 1930hrs
RCTS – Preston
A Selection Of Colour Images From The Collection Of The Late Bill Ashcroft by Mike Taylor.
Venue: Fulwood Lawn Tennis Club, Highgate Avenue PR2 8DY.
Contact: Ronnie McAdam 0131 669 7503

Friday 10 January, 1930hrs
Swiss Railways Society – Bristol & Bath
European Miscellany by Steve Painter.
Venue: Jack Pugh Room, Bath Scout Headquarters, 7 Grove Street, Bath BA2 6PJ.
Admission: £2.00 donation to help cover the cost of the room hire.
Contact: henderson@timicomail.co.uk

Saturday 11 January, 1900hrs
RCTS – Exeter
 Branch AGM followed by *Railways Of North Staffordshire* by Alan Hopkins.
Venue: Conference Room, Great Western Hotel, by Exeter St David's station, EX4 4NU.
Contact: Ronnie McAdam 0131 669 7503

Monday 13 January, 1930hrs
Lincoln Railway Society
Past Times by Ian Pettit.
Venue: St Hugh's Church, Harewood Crescent, North Hykeham, Lincoln LN6 8JG.
Admission: visitors £3.00
Contact: 01522 698085
 grahamlightfoot1948@gmail.com

Monday 13 January, 1915hrs
RCTS – Ipswich
The Harwich Branch by Dave Goodyear.
Venue: Greenfinch Church Hall, Greenfinch Avenue IP2 0SQ.
Contact: Ronnie McAdam 0131 669 7503

Monday 13 January, 1400hrs
RCTS – Sheffield
Disused Stations by Alan Young.
Venue: The Sheffield Scout Headquarters, 60 – 68 Trippet Lane S1 4EL.
Contact: Ronnie McAdam 0131 669 7503

Monday 13 January, 1400hrs
RCTS – Wellingborough
Steam In And Around York – Part 2 by Chris Nettleton.
Venue: The Wellingborough Museum, Castle Way, NN8 1XB.
Contact: Ronnie McAdam 0131 669 7503

Monday 13 January, 1930hrs
SEG – Sussex
Coast To Coast by Keith Carter.
Venue: The Deall Room, Southwick Community Centre, BN42 4TE.
Admission: non-members £3.00
Contact: stuart.hicks90@gmail.com

Monday 13 January, 1930hrs
SLS – Ardrossan
Travels In The USA by David Coddington.
Venue: Lauriston Hotel, 15 South Crescent Road, Ardrossan KA22 8EA.
Contact: 01294 822303

Tuesday 14 January, 1930hrs
Friends of the National Railway Museum
Three Feet On Three Legs (Isle Of Man) by Colin Brading.
Venue: Railway Museum, Leeman Road, York, YO26 4XJ.
Admission: £3.00 (season tickets available for all meetings £8.00). Complimentary tea and coffee. Doors open 1830.
Contact: www.nrmfriends.org.uk

Tuesday 14 January, 1930hrs
Great Western Society – Bristol
A Broad Gauge Journey Part II by Revd Canon Brian Arman.
Venue: BAWA, 589 Southmead Road, Filton, Bristol, BS34 7RG.
Contact: 01454 324230

Tuesday 14 January, 1945hrs
Pewsey Vale Railway Society
 AGM, buffet and railway quiz.
Venue: Woodborough Social Club, SN9 5PL.
Contact: 07899 967221

Tuesday 14 January, 1930hrs
RCTS – Cambridge
Decades – A Further Selection From His Slide Collection by Phillip Wood.
Venue: The Swift, Haggis Gap, Fulbourn, CB21 5HD.
Contact: rctscambridge@gmail.com

Tuesday 14 January
RCTS – Merseyside, Chester and North Wales
Cheshire Day Ranger (Including Halton Curve).
Contact: Alan Turton 01606 854227
 Merseyside@rcts.org.uk

Tuesday 14 January, 1930hrs
RCTS – Nottingham
Oxford To Paddington by Richard Binding.
Venue: Nottingham Mechanics, 3 North Sherwood Street, NG1 4EZ
Contact: Rodney Allan 0115 972 4184
 rodney43allan@hotmail.co.uk

Tuesday 14 January, 1930hrs
Wells Railway Fraternity
The Horses That Made The Railways by Dave Mace &
SARA And Beyond by Colin Price.
Venue: Wells Town Hall, Market Street, Wells, Somerset, BA5 2RB.
Contact: Andrew Tucker 01749 830695

Wednesday 15 January, 1930hrs
RCTS/Mid-Hants Railway
Southampton Trams by Martin Petch.
Venue: Eastleigh Railway Institute, 2 Romsey Road, Eastleigh, SO50 9FE.
Contact: Ronnie McAdam 0131 669 7503

Thursday 16 January, 1930hrs
Aln Valley Railway
One Man's View Of The East Coast Main Line In 1961 by Malcolm Paul.
Venue: The Old Waiting Room, Alnwick Station.
Contact: Roger Jermy 01665 606168

Thursday 16 January, 1945hrs
Nuneaton Railway Circle
Blackpool Tramway by Jason Cross.
Venue: Chilvers Coton Conservative Club, Bridge Street, Nuneaton, CV11 5UD.
Admission: non-members £3.00
Contact: 01827 895961

Thursday 16 January, 1900hrs
RCTS – Darlington
Photographs From The Camera Of The Late Ian Carr by Dave Dunn.
Venue: Darlington Cricket Club, South Terrace, Feethams, DL1 1SG.
Contact: Brickjames94@gmail.com

Thursday 16 January, 1900hrs
RCTS – Peterborough
 Branch AGM and members' evening.
Venue: St Luke's Church, Mayors Walk, PE3 6EZ.
Contact: Ronnie McAdam 0131 669 7503

Thursday 16 January, 1930hrs
RCTS – Shipley
Shed Bashing Days by Vic Drake.
Venue: Saltaire Methodist Chapel, Saltaire Road, Shipley, BD18 3HJ.
Contact: Ronnie McAdam 0131 669 7503

Friday 17 January, 1930hrs
Great Western Society – Taunton
End Of Steam In Mid Glamorgan by Brian Lewis.
Venue: Village Hall, Stoke St Mary, Nr Taunton, Somerset, TA3 5DE.
Contact: 01823 334188

Saturday 18 January, 1830hrs
Great Western Society – Torbay
Rhätische Bahn – Three Decades Of Change by Jonathan Collinge.
Venue: Parish Centre, Church End Road, Kingskerswell, Torbay, TQ12 5LD.
Contact: 01803 326329

Monday 20 January, 1930hrs
RCTS – Chester
 Branch AGM followed by *The Ffestiniog Railway* by Geoff Coward.
Venue: The Town Crier, City Road/Station Road, CH1 3AE (opposite station entrance).
Contact: Ronnie McAdam 0131 669 7503

Monday 20 January, 1400hrs
RCTS – Coventry
 Branch AGM followed by members' slides and digital presentations.
Venue: The Coventry and North Warwickshire Sports Club, Binley Road CV3 1HB.
Contact: Derek Morris 01926 855069

Monday 20 January, 1930hrs
RCTS – Didcot
The Metropolitan Railway by Colin Brading.
Venue: Didcot Civic Hall, Britwell Road, OX11 7JN.
Contact: Fixtures Secretary Andrew Jenkins 01793 783749; Tv-fixtures@rcts.org.uk

Monday 20 January, 1930hrs
RCTS – Shenfield
Nationalisation v Privatisation by Alex Green.
Venue: Shenfield Parish Hall, 60 Hutton Road CM15 8BL.
Contact: Ronnie McAdam 0131 669 7503

Tuesday 21 January, 1930hrs
RCTS – Cheltenham
Swiss Travel Wonderland by Sholto Thomas.
Venue: The Victory Club, Burlington House, Lypiatt Road, GL50 2SY.
Contact: cheltenham@rcts.org.uk

Tuesday 21 January, 1400hrs
RCTS – Hull
Modern Image Miscellany by Doug Johnston.
Venue: Upstairs, The Highway Public House, Willerby Road, HU5 5LH.
Contact: Ronnie McAdam 0131 669 7503

Tuesday 21 January, 1915hrs
RCTS – Woking
National Railway Museum by Andrew MacLean.
Venue: Woking United Reformed Church, White Rose Lane, GU22 7HA.
Contact: Ronnie McAdam 0131 669 7503

Tuesday 21 January, 1900hrs
SLS – Middlesbrough
The Story Of The S&D's Derwent by Robert Langham.
Venue: Langdon Square Community Centre, Coulby Newham, Middlesbrough TS8 0TF.
Contact: 01642 780658

Tuesday 21 January, 1930hrs
The Grimsby & Cleethorpes Railway Group
The Tennessean – A Journey From Washington To Memphis by Bob Gellatly.
Venue: The No.1, Station Approach, Cleethorpes, DN35 8AX.
Contact: Stuart Blackburn 01472 505853
 www.gcrsociety.co.uk

Tuesday 21 January, 1930hrs**The Leicester Railway Society***Steam On The Main Line* by Graham Briggs.**Venue:** The Braunstone Civic Centre, 209 Kingsway, Leicester, LE3 2PP.**Contact:** Stephen Hewitt 07980 008370

www.leicesterrailwaysociety.com

Wednesday 22 January, 1930hrs**RCTS – Chichester***The Modern Scene Today* by Julian Clark.**Venue:** Council Meeting Room 2, County Hall, West Street, PO19 1RQ.**Contact:** Ronnie McAdam 0131 669 7503**Thursday 23 January, 1930hrs****Lutterworth Railway Society***Freight On Inland Railways* by Nick Hill.**Venue:** United Reformed Church, George Street, Lutterworth LE17 4EF.**Contact:** David Hanger 01455 203307

www.lutterworthrailwaysociety.co.uk

Saturday 25 January, 1430hrs**RCTS/SRPS – Edinburgh***Photographic Review Of 2018 & 2019*

by Keith Sanders.

Venue: Quakers' Meeting House, 7 Victoria Terrace, EH1 2HE.**Contact:** scotland@rcts.org.uk**Saturday 25 January, 1400hrs****SLS – Manchester**

Centre AGM (brief) followed by 21st Century

Signalling Control Centre – The Manchester Rail Operations Centre by Christian Wyatt.**Venue:** Friends' Meeting House, 6 Mount

Street, Manchester M2 5NS.

Contact: 0161 973 1165**Monday 27 January, 2000hrs****Nantwich & Market Drayton****Railway Society***Tal-y-llyn Railway/Final Scenes At Donnington (Shropshire)* by Brian Howett.**Venue:** King's Head Inn, Shrewsbury Road, Market Drayton TF9 3EH.**Contact:** johnslynn147@virginmedia.com**Monday 27 January, 1930hrs****RCTS – Maidenhead***That Was The Year That Was – 1964*

by Geoff Plumb.

Venue: Cox Green Community Centre, Highfield Lane, Cox Green, SL6 3AX.**Contact:** Ronnie McAdam 0131 669 7503**Monday 27 January, 1930hrs****RCTS – Northampton***Funicular Railways* by David Hanger.**Venue:** Weston Favell Parish Hall, Booth Lane South, Weston Favell, NN7 3EP.**Contact:** Ronnie McAdam 0131 669 7503**Monday 27 January, 1900hrs****RCTS – Sheffield***The L&Y In LMS Days* by Noel Coates.**Venue:** The Sheffield Scout Headquarters, 60 – 68 Trippet Lane, S1 4EL.**Contact:** Ronnie McAdam 0131 669 7503**Tuesday 28 January****RCTS – Merseyside, Chester****and North Wales***Lancashire Day Ranger.***Contact:** Alan Turton 01606 854227

Merseyside@rcts.org.uk

Tuesday 28 January, 1400hrs**RCTS – Nottingham***Stratford-Upon-Avon & Midland Junction Railway* by Barry Taylor.**Venue:** Nottingham Mechanics, 3 North Sherwood Street, NG1 4EZ.**Contact:** Rodney Allan 0115 972 4184

rodney43allan@hotmail.co.uk

Wednesday 29 January, 1930hrs**Heart of England Rail Society**

A surprise – details TBA.

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**Thursday 30 January, 1945hrs****Nuneaton Railway Circle***Locomotive Sheds Part 11* by Chris Banks.**Venue:** Chilvers Coton Conservative Club, Bridge Street, Nuneaton, CV11 5UD.**Admission:** non-members £3.00**Contact:** 01827 895961**Thursday 30 January, 1900hrs****Swiss Railways Society – East Midlands***This And That, And A Bit Of The Other*

by Glyn Jones.

Venue: Brunswick Inn, Railway Terrace, Derby, DE1 2RU (almost opposite station).**Contact:** east.mids@swissrailsoc.org.uk**Friday 31 January, 1930hrs****Great Western Society – Oxford***50s From Heyday To Mayday*

by David Keogh.

Venue: Pauling Human Sciences Centre, 58 Banbury Road, Oxford, OX2 6QS.**Contact:** 01865 243526**Friday 31 January, 1930hrs****RCTS – Preston***Network Northwest Past And Present*

by Martin Hilbert.

Venue: Fulwood Lawn Tennis Club, Highgate Avenue PR2 8DY.**Contact:** Ronnie McAdam 0131 669 7503**CLUB NEWS**

Peter Denton, Chairman of the **Worthing Model Railway Club** is delighted to advise that at its recent Annual General Meeting he was able to report on a most successful year for the club: record attendances at the recent annual exhibition, the election of a new President (Jim Heame) and Secretary (Peter Blanks) after due credit had been paid to the retiring former holders of these two posts.

An L&Y 0-8-0 heads south from Preston in 1923. Noel Coates' talk to the Sheffield branch of the RCTS is on 27 January.
Photo: Rail Photoprints



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highly. Best prices paid for good condition modern OO
and N Gauge second hand items. Send us your list of
surplus items in any gauge or make (s.a.e. please) for
our quotation by return post. We also buy tinplate of
all kinds, Dinky Toys, Corgis and Lesneys. We will
travel anywhere to collect. RAILWAY ROUNDABOUT,
The Walnut Tree, Egremont Street, Glemsford,
Suffolk, CO10 7SA. Tel: 01787 280 452, email:
bill.railwayroundabout@gmail.com

MODEL RAILWAYS WANTED - cash waiting for
British & American N & OO/HO scales plus
Continental HO model railway equipment. British and
American O-Scale also considered along with
interesting items of railwayana. (Closed Mondays).
53A Models, 430 Hessle Road, Hull. 01482 227 777.
www.53amodels.co.uk

AIRFIX/FROG/REVELL and other makes of unmade
Second-hand plastic kits wanted. Aircraft especially
wanted. Any quantity. KINGKIT, Unit 8, Cedar Court,
Halesfield 17, Telford, TF7 4PF. Tel: 01952 586 457.

WANTED - TRAIN COLLECTIONS O, OO, N.
Always calling in areas SOMERSET, DEVON,
CORNWALL, S-WALES, WILTS, HAMPSHIRE, most
places in UK covered. Will dismantle layouts any size.
Interested in British N gauge Farish, Mintrix, Peco, OO
Bachmann, Hornby, Mainline, Lima, Wrenn, Tri-ang.
Damaged, scrap locos, Peco points, track work,
buildings, cars, people, books, diecast, EFE buses.
Cash paid, friendly service offered. R.FOSTER 15
Rosebery Avenue, Yeovil, Somerset BA21 5LW. Tel
01935 424165 email russelltrains@aol.com

MODEL RAILWAYS ALWAYS WANTED, including
Hornby Dublo, Wrenn, Trix, Lima, Bachmann, Steam,
Modern Image, OO, O, N gauge, kits and kit built.
Send lists or give me a call. BARRY JONES, 28
Marine Crescent, Worthing, BN12 4JF. Tel/Fax:
01903 244 655.

MODEL RAILWAYS WANTED - All Gauges including N, OO, O Gauge. Large collections to surplus items. British/American and Continental boxed or unboxed, no problem. Spares and track also purchased. We will also buy any diecast. *Send list or telephone: MJH MODELS, S'Agaro, Goring Road, Woodcote, Reading, RG8 0QE. 01491 681 262 email: 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, OO scale to G Scale and larger, will travel all UK. We also dismantle layouts, over 35 year's experience. *Send lists to DEREK BARNETT, 6 Vale Gardens, Penkridge, Staffs, ST19 5LQ. Tel: 01562 750 076 daytime, or text me 07721 333 521 anytime and I will ring you back, email footplate@btconnect.com*

WANTED TOP PRICES PAID! BUY-SELL-EXCHANGE ANY GAUGE, MAKE OR AGE. Also Specialists in diecast Lorries, cars, buses and railwayana. Friendly, fast, professional service from our family run business, established for over 40 years. "We are a real shop not just a phone number" Distance no object, from single items to lifetime collections, instant settlement by your preferred payment method. See our main advert. Deal with confidence from a name that you can trust. *Rails of Sheffield 21/29 CHESTERFIELD ROAD, SHEFFIELD, S8 0RL. Tel: 01142 551 436. www.railsofshffield.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: claireaclark@aol.com telephone: 01902 342 722.*

MODEL RAILWAYS WANTED - N GAUGE, OO GAUGE, O GAUGE - ANY MAKE. Free valuations, home visits, layouts dismantled. Fast friendly, courteous service. *Contact MARTIN: 01623 473 376, lists to: modelpower@sky.com*

DIESELS WANTED - OO, N GAUGE, O GAUGE, HELJAN, LIMA, DAPOL, HORNBY, FARISH, PLUS ROLLING STOCK. KEITH'S MODEL RAILWAYS, telephone: 0116 277 8634 email: shak.marge@yahoo.co.uk

WE BUY ALL YOUR MODEL RAILWAY COLLECTIONS - ANY GAUGE, LOCOS, ROLLING STOCK, KITS ETC. For a fast friendly professional service telephone VINCENT: 07721 087 810 or email vincelonergan@hotmail.com or send your list to VINCENT - DORSET RAILS, 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.

Please tell your friends about the **Railway Modeller**

Private

Private Sales

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 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*

TRIX TWIN CORONATION LOCO ONLY £265, MÄRKLIN TENDER ONLY FOR £800, £3,000. *Tel 01279 505306*

16' X 8' OO GAUGE FINE SCALE LAYOUT BUILT BY EXPERIENCED MODELLER OF 30 YEARS to near exhibition standard. The Legs, table top with plywood and cork on top with PECO track all ballasted 28 points and layout fully wired. 25 Bachmann and Hornby Locos, all fitted with decoders, 9449 £216, 5588 £202, 6230 £90, these 3 LMS locos fitted with sound. L&NWR Claughton 1097 £240. Wrenn loco 6223 Princess Alice £330. 6229 Duchess of Hamilton £229.99. 6108 Seaforth Highlander £149.50. Bachmann 4 road engine shed £101. Bachmann 2 road engine shed £84.96. Bachmann Coaling plant £119.95. Bachmann Ash Plant £79.95. Hornby Dublo Breakdown Crane £140. Church (made by Townstreet) and gravestones £69.00. Stonecraft cattledock £29.50 (collector's item) Skaledale Platform Signal Box £17.99 + 2 other signal boxes, 165 wagons (all regions), 30 LMS coaches, 2 stations 1 big, 1 small, 4 signals, 17 buildings (cardboard & plastic) 150 figures mostly Bachmann, some Hornby, loco men, passengers, children, P. way gang etc. Valued at 11k by two independent experienced modellers - will not split, any sensible offers, disability forces sale. *Telephone: PETER GORDON, telephone: 01745 851 622.*

RAILWAY MODELLER MAGAZINES 1987-2014 INCLUSIVE, IN FILES, £30. *Telephone: 01255 569 516.*

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 OO GAUGE SEMI AUTOMATIC LOFT RAILWAY, with 4road through station, and 14road

RAILWAY MODELLER

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 Warnden Avenue, Baxenden, Accrington, Lancs BB5 2PR. Tel: 01254 234 017.

WANTED TRIANG TT AND LONE STAR TREBLE O ELECTRIC BY PRIVATE COLLECTOR. Good price paid, will travel. Tel: 01980 862 387 or email: hamptonrob1951@outlook.com (Wiltshire).

WRENN 1966 TO 1992-items wanted by collector preferably boxed, single or complete collections. Please telephone: 0773 0957 800/01582 401 053 or visit my website www.wrennspecialist.co.uk

CASH PAID ON COLLECTION OF YOUR UNWANTED MODEL RAILWAYS, small or large collections OO or N gauge. Hornby, Lima, Bachmann, Farish etc. We will come to you and dismantle if needed. Please contact STEVE on: 01909 487 938 or send lists to: 27 Prince Charles Road, Worksop, Nottinghamshire, S81 7ES or email: steve37425@hotmail.co.uk

KIT ITEMS, WHITEMETAL, BRASS OO & O, DJH, Wills, Millholme, Alan Gibson etc. Engines, coaches, wagons, unmade, part made, engines working or not. Kit spares - will travel. Tel: 01302 481 274, mobile: 07767 356 890, email: simonecull06@tiscali.co.uk

O GAUGE WANTED - LOCOS, ROLLING STOCK, ACCESSORIES, TRACK/POINTS, SPARES AND BUILDINGS. Large or small collections purchased. Tel 01302 481274, Mob. 07767 356 890. Email: simonecull06@tiscali.co.uk

G SCALE AND OTHER GARDEN RAILWAYS WANTED. Gauge 1, SM32, Bachmann, LGB, Piko, Accucraft, Roundhouse etc. Locomotives, rolling stock, track, points and accessories all required. Tel: 01302 371623 email: sophiecul99@gmail.com

HORNBY DUBLO AND WRENN RAILWAYS WANTED, LOCOMOTIVES, COACHES, WAGONS and all associated items, from one item to large collections. Happy to travel, immediate cash settlement. Jason Roger, send lists to 7 Broomways, Great Wakering, Southend on Sea, Essex SS3 0DP or email: jaycossie@googlemail.com or telephone: 01702 749 183.

IS THERE CASH IN YOUR ATTIC? I will collect and pay best cash prices for model railway items, from single items to complete collections. Call GEOFF, for a no obligation chat on: 07986 936 058 or email me on: cash4trains@live.co.uk

BACHMANN OO, 31.338 CLASS 04 DIESEL SHUNTER D2282 GREEN, no blue please. Mr John Clark, 7 Bickley Road, Leyton, London E10 7AQ.

BOUND RAILWAY MODELLERS - VOLUMES 1 TO 4 AND 14 TO 21. Tel: 07711 694 526, email: ianstuarttatan@hotmail.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.

December 2019

15 December (Sun) 10.30am-3pm
STAFFORD - MORE THAN 300 STALLS, The Prestwood Centre, Stafford County Showground, Weston Road, Stafford ST18 0BD. Adults £4, Seniors £3.50, Children £1. There are many stalls selling OO and O gauge trains.
Tel: 01604 846 688 www.bpfairs.com

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.ricketts11@gmail.com
proceeds to Llandudno Transport Festival.

27 December (Fri) 10.30am-3pm
NEC BIRMINGHAM - 550 STALLS, Hall 18, The National Exhibition Centre, Birmingham, B40 1NT. Free parking for all Toy Fair visitors. Adults £8, Senior Citizens £7.50, Children £2. Hundreds of stalls selling everything you want in model railways, don't miss Britain's biggest toy fair.
Tel: 01604 846 688 www.bpfairs.com

27 December (Fri) 10am-2pm

WORTHING-SUSSEX, The Charmendean Centre, Forest Road, Worthing, West Sussex BN14 9HS. Next event: February 2nd. SRP TOYFAIRS.
Tel: 01322 662 729 or 0773 999 8012
www.srptoyfairs1.co.uk

28 December (Sat) 10am-2pm

BEXHILL ON SEA, St Barnabas Parish Church, Sea Road/Cantelupe Road, Bexhill-on-Sea TN40 1JG. Community Café on site serving hot food. Next event: February 1st. SRP TOYFAIRS.
Tel: 01322 662 729 or 0773 999 8012
www.srptoyfairs1.co.uk

28 December (Sat) 10.30am-3pm

CARMARTHEN TOY AND TRAIN SALE, Carmarthen Leisure Centre, Llansteffan Road, Johnstown, Carmarthen, SA31 3NQ. 60 tables, free parking, great range of dealers. BUY*SELL*EXCHANGE. Admission £2. CHRIS DYER FAIRS.
Tel: 01643 702 757 & 07966 694 579
www.chrisdyerfairs.co.uk

28 December (Sat) 10.30am-2pm

HAYDOCK PARK RACECOURSE, The Exhibition Centre, WA12 0HQ (M6 Junction 23). Up to 85 tables. Adults £2, Children 50p. BARRY STOCKTON.
Tel: 0151 334 3362 www.barrystocktonfairs.co.uk

28 December (Sat) 10.30am-3pm

THORNBURY TOY COLLECTORS FAIR. Thornbury Leisure Centre, Alveston Hill, Thornbury, Bristol BS35 3JB. Model Railways new and obsolete, Dinky, Corgi, Lledo, EFE, Hornby, Lima, trains, boats and planes. More information: BULLDOG FAIRS.
Tel: 01373 452 857 or 07917 125 641
www.bulldogfairs.com

29 December (Sun) 10.30am-2.30pm

CORNWALL – LOSTWITHIEL Community Centre PL22 0HE. Contact: MARK.
Tel: 01637 871 412, 07887 888 670.

29 December (Sun) 10am-2pm

RAYLEIGH, ESSEX, The Swayne, Park School, Sir Walter Raleigh Drive, off London Road SS6 9BZ. Next event: February 23rd. SRP TOYFAIRS.
Tel: 01322 662 729 or 0773 999 8012
www.srptoyfairs1.co.uk

29 December (Sun) 10.30am-3pm

READING TOYFAIR & EXHIBITION (INCORPORATING READING VINTAGE) Rivermead Leisure Complex, Richfield Avenue Richfield Avenue RG1 8EQ. Approximately 160 sales tables offering vintage, new & pre owned toys and models, also model railway layouts and displays. Admission £4, accompanying Children under 16 free, early entry 8.30am £10, 9.30am £7. TONY OAKES FAIRS.
Tel: 01270 652 773 & 07825 631 323.

29 December (Sun) 10.30am-2pm

WIRRAL, Hulme Hall, Bolton Road East, 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

30 December (Mon) 10am-2pm

DITTON, Ditton Community Centre, Kilbarn Road, Ditton, Kent ME20 6AH. Next event: February 16th. SRP TOYFAIRS.
Tel: 01322 662 729 or 0773 999 8012
www.srptoyfairs1.co.uk

30 December (Mon) 10.30am-3pm

DONCASTER RACECOURSE, The Lazarus Exhibition Centre, Leger Way, Doncaster DN2 6BB. More than 350 stalls of toys, trains and models. Adults £4.50, Seniors £4, children £1.
Tel: 01604 846 688 www.bpfairs.com

31 December (Tues) 10.30am-3pm

BOLTON STADIUM – MORE THAN 250 STALLS, The Premier Suite, Bolton Stadium, Bolton, Lancashire BL6 6JW. Adults £4, Senior Citizens £3.50, Children £1. OO and O gauge for sale from dozens of specialist dealers.
Tel: 01604 846 688 www.bpfairs.com

January 2020

1 January (Wed – New Years Day) 10.30am-2pm

BRIDGNORTH LEISURE CENTRE, High Town, WV16 4ER. 100+ stalls of all types of model railways, Dinky's, Corgis, various die-casts etc. Admission £2. TONY OAKES FAIRS.
Tel: 01270 652 773 or 07825 631 323.

1 January (Wed – New Years Day) 10am-2.30pm

EAST MIDLANDS – (NEWARK) The George Stevenson Exhibition Hall, The Showground, Winthorpe, Newark, Nottinghamshire, NG24 2NY. 220 pitches, Adults £4.50, Seniors £4, 1st Child £3.50. Organised by LORRAINE for J&J FAIRS.
Tel: 01522 880 383 email: jandjfairs@virginmedia.com
website: www.j-jwebbtoyfairs.com

4 January (Sat) 10.30am-3pm

CARDIFF TOY AND TRAIN SALE – Top capital Show! Penarth Leisure Centre, Andrew Road, Cogan, CF64 2NS. COGAN RAIL STATION ALONGSIDE THE VENUE – FREQUENT SERVICES. Up to 120 tables, free parking, great café. Top venue with leading model train dealers present. BUY*SELL*EXCHANGE. Admission £2. CHRIS DYER FAIRS.
Tel: 01643 702 757 & 07966 694 579
www.chrisdyerfairs.co.uk

4 January (Sat) 10.30am-2pm

NORWICH – The Willow Centre, 1-13 Willowcroft Way, Cringleford, Norwich NR4 7JJ. Admission £2, under 16 free, early entry 9am-£4pp. Good parking,

disabled access and refreshments. JOHN'S TOY FAIRS.

JOHN PARSONAGE, telephone: 07881 555 283, email: john.parsonage@btconnect.com

5 January (Sun) 10am-3pm

CHESTER LE STREET TOY & TRAIN FAIR – Lord Lawson Academy, Birtley, Chester le Street, DH3 2LP. Opposite Kamatsu, follow A167, A1 junction 63, bus route 21. Adults £3, Senior Citizens/Children £2, £5 early entry. Refreshments available, good parking. BUY*SELL*SWOP. Diecast, trains, model soldiers, Sci-fi, Scalextric and Lego etc. Spares available for Dinky and Corgi Toys.
Tel: 0750 403 5955 for table hire and further information.

5 January (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

5 January (Sun) 9.45pm-1.15pm

MIDHURST, THE GRANGE, Bepton Road, West Sussex, GU29 9HD. Next event: April 10th April. SRP TOYFAIRS.
Tel: 01322 662 729 or 0773 999 8012
www.srptoyfairs1.co.uk

5 January (Sun) 10.30am-2.30pm

POTTERS BAR, Elm Court Centre, Mutton Lane, M25 J24. EN6 3BP. Adults £1.20. Refreshments.
Tel: 020 8205 1518.

5 January (Sun) 10am-2.30pm

SPALDING, Springfields Events Centre, Camelgate, Spalding PE12 6ET. 150 PITCHES, Adults £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

5 January (Sun) 10.30am-3pm

WALSALL WOOD – OAK PARK ACTIVE LIVING CENTRE, Coppice Road, Walsall Wood. Details: TRANSTAR PROMOTIONS
Tel: 01922 643 385.

10 January (Fri) 7pm-9pm

ALFRETON LEISURE CENTRE, DE55 7BD. Superb range of rail and diecast, free parking and refreshments. Next event: 20th March. Contact: MALC.
Tel: 07951 072 790.

11 January (Sat) 9.45am-1.15pm

HERNE BAY, High School, Bullocksone Road, Herne Bay, Kent CT6 7TL. Large free car park, 10 minutes walk from Herne Bay Station. Next event: March 7th. SRP TOYFAIRS.
Tel: 01322 662 729 or 0773 999 8012
www.srptoyfairs1.co.uk

11 January (Sat) 10am-4pm

NORBRECK CASTLE HOTEL, BLACKPOOL, Queens Promenade, FY2 9AA. Some of the UK's top traders will be attending selling model railway diecast. Tel: 0749 871 1514.

12 January (Sun) 9.45am-1.15pm

COLCHESTER, LANGHAM COMMUNITY CENTRE, School Road, Colchester, Essex CO4 5PA. Next event: 10th May. SRP TOYFAIRS. Tel: 01322 662 729 or 0773 999 8012 www.srptoyfairs1.co.uk

12 January (Sun) 10.30am-3pm

STAFFORD – MORE THAN 300 STALLS, The Prestwood Centre, Stafford County Showground, Weston Road, Stafford ST18 0BD. Adults £4, Seniors £3.50, Children £1. There are many stalls selling OO and O gauge trains. Tel: 01604 846 688 www.bpfairs.com

14 January (Tues) 6.30pm-8.30pm

ODIHAM/HOOK, The Community Centre, Ravencroft. Hook RG27 9NN. Second Tuesday monthly. Tel: 01380 725 322, anytime.

16 January (Thurs) 6.45pm-8.45pm

THATCHAM for Reading and Slough Toy Train and Model Collectors Fair. Catholic Hall, Bath Road (A4), Thatcham, Berkshire, RG18 3AG. Tel: 01380 725 322, anytime.

18 January (Sat) 10am-2.30pm

BRENTWOOD, The International Hall, Brentwood Centre, Doddington Road, Brentwood Essex CM15 9NN. 200 pitches. Adults £3.50, Seniors £3, 1st Child £2.50. Organised by LORRAINE for J&J FAIRS. Tel: 01522 880 383 email: jandjairs@virginmedia.com www.j-jwebbtoyfairs.com

18 January (Sat) 10am-2pm

NOTTINGHAM BLUECOAT ACADEMY, (on ring road, 1 mile north of university) NG8 5GY. Good access, free parking, refreshments. Next event: 7th March. Contact: MALC. Tel: 07951 072 790.

19 January (Sun) 10.30am-3pm

COVENTRY – 160 STALLS, The Connexion, Ryton on Dunsmore, Coventry, CV8 3FL. Lots of stalls full of new and used model railways – many at bargain prices. Adults £3, Seniors £2.50, Children £1. Tel: 01604 846 688 www.bpfairs.com

21 January (Tues) 7pm-9pm

WOOTTON BASSETT, Memorial Hall, Station Road SN4 7EE. Toy and train fair. Third Tuesday monthly. Tel: 01380 725 322, anytime.

26 January (Sun) 10am-2.30pm

LINCOLNSHIRE, The Exhibition Centre, Lincolnshire Showground, Lincoln LN2 2NA. 150 pitches, Adults £3, Seniors £2.50, 1st Child £2. Organised by LORRAINE for J&J FAIRS. Tel: 01522 880 383 Email: jandjairs@virginmedia.com Website: www.j-jwebbtoyfairs.com

26 January (Sun) 10.30am-3pm

SHEPTON MALLET, The 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

28 January (Tues) 6pm-9pm

GARSTANG TOYFAIR, Kirkland and Catterall Memorial Hall, corner of A6 and A586, refreshments available. JANET PEARSON. Tel: 01282 439 009.

Opportunity Yours

RM Classified Advertisement Order Form — last date for receiving copy for March 2020 issue is 16th December.

Please insert the following advertisement under the section headed:

PLEASE NOTE: If you do wish to renew an existing advert, phone, write, fax or email within 3 months of the original advert being placed.

MINIMUM CHARGE £4.20 (£3.50 + 70p VAT) (per advert).
Prices below do not include VAT. Please add 20% VAT to total.
Rates per word: Private 15p, Trade 35p, Swapmeets 65p.
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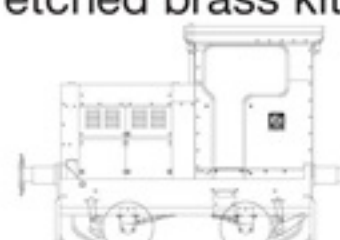
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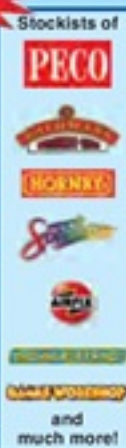
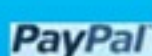
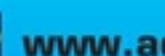
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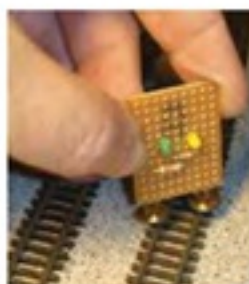


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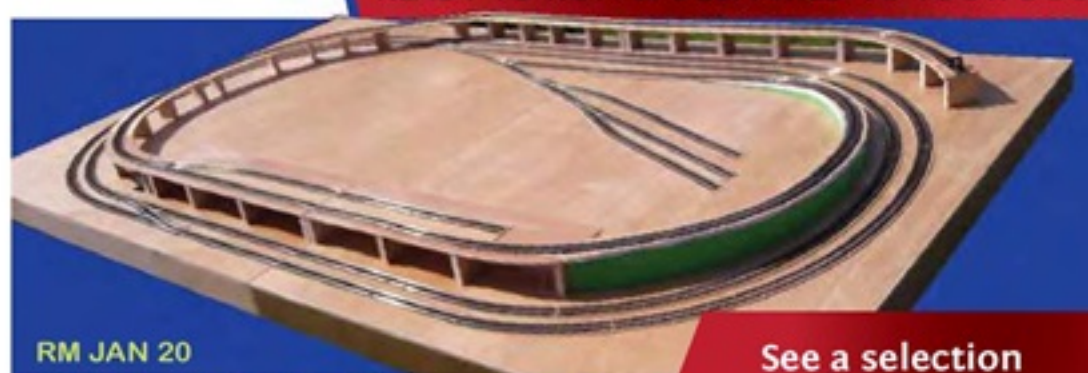
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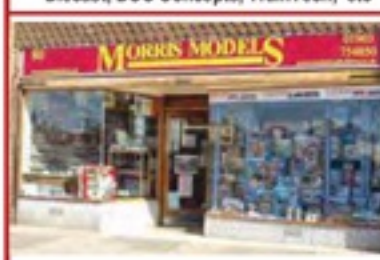
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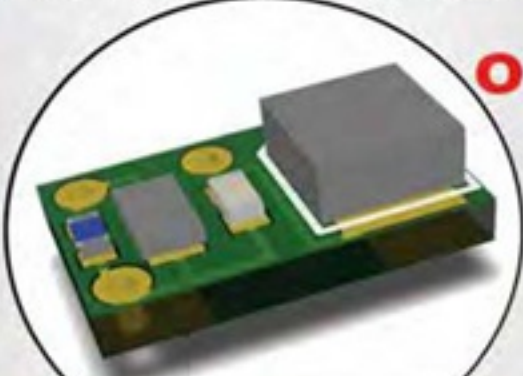
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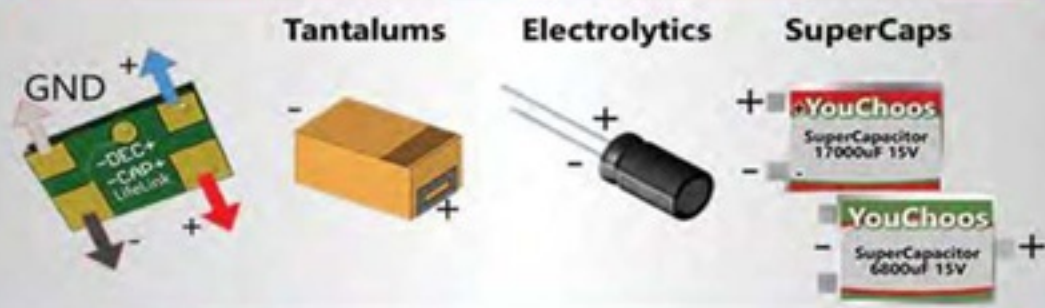
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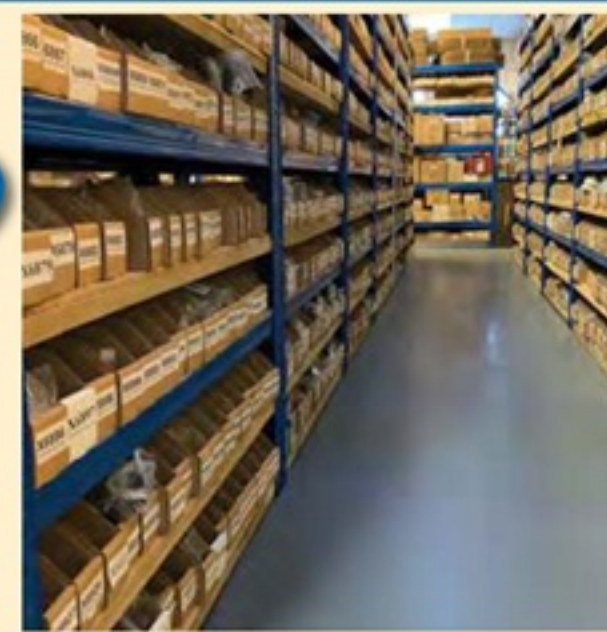
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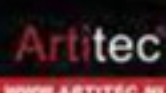
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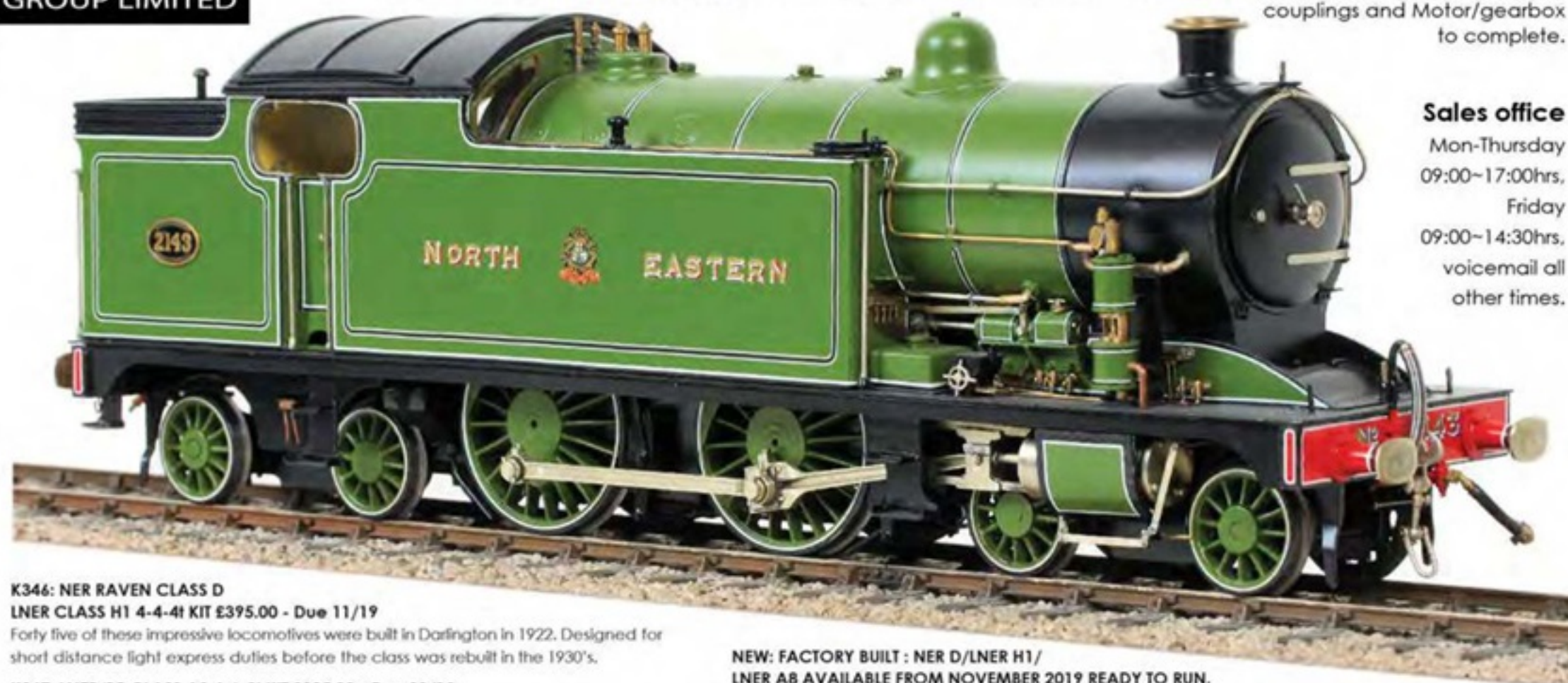
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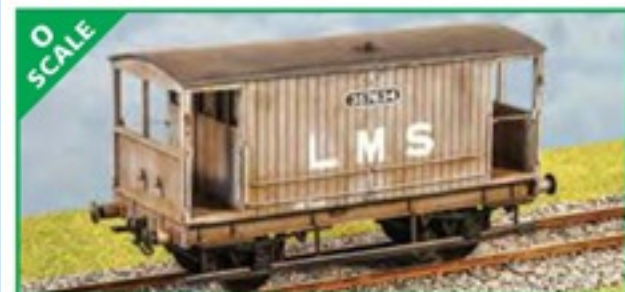
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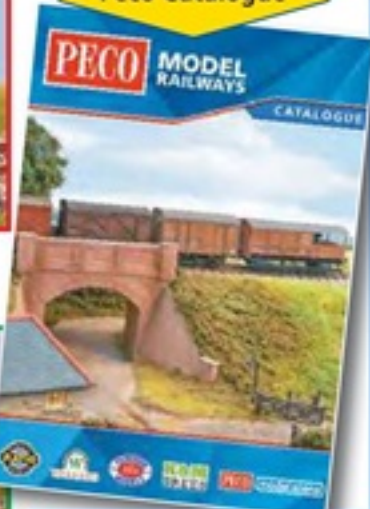
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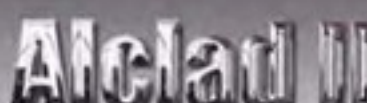
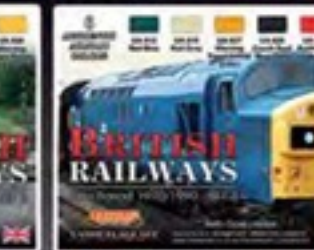
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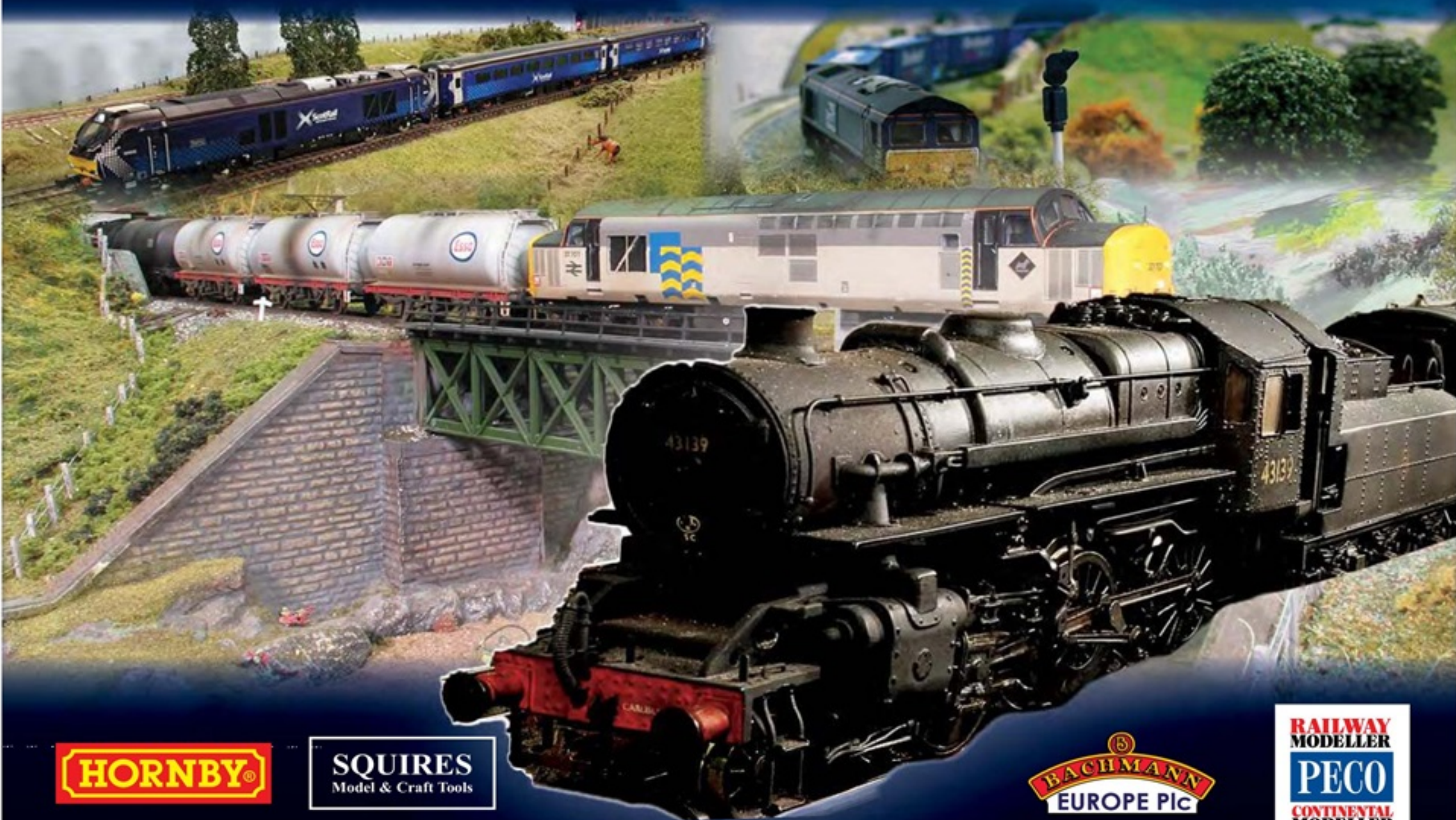
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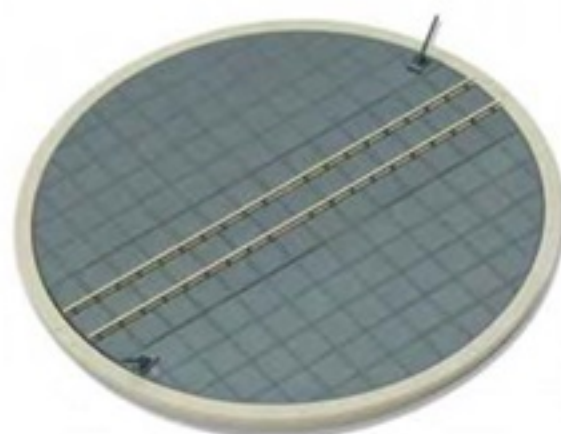
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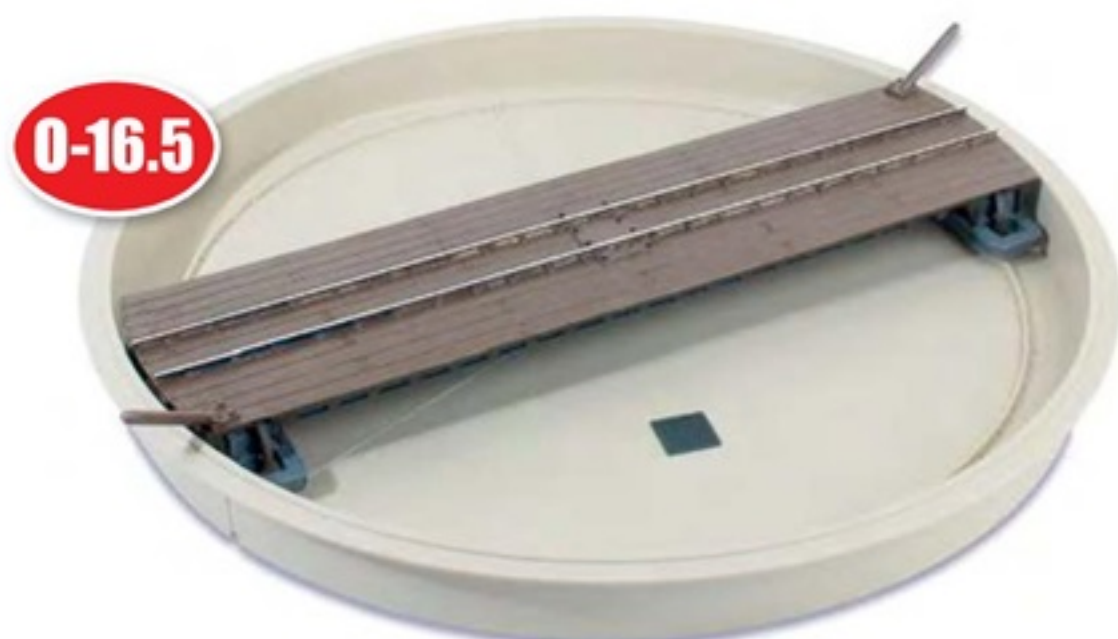
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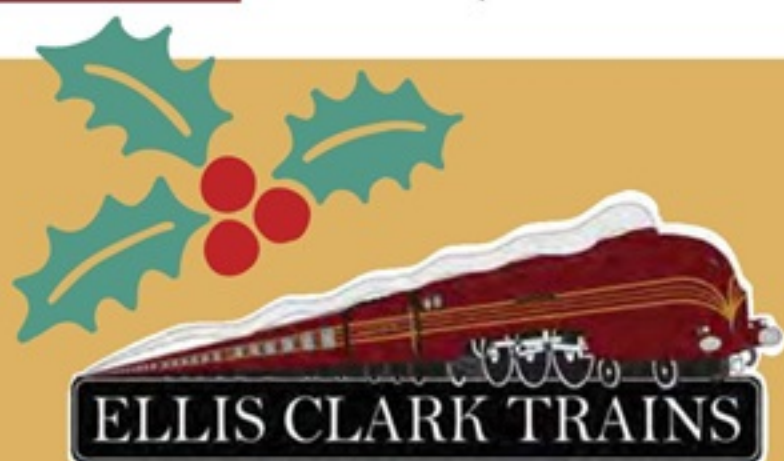
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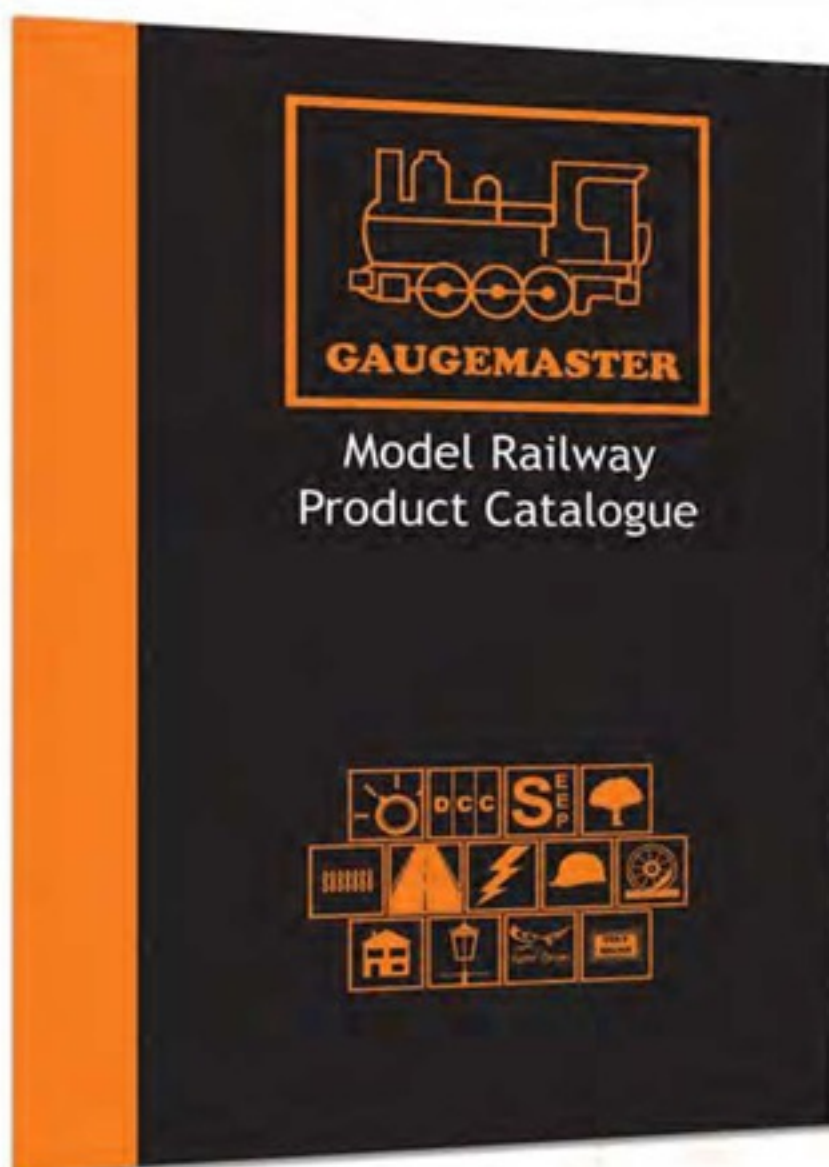


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