

BRITAIN'S No.1
MODEL RAILWAY MAGAZINE

FEBRUARY 2020 £4.80

AT THE HEART OF THE HOBBY

VOLUME 71 No 832

RAILWAY MODELLER

Semley On the West of England
main line in LSWR days in 4mm

2020
AMBITIOUS PLANS
HORNBY®
REPORT
INSIDE

**Thornycroft
Sidings**

A rail-served industry
in N gauge

Hobson's Brewery

A compact 7mm scale
industrial layout

**Painting
loco crews**

Sound advice on how
to get great results

An Urban Goods Yard

Traditional freight operations in a
small space in 4mm

Reviewed inside ...

Brand new Class 66s in OO from Hatton's
English Electric Class 50 in O from Heljan
KQA wagon in N from C-Rail Intermodal

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FEBRUARY 2020

RAILWAY MODELLER AT THE HEART OF THE HOBBY

VOLUME 71

RAILWAY MODELLER

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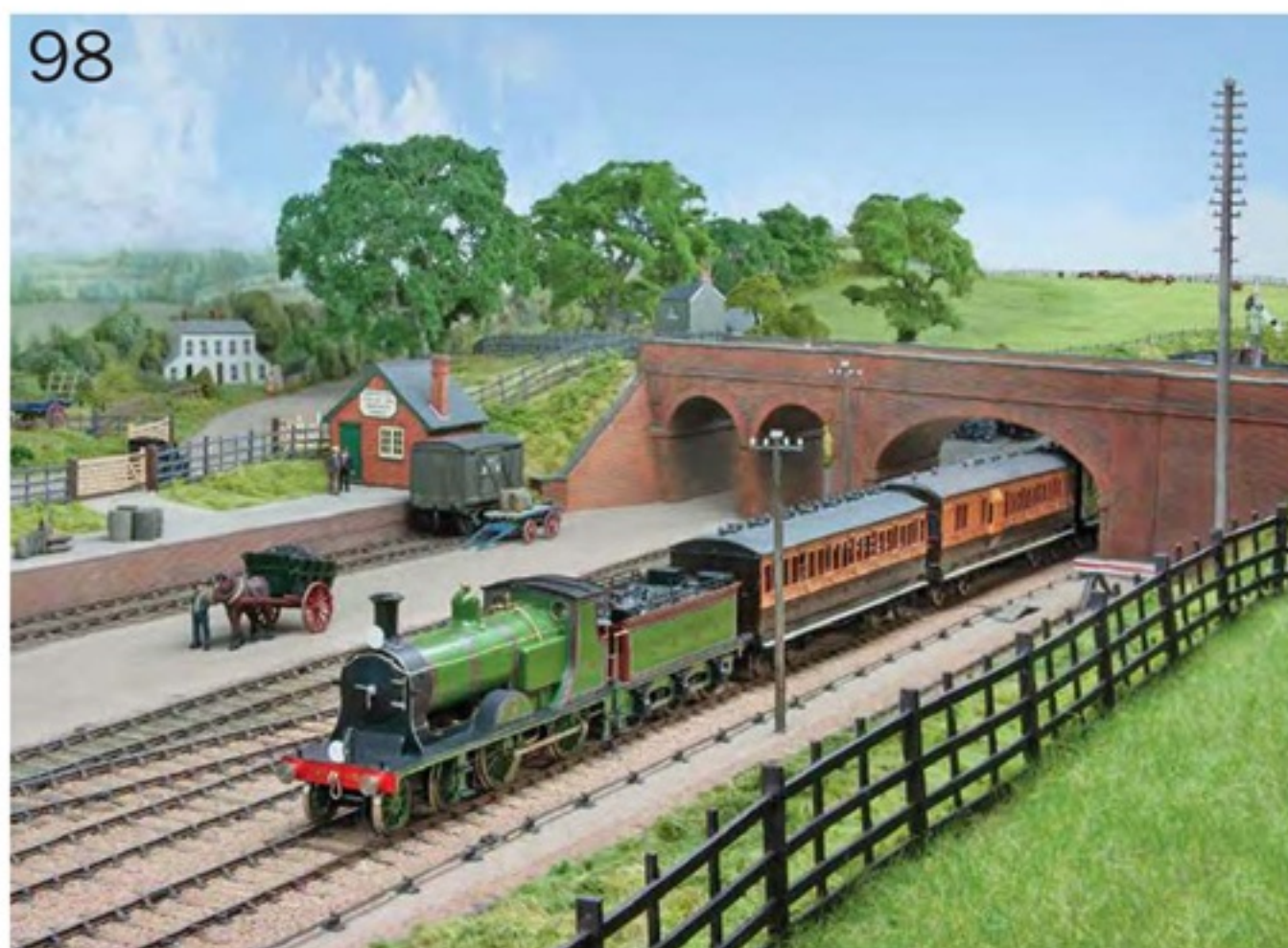
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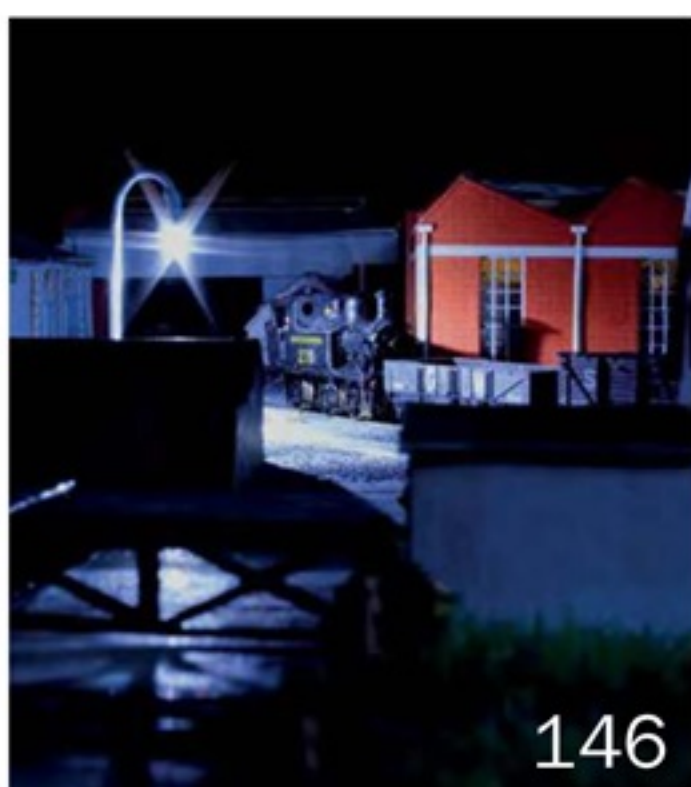
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168 Book & DVD Reviews

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

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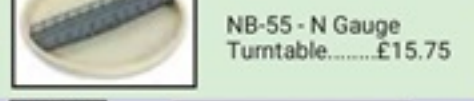
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38-800 - Ransomes & Rapier 45T Steam Breakdown Crane SR Grey.....£212.46



38-801 - Ransomes & Rapier 45T Steam Breakdown Crane GWR Grey.....£212.46



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



38-803 - Ransomes & Rapier 45T Steam Breakdown Crane BR Departmental Red.....£212.46

Class 20's



32-027C - Class 20/0 Disc Headcode D8035 BR Plain Green.....£118.95

32-027CSF - Class 20/0 Disc Headcode D8035 BR Plain Green DCC Sound Fitted.....£199.70



32-030DS - Class 20/0 Headcode Box 20156 BR Railfreight Red Stripe.....£199.70



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



32-027B - Class 20/0 Disc Headcode D8011 BR Green Small Yellow Panels.....£118.95

Class 37/5s Including Area Exclusive



32-390DB - Class 37 No. 37704 EW&S Area Exclusive.....£144.45
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
32-394DS - Class 37/5 Refurbished 37521 Colas Rail Freight DCC Sound Fitted.....£220.95



32-395 - Class 37/5 Refurbished 37669 WCR Maroon.....£144.45
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

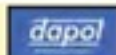
374-232 - BR Mk1 SK Pullman Second Kitchen 'Car 343' Umber & Cream.....£34.50



Avro Vulcan XH558 Train Pack

N Gauge 370-375.....£161.45

OO Gauge 30-375.....£169.95



New Versions OO GW Railcars Due December



4D-011-005 - GW Streamlined Railcar 12 GWR Monogram (Valances).....£126.40

4D-011-006 - GW Streamlined Railcar 10 GWR Monogram.....£126.40

4D-011-007 - GW Streamlined Railcar W11 BR Chocolate & Cream.....£126.40

4D-011-008 - GW Streamlined Railcar W8 BR Carmine & Cream.....£126.40

4D-011-009 - GW Streamlined Railcar 16 GWR Twin Cities.....£126.40

4D-011-100 - GW Streamlined Railcar 17 Parcels Chocolate & Cream.....£126.40

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



O Gauge GW 0-4-2 Tanks Due December



7S006001 - GW 48xx 0-4-2 Tank 4800 Great Western.....£191.25

7S006001U - GW 48xx 0-4-2 Tank Great Western Unnumbered.....£191.25

7S006002 - GW 48xx 0-4-2 Tank 4871 GWR Green Shirtbutton.....£191.25

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

7S006023U - GW 14xx 0-4-2 Tank BR Lined Green Early Crest Unnumbered.....£191.25

accurascale



Class 37's Available to Pre-order

Please see our website for more



OO gauge Class 86/0 Due Early 2020



8650 - Class 86 E3104 BR Blue With Red Bufferbeams.....£161.46

8651 - Class 86 E3114 BR Blue With Small Yellow Panels.....£161.46

8652 - Class 86 E3178 BR Blue With Full Yellow Ends.....£161.46

8653 - Class 86 E3146 BR Blue With Full Yellow Ends, White Cab Roofs.....£161.46

8654 - Class 86 E3156 With Full Yellow Ends.....£161.46

8655 - Class 86 86036 BR Blue With Cantrail Stripe.....£161.46

8656 - Class 86 86034 BR Blue Weathered.....£161.46



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



R3758 - Class 47/7 Co-Co 47799 'Prince Henry' EWS.....£72.00



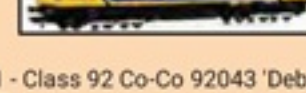
R3701 - A4 4-6-2 60028 'Walter K Whigham' British Railways Blue.....£152.95



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

GWR Sliding Door Mk3 Coaches Due At Some Point - Pre-Ordering Advised!



R4915 - GWR Mk3 Sliding Door.....£31.50

R4915A - GWR Mk3 Sliding Door.....£31.50

R4915B - GWR Mk3 Sliding Door.....£31.50

R4895 - Mk3 Coach Sliding Door TSD.....£31.50

R4895A - Mk3 Coach Sliding Door TSD.....£31.50

R4896 - Mk3 Coach Sliding Door TGS.....£31.50



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£13.50

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N Gauge points also required.

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

£2.75 each for curved/express Nickel Silver points.

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WESTERN LIMITED EDITIONS

A trio of Dapol OO gauge Westerns exclusive to Cheltenham Model Centre. Now in stock and available standard analogue, DCC fitted, DCC sound fitted & weathered.



D1039 'Western King' BR Maroon Small Yellow Panel With Experimental Rotary Windscreen Wiper

Limited Edition of 350

Standard - £159.95

DCC Fitted - £186.95

DCC Sound Fitted - £284.95

Weathered Versions available for an extra £20



D1000 'Western Enterprise' BR Maroon Small Yellow Panel

Limited Edition of 300

Standard - £151.95

DCC Fitted - £178.95

DCC Sound Fitted - £276.95

Weathered Versions available for an extra £20



D1006 'Western Stalwart' BR Maroon Small Yellow Panel With Experimental Rotary Windscreen Wiper

Limited Edition of 350

Standard - £159.95

DCC Fitted - £186.95

DCC Sound Fitted - £284.95

Weathered Versions available for an extra £20

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

GRAHAM FARISH
by BACHMANN

SE&CR N Gauge Train Pack Special Offer



Train Pack Includes....

372-775 - C Class 0-6-0 271 SECR Plain Green.....£127.45

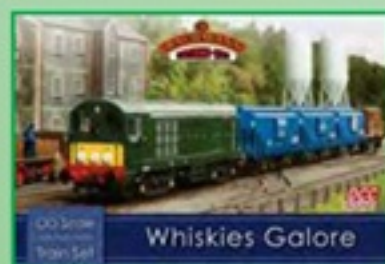
374-911 - Pack Of Three 60' Birdcage Coaches SE&CR Wellington Brown.....£119.99

Special Offer Price.....£240.00

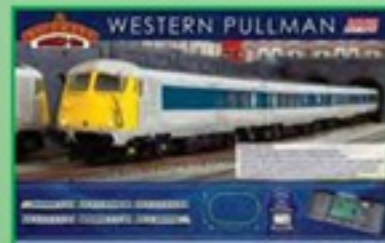
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370-160 - N Gauge Castle Pullman DCC Sound Train Set.....£318.71



30-047 - Whiskies Galore DCC Sound Train Set.....£280.45



30-420 - Western Pullman Ultima Digital Sound Train Set.....£795.00

Contents:-
- Western (Ex-Midland) Pullman 6-Car Unit BR Grey and Blue Digital Sound
- Oval of track
- Dynamis Railcontroller Software Evaluation Version & USB cable
- Dynamis Ultima DCC System

New Items Split From Train Sets



30-425A - Western (Ex-Midland) Pullman 6-Car Unit BR Grey and Blue Digital Sound.....£675.00



30-165A - N Class 2-6-0 1854 Southern Railway Malachite Green.....£80.00



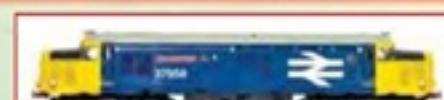
30-047A - Class 20 D8123 BR Green Small Yellow Panels Disc Headcode DCC Sound Fitted.....£180.00



30-047B - Pack Of Three 35 Ton Bulk Grain Wagons BRT Blue.....£65.00



30-047C - BR 20 Ton Brake Van BR Bauxite.....£15.00



30-375 - Class 37 37558 'Avro Vulcan' XH558' BR Large Logo Blue.....£130.00



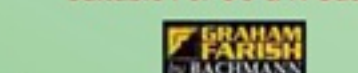
30-285A - LMS Jubilee 45555 'Quebec' BR Green Early Crest.....£95.00



30-130A - Class 03 Shunter MoD 2144 Green.....£70.00



36-501a - E-Z DCC Command Control Centre.....£60.00
Suitable For OO & N Gauge.



370-160A - N Gauge GW Castle 4-6-0 5060 'Defiant' GW Green As Preserved DCC Sound Fitted.....£230.00



370-160B - N Gauge Pack Of Two BR Mk1 Pullmans.....£60.00



370-430A - N Gauge Class 47 47581 'Great Eastern' Original Network SouthEast Livery.....£100.00



370-185A - N Gauge BR Standard 3MT 2-6-2 Tank 82001 BR Green Late Crest.....£100.00



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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Compiled between 15th November and 11th December 2019

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Latest News



Genesis Full Brakes Added

We've now added Full Brake coaches as well as LBSCR liveried coaches to our OO Gauge Genesis project. See more online.

www.hattons.co.uk/tmah53



O Gauge Class A3s in stock

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New Hattons Class 66 Liveries

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www.hattons.co.uk/tmah55



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This incredibly popular model in N Gauge is available once again with the same high level of quality and finish. See more online

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Hornby Large Prairie Samples

Hornby have revealed painted sample of their forthcoming GWR 51xx/61xx locos with BR black versions due in stock by January.

www.hattons.co.uk/tmah57



Heljan GWR Railcar Samples

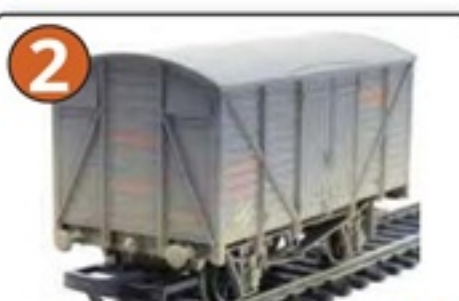
Updated engineering samples have been showcased by Heljan along with further information regarding livery and running numbers.

www.hattons.co.uk/tmah58

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GWR chocolate & cream



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

GNR lined teak



H4-4BT-201A	4 wheel brake 3rd 56 - £30/£36
H4-4BT-201B	4 wheel brake 3rd 79 - £30/£36
H4-4F-201	4 wheel 1st 235 - £30/£36
H4-4T-201A	4 wheel 3rd 1432 - £30/£36
H4-4T-201B	4 wheel 3rd 1645 - £30/£36
H4-6BT-201A	6 wheel brake 3rd 135 - £30/£36
H4-6BT-201B	6 wheel brake 3rd 145 - £30/£36
H4-6T-201A	6 wheel 3rd 2694 - £30/£36
H4-6T-201B	6 wheel 3rd 3275 - £30/£36
H4-6C13-201	6 wheel composite 93 - £30/£36
H4-6F-201	6 wheel 1st 2040 - £30/£36
H4-6CL-201	6 wheel composite lavatory 864 - £30/£36
H4-6FB-201	6 wheel full brake - £30/£36
H4-46Pack-201	Pack of 4 coaches (4BT, 4T, 6C12, 6BT) - £110/£135

LNWR Plum & spilt milk



H4-4BT-301A	4 wheel brake 3rd 6925 - £30/£36
H4-4BT-301B	4 wheel brake 3rd 7342 - £30/£36
H4-4F-301	4 wheel 1st 4568 - £30/£36
H4-4C13-301	4 wheel composite 3654 - £30/£36
H4-4T-301A	4 wheel 3rd 896 - £30/£36
H4-4T-301B	4 wheel 3rd 731 - £30/£36
H4-6BT-301A	6 wheel brake 7523 3rd - £30/£36
H4-6BT-301B	6 wheel brake 7005 3rd - £30/£36
H4-6C123-301	6 wheel tri-composite 4004 - £30/£36
H4-6T-301A	6 wheel 1987 3rd - £30/£36
H4-6T-301B	6 wheel 1892 3rd - £30/£36
H4-6F-301	6 wheel 1st 4690 - £30/£36
H4-6CL-301	6 wheel composite lavatory 4020 - £30/£36
H4-6FB-301	6 wheel full brake - £30/£36
H4-46Pack-301	Pack of 4 coaches (4BT, 4T, 6C123, BT) - £110/£135

SECR Crimson Lake



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

LMS crimson (Midland style)



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

LNER pre-war brown



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

SR olive green



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

LBSCR umber



H4-4BT-1601A	4 wheel brake 3rd - £30/£36
H4-4BT-1601B	4 wheel brake 3rd - £30/£36
H4-4C13-1601	4 wheel composite - £30/£36
H4-4F-1601	4 wheel 1st - £30/£36
H4-4T-1601A	4 wheel 3rd - £30/£36
H4-4T-1601B	4 wheel 3rd - £30/£36
H4-6BT-1601A	6 wheel brake 3rd - £30/£36
H4-6BT-1601B	6 wheel brake 3rd - £30/£36
H4-6CL-1601	6 wheel composite lavatory - £30/£36
H4-6F-1601	6 wheel 1st - £30/£36
H4-6FB-1601	6 wheel full brake - £30/£36
H4-6T-1601A	6 wheel 3rd - £30/£36
H4-6T-1601B	6 wheel 3rd - £30/£36
H4-46Pack-1601	Pack of 4 coaches (4BT, 6CL, 4T, 6BT) - £110/£135

Explore the full range and read more at: www.hattons.co.uk/genesis
Single unlit/lit coach: £30/£36 Pack of four unlit/lit coaches: £110/£135

00 Gauge (1:76 Scale)

Dapol - DMUs



4D-009-008 Class 121 single car DMU 'Bubblecar' 55032 in Midline West Midlands (RRP £145) **BARGAIN** £79



4D-009-HAT06 Class 121 single car DMU 'Bubblecar' 960010 in Railtrack 'coaching stock' maroon - Hatton's limited edition (RRP £129.95) **BARGAIN** £89
4D-009-009 Class 121 single car DMU 'Bubblecar' 977723 in Railtrack red and white (RRP £145) **BARGAIN** £79

Hornby - Steam locos



R3681 Class 8P 'Princess Coronation' 4-6-2 6241 'City of Edinburgh' in LMS post-war lined black (RRP £204.99) **BARGAIN** £144



R3677 Class 8P 'Streamlined Coronation' 4-6-2 6229 'Duchess of Hamilton' in LMS crimson lake - as preserved (RRP £189.99) **BARGAIN** £139.50



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



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



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



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

Top 30 Best Sellers

Last 30 Days

Diesel locos



R3746 Class 31/1 31102 in BR blue **NEW** £157.50



R3745 Class 31/6 31602 'Driver Dave Green' in Network Rail yellow **NEW** £157.50



R3743 Class 60 60015 'Bow Fell' in Railfreight Construction triple grey **NEW** £162



R3705 Ruston 48DS 458957 in John Dewar and Sons red match wagon **NEW** £72

Train sets - analogue



R1265 Hornby Family Fun Project - OO gauge model railway starter pack £180



R1233 The Coca-Cola Christmas Train Set £72

Peco Products - Analogue point control



PL-55 Turntable control motor - for use Peco turntable kits £54

Track - Code 100 Streamline



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

Track - Code 75 Finescale



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

N Gauge

Dapol - Diesel locos



2D-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 (RRP £144.95) **BARGAIN** £114



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

O Gauge (1:43 Scale)

Dapol - Steam locos



7S-005-005 Class Y3 Sentinel 4wVB 68164 in BR black early emblem **NEW** £148.75

Heljan - Steam locos



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

Peco Products - Track - Code 124 Bullhead Streamline



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

Any or Multiple Scales

Gaugemaster - Analogue controllers



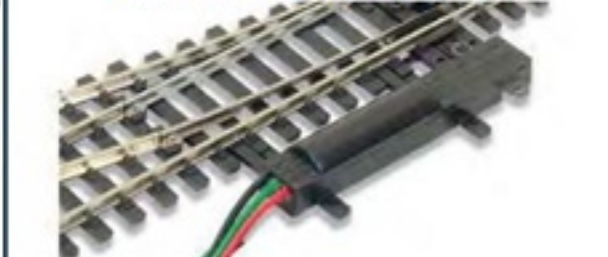
D Double/Twin track power controller £86

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
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British Model Railway Awards 2018

OO Gauge (1:76 Scale)

Bachmann Branchline

Train sets - analogue

30-285 The Midlander Express train set £178.46

Wagons



37-225H 16 ton steel mineral wagon top flap doors in BR grey - weathered £18

Digital controllers



36-504 EZ Command Dynamics Ultima DCC system £280

People - civil

36-407 1950s train crew - pack of six £8.50

Corgi Collectables - Buses



CC99726 Triple Decker 'Knight Bus' - Harry Potter range .. £26

Dapol - Diesel locos

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



4D-003-015 Class 52 'Western' D1034 'Western Dragoon' in BR maroon small yellow panels £129.15

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



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

4D-006-014S Class 73/0 E6002 in BR plain green - DCC sound fitted NEW £258

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

4D-006-010S Class 73/0 E6004 in BR green grey solarbar - DCC sound fitted NEW £258

4D-006-011S Class 73/1 73109 'Battle of Britain' in Network SouthEast - DCC sound fitted NEW £258

4D-006-005 Class 73/1 electro-diesel E6039 in BR blue small yellow panels (RRP £146.22) BARGAIN £91

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) BARGAIN £84

4D-006-012S Class 73/2 73235 in South West Trains - DCC sound fitted NEW £258

DMUs



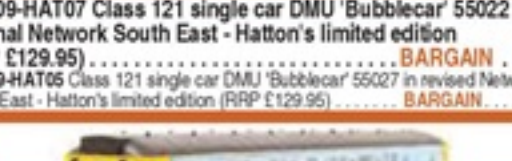
4D-009-HAT01 Class 121 single car DMU 'Bubblecar' 120 in GWR 150' chocolate and cream - Hatton's limited edition (RRP £129.95) BARGAIN £99

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



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

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



4D-009-008 Class 121 single car DMU 'Bubblecar' 55032 in Midland West Midlands (RRP £145) BARGAIN £79



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



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



4D-009-009 Class 121 single car DMU 'Bubblecar' 977723 in Railtrack red and white (RRP £145) BARGAIN £79



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

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



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

Track Maintenance vehicles



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

Wagons

4F-012-023 12 ton ventilated van 123520 in GWR grey NEW £9.50

4F-012-024 12 ton ventilated van 123520 in GWR grey - weathered NEW £10.50

4F-080-128 8 plank open wagon 'Lay Main Collieries, Mold' NEW £10

4F-080-129 8 plank open wagon 'Lay Main Collieries, Mold' - weathered NEW £11

4F-053-002 IKA 'Megafret' twin container wagon 3368 490 9 354-5 in blue NEW £44.63



4F-053-003 IKA 'Megafret' twin container wagon 3368 490 9 460-0 in blue - weathered NEW £48.88

4F-053-001 IKA 'Megafret' twin container wagon 3368 490 9 164-8 in blue NEW £44.63

Signals

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

4L-001-006 Signal - motorised, GWR left hand junction bracket signal - two arms £55.50



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

4L-001-006 Signal - motorised, GWR left hand junction bracket signal - two arms £55.50



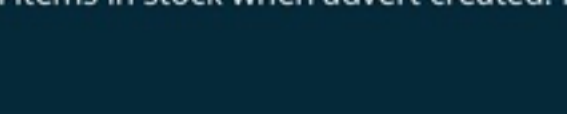
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R3634 Class LN 'Lord Nelson' 4-6-0 851 'Sir Francis Drake' in Southern Railway olive green (RRP £169.99) **BARGAIN** £124
R3550 Class W4 Peckett 0-4-0ST 883 in Liffeshall Co. £99.99



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



R3746 Class 31/1 31102 in BR blue **NEW** £157.50



R3745 Class 31/6 31602 'Driver Dave Green' in Network Rail yellow **NEW** £157.50



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



R3760 Class 59 59003 'Yeoman Highlander' in GBRF europaote - 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



R3705 Ruston 48DS 458957 in John Dewar and Sons red match wagon **NEW** £72



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



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



R3740 Class 92 92023 in Caledonian Sleeper £76.50

R3741 Class 92 92043 in GBRF £76.50

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



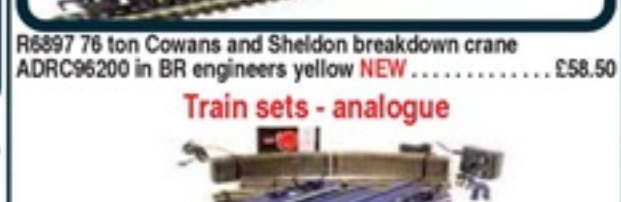
R3606 5-BEL Pullman Brighton Belle EMU end vehicles in Pullman umber and cream small yellow panels £160



R3609 Class 800/0 IEP two-car pack 800003 in GWR green - 'Queen Elizabeth' and 'Queen Victoria' £243



R6897 76-ton Cowans and Sheldon breakdown crane ADRC96200 in BR engineers yellow **NEW** £58.50



R1176 Class 373 'Eurostar' starter train set £126

R1266 Hornby Family Fun Project - Extension pack 1 £117

R1267 Hornby Family Fun Project - Extension pack 2 **NEW** £108



R1265 Hornby Family Fun Project - OO gauge model railway starter pack £180

R1228 Starter train set 'Industrial Freight' **NEW** £81



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



R1233 The Coca-Cola Christmas Train Set £72



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



R4904 K type Pullman 'New Century Bar' in Pullman umber and cream £53.50



R4935A Mk1 BSK brake second corridor 99312 in Hogwarts Railways maroon - Harry Potter range **NEW** £37

R4935 Mk1 BSK brake second corridor 99723 in Hogwarts Railways maroon - Harry Potter range **NEW** £37



R4355 Mk1 BSK brake second corridor W34888 in BR chocolate & cream - Railroad Range (RRP £21.99) **BARGAIN** £12

R4934A Mk1 SK second corridor 99721 in Hogwarts Railways maroon - Harry Potter range **NEW** £37

R4668B Mk4 TSO second open 12425 in East Coast (RRP £28.49) **BARGAIN** £14

Wagons

R6920 20 ton brake van B950884 in BR grey - weathered **NEW** £19
R6926 KFA Intermodal wagon in Tiphook Rail - No Containers **NEW** £30
R6927 KFA Intermodal wagon in Toux Maritime and Hyundai containers **NEW** £36

Man-made scenic structure - railway-related



R083 Pack of 6 Buffer Stop £10

R083 Single £2

Buildings - general

Track - Code 100 Setrack

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



R070 Electrically Operated Turntable £64

R8222 Extension Pack B. Contains 1 x R8073, 2 x R800, 4 x R807, 1 x R806, 1 x R803 £26

R7276 Layouts made easy - medium sized oval layout complete track pack **NEW** £374

R8072 Left Hand Standard Point £9.50

R8073 Right Hand Standard Point £9.50

R821 Single 970mm length of flexible track £3

R821 Pack of 24 £26

R800 Standard Straight £1.50

R800 Box of 24 £34

Metcalfe - Bridges, Tunnels & Walls

PO244 Retaining wall in red brick - 4 sections per pack - card kit £12

Northcord Model Company - Buses



UK6513 ADL Enviro400 MMC - 'Stagecoach South' **NEW** £51

Oxford Diecast - Buses

76R6007 Irizar B Barnes Coaches **NEW** £21.50
76PD2008 Leyland PD212 A1 Service **NEW** £18.50



76WFL003 Weymann Fanfare (Leyland) Southdown **NEW** £16

Cars

76SET67 5 Piece VW Camper Set T1/T2/T3/T4/T5 **NEW** £28
76ALV005 Alvis Speed Twenty Royal Blue **NEW** £5
76BLP005 BL Princess Jade Green **NEW** £5
76BM02004 BMW 2002 Black **NEW** £5
76FCC003 Ford Consul Capri Monaco Red And White **NEW** £5.50
76FS005 Ford Sierra Sapphire Diamond White **NEW** £5
76HE004 Heinkel Trojan Polar White **NEW** £5
76XK005 Jaguar XK Stratus Grey **NEW** £5
76LRD003 Land Rover Discovery Sport Fuji White **NEW** £5.50
76RR3002 Range Rover 3rd Generation Aviston Red **NEW** £5.50
76TP007 Triumph 2500 Sebring White **NEW** £5

Public Service vehicles

76RR3003 Range Rover 3rd Generation Metropolitan Police **NEW** £5.50

Commercial vehicles

76CIT005 Citroen H Catering Van Fish & Chips **NEW** £7
76PB009 Commer PB Van Pitchford & Miles **NEW** £5.50
76CWT005 Commer Walk Thru 'Pollock' **NEW** £9.50
76FT3009 Ford Transit MK3 Gentian Blue **NEW** £5.50
76VWS003 VW T1 Van Dove Blue **NEW** £5.50
76TSV003CC VW T5 Van Coca Cola **NEW** £5.50

Military ground vehicles

76LRL007 Land Rover Lightweight Canvas RAF Police **NEW** £5.50
76LAN002 Land Rover Series II LWB Station Wagon Royal Navy Bomb Disposal **NEW** £5
76TAC007 TACR2 Royal Navy Rinas Yeovilton **NEW** £10

Peco Products - Analogue point control

PL-55 Turntable control motor - for use Peco turntable kits £54

Cables & Wires

PL-80 Power feed joiners - Code 100/124 (x4 pairs) £8

Model railway spares

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

Buildings - railways

Man-made scenic structure - railway-related

LK-20X Double length overall arched station roof £24

Track - Code 100 Setrack

ST-241 Setrack No.2 radius left handed point insulfrog £9.50
ST-240 Setrack No.2 radius right handed point insulfrog £9.50
ST-204 Setrack Quad Straight (670mm) £3.50
ST-204 Box of 24 £82
ST-101 Setrack Starter Track Set - Third Radius £58

Track - Code 100 Streamline



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

SL-100 Single £3

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

SL-102 Pack of 25 £70

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

SL-90 Double slip - insulfrog £23

SL-E89 Left hand large point - electrofrog £12

SL-89 Left hand large point - insulfrog £12

SL-E96 Left hand medium point - electrofrog £10.50

SL-96 Left hand medium point - insulfrog £10.50

SL-92 Left hand small point - insulfrog £9.50

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

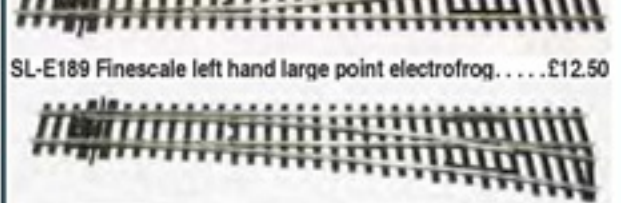
SL-108F Box of 25 £98



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

SL-100F Single £3

SL-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-E188 Finescale right hand large point - electrofrog £12.50

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

Track underlay

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

Train Tech - Lighting equipment

CL2 Standard Coach Lighting Strips - Warm White £17.50

N Gauge

Dapol - Steam locos



2S-007-011D Class 57xx Pannier 0-6-0 6746 in GWR green shirbutton emblem - DCC fitted £100

2S-008-006D Class A4 steam loco 60029 'Woodcock' BR green late crest. DCC Fitted £149.88

Diesel locos

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

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

DMUs

2D-009-003D Class 121 'Bubble Car' DMU W55033 BR green speed whiskers - DCC fitted £139.54

Wagons



2F-022-005 Cargowagon bogie ferry wagon 33 80 279 7516-2 in grey and blue yellow stripe **NEW** £19

2F-022-006 Cargowagon bogie ferry wagon 33 80 279 7543-6 in grey and blue yellow stripe **NEW** £19

2F-022-007 Cargowagon bogie ferry wagon 33 80 279 7586-4P in grey and blue white stripe **NEW** £19

2F-022-008 Cargowagon bogie ferry wagon 33 80 279 7656-6P in grey and blue white stripe **NEW** £19

2F-022-009 Cargowagon bogie ferry wagon 33 80 279 7669-9 in Blue Circle **NEW** £19

2F-022-010 Cargowagon bogie ferry wagon 33 80 279 7688-9 in Blue Circle **NEW** £19

Oxford Diecast - Buses

NMW8002 Bristol MW8G Hants & Dorset **NEW** £7.50

Cars

NDS004 Black/Claret (Queen Mother) Daimler DS420 Limo **NEW** £4

Public Service vehicles

NCOR3004 Ford Cortina MkII Devon & Cornwall Police **NEW** £4

NGG003 Green Goddess RAF **NEW** £6

NMA004 Mercedes Ambulance Scottish Ambulance Service **NEW** £6

Commercial vehicles

NTRAIL014 Mobile Trailer Southdown **NEW** £5

Peco Products - Wagons

NR-66 4 wheel grain hopper 7581 in brown BRT logos **NEW** £10

NR-P484 5 plank open wagon 'Burtl' Gloucester Beehive Manufacturer **NEW** £9

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Model railway spares

SL-310 Rail Joiners/Fishplates for N & OO9 gauge (24 per pack)	£2
Track - Code 80 Setrack	
ST-11 Double straight track	£1.60
ST-6 Setrack left hand point insulfrog	£8.50
ST-5 Setrack right hand point insulfrog	£8.50
ST-301 Setrack starter track pack - second radius	£52

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

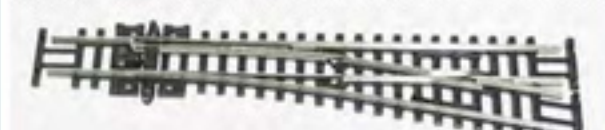
Track - Code 55 Finescale



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



SL-E390F Finescale double slip electrofrog	£38
SL-E389F Finescale left hand large point electrofrog	£12
SL-U396F Finescale left hand medium point unifrog	£10.50
SL-E388F Finescale right hand large point electrofrog	£12
SL-U395F Finescale right hand medium point unifrog	£10.50



SL-E391F Finescale right hand small point electrofrog	£9.50
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OO9 Narrow Gauge

Heljan - Steam locos



9962 Lynton & Barnstaple 2-6-2T 30190 "Lyd" in BR lined black early emblem - as preserved (RRP £219.95)	BARGAIN... £159.50
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9952 Lynton & Barnstaple 2-6-2T 761 "Taw" in Southern Railway green (RRP £189.95)	BARGAIN... £149.50
9960 Lynton & Barnstaple 2-6-2T E168 "Lew" in Southern Railway green (RRP £209.95)	BARGAIN... £159.50

Peco Products - Wagons

GR-901 4 wheel closed goods van "Bass Brewery, Burton-on-Trent" NEW	£17
GR-900 4 wheel closed goods van "Colman's Mustard" NEW	£17
GR-902 4 wheel closed goods van "Fyffes Bananas" NEW	£17

Track - Code 80 Streamline

SL-400 1 yard length of OO9 narrow gauge flexible track worn wooden sleepers	£3.50
SL-400 Box of 25	£83

O Gauge (1:43 Scale)

Dapol - Steam locos



7S-005-004 Class 0F Sentinel 4wVB 7160 in LMS black NEW	£148.75
7S-005-004 Class 0F Sentinel 4wVB 7160 in LMS black - DCC fitted NEW	£174.25
7S-005-001 Class Y3 Sentinel 4wVB 42 in LNER black NEW	£148.75



7S-005-005 Class Y3 Sentinel 4wVB 68164 in BR black early emblem NEW	£148.75
7S-005-002 Class Y3 Sentinel 4wVB No.39 in BR departmental black NEW	£148.75



NEW



7S-005-007 Sentinel 4wVB 14 "Maude" in National Coal Board	£148.75
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NEW



7S-005-006 Sentinel 4wVB 2 "Isebrook" in GWR light green	£148.75
7S-005-006D Sentinel 4wVB 2 "Isebrook" in GWR light green - DCC fitted NEW	£174.25

Diesel locos

NEW



7D-008-017 Class 08 shunter 08709 in EWS red and gold NEW	£191.25
7D-008-013 Class 08 shunter 08717 in BR blue	£191.25



7D-008-009 Class 08 shunter D3002 in BR green late crest and wasp stripes	£191.25
7D-008-013U Class 08 shunter in BR blue - unnumbered	£191.25
7D-008-017U Class 08 shunter in EWS red and gold - unnumbered NEW	£191.25

Coaches

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

7F-073-005 7 plank three door open wagon "E.D. Williams" NEW	£39
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7F-048-002 HAA MGR coal hopper 355203 in Railfreight red cradle (RRP £56.95)	BARGAIN... £46.71
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Signals

7L-001-001 Signal - motorised, GWR home - square post	£47.56
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Heljan - Steam locos



4300 Class 43xx Mogul 2-6-0 4339 in GWR green Great Western lettering	£662.15
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4302 Class 43xx Mogul 2-6-0 5320 GWR green GWR lettering (RRP £779)	BARGAIN... £599
4301 Class 43xx Mogul 2-6-0 5355 GWR green shirtbutton emblem (RRP £779)	BARGAIN... £599



H7-A3-003 Class A3 4-6-2 2745 "Captain Cuttle" in LNER black unstreamlined non-corridor tender	£750
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H7-A3-001 Class A3 4-6-2 2750 "Papyrus" in LNER Grass green unstreamlined corridor tender - "Record Breaker"	£750
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H7-A3-002 Class A3 4-6-2 4472 "Flying Scotsman" in LNER Grass green unstreamlined corridor tender - "Record Breaker"	£750
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H7-A3-005 Class A3 4-6-2 60035 "Windsor Lad" in BR green early emblem and unstreamlined non-corridor tender	£750
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H7-A3-004 Class A3 4-6-2 60072 "Sunstar" in BR Express blue unstreamlined non-corridor tender	£750
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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



2006 Class 20 in BR blue full yellow ends, 1980s style warning flashes and headcode discs - Exclusive to Hatton's (RRP £599) BARGAIN... £395	
2007 Class 20 in BR Railfreight grey full yellow ends, 1980s style warning flashes and headcode discs - Exclusive to Hatton's (RRP £599) BARGAIN... £395	



5285 Class 52 D1035 "Western Yeoman" in BR green small yellow panels	£509.15
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5286 Class 52 D1061 "Western Envoy" in BR maroon small yellow panels	£509.15
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5506 Class 55 'Deltic' D9001 "St Paddy" in BR green full yellow ends - weathered NEW	£509.15
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5505 Class 55 'Deltic' in BR green no yellow ends - unnumbered NEW	£509.15
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5503 Class 55 'Deltic' in BR green small yellow panels - unnumbered NEW	£509.15
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Oxford Diecast - Buses



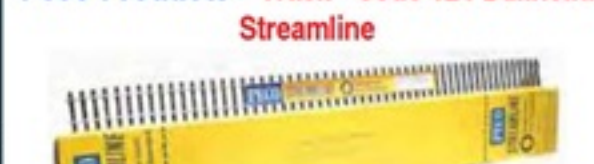
43WFL001 Weymann Farefare Southdown Motor Services	£37.50
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43LR35003 Land Rover Series III SWB Canvas Mid Grey NEW	£14.50
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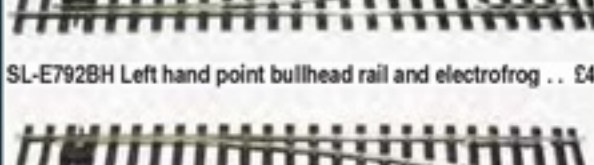
43RSC003 Rolls Royce Silver Cloud I Smoke Green NEW	£21
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43CF003 Bedford CI Ice Cream Van Mr Soltee NEW	£14.50
43LAN180003 Land Rover Series 1 80" AA' NEW	£12



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



SL-E792BH Left hand point bullhead rail and electrofrog	£43
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SL-E791BH Right hand point bullhead rail and electrofrog	£43
ST-725 Setrack Bullhead 2nd radius standard curve 410mm (16")	£8
ST-U751 Setrack second radius Unifrog left hand point	£43
ST-U750 Setrack second radius Unifrog right hand point	£43

Track - Code 143 Flat Bottom Streamline

SL-700FB 1 Yard O Gauge Flexible Nickel Silver Track (Finescale Flatbottom) NEW	£7.50
SL-700FB Box of 12 NEW	£85

Any or Multiple Scales

Dapol - Digital decoders

Imperium1 Imperium 21 Pin MTC 6-function DCC decoder	£19.51
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DCC Concepts - Digital control accessories

DCC-AEC Cobalt Alpha Central - 12-way switch control panel	£111
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Gaugemaster - Analogue controllers



D Double/Twin track power controller	£86
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Digital decoders

DCC91 21 pin 2 function digital decoder - "Ruby Series" NEW	£17
DCC93 6 pin 2 function small digital decoder - "Ruby Series" NEW	£21.50
DCC90 8 pin 2 function wired digital decoder - "Ruby Series" NEW	£16.50
DCC94 8 pin 6 function digital decoder - "Ruby pro Series" NEW	£26

Digital control accessories

BPDC80 Pack of three DCC autotrog polarity reversal switches - for electrofrog points	£14.50
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Point motors

PM-1 Seep point motor accessory switch	£5
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Hattons Originals - Digital decoders

DCR-21Pin-Direct V2 21-pin 6-function 1.1Amp direct plug decoder back EMF	£16.50
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
DCR-8PIN-HarnessMini Box of 5	£72
DCR-8PIN-HarnessMini Box of 10	£128



DCR-8PIN-Harness Box of 10 8-pin (harness) 4-function 1.1Amp decoder back EMF	£120
DCR-8PIN-Harness Single	£15
DCR-8PIN-Harness Box of 5	£68
DCR-8PIN-Direct 8-pin compact direct 4-function 1.1Amp decoder back EMF	£17
DCR-8PIN-Direct Box of 5	£77
DCR-8PIN-Direct Box of 10	£136



Point motors



HAT-PM-01 Solenoid point motor including pin extension and 2-way arm for use points and signals. Exclusive to Hatton's	£6.50
HAT-PM-01 Pack of 6	£35

Heljan - Publications - model and prototypical railways

Heljan2020Catalogue Heljan 2020/2021 range catalogue NEW	£2
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Hobbyzone - Display and storage



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

Hornby - Digital decoders

R8249 8-pin 4-function 2-sided 0.5A (1A peak) decoder	£16
R8249 Box of 6	£92
R8102 TTS DCC Sound Decoder 8 pin plug - Class 37 diesel	£36
R8121 TTS DCC Sound Decoder 8 pin plug - Class 66 diesel	£38
R8107 TTS DCC Sound Decoder 8 pin plug - Gresley Class A4 4-6-2 steam loco	£36
R8114 TTS DCC Sound Decoder 8 pin plug - LMS SMT 'Black Five' steam loco	£38
R8123 TTS digital sound decoder - Class 50 diesel	£38



R7239 TTS digital sound decoder - Class J36 steam loco	£38
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NCE - Digital controllers



524-042 NCE Power Cab 2 Amp Digital DCC controller	£159.50
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Peco Products - Analogue point control



PLS-100 SmartSwitch Set for 4 servo control & operation, switches, control board & digital readout for Analogue operation	£64
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Point motors

PL-10 Point Motor (Switch Machine)	£5
PL-10 Bag of 6	£34
PL-10E Point Motor Extended Pin (use PL-9)	£6
PL-10E Bag of 6	£34
PL-11 Side/surface mounted point motor	£8

Switches and levers

PL-13 Accessory Switch for fitting to turnout motor PL10	£3
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2595	HUNSLET CLASS 05 NCB GREEN WITH WASP STRIPES LOCOMOTIVE	£175.00

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6104	CLASS 61XX 'LARGE PRAIRIE' 2-6-2T 6132 IN BR LINED GREEN WITH LATE CREST	£395

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SL-100	25 YARDS CODE 100 WOODEN SLEEPER TYPE NICKEL SILVER FLEXIBLE TRACK	£65.00
SL-100F	25 YARDS NICKEL SILVER FINESCALE FLEXIBLE TRACK WOODEN SLEEPER	£72.00
SL-102F	25 YARDS FINESCALE CONCRETE SLEEPER TYPE NICKEL SILVER FLEXIBLE TRACK	£82.00
SL-91/E91/92/E92	SMALL POINTS RIGHT & LEFT HAND INSUL OR ELECTROFROG	£9.50 each
SL-95/E95/96/E96	MEDIUM POINTS RIGHT & LEFT HAND INSUL OR ELECTROFROG	£10.50 each
SL-88/E88/89/E89	LARGE POINTS RIGHT & LEFT HAND INSUL OR ELECTROFROG	£12.50 each
PL10/ PL10X6	PL10 POINT MOTOR (SWITCH MACHINE) INDIVIDUAL OR 6 PACK	£6.00/£34.00
SL-300	25 YARDS CODE 80 NICKLE SILVER FLEXIBLE TRACK WITH WOODEN TYPE SLEEPERS	£63.50
SL-300F	30 YARDS CODE 55 FINESCALE N/S FLEXIBLE TRACK WOODEN SLEEPER	£82.00
SL-395/96-E95/E96	MEDIUM POINTS RIGHT & LEFT HAND INSUL OR ELECTROFROG	£9.50 each
SL-U395F/U96F	MEDIUM RIGHT HAND TURNOUT UNIFROG CODE 55	£10.00 each
SL-388/389/E388/E389	LARGE POINT ELECTROFROG RIGHT & LEFT HAND POINTS	£10.50 each
SL-700BH	12 YARDS O GAUGE FLEXIBLE NICKLE SILVER TRACK (BULLHEAD) WOODEN SLEEPER	£75.00
SL-700FB	12 YARDS O GAUGE UNIVERSAL FINE CODE 143 WOODEN SLEEPER	£75.00
SL-E791/792BH	MEDIUM RADIUS RIGHT & LEFT HAND POINTS WITH BULLHEAD RAIL	£42.50 each
SL-E791FB/E792FB	MEDIUM RADIUS RIGHT AND LEFT NICKEL SILVER ELECTROFROG POINT (CODE 143 FLAT BOTTOM)	£45.50 each

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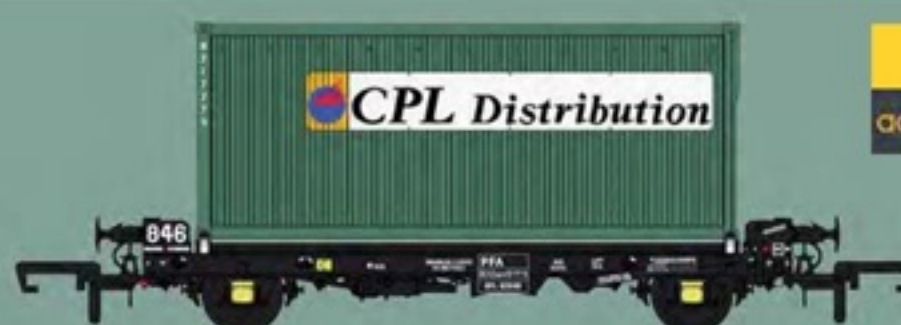
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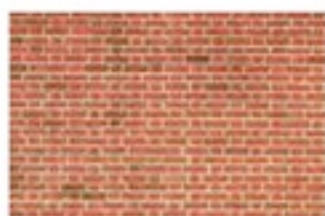
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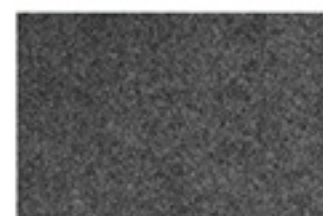
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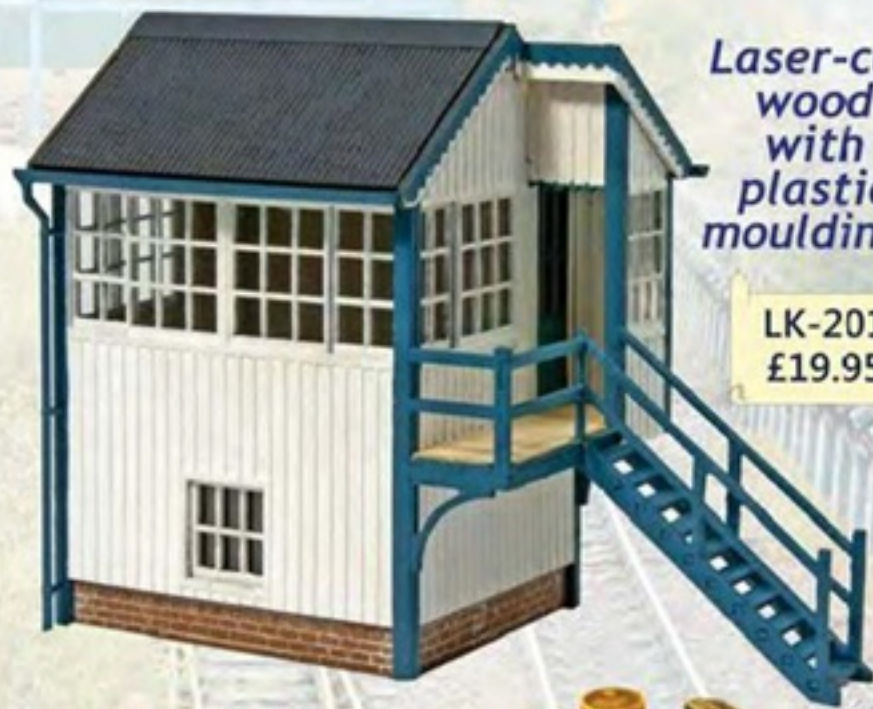
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37605
37/6 - Direct Rail Services original



37606
37/6 - Direct Rail Services 'compass'



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Welcome from the Editor

Hornby's 2020 new release programme

This month we are hot-foot from Margate and the Hornby Hobbies HQ with news of the firm's incredible plans for its centenary year. Of all the Hornby presentations I've attended, this is the most memorable. The firm is promising a huge amount of newly tooled and re-issued models in what must be Hornby's biggest ever programme. Well, Hornby is celebrating the brand's 100th birthday this year, so why not?

As you can read in our enlarged report on page 170, along with the mesmerising plethora of models, there are also some enterprising new developments.

These include a venture into the world of fantasy railway modelling under the Bassett-Lowke branding, and a brand new app based controller - the HM6000 - for 12V dc analogue train and point and signal control.

This latter innovation is an interesting attempt to create a half-way stage between sturdy, old-fashioned 12V dc 'knob and switch' operation, and DCC layout control on a smartphone.

Obviously, the HM6000 system has its limitations, and is not as versatile as full-blown DCC, but yes - you will soon be able to use your phone or tablet to run your trains without the need to convert the layout to DCC or install decoders.

You can also see a video preview of the Hornby Hobbies announcements, together with a short interview with Marketing Manager Simon Kohler, who gave the presentation, on the Peco/RAILWAY MODELLER website by inserting the following web link in the search bar of your internet browser;
bit.ly/RMHornby2020

Movie style previews of models and other up to the minute news stories are to be a regular feature on our website. This will be a great new extra

resource for RAILWAY MODELLER readers and one which we have been rolling out from the beginning of this year. We do appreciate that some of our very long standing readers may not have a connection to the internet, but as with all modern technology, being on line is now an essential part of our daily lives and we really should keep up with these developments in the media world. However,

I'd like to reassure readers that it is not meant as a replacement to our normal printed news and reviews content. What it will do is keep readers up-to-date in between printed issues, so whenever an exhilarating news story breaks, we'll bring you up to the minute highlights and follow through with comprehensive coverage in the next issue.

Of course, there's lots more in this issue than just the latest news. Our Railway of the Month is an exceptional home based layout that Martin Finney and his team chose to build to the highest acknowledged standards of modelling. It's a model railway that will rank amongst the all time greats in terms of accuracy

and authenticity, and its progress has kept Martin busy for three decades.

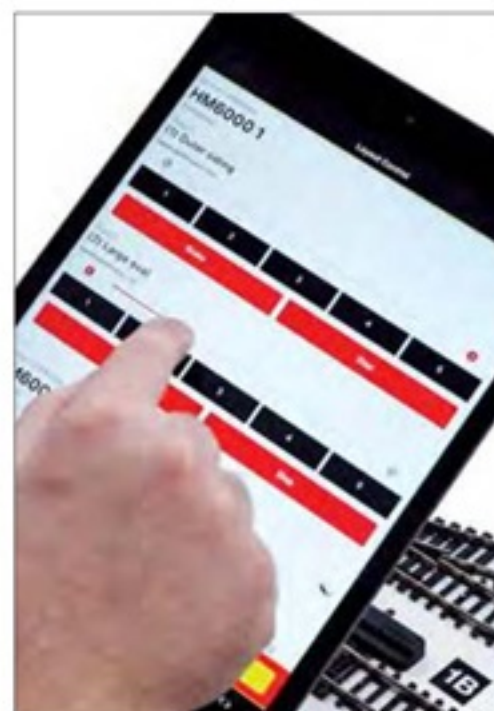
For those who prefer modelling with ready-to-run equipment, there are layout features in OO, N and OO9; construction ideas for animated accessories; painting loco crew figures, and an introduction to the brand new TwistLock point motor from Peco.

Although railway modelling goes back further than the founding of Hornby, the modern day firm must be congratulated on its confidence and commitment to the hobby. Little did founding father Frank Hornby know what he was encouraging in 1920. Let's hope the hobby keeps entertaining and enthralling us for the next hundred years.

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



Read about Hornby's new app based controller for 12V dc layout operation on page 172.

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

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

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And for all enthusiasts modelling overseas railways.

CONTINENTAL MODELLER

Published on the third Thursday of the preceding month.

Railway of the Month

Photography by Craig Tiley

Drummond 700 Class 0-6-0 No.326 leaves for Tisbury with the goods, passing a slowing Director's train on the down line, which is preparing to stop at signal No.2.



Semley

The highest point on the Salisbury & Yeovil Railway,
meticulously recreated in P4

It's Tuesday 2 July 1912 – less than three months since RMS Titanic set off on its ill-fated trans-Atlantic voyage, the outbreak of the First World War is looming, and the reigning monarch is King George V.

MARTIN FINNEY is our host as he winds the clock back more than a century and takes us on a tour of this Wiltshire station, modelled in 1:76.2 scale.

Semley Station in Wiltshire opened on 2 May 1859 to serve the nearby Dorset town of Shaftesbury (2½ miles to the south), and was situated on the London & South Western Railway main line to the south-west of England. The facilities saw rapid expansion and with the opening of a dairy in 1875, Semley became the first station in the country to have a wholesale milk depot to serve the London market.

Researching the prototype

The project to build this model started in May 1998. Research is still ongoing and – apart from all the help received from the folk who now work and live around Semley station – two particular events come to mind:

I contacted the Plans Arch at Waterloo and spoke to a helpful gentleman who promised to look in the Semley folder. A day later he called to tell me that there were four photographs and 21 drawings! I agreed to buy the lot and when they arrived was amazed to find the four photographs were full plate prints of 'official' pictures taken on 10 March 1904.

I have subsequently located four further views taken at the same time, the best published in the July 1904 edition of *Railway Magazine* and without the information they contain a convincing model would have proved impossible.

The drawings included a 1954-dated 40':1" plan and drawings of the bridges, but the

majority comprised a complete set for the replacement signal box that was built in 1961.

Eric Smart started work at Semley station in 1936 as a shunt horse lad and, before his death, I was privileged to meet him to discuss his experiences. Semley was an awkward track plan with all the sidings bar one on the up side; short shunting necks and the whole layout on a gradient falling towards Gillingham. His recollections of the

This view shows Semley signal box, a standard London & South Western Type 1 box which opened in 1875, and the corrugated iron parcels office. Behind is the station master's vegetable garden and to the right the lamp hut and stables for the shunting horses.



Behind the scenes – layout control and operation

The signal box frame is a 1:12 scale model of the Stevens frame in Semley box utilising castings from Scale Signal Supply. The frame is fully interlocked by scratchbuilt locking designed by Peter Squibb. On a shelf attached above the frame sit models of the Preece block instruments and bells which (for reasons of practicality and the tone of the bells) are built to one third scale.

As the beginnings of this project go back nearly 30 years to when the first locos were built it is very much pre-DCC. All track power is applied through a system of relays and CMOS logic chips. The input to this system comes from reed switches sensing the position of the under-board point and signal operating rods and the position of the signal box block instruments. This means that the operator's 'control panel' is simply the model of Semley box lever frame and instruments, with no individual on/off switches for track power required, giving the signaller the same role as 100 years ago.

To communicate with Semley box the next boxes up and down the line at Tisbury and Gillingham are also required; these only have the half which communicates with Semley modelled and are ideal for less experienced signalmen to begin their training!

Train driving is a separate job, the up and down drivers being situated at the front of the model. To complete the operating roster requires a shunter at Semley and ideally two people in the fiddle yards. Train control uses PICtrollers from Malcolm Smith.



▲ The fiddle yard operator's office showing the sequence script, controllers and switches for road selection and entry/departure points. The traverser is shared between Tisbury, nearest the camera, and Gillingham. Locos and little-used trains are stored on cassettes which access the traverser through the roads in the foreground.



▶ All the points and signals are mechanically operated using a system of rods and cranks under the baseboard. This picture shows the 1:12 scale model of the Stevens frame installed in Semley box utilising castings from Scale Signal Supply. The frame is fully interlocked by the locking frame under the Perspex cover. On the shelf attached above the frame are models of the Preece block instruments and bells. The Hornby Dublo point levers operate points in the yard and the red buttons control the Alex Jackson uncoupling magnets.



A close up of the up platform showing the timber extension.

working of traffic, particularly goods trains, have been invaluable in attempting to represent the movement of trains accurately.

Planning the layout

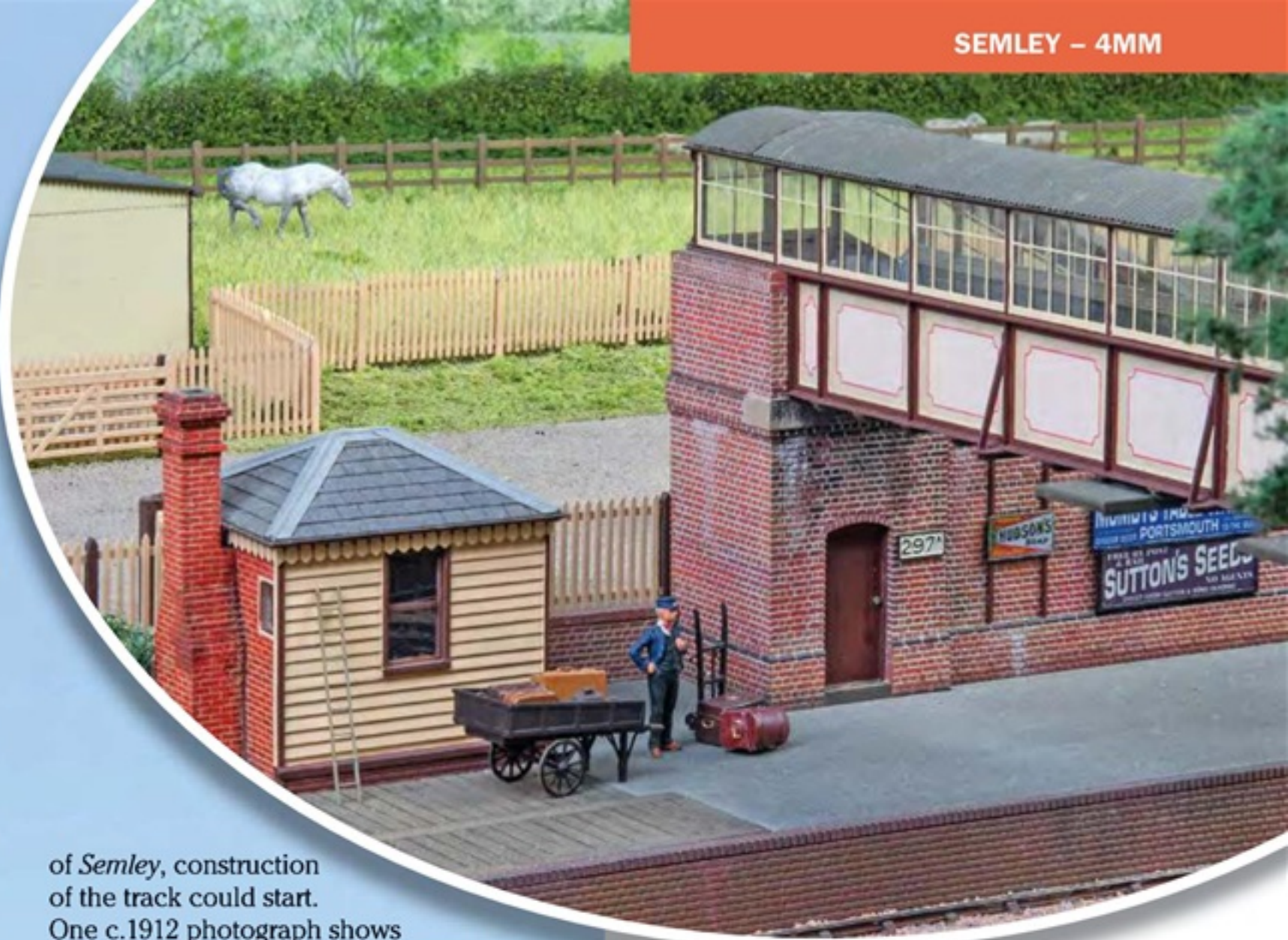
Planning the model started by scanning the 1954 plan. I then imported the scans into my usual CAD package. It was then backdated using a small copy of an LSWR 40'1" plan c.1915, obtained from the National Railway Museum. This file was used to design the whole model including the baseboards, track, point and signal mechanisms – and later the room in which to house *Semley*.

The model was to be of the approximately half-mile of railway between the occupation bridge No.296 at the eastern end and the three-arch viaduct, No.298, carrying the main Shaftesbury to Warminster road over the line at the western end. This meant the scenic part of the model would be some 37' long and the overall layout would need a space of 40' x 10'.

Permanent way

Having completed the first six baseboards, which contain the majority of the scenic part

of *Semley*, construction of the track could start. One c.1912 photograph shows new ballast suggesting that the running lines at Semley may have been relaid with the 1902 design of permanent way using 45' long rail and flexible switches. The sidings were laid using the earlier 1891 design using 30' panels and heeled switches.



Track construction was very conventional using the Brook-Smith method of plywood sleepers with brass rivets and steel rail on templates drawn using information obtained from the South Western Circle and Alan Blackburn. Alan was particularly helpful in resolving the geometry of the unusual double slip which has staggered switches. The cosmetic detailing of the track – chairs, ballasting, fishplates, stretcher bars and point rodding took many hours. The chairs are whitmetal castings, each chair in two halves fixed in place with superglue: in excess of 10,000 pieces!

The points and signals are mechanically operated using a system of rods and cranks under the baseboard. The benefit of having built the model with separate baseboards became apparent as much of the time was spent working with the boards upside down!

Buildings and structures

Among the information I acquired from the Waterloo Plans Arch were drawings of bridges 296 and 298. Unfortunately there was no drawing of bridge 297 in the Semley folder so an enjoyable Sunday morning was spent measuring and photographing the structure. I was then able to make drawings of all three bridges and build the models.

Most of the other buildings and structures were built by Mike Jolly, who sadly passed away in December 2007. He was a supremely gifted modeller and was my guru for all things relating to buildings and scenery. Mike

Adams A12 No.653 drifts in with a Salisbury to Yeovil Town passenger train whilst Beattie 330 Class No.328 shunts an engineer's train in the yard. The original goods yard was squashed between the end of the platforms and bridge 297 in the distance and resulted in an awkward layout which made the use of shunting horses essential. The shunting horses can be seen resting before their next duty.



and I spent many sessions at Semley surveying and photographing the buildings for me to produce drawings and Mike to work his magic and produce his stunning models.

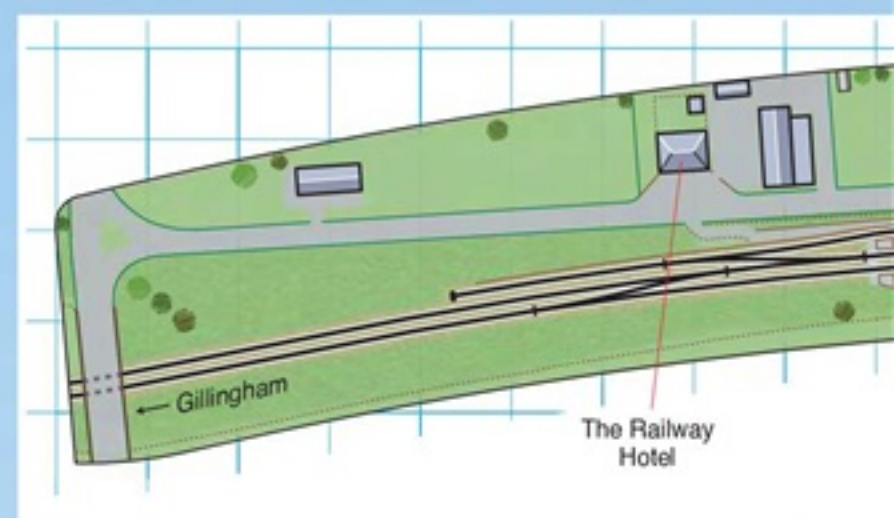
Using Computer Aided Design methods

Many of the details on the model have used photo etching and, as a retired designer and producer of locomotive kits, this is a technology I am very familiar with, using 2D

Looking west through the station with the up starting signal, No.12, in the foreground. A new Lister stationary engine is ready to be unloaded from the machinery wagon. The station buildings are on the up platform with the two storey stationmaster's house on the right.

CAD to design the required photo tools. The list of etches I have produced specially for Semley is long and includes: bridge plates, canopy brackets, gradient posts, signals and ground signals, point rodding, window frames, running-in boards, signs, wagon underframes, carriages and the footbridge. However etching, as a technology, does not produce solid three dimensional parts easily and these can now be produced by 3D printing. Unfortunately 3D parts must be designed using 3D CAD and my skillset is stuck very firmly in 2D!

Before his untimely passing, my younger brother, David Finney, had begun to develop his own range of 3D printed products and he was able to turn my 2D drawings into the 3D designs required for printing. He produced for *Semley*: canopy pillars, platform trolleys, telegraph poles, signal wire posts, chimney pots and carriage parts.



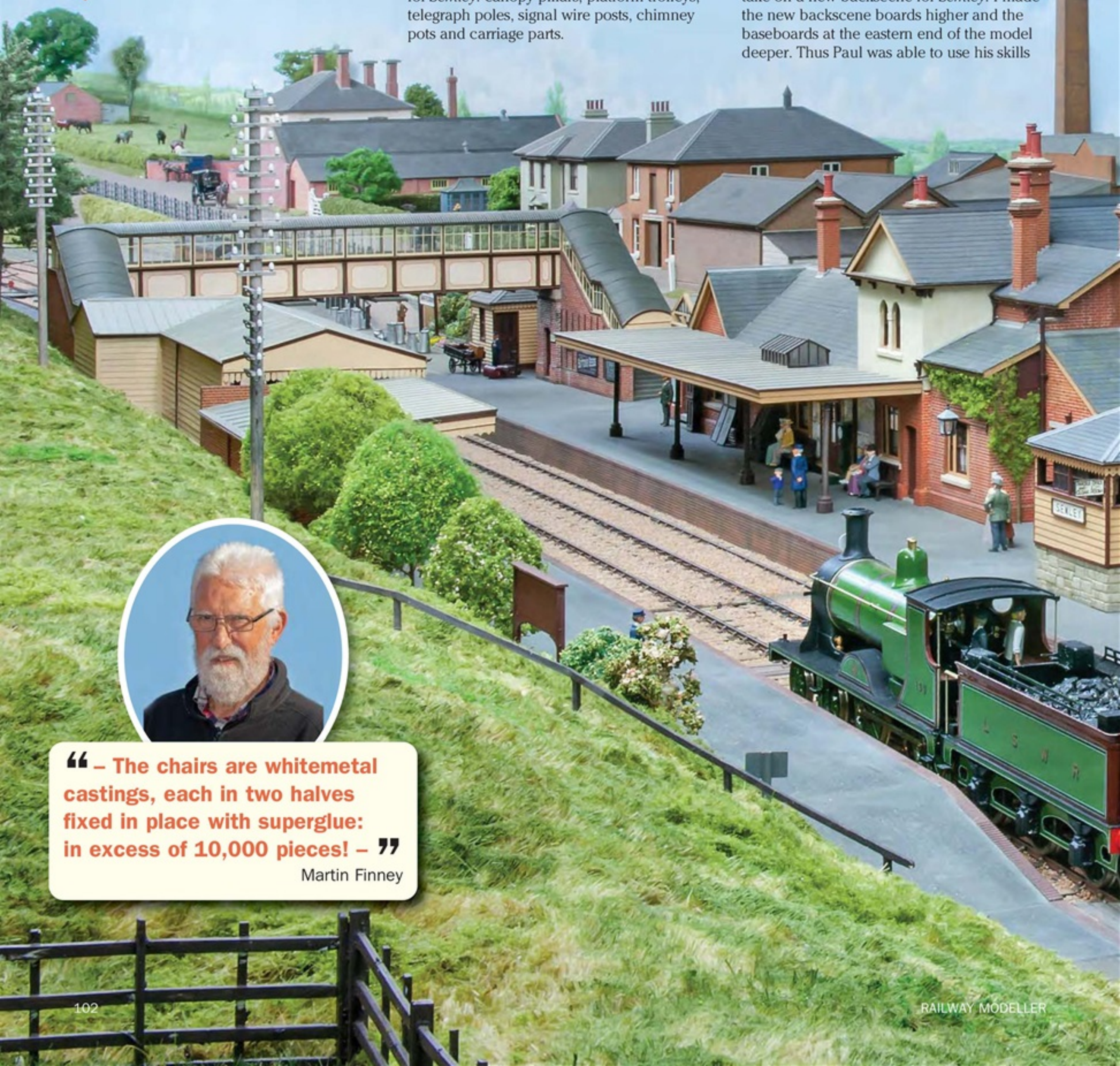
Backscene, figures and details

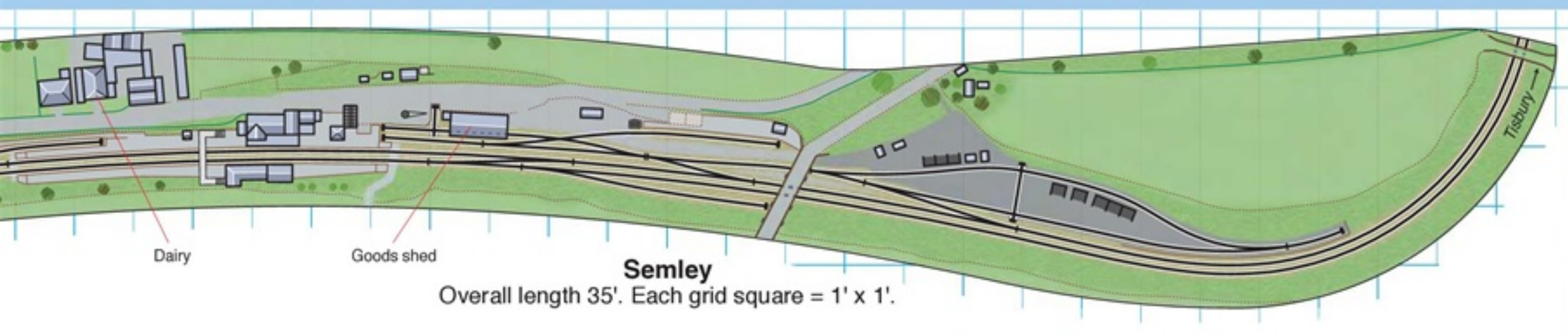
I first met Paul Brambrick some four years ago. Paul had built a considerable reputation as an expert in designing and executing model railway backscenes and he agreed to take on a new backscene for *Semley*. I made the new backscene boards higher and the baseboards at the eastern end of the model deeper. Thus Paul was able to use his skills



“ – The chairs are whitemetal castings, each in two halves fixed in place with superglue: in excess of 10,000 pieces! – ”

Martin Finney





to maximum effect to create a wonderful representation of the landscape around and beyond the station.

The latest addition has been the models of people using the marvellous figures modelled by Andrew Stadden. His introduction of a range of Edwardian figures was most timely and some of the figures made earlier do not stand comparison and have been discarded.

Still outstanding are the completion of the barley-twist station lamps which Alan Buttler

of Modelu is producing and an accurate, detailed model of the goods yard crane from Steve Smith.

Locomotives and stock

Well over half the total time for a project such as this is spent on the most interesting and enjoyable activity for me; building the trains. The locomotives of William Adams, and Dugald Drummond





▲ The express (hauled by Adams 460 Class 4-4-0 No.465) starts the 1 in 105 dash down to Gillingham, passing the milk train which is collecting the Semley milk vans from the dock.

in particular make wonderfully challenging and attractive models and are a mixture of kitbuilt and scratchbuilt with Drummond M7, 700 goods, T9, L11, L12, D15 and T14, and Adams A12, X2 and T3 completed. By 1912 traffic on the LSWR route to the west was booming with many of the heavy through corridor expresses in the hands of Drummond's much-maligned 4-6-0s, so the F13, G14 and P14 Class 4-6-0s are still on the to do list!

Another corridor train has been started and is a top priority. For light relief I work on more wagons, either from my stash of wagon kits or by scratchbuilding; I am currently progressing LSWR cattle vans, S&D road vans, together with two Bradford & Sons of Yeovil PO wagons.



▲ The Railway Hotel was built on the opening of the railway. It provided livery from the adjacent stables and coach house. The station bus, from Shaftesbury, which met every train, is arriving down Station Road.

Edwardian operation

Operating days involve a sequence of 31 trains, which is a little under half of those that ran through Semley on the chosen date of Tuesday 2 July 1912. This date was picked to be near midsummer to take advantage of the longer daylight to run some of the overnight goods trains and cattle wagons to the Tuesday Salisbury market. Several of these trains call at Semley to drop off or collect wagons and vans. Time is also needed for the up and down pick-up goods trains to shunt the yard. All this activity means that the sequence can be completed in around four hours.

I organise operating days about every two months through the year when Colin, Mike, Simon, Steve, Tom, Tony and guests can have an enjoyable day pretending to be either Edwardian railwaymen or Edwardian railway enthusiasts!

Finally I wish to thank the many friends who have helped and continue to help me in completing my 'last great project'. In alphabetical order and with apologies for anyone I omit they are:

Mike Baker – operating, wagons and figure painting

Gerry Beale – fish train vans

Ian Bielby – loco and ballast hopper wagons

Colin Dival – Semley signalman

Gordon Gravett – trees

Simon Kennedy – operating and organising visitors

Tom Mallard – locomotives and

Stevenson Clarke coal wagons

Ian Rathbone – painting locos

Tony Sheffield – operating and H13 railcar

Steve Smith – operating and goods yard crane

Dave Sneade – operating and trees

Peter Squibb – signal box locking frame design

Adrian Swain – whitemetal castings

The late Andrew Van Gortel – operating and electrics

Chris Wesson – electrics, locos and carriages

The milk train departs passing Drummond L12 No.432 on the daily Okehampton to Salisbury stone (ballast) train which has been held in the up siding. The wagons in the foreground are in the siding used to attach and drop off traffic from down trains. The 40 ton bogie ballast hopper wagons were built from Southwark Bridge Models kits.



Modelling Barnsley's railways-3



ALAN WHITEHOUSE concludes his series of layout suggestions based on south Yorkshire locations around Barnsley, this time with a look at run-down lines serving collieries that have now disappeared.

We can only imagine the sense of excitement in the mid-19th century as new railways began spreading their tentacles across the country: single tracks at first, tapping into and creating new industries before expanding in a seemingly endless way – two tracks, perhaps four, sidings loops and so on.

It is a stark contrast to the rapidly contracting railway of the 1980s, particularly in coal mining areas as collieries closed;

remaining production was concentrated on a few outlets and the railway gave up certain traffic flows as simply not worth the cost or trouble.

And so, in the third and final part of this short series on modelling Barnsley's railways, let's look at what a railway in steep decline looks like as those multiple tracks are ripped out leaving behind a very basic railway, probably looking rather similar to those early days.

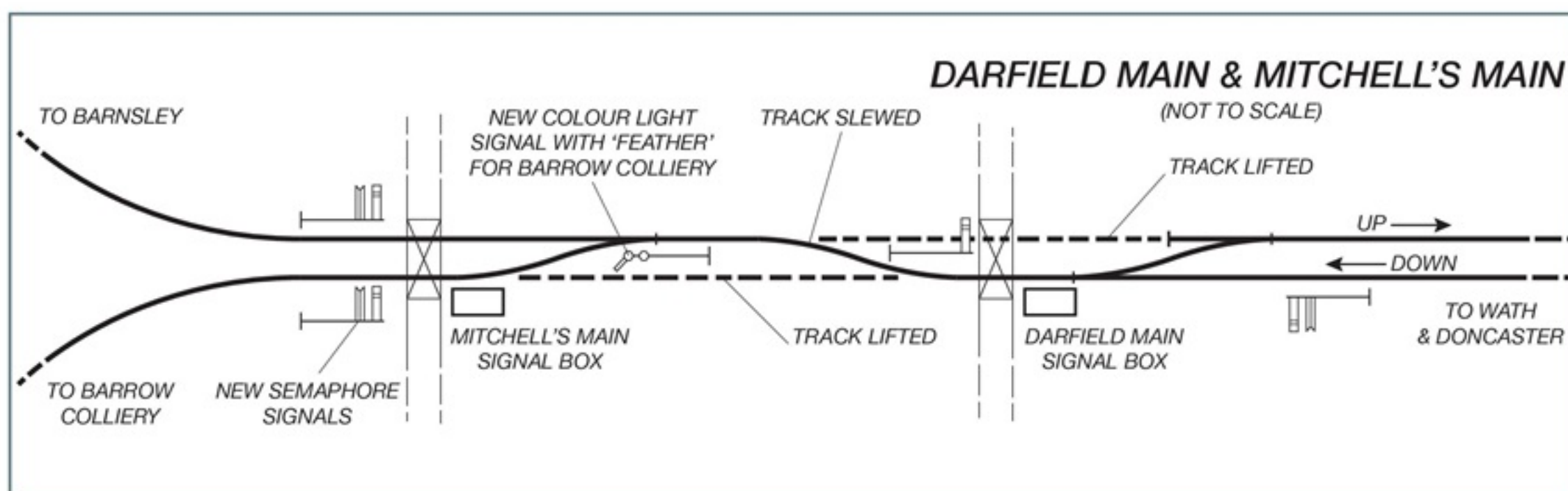
This plan looks at a section of the South Yorkshire Railway's route from Doncaster to Barnsley. The line was built in stages, tapping newly-sunk collieries along the way, throwing off branches to serve yet more coal mines. But in the 1980s all had gone into sharp reverse. Closure of the Woodhead route, of which this stretch formed a small part, had robbed it of most traffic. What remained was essentially a colliery branch.

But, because there was little modernisation during the 20th century, 'left-over lines' were often expensive to operate, with many

Class 37s Nos.37 031/078 approach Mitchell's Main crossing with a Dodworth Colliery – Wath trip in 1983. The high ground to the right is an overgrown spoil heap.

Photograph: Andrew Walker





◀ Darfield Main box, seen around the same time as the date of the heading photo.
Photograph: Andrew Walker

manual signalboxes, and the S&T engineers were skilful in coming up with ways of cutting costs, usually in the knowledge that the railway was working out its final years.

Setting the scene

This was the case between Barnsley and the mining town of Wombwell. By then only three collieries were being served and, unfortunately, two of them were on separate branches, requiring a signal box at Aldam Junction – featured in RAILWAY MODELLER January 2010 – to be staffed whenever either route was open.

The next two boxes along the line were Mitchell's Main and Darfield Main. Both controlled level crossings, so had to be open whenever the line was. Both had trailing crossovers in a double track line which served perhaps half a dozen trains per day. How to cut the running costs?

The track plan shows an ingenious solution. After Darfield Main box the line became single track and was slewed over from the down trackbed to the up so that, when it reached Mitchell's Main, about a quarter of a mile away, the crossover was a facing one.

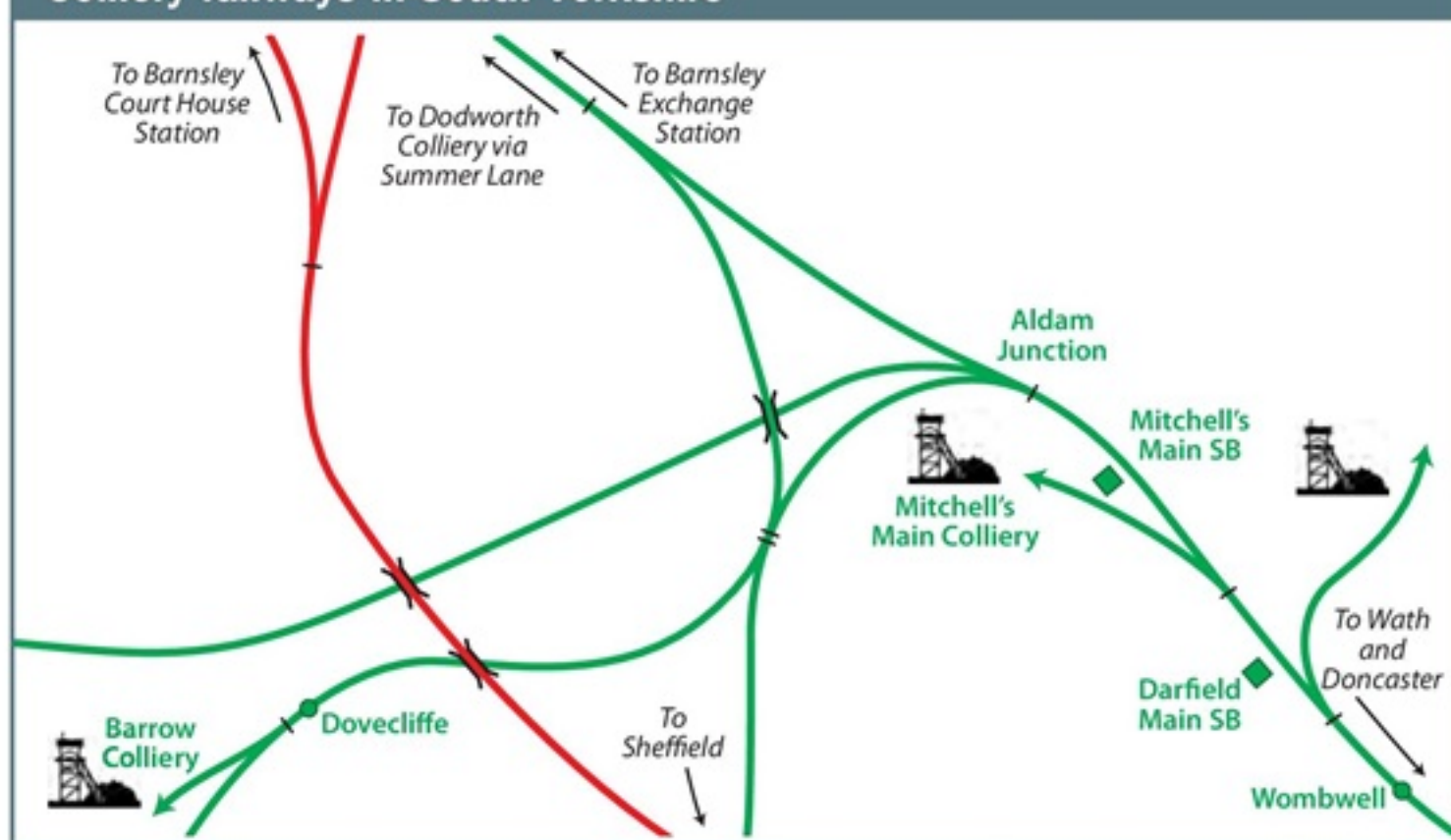
This transformed the two trailing crossovers into a junction, one line heading to Barnsley itself to take coal traffic from Dodworth Colliery, the other running to Dovecliffe on the former South Yorkshire Railway route to Sheffield, where it served Barrow Colliery. With the addition of some (mostly second-hand) signalling, it allowed the closure of Aldam Junction.

Industrial dereliction

This scheme would suit anyone wanting to model industrial dereliction and little else: devotees of express passenger trains should look elsewhere because this was a railway about slow-moving coal trains often using life-expired wagons moving through a landscape of redundant infrastructure – including the railway equipment – patched up for a few more years.

As such it could be extremely atmospheric, evoking a time and a place now long gone.

Colliery railways in South Yorkshire

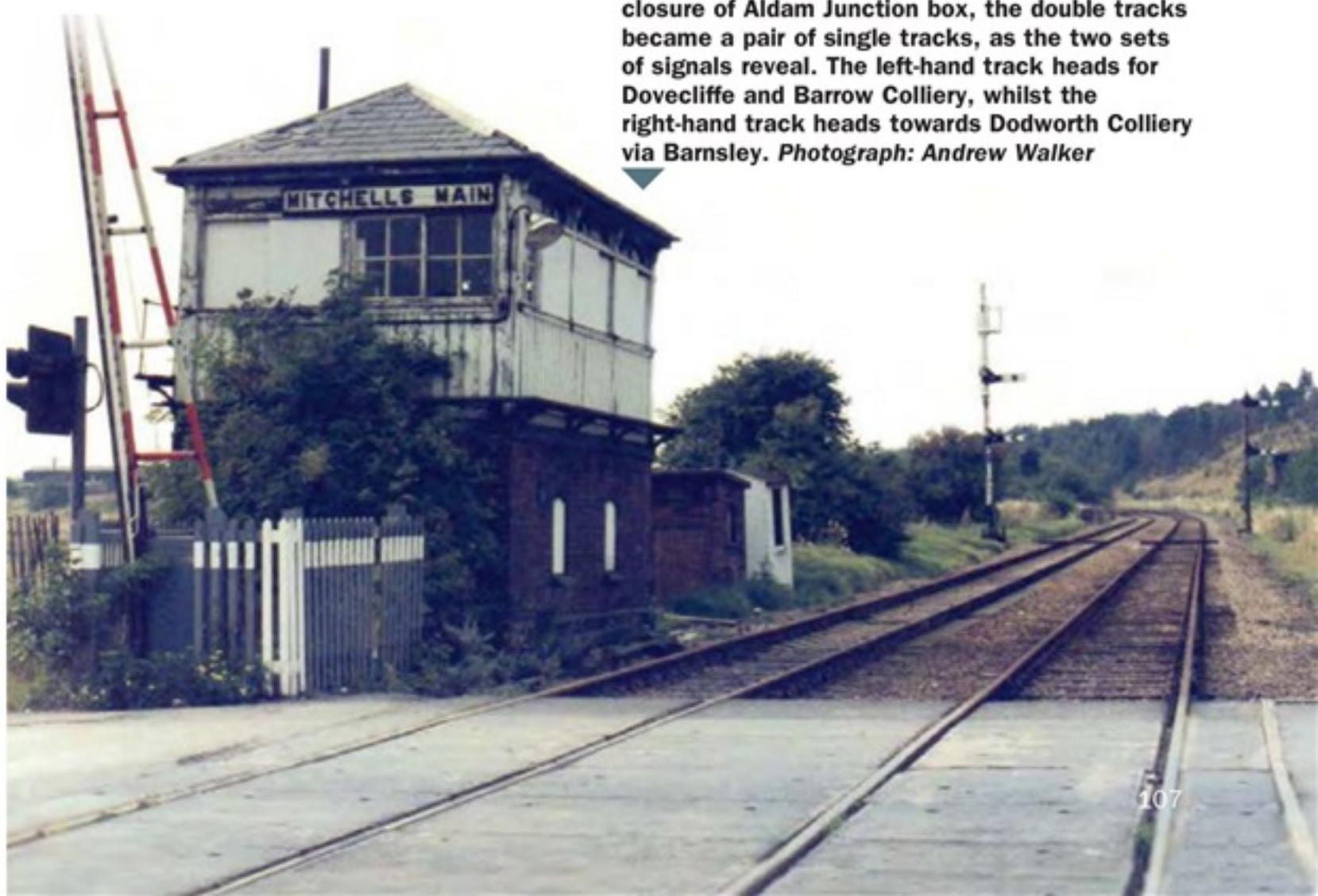


Modelling it well would not be easy: it is always simpler to create a pristine scene than it is to model, say, a ruined building with broken-down walls and scattered bricks, or a signal box with windows boarded up or covered with wire mesh to try to thwart the vandals. It is almost pointless to suggest a layout as such because this scheme is almost infinitely adaptable, from a simple

cassettes-at-each-end system to an oval with each of the two single line branches meeting in a fiddle yard. The choice would be entirely yours.

Similarly, scenic treatment can be of your own devising. The real thing ran through mostly level ground with a large and overgrown colliery spoil heap along one boundary fence. The remaining land was that

Mitchell's Main box looking north. After the closure of Aldam Junction box, the double tracks became a pair of single tracks, as the two sets of signals reveal. The left-hand track heads for Dovecliffe and Barrow Colliery, whilst the right-hand track heads towards Dodworth Colliery via Barnsley. Photograph: Andrew Walker





The Barnsley coalfield definition of 'Main'

A small historical note: the term 'Main' denotes a colliery that tapped the main Barnsley Bed of coal which is why so many mines in south Yorkshire had it in their title. Others tapped the Silkstone seam and included this in their name instead. Hence, Mitchell's Main and Darfield Main signal boxes. Both these boxes were Saxby & Farmer designs installed for the Great Central when the tracks along this section were quadrupled early in the 20th century, only to be turned into a pair of single tracks after closure of Aldam Junction box in 1983.

◀ The ER General Manager's saloon – a two-car Class 109 unit on a tour of inspection at Dovecliffe. The sidings off to the right served Barrow Colliery whilst the route on the left was the South Yorkshire Railway's line to Sheffield, closed in 1966. Note the two signal boxes. Photo: author's collection.

Universal location

It is worth adding that this sort of quirky scheme does not have to be set anywhere near south Yorkshire. It would work equally well in almost any setting intended to showcase industrial decline. I could see a West Midlands or north-east version being just as effective, and not necessarily with coal traffic.

And this completes a brief survey of the modelling opportunities. I have deliberately steered away from the Woodhead Route itself as this is really a modelling subject in its own right, and nor have we looked at Barnsley's slightly extraordinary Exchange station with its single platform and adjacent loco shed. More possibilities!

I hope it has sparked some interest and maybe set a few of you thinking about your next project.

◀ The replacement box and the original (which formed part of the station buildings) stood side by side for several years, the story being that BR couldn't find a spare gate wheel to operate the crossing gates! Photograph by the author.

overgrown former industrial sort with sickly-looking grass covering the remains of demolished buildings. There was also a small set of headstocks sitting above a ventilation shaft to one or other of the many coal mines that once dotted the area.

Locomotives and stock

Rolling stock would present few problems: much of what would be needed is readily available in both 4mm and 2mm scales. Regular trains were unfitted 16T steel mineral wagons and 12T hoppers from the Barrow Colliery branch, with sets of Merry-Go-Round

(HAA) wagons to and from Dodworth Colliery. These MGR trains were always double headed. One other traffic flow was sand, carried in 21T hoppers to a glassworks on the edge of Barnsley.

Locomotives were usually Tinsley Class 31s and 37s, though Class 47s and 56s did put in appearances as did Class 45s – a comedown from their glory days on the Midland Main Line! The odd engineering train, sometimes hauled by a Class 08, and DMUs working a couple of enthusiast specials completes the lineup. There are pictures of a Cravens Class 105 DMU on one of these workings.



Diesels in the Valleys

The purchase of a new loft ladder with a surplus surround section gave **LES NEHRlich** an idea: create it into the base for a layout on which to run a growing collection of contemporary N gauge diesels.

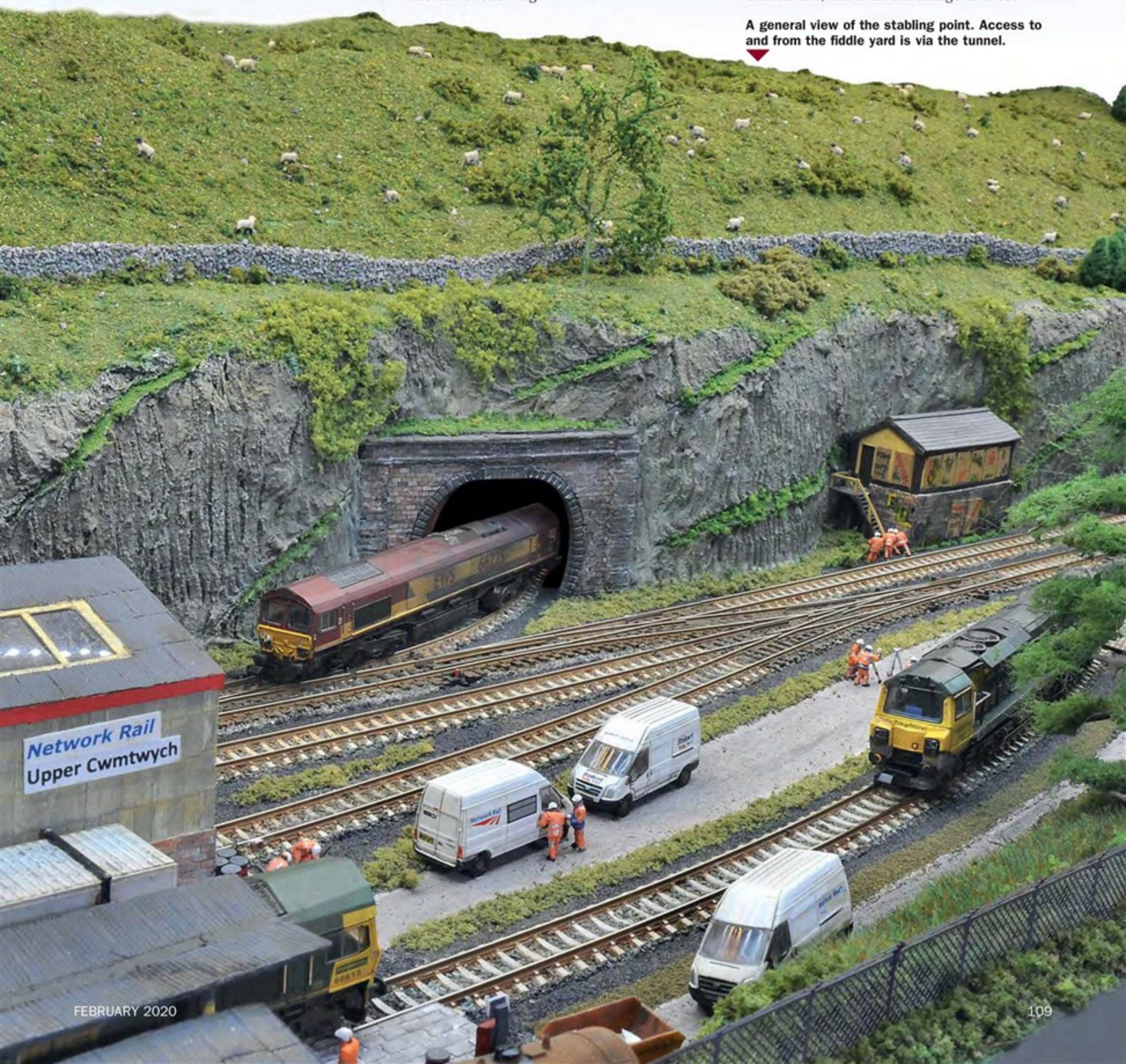
Photography by Tony Wright

Upper Cwm-twrch is a place in the valleys north of Swansea in South Wales. The Midland Railway's line to Brynamman used to run past the settlement but there hasn't been a railway since 1950. It does, however, have a very good pub which I have stayed at on a number of occasions.

The layout is titled *Upper Cwmtwyth* because I mis-remembered the name of the village. It came about because I needed a new loft ladder: because my layout storage and workshop are in the loft, the old aluminium one was falling to bits as it was not designed for the excessive use it was therefore receiving.

The new ladder was supplied with a surround which locates with the hole in the ceiling. As I only needed the ladder it seemed a shame to throw out the redundant surround as it looked like it could be a good base for a layout. It measures 44" x 21", so it fits in my Ford Fiesta for transportation to exhibitions; this is an advantage as these

A general view of the stabling point. Access to and from the fiddle yard is via the tunnel.





Freightliner Class 66 No.66 613 is replenished at the refuelling point.

days I am too old to hire vans.

I had started collecting diesel locos that I liked the look of, so a layout to show them off was contemplated.

Design considerations

A few years ago I operated Ian Futers' layout *Lochty Lane* (see RM April 2016) which has a rear fiddle yard with sector plate feeding storage lines and a line running through a tunnel into a small loco stabling point. I checked with Ian that I could copy his idea, and he agreed.

Although the fiddle yard arrangement is similar, the viewing side was more complicated than Ian's simple layout.

Once I had decided on a track plan to make loco movements interesting it was time to try a few firsts for me: Peco Streamline code 55 concrete sleepered track; electrofrog three-way points; and Circuitron Tortoise point motors. All is still 12V dc.

I was able to buy the point motors second-hand from Preston MRS. They had been used on its *Bee Lane* layout. We agreed a price and they have now been recycled thanks to Carl Bowden who helped me wire up the points and motors.

Whilst running a demonstration stand at the Workington exhibition I took the

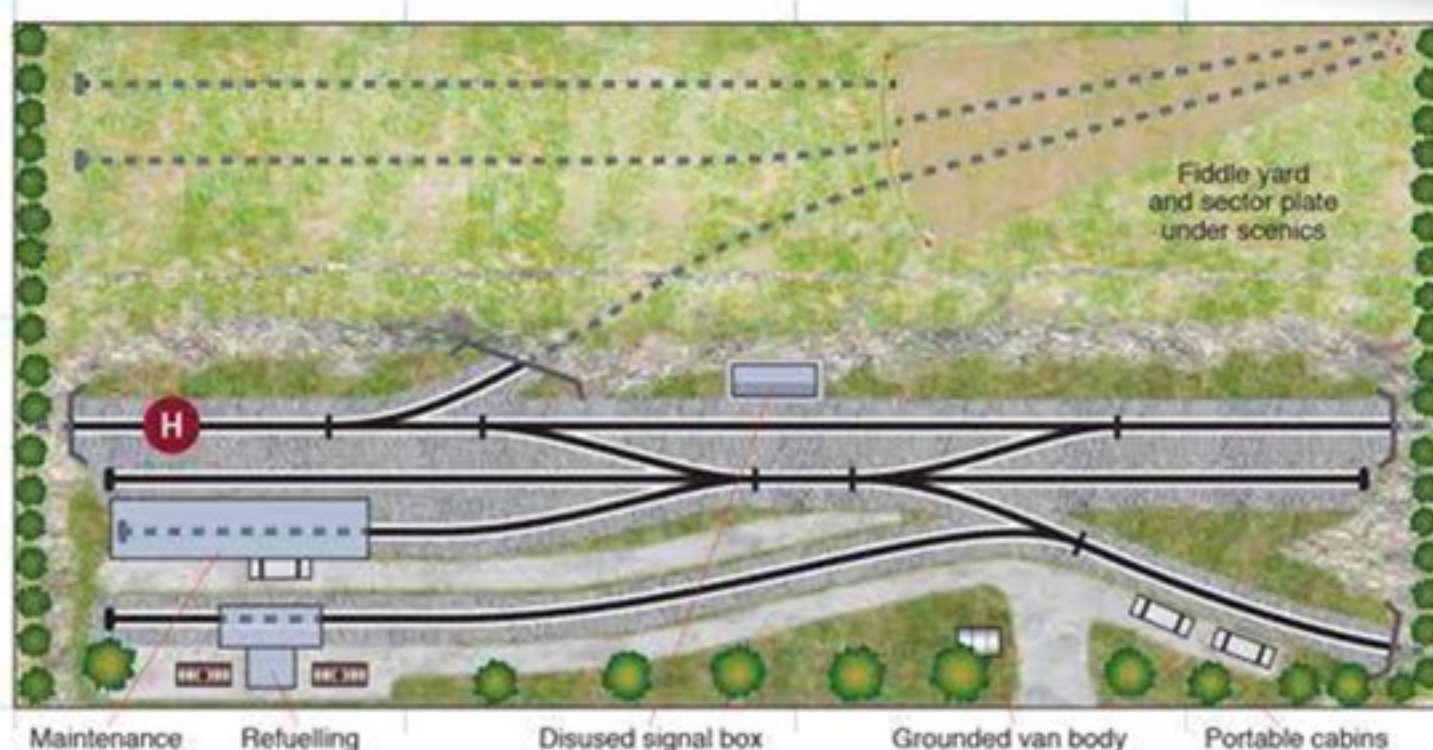
Network Rail-liveried Class 37 No.37 354 John Tilley passing the disused signal box.



The kick-back fiddle yard with sector plate – an unusual space saving format



▲ An overall view of the layout.



Upper Cwmtych Overall layout size 3' 8" x 1' 9". Each grid square = 1' x 1'.

This ingenious layout design utilises a partially rotating sector plate linking with two long kick-back sidings (as dotted lines) to store lots of locomotives off stage. Although this depicts a diesel depot, a steam shed could be arranged similarly, the only limiting factor being the length of the headshunt H: this must be the length of the longest loco you wish to run. Likewise if the plan was adapted for a goods yard, or even a passenger station, the length of headshunt H dictates the longest train which can be accommodated.

Inset: Class 67 No.67 015 entering the tunnel which leads into the fiddle yard.

The fiddle yard area, also showing the substructure for the scenic shell made from inexpensive and lightweight corrugated card.

The sector plate in the fiddle yard. Switches feed current to the required track in the fiddle yard.





▲ **Last of the class – GBRf No.66 779 Evening Star.** The tunnels at either end are dummies.

opportunity to test the track and electrics thoroughly over the two days before adding any scenery. No problems were found. The layout was now made into a box with an open front. The roof of the box is hinged so that in transit it is flat but when exhibited it is raised 30° using two folded wings.

Lighting takes the form of LEDs over the scenic area, and beneath the scenery above the fiddle yard.

Scenery

Scenery was shaped using corrugated card formers followed by woven strips of thin card. This is then covered by three layers of industrial towels dipped in wallpaper paste.

Once all was dry, for the rock faces old bandages were tack-glued to the scenery to give a key for the the plaster that formed the rock face itself.

The hardwall plaster was applied with a spatula and shaped into rock surfaces using an old knife and fork. When dry it was coloured with poster paints.

On the front part of the layout I used static grass – another first for me – but the rest of the layout's greenery comprised a mixture of various grades and shades of Woodland

▼ **Doyen of the breed – DB Schenker Class 66 No.66 001 being refuelled.**



▲ **DRS Class 68 No.68 002 Intrepid** parked outside the service shed.

▶ **DB Schenker Class 67 No. 67015** crossing the stabling area.

Scenics scatters.

The large trees were made from twisted wire, covered in plaster mixed with poster paint and finished with Woodland Scenics foliage mat. The fir trees were produced thanks to obtaining a bargain bag of plastic trees which were transformed by dipping in dilute PVA and covering all over in dark green scatter.

The dry stone walls were described in detail in my article on *Llwyn Grug* – see RAILWAY MODELLER May 2018.

The security fencing was created using the etched stainless steel fret from A1 Models.

Tunnel mouths began life as the Merit mouldings, but by adding individual computer chads and book binding punchings they were made to look different.

The refuelling point is a mixture of scratch- and kitbuilt. The base, bund and control office were made from card covered in computer chads. The corrugated roof was produced by rolling tinfoil between two coffee jar lids. This was also used on the roof of the refuelling rig, which was part of a Knightwing kit. Storage tanks were made



from two Peco tank wagon kits.

The loco maintenance shed was again scratchbuilt from card and finished with chads, punchings and corrugated foil. What can't be easily seen is the inspection pit in the shed.

The disused signal box was salvaged from *Llwyn Grug* when the layout was refurbished, but as it was old I couldn't throw it away. So the windows were boarded up, steps

distressed and graffiti added which includes the names of Bill and Gwyn who had helped me test the layout at Workington. The Network Rail staff are in the process of dismantling the box.

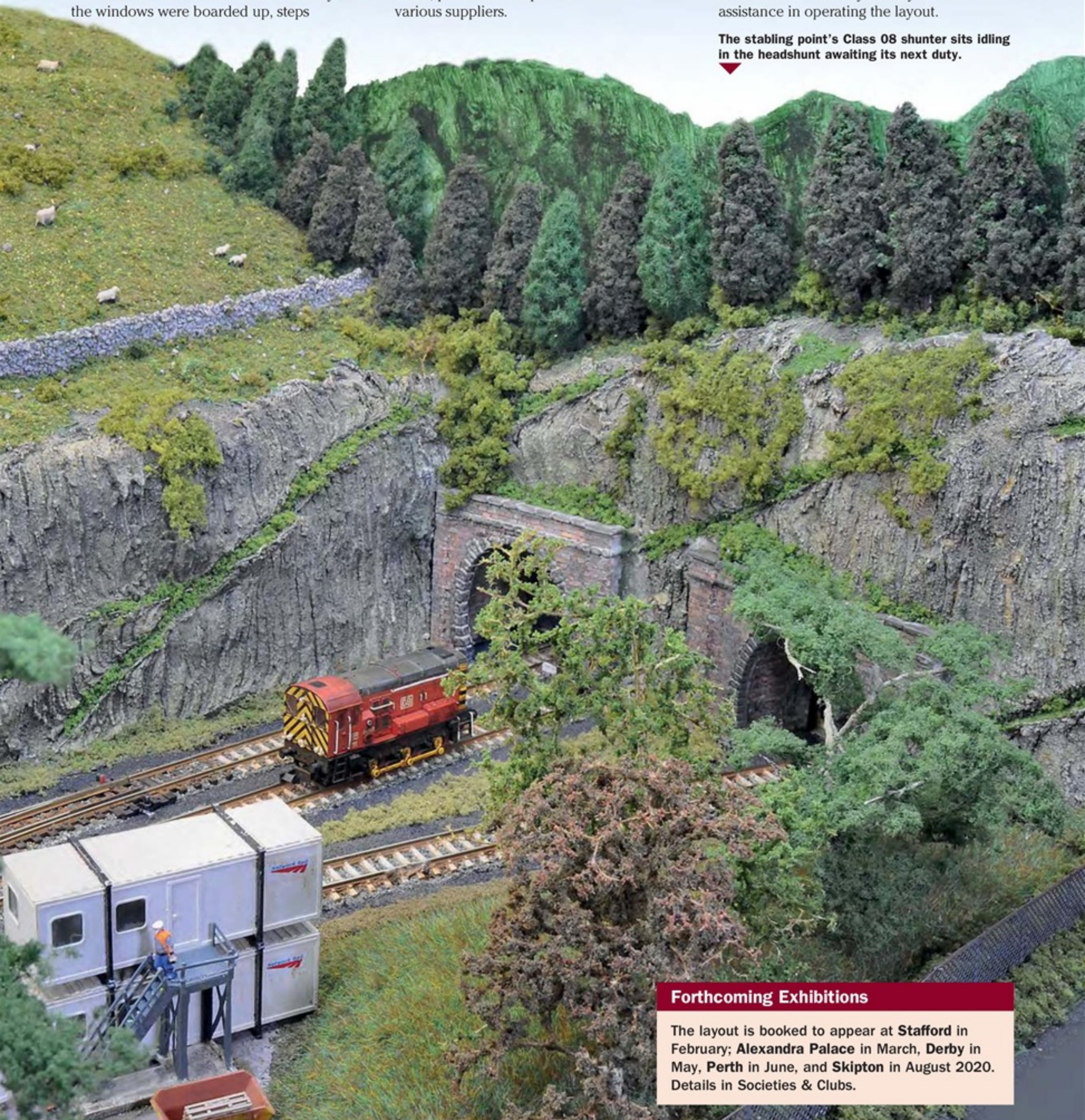
The workmen are from Graham Farish; vehicles are all by Oxford Diecast; portable cabins are Knightwing items; and oil drums, sacks, pallets and skips were obtained from various suppliers.

Best in show at first attempt

On its first invitation at the Southport exhibition it was a real surprise to have *Upper Cwmtwytych* voted as the best layout in the show!

Thanks must go to my friend and fellow modeller Tony Wright for undertaking the photography and to members of Preston & District Model Railway Society for their assistance in operating the layout.

The stabling point's Class 08 shunter sits idling in the headshunt awaiting its next duty.



Forthcoming Exhibitions

The layout is booked to appear at **Stafford** in February; **Alexandra Palace** in March, **Derby** in May, **Perth** in June, and **Skipton** in August 2020. Details in Societies & Clubs.

Talking Points

Topical issues from the world of model railways

Railway Modelling – why are we so dedicated to the hobby?

Evan Williams contemplates the reasons why we spend so much time, energy and money on our model railways.

Photography as credited

It's a question I'm often asked by the non-modellers of this world. A question that I've asked myself many times. A question I ask when the grand plan just isn't working out, or when I've come away from a model railway show having seen such amazing exhibits I fear I'll never be able to emulate.

It's also a question I mull over whenever I'm stimulated to build another model railway. Inspiration for the next layout is sparked into life from all sorts of sources. It then grows arms and legs as I doodle plans and track formations on the back of an envelope. The trouble is, before I've thought the whole thing through properly, I'm already beginning to imagine my dream layout winning an award at a major exhibition, or appearing in the hallowed pages of RAILWAY MODELLER.

Hang on a minute: who am I aiming to please? What sort of satisfaction am I hoping to gain from the finished project? Is my latest layout just a means to an end, a quest for fame and glory?

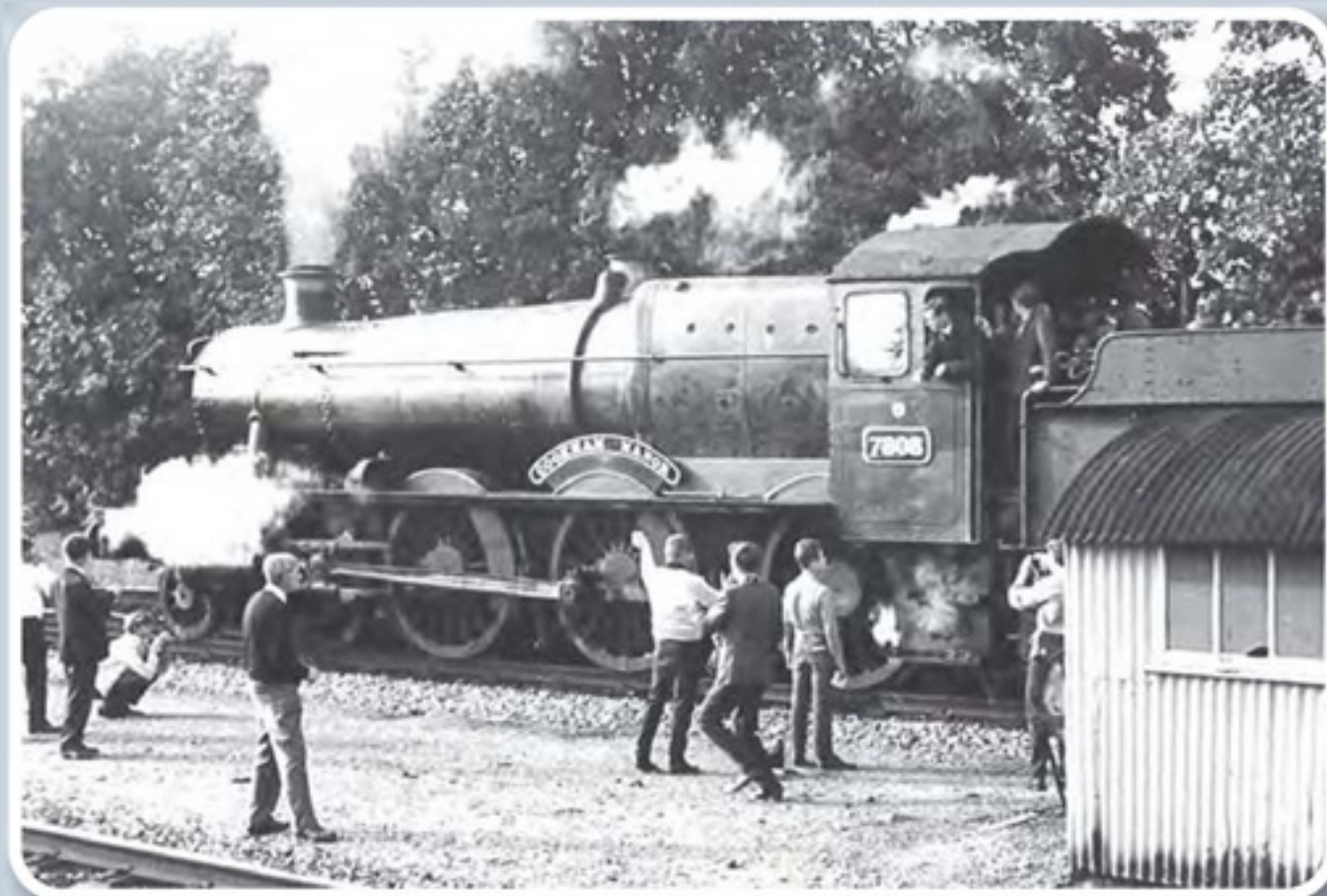
Surely people are motivated by much more down-to-earth reasons for embarking on their model railway layouts at the outset. Aren't they? There could be a 101 reasons behind every modellers' dedication to the hobby. Here are just a few possibilities.

Recreating memories from the past

Many of us still recall where and when our love affair with railways began; others regret the time they spent on other interests and wish they hadn't let the trains pass by without properly observing them. Rose-tinted spectacles are especially useful here.

With this reason, the aim is to recreate in miniature the locomotives

There is still a fascination with the modern scene, typified by the models of contemporary units and locos on Eden Road TMD by members of the Cupar & District MRC (see RM November 2019). Photo: Arran Aird



▲ The classic introduction to railways of decades ago: steam, either in BR service or here in the early days of the Great Western Society's existence, at Taplow in 1966. Photo: Harry Bergamin/RM Collection

and trains of a specific era, along with the environment in which they ran and the way in which the railway operated. For many older enthusiasts this can only mean steam trains and semaphore signals and, beyond the railway fence, road vehicles, street furniture and a way of life that reflects the chosen historical era.

Fascination with the present rail scene

A reason for many other, perhaps younger, modellers. The ideal here might be a contemporary railway model with all the bells and whistles that DCC control can provide. Rolling stock has the latest Train Operating Company liveries. There's state-of-the-art multiple-aspect signalling at the trackside and 21st century architecture for stations and nearby buildings. Making a model of what they know from first-hand experience.



RAILWAY MODELLER

Development of practical skills

Modellers seeking a means of gaining new skills embark on a project that can help them with achieving this objective. Sadly, and this is my opinion, I feel that the UK education system has short-changed young people in recent times by providing them with very little in the way of practical and technical education. For some reason, our schools have had no desire to turn out future Brunels, Telfords, or Stephensons. To construct a model railway, enthusiasts need to develop some of those practical and creative skills that they missed out on earlier in life. By that I mean, of course, woodworking, technical drawing, metalwork, electronics, art and design and so on. As well as achieving the aim of gaining new skills, it can also lead to a desire to acquire deeper knowledge and understanding of a specific aspect of the hobby. Taking up electronic control projects, perhaps with the help and support of organisations such as the Model Electronic Railway Group (MERG) and like-minded fellow-modellers.

Realistic railway operating

The days when a signaller would invite you up into his signaller's cabin for a chat, and perhaps an opportunity to pull a lever or two, are long since gone. Out of bounds too, is the Sunday shed-bash because of the need for increased security in railway installations.

Now, we could go off and set up our layout to be controlled with a smartphone or tablet... and that may indeed be how the real modern railway can be operated, but for me I feel the best way to get up close to a working steam railway is to use traditional means of control, like a lever frame to change the points and signals, and also to run the trains as they used to be operated. Do you remember empty coaching stock brought from the sidings by the station pilot, the train loco with full tender, backing up from the shed, and the express departing in a flurry of activity?

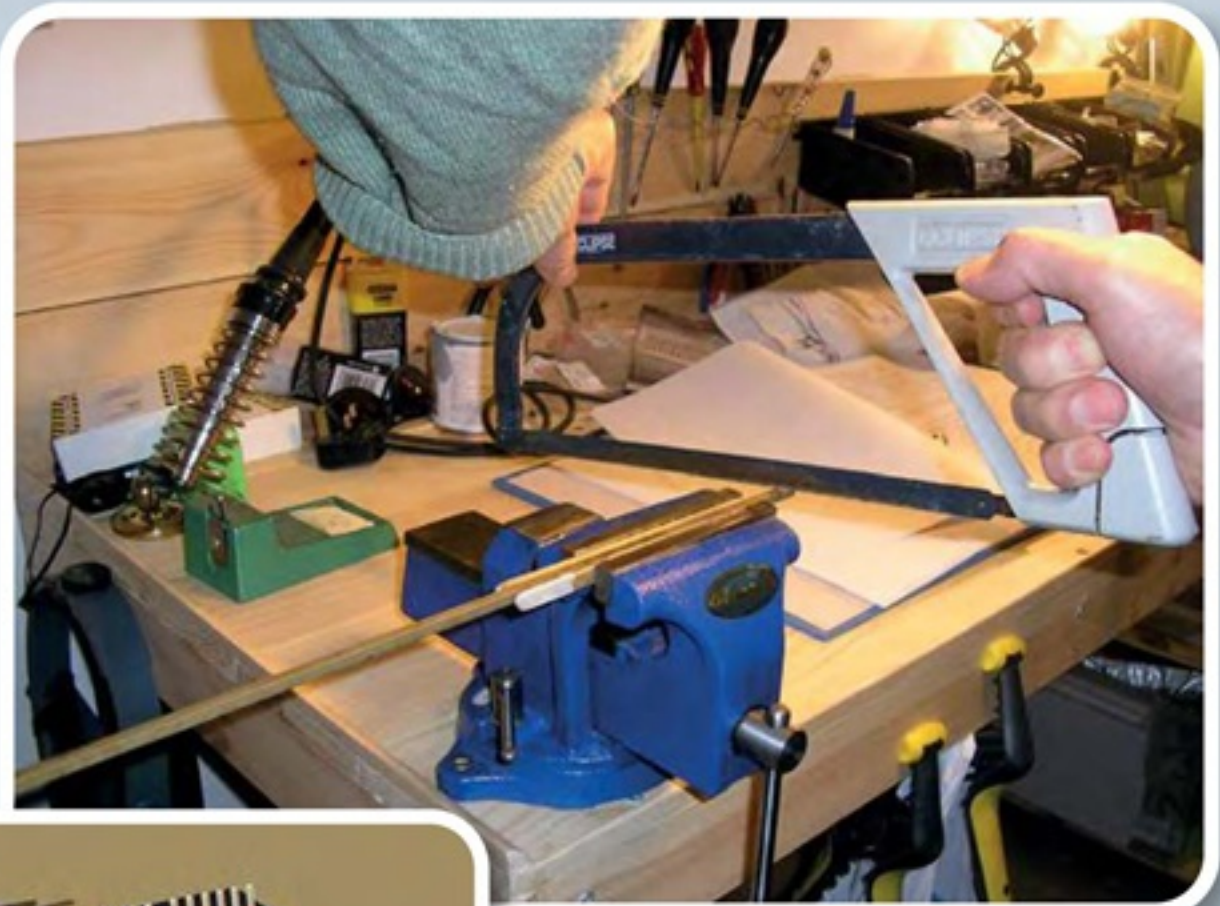
Shared experiences

Modelling can be a shared activity, whether in small groups with a common interest, or under the umbrella of a model railway society. Clubs and groups provide a social aspect to the hobby that can be especially desirable for those living alone.

Working together replicates the Victorian railways' concept of the 'Mutual Improvement Class'. This sharing of information embraces everything from historical and operational aspects of the real railway to the knowledge and skills needed to build a model. In fact everything you need to build a convincing layout, and of course it's not only experience that's shared, but also the cost of materials and the accommodation for the layout.



▲ Model railway clubs provide social interaction and much more. Here (l-r) Alan Richardson, Dave Richards and John Myers of the Cleveland MRC are operating Northallerton (RM August 2018). Photo: Rebecca Flynn



▲ Railway modelling encourages the development of practical skills, such as workshop practice and soldering, all of which come in handy...

▲ ...for the construction of projects such as this Modratec interlocked lever frame. Photos: the author

Simply watching the trains go by

This reason is easy to comprehend. People who build such layouts find simply running trains to be very relaxing, and thanks

to the amazing range of ready-to-use and plug-and-play models from today's manufacturers, building such a layout can be stress free too!

So there we are. A few reasons as to why we railway modellers spend lots of time and money on our beloved hobby. So when someone asks, it's because railway modelling is relaxing, challenging, entertaining, fun, scholarly, captivating, nostalgic, remindful, sociable or solitary (as it suits), fulfilling, rewarding... There's a dozen reasons for starters!

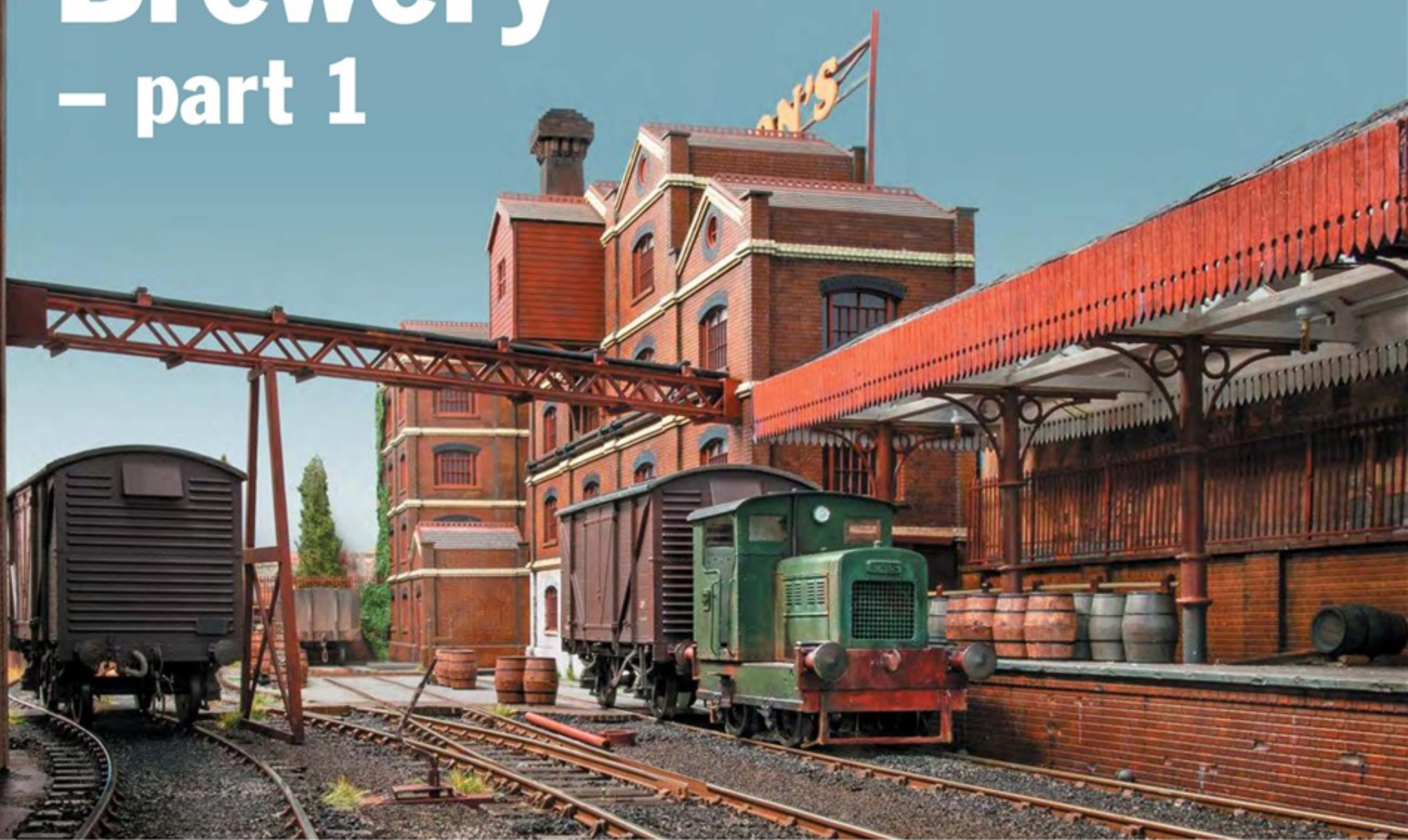


▲ Relaxation in the railway room – just watching the trains go by – can be very therapeutic. Southern EMUs feature on Southampton Central by Malcolm Smith (RM April 2019). Photo: Steve Flint

Hobson's Brewery

– part 1

When award winning modeller **BOB ALDERMAN** was affected by a serious illness he teamed up with his fellow enthusiasts Dave Haines and Dave Sapp to produce this small diorama style layout in 7mm scale. Bob begins with a description of the design and initial part of the construction. *Photography by Craig Tiley and the author*



Hobson's Brewery – the layout, came about because my modelling activities were steadily coming to an end. This situation had transpired because I was diagnosed recently with motor neurone disease, a progressively debilitating illness in which I would lose movement in my limbs and eventually much more.

So, this was to be my final layout, by way of defiance against my misfortune. It has however turned into a collaborative effort as my abilities waned; ending up with me supplying the ideas and others implementing them. My brain, their hands.

I'm not sure where the inspiration for the scene came from, apart for a fondness for real ale. I think a number of thoughts coalesced. Certainly the name came before I discovered there was a real Hobson's Brewery. I chose the name based on play and 1954 film *Hobson's Choice*, meaning that there is no real choice, but in this case it's IPA or stout!

Another factor was the choice of buildings. I am no longer able to scratchbuild as I used to, so a commercial item was needed and I

figured I would be able to assemble a laser cut kit. I had noticed parts from the Intentio range (www.intentio.co.uk) for a modular factory frontage based on warehousing on Ipswich Cliff Quay (now in reality converted to trendy apartments). The style and period attracted me, so I drew up an outline based on a number of the modules. A further encouragement was that the factory frontage kit could be adapted from an essentially 2D backscene model to one with 3D depth. This followed a conversation with Phil the proprietor at Intentio, which found him more than willing to create the additional modules to add the depth. Moreover he added floors, roof parts and a back to make a structure; best of all Phil combined the many modules into single units. In addition he undertook to make the large chimney to my design.

One detail I didn't order was the lucam – the gable cantilevered out of the wall, housing a hoist. Phil at Intentio thought the structure needed it; a common feature of mills and breweries for hoisting grain.

Similarly a friend Steve, at Yeovil MRG, undertook to make the building at the front. I

▲ Looking down the layout from the fiddle yard/traverser end. It's hard to believe that this is only 1050mm long in 7mm scale.

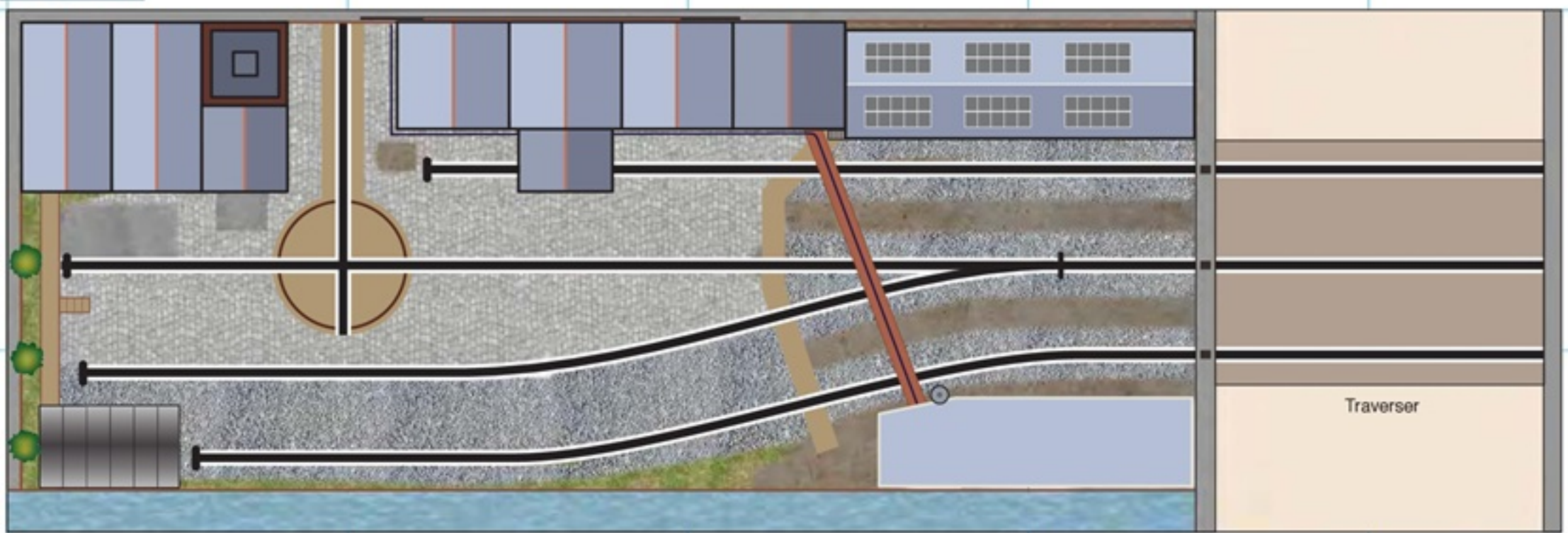
outlined it and he did the details. He has developed a surprising aptitude to design for laser cut objects. He built and painted it too.

Layout design

I did all the layout design on DeltaCAD, a CAD system I was using (but it could have been any other) whilst I was still able to manipulate a mouse. I was looking to create something that would have some operating potential whilst also creating an interesting picture. The layout was to be small. I had thoughts it could be transported alongside me in my wheelchair accessible vehicle. The diorama format lent itself to this.

Unlike earlier layouts, my long-held rule of thumb on design – that fewer than five points does not give interesting operation – had to be ignored, there really wasn't the room for more. In fact I could manage just one, but it had to be to a tight radius. I have never used commercial points before, preferring to make

Fig. 1



Hobson's Brewery Overall layout size 1370mm x 460mm. Each grid square = 300mm x 300mm.

my own, but now I had little choice. As it turned out, the Peco Setrack point would be ideal with some modifications. Similarly making plain track was not possible so once again Peco track was deployed.

Having set my 'rules' I started a preliminary sketch; somewhat more precise in CAD but a sketch nevertheless. Several iterations later a plan emerged. Even though plans are nearly always two dimensional flat drawings, I have always been able to imagine in my mind's eye how 3D renderings would look when complete. In this case, the historic brewery was to be along the back, with a more modern building at the front hiding the exit to the fiddle yard, further obscured by a pipe bridge. The final plan of the layout is illustrated in Fig. 1.

The fiddle yard was kept simple, a sliding table. I originally thought this would be within my limited abilities to use, but no. In the end it has been motorised.

I had built the whole layout in my head as a means of putting myself to sleep at nights: I knew it down to the last blade of grass!

I had been describing the evolution of the

layout on the Gauge O Guild website forum. This brought about some unanticipated results, several members of the Guild offered their help; Rob Pulham volunteered to make some ale wagons and Keith Newton to put an indexing drive on the fiddle yard. There have even been gifts of the real Hobson's ale!

To add to the operational interest there was to be a wagon turntable (see photo 1) in the guise of a suitable motorised laser-cut kit from Kitwood Hill Models (www.kitwoodhillmodels.com).

The layout was to be 'hands free' for all operations. Fiddling with three link couplings would be impossible, besides, they have always been anathema to me, so it would be my favoured Alex Jackson (AJ) couplings: they maintain the magic; no interloping hands, but, the big question – how to move wagons on and off the turntable?

Push-me – pull-you

I had experimented with this form of moving things in the past. That time it was for a proposed inclined plane on a 7mm model of part of Penrhyn Slate Quarry. My trials were

successful, but the model was never built. So, based on those early assessments and a further simple test, it proved obvious that hauling a standard gauge wagon on the level with a magnet would be easy.

I designed what has become known as the 'push-me – pull-you'; as the mechanism for hauling wagons on and off the turntable. A toothed belt carrying a rare earth magnet is the basis of the drive belt (photo 2).

The turntable drive is a 12V motor with a 148:1 gearhead and a universal joint connection to allow less-precise alignment of the motor and mechanism to give more freedom of mounting.

The turntable's well was laser-cut by Intention; one advantage of using the same supplier for the baseboard/enclosure fabrication was that the location and magnet clearance could be cut with all the other holes required in the baseboard such as uncoupling magnet positions. In my past career, I recall the problems of liaison between two different suppliers, so one supplier to do the lot is often easier. The design was near-perfect, but when it came to



▲ Photo 1. Operational interest has been added by the inclusion of this fully functioning wagon turntable. The turntable, a laser cut kit by Hillwood Hill models, is driven underneath by a 148:1 geared 12V dc motor.



▲ Photo 2. The push-me – pull-you mechanism to haul wagons is located beneath the wooden boards between the rails. A magnet is fixed to a toothed belt-drive which moves backwards and forwards as required.



▲ **Photo 3. A close up of the loading platform and canopy . Note the incline at the back which has two rails for rolling barrels up and down.**

the installation, Dave Haines had to do some further modifications to get it to perform effectively.

In the meantime the turntable kit arrived. There were many more parts than I anticipated but amongst them some slip-ring arrangements to keep the track live. This was useful as I could now run a loco across it. Construction was simple, speeded up by the use of superglue. It turned out, however, to be one of the last models I was able to make. When it was ready for installation it was dropped in place with packing pieces to set the level, then secured. This was completed with precision such that as a wagon passes across the gap between turntable and the adjacent fixed track there is barely so much as an audible 'click'.

Platform and canopy

In the corner at the right hand end of the brewery and beside the exit to the fiddle yard there is a covered platform (photo 3). The canopy is from Poppy's Woodtech. This I was able to assemble, though final details were left to Dave Haines. I just managed to cover the roof with tissue to represent elderly tarred felt. This has been mounted on a platform with barrel handling rails and a very well detailed surface which regrettably is largely out of sight!

Behind the canopy there is the boundary wall and a town scene beyond (photo 4). The wall is scratchbuilt in plasticard topped with Peco spear point fencing. On reflection I think the horizon is too low, putting the brewery on a hill.

The far end of the layout is similarly finished off in this way, but with some trees

and shrubs added in to help break up the straight lines (photo 5). I even managed to sketch out what I wanted using CAD – Who says you can't sketch on CAD! (see Fig. 2)



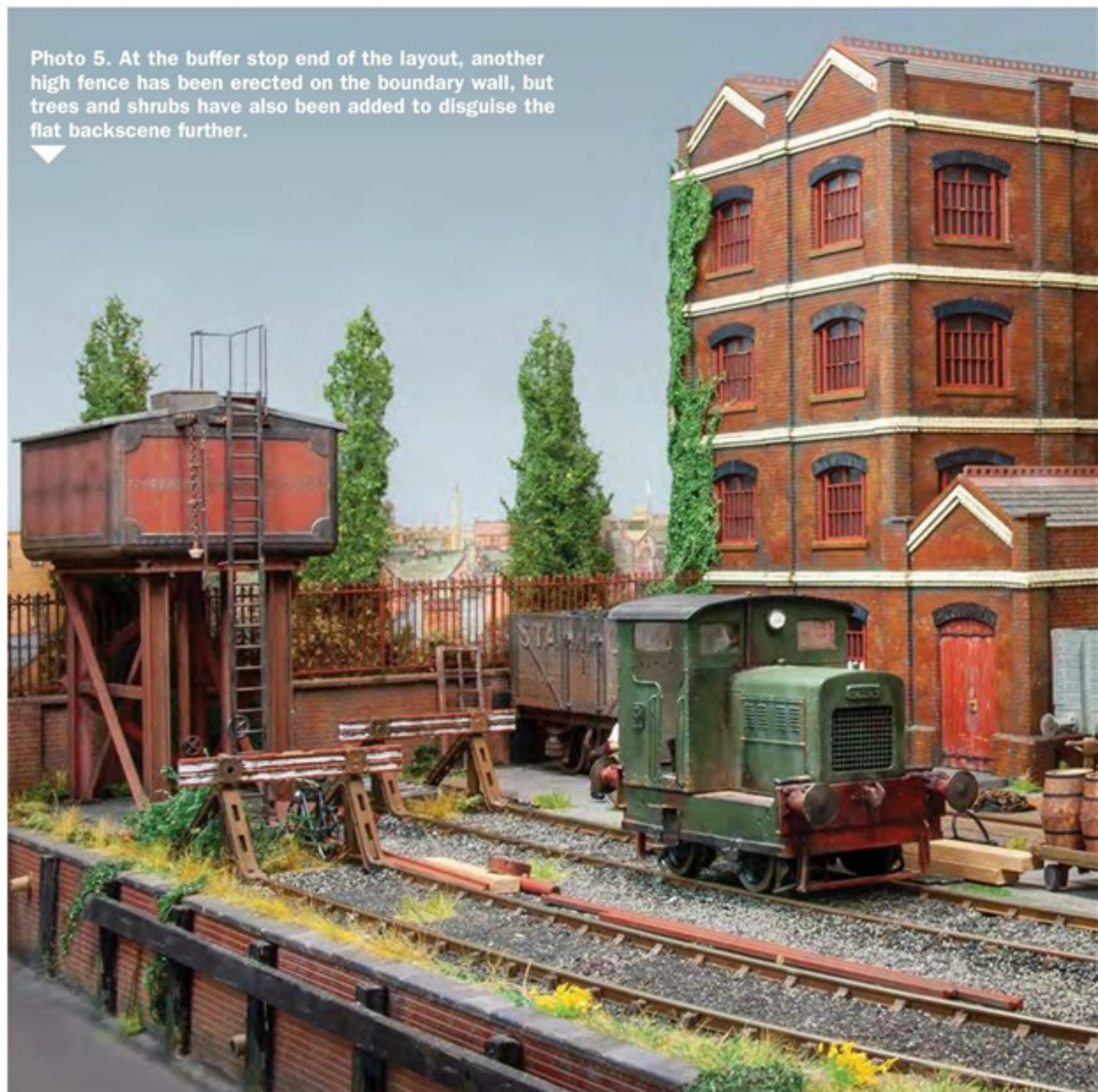
▲ **Photo 4. As the loading bank back wall is tight up against the backscene, a high railing was added to help give the illusion of depth.**

The Brewery building

The kit of parts was the next to be tackled. Again there was much more to it than I had anticipated. Apart from the major panels there were many detail parts; string course overlays, window frames and glazing, buttresses and plinths.

My first job was to have Dave H spray all the brickwork with Halford's grey primer to give a good surface to paint over, rather than working with bare mdf. I was able to paint the majority of the brickwork on the brewery building as a slightly wobbly hand was not an issue (photo 6).

I use the Citadel acrylic paint for this sort of work. It covers well and has good colour



▲ **Photo 5. At the buffer stop end of the layout, another high fence has been erected on the boundary wall, but trees and shrubs have also been added to disguise the flat backscene further.**

Fig. 2 – Bob's backscene concept sketches were drawn on CAD

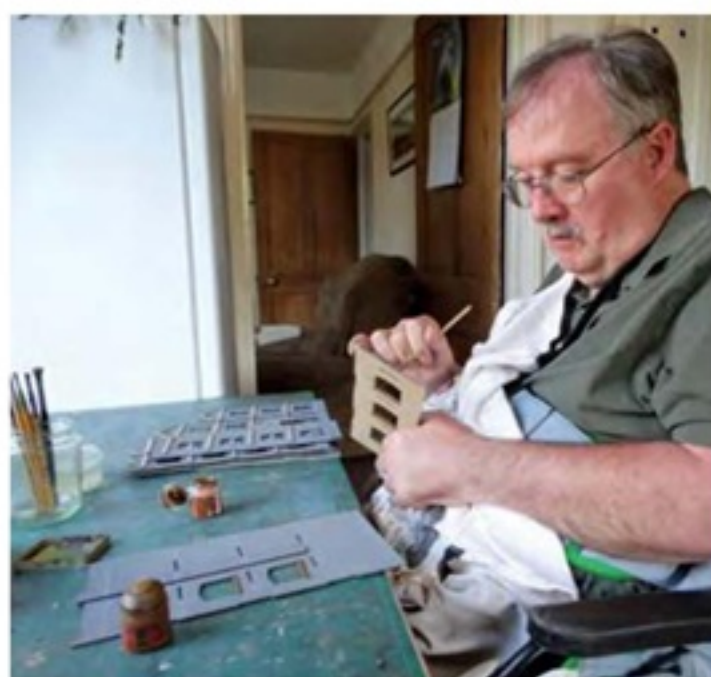
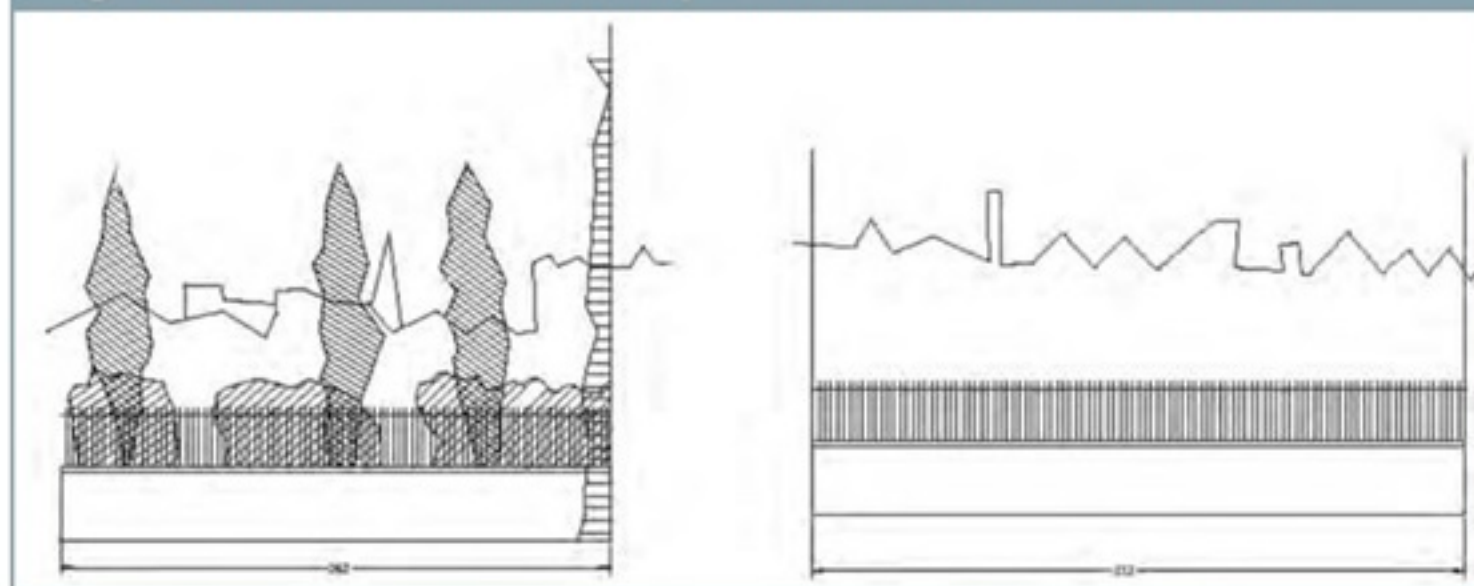


Photo 6. Bob busy painting the walls of the brewery building. At this time he still had the use of both hands.

density. There are three colours to create the brick tone; red, yellow ochre and a brown. A selection is picked up on the brush and mixed on the surface creating a patch of colour. This continues until the patches are joined together, resulting in a subtle variation in shades across the model (photo 7).

The mortar courses have not been accentuated, as in the era of the construction

Photo 7. This shows the brewery building under construction. The bulk of the painting was done in the flat, leaving final weathering and blending of corners for afterwards. Painting was mostly using acrylics on a grey primed surface.



of this building, mortar courses were narrow and black, being made with an ash content.

After the bulk of the painting had been done I handed over to Dave Haines to add the details and assemble the structure. The strips of string courses cut from white paper were too fine for me to handle. When they had been applied the contrast against the brickwork was a feature we thought could give character to the structure. They have been painted a yellowy cream.

The house colour of the brewery company is red oxide. Accordingly all windows, doors and other structures which would be made of wood are in this colour; all from a tin of Halford's primer.

The white wall is a safety feature. The wagons pass close to the wall so this is intended to improve visibility. Painting it badly removed the need to give it any weathering (photo 8)!

The roofs and ridges have been finished with slates and ridge tiles from York Modelmaking. They make a crisp job.

Once I had done my bit of painting that was the end of my physical input. It was down to Dave Haines to do the rest of the assembly and construction based on my drawings and CAD sketches. As construction progressed it prompted some ideas which I would then email to Dave. These he would implement, or open a discussion. For instance, when he was installing the small double doors, we discussed hinges. I jokingly



Photo 8. The patchwork method Bob used to paint the walls has resulted in a truly realistic appearance of old brickwork.

suggested Gothic with curlicues and that is what I got (photo 9)!

We only argued once, and that was when Dave proposed putting a 'Built in Swindon' plate on the water tank!

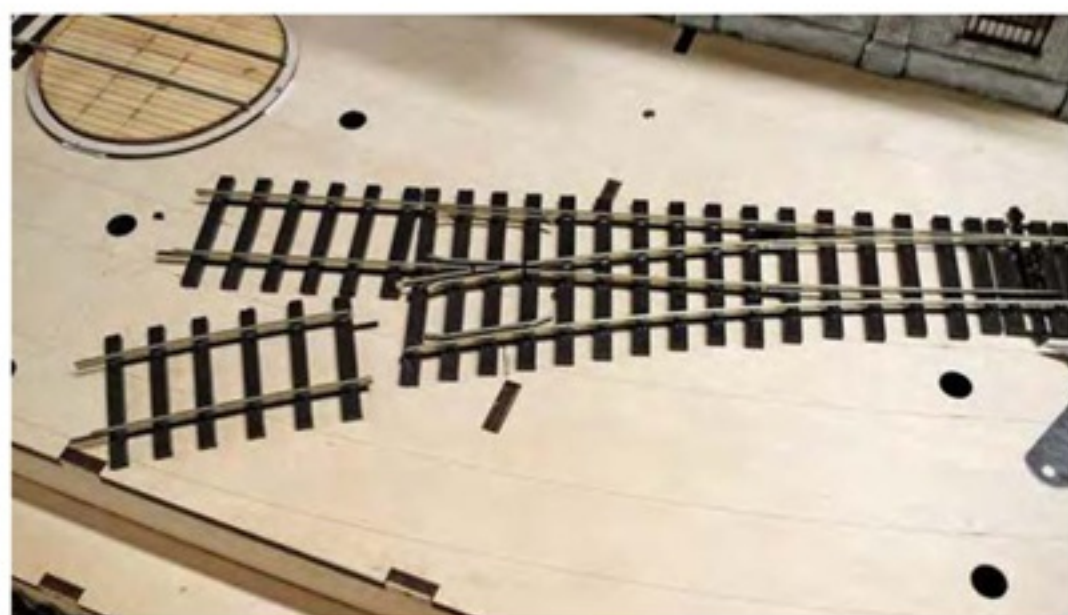
The tank of course is by Dapol, ex-Airfix. Though intended for 4mm it fits into a 7mm scene if some details are changed. The supporting structure needs to be more substantial and the safety rail around the inspection hatch requires resizing. Dave added a float contents gauge and he also gave it a magnificent paint job – two colours separated by gold line, though all this was lost under weathering.

Trackwork

When it came to track laying, the turntable was the first thing to be fitted. It is key to



Photo 9. Hinge detail on the doors – Gothic with curlicues: it was meant as a joke but Dave followed my instructions to the letter.



▲ **Photo 10.** The Setrack point was modified by carefully shortening the exit road so that the siding could curve in more closely. The front of the baseboard still had to be extended slightly to get the front siding in alongside.

three tracks. Dave Sapp fettled it so that it revolved smoothly and Dave Haines fitted it. This was the datum point and working outwards from this the other tracks were steadily put in place. The single point required some surgery as most of the curved turnout section had to be removed to enable a proper reverse curve made that would connect to the adjoining parallel track (photo 10).

The track was pinned and glued directly to the ply as, for such a small layout, I felt underlay to be unnecessary. Train movements are short with lightweight stock, so there would be little noise to insulate against (photo 11).

You will notice a series of holes in the board under the track. These are the positions of the uncouplers.

Auto uncoupling

On previous layouts I have always used electromagnets for uncoupling the Alex Jackson hooks. The reason for this is that the magnetism is generated when needed, unlike a permanent magnet, which can induce unnecessary uncoupling. That is until I had a conversation with Dave Fenton who runs Megapoints. He told me of a layout that used permanent magnets lifted into uncoupling position by servos. As I had already decided to switch the point with a servo it seemed an obvious solution.

There are nine uncoupling positions. Unusually I have provided more than would be anticipated on a layout of this size, but the micro-sized dimensions limit running to just to and fro.

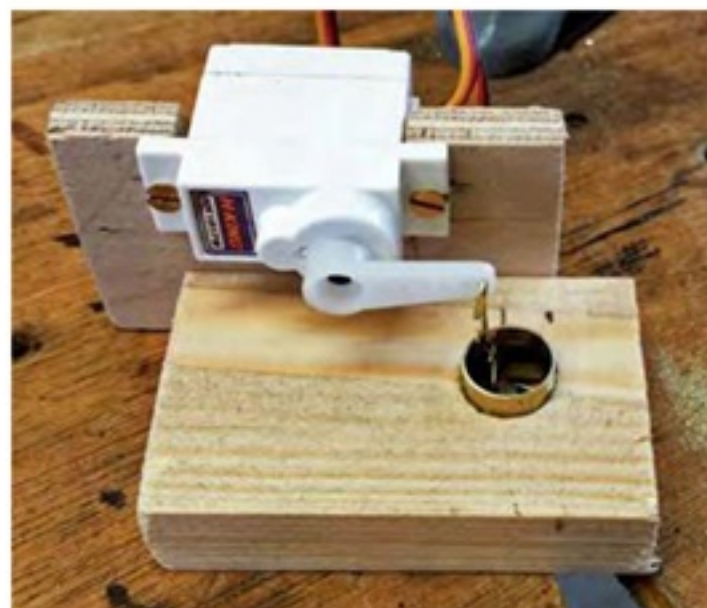
Anyway, initially I devised a lifting arm to which a small rare earth magnet would be fixed. That in turn would be linked to the servo arm which would swing up into position and unlatch the hook. However Dave Haines decided to do it differently. The magnet is now constrained by a brass tube in which it moves vertically up or down rather than in an arc (photo 12).

I had thought I would be able to select the magnets individually, but the selection process would require different inputs from me, and could end up being prolonged. So

we decided that a single command up or down would operate all the magnets simultaneously. It should have no effect other than on the vehicle in question.

Track detailing

I originally envisioned all but the track at the front to be embedded in granite setts. Dave went his own way here, reducing the amount of embedded track and increasing the amount of ash ballasted track. I wonder if he didn't relish fitting so much plastic sheet? I



▲ **Photo 12.** Simple home-made actuator for the uncoupling magnets. These are rare earth magnets sitting on a steel nail head. The nail head is drilled for a wire connection to the servo arm, and the magnets move up and down inside a short piece of brass tube. The servos are driven by a Megapoints controller which allows fine adjustment of the servo movement.



▲ **Photo 13.** Some sort of brewery settling tank perhaps? This vat was located in the front building, as can be seen right.



▲ **Photo 11.** Track laid, wired and tested. As trains would only be running at slow speeds, cork underlay was not used.

must confess I had not worked out a way to fix it, leaving its installation until after the track was in place.

In spite of this I agree with what has been done. The larger area of setts would have looked bleak. Similarly the wooden walkway was not in my vision but is a good addition that takes the eye through the scene to the somewhat hidden loading platform.

Some hidden detail is inside the building at the right hand end, obscuring the fiddle yard exit. Another friend Graham, one of my regular operators on *St Martins Wharf* [Ed. – see *RM June 2018*] wanted to do something for the layout. All we could think of was that we had something to fill the obviously empty building. He came up with a vat of some kind that looks like an item of production equipment found in a brewery (photo 13).

Another deviation from the initial design is the finish of the front edge of



the yard. On my plan this was labelled 'stream'. I had even done a drawing of the wall; red brick to the left, blue brick replacement for the foundations of the building and random drain pipes emerging from it. Dave stuck largely to this notion, but turned the stream into a silted canal spur and added timbers to the wall (photo 14).

The pipe bridge

The basics of the pipe bridge were drawn before construction of the layout was started. It uses a Plastruc truss. The drawing defined the joints between sections and the joints across the two trusses. On the plan I could have taken the overall length BUT I could not allow for the position of either building being exactly where they were on the plan. So the drawing allowed the bridge to be made overlong and trimmed on installation.

Dave Haines undertook the construction and installation. Copper tube was used for the pipes. This was used as it could be bent to the curves for direction changes; something not possible with plastic as they were tight bends. I was unable to find a suitable product for ready-made bends. I did wonder if the A frame support was necessary but it has gone in. Its position helps as another view blocker to the fiddle yard exit (photo 15).

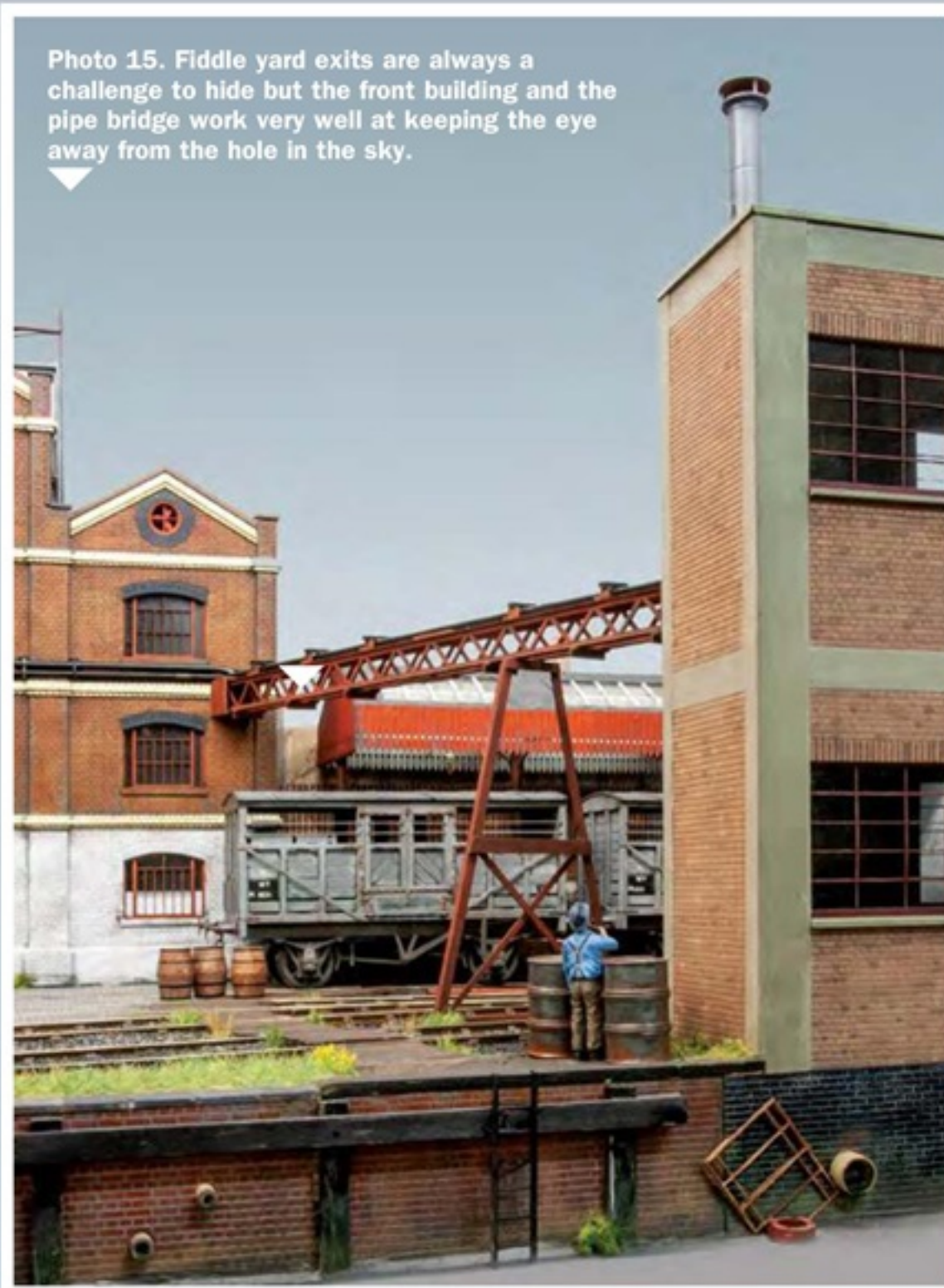
Layout lighting

The layout is illuminated with a lighting fitment intended for use under kitchen top cupboards. LED lighting strips were used briefly, but the self-adhesive backing failed and they fell off!

The buildings are lit too. My choice is to use grain of wheat bulbs. Run at 9V they last indefinitely and, I feel their radiant glow is more in keeping with the period. LEDs are too harsh, lacking the warmth of an incandescent bulb. To fit the bulbs inside the brewery, straws were secured inside inserted through the back wall. They end about halfway across the building. Grain of wheat bulbs are pushed down them until they just reach the end. They are connected together in parallel to run on 9 – 12V dc.

Photo 14. A panoramic view of almost the entire layout. Another image which belies the small size of the project.

Photo 15. Fiddle yard exits are always a challenge to hide but the front building and the pipe bridge work very well at keeping the eye away from the hole in the sky.



Coming next month

Bob describes the rolling stock in use, and Dave delves a little further into the electrical wizardry which helps Bob operate the layout.



Stanley

JOHN FARLINE recounts how 'Project 60' – a layout to mark the diamond jubilee of the Wakefield Railway Modellers Society – came to fruition; it is a 4mm scale model of the former station on the Methley Joint Line in west Yorkshire.

Layout photography by Derek Shore

In 2018 the Wakefield RMS celebrated the 60th anniversary of its founding. Two years earlier the Society's committee had decided that the occasion should be commemorated in some way and that a layout, based upon a Wakefield area station, should be constructed and be ready for the 2018 show.

Members were asked for suggestions and, as Wakefield Kirkgate and Westgate were much too big to be completed in the available time, it was obvious that it would have to be one of the smaller stations.

I proposed Stanley station on the Methley

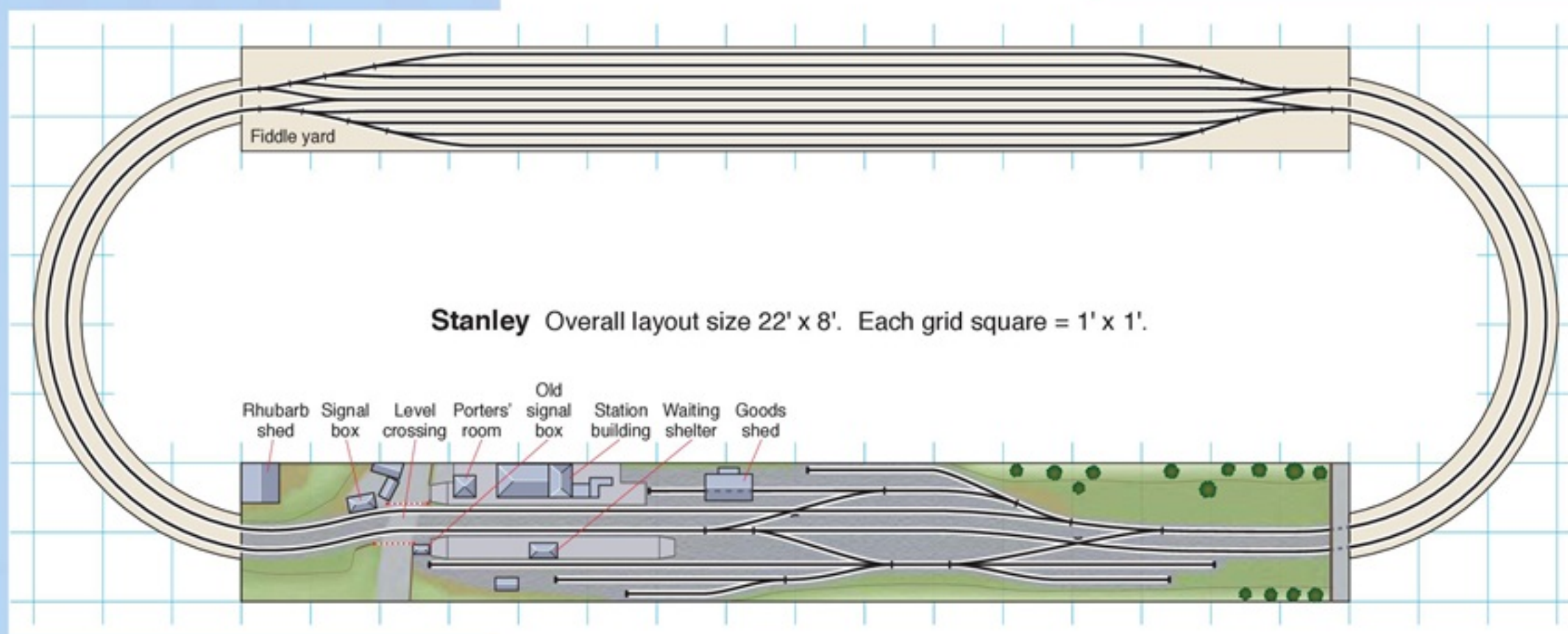
Joint line. It is no longer standing, but I have a considerable number of photographs and information about it (see February 2011 edition of RAILWAY MODELLER).

After much discussion my proposal was accepted and a team of volunteers organised: an OO gauge portrayal of Stanley was underway.

Structures

After the publication of my article on Stanley I was contacted by Alan Oakey, who told me that he'd built a 4mm scale model of Stanley station based on the information in the article. He sent me photographs of his models which were very impressive. I later met Alan at our local model shop, Going Loco, where his Stanley diorama was on display in the shop window. When the





go-ahead had been given for the team to commence construction of the layout, I asked Alan how he had made his buildings and whether he would be prepared to loan them to our project until we had constructed our own versions. He said that he had sold the diorama to a couple of members of the Society, Clive and Richard Whitehouse!

They agreed that we could borrow the models for the proposed layout. Footprints of the buildings were drawn and, eventually, these were used to position the buildings on

◀ **B1 4-6-0 No.61250 A. Harold Bibby** passes through the station with a Bradford Exchange to Cleethorpes excursion. Note the porters' room with its large roof and the unusual design of station building.

N1 0-6-2T No.69472 enters the station with a stopping train from Castleford to Leeds Central. The small building in the foreground is what is believed to be the original signal box.



the baseboards. The signal box was deemed to be unsuitable as Alan Oakey had used a modified Hornby model. However, our then chairman, Mike Watson, said that he had a model of a GNR 'box that was fairly close to what we required. Another building had not been modelled; what we believe to be the original signal box, which was located diagonally opposite the main 'box on the other side of the level crossing.

Design

Several basic parameters had to be decided before construction could commence. The main ones were: the layout to be as accurate as possible for the year 1958; operation to be by DCC; and pointwork to be operated by servos connected to the DCC system. The latter two items were made the responsibility of Neale Burrows, our resident DCC expert, who also tackled the baseboards. Trackwork – Peco Streamline code 75 – was to be done



▲ 4MT No.43131 passes through the station with a train returning from the east coast whilst Q6 No.63443 approaches with a train of empty mineral wagons from Wrenthorpe yard.

by Mel Price and David Stockdale. The layout supports are adjustable metal trestles purchased from a DIY store.

Construction

Firstly a copy of the OS map of the station area was printed for us to 4mm scale, which allowed us to determine the overall size of the baseboards, in particular for the station area at the viewing side of the layout. The overall size of the layout is 22' x 8'.

Previously, some baseboards had been donated to the Society and we were lucky to find that they were perfect for the scenic section. This meant that Neale only had to construct the end radius boards and those for the fiddle yard. Cork sheet was glued down on the donated boards and, using the OS plan as a guide, the track plan was drawn onto the cork. Track laying and wiring could then commence.

Steve Sampson painted the backscene; as a resident of Stanley at the time of the period being modelled, he was able to create a very accurate scene, one which is very familiar to local residents who see the layout.

Buildings

I produced drawings for the two signal boxes, but this was not easy as we didn't have good photographs of either building. As we had no original drawings I had to count bricks and relate items such as windows to drawings of GNR signal boxes which we found in a couple of publications in the Society's library. We'd decided that the 'box offered to us by our chairman was not accurate enough to depict the one at Stanley so Mel Price offered to construct it whilst I built the model of the original one. Both were made from polystyrene sheet and Wills brick sheets. Amazingly (or was it pure luck?) the two completed buildings matched the footprints shown on the OS plan.

As the other buildings were on loan we would have to construct replacements. Drawings thus had to be made so, once again, I got busy counting bricks! I produced drawings for the porters' room, the waiting shelter and the goods shed, all as seen in photographs taken around the period that we were modelling. David Woodward offered to build the goods shed and I decided that I would build the porters' room.

Ian Clasper, one of our overseas members offered to make a kit of parts for the station building as practice in the use of his 3D printing machine. Our one and only

Australian member Tony Weber volunteered to build the waiting shelter.

Unfortunately, neither of these buildings was ready for the photo shoot so the station building and shelter are the originals built by Alan Oakey; the tiles on the porter's room are larger than those on the station building because Alan used Wills tile sheets whereas I used strips of styrene sheet. The goods shed seen in the photographs is the replacement one built by David Woodward.

Electrics and control

Neale Burrows was in charge of the electrical work, which included the DCC power to the tracks, signals and, eventually, the operating level crossing gates.

There is a twin cable bus running underneath the baseboards around the entire layout with wire droppers from the rails at regular intervals. Control is split into up and down line buses to ensure that, in the event of a derailment on either of the lines, any subsequent electrical short will not shut down power to the other line, or the entire layout. Each bus is protected by a 21W bulb.

The turnouts are operated by servo motors mounted underneath the baseboards and are driven by a Megapoints servo controller linked to a multi-panel system that can, effectively, control 192 outputs and includes

a mimic panel at each end of the layout. Indication is given on the panels by LEDs to show the selected point position.

Also connected to the multi-panel is a DCC interface which has the ability to connect the two main systems of XpressNet and LocoNet handsets and has a wi-fi server built in for use with Android devices such as mobile phones, tablets, etc, or proprietary wi-fi handsets such as wi-fi Multimaus. The system also allows USB and network LAN connections for PC control software to be used. The system is obviously very versatile and can be used to run the operator's preferred control method.

Scenery

There's not a lot of scenery beyond the boundary fence since the layout is concentrated on the station area. At the western end of the station the land increased in height to form a shallow cutting crossed by a girder bridge. Our present chairman, Chris Burnage, created this landscape by shaping two lengths of polyurethane foam (much better than polystyrene) to form the gradually increasing cutting. These were then covered in the usual ground cover products from various suppliers. There are a couple of landscape cameos which are the work of our exhibition manager, Stephen Foster, which depict the local rhubarb industry. Stanley is situated in what is known as the 'rhubarb triangle' and Stephen has captured the local features of the rhubarb fields and the distinctive buildings of the rhubarb forcing sheds very well.

The layout is illuminated by strips of LEDs under the upper fascia boards.

Locomotives and rolling stock

We are very much reliant on members to provide the motive power and stock. However, only items depicting subjects which would have run through Stanley are allowed on the layout at shows. This does give us a wide variety of locomotive classes although the numbers on the models are probably incorrect for the area that we are modelling.

As mentioned earlier, the layout is set in the Society's founding year of 1958 and, to make things more interesting, it is summer and the high season timetable is in operation. This means that there are a lot more trains than usual, including holiday excursions to east coast resorts such as Bridlington and Cleethorpes which would be hauled by Black Fives, B1s or the occasional Jubilee. Local services tended to use tank engines such as G5s, C12s and N1s. The majority of the locomotives and rolling stock were supplied by Ray Clasper and Dennis Cannon. Ray built the C12 and G5 especially for the layout. The N1 came from his son Ian and has a 3D printed superstructure; but not one created by Ian. Ray also modified several of the Peco grounded vans, as supplied free with RAILWAY MODELLER, so that they can now run on the layout.

Dennis's models are from Hornby and Bachmann with some modified and weathered by TMC.

One service which must be mentioned was the rhubarb specials which ran during the night, probably hauled by an Ardsley shed V2. The train was assembled at Ardsley and ran non-stop to London with its load of fruit vans containing rhubarb for Covent Garden market. Some of these vans would have been loaded at Stanley goods shed.

Normal freight trains were in the hands of WDs, 8Fs, J6s, J39s, Ivatt 4MTs and, occasionally, Q6s.

Not carmine

Passenger stock is a mixture of BR and ex-LNER/LMSR vehicles in crimson lake &

cream or maroon liveries. You'll notice that I didn't state carmine & cream. I've always been puzzled by that description of the main line gangwayed coach livery in model and prototype railway magazines as, in my copy of the July 1949 supplement to *Railway Pictorial and Locomotive Review*, it quite clearly states that the colour was crimson lake. The material in the supplement was reproduced by courtesy of the Railway Executive and included details of all liveries and even dimensions for the various types of lining so I presume that it is correct. It's an invaluable reference for modellers.

We have a great variety of wagons and, of course, with the layout set in the West Riding of Yorkshire we have to have coal trains. As mentioned above, fruit vans are also a necessity.

Conclusion

As our team, which took part in Series 1 of *The Great Model Railway Challenge*, know very well, trying to build a layout to a deadline is not a good idea. Our committee told us that *Stanley* had to appear at the Society's annual show in mid-November 2018 which, at one time, appeared to be very unlikely. However, thanks to some frantic work during the two weeks before the exhibition, and the very welcome assistance of other members, we achieved our goal.

The layout didn't have all the details that we would like to have seen and there is more work to do on it. This includes electric operation of the signals and crossing gates. Point rodding is something else that we would like to have and, also, we will need transportation cradles. The layout will be going to the Pontefract show in January 2020.

Finally, probably the most satisfying aspect of showing the layout in November 2018, was how well it was received by the people who saw it and, in particular, by those who lived in the Stanley area who could remember the station when it was still open.

As Jubilee No.45691 Orion passes the goods shed, it is approached by 5MT No.45238 on a Bradford Exchange to Bridlington train.



The buildings at Stanley station, except for the signal box, appear to be unique to that location. From the enormous roof on the porters' room to the fancy tiles and brickwork on the station building, I can't think of anywhere else with this style of architecture, although there were some similarities at some of the stations between Wakefield and Doncaster. However, none were as architecturally elaborate as Stanley. Even the timber and brick waiting shelter doesn't seem to have been quite the same as others on the Great Northern Railway

system. Although the line was a joint venture between the Great Northern, North Eastern and Lancashire & Yorkshire railways, it was the GNR which had responsibility for the infrastructure, including the signalling. Perhaps the architect was allowed to design whatever he fancied.

The big problem I had was that the only things that I could work from were photographs because, as far as I know, the original drawings don't exist and the station was razed to the ground in the 1960s. Unfortunately, several of the photographs in

my collection were not very clear so that when I got round to counting bricks some assumptions had to be made.

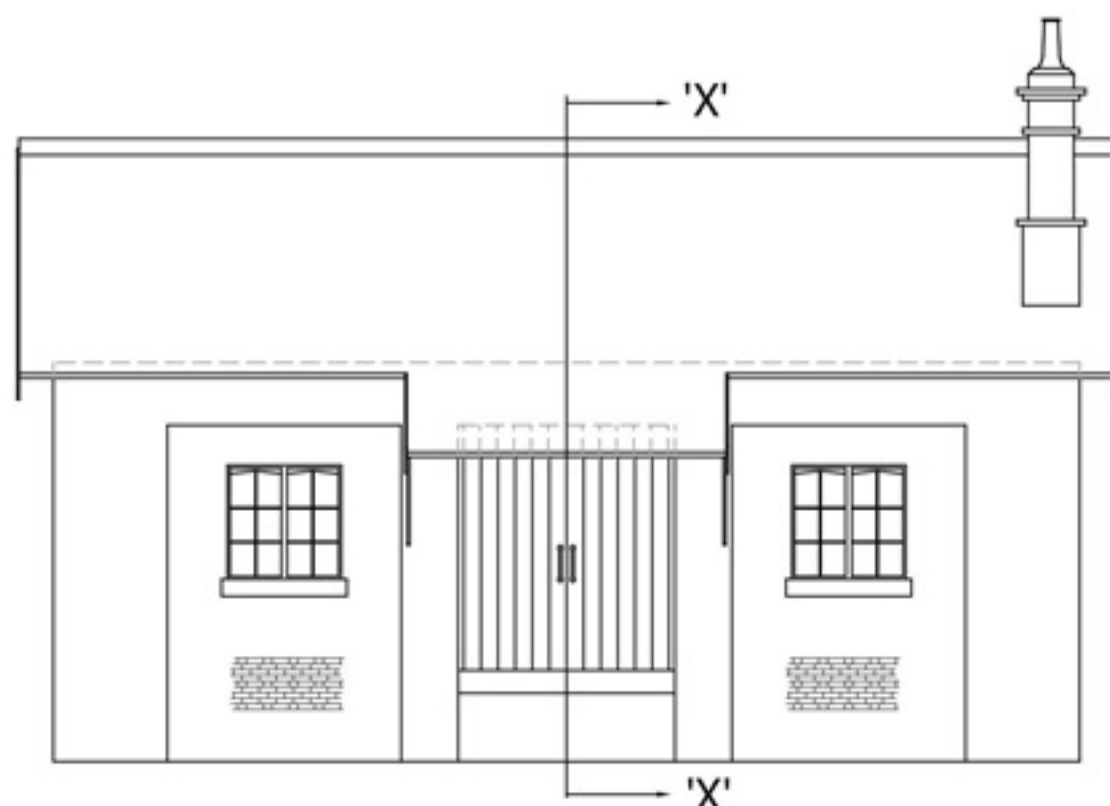
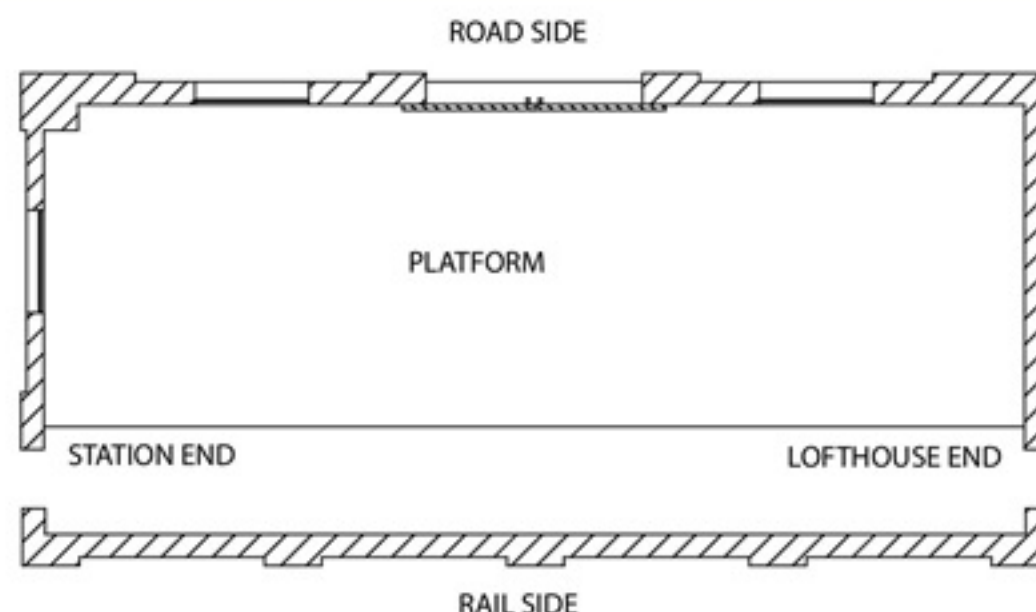
My drawing of the station building was published in the February 2011 issue of RAILWAY MODELLER, so I won't repeat it here. The latest drawings are for the porters' room, the goods shed, the waiting shelter, the signal box and what I believe is the original signal box; a considerably smaller building.

The buildings are drawn, as far as I can ascertain, as they appeared around 1958.

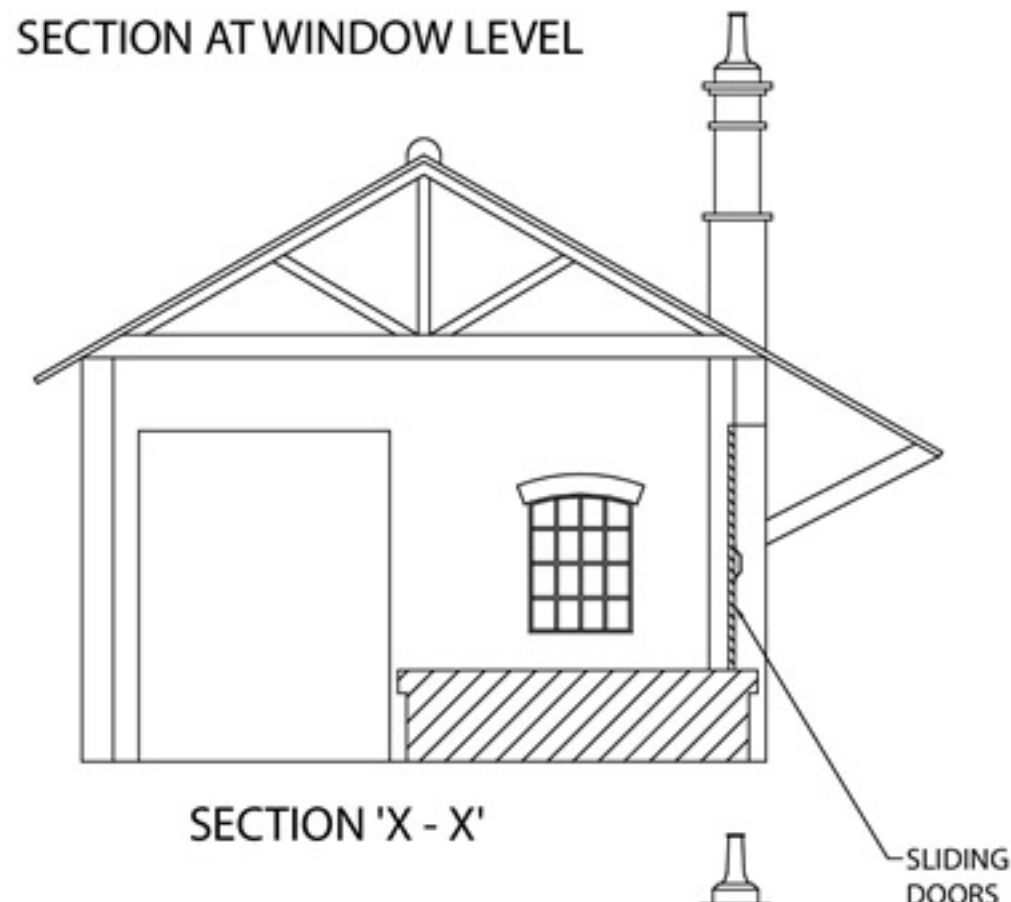
The goods shed

As the only photographs I have of this building are fairly obscure, I have had to use the footprint shown on the OS map as the only fairly accurate dimensions that I can work out. On one of the photographs it is just possible to see how many brick pillars there were along the rail side of the building. The road side has been drawn as a typical GNR shed with a short sloping roof over the vehicle loading platform. The end openings originally had slatted timber sliding doors but these had disappeared by 1958.

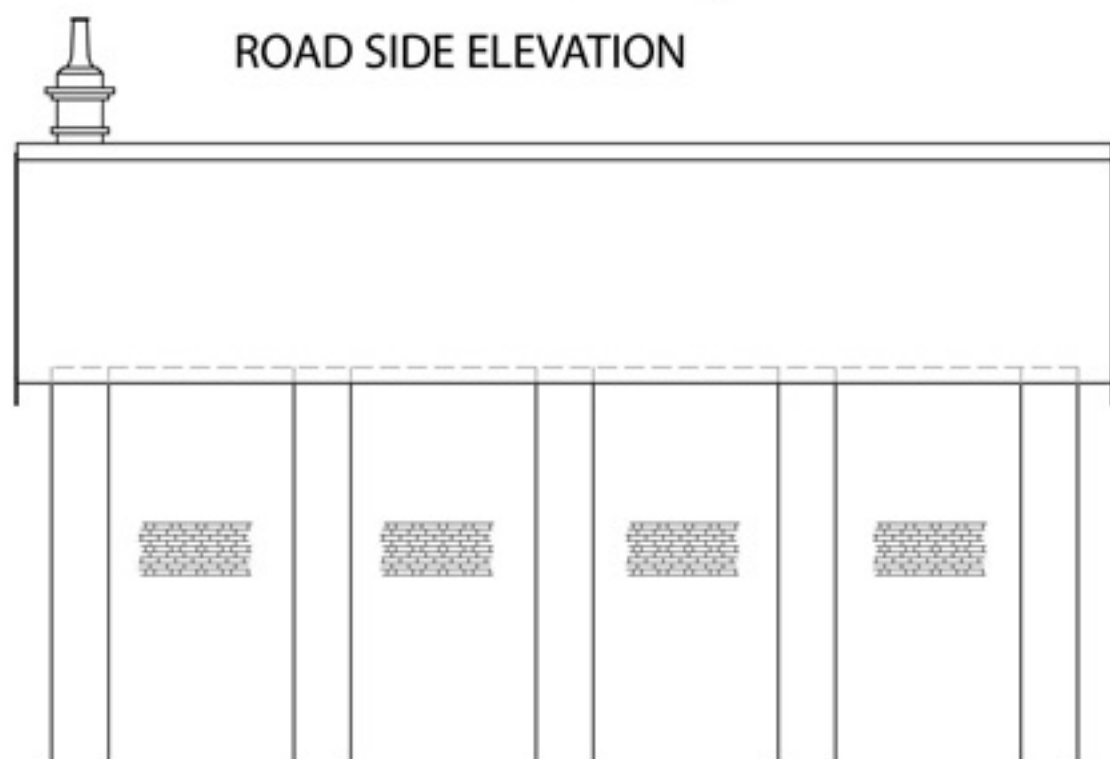
This has been drawn from measurements obtained by counting bricks on the base section and then using proportions for the timber upper part of the building. Luckily I have several good photographs of this building.



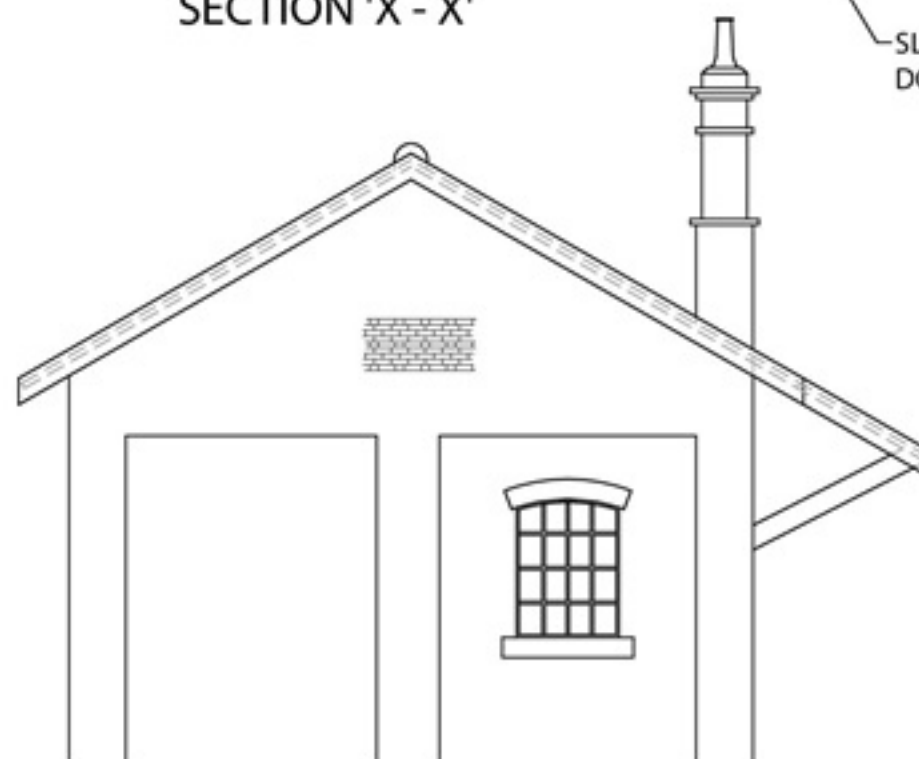
ROAD SIDE ELEVATION



SECTION 'X - X'



RAIL SIDE ELEVATION

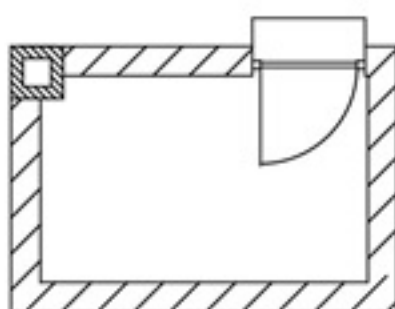


VIEW ON LOTHOUSE END

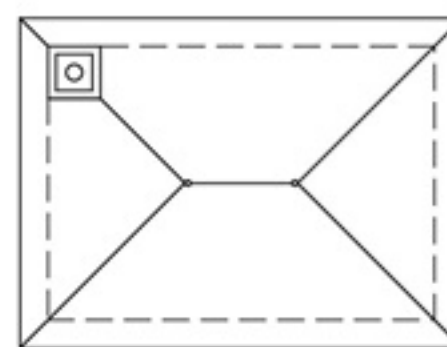
The original signal box



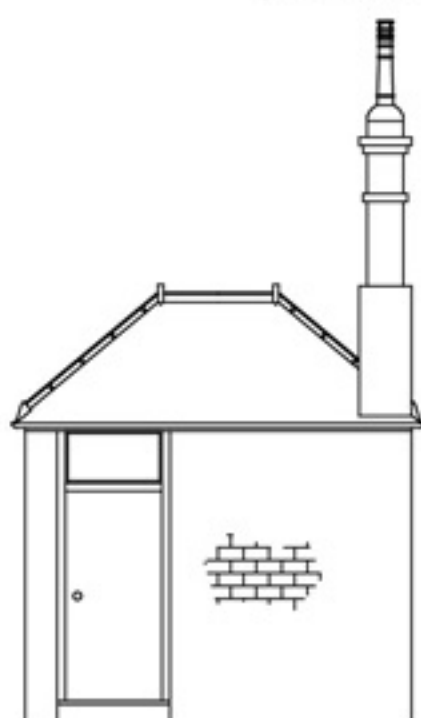
DETAIL OF CHIMNEY POT
(16mm TO 1'-0")



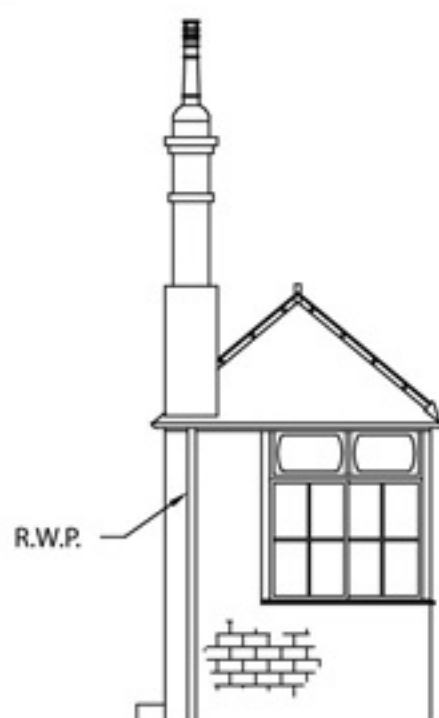
SECTION AT FLOOR LEVEL



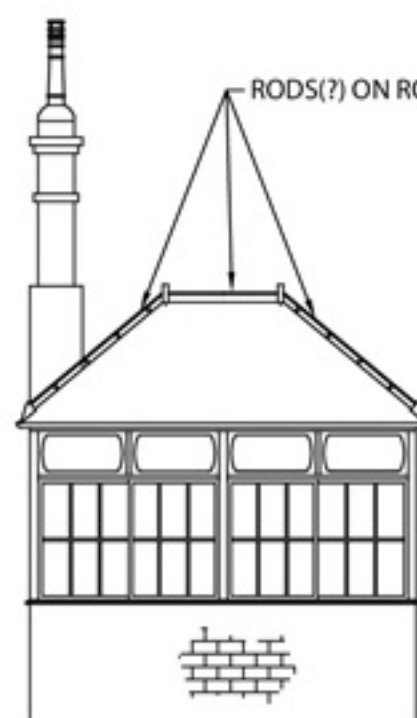
RODS NOT SHOWN IN PLAN VIEW



REAR VIEW



R.W.P.



RAILSIDE VIEW



RODS(?) ON ROOF RIDGES



▲ The original signal box, with the metal rods attached to the ridge tiles – purpose unclear.

Whether or not it was the original 'box, I don't know, but with its position adjacent to the level crossing it would seem to be a fair assumption. Once again I had to count bricks and compare proportions which was not easy as the photographs are not particularly clear. However, the building's footprint does match that on the OS map.

One feature which has baffled me is what appear to be metal rods mounted on the roof. I've included these on the drawing but I'm not sure if they would have still been *in situ* in 1958. I've shown the entrance door at the rear of the building but this is pure conjecture as I have no views of that side.

The signal box

This is a standard GNR type with the entrance door, steps and other details as seen on photographs of that at Stanley. The biggest problem I had was in determining the window arrangement, which varied depending on which photograph I was looking at. Eventually I decided that the arrangement shown on the drawing was probably correct for the period around 1958.



VIEW ON STATION END



▲ The goods shed was a conventionally-designed structure, unlike the station building and porters' room; it is visible in the background of this undated photograph.

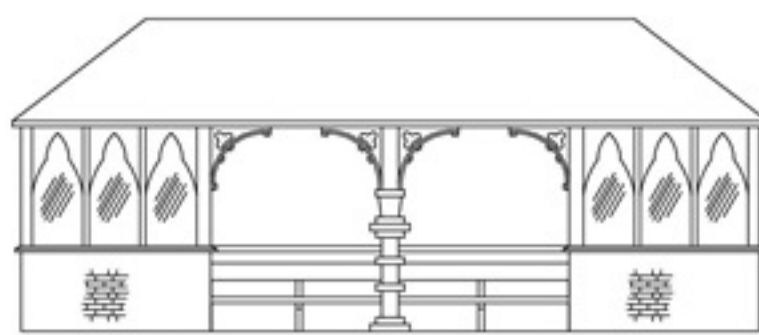
The waiting shelter

This has been drawn from measurements obtained by counting bricks on the base section and then using proportions for the timber upper part of the building. Luckily I have several good photographs of this building.

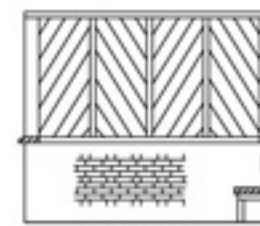
The shelter was on the eastbound side of the station, served by trains heading towards Castleford. The Great Northern built many such structures across its system.



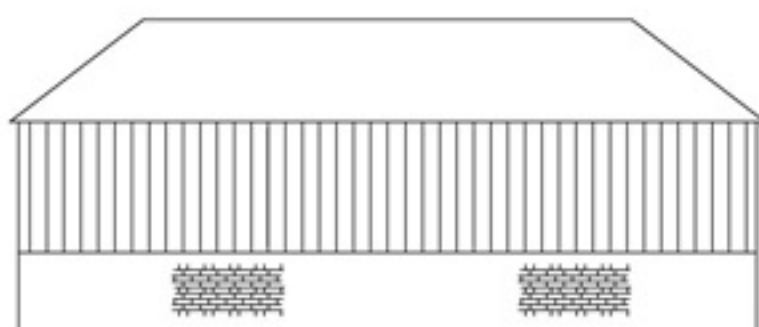
END ELEVATION



FRONT VIEW WITH BACK WALL TIMBERS OMITTED FOR CLARITY



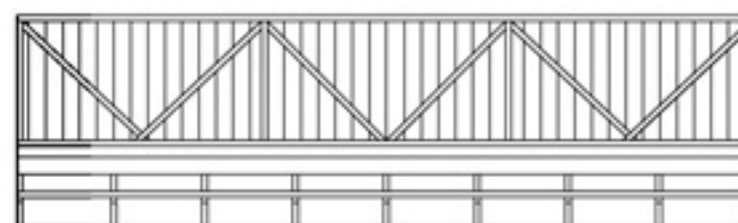
SECTION SHOWING
INSIDE END WALLS



VIEW ON BACK WALL



SECTIONAL PLAN VIEW ON BRICK WALLS

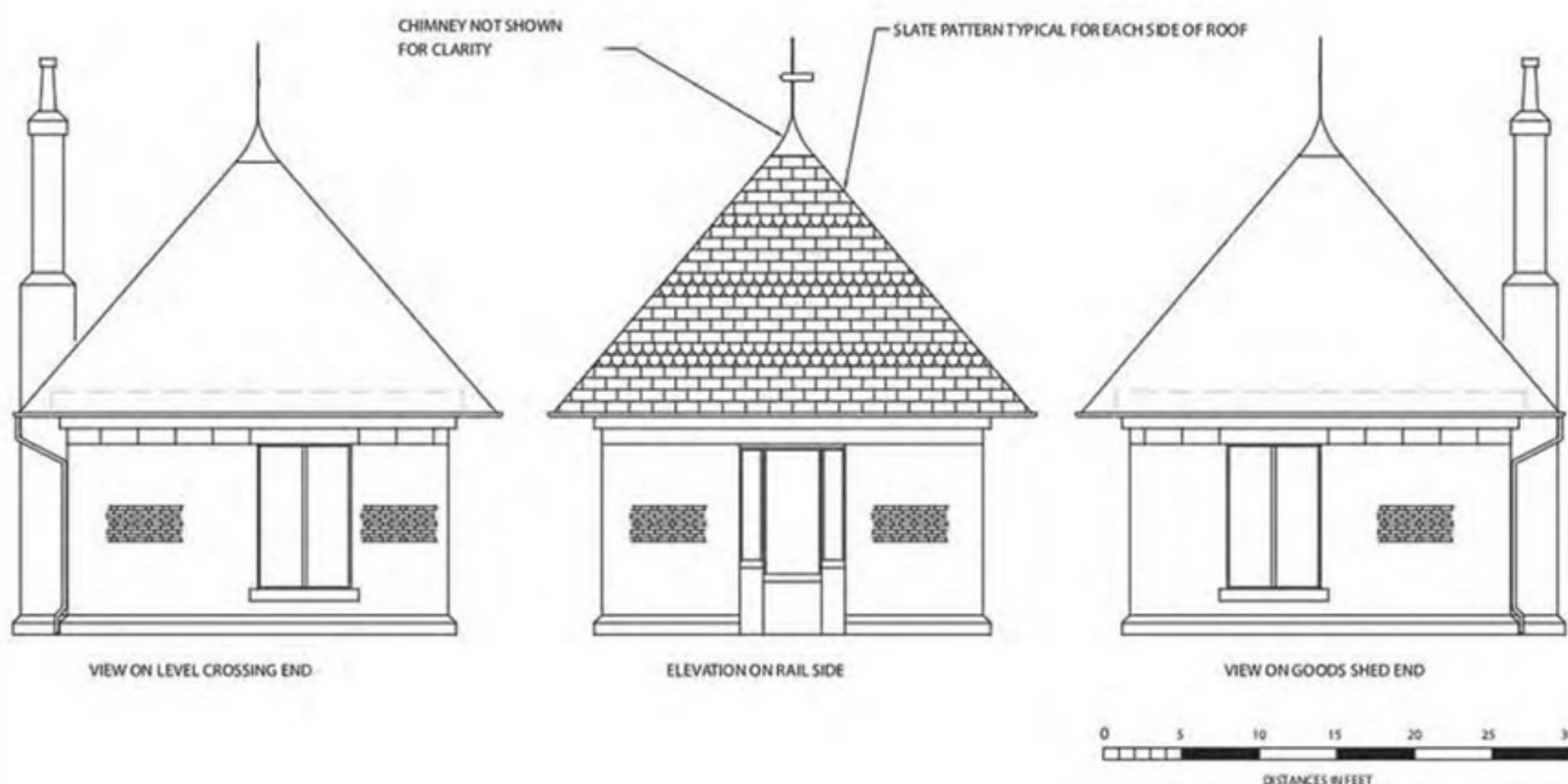


VIEW SHOWING INSIDE BACK WALL



A close-up of 8F No.48399 as it is about to pass under the girder bridge at the west end of the station area.

The porters' room



I've given it this name as that is what it was in 1958. However, it may well have been used for another purpose when it was built. The outstanding feature is the enormous pyramid-shaped roof. This has a similar pattern of tiles as seen on the main station building. In earlier years there was what appears to have been a weather vane fixed to

the apex of the roof. Another interesting feature is the door into the building as this appears to have been about 10' to 12' high. The building, like the station building, was set about 18" below the 1958 platform level.



Forthcoming Exhibitions

Stanley is booked to appear at the Normanton & Pontefract RMS show at **Pontefract** on 25 & 26 January. See Societies & Clubs for details.

◀ A 'Calder valley' DMU stops at Stanley on its way from Leeds Central to Castleford. Occasionally we operate trains that belong outside our 1958 date, as here. In reality, the DMU-operated services did not commence until 1959. Perhaps this is a trial run.

The old order: G5 No.67311 passes the crossing at the east end of Stanley station with a stopping train from Leeds Central to Castleford.



Painting loco crews



Modelling, words and photography: **PETER OSBORNE**

Looking at photographs of model railways, however realistic, the human figures are usually the most obvious item that reveals one is looking at a model and not the real thing. As in any art form, the human figure always presents the most difficult challenge. So, when starting my first foray into O gauge, and having built the excellent Alphagraphix etched brass kit of the Irish Timoleague & Corkmacsherry Light Railway 0-4-2 locomotive *St Molaga*, I decided the figures within would have to be just right – or as right as I could make them. My attempt is described below.

Bodywork adjustments

I started by selecting two of Hardy's Hobbies 3D printed figures, scanned from actual people. This would be a good start.

My completed model of the T&CLR locomotive *St Molaga*, built from an Alphagraphix kit, and ready for service.



▲ The 3D printed figures from Hardy's Hobbies arrive with the support framework which has to be removed and smoothed with care.

The figures were a driver and fireman; the driver was leaning on one elbow on the cab side, but would his elbow be at the right height? I contacted Hardy's Hobbies and the firm willingly stretched the driver's legs and shortened his torso so he would fit the cab side ledge and not bang his head on the cab side opening!

Preparation

The figures duly arrived through the post. Each was connected to a frame which is part of the 3D printing process, and needs removing and cleaning up very carefully; the material is quite brittle (photo 1). Indeed, I later clumsily dropped the fireman onto a hard floor and his foot came off, a trace of cyano adhesive did the repair.

The driver also needed minor surgery to his hip and foot to fit him into the narrow space available in the cab. Careful use of a flat needle file did the job.

Primer

And so to prepare the paint; firstly a waft of Halfords grey primer. The cleaned-up figures with the grey primer are shown in photos 2 and 3, fireman and driver respectively.

For the main colours I used Humbrol matt enamels (unless stated) but I first let the paint settle in the tin and removed much of the varnish that settles at the top. I soak at least half of this into a sheet of toilet paper. (I keep a roll on a holder above my bench, much to the amusement of visitors!). I then stir the paint with a cocktail stick and take the thicker paint from the lower end of the stirring stick onto the brush.





Supplier details

Hardy's Hobbies, 120 Postley Road, Maidstone, Kent ME15 6TS
www.hardyshobbies.co.uk

Alphagraphix, 23 Darris Road, Selly Park, Birmingham, West Midlands B29 7QY.

ProArte artists' brushes can be obtained from all good art shops.

tie (small wonder he is too hot!) is Trainer yellow 24 as is the lining of his cap. The outside of his cap is Dark Grey 32/Brick red 70 mixed.

The driver's tie is Ochre 83. Boots are Brick red 70. The sole edges are Railmatch Weathered black as this is later used to darken the shiny glue holding them down to the footplate.

Lastly, the main colour for the overalls, a mixture of Blue 25 and Light grey 64.

Once thoroughly dry the figures, now looking far too smart (photos 5 and 6), need 'weathering' if that's the right term!

I put a dab of Dark grey 32 next to a drop of thinners onto a palette. Allow the two to blend but don't mix them. A fine brush can be used to pick up varying quantities of thinner and colour depending on where it is to be placed.

Lie the figures down and drop a very small quantity of the mix onto the model, face and all. This should be allowed to run into the creases to form shadows, general dirt and even represent the eyes.

Do not overwork and do not use so much that the mix runs all over the place and under the figure; just sufficient to run into the creases. Once dry turn them over and repeat for the other side of the figures.

Installing

Add them to the loco cab with buckets of real coal, oil cans (also available from Hardy's Hobbies) and any other detail.

I fixed my figures in place with Roket Card glue and disguised the shiny adhesive with Railmatch Weathered black. I also added representations of gauges and pipework, regulator, etc. from the scrap box.

Whilst not perfect, especially in cruel close-up in the photographs, at normal viewing distances I feel these figures look reasonably convincing. A very satisfying mini-project.



Brushes

I use a Pro-Arte 2/0 white nylon brush for large areas (say the overalls) and a 10/0 Pro-Arte Miniature Painting brush for detail (photo 4). I have plenty of light and use an Optivisor magnifying binocular for close work.

Patience

An artist's palette or an old plate can be used for mixing paint; it can be quite badly mixed! Handling the figures should be minimised as this can impart an unwanted sheen. The best sequence is to spend only a few minutes at a time actually painting and then leaving 24 hours to dry before continuing.

Applying the colours

I started with the flesh, mixing Flesh 61 with Light Grey 64 and using my own arm for colour reference. Flesh 61 alone is too bright;

drivers and firemen are rarely cherubic after a day on the footplate!

Next came the hair; Light grey 64; Dark grey 32 and Brick Red 70 not mixed and applied, but built up steadily by dry brushing. Eyebrows as hair. I left the eyes as being just too small; shading (later) was sufficient.

Lips are Flesh 61, a touch of Light grey 64 plus very little Scarlet 60. This is where the patience comes in useful – best to let the flesh dry thoroughly overnight before painting the lips.

The shirts were Aircraft blue 65 for the driver and Mid green 101 for the fireman, colours I happened to have in stock, but appropriate to the job in hand. I painted smaller clothing details first and finished on the overalls.

The fireman is wiping his neck with a rag; to accentuate this I painted it Scarlet 60. His





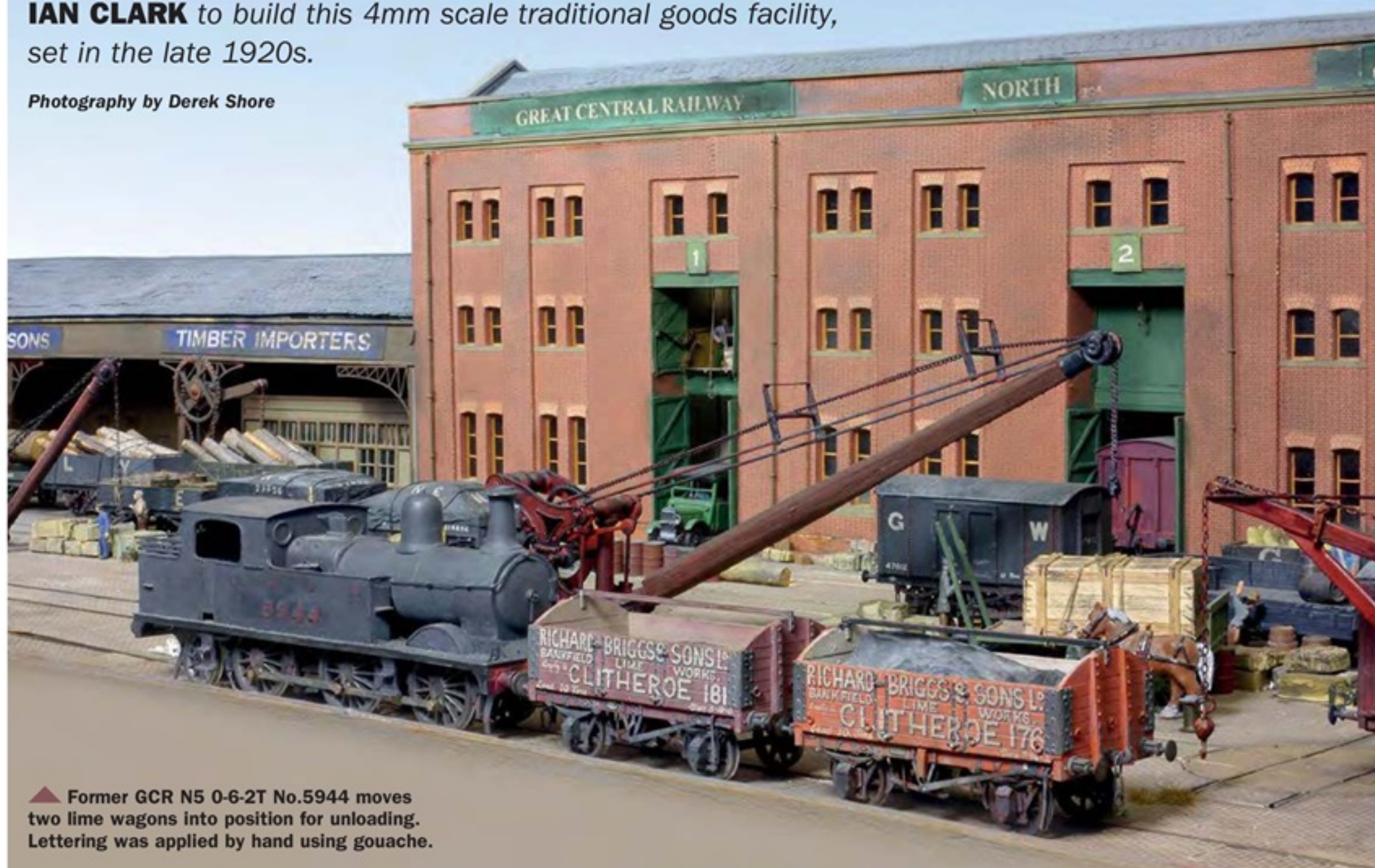
MICRO-MARVELS

THE SMALL LAYOUT GALLERY

An urban goods yard

Memories of a former Midland Railway site in the city of Sheffield prompted **IAN CLARK** to build this 4mm scale traditional goods facility, set in the late 1920s.

Photography by Derek Shore



▲ Former GCR N5 0-6-2T No.5944 moves two lime wagons into position for unloading. Lettering was applied by hand using gouache.

In the early 1960s I travelled quite regularly between Rotherham and Sheffield on the No.69 bus. On the northbound journey I always tried to occupy a nearside seat on the upper deck. As the bus traversed Savile

Street in Sheffield this enabled me to peer over the very high wall – 27 courses of bricks plus a stone capping – and into the former Midland Railway Wicker goods yard. Of course the main purpose of this exercise was to try and spot the numbers of the shunting engines, but I became fascinated by the wagons being unloaded in the open air by cranes of various sizes.

A series of photographs was published in *Midland Record* No.9 of Wicker goods yard; and these, plus my childhood memories, form the basis of this cameo layout.

The model is built to P4 standards and the time line is 1929; this allows representation of both Victorian

locomotives and rolling stock through to the standard types introduced by the Big Four in the mid-1920s.

The setting is north Lincolnshire, just south of the Humber estuary. The facility was originally built by the Manchester, Sheffield & Lincolnshire Railway (MS&LR), which became the Great Central Railway (GCR) in 1897 and the LNER at the beginning of 1923.

General description

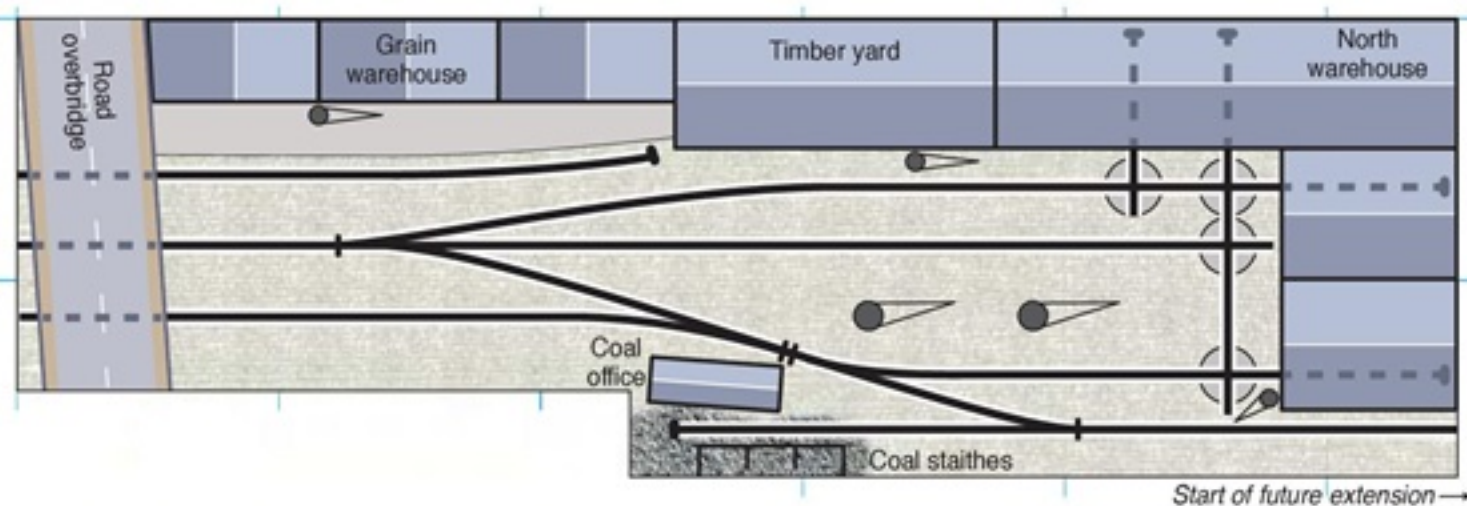
The left-hand side of the layout is dominated by a large road overbridge which spans several tracks that lead to the various warehouses. The first of these is the grain warehouse, which has a large number of sacks waiting to be loaded into vans or

◀ A former GCR three-plank drop-sided wagon being unloaded in the centre of the goods yard. Horse drawn goods vehicles predominate, so tracks inlaid in the setts do not impede the animals' progress around the yard.



A view from the overbridge, showing former GCR J63 0-6-0T No.5089 shunting in the yard.





An Urban Goods Yard Overall layout size 5' 6" x 1' 9". Each grid square = 1' x 1'.

moved inside. In the centre are the premises of timber importer Martyn Frobisher & Sons, which has taken out a 999 year lease on the site. At the right-hand end stands the large north warehouse, where general merchandise is dealt with.

At the front of the model are the coal staithes and the offices of A. Lacey & Co Ltd. Lacey's was a coal merchant in Kingston-upon-Hull, but I decided the firm would have had a business on the south bank of the Humber as well.

The buildings

Most of the model buildings I have made in the past have represented stone-built structures. In the area modelled here there are few stone buildings and ways had to be found to represent brickwork. The real

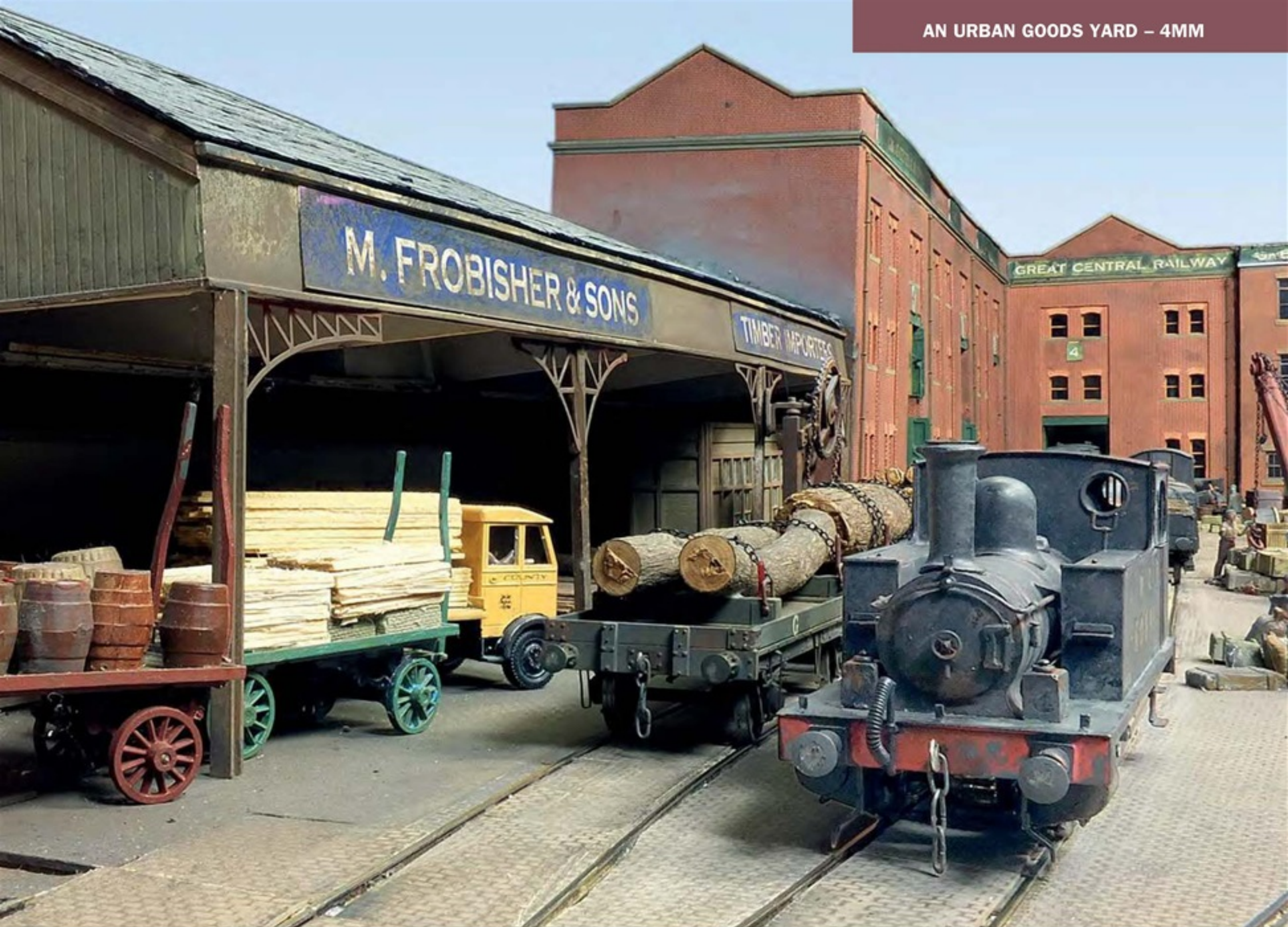
problem was that I have never been able to get on with brickpaper.

All of the buildings modelled had cardboard carcasses with roofs consisting of a Slater's Plastikard sub-roof and slates cut from 5thou Evergreen sheet, glued into place using D,L-Limonene. The representation of the brickwork varies however. The north warehouse has been covered with Ultrascaple 'plastic' brickpaper. Unlike its paper relative, this material has some depth, and, in addition, it readily takes thin washes of the paint used to weather it.

The grain warehouse and coal offices were covered with computer chads, held in place with PVA glue. When everything had dried

The heavy yard crane is about to be brought into action!





▲ J63 0-6-0T No.5089 pauses between movements. Note that it is vacuum fitted but has three-link rather than screw couplings.

the chads were suitably coloured; the PVA does not accept colour easily so formed the mortar course.

The Frobisher building contains little visible brickwork, but, a number of moulded plastic sections were used in its construction; the spandrels were originally intended for North Eastern Railway signals, and are brass etchings from the D&S range.

Yard cranes

There are five of these scattered across the yard, ranging from the heavy duty one in the centre of the modelled area to the simple hoists in the wood yard and at the right-hand side of the scene. All of these were fabricated from whitmetal kits in the Mike's Models range except for one of the hoists, which is a Langley product.

Barrels, boxes, sacks and carts

A large percentage of the time spent on creating this cameo has been in producing these items, generally dismissed as goods yard clutter. The majority of these items were made by first producing a master which was

used to make a silicone rubber mould. The final items were then moulded using casting resin or Milliput epoxy putty. These were supplemented with items from the Merit range, acquired from boxes under stalls at exhibitions over a period of many years.

The majority of the hand carts were produced using parts cut from etched-brass frets, mainly from Springside products. I have to confess that these do not always end up producing the item the kit designer intended!

Road vehicles

With the exception of two petrol-driven lorries, most of the road vehicles on display are of the horse-drawn variety. Much use has been made of the Slater's Midland Railway dray, with a variety of modifications. However, I have never been convinced that the horse supplied with this kit is able to be deployed as a cart horse, so they have been replaced with whitmetal equines more suited to the task; these have mainly come from the Langley Models range.

Inlaid track

Virtually all the trackwork in the goods yard is inlaid; this allowed the mainly horse-drawn road vehicles to traverse the tracks without any problems keeping their loads in place.

The 'sleepers' (there are far fewer than in the construction of conventional track) were made from PCB strip glued to the baseboard, and one rail was then soldered in place. The other rail, held at the correct distance using a track gauge, was then soldered to the PCB.

After the track had been wired and tested a thin layer of card was glued throughout. When all this had dried a layer of embossed Slater's Plastikard was added to represent the setts themselves.

Locomotives

The yard is generally shunted by one of two former GCR tank engines. J63 0-6-0T No.5089, which spent its entire working life in north Lincolnshire allocated either to Immingham or New Holland sheds, is ably assisted by N5 0-6-2T No.5944.

The J63 was constructed from a Judith Edge kit with Alan Gibson wheels, a High Level Models gearbox and a tiny Mashima motor. The model was built for me by Jeremy Suter. Soon after the loco's delivery and testing, every available orifice was filled with lead prior to painting and weathering. This locomotive runs beautifully and is capable of hauling a 20-wagon train, which, I am fairly sure, is more than the prototype could ever manage!

J63 0-6-0T No.5089 propels a short rake of local private owner wagons towards the headshunt. Thorne was the closest colliery to the site of the model.

The N5 body is based on a Millholme whitemetal kit, with numerous modifications and a scratchbuilt chassis. It is powered by a large Portescap motor/gearbox combination. With that amount of power in the firebox a very gentle touch on the controller is required when shunting.

Rolling stock

Over 100 wagons and vans are available for use on this layout; OK, I know that this is somewhat excessive for such a small cameo, but, they have been built over a period of several decades. The vast majority of these were assembled from kits (or modified kits) but there are a few scratchbuilt items to extend the range. They are mainly from D&S Models and Slater's, but other manufacturers' products have been utilised.

A fair proportion of these wagons are private owners. Some have pre-printed sides; some have been lettered using transfers whilst others were finished by hand using designers' gouache and a mapping pen as described by David Goodwin in RAILWAY MODELLER March 1983.

J63 0-6-0T No.5089 backs onto a former GCR 6T ventilated van, in front of the grain warehouse at the left-hand end of the scene.

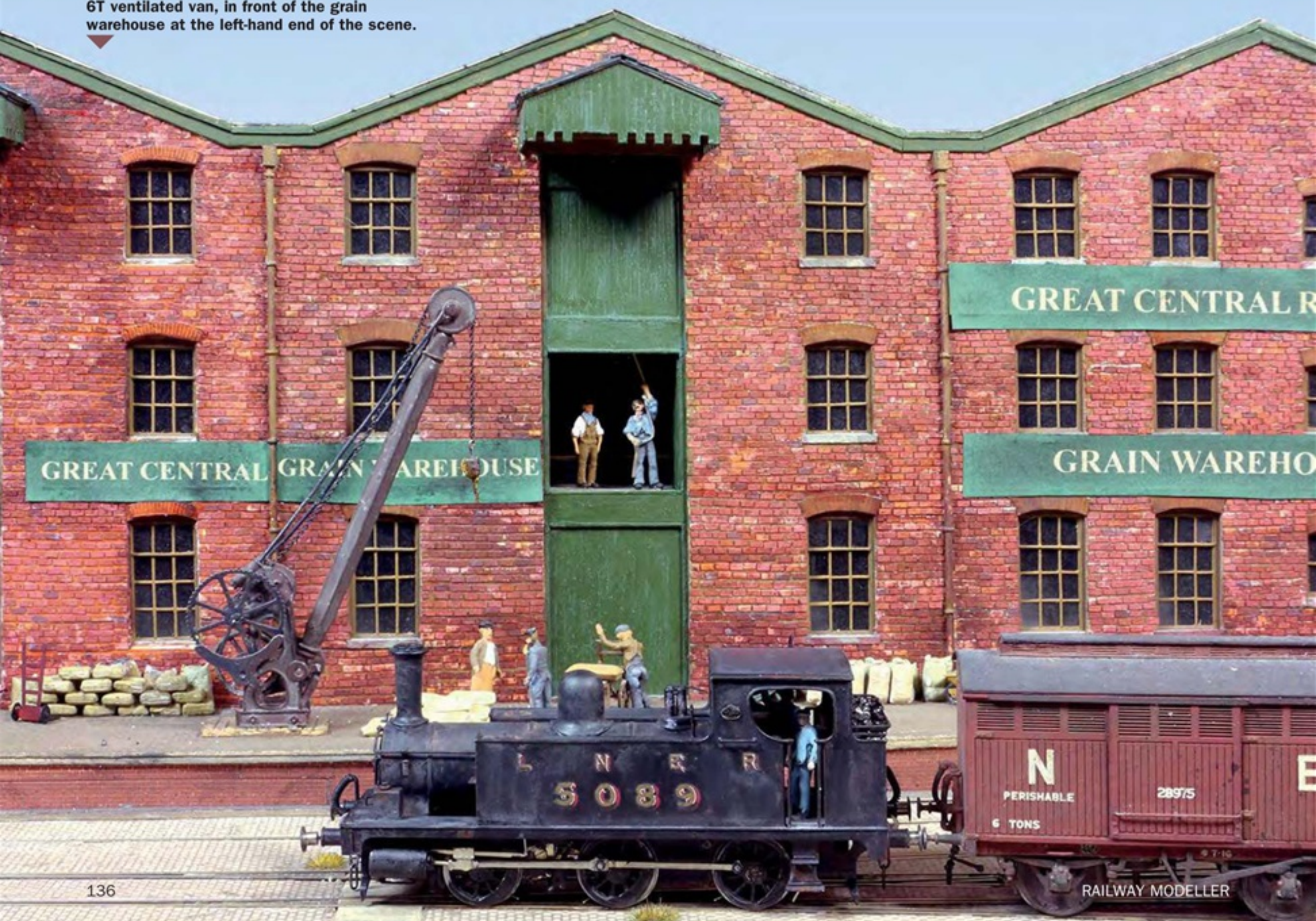


Operation

All points are operated by the wire-in-tube method; the tiebars are physically connected to the switches which change the polarity of the crossing vees. All stock is fitted with either scale three-link or screw-link couplings; of course this means operating from the front.

The future

Amongst the wagons available are a number of LNER constituent company cattle wagons and it seems a shame that they should stay boxed. To this end the layout will be extended as shown on the track plan in order to include, amongst other items, a set of GCR pattern cattle pens.



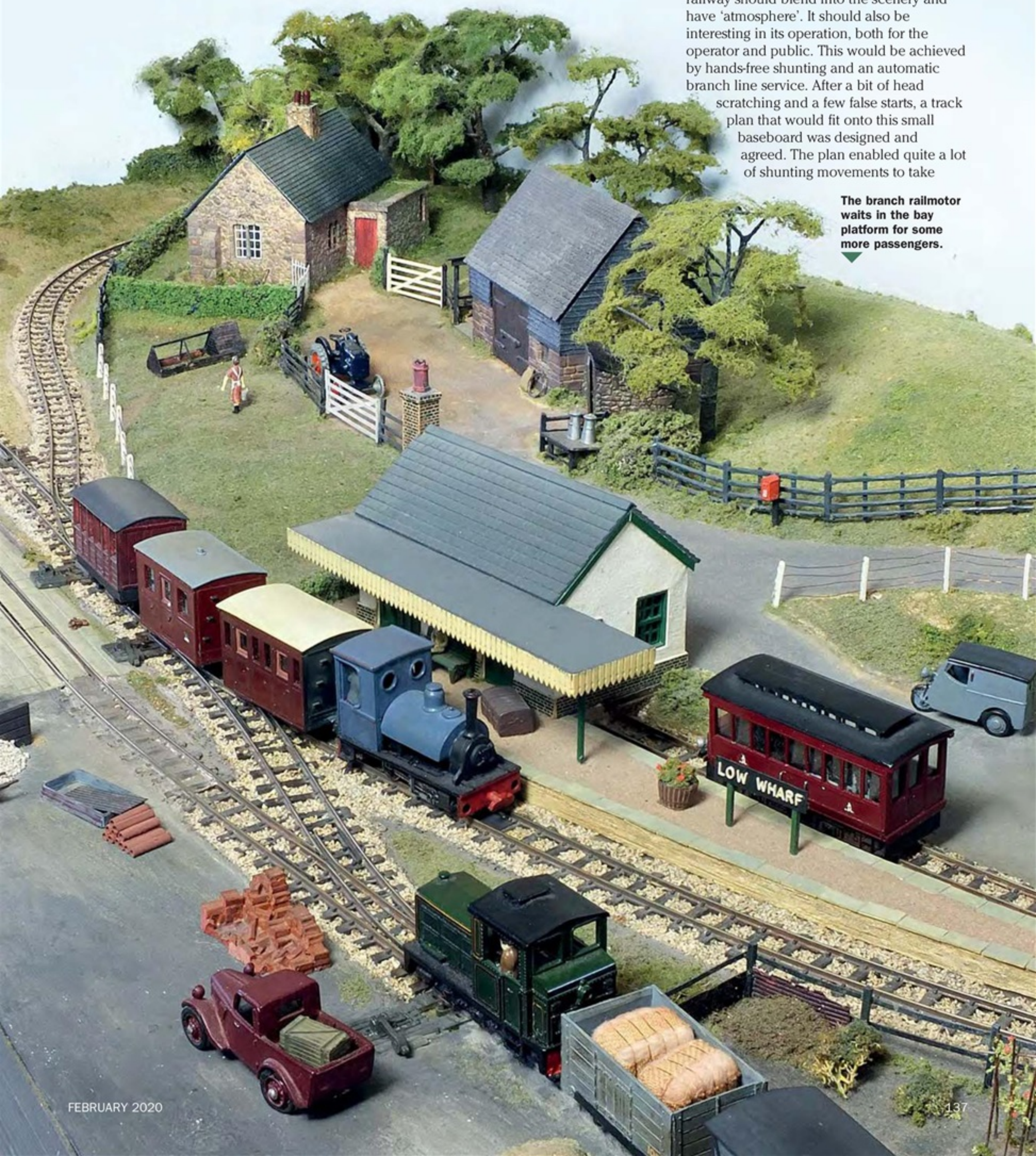
Low Wharf

Modelling and words: **JOHN ANDERSON** Photography: **DEREK SHORE**

Low Wharf started its life 31 years ago, when my 12 year-old son was given a bare 3'6" x 2' baseboard, a length of Peco OO9 track and a point as a thank-you for helping a friend operate his OO9 layouts at various model railway exhibitions.

At the outset we decided that the layout should be up to exhibition standard, that the railway should blend into the scenery and have 'atmosphere'. It should also be interesting in its operation, both for the operator and public. This would be achieved by hands-free shunting and an automatic branch line service. After a bit of head scratching and a few false starts, a track plan that would fit onto this small baseboard was designed and agreed. The plan enabled quite a lot of shunting movements to take

The branch railmotor waits in the bay platform for some more passengers.





The engineering train on a callout, hauled by the dependable Roco six-wheel industrial diesel.

place which satisfied our requirement for interest.

Trackwork

There is no straight track at all on the scenic section, instead the track curves and meanders to give the effect of distance and

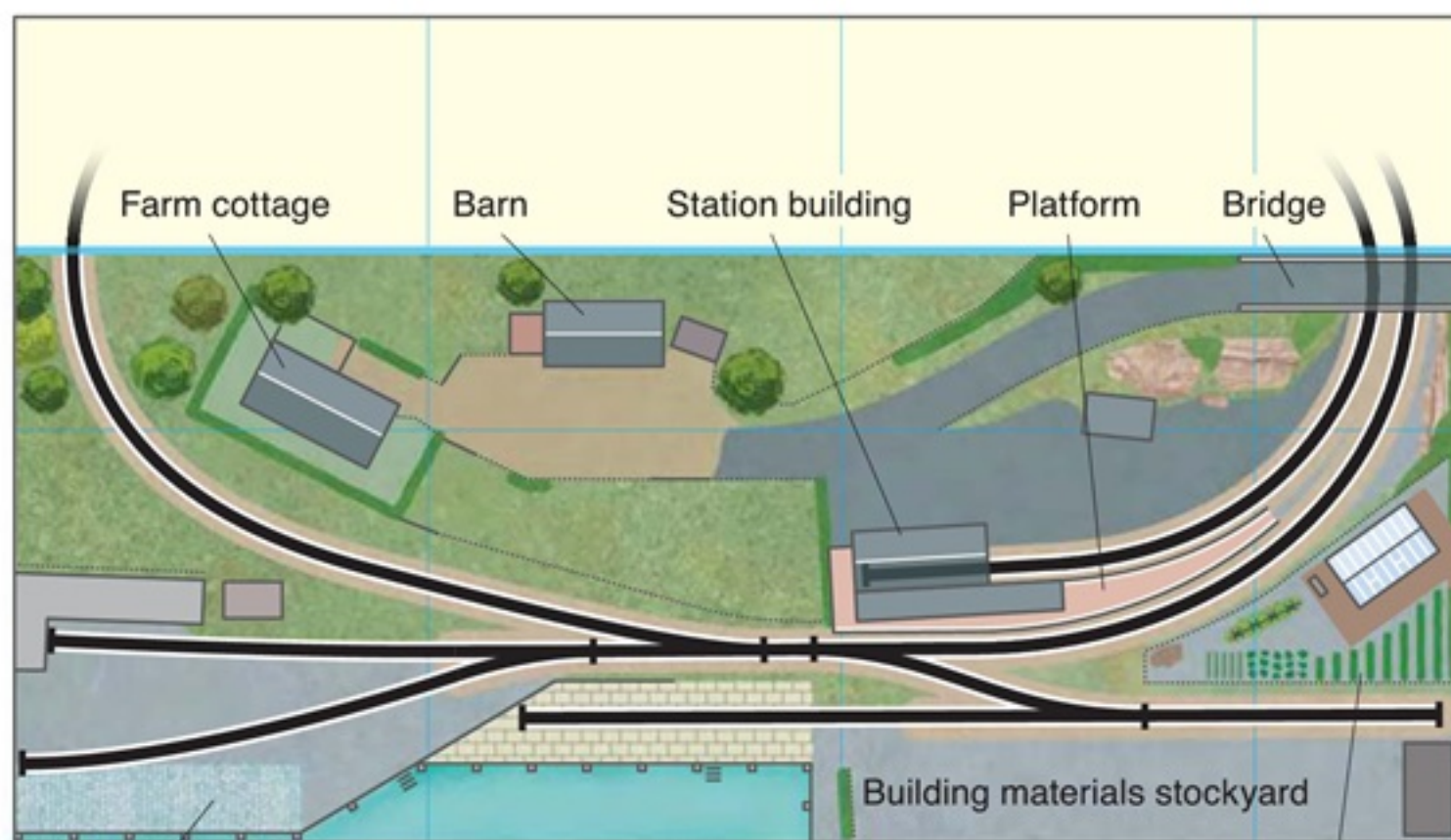
depth. The wharf siding is on a slight slope which allows gravity shunting with certain stock. This together with the low level of the water, adds to the overall scene.

Point operation is effected by brazing rods which are threaded through the timber baseboard framework. A right-angle bend is

formed at the point end of the rod and this is then passed through an elongated hole and locates into the point tiebar. A simple bracket stops the rod dropping out. The other end of the rod goes to the outside rear of the layout. Here a bead is attached to the rod end for easy point operation: inexpensive, simple and quiet.

Uncouplers are homemade. A square brass tube is fitted through the baseboard in the centre of the track where an uncoupler is required. A square brass rod (which is just a sliding fit) is connected to a plasticard crank, again using a brazing rod to operate it. When the rod is pulled, the crank lifts an oblong plasticard shoe in the track to uncouple the wagon.

Once the track and isolated sections had been wired up and fully tested, rail sides were painted a rust colour to disguise the rail height. The main line was then carefully ballasted with cork ballast and then plaster was used to infill the sleepers in the yard sidings. Slater's paving was used on the wharf, packed up to bring the surface flush with the rail level. Care was taken when fitting the paving between the rails to leave enough clearance for wheel flanges. One paving flag doubles as a uncoupling shoe and is invisible when not in use.



LOW WHARF

Overall size: 3' 6" x 2'. Each grid square 1ft x 1ft.



▲ An overall view of Low Wharf, which packs a lot of operational interest into a small space.

Landscaping

Thoughts then turned to scenery and how to hide the entrance to the fiddle yard. At one side a shallow tree-lined cutting was employed. This disguises the hole in the backscene and hides the tight radius of the track. The station approach road bridge helps at the other side.

Land contours were formed from blue Styrofoam insulation sheet as used in the building trade. It is a lot denser than polystyrene, easier to cut with a saw or knife

and creates little mess. This was stuck down with PVA glue and contoured, then covered with plaster bandage. Cork bark forms the rock cutting, leading to the bridge. Thick card was used for the lane surface, which was pinned and glued to the required elevation before being painted with dark grey undercoat and a very fine sand scattered on whilst still wet, to give a texture to the road surface.

Much thought was given to the location of the buildings, so that they fitted into the overall scene. The buildings are mainly chopped and adapted kits along with a few scratchbuilt structures. All buildings were painted in mute colours and suitably weathered. The farm cottage started life as an Airfix church kit. This has a smoke unit fitted to it which is adjusted so that only a whisper of smoke rises from the chimney when switched on.

Once happy with the location of the buildings, they were bedded into the surface. The bare DIY filler surface was then painted before applying a mix of scatter materials. Different types of fencing and hedging helped break up the overall scene. This together with all the small details and figures hopefully give a realistic look.

Stock is a mixture of plastic and whitemetal kits with some ready-to-run items that were on the market in the 1980s, all painted and weathered so everything blends together, and nothing stands out.

Shows, storage and revival

Low Wharf has its own lighting pelmet and first made its debut at the Shipley Model Railway Exhibition in September 1988. It then went on the exhibition circuit for a few years until the invitations



dried up. The layout was then put away until 30 years later, when I needed a small OO9 layout to fill a space at the Shipley Exhibition. My eldest grandson offered to operate it with a friend.

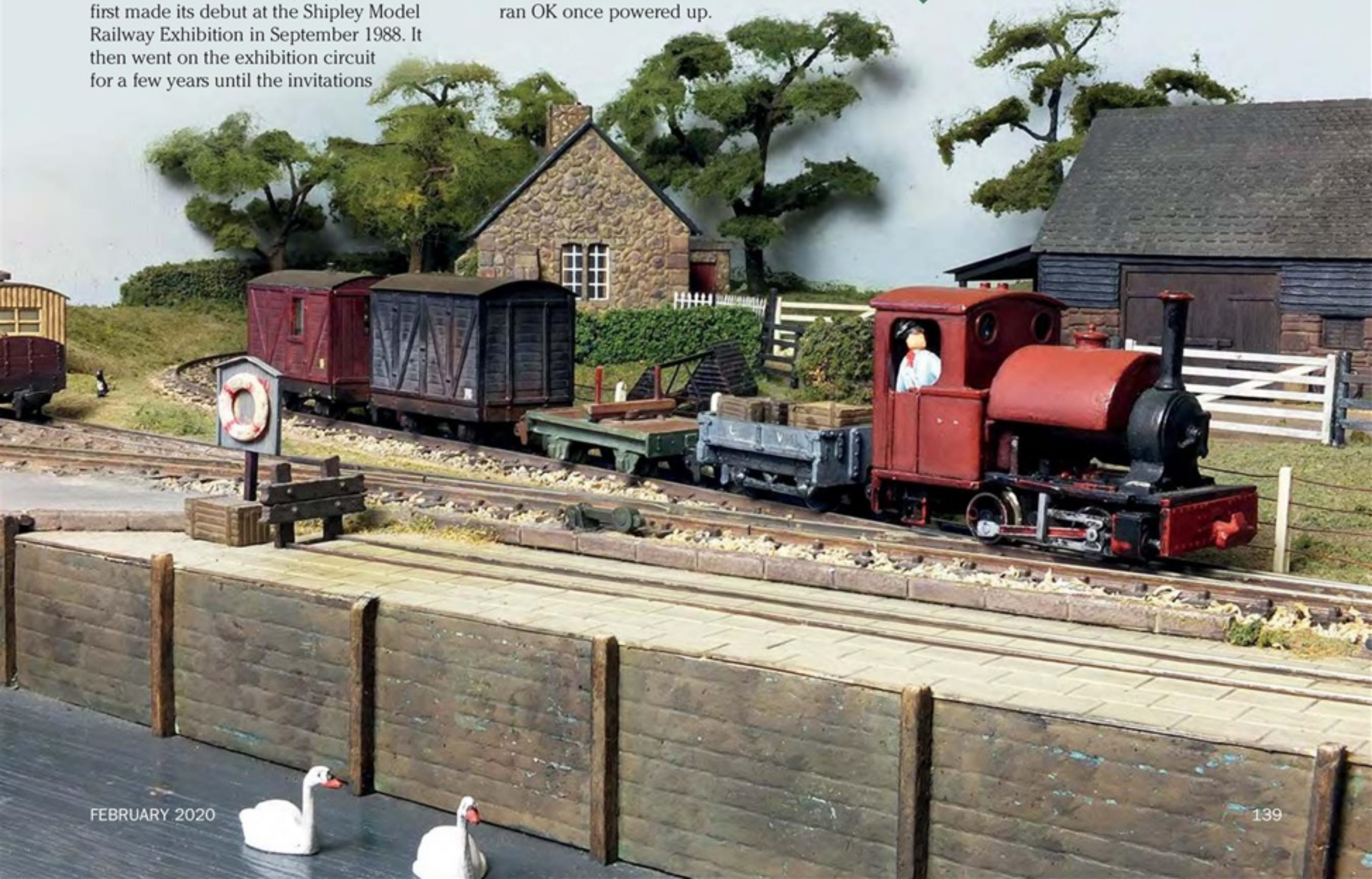
I was surprised to find that when the covers came off the only thing that needed replacing was the glazing in the greenhouse as it had gone a smoky yellow colour! After a good track clean and a vacuum, the landscape was given a blast-over with hairspray to bring the colours back to life, making sure that it was kept away from the track. All stock was cleaned and oiled and it ran OK once powered up.

▲ The railmotor has an independent route to the bay platform. Everything in the lineside allotment is thriving!

Looking back on the 30 years since *Low Wharf* was built, I think that it still holds its own alongside today's projects. The only thing that I would have done differently would have been to add microswitches to change the polarity on the points.

My grandson now wants *Low Wharf* left to him in my will!

▼ The local pick up goods arrives at Low Wharf.



Food for Thought

NEIL RUSHBY describes the animations used on the Cambrian Coasters layout entry Best of British in the Great Model Railway Challenge. Although the simple mechanisms were used on fun animations, they can be readily deployed with conventional railway working accessories.

Photography by the author



As seen on TV in

THE GREAT
MODEL RAILWAY
CHALLENGE

Early in 2019 five of my modelling friends and I were selected to take part in Channel 5's second series of *The Great Model Railway Challenge*. In that programme competing teams have to build a model railway in just 24hrs. Part of the remit of the competition is to include animated accessories as well as the trains, after all we

have to impress the judges! The competition rules also allow some pre-built items – six in total – so we included some of our animations in that allowance.

Some of us had recently been to Miniatur Wunderland in Hamburg – the home of animations applied to model railways on an epic scale. I also had very fond memories of

▲ The Cambrian Coasters on location at Fawley Hill, from left to right: Ian Stewart, Graeme Jolley, Trefor Davies, Neil Rushby, Charles Benedetto and Patrick Jolley.

being taken to exhibitions as a boy in the 1960s and seeing the then famous *Ortogo* layouts by Jack Dugdale. Jack was an early

The Haggis tippler

Our choice of Scottish delicacy was the haggis and in our imaginative version of reality, haggises are harvested somewhere in the highlands. They are transported in tippler wagons on a high level industrial track to be tipped down a chute into other waiting wagons. We made use of a second-hand Fleischmann tippler wagon (ref.5501) and its matching unloading station (ref.6481). These were repainted in bauxite. The 'haggises' were beads recovered from an old bracelet and to ensure the load tipped efficiently we added a simple card chute to the unloading station.

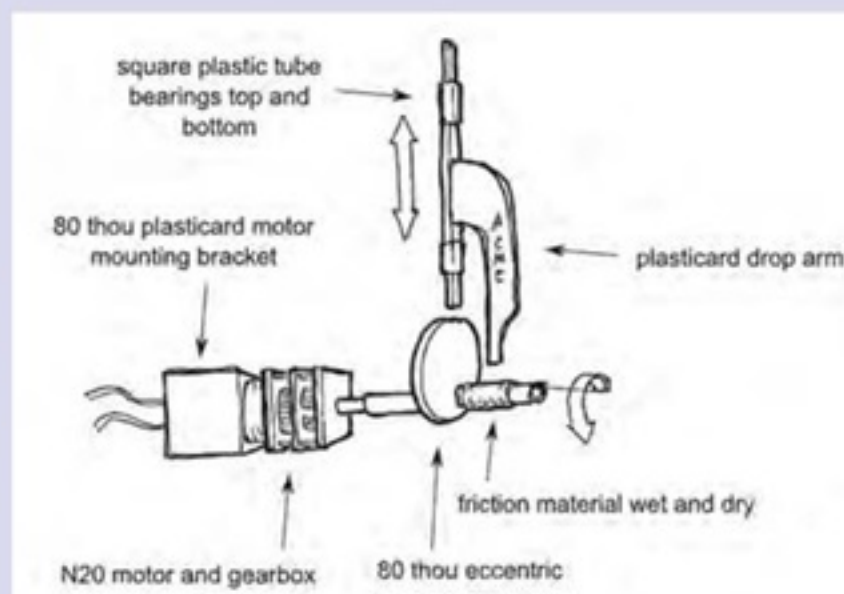


Cornish pasty conveyor

This animation depicted pasties moving down a conveyor belt located inside a factory. The factory building was constructed from card and brick paper and the conveyor was built using some black ribbon which was driven by a roller covered in fine emery paper. The roller was connected to a single 3V N20 geared electric motor (See RM April 2018) attached to a battery supply. Also fixed to the drive shaft was an eccentric which lifted the ACME business end of the press up and down. The joint in the ribbon was diagonally tapered to avoid a hard ridge that



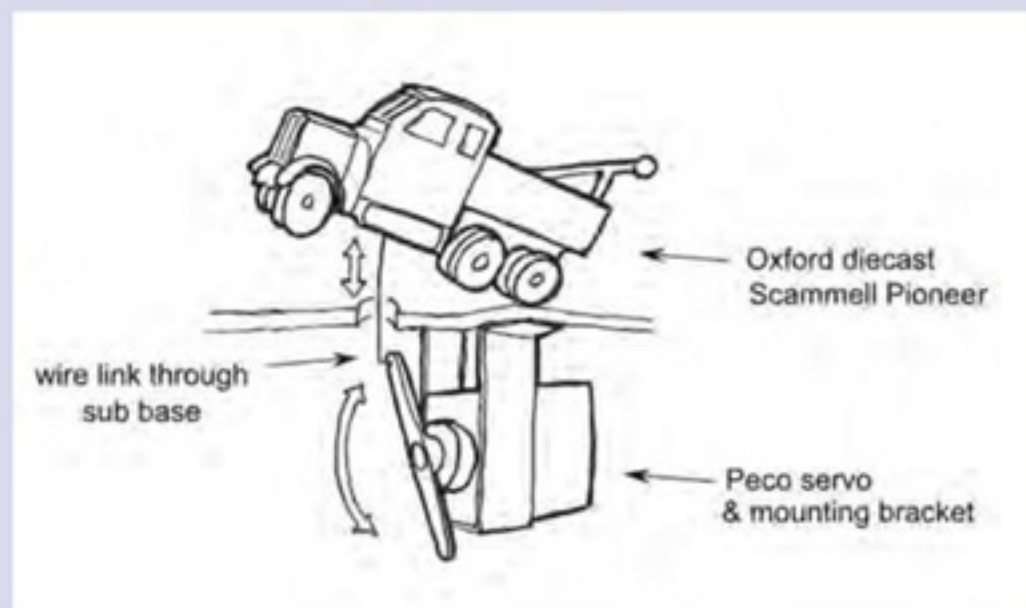
could jam on the rollers, impact adhesive gave a more flexible joint than either superglue or PVA would. The final touch was to paint pasties on the surface of the conveyor belt.



Yorkshire Pudding crane



A giant Yorkshire Pudding appeared in our food fair scene. The pudding itself was hand-crafted from ready-coloured modelling clay and, appropriately, baked in the oven to set. The animation depicts a butch-looking Scammell Pioneer crane attempting to lift the heavyweight delicacy – but failing! The model was the 1:76 scale example from the Oxford Diecast range and a servo (from the Peco SmartSwitch set) was fitted under the board. This drove a simple push-rod which caused the Scammell to rear up as it struggled and failed to lift the giant pudding. The final touch was the placing of men in high-vis vests supervising the abortive attempt.



The big screen

Another feature in the food fair scene was a cookery demonstration being shown on a big screen. Our celebrity chef was positioned behind his workstation with a camera crew, all in front of the big screen.

Our team captain Patrick's wife was filmed demonstrating the art of fine cuisine at a long table draped with a white cloth, matching that of the model and loaded onto a smartphone – in this case an old Blackberry but any smartphone will do. A simple screen surround was constructed for the phone which concealed the working parts but left the screen visible. The five minute video clip was simply played back when required.



pioneer of both automatic operation and animations.

The overall theme of the layout we were given to work to by the production company was 'Best of British' and we chose to interpret this by depicting local food delicacies being brought in by rail from the regions to our busy metropolis. Our prior builds were to feature these food delicacies in some way, each with their own animated features and we chose a whimsical representation, as after all, this was for a mainstream TV audience! Here's how we did them!

Conclusion

If nothing else, we learned that the usual skills deployed in building model railways are readily transferable into the construction of animated elements. We enjoyed the challenge and we could see the value of having animations for a layout aimed at the general public on TV or at shows. For a home-based railway built by a modeller who

wants his or her layout to be authentic and historically accurate, adding animations in this way might be seen akin to equipping Michaelangelo's David with a revolving bow tie, or giving Da Vinci's Mona Lisa some googly eyes. Anyway, thanks to my fellow team mates Patrick, Graeme, Trefor, Charles and Ian for their company and input with the whole thing – it was great fun.

Charles and Patrick (foreground) hard at work on the Coasters' layout. The Yorkshire Pudding scene and rear of the cook's screen are just visible.



Planet XVI – a laser-cut layout

SIMON & SUE DAY run a laser-cutting service called Blotz. When Simon joined the Railway Sleepers team in series 2 of The Great Model Railway Challenge, plans were made to exploit the technology to construct as much as was permissible under the competition's pre-build rules. The result was this space-age city on a colonised planet far, far away, but still operating earth-like trains, as Simon relates.

Photography by Steve Flint



Blotz primarily makes laser-cut buildings and accessories for the wargame hobby, so when our team came up with the idea for the competition layout, it made sense to try and prefabricate as many of the underlying structures as we could. This was acceptable under the rules as we were effectively bringing along our own kits – as opposed to say Metcalfe Models or Peco kits. The plan was to build our kits in the

modelling room whilst James, Martin and Mike got on with laying the track, and Paul painted the backscene as early as possible on Day 1 of the challenge.

We also designed a laser-cut structure to create the shelf along the rear of the layout for the city scene. This was basically a series of identical interlocking platforms each supported on a pair of laser-cut arched braces. This opened up the underside of the

▲ As the competition drew to a close, final testing of the interstellar spaceship on the finished layout was done by Warren Gleeson.

shelf to act as one long tunnel and permit easy access to the track and fiddle yard that was to be hidden under it.

The various gradients and upper loop trackbed were also prefabricated in this way, with the track bed being held up by a series



Warren Gleeson (right) and John Wilkes at the early stages of the competition. The railway embankments, gradients and high level trackbed sections were all made from laser cut MDF parts. This photo shows the modular design for the raised trackbed sections, with (inset above) the clear space they leave underneath for hidden sidings, loops etc.

For the city colour scheme we opted for a clean blue and white – not due at all to the fact that James is a very keen Sheffield Wednesday supporter, honest!

We were to have two main animations on the layout; a space alien chasing a miner, and a pop-up alien, the mechanisms of which were also prefabricated as kit parts out of MDF. Details of these are included in the panel overleaf.

The three-arch bridge at the front of the layout was also designed specifically for the layout and laser-cut from 3mm MDF, making it very quick and easy to assemble – once again enabling the lads to get the track laid across it in record time and tested.

Even the two roads which sported working Faller vehicles on them were also pre-cut.

The designs on these small display screens were etched with the laser and are lit below by LEDs to create the illuminated effect.

of simple two-piece pillars with wide feet and heads ensuring they would not topple before the glue attaching them to the baseboard had set. Each piece of the upper loop automatically 'clipped' to the pieces on either side making it one complete, self-supporting structure.

The landscape begins to take shape with the inclusion of the girder bridge. Road sections for the moving cars have been fitted and painted.

As mentioned above, all the buildings were pre-cut and brought along to the Fawley Hill TV location as flat-pack kits ready for assembly and painting. I designed these specifically for the layout and all were dry-fitted at home to ensure everything went together as expected when we got onto the site. We carefully dismantled everything, and labelled absolutely every part, ready for what was to be in effect a huge kitbuilding exercise under the lights and cameras.



Planet XVI – the animations

Since no-one in the Railway Sleepers team is gifted with electronics – basic or otherwise – we opted to go for an old-school approach, and make our animations operate mechanically. Although they were to function with retro-mechanisms, 21st century laser-cutting technology was still deployed to make all the parts.

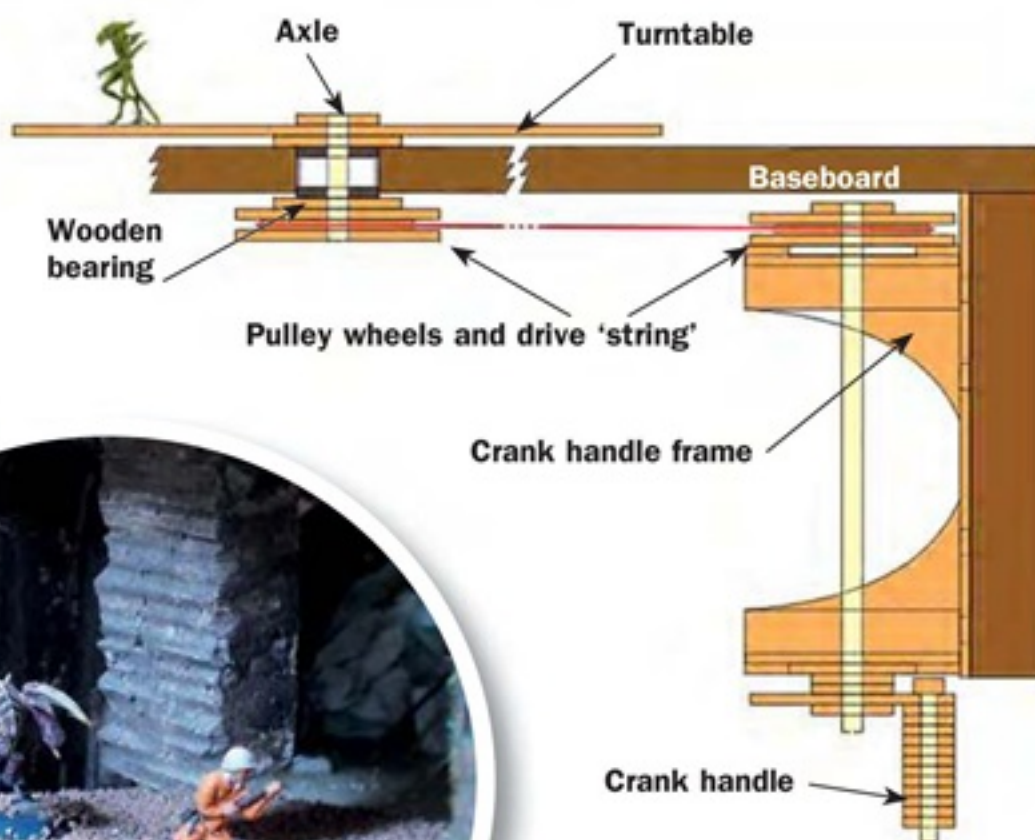
The two simple animations we had come up with for our layout depicted indigenous life of Planet XVI appearing amongst the human colonists.

The first animation was a simple rotating disc upon which a hapless human miner was to be chased by a hungry alien. The other animation was a 'pop-up' alien emerging from an underground burrow in the manner of an earth-bound prairie dog.

To create the chase scene we needed to make what was effectively a turntable with its axle passing through the baseboard and attached to a pulley wheel. The pulley was made from a number of 2mm MDF discs which were stacked and glued together: the turntable was produced in similar manner. The top and bottom assemblies were push fitted onto a wooden dowel axle and two MDF 'bearings' were glued to each side of the baseboard to enable the whole assembly to spin freely.

At this point we could have used a geared electric motor to drive the turntable, but we chose not to. Instead more laser-cutting technology was employed to make the vertical crank handle assembly, with an equal sized

Fig. 1



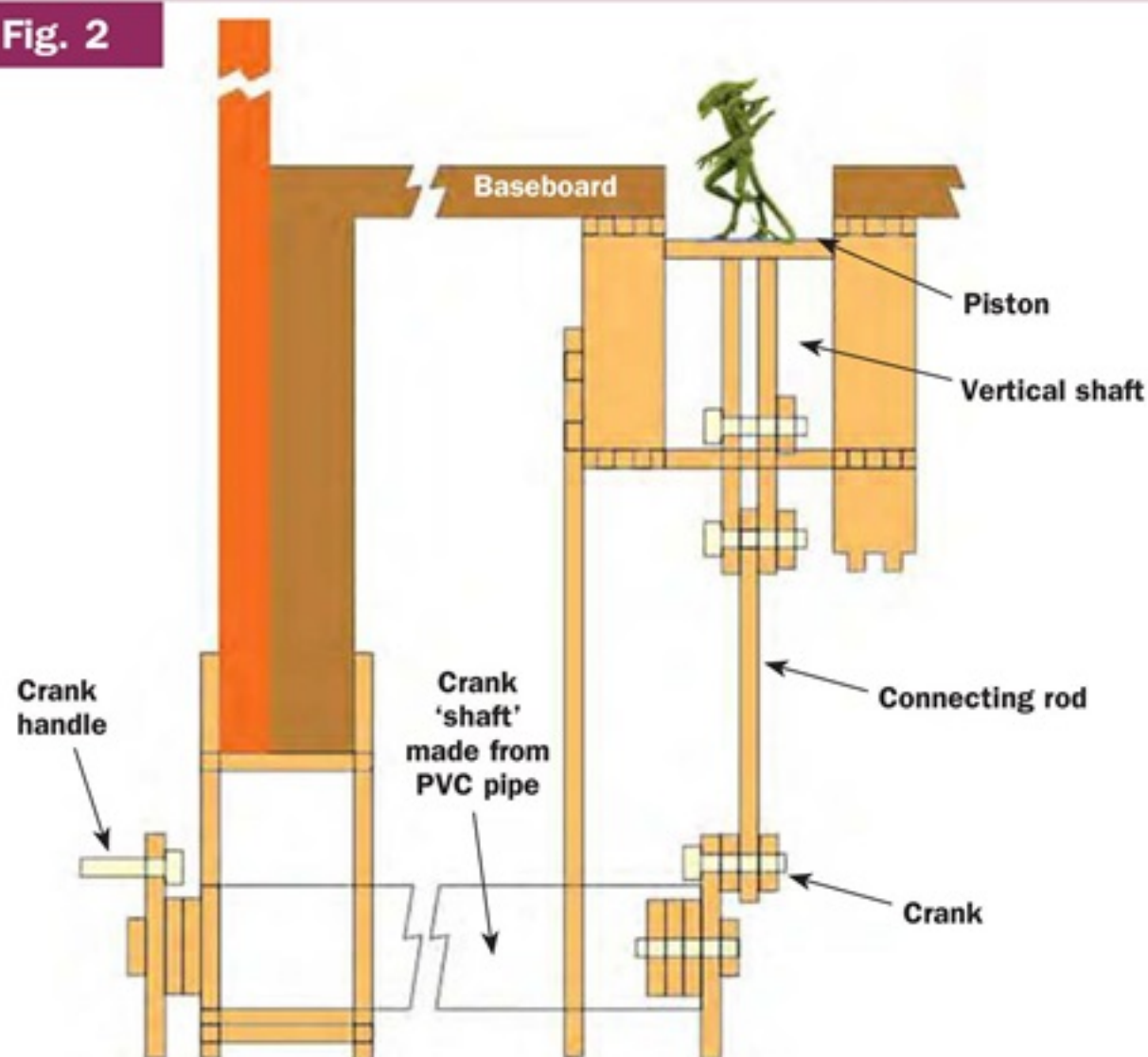
pulley wheel on the top. A loop of good old-fashioned string was added as a drive belt between the two pulleys, and to increase the friction against the pulley wheels we added a small elastic band to the centre of each one: see Fig. 1.

The second animation featuring an alien popping up in the restricted zone near the spaceship was achieved by affixing the creature on the top of a reciprocating piston rig, again all cut from trusty MDF. The lower crank axle was attached to a long shaft – in this case a length of PVC pipe – which ran to the back of our layout where a second crank handle was located (in this case a horizontal one) see Fig. 2.

The modern electronic method would be to use a servo to drive the piston shaft up and down. I'm sure it would be simpler, but we enjoyed the challenge of making it with laser-cut wood.



Fig. 2



We created them as a series of 2mm MDF pieces with jigsaw connector-shaped ends. The groove to hold the steel vehicle guide wire was part-cut into the sections at the same time.

Each piece was numbered and a plan prepared so that on set, Mike could quickly re-assemble them in the right order, glue them down, and inset the steel guide wire.

Laser-cutting equipment

We used our two large industrial laser-cutters in our business premises and all the design work for the items to be laser-cut was carried out on Corel Draw, a computer drawing application. A simple 2D drawing is required, with the colour of each line directing the laser-cutter to perform a particular type of cut; – ie draw a surface mark, cut right

through, cut wide, engrave half depth, ignore, etc. The Corel Draw files interface directly with the software that controls the laser-cutters.

While the machines we have for our business are rather expensive, much cheaper home workshop laser-cutters are available from a variety of online sources with prices starting at around £200 for a very basic



▲ Assembly of all the buildings from laser-cut parts was carried out during the 24hr challenge in the design room. Here, the author puts the finishing touches to a selection of them.

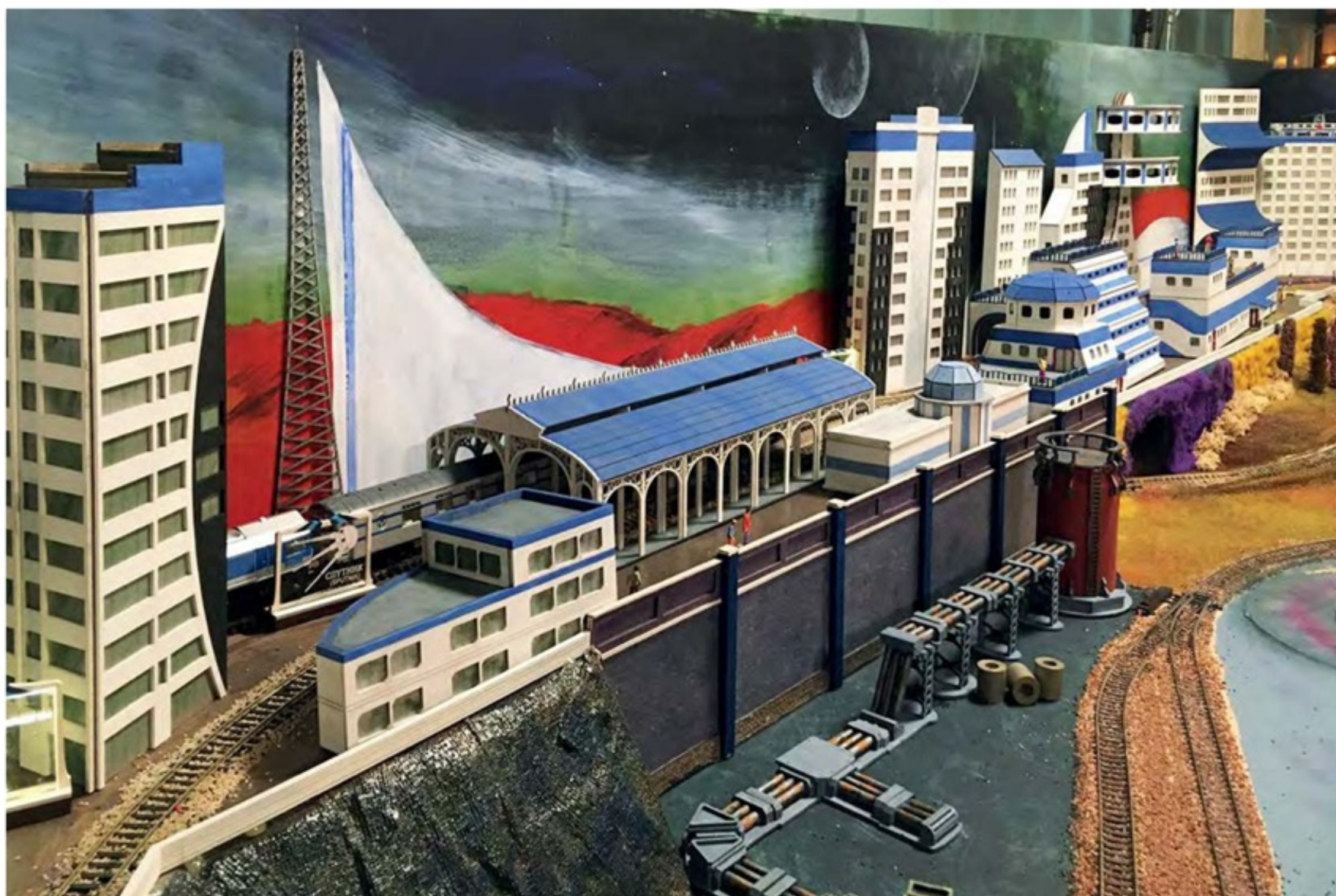
machine. So although we had the benefit of industrial-sized equipment, the technology is very much within the reach of either a club or individual hobbyist who would not be needing such a heavy-duty workflow.

In conclusion, you don't actually have to own a laser-cutter yourself. Some companies (eg Makerspace) can make a laser available for their members, while other companies (ourselves included) can provide a bespoke design and/or cutting service. The hobbyist provides anything from a just rough thumbnail sketch to a polished architectural grade drawing, and have that turned into a kit of parts for their own layout.



▲ And here's how they were all arranged on the rear raised section of the layout so as to give the appearance of a busy city with simultaneous arrivals in the train shed.

Almost finished. Planet XIV was one of several space age railway depictions in the second series of The Great Model Railway Challenge, and could well spark a trend in the hobby – take a look at the Hornby 2020 new products report, starting on page 170 in this issue.





A real location, now no more, modelled in N

Thornycroft Sidings

Father and son modelling duo **DAVID & EDWARD SMITH** set their sights on the formerly rail-connected factory complex of J I Thornycroft Ltd in Basingstoke as the basis of their latest creation. Here, David describes how – with the aid of computer modelling techniques – the project came to fruition.

Layout photography by Edward Smith



Thornycroft Sidings served the factory of world-renowned commercial and military vehicle manufacturer J I Thornycroft Ltd, which was located in the town of Basingstoke, Hampshire until 1972. The rail connection with the town's main station used a short surviving remnant of the Basingstoke & Alton Light Railway, the route of which closed to traffic in 1936. The factory

site was levelled in the early 1990s to make way for a supermarket.

Our decision to 'rebuild the Thornycroft factory' only came about due to the launch of the Britain From Above website, which is an archive of aerial photographs of UK locations taken in the 1920s and 1930s. It was whilst searching there for pictures of Cliddesden station (our previous project, see

▲ A lineup of part-completed military vehicles outside the Thornycroft works.
Historic photographs: courtesy Kevin Robertson

RM March 2016) that I came across a perfect view of the factory and its sidings that just cried out to be modelled.

Discussing it with my son Edward, he agreed to join the project and we set the era



▲ G6 0-6-0T No.278 delivers a trainload of raw materials to the site. The B&ALR runs along the front of the layout.

◀ No.278 was a regular shunter within the works. Here it ventures to collect some sheeted wagons from outside the paint shop.

to be during Southern Railway days – as per the date of the Britain From Above photograph.

Researching Thornycroft

As with all model railways based on actual locations, a fair amount of research was required. It is this aspect of seeking out historical details that I find particularly interesting since it increases one's knowledge and gives credibility to the model created.

Edward set about drawing up a scale plan from old maps to see what would fit our baseboard 'standard' of 1200mm x 800mm. We found that about a third of the factory could be accommodated if we reduced the width of the main goods yard a little. Worting Road with its bridge over the railway would be the scenic break on one side and the B&ALR would run along the front edge.

I knew from the start that much of the modelling was going to be involved with constructing buildings for the factory complex, with little in the way of landscaping requirements. Edward's plan gave the floor area of each building but what of the heights and architecture style? Thornycroft was prolific in photographing its vehicles and even owned its own photographic studio.

Some photographs show vehicles in front of the factory buildings, which helped our understanding of architectural styles. One photograph in particular included a view of the railway buffer stop alongside the Wood Store. The Wood Store height was scaled from the height of the buffer stop and this became a reference point to calculate all other building heights.

There are many Thornycroft photographs published online and in books, but we also arranged to view the archive held by Hampshire Museum Service. The museum had photographed the buildings for posterity



▲ A wet day inside the yard sees solid-tired lorries (probably destined for military service) on Lowmacs ready for despatch.

A chance encounter

This research provided us with sufficient reference to model the buildings, but what good is that without knowing their purpose? I needed to find someone associated with the factory that might know.

Remarkably, a chance encounter with a former Thornycroft employee gave the answer. His time at the factory was after our model period (when some rebuilding had taken place) but he was able to pass on to us

a floor plan from the 1930s that identified the purpose of every building. We could now proceed, not only with evidence to hand, but with authority as well.

I intended to share the building design and construction with Edward but soon realised the task was going to be complex and time consuming, probably too demanding on his time. He agreed that I should make all the buildings first and then he would come on



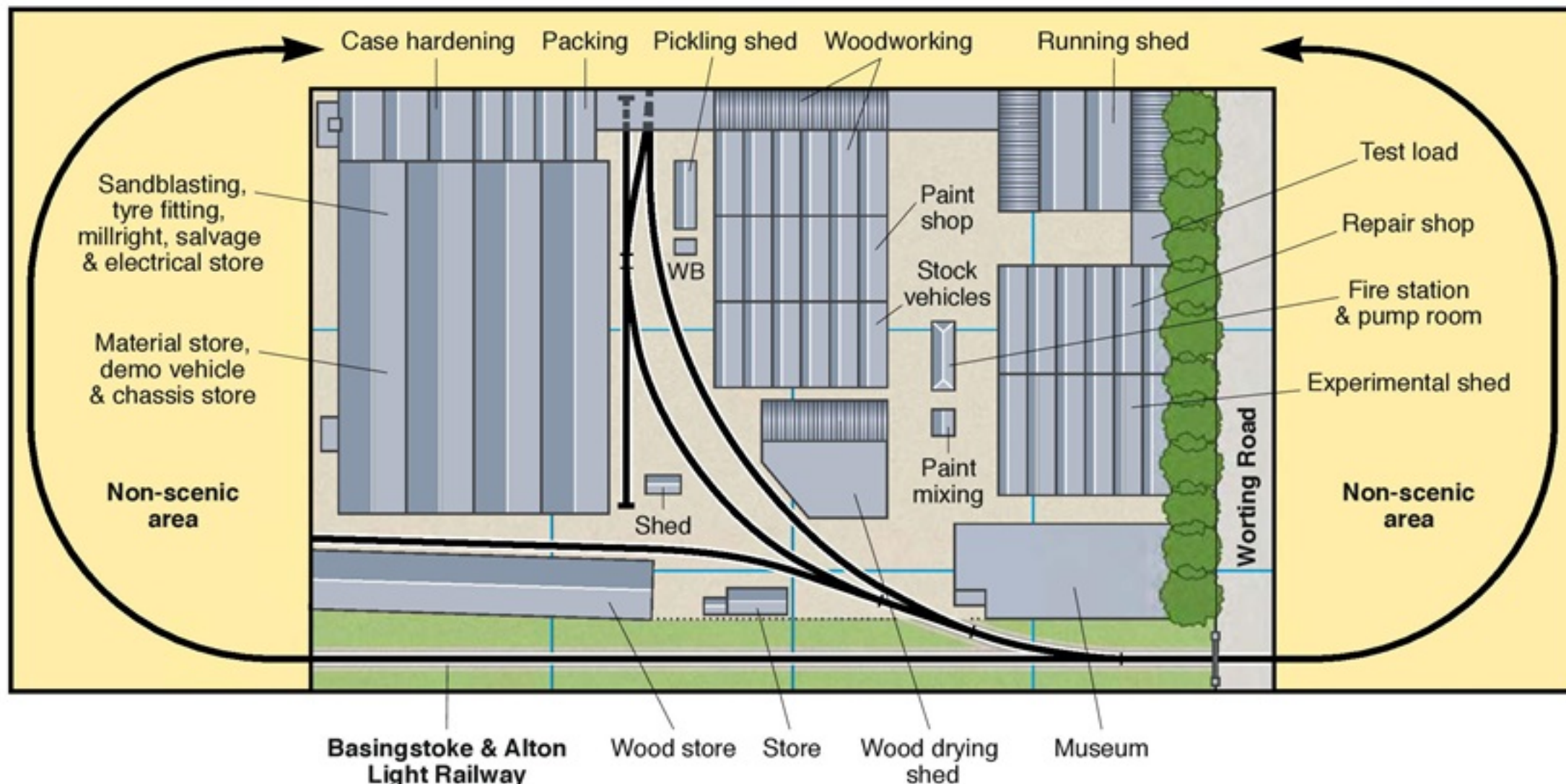
▲ PB Class cabs-and-chassis on Lowmacs awaiting collection outside the paint shop. The wood drying shed is in the distance.

▶ Night scene in the goods yard. Several of the structures have been fitted with lighting.



THORNYCROFT SIDINGS

Overall scenic size approx. 4' x 2' 6", plus end loops.
Each grid square = 1ft x 1ft.



board for layout construction. In all 14 buildings were created from scratch over a five month period (comprising a few hours per week). The smallest building is thumb-size, whilst the largest measures nearly half a metre square – massive for N gauge!

Buildings – design and construction

Buildings were designed in a graphic editing software application. I loaded up one or more photographs of the real building (or parts thereof) and scaled them to N gauge (1:148). Decorative layers were overlaid using photos of real building materials or artwork creations; each side of the building and roof being drawn independently. The larger buildings included a plinth that could be buried in recessed ground works.

The designs were printed (using a home inkjet printer) onto self-adhesive A4 label sheets and the parts cut out to stick onto

board for assembly. I use Epson Durabrite Ultra ink as I find that it has excellent colour retention properties over time and resists water damage.

Where internal lighting wasn't being fitted, windows were printed opaque. However, for the three buildings where internal lighting was being fitted (using Livarno LED striplights), the windows were printed opaque and then stuck to transparent film, with the panes peeled off to leave just the window bars.

Model vehicles

Being a factory manufacturing commercial vehicles, it was essential to have some examples of these placed in the yards. I believe there is only one class of Thornycroft vehicle in N gauge available from the trade, clearly insufficient to show the variety of vehicles in manufacture over the modelled period. This left me with no option but to make my own.

More research was undertaken to identify vehicles from the late 1920s/early 1930s and three types were chosen for which dimensioned chassis drawings existed on the web; the A1 van, A3 van, PB van and XC bus. To these I added the earlier J class lorries and No.1 Van as these were held in the firm's onsite museum at the time.

The No.1 Van was the first vehicle made by the firm and was steam driven. This model was designed and made in a similar fashion as the buildings, except for the wheels and boiler, which were fabricated in FIMO clay (a craft material that is oven-hardened).

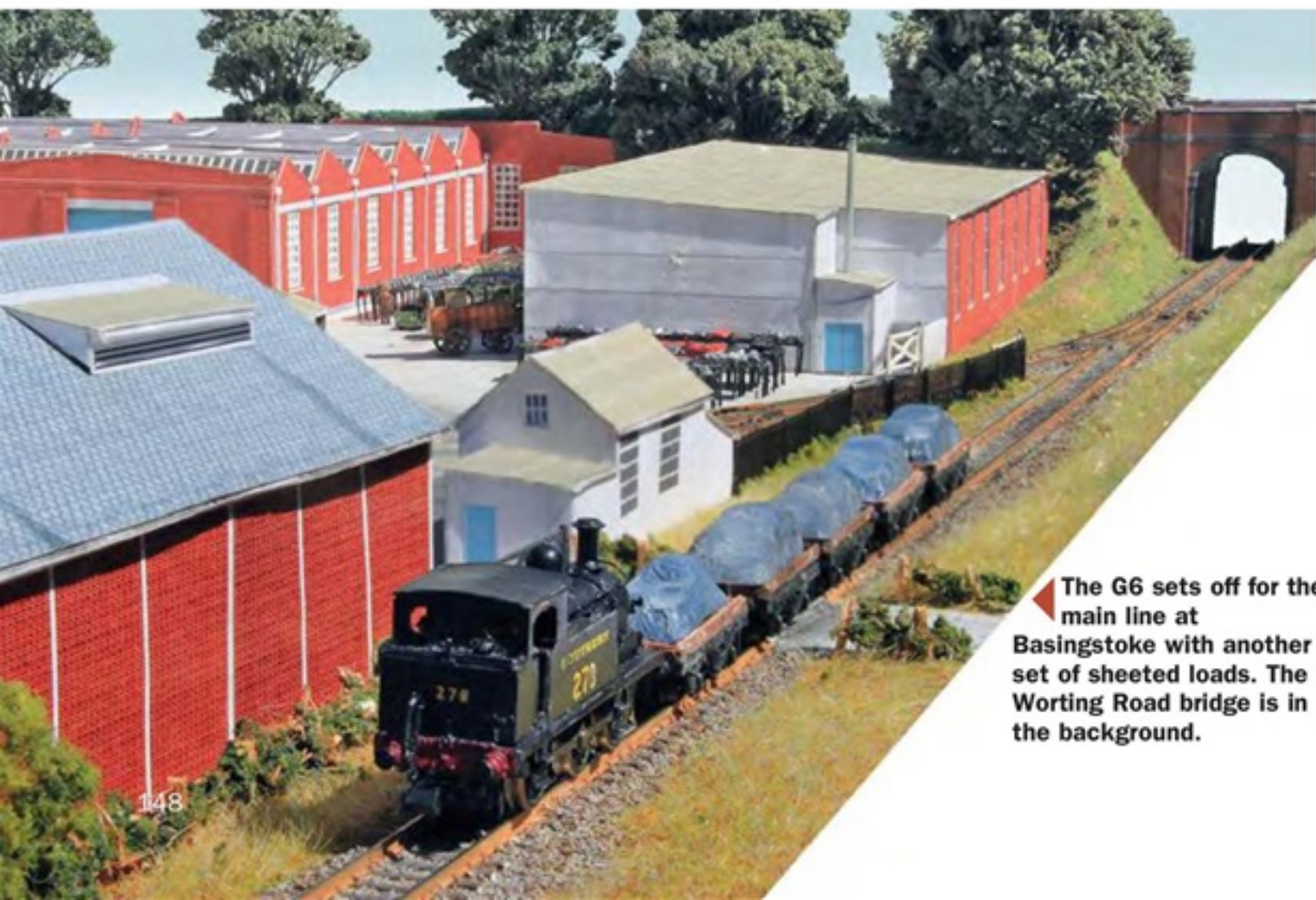
The others were designed and printed as kits of parts on our own 3D printer. In my experience, using 3D printing to create detailed N gauge models is pushing the boundaries of printers that use the extruded plastic filament method; quite a bit of fettling is needed on the printed parts, rather like flash removal on conventional plastic kits. I have found that the finish is not as good as injection-moulded technology, but there may be more I need to learn about the process in order to improve quality.

Layout construction

The construction of the layout is traditional in most respects and was undertaken over a period of two years, including the numerous structures for the factory complex.

We built the baseboards from MDF and softwood frame; Edward laid the factory road surfaces using DAS clay to raise the height to rail level. Cobbles, tarmac and concrete were modelled this way.

I created Worting Road and its embankments from polystyrene packing foam blocks and Edward did his masterful static grass laying. Trees are made from sprigs of dead Sedum flower heads and the manicured hedge is made from green kitchen scourer covered with short static grass.



The G6 sets off for the main line at Basingstoke with another set of sheeted loads. The Worting Road bridge is in the background.



Track is Peco code 80 with points controlled by SEEP motors. Trains are 12V dc powered from homemade electronics.

Creating the backscene using CAD

The backscene was quite a project in itself. The problem we faced was the model buildings on the layout had to be shown continuing seamlessly into the backscene. Edward decided to 3D model the remaining two thirds of the factory in CAD and, using camera positions within the CAD, we were able to choose a view that was convincing if viewed from a certain position.

The wire frame CAD model was then exported into a graphic editing application where surface detailing for the structures was added; the completed image was then softended tonally so that it wouldn't dominate the foreground buildings. It was then professionally printed and stuck to MDF board, which slots into the baseboard behind the buildings.

The backscene blends in the three-dimensional modelling with the two-dimensional imagery, whilst maintaining perspective.

▲ The Main Yard looking west. The long vehicle on the left is an XC bus chassis with a concrete block load departing for a test run.

▲ A1 Class Dunlop van being photographed in Worting Road.

Operation and stock

A Dapol M7 locomotive trundles between Basingstoke and Alton past the factory with its passenger coach or freight wagons, whilst a Class G6 0-6-0T shunts the yard.

The G6 is an etched brass kit from N Brass Locos, mounted on a Graham Farish 57xx 0-6-0PT chassis. Given the number 278, it is a model of an actual G6 that served the factory in the 1930s.

The passenger coach was scratchbuilt in card on a scratchbuilt chassis with proprietary bogies. Among the proprietary wagons can be seen scratchbuilt one-plank wagons (card on Peco chassis) and LOWMACS (card on parts cut from two Graham Farish Mk.I coach bogies).

Figures and cameos

Figures were made in FIMO clay on wire armatures. Nearly all have flat caps, common for the period. The scene of a van being photographed by the official photographer is fictitious but entirely credible for reasons stated earlier. I am particularly pleased with the model of the photographer, which is

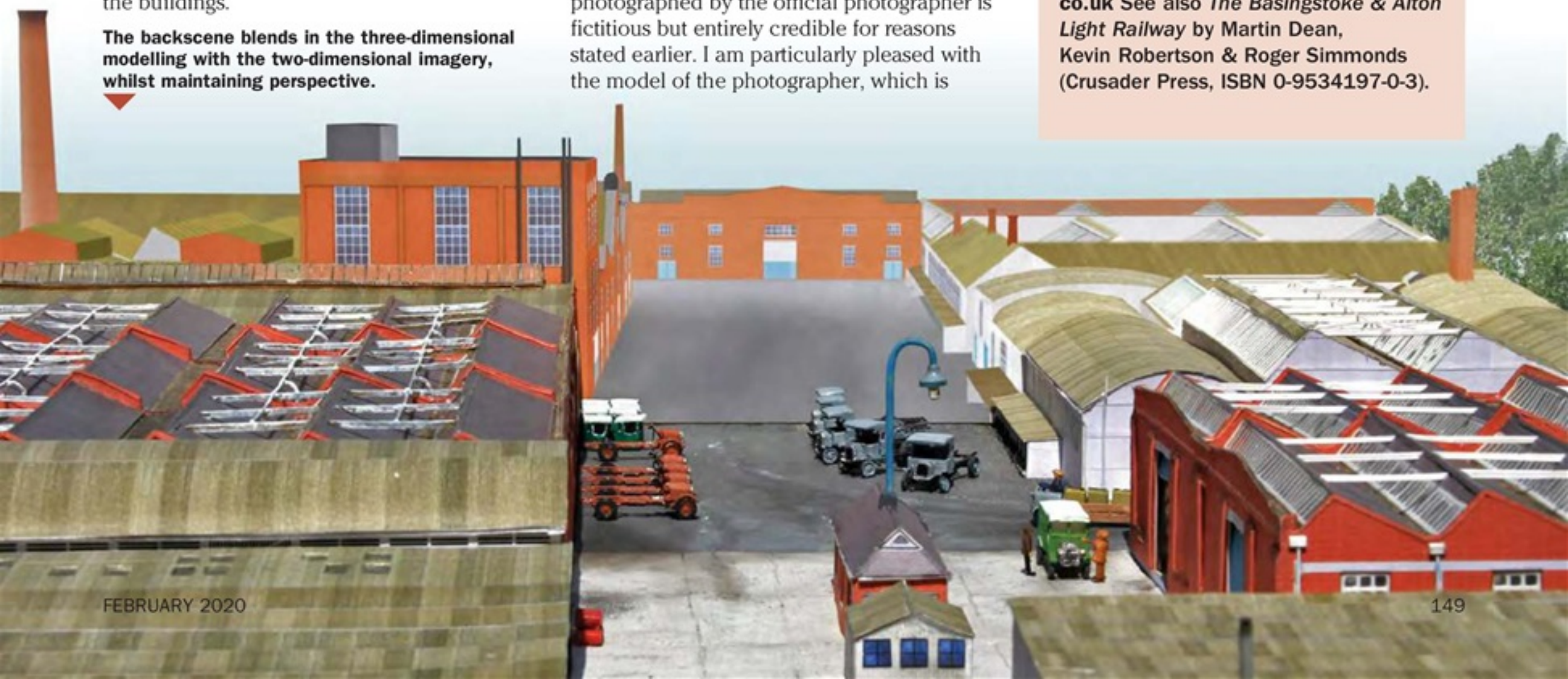
based on a photograph of the 1930s American aircraft photographer Rudy Arnold.

Other set scenes on the layout have been recreated from photographs including an A3 flatbed lorry unloading straw into the Wood Store; a driver of an A1 van being directed by the Foreman outside the Repair Shop; goods yard clutter comprising vehicle parts and racks of materials.

At the north end of the layout is a J Class anti-aircraft gun-carrying lorry. This depicts the vehicle that was donated back to the factory by the War Department after the First World War. It was housed in the onsite museum but hauled out to sit beside the Chassis Store during the Second World War as a threat to enemy aircraft! There it languished, deteriorating until the 1960s when it was given to an enthusiast, later to be obtained by the Imperial War Museum which restored it. It is now display it at Duxford Museum.

Find out more

A full account of the project to construct the layout can be found in our blog at: <http://ngaughelightrailway.blogspot.co.uk> See also *The Basingstoke & Alton Light Railway* by Martin Dean, Kevin Robertson & Roger Simmonds (Crusader Press, ISBN 0-9534197-0-3).



Have you ever wanted to extend your layout?
PETER FURNESS did, and now relates the experience of relocating and rebuilding his model railway into an annex in his home in South Africa.

Photography by the author

Furness Rail extended

In May 2013, RAILWAY MODELLER published a feature about the first model railway I had built since I was an 11 year old boy – a long time ago now!

Furness Rail, as the 2013 layout was called, was located in a small bedroom in my house and measured approximately 1.8m by 1.2m. It depicted a railway in the UK, specifically the Lincoln area around 1960, and consisted of two inner tracks, with five station sidings off the inner tracks, a main line station with a loop to provide three tracks to the station. There were also two elevated tracks.

Unfortunately, 'model railway disease' is highly contagious, with adult males being particularly susceptible, the symptoms include continuous attention to building layouts, wandering around railway model shops and attending shows. It must be mentioned, that I am equally 'compulsive' to both the operating of the model trains and the landscaping, therefore, my layout was densely packed with both the rail system and associated urban sprawl.

Phase two

Having completed stage one, as featured in the original article, it became obvious the layout did not provide enough operating potential. I constructed phase two as an L-shaped extension of 1.2m by 1.2m and amended the elevated tracks to go around the total L-shape and extensions to the original internal ovals.

Again, I endeavoured to pack in as many sidings and buildings as possible, based on the red brick industrial areas of Stamp End in Lincoln where I spent much of my misspent

youth. These included the Ruston & Hornsby workshops, the Lincoln Co-op grain silos, and The Poachers Brewery, to name a few.

At this stage, I had almost filled the

bedroom. There was only just enough room for the door to swing open and one person to stand in the small area not occupied by any of the layout.



“ – I am a firm believer that every detail, model and scene featured should tell a story – ”

Peter Furness

The layout is densely packed with trackage and urban sprawl.



A view across the original part of the layout. The local terminus station is relatively unchanged but the main line station has had its overall roof and footbridge transferred to the new part on the far side.

Relocation

I needed to re-think: I could not physically reach the entire track and Murphy's Law proved that all train or track problems occurred in these unreachable areas. So the decision was taken to move the layout.

I cut the layout into two main sections, and with the help of five professional movers to do the physical work, we moved the separate sections through the door, down the corridor, into the garden to its final resting place in an annex. The sections were then positioned on specially made steel stands, which gave the potential for yet another extension, and so phase three began!

Phase three

Work on rebuilding started in earnest, commencing with the reconnection and amendment of all tracks, and reinstating the 'bits' that had fallen off. Once all the original trackwork was connected, I started at the front of the layout, with the repositioning and extension of the elevated tracks over a new elevated viaduct, which spanned a new canal complete with long boats delivering coal to a conveyor, feeding the existing coal hopper.

I constructed a new main line station, which also incorporated an underground station that runs below the elevated lines, next to the canal. The local station line feeds from the underground track, which curves through the central link between the original parts of the layout, to feed the industrial area.

The farm was also extended with storage sheds, cottages, cattle and sheep pens, plus a lumberyard and coal mine.

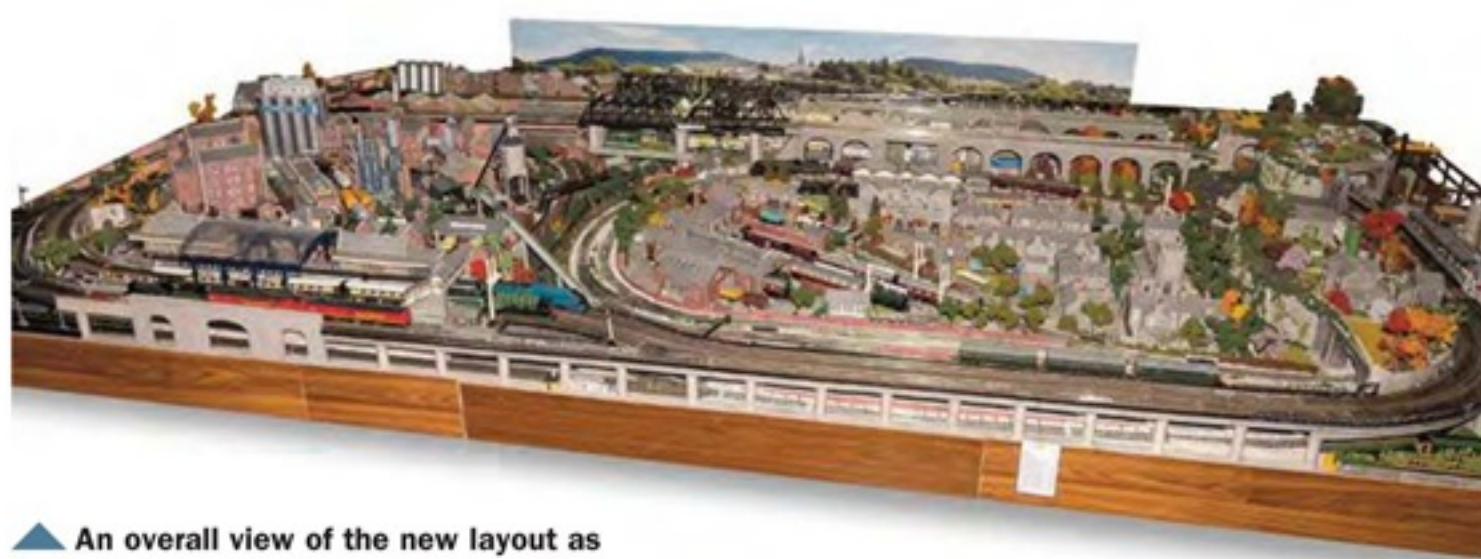
A new high street was created along the full length of the layout with cinemas, shops,



banks etc. I am a firm believer that every detail, model and scene featured should tell a story.

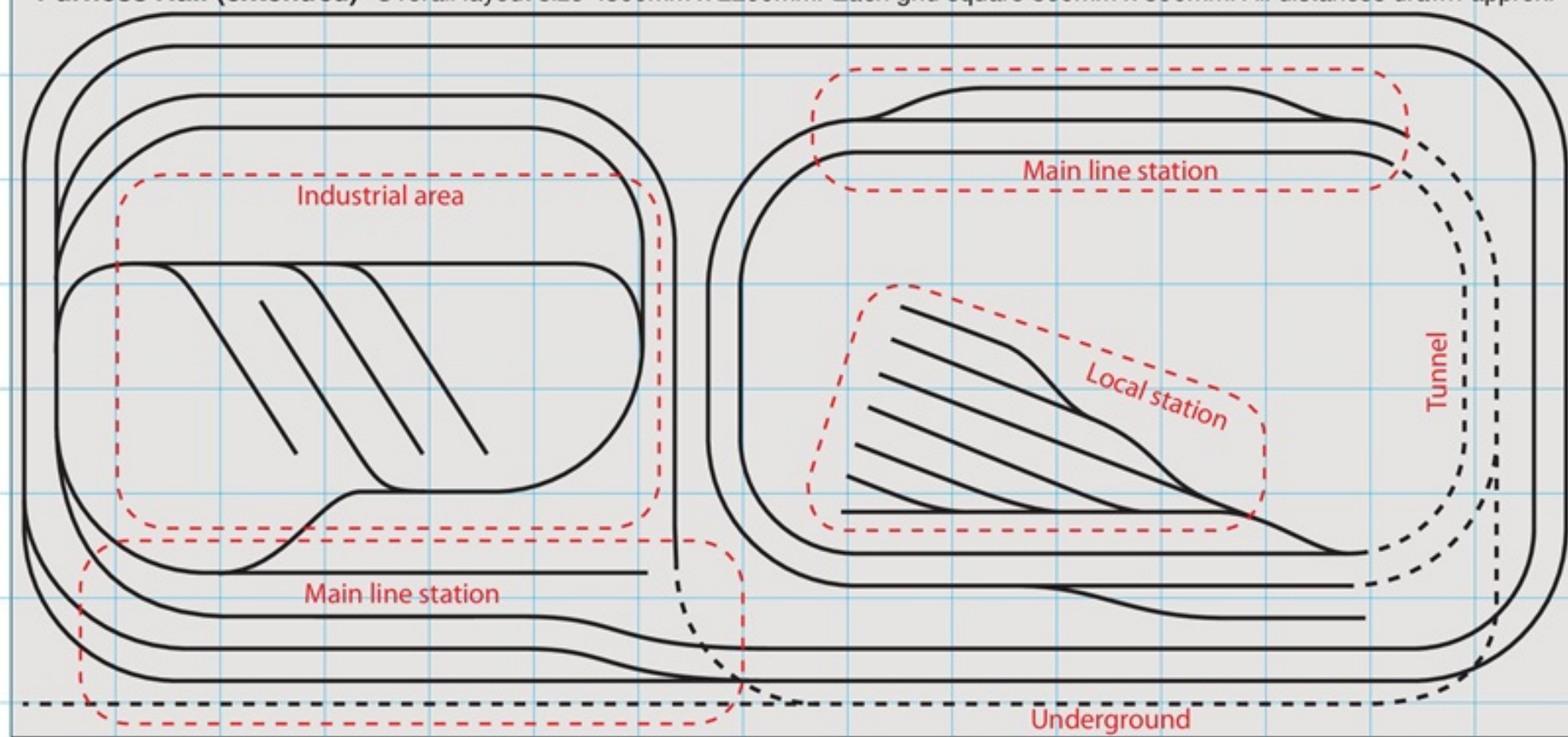
With all these new additions, I was therefore faced with a problem of getting goods to and from the industrial area by

road, since the central area was covered with tracks and buildings. After some deliberation, I decided to excavate, through the base polystyrene, to provide an appearance of underground access for deliveries, collection and staff parking.



▲ An overall view of the new layout as mapped out in the schematic plan below.

Furness Rail (extended) Overall layout size 4500mm x 2200mm. Each grid square 300mm x 300mm. All distances drawn approx.





▲ A view through the industrial area showing a coal delivery being shunted.

Refinements

I spent the following year fine-tuning the rail system, correcting faults and ensuring the trains ran smoothly. Here, the technical knowledge of my friend Terry Cookson and the people at Model Train Exchange, who service my engines, offered advice and of course accepted my money to feed my model railway needs.

There's a but

Well, there was a lot more operating potential on the rebuilt layout, but...

At the end of 2018 there was no room left for any more building work, and as I said earlier, I am a compulsive builder as well as an inveterate operator.

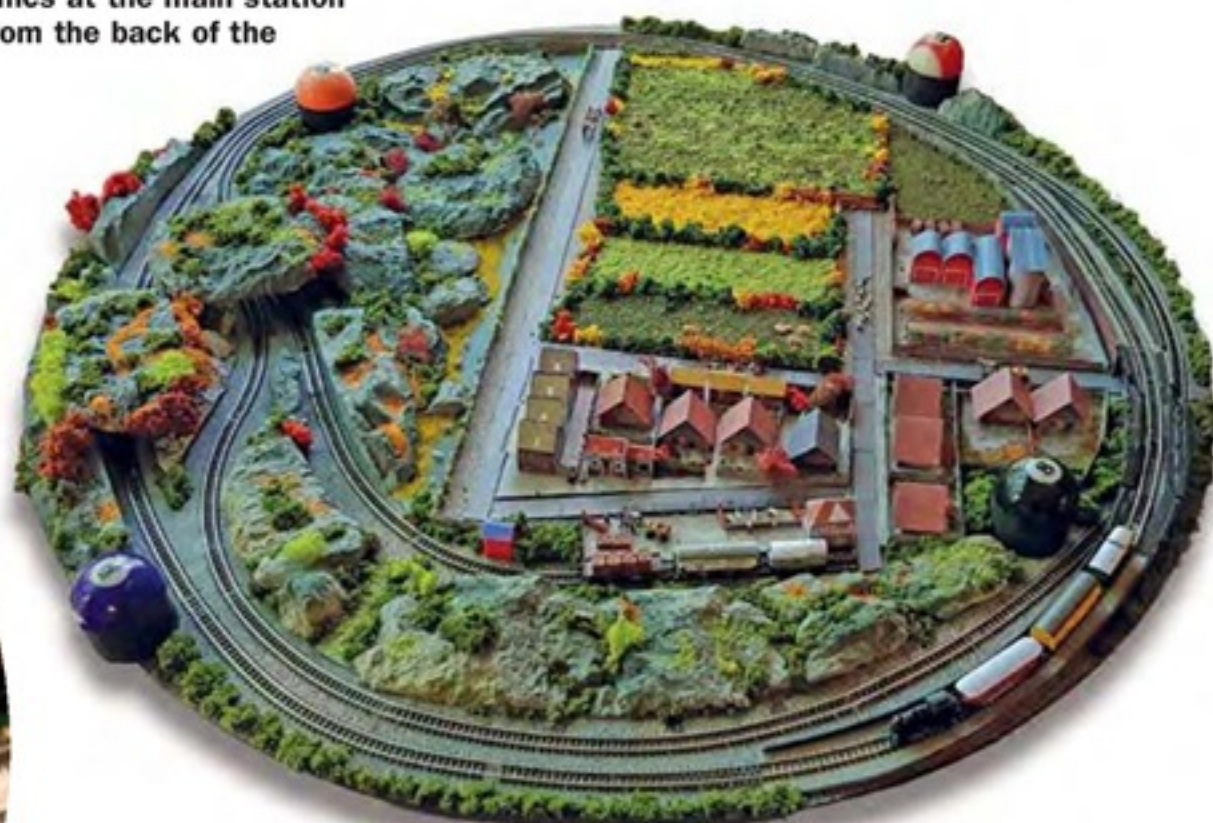
Another move was out of the question since, there was no more space available in my house. Furthermore, the layout was now too big to exit through the door it came in!

Two famous LNER Pacifics at the main station which was relocated from the back of the original layout.

▲ Phase two included scenic elements from my youth spent in Lincolnshire. Here we see a depiction of the Ruston & Hornsby and Lincolnshire Co-operative factories. Many of the buildings will be recognised as those from the Metcalfe Models range, with the silos and vertical tanks from firms such as Walthers.

Then I remembered something I had been given previously; a 'train in a briefcase' built to Z scale. I was off again. As no Z scale models were available in South Africa, I had to build all scenery myself. This included paper buildings, landscape, roads and mountains. I found modelling in this new, much smaller scale, had its drawbacks, and I soon realised that my fingers were more used to modelling with OO gauge models. However it's now finished and sits below a glass coffee table in the snooker room.

Now what is next? A G scale model calls, so wish me luck!



▲ The Z scale layout built from parts I recovered from a 'train in a briefcase' set I had been given some time ago. It provided a chance to do some more building work now that *Furness Rail* was finished.





RAILWAY MODELLING *Explored*



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

THIS MONTH • Deeply Vale • Using the new Peco TwistLock point motor

Deeply Vale

WILLIAM BARNFIELD built an OO layout set in Lancashire using inexpensive locomotives and stock.

Photography by Derek Shore

At the dawn of the Industrial Revolution the real Deeply Vale, just north of Bury, had 15 mills with about 2000 workers, but with the coming of steam they all closed down and the valley returned to nature. It was briefly famous again for its pop concerts in the 1970s.

In my rewrite, one firm – the mighty Sproutwind & Trott – has kept on going and has its own railway system. There's also a branch up into the hills at Cheesden, where there's a mill which supplies Sprouts, and a quarry.

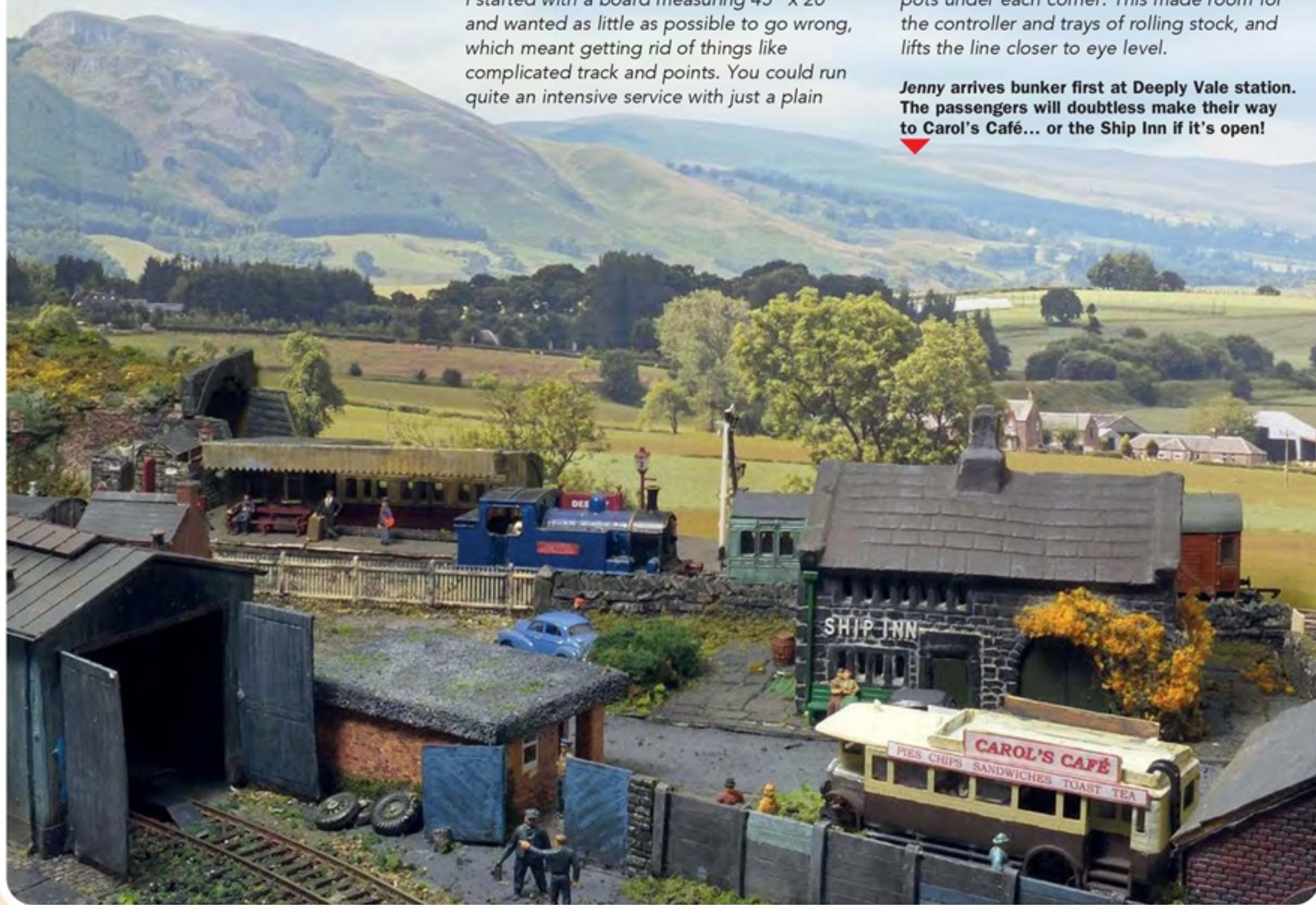
THE LINE

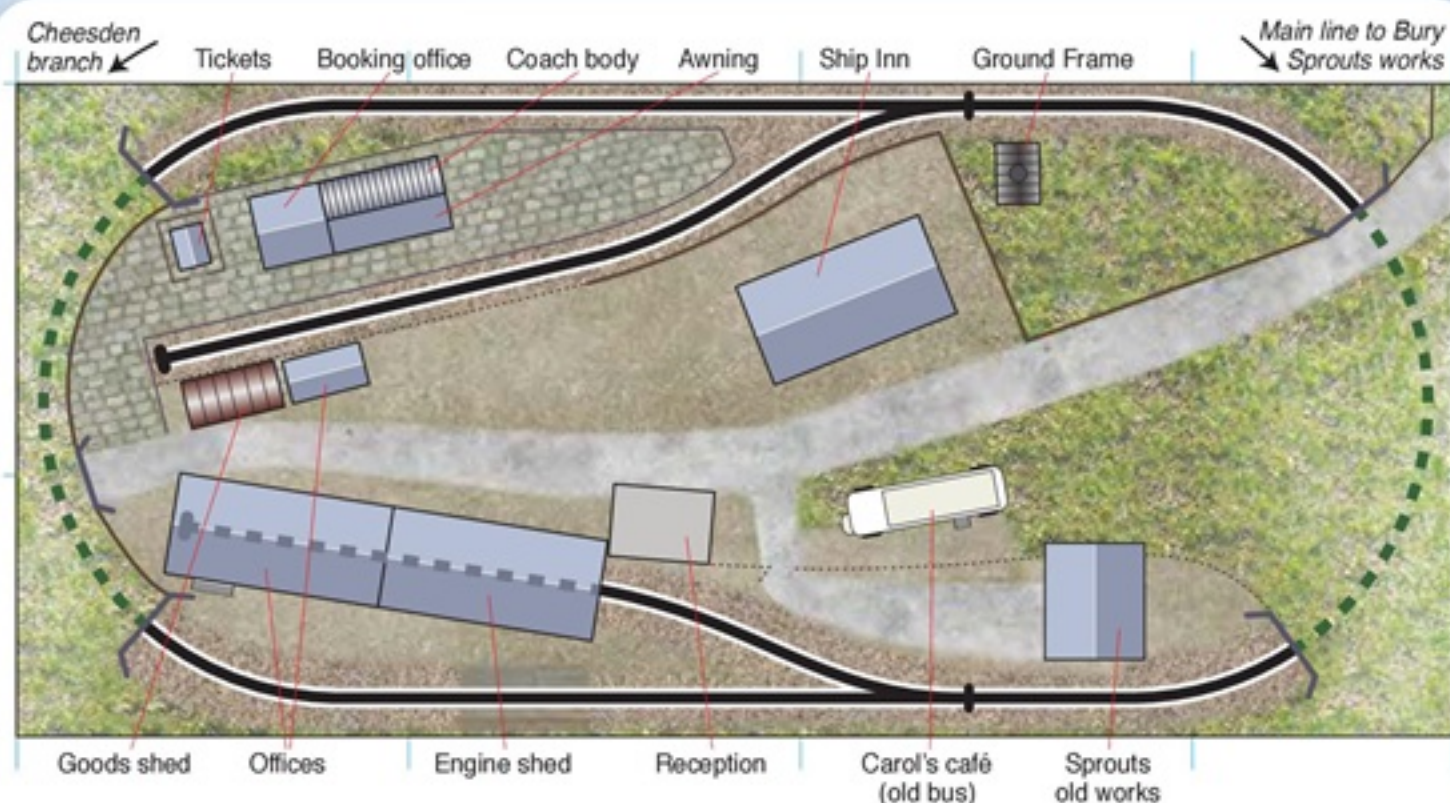
I started with a board measuring 45" x 20" and wanted as little as possible to go wrong, which meant getting rid of things like complicated track and points. You could run quite an intensive service with just a plain

oval but it would tend to be a procession, so I went mad and added a bay platform to the station, allowing for exchange of traffic, and a siding at the bottom. The fiddle yard, all 18" of it, is the back of the oval.

It might sound a bit Terry Pratchett but the board has a column of '£1-shop' plastic plant pots under each corner. This made room for the controller and trays of rolling stock, and lifts the line closer to eye level.

Jenny arrives bunker first at Deeply Vale station. The passengers will doubtless make their way to Carol's Café... or the Ship Inn if it's open!





Deeply Vale Overall layout size 3' 8" x 1' 8". Each grid square = 1' x 1'.

THE TRAYS

These are quite important. There's one each for the main line, the works and the branch. What goes in which depends on where the train originates, so full quarry wagons are always in the branch tray and empties in the main one. I originally thought I'd move stock between trays to reflect progress but you end up with one tray nearly empty and another overflowing.

SCENERY

Trains like to derail in tunnels, so apart from a small block of wood at each corner I've kept the track accessible. At each end I spanned the blocks with a double thickness of old track and onto these laid some crude card formers, so it looked like two primitive cantilever stands.

On the right-hand side I built up a traditional hillside, stretching strips of newspaper dunked in green-tinted dilute PVA

over balls of rolled-up paper and across the card formers. I then added more PVA/paint, put scatter straight on and fizzed it with inexpensive hair spray so the finished hill rose from the bare earth in about 10 minutes.

On the other side I got into an awful mess. I wanted the station as compact as possible but this created a bottleneck between the sharp curve and the end of the bay siding. Clearances were down to millimetres and the siding got shorter and shorter! I solved the problem by running the platform into a sheer cliff of biodegradable plant pot material which is quite a nice poor-man's rock. On top there's a narrow plateau of shrubs and scatter.

I then felt that this horseshoe cliff was a bit claustrophobic, but I found a small piece of narrow tunnelling that had been lying around for years, and made a single track road through. I still haven't worked out what to put in front of the fiddle yard. More cliffs?

BUILDINGS

I started with the platform which was just a few layers of soft cardboard topped with one of my favourite materials – old lino.

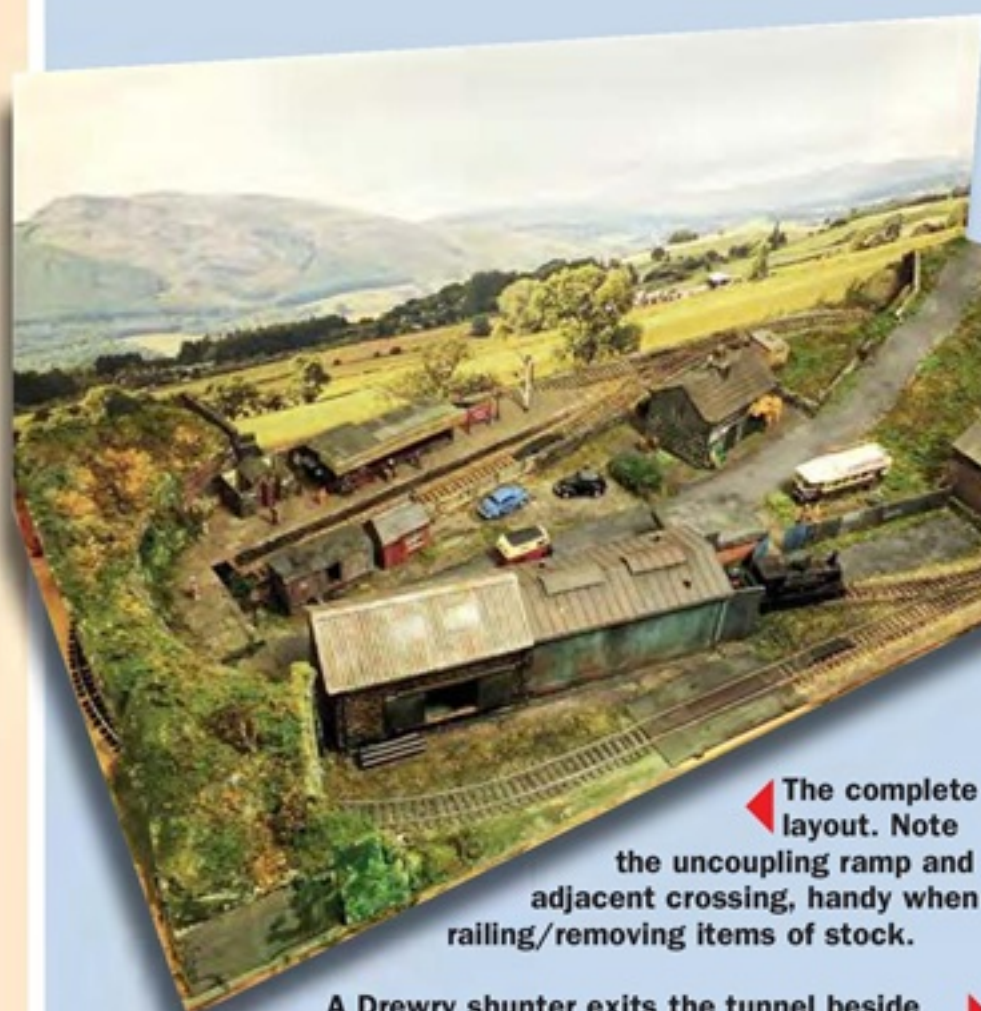
Distressed lino perhaps, the underside scored into old stone flags so it almost fell apart.

I always liked the idea of an old carriage as the station building, and I downgraded a ubiquitous Hornby four-wheeler body from proud Great Western to weather-beaten London Midland maroon & cream, but I was disappointed with the end result, stuck there in the middle of the platform, like a pea on a drum as we say round here. I added a stone blockhouse as a booking office and decided that to make up for its earlier austerity the company had authorised an awning. It was quite fun marrying the three types of roofing together; the carriage, the awning and the corrugated blockhouse roof. After much debate I put a sleeper base under the carriage.

On the platform there's also a toilet which is bodged, freelance and far too grand.

I still had no idea what to do with the fiddle yard side, until a good friend gave me some quality scrap card and I put a big shed over the siding, disguised as two buildings – a corrugated engine shed backing onto a stone office. The corrugated stuff comes from one of those things you hang over a doorway in summer; strips of soft plastic letting air in but keeping flies out, so for about £3.00 you get miles of it! I could now fiddle in secret but the other side of the 'office' is an improbably large loading bay so I can get at the carriage if it derails.

The original landlord was a bit of a rebel and not keen on railways, so the pub is the Ship Inn. I got the building from Roger's brilliant model shop on Bury East Lancs station; it's a single piece of pottery so I think it was meant as an ornament. I gave it a back porch for easy access from the station for



◀ The complete layout. Note the uncoupling ramp and adjacent crossing, handy when raiiling/removing items of stock.

A Drewry shunter exits the tunnel beside Deeply Vale station with a goods working. ▶



thirsty passengers and railwaymen.

Ages ago I bought an old bus body from somebody's scrap box, which I'd had vague thoughts of turning into a railbus, but Carol took it over for her catering empire. I meant to put her behind a hatch selling takeaway pies but was in too much of a rush to get the cafe 'planted'.

The only building with any prototypical origins is Sprouts old works. The real one is on the canal at Skipton.

ROLLING STOCK

Apart from an L&Y pug, engines are geographically random and dictated by what goes round sharp curves and runs smoothly.

The Terrier is a classic for light railways and the J94 could be found almost anywhere. If anyone asked how a particular engine got here I'd blame the war!

I've acquired three Hornby 'Smokey Joes', and the oldest – bought new for £7.00, now with cut-down cab and stovepipe chimney (an old golf tee) due to much dropping – is in its prime. It runs with a looseness and freedom the others haven't yet grown into.

Jenny my wife bought Jenny the engine for £1.50 at a jumble sale. She (the engine!) was then the standard bright red. I managed to get the body a bit lower so it looks less leggy, and give the straight chimney more shape by wrapping it in a loop of fine sandpaper and twizzing it round like a football rattle. Sophistication, that's what this hobby needs...

Goods stock is fairly unremarkable, all weathered with varying success. The works is very fond of its Jouef French guards van, which makes regular trips into the station.

The only bogie coach is an old Hornby clerestory which had been given an elliptical roof. Others are all four-wheelers: various bashed-up Hornby ones, an ancient Piko coach which RM readers kindly identified for me a while ago, and a 'Davy Crockett' type open-ended coach which I picked up somewhere for almost £1.00 but I've never been able to find another.

ELECTRICS

There is just one connection to a single controller which, after 20 years' use,



▲ From this angle, the coach body station building at Deeply Vale can be seen.

Gaugemaster kindly repaired under its lifetime guarantee.

RUNNING

Despite my rock-bottom standards of workmanship I love building, but there comes a point where you've got to start running trains. Would this uneasy transition be painless?

The biggest piece of modellers' licence is using the oval as an offstage run-around but you get used to it and it seems quite normal. The next biggest cheat is stabling the main line coach in Sprouts' building but it saves messing with bogies every time. By its nature there's a lot of plonking stock on and off the track but apart from the coach it's all easy stuff.

I've never been keen on 'terminus to fiddle yard' layouts and I feel that an oval creates a 'sense of journey'. In the imagination the hidden ends can be any length.

There's an element of diorama. At heart I'm a trainspotter rather than an operator and I like to sit back and watch trains. On leaving the station trains enter a tunnel in either direction and I run them round into the next tunnel, so the fiddle yard briefly becomes a through line. I then bring them back to take them off the track.

To be truly efficient more trains would go straight up to Cheesden and Deeply Vale would be a through station, but it's a very twisty branch and needs its own dedicated

stud of engines. The works line had its own industrial stud, with occasional powers to propel trains into the station.

Goods is plentiful, with coal coming up from Bury to both Cheesden and the works; stone from Cheesden to Bury; goods from the branch to the works; and empties in both directions. There's also general goods in both directions made up randomly.

Operation is fiddly but fairly entertaining. Here are a couple of examples:

The morning coal train: the J94 brings three coal wagons into the station, runs round the train and shunts the guards van and rear

wagon into the bay, leaving the other two in the main platform. The branch engine arrives with a guards van, runs round and attaches it to the back of the wagons. It then runs round again and sets off up the branch.

It returns with the empties, runs round and goes back up the branch with just the guards van. Meanwhile the J94, aroused from its slumbers, picks up the empties, couples them onto the guardsvan and heads for home.

Finally a works shunter comes along light engine and takes the remaining wagon to the works.

Rush Hour: Jenny runs the single four-wheeler into the bay, bringing the night shift home. The Terrier arrives from Bury in the main platform. Jenny propels her empty coach offstage and waits.

The Terrier then runs round and shunts the carriage into the bay, making room for the branch passenger to arrive in the main platform. The branch engine, usually a Caley pug, runs round its train then sets off home.

The Terrier leaves for Bury and Jenny reappears to collect the morning shift.



What next...?

A part from tinkering this line is all but finished. I might spend some time refining running routines, as there always seems to be one more variation.

On a good day I almost achieve my ambitions of trouble-free operation, but then you get other days! I don't know how anyone has the courage, and stamina, to run a layout in public.

I might model the hillbilly terminus at Cheesden and give it a

connection to the Scout Moor Tramway, which was a local quarry line.

At the other end there could be a little back street terminus in Bury. I've always had armchair dreams of modelling a Temperance Billiard Hall, and there's a lovely green-tiled example near Bury Bolton Street. However those who know me would say that I wasn't a temperance sort of chap!

Using the new Peco 'TwistLock' point motor

Designed for quick and easy installation, **CRAIG TILEY** demonstrates how this new type of Peco solenoid motor can be used to operate points remotely – **THIS MONTH OO GAUGE POINTS**

New to the Peco Lectrics range of layout accessories is the 'TwistLock' solenoid motor (PL-1000 series), which has been designed with quick and easy installation in mind. This new motor provides modellers with even more choice when considering options for switching point blades remotely on a layout. The new TwistLock motor joins



▲ The motor is available on its own (ref.PL-1000), whilst the microswitch is available either supplied with it (ref.PL-1001, pictured) or separately (ref.PL-1005). Additional parts are also supplied with the motor to enable the unit to be surface-mounted.

the established range of Peco Lectrics electronic accessories that includes the faithful PL-10 twin-solenoid series, and the more recent SmartSwitch servo system.

The 16V ac TwistLock motor is rated at 3 amps and is compatible with all Peco pointwork items up to O gauge. (It can also be used with other manufacturers' points, although the mounting may be different to that described here.)

The unit comes with wires pre-attached, and the innovative 'TwistLock' feature enables it to be removed and re-fitted, several times whilst maintaining perfect alignment.

A new twin-microswitch attachment has also been developed for use with the TwistLock motor, which itself 'twist-locks' to the motor housing (hence the two projecting spigots). The twin-microswitch can be used for frog polarity switching on Electrofrog and Unifrog points and/or route setting indication on a mimic track diagram.

The accompanying step-by-step sequences show how the TwistLock motor can be installed both above, and below, a baseboard to operate the blades of a two-way OO gauge point. Finally, we show how a

TWISTLOCK™



twin-microswitch can be attached for auxiliary switching of the frog polarity.

NEXT MONTH – N AND OO9 POINTS

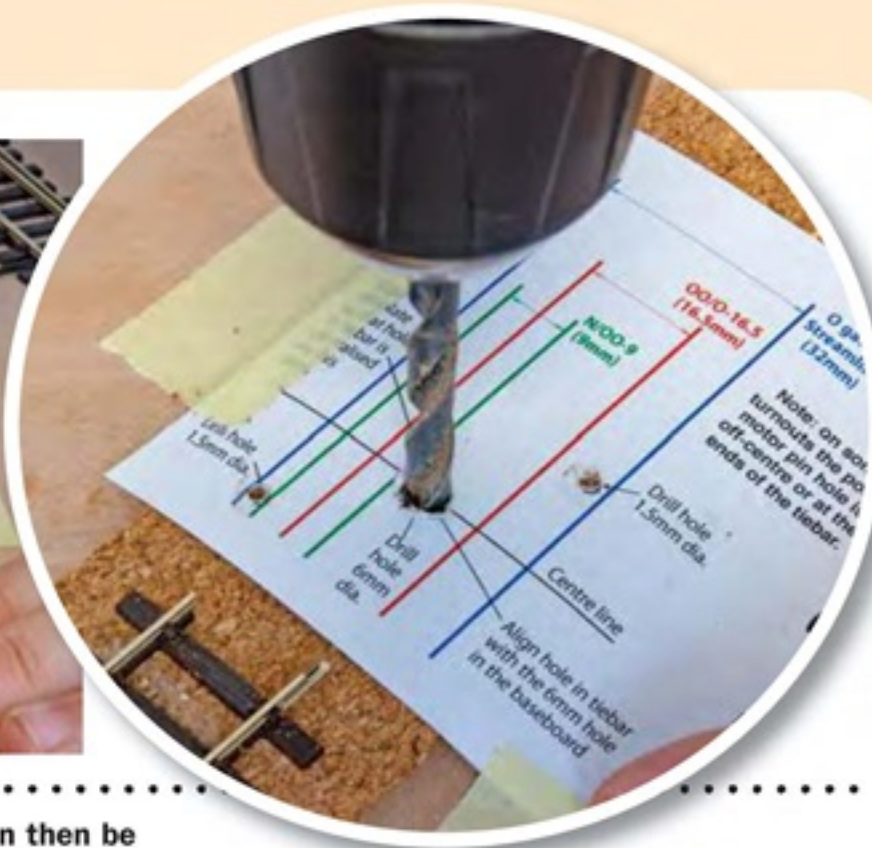
See a video tutorial on our website – bit.ly/PecoTwistLock

Fitting a Peco TwistLock solenoid motor (below baseboard installation)

1 There are two drilling templates supplied with the TwistLock motor; one for when the motor is to be mounted beneath the baseboard, and the other when the motor is to be surface-mounted on top of the baseboard. Installation should be undertaken during the track laying stage of a model railway project (as retro-fitting may require existing pointwork to be lifted). Firstly, position the drilling template underneath the point with the template's centre line in-line with the tiebar and the relevant guidelines – in this case the red lines for OO gauge – in line with the rails (see inset and note that the red lines are hidden by the rails).



2 With the template temporarily fixed in position with masking tape, drill three 1.5mm diameter pilot holes all the way through the baseboard in the positions marked on the template. Then open out the centre hole (for the drive pin) using a 6mm diameter drill (inset). It is important to ensure all three drilled holes are precisely perpendicular to the baseboard surface and parallel to each other, otherwise the unit may not fit or function properly.



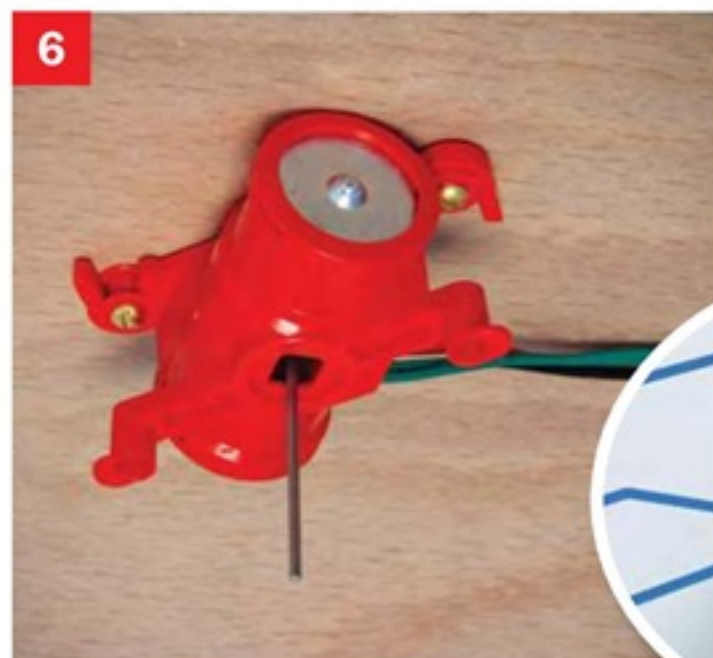
3 With the track now fixed in position (photo a), the two mounting stud assemblies (b) can then be screwed into the underside of the baseboard using the 1.5mm pilot holes as guides (c).



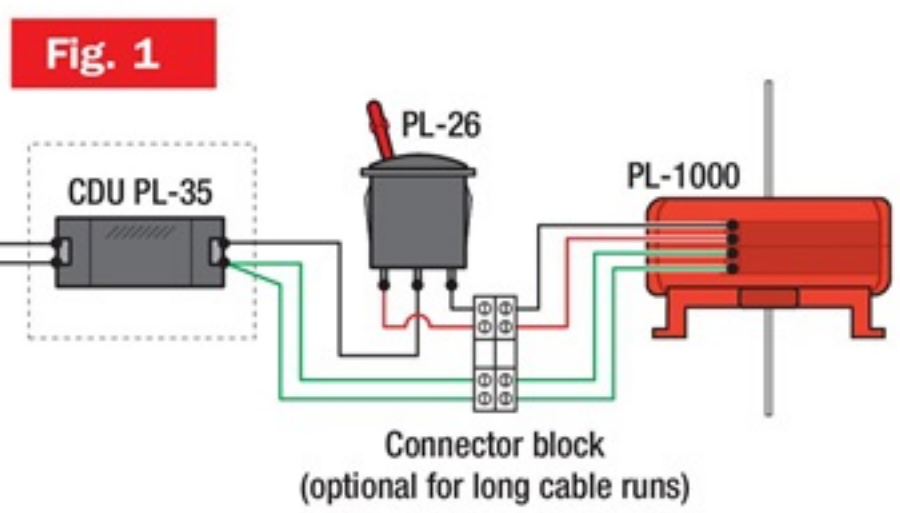
Now trial-fit the motor by first threading the drive pin through the hole in the tiebar from beneath the baseboard. Then hold the point motor up to the baseboard and rotate it clockwise until both clips engage fully with the studs (inset).



5 The motor drive pin is supplied over-length to cater for different depths of baseboard. The excess can be marked with a permanent ink pen (inset) and then – with the motor detached from the layout – the pin can be trimmed using a large pair of side cutters or a cutting disc (as pictured). Take great care when doing this and wear eye protection.

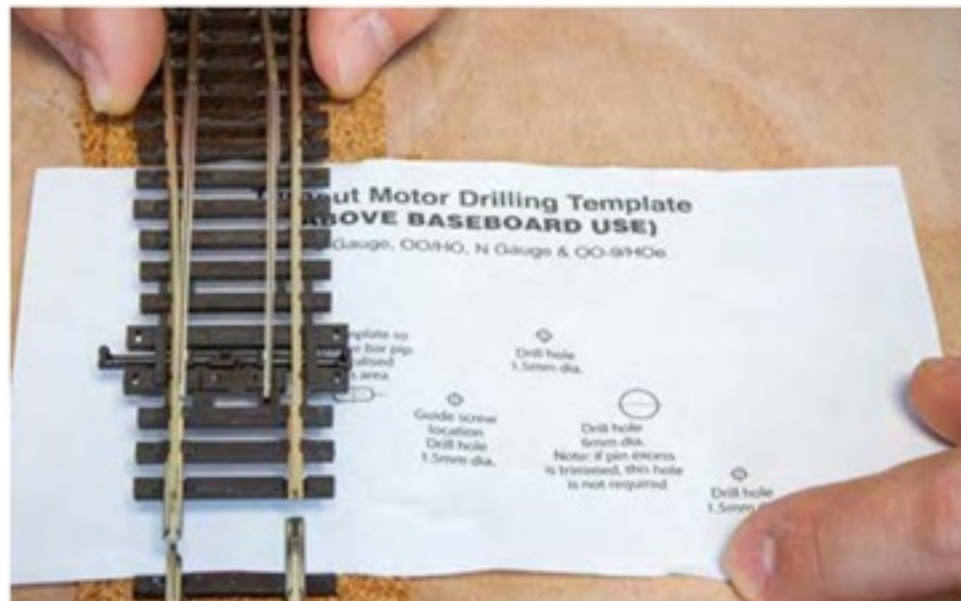


The motor can then be re-attached, and the wires connected to an operating switch (such as a Peco PL-26, inset) and 16V ac power supply with optional capacitor discharge unit (CDU) as per the accompanying diagram (Fig. 1).



Fitting a Peco TwistLock solenoid motor (above baseboard installation)

1 Position the drilling template for surface mounted motors underneath the point, with the centreline on the template in line with the point tiebar. (Note that the motor can be positioned on either side of the point by rotating the template accordingly through 180°.) Align the red guide lines for OO gauge with the rails and then tape the template in place temporarily.



3 With the track fixed in position, the two mounting studs can then be screwed into the pilot holes, not forgetting to add the additional plastic spacers beneath each of the studs. (The spacers are included in the package).



2 Drill four 1.5mm diameter pilot holes all the way through the baseboard in the positions marked on the template. The fourth hole is for the connector bar guide screw (see steps 3 and 4). Then open out the drive pin hole using a 6mm diameter drill bit (inset).



4 Next attach the connector bar (supplied with the TwistLock motor) to the drive pin on the motor. Then clip the point motor onto the studs whilst also locating the hole at the end of the connecting bar onto the spigot on the point tiebar. Then add the connecting bar guide screw as shown. The wires from the motor can then be connected in the same way as described for the beneath baseboard installation (Fig. 1), with both ends of the driving pin trimmed off.



Adding an auxiliary switch to change frog polarity

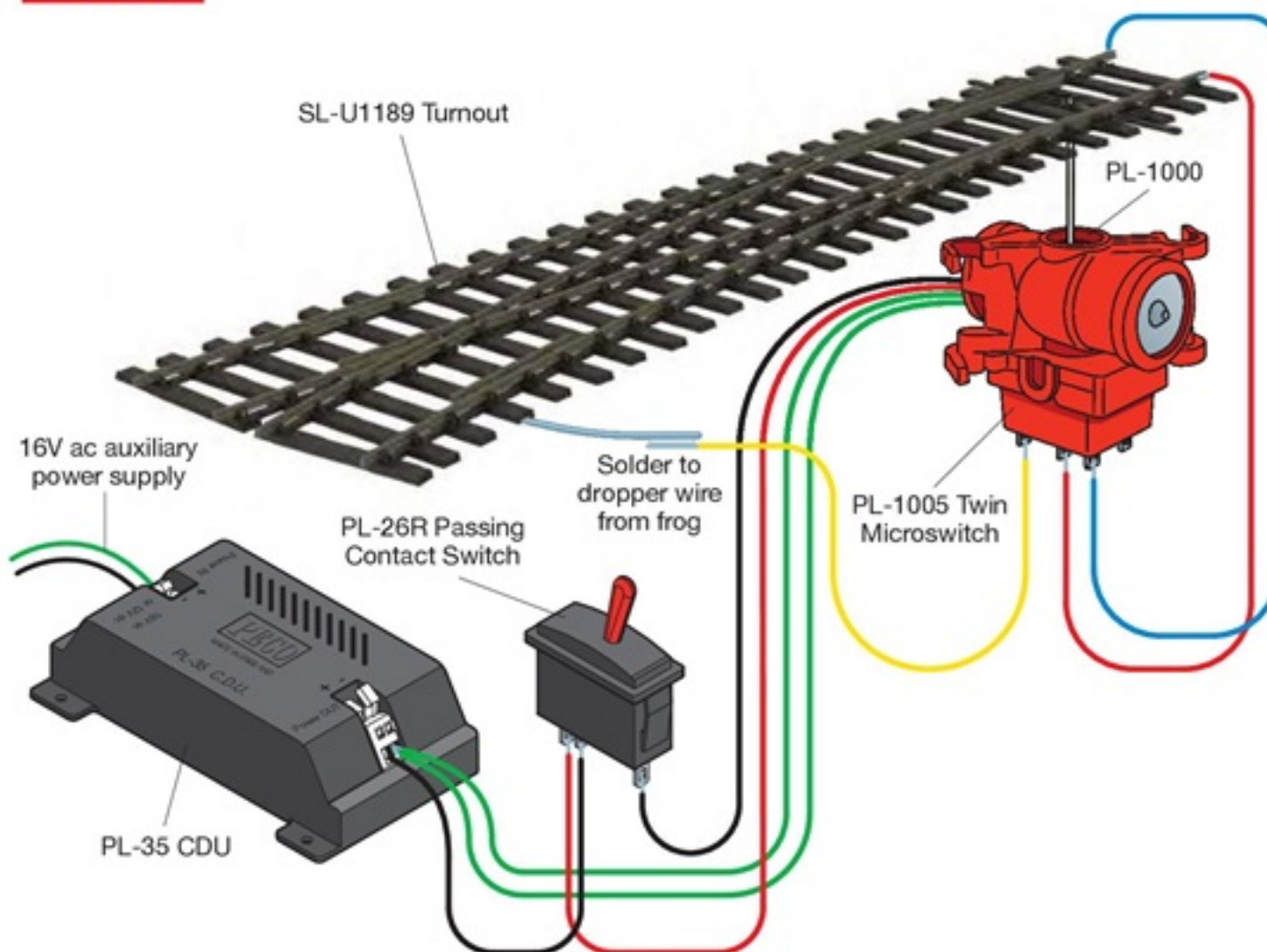
1 The TwistLock Twin Microswitch is designed specifically for use with the new TwistLock motor. The microswitch has two independent changeover switches that operate simultaneously when the motor is activated. One switch can be used for changing frog polarity, whilst the other could be used to control lights for route setting indication on a mimic diagram. The microswitch 'twist-locks' to the motor housing as pictured, with the drive pin first threaded through the rocker inside the switch.



2 Connecting wires can then be attached to the electrical tags on the microswitch (including the wire that connects to the frog), using Peco PL-31 spade terminals, or by soldering them in place if preferred. Fig.2 shows a wiring arrangement for using the microswitch to change frog polarity.



Fig. 2



Comment

Observations and opinions on railway modelling

Andrew Tucker



Why accuracy matters to me

I was rather surprised when the editor invited me to write a comment piece with this title. Although I always aim for accuracy in my modelling, I have never thought of myself as a 'rivet counter'.

It is true that from the earliest day I have wanted my models to look like the real thing.

It probably began at the age of four in the mid-1950s. My 'big' Christmas present was a Hornby Dublo Tank Goods set (the EDG17). The three-rail track did not seem to worry me too much, but the unfamiliar ex-LNER N2 tank did. I was hoping for a tank engine like the ones shunting in the yard at the end of our road. They were pannier tanks, and I was disappointed to find that no such models were available at the local toy shop (how times have changed!).

When he raised the subject with me, Steve Flint had just photographed *Bevois Park and St Denys*, the N gauge layout which is a joint project with my son Simon. The model is a depiction of the ex-LSWR main line between Southampton and Eastleigh in much more modern times. Clearly the trouble taken to create an accurate model of this part of the former Southern Region had made a favourable impression on him.

It was quite a long time ago when we had the original idea to model St Denys. Having

got to grips with the task of researching such an interesting location it seemed only right to make the best job we could of the modelling. Fundamental to this would be the fact that the railway scene would not be subject to any selective compression in any way, as originally it had not been envisaged that the layout would later be extended to include Bevois Park.

However plans change, and with this addition the scenic section is now over 6m long (well over a scale half mile in N gauge). Fortunately by proceeding in two stages the enormity of the task ahead did not fully hit home. Although the trackwork was to be N gauge code 55 rather than 2mm finescale, there was the matter of the third rail to be modelled. All the structures of course had to be scratchbuilt (after drawings had first been prepared) including the lattice girder bridges.

Fortunately, the quality of off the shelf N gauge rolling stock has greatly improved in recent years but most of the items that we run on the layout have needed to be detailed and repainted to suit our chosen period (1991). In this scale there are, at the moment, no suitable ready-to-run third rail electric multiple units available so they have had to be kitbuilt.

This approach, together with scratchbuilding, has also been necessary with items such as road vehicles, platform furniture, street lights, etc, all of which need to reflect the prototype period and locality that we have chosen to model.

A dictionary definition of 'accuracy' is being 'correct and precise'. In the field of

railway modelling, this can be achieved by giving attention to detail on individual elements such as locomotives, rolling stock, buildings, signals, etc, but also putting together the overall scene needs care in order to convey the right impression.

Aiming to achieve this in a consistent way will pay dividends when operators and the public view the finished results.

Also not to be forgotten is the way in which a layout is operated. Realistic running is vital if a model is going to look like a real railway.

I do appreciate that modelling an actual location without compromising the overall size is not going to be practical for everyone.

In fact *Bevois Park and St Denys* is too big to erect at home in its entirety (we can only put up one or two baseboards to work on at a time) but it was always

intended to be an exhibition layout.

Accuracy matters because I believe that it is the only way I can produce a model that is satisfying to me and, I hope, other people.

Of course some will feel that early 1990s BR is not their particular area of interest so will pass quickly by to the next exhibit, but on many occasions visitors looking at the layout recognise the location and point out particular features which makes all the trouble taken so worthwhile.

Just once or twice there has been the ultimate accolade when those viewing the layout turn out to be railwaymen and they say that we have 'got it right'.

Andrew Tucker is the Wells Railway Fraternity events organiser and models in N gauge.

A scene on *Bevois Park and St Denys* which will be featured in RAILWAY MODELLER later this year.

...it seemed only right to make the best job we could of the modelling



Readers' Letters

First steps on the exhibition circuit



This is my son Luke (left, 12) who has spent weeks creating his first model railway layout, pictured with his brother Isaac. He has always been fascinated by trains since a toddler and has had various forms of tracks growing up (battery operated, LEGO etc). In the past year he has been increasingly interested in model railways – it began with creating a model scene at Scouts and then progressed to him getting a Hornby track/engine last Christmas. He has slowly been adding to his collection and has grown a keen interest

in making model buildings, as well as creating scenery.

A few weeks ago he was presented with an old baseboard with a mission to refurbish it and create a new layout to display at our local train show at Poringland, near Norwich, to raise funds for the village hall. He was finally able to exhibit his layout, where lots of people were able to view it. He had a great time and is eager to participate in more model railway exhibitions!

We are very proud of him.

LISA BARAKE

More favourite issues of RM

Peter Clark (November) was inspired by an early RM article, and you asked for other readers' responses: the very first RAILWAY MODELLER I bought was the May 1966 edition. The Railway of the Month, the Castle Valley Railway by G R Hannan, was a significant inspiration for my own Isle of Dhoon system (Fantasy Island, July and August 2012). It goes to show that those first impressions can last a lifetime – beware!

ALAN BROWNING

Like Peter Clark, I was inspired by Tetfield in the January 1960 magazine (was it all those years ago?).

Another favourite was Portreath in the February 1962 magazine, a classic GWR branch line terminus which was built by R J Essery. That edition also featured the timetable for Charford, by John Charman, another much-loved layout, which I seem to recall lived in a mobile caravan!

DAVID RANDALL

The January issue's free gift – the RAILWAY MODELLER hut parade...

Ed – we show here several responses to a request we put out via our Facebook page for images of the completed huts which were cover-mounted to the January issue. Thanks go to Dick Clark (photo 1), Andy Hudson (photo 2), Bob Ranger (who added stonework, photo 3), and Paul Walton (photo 4); thanks also to Colin Jeffreys (photo 5) and David Snell (photo 6) for their emails. Further contributions are welcome via the usual channels. See also Ken Littlejohns' scale conversion on the opposite page.



RAILWAY MODELLER



Plan of model
Map of system



Craig & Mertonford coach body rediscovered



A Craig & Mertonford Railway coach body about which little was known and which only ever appeared in one photograph in the March 1975 *RAILWAY MODELLER* (right) has been found right under the noses of the members of the Edinburgh & Lothians MRC!

The chance discovery of the coach happened one Tuesday evening in September 2019 in the E&LMRC clubroom when a member, Richard, was looking through the March 1975 RM for the Eyemouth station building plans. Now in the same RM is an article by P D Hancock on the C&M which includes the only known photograph of a four-wheel compartment coach, or 'one ancient coach' as he describes it.

Another member, Linny, on taking a look at the CMR article recognised the coach in the photograph on p68 as the one being used on a temporary basis as a grounded coach body in the goods yard of the new club OO layout and which was due to be replaced by a NBR coach body being built by him! The former C&MR body was immediately re-assigned to the club's P D Hancock Collection.

It appears the coach body was gifted



by P D to Lee Marsh. Back in the 1990s Lee was a member of the E&LMRC team building the club's large *Rheilffordd Cwm Edwyn* 009 layout (RM August 2000). The coach body somehow found itself being used as the station facilities at Kidstons Platform (above right) and there it sat until the layout was broken up about five years ago. However in the past year it had found itself being used as the temporary scenic accessory.

The body probably dates from the early 1960s and is a cut and shut job of whitewashed coach sides which come from a GEM Isle of Man Railway coach kit. However the coach ends are from a K's four-wheel Stroudley coach kit with a bit trimmed off both sides. P D used similar kits to build a rake of four-wheel NBR coaches; two unused sides, a

roof and an end panel were found in the P D 'spares drawers'.

The coach in the March 1975 RM photograph does not have any roof detail but Lee Marsh has confirmed that it did when P D gifted the coach to him. Also there is no 'Craig and Mertonford Light Railway' brass nameplate above the doors but, as will be seen in the photograph of the coach (above left) one was clearly fitted at some time after the 1975 photograph was taken. The C&MR nameplate from that coach was also in the spares drawers. The light tan livery is a mystery as no mention of it is made by P D and there is no indication this coach has ever been painted in any of the recorded C&MR liveries.

I have had some difficulty explaining to Lord Craig why, over the past 25 years, the coach has been sitting on club layouts: I never recognised it as a former CMR coach, so at his suggestion I have been to the optician...

That said, P D saw *Rheilffordd Cwm Edwyn* at exhibitions himself on a number of occasions but never commented on the coach!

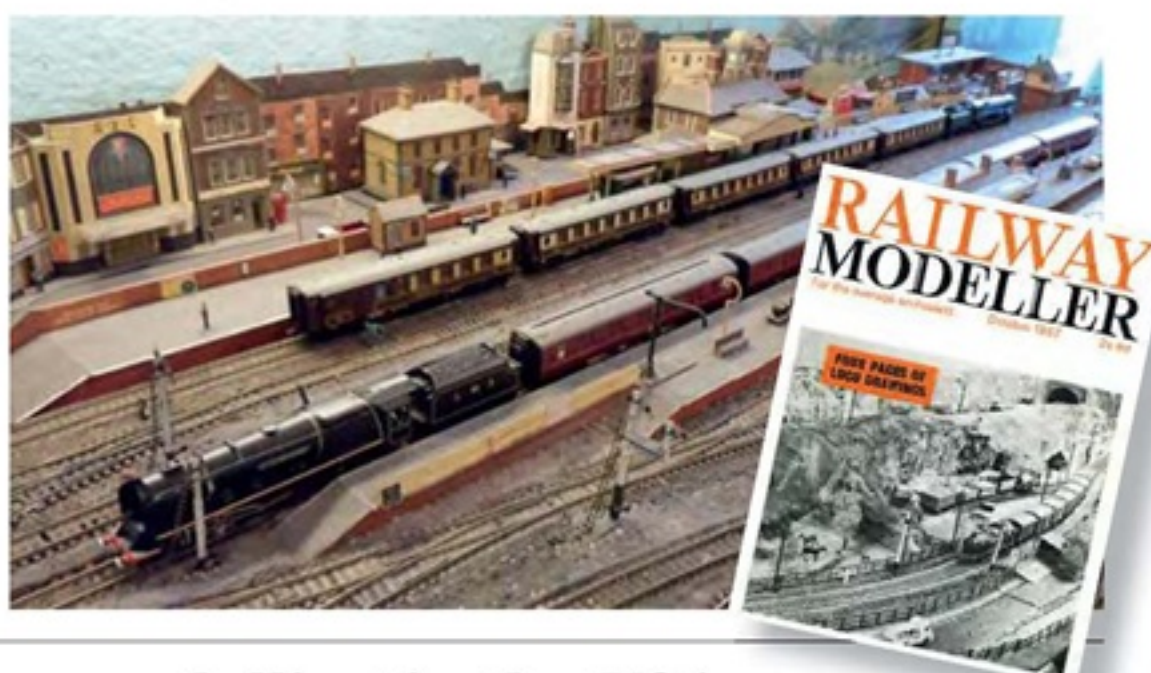
MALCOLM MACLEOD

An historic layout – still operational today

My grandfather was the well-known photographer Cecil J Blay; he also had his OO layout in RM as *Railway of the Month* for October 1967. It's still operational today: the railway room is just as he left it when he passed away in 1977, but I give the layout a run every now and then.

The stations are named after great engineers – the photo shows Churchward Junction – and the tracks make a complete circuit of the room and also run underground to a network of sidings where the collection of hundreds of locos and rolling stock are kept. Still going strong after 50 years!

RICHARD HEYHOE



An ex-pat on railway modelling in the USA

I very much enjoyed your article showcasing the work of Sir Rod Stewart (*RAILWAY MODELLER* December 2019) in the form of his magnificent American outline layout, *Grand Street and Three Rivers City*.

I became aware quite recently that Sir Rod, in aside to being an outstanding and successful musician, has an interest in railway modelling. I was amused to read that, hailing from London, Sir Rod felt the need to explain his choice of a US outline for his layout, citing that British outline model railway equipment is hard to

obtain in the United States. Like Sir Rod, I am also an ex-pat Brit living in the US (Texas), and am an avid railway modeller (*Bridge of Weir – Greenock Princes Pier*, *RAILWAY MODELLER* December 2004) and musician – although much less successful than he in these last two areas!

I can however confirm that for me also, despite my love of all things British when it comes to railway modelling, my time in the USA has conferred upon me a strong interest in American railroading practice. In addition to my UK outline layouts, I also have two

based on fictitious locations in the mid-west of the United States. I well understand the appeal!

Over the years I have spent in North America I have found British outline stock harder to obtain, but with the advent of internet ordering now widely available, I am happy to say that things are quite a bit easier in this regard than in previous years.

Congratulations to Sir Rod for his most excellent and painstaking work. And also to *RAILWAY MODELLER* for reaching its 70th year of publication!

J CAMERON MILLAR

Snippets...

Crochet trees

My wife bought one of the trees from the Loco Ladies at the Warley Model Railway Show and has decorated it for Christmas. The photo shows it on the platform of our G scale layout at Rodington Steam and Mince Pies event on Saturday 9 December. It just needed a stem and a base to make it look like a Christmas tree. It turned out to be a great talking point during the day.

ROY PEDDER



Welcome back!

I have a confession to make. It has been two seasons (volumes) since I purchased *RAILWAY MODELLER*. I bought the 70th anniversary issue and realised what I had been missing: no silly book case layouts or layouts in a cake tin, you know what or who. No push towards one particular manufacturer. Just honest appraisal of models, layouts and manufacturers' products. Relevant modelling articles and advice.

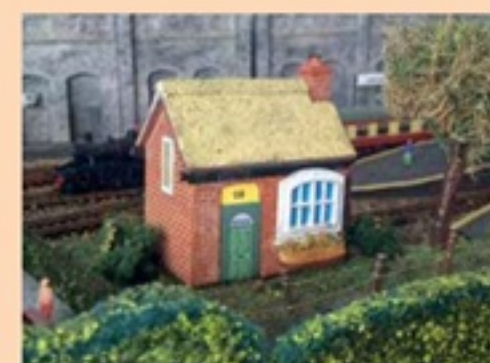
Why have I been away so long? I can only say that I have missed it. Keep up the great work – I'm back.

JOHN GIUSSO

From free hut to cottage in N

Regarding the free 4mm scale Ratio Yard Office Kit which was given away free with the January issue: I have made mine into an N scale thatched cottage using window frames, side and rear, and door frames from extras leftover from assembled card kits. The thatch roof is painted Woodland Scenics grass. The window box flowers are tree foliage scatter. Thought you'd like to see the attached photo.

KEN LITTLEJOHNS



FROM **RAILWAY MODELLER** BY OUR EDITORIAL STAFF AND CONTRIBUTING MODELLERS



Class 66

Brand new from Hatton's in OO

Following the success of its industrial locomotives and the charming little SECR P Class 0-6-0T, Hatton's has pushed the boat out big-time for its first modern OO project: the Class 66.

We illustrate two examples of the final pre-production models to have been received by the Widnes-based firm from its Chinese manufacturing facility; some details do not reflect the actual locomotives to be delivered to customers, such as the rotating axle caps (a first we understand on a UK outline model), which are press-fits on these two models but will be secured in place on paid-for items.

Ample weight for traction

Releasing the locomotives from their packaging, the first aspect to note is the weight: 739g, thanks to its diecast chassis block, which allied to all-wheel

drive and powerful five-pole motor with two flywheels mechanism makes for prodigious haulage ability. On test on Peckwick Rye, the Pecorama loft layout, all 26 Hornby Pullman cars in our test fleet were handled without the machine breaking into a sweat. (This amounts to a trailing load of 4.2kg. First class work, chaps!)

There is much factory-fresh fine detail to these locomotives, such as chassis pipework; full cab interiors (including bulkhead signage); metal grab rails; etched grilles for the radiator, bodyside and horns; and etched nameplates attached as appropriate. The cab front at the radiator end of each locomotive is fully-detailed with scale couplers and brake pipes installed; at the other end is a slimline tension-lock in an NEM pocket on a sprung self-centring mount. Duplicates

of both are in the detail parts bag, along with brake pipes. Hatton's is reflecting the many variations as seen with such a plentiful array of proto-

types: these include the later five-door low-emission bodyside arrangement; three headlight designs; two sizes of fuel tank; cabside window styles and





▲ The real things sport radial-axle bogies of the proven North American design. Rotating axle end caps are a first for the UK market.



presence/absence of rear view mirrors; snowploughs as appropriate; type of sandboxes; and much more. Non-functioning auto couplings are included on some of the models.

When running under DCC there are three separate lighting functions for head, tail and cab lighting: switches inside the locomotive allow for day or night running configurations – day at one end and night the other if desired – plus there are switches to extinguish the tail lights at the end next to a train. DCC users can fit the recommended DCR-21Pin-DirectV2 decoder which is installed on all factory-fitted DCC locomotives. For sound, an ESU LokSound 5 decoder with bespoke audio file is specified, as installed on all models which leave the factory so equipped.

Of the over 50 liveries carried by members of the class over the years (some as one-offs), Hatton's is releasing locomotives in no fewer than 37 finishes, some as individual members of an operator's fleet (eg Freightliner), others as singletons such as the Biffa Flying Dustman and the magenta example As One We Can, a model of the one named after the shipping container conglomerate Ocean Network Express.



A new benchmark

In terms of fit, finish and functionality these Class 66s are surely to be the new benchmark for model locomotive manufacture, of whatever scale, prototype or period. Hatton's can congratulate itself on a job very well done: just like the designers and manufacturers of the real Class 66s in fact. Ubiquitous – in 1:1 and 1:76 scales alike.

Tim Rayner



See this model in action on our website!
bit.ly/hattons66

CONTEMPORARY VIEW Class 66

With its exhaust simmering in the heat haze, No.66 301 powers towards the photographer with Tesco intermodal containers at Kingussie, on the former Highland Railway main line, in April 2013. Photo: Colour Rail

Prototype background

Developed from the initial Class 59s constructed for quarry operator Foster Yeoman in the mid-1980s, the real Class 66s are truly widespread, both in the UK and overseas. Almost 500 have been delivered, from the groundbreaking No.66 001 of 1998 to the final one, GBRf No.66 779 Evening Star of 2016. Truly the Black Five of modern times, albeit in a far greater range of colours!

In an acknowledgement of tighter emissions rules, from 2004 the builders, Electro-Motive Division of General Motors, modified the design to accept a cleaner-burning engine. This necessitated the provision of a fifth bodyside door to maintain access to the interior of the locomotive, and a reduction in fuel tank capacity from 1440 gallons to 1133 – note the two types of tank on the samples; the larger one on the EWS machine and the smaller on the DRS example.

Chiefly found on all manner of freight duties, from heavy haul load-lugging to inter-modal flows, the Class 66s can also be found on the occasional charter.

Just three 66s have been written off as a result of accident damage, including No.66 734 which derailed in an inaccessible location on the West Highland line, its components eventually being recovered for re-use (its engine is now inside Evening Star).

Into continental Europe

The success of the type in the UK led to them being used as open-access freight operators on mainland Europe, with subsidiaries of UK operators such as Euro Cargo Rail (an offshoot of EWS) and Freightliner Poland, with others run as self-contained fleets for a multitude of private operators.



Samples loaned by

HATTON'S MODEL RAILWAYS,
17 Montague Road, Widnes WA8 8FZ.
www.hattons.co.uk

PRICES

DCC-ready – £150.00
DCC-fitted – £165.00
DCC sound-fitted – £265.00

English Electric Class 50

Brand new from Heljan in O



Heljan has expanded its range of O gauge BR diesel models with this handsome new replica of the EE Class 50, available in several liveries including the revised Network SouthEast blue, illustrated here. In concert with its other releases, the locomotives are finished but it is left to the purchaser to choose the exact identity.

About the model

In common with the other locomotives in the range, the Class 50 is shipped screwed to a thick wooden plinth, which would suit the locomotive if it is to be displayed.

The model is a hefty 2.37kg in weight, thanks to its cast chassis and twin motor drive, each with a turned brass flywheel. The manufacturer recommends controllers that can supply at least 5A, and the minimum radius is 6'. Because of the high outputs required, Heljan suggests that an ESU LokPilot (or LokSound) V5 XL decoder be used if the model is to run under DCC; the decoder can be attached to the printed circuit board via the screw terminals provided.

Directional head and tail lighting is fitted: switches on the underside of the model allow these to be turned off if required.

Sprung buffers and sprung drawhooks are features, and the roof fan (in eye-catching yellow finish

on our sample) rotates when the locomotive is in motion. Detail parts for the modeller to add include spare ETH jumper cables – these parts must be removed from the 50 before separating body from chassis (when installing a decoder for example) – and single mouldings for the three-part snowploughs carried by some members of the class. (A quick trawl through available photos shows three examples of the class in this livery which had ploughs: Nos. 50 018 *Resolution*, 50 024 *Vanguard* and 50 033 *Glorious*.)

As always, check your chosen loco and period, as several wore the NSE West of England sub-sector motifs – but not all.

Prototype fidelity

From the side the Heljan model is every inch a 43rd scale Class 50. The hunkered-down stance of these big locomotives has been captured very well indeed. The handbrake chains on the bogies are an especially neat touch on all four corners of the model.

There is a slight issue with the cab fronts, which may or may not be a deal-breaker: on the real things there is a supremely subtle vertical curve to the 'ledge' below the cab windows, which themselves are not parallelograms. This curve is betrayed by the horizontal handrails below the 'ledge', there being slightly more cab front above the inner ends





▲ The Westinghouse 3VC75 compressor is well modelled.



▲ Handbrake chains are finely represented.



VINTAGE VIEW English Electric Class 50



▲ Not much of an onerous task for No.50 005 Collingwood on Sunday 12 February 1989; an engineers' ballast working from Bristol East depot seen here stationary just west of Bath Spa station. The mechanism which earned the 50s their nickname of 'Hoovers' was lost on refurbishment, but the title stuck. '05 was scrapped in 1991. Photo: Rail Photoprints

Prototype background

The 50 locomotives that made up the class were built at the English Electric Vulcan Foundry plant at Newton-le-Willows, Lancashire, and were taken on strength by BR between October 1967 and December 1968. Initially the locomotives were leased to BR, and they carried small bodyside plaques to that effect. (BR acquired the locomotives outright in 1974.) The Type 4s were not fault-free, problems being traced to a number of factors including filtration, engine issues and more, which were not cured fully until the locomotives were refurbished. The slow-speed equipment with which they were fitted in order to work Merry-Go-Round trains was not fully used until 1974, by which time several examples had been transferred to the Western Region from their native London Midland haunts.

Their most notable workings were in pairs on the accelerated services on the WCML between 1970 and 1974, when the electrification to Glasgow was completed.

Transferred en masse to the Western Region to replace the hydraulics, the 50s broke further new ground, this time on the Southern Region, as from the May 1980 timetable.

Refurbishment in the late 1970s/early 1980s solved most of the ills, such as the dynamic braking filter issues, but the gradual introduction of Sprinters saw the class in decline. After a final hurrah on the West of England route they were withdrawn by the end of 1994. Several have been preserved, with some main line certified, but 32 have gone to Hoover Heaven...

than the outer ends of these handrails. Heljan has rendered the 'ledge' as a near-flat plane, which has affected the shape of the cab windows. To most this will not mar an otherwise superb model.

Livery application is very good, with the NSE striping running across the louvres and cab door handrail recesses very well. The printing is fine, and the data panels are perfectly legible.

Enthusiasts wishing to recreate the glory days of these handsome machines will have their own views on the cab fronts; suffice it to say that the memories of following these locos up and down the London end of the former LSWR main line in the 1980s came flooding back to your reviewer – especially the Southampton diversions caused by work at Andover – bonus!

Tim Rayner

Sample loaned by

HELJAN A/S,
Rebsagervej 6, DK-5471
Søndersø, Denmark.
www.heljan.dk
UK Office – Unit 16b, Station
Field Industrial Estate,
Kidlington, Oxon OX5 1JD.
www.howesmodels.co.uk

PRICE
£594.15

Readers inspired by the Whisky Galore plan of last year (August) will find the latest model of the charming Ruston & Hornsby 48DS industrial loco – see Reviews, December 2019 – an ideal fit, as it is a smooth-rolling advertisement for Queen Anne Whisky, as originally blended by Hill Thompson & Co of Edinburgh in 1884. The whisky was a staple of the Glenlivet Distillery, and combined output from its own, plus Grant and Longmorn distilleries, to produce the elixir.

R&H works No.265618 left the company's Boultham plant in Lincoln for the highlands in October 1948, and worked over the last remaining segments of distillery railway at Glenlossie,



on the GNoS route south of Elgin, where it met the Highland Railway. When the distillery closed in 1979, the loco and a selection of stock was donated to the Strathspey Railway, further down the GNoS at Boat of Garten. It remains part of the collection today, and is currently under restoration at Aviemore. (The brand itself, once very popular, has according to the website scotchwhisky.com, all but vanished from sale.)

The model is, as expected, beautifully finished, with all lettering down to the smallest slogans legible under magnification. The 'cream-walled' tyres are a neat touch, as are the buffers and drawhook, coloured to match. The ex-Airfix conflats is numbered as a regular revenue wagon as opposed to the internal user of the previous release;

the body can be unclipped and replaced with a Dapol body of the modeller's choice if desired.

Note too that the 48DS exhibits the early style of semi-open cab, inside which is the basic interior.

Another hugely popular release of these attractive locos from the famous Margate enterprise. *Tim Rayner*

Sample supplied by

HORNBY HOBBIES LTD,
Westwood Industrial Estate,
Margate, Kent CT9 4JX.
www.hornby.com

PRICE
ref.R3707, £79.99



Rawie buffer stops from Accurascale



Accurascale has delivered on its promise to manufacture the modern friction-type buffer stops which are a widespread feature of railways here and overseas. Built by the German manufacturer Rawie, they offer a wide

range of impact protection, some even using rails in the 'four-foot' to achieve maximum retardation.

Accurascale has chosen a typical arrangement whereby the stop is accompanied by 16 additional friction

blocks, installed eight to each rail; a spacer is included to align them accordingly. (We set our blocks further from the back of the stop for photographic purposes; in reality they would be spaced off the rear of the stop.)

Accurascale is releasing two-packs with and without the recess which in reality accommodates Scarfenburg-type auto couplers; and its sister company Irish Railway Models has produced the variety seen across the Irish

Sea (to the 16.5mm gauge most Irish outline modellers work to, despite 21mm being the correct scale width).

Also available is an illuminated version: current is collected through the track via stiff springs – perhaps too stiff – and for 12V dc layouts the stop should be installed on an isolated section of track and fed from the uncontrolled supply to maintain brightness irrespective of controller settings.

Tim Rayner

Samples supplied by

ACCURASCALE,
Dalton House, 60 Windsor
Avenue, London SW19 2RR
www.accurascale.co.uk

PRICES
Two-packs, both varieties –
£5.95 per pack
Irish version – £5.95ea
Version with lighting – £6.95ea



KQA pocket wagon for tall containers from C-Rail

N

With a wealth of containers in its range – both in kit form and ready-finished – C-Rail Intermodal has released its first compatible wagon, a KQA pocket wagon in Tiphook blue livery with a container lettered for the Hong Kong-based shipping and logistics firm OOCL on board.

The real things were built in Finland in 1997 to 1998, initially only numbering 35 examples. They were built to allow containers that are 9'6" high to be transported within the restricted UK loading gauge. Upon delivery a repeat order was placed for a further 40 wagons. Delivered in Tiphook Rail blue, they have tended to run in very weathered condition. Once the firm had been taken over by GE Rail services, the



wagons were renumbered and re-painted. They remain an important part of Freightliner's capabilities today.

The C-Rail models represent the vehicles as built, with original UIC number prefixes. The wagon is finely moulded in plastic – which makes them seem light at only 13g unladen, 21g with the box in place – with air brake and reservoir detail, handbrake wheels and access loop grabs being worthy of note. The regular N gauge couplers are clipped into the neatly moulded Y25C bogies, allowing the substitution of other types if desired. Metal wheelsets are fitted.



Painting and finishing on both the wagon and the container are first class, right down to the small lettering, brandings such as CAUTION 9'6" HIGH on the container doors and Channel Tunnel-compatible logo on the sides of the wagon.

There are several other liveries available of these 40' high-cube containers in the manufacturer's range. Highly recommended to all with an eye to today's freight operations.

Tim Rayner

Sample supplied by

C-RAIL INTERMODAL,
Morven, Roome Bay Avenue,
Crail, Fife KY10 3TR
www.c-rail-intermodal.co.uk

PRICES

Unladen – £27.50

Laden (with OOCL or
NYK Logistics 'box') – £33.50.

Peco private owner wagons include freelance vans

009 & N



Peco has released three versions of its Lynton & Barnstaple four-wheel van in fictitious private owner liveries, based on real standard gauge examples. They will add a breath of fresh air to NG layouts, and in the case of the Colman's and Fyffes vans, colour too!



For N gauge are two new prototypical liveries on the long-established seven- and five-plank wagons; London Brick Co on the former and Burt's Gloucester – which really did make beehives! – on the latter. Tim Rayner

Samples supplied by

PECO,
Underleys, Beer, Seaton, Devon
EX12 3NA.
www.peco-uk.com

PRICES

009 PO vans – £19.50ea

London Brick Co – £10.15

Burt's Gloucester – £9.85

Two new private owner wagon commissions

00



The long-established West Midlands model shop **A Oakes** of Oldbury has commissioned a run of 110 Dapol five-plank wagons lettered for the Earl of Dudley's Railway. The wagon on its own (complete with a print of a vintage postcard) is priced £14.99; please add £2.50 P&P.

It is also available to accompany with a book titled *The Earl of Dudley's Railway*, which has been written by local transport historian Ned Williams. The softback 160pp volume is priced £14.99 on its own, or £29.99 with the wagon; postage & packing in this case is £5.00.

The **Bagnall Locomotive Group** has released another Dapol 00 gauge commission, as always to aid the Austerity in its care, *The Duke*, at Wirksworth. Once again the group has mined the rich vein of inspiration which was generated by the classic Will Hay film *Oh Mr Porter!* by having the seven-plank

wagon with coal load lettered for a fictitious Buggleskelly coal merchant, Jeremiah Harbottle (who was actually the assistant station master in the film). The run numbers 180 and is priced £15.00 each plus £3.50 postage & packing for up to four wagons.

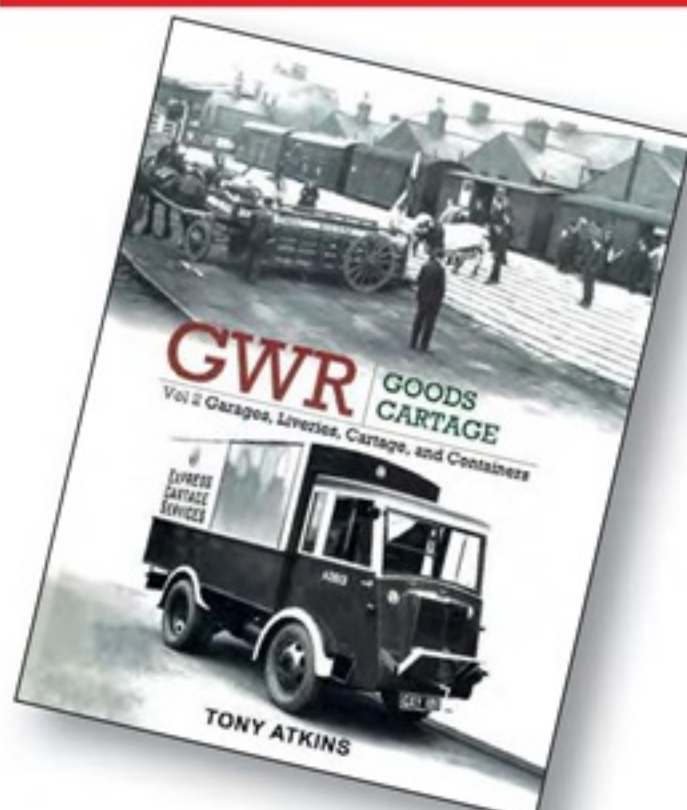
Tim Rayner

Samples loaned by

A OAKES,
174 – 180 Vicarage Road,
Oldbury, West Midlands
B68 8JB.

THE BAGNALL LOCOMOTIVE GROUP, 13 Trenchard Drive,
Buxton SK17 9JY.

Book Reviews



GWR goods cartage vol 2 – garages, liveries, cartage and containers

Tony Atkins

This book completes the late author's detailed coverage of the GWR road freight equipment, organisation and personnel, and will be required reading for anyone interested in how the non-rail operations were carried out. Chapters look at the repair and maintenance of the fleet; numbering; cartage agents; C&D operations; cattle markets, horse fairs and agricultural shows; special cartage – one of the photos shows a huge cable drum being loaded onto a specially-built trailer – containers and much more. Economical considerations are also detailed. Appendices look at a complete fleet list, traffic regulations, accidents involving GWR road vehicles and more.

Pictures and diagrams show much of the fleet types, often in official views. Snapshots of horse van drivers retraining for the diesel- and petrol-powered replacements, including the road traffic rules of the day, will be of wider interest to transport enthusiasts. Advertisements add vintage flavour.

Modellers after a different cameo scene from the roadway – a container being loaded outside a family's old house for example – will find much inspiration here. In conjunction with Mr Atkins' other work on the GWR freight operations, this book will be a fine memorial, and a well-thumbed work of reference for many years to come.

Crécy Publishing Ltd,
1A Ringway Trading Estate, Shadowmoss Road,
Manchester M22 5LH
www.crecy.co.uk

218mm x 280mm 208pp
Hardback £29.95
ISBN 978 1 909328 85 3

Twilight of the goods

Don Rowland

The author will be well-known as a freight vehicle authority of long standing, and in this volume he presents a selection of his extensive library of photographs, cleanly reproduced and full-page size (thus a boon for modellers), with extensive captions. Former Big Four and BR designs are featured, plus ex-Private Owner examples. Modellers will find this collection of views particularly welcome, especially as the days of the traditional two-axle goods carriers recede ever-further into history.

Ordinary merchandise wagons and special duty vehicles feature, as do brake vans and the Murgatroyds bogie tanker of Triang fame. As to the title; with hindsight it is clear that the 'traditional' vacuum-braked wagon age marked the end of common carrier freight on rail. Twilight indeed.

Wild Swan Books Ltd,
3A Upper Lambridge Street, Bath BA1 6RY.
www.titfield.co.uk/wildswan

The Hayling Island branch – the Hayling Billy

John Scott-Morgan

Few branch lines have maintained a captivation like the Hayling Island branch – the LBSCR line which crossed to the Hampshire resort on a wooden trestle bridge, and which was, due to said bridge's weight restrictions, an exclusive haunt of the Terriers from their displacement from south London suburbia right up to closure in November 1963.

Following a short history of the line, the photographs are arranged roughly chronologically, beginning with LBSCR days, through the Southern to the well-remembered rakes of ex-SR and BR non-gangwayed stock – including the experimental one built from GRP – during the last 15 years of the line's existence.

The full length of the short (4½ miles) branch between Havant, on the main line, and Hayling Island is travelled, with the wayside halts and Langston Bridge itself fully covered. Track plans form an appendix, and are sure to get the planning thoughts in motion. Well-written captions bring modellers' attention to changes over time – the canopy at the terminus was shortened, to the detriment of its appearance, in the 1950s – and aspects such as signalling and the locomotives' depot at Fratton are included. A colour section will kindle memories, or wistful thoughts of what was missed.

Finally, and not to be outdone, the short-lived ferry to the Isle of Wight, which will be recognised in



model form by those who have seen the East of Scotland group's P4 layout *Burntisland 1883*, appears for completeness in this fine album.

Pen & Sword Books Ltd,
47 Church Street, Barnsley, South Yorkshire S70 2AS.
www.pen-and-sword.co.uk

196mm x 255mm 176pp
Hardback £25.00
ISBN 978-1 52672 681 0

LMS Locomotive Profiles No 15 – the Royal Scots

David Hunt, John Jennison & Bob Essery

When the authors began their mammoth and highly detailed series of monographs on the LMS locomotive fleet – with the rebuilt Royal Scots (see Books, RM February 2001) – it was always their intention to backtrack to the Scots in their as-built parallel-boiler format. In the intervening two decades or so not only has further information come to light but the standard of presentation has improved, so much so that the authors have decided to revisit the 4-6-0s in original and rebuilt guise in one volume.

In common with the rest of the series, there are general arrangement drawings – including no fewer than 12 fold-outs – plus meticulously captioned photographs of great clarity, including the preparation of No.6100 (in reality No.6152) for its North American trip in 1933. Details, modifications and alterations are also covered in depth.

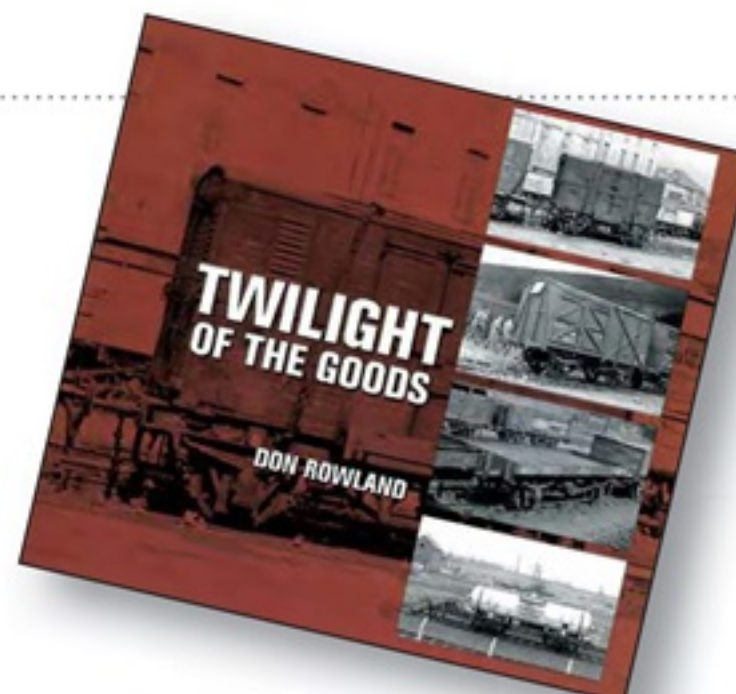
Tenders receive a chapter to themselves, as do the footnotes to the main text. Two appendices provide a summary of the differences between the Scots which were built at North British, and those constructed 'in-house' at Derby – a boon for modellers – and an explanation of how it was deemed more cost-effective to build the second batch despite the 'headline' price for each locomotive being greater than the NBL one.

The authors intend that a pictorial supplement to this remarkable work of reference will be published in due course. Highly recommended.



Wild Swan Books Ltd,
3A Upper Lambridge Street,
Bath BA1 6RY.
www.titfield.co.uk/wildswan

275mm x 215mm 180pp
Softback £26.95
ISBN 978 1 912038 68 8



Impermanent Ways volume 14 – Devon and Cornwall revisited

Jeffery Grayer

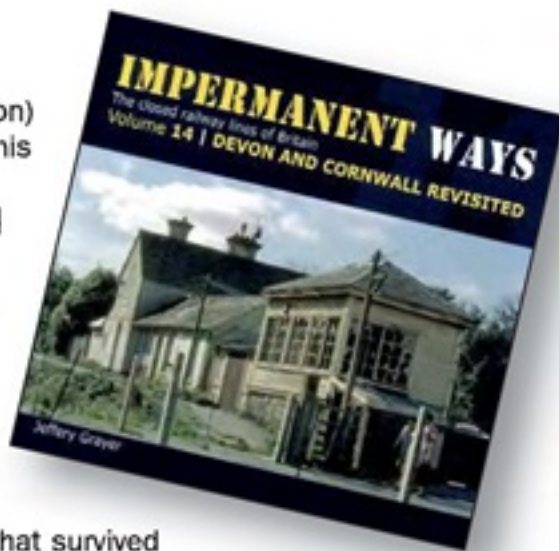
This is a return to the south-west, previously covered in volumes 4 (Devon) and 6 (Cornwall and west Devon) of this series of post-closure/rationalisation photographs of railways. That there is sufficient 'ammunition' for a third volume is illustrative of how much railway mileage was taken from us in the 1960s onwards. In addition to lines that became British Railways' property (ie ours!), for the sake of completion the Lynton & Barnstaple and Bideford & Westward Ho! Light Railway feature, either as fragments that survived

into the 1970s or as is the case with the L&B, being rebuilt.

We begin the journey at Tiverton Junction and travel west along the former GWR main line and branches; then backtrack to Seaton Junction, cross the WR in Exeter and take the Barnstaple road and the 'withered arm'. To accompany the melancholy views – mostly in colour – of rationalised stations and trackless embankments, there are shots taken in steam days in monochrome.

Crécy Publishing,
1a Ringway Trading Estate,
Shadowmoss Road, Manchester M22 5LH.
www.crecy.co.uk

210mm x 215mm 128pp
Softback £12.95
ISBN 978 1 90932 890 7



Gresley's V2s

Peter Tuffrey

It is one of the great iniquities of preservation – a 'postcode lottery' if you will – that there transpired to be (a) only one V2 that was saved from the scrapmen, and (b) it is currently unoperational. This is a pictorial tribute to the 184 of these superbly capable LNER Prairies from start to finish: the first 17 photographs document the construction of No.4782 at Darlington. Vintage colour views are included, especially the garlanded No.4843 on the occasion of its naming as King's Own Yorkshire Light Infantry on 20 May 1939.

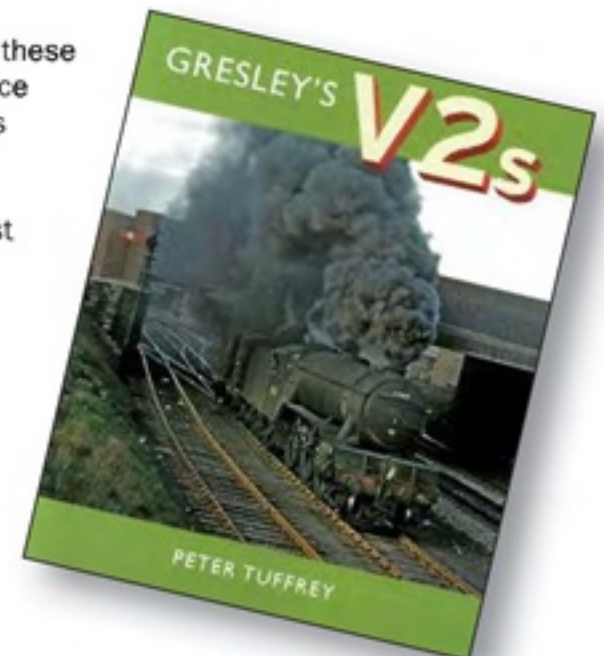
Shots of the machines on shed and in action are accompanied by detailed captions, spread geographically across the system. The photographs are arranged roughly in number order; the higher the number the later in life the V2 is pictured. Thus we run from pristine LNER finish to BR unkempt.

Modellers will find much of interest in these views, not least the construction sequence mentioned above, which will show details largely hidden with complete locos.

In short, a welcome collection of photographs of one of Gresley's very best locomotive designs.

Great Northern Books Ltd,
P O Box 1380,
Bradford BD5 5FB.
www.greatnorthernbooks.co.uk

280mm x 220mm 160pp
Hardback £25.00
ISBN 978-1-912101-05-4



Great Western Pannier Tank Classes

David Maidment

This impressive tome is, in effect, a tribute to the aphorism "if it ain't broke, don't fix it". The GWR pannier tank became a tool of such usefulness that, when the Company was nationalised, of the 3858 locomotives taken onto BR's books, 1269 were six-coupled tank engines – around a third of the total. Not all were pannier tanks of course: the author has spread the net widely in this survey to include saddle tank classes that saw some/all rebuilt with panniers, and allowed some that remained saddle tanks until withdrawal space herein for completeness. Not all are six-coupled machines: the first GWR pannier tank, No.1490 of 1899, was a 4-4-0T, but not one of Dean's finest...

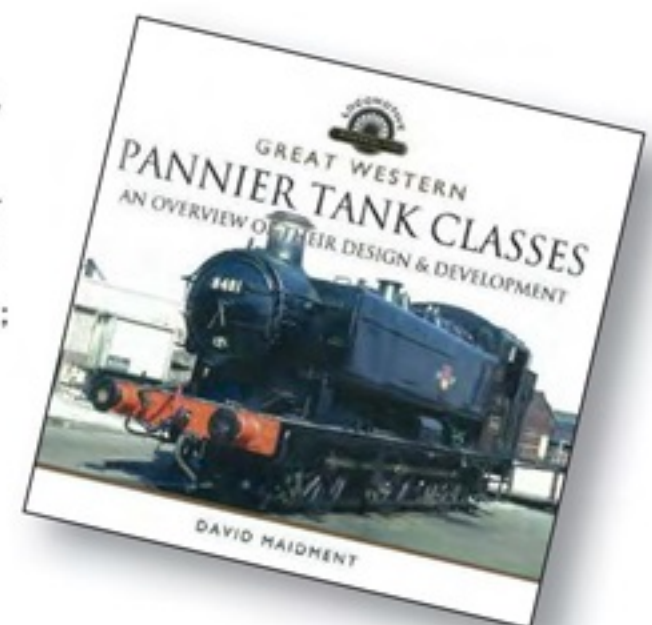
The huge fleet is dealt with in chronological order, starting with the early types such as the Buffalos, then covering the absorbed tanks, followed by the Collett 57xx family. Remarkably, the production run began in 1860 and continued

right up until the emergence from Swindon of 16xx No.1669, destined to have a working life of just over a decade.

Preserved examples are noted in the relevant chapters, and all are listed with weight diagrams, build dates, life after main line service where appropriate (such as NCB use), and technical specifications. A fine selection of photographs (including a colour section) accompanies the well-written text; the author was a career railwayman with knowledge of the breed in the 1950s and 1960s, and some of his performance logs are also presented in this fine volume.

Pen & Sword Books Ltd,
47 Church Street, Barnsley,
South Yorkshire S70 2AS.
www.pen-and-sword.co.uk

245mm x 260mm 368pp
Hardback £40.00
ISBN 978 1 52673 451 8



DVD Reviews

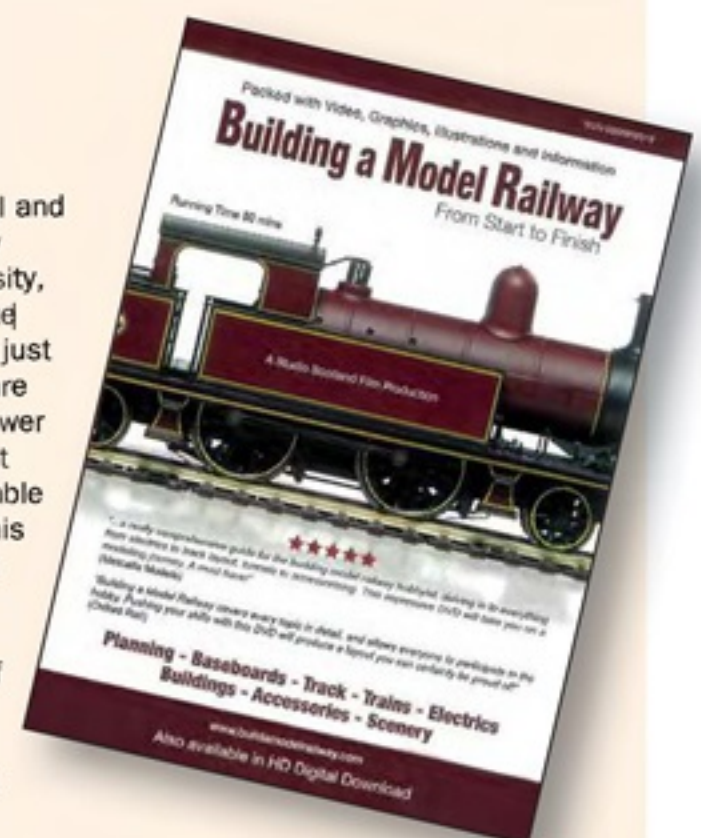
Building a Model Railway – From Start to Finish

Building your first true model railway layout, venturing beyond the train set, can be a daunting task to the uninitiated. There are so many things to consider, and if not properly planned, mistakes, some costly and certainly inconvenient, can be made.

Starting with an empty room, this brand-new production sets out to help the novice modeller take the right path from the very beginning, with planning considerations discussed first, leading on to baseboard construction, track laying and wiring. This follows on to scenery skills, including kit building, with proprietary card kits being the focus of attention. Techniques for creating the scenery are covered in depth, using many traditional methods and some new ones too, thanks to the many new products now available. The programme follows the construction of an LMS-themed end-to-end layout, constructed for DC operation, and concludes with numerous scenes of train operation, showcasing the progress made throughout the process. The build quality of the subject layout is very high, perhaps higher than some modellers might choose to adopt, but there is nothing wrong with encouraging a clean and tidy work ethic!

This is a very professional production, with a helpful and easy-going style of presentation, although quite briskly paced, structured with a series of chapters. By necessity, the treatment of the journey from start to finish is quite generic, but for the first-time modeller this is probably just about right, and hints and tips on how to learn more are given on the way. There is a tendency to direct the viewer to resources online, although we are bound to say that there are plenty of helpful guides and resources available in printed form too, not least from the publishers of this magazine, but in the end the constant reminder about planning and thinking ahead was reinforced over and over, which is no bad thing. As was the reminder that this is a hobby and should be enjoyed at every step of the way, something on which we can all agree. All in all, a very slick production with high production values, and one that will certainly help and encourage someone to embark on their first layout build.

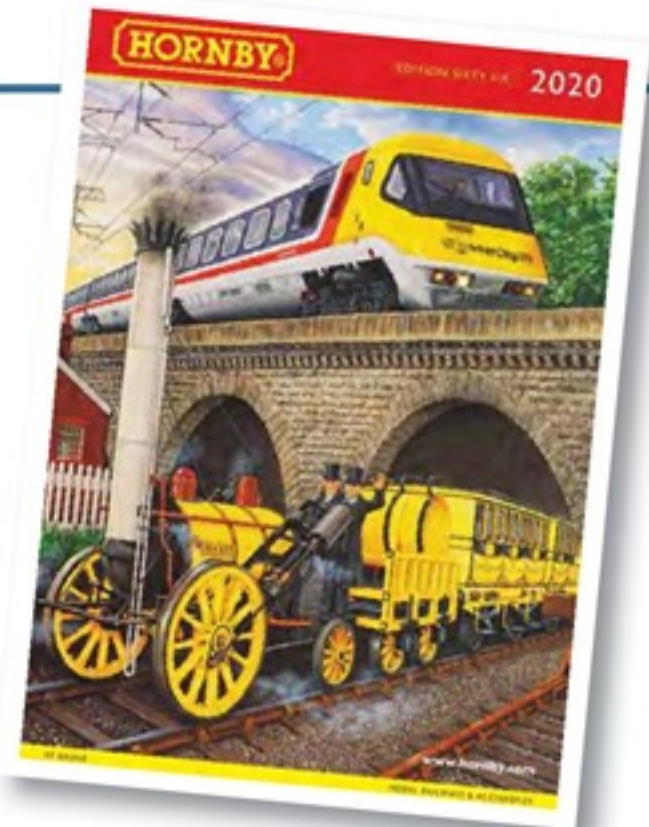
Studio Scotland Ltd,
The Studio, Johnston Park, Inverkeithing, Fife KY11 1BT
www.studioscotland.com



DVD, 60 minutes, £12.50

Hornby's plans for 2020

Report and pictures from the official Hornby presentation by **Steve Flint** and **Craig Tiley**.



Monumentous and very ambitious, that's how we might describe Hornby Hobbies' plans for 2020, the year in which the world famous Hornby brand celebrates its centenary.

Yes, Hornby trains have been around for 100 years, and in so doing have played a significant role in creating a worldwide hobby popular with millions.

In fact, as Hornby Marketing Manager Simon Kohler said in his annual presentation at the manufacturer's long-time HQ in Margate; "It's more than just a hobby – it's a lifetime journey."

Taking to the presentation lectern, he began by reassuring everyone that the firm was in excellent shape and that the supply chain issues that have dogged the company in recent years were improving significantly. Outstanding models promised last year would be coming through very soon, including the Large Prairie (January), the Mk.III coaches (March) and the Merchant Navy (June). The latter being stalled, along with the Pecketts and the Azumas, by a sudden factory closure in China.

It was then onto the real heart of Simon's presentation, beginning with an exciting new development under the Bassett-Lowke brand – Steampunk. "What's that?" I hear you ask.

Sci-Fi and Fantasy hobbies have long held the public's imagination through gaming

and movies, and such themes were frequently applied to layout building in Channel 5's The Great Model Railway Challenge TV show. Sensing a demand for combined Sci-Fi and Fantasy activities with model railways led to Hornby partnering with Steampunk enthusiast Laurie Calvert (of Cato Pass) to create a new range of out-of-this-world railway models and accessories.

"We had to be imaginative and fantastical, think right outside the box and come up with something that could be entertaining and fun for the countless thousands of youngsters and adults who are captivated by the genre."

Simon then turned his attention to the range of centenary limited edition models, 10 categories in all, with each one marking a decade of the firm's history. The new models – all reproductions – would depict a typical product from its corresponding decade: for instance an O gauge tinplate model archetypal of the 1920s, and so on, though possibly the most exciting one for hobbyists of a certain age will be the Stephenson's Rocket model commemorating the original 1960s version.

Full details of each centenary model appear later in this report.

Next came the 2020 releases in the standard range. And what an exceptional range is promised... It's as if Gresley's ghost had infil-

trated the design office as on the list are three newly tooled examples of LNER express locomotives including the legendary Hush-Hush W1 Class 4-6-4 both in original form and rebuilt form. The limited edition Rocket set from the centenary limited edition range will also be available in 'ordinary' packaging in the 2020 range.

Newly re-tooled, due to popular demand, is the prototype APT-P Class 370 model, first introduced in 1980 by Hornby and long since absent from the range. The new version will include supplementary models of all the carriage types found in the formations.

The 2020 range also includes a huge tranche of re-liveries on both locos and stock as detailed later.

With three distinct divisions of new releases in the bag, it was with astonishment that we listened to the details of yet another initiative born within the walls of the Margate grand edifice.

A new app to use on a mobile phone or tablet – the HM6000 – for the control of 12V dc analogue trains. The system, which you can find more information on later in this report, will be complete with all the associated accessories and power transformers.

With traditional analogue and DCC digital control systems entrenched in the hobby, we wondered where in the market this might fit. Simon replied that it would primarily be a control solution within the brand. "You can do just about everything on your phone these days," he emphasised, "so why can I not control trains? We will be able to do so in very short order."

In conclusion, a truly remarkable product offering from this world famous model railway company on its 100th Birthday – fingers crossed that this centenarian can deliver its promises.



Simon Kohler – Hornby's Marketing Manager – admires the exquisite detailing and finishing present on the Rocket model.



Decorated samples of Stephenson's Rocket and coaches for OO gauge, which Hornby is producing from brand new tooling.



In characteristic pose at the lectern, Simon delivers the amazing news to the awaiting awestruck model railway journalists.

Hornby Centenary range of limited edition models



Hornby will be celebrating its centenary with a range of limited edition products, each one marking a different decade of the company's history and carrying a '100 years' logo mark. The launch of each product will be spread throughout 2020:

1920s – Hornby has returned to its O gauge roots for the first of these centenary releases, commissioning the tinplate specialist ETS to produce a new three-rail 0-4-0 steam locomotive based on a 1920s Hornby clockwork model (photo 1). Supplied in period-style packaging with certificates, there will be four liveries produced (inspired by London & North Western Railway black, Midland Railway red, Caledonian Railway blue and Great Northern Railway green).

1930s – This decade will be marked with a train set that evokes an original Hornby Dublo release; the set will comprise Gresley A4 No.4468 *Sir Nigel Gresley* in LNER garter blue livery with two Gresley teak carriages, oval of track and controller (photo 2).



1940s – The latest tooling version of the Stanier Coronation Pacific will be presented as No.6231 *Duchess of Atholl* in LMS crimson livery without smoke deflectors (photo 3); a homage to the original 1948 Hornby Dublo version. The model (which will mirror the construction of the Dublo original with diecast locomotive body and plastic tender body) will be presented in period 'candy stripe' blue packaging.

1950s – Stepping away from trains briefly, these years will be marked with a fleet of six 'Dublo Diecast' vehicles – including a Scammell Mechanical Horse and VW T2 van – in colour schemes inspired by the original Dinky Dublo models of 1957.

1960s – This will be marked with a train pack (presented in Triang Railways style packaging) comprising models of Stephenson's Rocket and accompanying trio of carriages – all from the brand new tooling (photo 4).

1970s – A model of No.92220 *Evening Star* will take centre-stage, this symbolising the last locomotive produced by Triang Railways. The 9F model will be



complete with a commemorative makers plate (cast in resin) based on that affixed to the real locomotive.

1980s – The humble 'Smokey Joe' 0-4-0ST will be produced as a limited edition; this model, which incredibly has never been out of the Hornby range since 1983, will receive extra details (including separate handrails) and be presented in c.1980s 'blue belt' packaging (photo 5).

1990s – The latest tooling Stroudley Terrier 0-6-0T will be presented as LB&SCR-liveried No.45 *Merton*, this name chiming with that of the original Triang Railways factory.

2000s – The first decade of the 21st century will see an 18ct gold plated version of No.35028 *Clan Line* – the model that the firm attributes to a resurgence of the Hornby brand.

2010s – Finally, a Peckett 0-4-0ST will be released in works grey livery as No.614, presented with a replica brass effect maker's plate.

Recalling Rovex

There will be a further release, which will celebrate 100 years of the Hornby train set and also recall the first train set produced by Rovex; this limited edition set (photo 6) will utilise the forthcoming all-new tooling Stanier Princess Royal tooling, presented as No.46201 *Princess Elizabeth* in BR plain black livery with early emblems (as per the 1950s release) with a pair of LMS coaches, oval of track and controller.

Retro wagons

Also in keeping with the centenary theme, there will be six wagon releases in 'retro' liveries that evoke colourful livery schemes from the tinplate era, such as the United Dairies, Colman's Mustard and Crawford's Biscuits examples illustrated here (photo 7).

Golden Tickets

Hornby will be running a 'Golden Ticket' campaign as part of the promotion for the centenary range, with a single ticket hidden in a box for each of the centenary products listed above. These tickets take the form of vouchers for values ranging from £100 up to £500, which will be redeemable via the Hornby website. The top prize is tickets for two to travel on board the Belmond British Pullman.



Steam locomotives

New tooling for steam traction is a veritable parade of LNER express locomotive types. Topping the bill is **Gresley's experimental W1 4-6-4 No.10000 'Hush Hush'** (photo 8). Completed in late 1929, this locomotive was constructed with an experimental marine type water-tube boiler operating at 450psi. It was subsequently re-built with a conventional type of boiler and A4-style streamlining, emerging from Doncaster in this condition in November 1937 (photo 9). It was finally withdrawn in June 1959.

The Hornby model (photo 10) will be released in five versions, the first three will cater for No.10000 in original form; LNER grey, LNER grey with optional *British Enterprise* nameplates (as allocated, but never affixed to the real locomotive) and an interpretation of lined LNER apple green livery (that the

locomotive could conceivably have appeared in). The fourth and fifth versions will depict the locomotive in rebuilt form; as No.1000 in LNER blue with valances, and finally in BR green without valances as No.60700.

Continuing the LNER express locomotive theme will be examples of the **Thompson A2/2 and A2/3 Pacifics**. The former, ex-P2s (photo 11), will be presented as No.60501 *Cock O' The North* in BR lined green livery with early emblems, and No.60505 *Thane of Fife*



▲ The 'Hush-Hush' 4-6-4 No.10000 at Doncaster in 1930, with its original high-pressure water-tube boiler.
Photo: Rail Photoprints Collection

◀ Following the replacement of its boiler with a conventional one, No.10000 was altered to conform to an A4 Pacific's appearance. Here, having been released from its coaching stock, it is reversing out of King's Cross towards Top Shed on 27 February 1938.
Photo: Rail Photoprints Collection

One of the rebuilt (by Edward Thompson) P2s as A2/2 Pacifics, No.60502 *Earl Marischal* emerged in this form in June 1944. It is seen on shed at York on 16 June 1956. The locomotive lasted in traffic until July 1961.
Photo: Norman Preedy/Rail Photoprints



◀ Hornby displayed early samples for each of the three incarnations of the W1 that it is developing.



New HM6000 layout controller

The brand new HM6000 is a control system which uses smart phone app technology to control a 12V dc analogue powered model railway.

The system can operate up to eight channels (circuits) or functions on a layout. These can be, primarily, loco speed, inertia and braking control, and/or the switching of accessories such as electrically operated points and signals.

The app can be installed on Apple or Android smart phones and tablets and uses in-built Bluetooth technology to communicate with base station control modules. Each base unit controls two channels or circuits (eg two separate tracks each running a loco) and each has its own mains/transformer power unit. Up to four modules can be added to the system to operate eight circuits. When used to control points one circuit can switch two points (such as a crossover) simultaneously.

The app also includes on-screen track

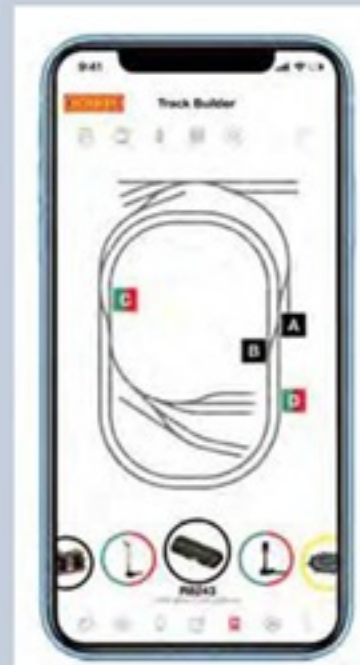
planning software. As well as enabling the user to draw a track diagram on the phone, it also allows the allocation of points and signals on the layout to the corresponding control glyphs on the screen.



▲ A two-channel base station control module which connects to the track.



▲ The app being demonstrated on a tablet computer.



▲ The app also includes track planning software.

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▲ One of the 15 production Thompson A2/3 Pacifics, No.60519 *Honeyway*, was captured on film at Haymarket shed, Edinburgh, in 1960.
Photo: Norman Preedy/Rail Photoprints

“ It’s more than just a hobby
– it’s a lifetime journey ”

Simon Kohler



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New OO tooling at a glance:

- 1 – Stephenson's Rocket
- 2 – BR Standard Class 2 2-6-0
- 3 – Thompson A2/2 Pacific
- 4 – Thompson A2/3 Pacific
- 5 – Gresley W1 4-6-4 (three versions)
- 6 – Class 370 APT
- 7 – Class 91 electric locomotive
- 8 – Coronation Scot coaches
- 9 – BR Mk1 RB

in BR lined green livery with late crests. The latter (photos 12 and 13) will be available in four versions: Nos.500 *Edward Thompson* and 514 *Chamois* in lined LNER apple green, together with No.60512 *Steady Aim* in BR lined green livery with early emblems, and No.60523 *Sun Castle* in BR lined green livery with late crests.

One of the last remaining gaps in the

ranks of BR Standard locomotive classes is set to be filled with models of the 78xxx 2MT 2-6-0 (photos 14 and 15), which will be available as Nos.78000 in BR plain green with late crests, 78010 in BR lined black with early emblems and 78047 in BR lined black with late crests.

The final new tooling announcement will see *Stephenson's Rocket* produced from all-new tooling, supplied with a trio of Liverpool & Manchester Railway four-wheel carriages. In conjunction with the limited edition train pack that forms part of the aforementioned centenary range, these models will also be available in the main Hornby range.

Aside from new tooling, there are numerous re-introductions, including a quartet of Terriers, and pairs of four- and six-wheel Pecketts; highlights include a Terrier as No.13 *Carisbrooke* in lined Malachite green livery with BRISH

RAILWAYS in 'sunshine' lettering on the tanksides (photo 16), and B2 class Peckett No.1426 in c.1960s NCB green livery with red coupling rods (photo 17).

Green is the colour for new versions of the firm's Stanier Pacific models, with Princess Royal No.46211 *Queen Maud* and Coronation Pacific No.46257 *City of Salford* (photo 18), which will both be decked out in BR lined green livery with late crests.

The latest addition to the 1:1 Collection will be 9F 2-10-0 No.92212 in BR plain black livery with late crests, whilst Railway Museum-branded models of locomotives in the National Collection will include Drummond T9 4-4-0 No.120 in LSWR lined green, Churchward No.4003 *Lode Star* in GWR lined green livery with 'shirtbutton' roundels, and BR Standard Class 7 Pacific No.70013 *Oliver Cromwell* in lined BR green livery with early emblems.

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▲ BR Standard Class 2MT 2-6-0 No.78019 is seen at Loughborough on the Great Central Railway. This is one of four examples to survive into preservation.
Photo: Craig Tiley

WATCH THE VIDEO

Highlights of the presentation, images of many of the new models and comments from Hornby's Marketing Manager can be seen via the RAILWAY MODELLER website by following this link;



See so much more on our website!
bit.ly/RMHornby2020

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▲ APT 370 006 leans to the curve through Lancaster with a southbound test train in August 1984.

Photo: Rail Photoprints Collection

Diesels and electrics

The headline act from all of the new tooling announcements for 2020 is undoubtedly the **Class 370** (photo 19) 25kV ac overhead electric Advanced Passenger Train (APT), which is being designed and manufactured by Hornby from scratch (the original 1980s-era tooling no longer being in existence). There will be train packs in five- and seven-car formations, together with supplementary releases for a Non-Driving Motor (NDM) vehicle and twin-packs of TS, TRBS, TU and TF trailer cars, which will enable various formations up to a full 13-car set to be assembled. And yes, the model will tilt!

Also to benefit from all-new tooling will be models of the **Class 91** Bo-Bo 25kV ac electric locomotive (photos 20 and 21). Four versions will be available

initially; 91 002 *Durham Cathedral* in InterCity 'Swallow' livery, 91 117 *Cancer Research UK* in GNER livery, 91 111 *For the Fallen* in VTEC 'remembrance' livery and 91 118 *The Fusiliers* in LNER red livery. There are no plans for accompanying MkIV coaching stock – yet...

Amongst the notable new liveries on exiting tooling is a Class 390 Pendolino four-car train pack in the brand new Avanti West Coast colour scheme (photo 22). This pack will be augmented with five trailer cars in the same scheme, available individually to enable up to a nine-car rake to be assembled.

There will also be Class 373 Eurostar models adorned in an interpretation of the 'Yellow Submarine' scheme (photo 23) that was bestowed upon a full 18-car set in 1999, which was undertaken as part of the marketing campaign for

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the digitally-enhanced re-release of the 1968 film by The Beatles. Both a train set and train pack will be available, each comprising a motorised driving trailer, dummy driving trailer and two passenger saloons. These will be expandable with a coach pack containing two additional passenger saloons.

Other new liveries include a five-car LNER Azuma (Hitachi Class 800/1) train pack with 800 104 in 'Celebrating Scotland' scheme (photo 24), whilst also of note is a trio of new 48DS models in DVLR (photo 25), Express Dairy and GrantRail Ltd schemes, together

with GBRf-liveried Class 50s Nos.50 007 *Hercules* (photo 26) and 50 049 *Defiance*, and Class 60s Nos.60 062 and 60 100 in DB Cargo UK red. Finally, there will be a Class 08 presented as 08 645 *St Piran* in black 'Cornish flag' livery.

The Class 43 HST power cars are available in four new twin-packs including ScotRail (Nos.43 132 and 43 021) and Network Rail (Nos.43 013 and 43 014) livery schemes, together with buffered examples Nos.43 123 and 43 065 in InterCity 'Swallow' livery. Completing the quartet is GWR Nos.43 002 in

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▲ GNER-liveried Class 91 Bo-Bo electric locomotive 91 124 leaves York with the 0730 Kings Cross – Newcastle service on 21 May 2003.

Photo: Rail Photoprints Collection

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Steampunk from Bassett-Lowke

Children love stories of fantasy, Sci-Fi and interstellar warfare, so what better way to introduce model railway building and operation to youngsters than through a very popular form of adult escapism – Steampunk.

Imagine, for a moment, that steam is used to power the world, past, present and future; dinosaurs have become domes-

ticated, and interplanetary travel is commonplace; that's a world which Steampunk embraces.

The radical and inventive train set pack and accessories under the Bassett-Lowke brand has been designed in conjunction with Laurie Calvert who lent some of his locomotive and rolling stock designs to the project. All items use established mod-

els from the main Hornby range, modified with resin additions and repainted in appropriate colours. The range will also include 8" figurines and a set of acrylic paints to complement the railway set which builds into an end-to-end format layout only 105cm (42") x 50cm (20") in size: ideal in fact for a spare bedroom or shed.



▲ Resin additions and repaints to existing Hornby models will make up the locomotive range.

▲ The set is a simple end to end layout which fits nicely in the average sized room.

There is to be a range of collectable figurines 8" high, to go with the railway.



'retro' blue and grey livery and 43 198 in green (photo 27), which reflects the power cars that hauled the last timetabled HST service out of London Paddington on 19 May 2019.

There are no fewer than 13 new livery versions of the (former Lima tooling) Class 66 model. These include 66 727 Andrew Scott CBE in GBRf blue, 66 743 in GBRf Belmond/Royal Scotsman maroon, 66 587 As One, We Can in Ocean Network Express magenta, and 66 623 in Genessee & Wyoming/Freightliner orange and yellow.

Coaching stock

From new tooling will be a BR Mk.I RB (Restaurant Buffet car), which will be released in a range of liveries covering BR Western Region, BR Southern Region and BR Midland Region examples, together with two models in later BR Intercity livery (photo 28).

LMS Stanier Coronation Pacific No 6223 Princess Alice with the up nine-coach Coronation Scot at Carpenders Park in 1938.

Photo: C R L Coles/Rail Archive Stephenson

To accompany the latest tooling versions of the streamlined LMS Stanier Coronation Pacific models, Hornby is to develop new tooling to enable the complete nine-coach formation of the c.1937 Coronation Scot train to be replicated (photo 29). The nine vehicles are composed of six different diagrams; Dia.1905 57' BTK, Dia.1961 57' BFK, Dia.1960. 57' FK, Dia.1912 50' RK (x2), Dia.1902 65' RFO and Dia.1981 57' RTO (x3).

There will be a number of BR Mk.IIs available in Virgin Trains, DRS, ScotRail and Network Rail livery schemes, together with six different BR Mk.I diagrams finished in BR Southern Region green livery.

To accompany the aforementioned Class 43 power car releases, there will be accompanying selections of BR Mk.III trailer cars in InterCity and GWR green liveries.

Railroad range

New for 2020 will be Railroad 'Plus' – models with enhanced livery application and (where appropriate) etched nameplates. Planned releases include Class 47/7 47 749 City of Truro in GBRf blue, Class 37 97 304 John Tiley in Network Rail yellow and BR 9F No.92219 in BR black with late crests.

For further details about all these products, together with details of the entire 2020 range of Hornby releases

(including wagons, layout accessories and new additions to the Skaledale range of structures), refer to a copy of the manufacturer's new catalogue, available direct via the website and from Hornby stockists:

www.hornby.com

Preserved BR Mk.I RB W1667, in Western Region chocolate and cream livery, is pictured in use as part of a dining set on the Severn Valley Railway. Photo: Sam Lench



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Lots to see at Model Rail Scotland 2020

Model Rail Scotland

This year's Model Rail Scotland event will take place on Friday 21, Saturday 22 and Sunday 23 February 2020 in Hall 3 of the Scottish Event Campus in Glasgow (postcode G3 8YW).

The three-day exhibition – which is being supported by Peco Publications Ltd, Hornby Hobbies Ltd, Bachmann Europe Plc and Squires Tools – will bring together in excess of 50 layouts in a variety of scales and gauges, representing British and continental prototypes, together with 150 exhibitor stands including specialist trade support, societies and modelling demonstrations.

Amongst the layouts attending will be several that have been featured in the pages of RAILWAY MODELLER publications including: Cragganmore (O, RAILWAY MODELLER 2020 Extra), Melton Mowbray – North (N, RM September 2014), Passage Lane TMD (OO, RM February 2018 – pictured) and Towcester (OO, RM February 2019).

The weekend will present the first public opportunity for modellers to see progress with products announced by Hornby for its centenary year (see report starting on p170). Similarly, it will also provide an opportunity to see samples of forthcoming products from Peco that will have been announced at the 2020 Nürnberg Toy Fair.

By way of a contrast, Dave Coddington will be displaying examples of products

that were on offer within the Hornby catalogue back in 1970 – an exhibit which will no doubt bring back fond memories for many visitors!

Single day 'on the door' admission for the exhibition is priced as follows: adults £13.00, children £6.00 and families (2+2) £29.00. Child tickets are valid for children aged five years old and over; children under five are admitted free of charge.

Advance tickets are available, which allow entry to the show 30 minutes earlier than the normal opening times (see below), priced £13.00, £5.00 and £29.00 respectively. Advance tickets can be obtained by sending a cheque or postal order (made payable to 'AMRSS') together with a stamped, self-addressed envelope (to arrive no later than 9 February 2020) to: AMRSS, PO Box 9117, Shotts ML7 9AF. Advance tickets can also be purchased online via the website up until Thursday 13 February.

Normal show opening times are Friday 1030 – 1800, Saturday 1000 – 1800 and Sunday 1030 – 1700.

Once again the organisers of Model Rail Scotland – in conjunction with Pre Sco Bus – will be providing a free bus service for visitors, with an AEC Regent V operating a circular route around the city centre serving Glasgow Central, Queen Street and the Scottish Event Campus. Full details of the timings will



▲ Passage Lane TMD will be one of the layouts in action. The OO layout is by Robert Potter and Charlotte Saunderson. Photo: Paul Bason

It is planned to run a vintage bus service over the weekend using this AEC Regent V – an example that spent much of its working career on cross-city routes in Glasgow.



be published on the Model Rail Scotland website: www.modelrail-scotland.co.uk

Dapol rolls out Sentinel shunters in O

The Chirk-based model manufacturer Dapol has received stocks of its Sentinel O-4-OVBT – the firm's latest 7mm scale ready-to-run locomotive release. Plans for these models were first announced in the January 2018 RM, with six livery versions being produced; No.42 in LNER black, No.39 in BR departmental black, No.7160 in LMS black, No.68164 in BR black with early emblems, No.2 Isebrook in GWR green and No.14 Maude in NCB

blue with wasp stripes. Each version has a 21-pin decoder socket and is available DCC ready or DCC fitted.

The specification of the model includes; a diecast running plate and chassis, firebox glow, removable body (for easy fitting of locomotive crew figures), sprung metal buffers and articulated screw couplings. A full review will be published in the March 2020 issue of RAILWAY MODELLER.



Dapol has also received the first decorated samples for its forthcoming streamlined parcels railcar in OO, illustrated (left) with W17 in BR crimson. This is one of two liveries that will be available – the other is No.17 in GWR chocolate and cream. Each version is being offered DCC ready, DCC fitted or DCC sound-fitted.

Dapol is currently inviting expressions of interest for a proposed further produc-

tion run of its OO gauge Class 68 model, presented in Trans-Pennine Express livery as 68 023 Achilles and 68 032 Destroyer. The RRP is expected to be in the region of £160.00. Interest can be registered with Dapol stockists prior to 31 January 2020.

Full details of all Dapol products can be found by referring to the online catalogue on the manufacturer's website: www.dapol.co.uk

Blue Circle and Ferrocrete iron minks from Minerva in O

Minerva Model Railways has announced production of a limited run of its O gauge iron mink model in Blue Circle and Ferrocrete private owner liveries. The models (priced £47.50 each) are in production with expected

delivery in Spring 2020; livery diagrams are reproduced here.

The vans were built to a GWR design for the Associated Portland Cement Manufacturers (APCM). They operated from several cement works, including APCM's large factory at Harbury in Warwickshire and were in service from the 1930s to the 1950s.

The model features a plastic injection-moulded body and chassis, metal-tyred wheels on pin-point axles fitted in compensated axle-boxes, sprung buffers and hook draw-gear with three-link couplings.

The models will only be available direct from Minerva Models via mail and telephone order, the Minerva website and from the Minerva Models' stand at selected model railway shows.

Minerva Model Railways

email: sales@minervamodelrailways.co.uk

Tel: 02920 531 246/07775 782 086 www.minervamodelrailways.co.uk





Heljan publishes new 2020 catalogue

Heljan has released its 2020 catalogue of UK model railway products, covering locomotive and rolling stock items in OO, O and OO9 – including full details of the projects announced at the 2019 Warley show (see News, RM January 2020).

The manufacturer also recently released images from the development CAD artwork for its forthcoming 7mm version of the Class 56, details of which were first announced in our October 2018 issue. The manufacturer has circulated the images to garner constructive feedback prior to the final CAD being signed off and tooling commencing. The catalogue (available from Heljan stockists) contains full details of the locomotive identities and liveries being produced.

www.heljan.dk

Famous Trains welcomes 40,000th visitor!

When Tony Ramsden walked into the Famous Trains model railway building in Derby's Markeaton Park on Sunday 15 December 2019, he had no idea that he was the charity's 40,000th visitor. But Tony was greeted by Adrian Maynard, Famous Trains' chairman, who astonished him by presenting him with a signed certificate to commemorate the occasion. Tony also received a Famous Trains mug and a gift voucher for use in the Famous Trains gift shop.

Tony retired nearly 20 years ago from his position as an EDS contracts manager at Rolls-Royce in Derby. On his visit to Famous Trains he brought with him his daughter, son in law and two of his nine grandchildren, all of whom enjoyed seeing the seven different model railways on display there, particularly the 4mm scale model railway based on Chinley station in Derbyshire.

The Famous Trains model railway opened on 12 April 2014 and is currently listed 14th out of 73 'things to do in Derby' on TripAdvisor.

Famous Trains' opening times are



▲ Famous Trains Chairman, Adrian Maynard (left), presents Tony Ramsden with his 40,000th visitor certificate on Sunday 15 December 2019.

Saturdays, Sundays and Mondays from 1100 – 1600 throughout the year. Admission is priced adults £2.50, children £1.00 and families (up to two

adults with children under 16) £5.00. To find out more:

www.famoustrains.org.uk

'Steam up' your railway modelling with Kato

Kato has published a new publication (available in English as well as Japanese), which seeks to promote the educational value of railway modelling. Although unmistakably targeted at a younger audience, older modellers may be inspired by it too.

Produced in conjunction with Tokyo University, it is titled STEAM – an acronym for Science, Technology, Engineering, Art, and Mathematics – all of which are intrinsically linked to the hobby. The tone is clear, simple, and easy to appreciate, and the design style of the publication is fashionably Japanese, with attractive graphics.

Kato products are distributed in the UK by Gaugemaster, which has supplies of the new A4 size 16-page booklet available free to those who may be able to reach the target audience.

www.gaugemaster.com



New Hibberd Planet diesel shunter kit for 4mm

Narrow Planet has announced the release of its first standard gauge kit for 4mm scale, which is being marketed under the firm's new 'Planet Industrials' label. Designed to appeal to modellers who are new to kit building, the kit for a Hibberd Planet 18 ton diesel locomotive combines a ready-to-run chassis with a 3D-printed body overlaid with etched metal panels.

F C Hibberd & Co Ltd was a British company founded in 1927, which built a large number of industrial petrol and diesel locomotives. The company used the 'Planet' name to market its locomotives and this new kit represents a type that was built from the mid-1950s. The Royal Navy was a relatively large customer with 10 going to the

Devonport dockyard in Plymouth and six to Chatham.

The kit comprises a fret of etched nickel silver detail parts, a 3D printed plastic body shell and separate detailing parts. Only simple folding of the parts is required and they can all be glued in place. The body kit (price £80.00) is designed to fit a Tenshodo 24.5mm wheelbase chassis – 'complete' kits will be available (£110.00) that include all required parts to produce a finished model. Prices include UK delivery.

Narrow Planet
PO Box 297, Bexhill-on-Sea TN40 9HF
email: info@narrowplanet.co.uk
www.narrowplanet.co.uk



Professionally painted 7mm scale figures from Detailed Miniatures

Detailed Miniatures is a specialist supplier of professionally painted 7mm scale figures. Covering various eras, there are fully-finished figures available for drivers, firemen, diesel crews, station staff, workmen and passengers – plus many more.

The supplier carries stock of more than 1000 figures painted and ready for immediate despatch upon ordering.

Three examples are pictured here – all based on 3D-printed products manufactured by Modelu; a driver (ref. DM514) and fireman (ref. DM518), together with a driver/crew figure that is designed to fit the just-released Dapol Sentinel shunter (ref. DM11). These are available priced £16.00 each (P&P extra). For more details:

www.detailedminiatures.co.uk



EXHIBITION FOCUS

Free admission for under-16s at Stafford exhibition

The Stafford Railway Circle's next annual model railway exhibition is due to take place on the weekend of 1 & 2 February 2020.

There will be in excess of 35 model railways in action, covering British and overseas prototypes in a variety of scales and gauges. There will be a celebration of 3mm modelling as part of this year's show, with no less than eight layouts representing this scale, including: Addison Park (RM 2017 Special, pictured), Aldgate Hill & Norton Folgate, Bilton Goods, Bluish, Daconby Town, Heybridge Wharf, Lindhurst and Uppingham.

Admission is priced £10.00 (to include an exhibition guide whilst

stocks last), with no charge for accompanied children aged under 16.

The exhibition will be taking place once again at the Stafford County Showground (where there is extensive free parking) in the Prestwood, Argyle and Sandylands Suites. The showground is situated three miles to the east of the town on the A518 in the direction of Uttoxeter (Sat Nav postcode ST18 0BD).

There will be a bus service from Stafford railway station to the venue – a timetable is available on the event website. See Societies & Clubs for further details or go to: www.staffordrailwaycircle.org.uk

Photo: Paul Bason



See layout from *The Great Model Railway Challenge* at Milton Keynes show



Photo: Steve Flint

The Milton Keynes Model Railway Society (MKMRS) will be staging its annual exhibition on the weekend of 15 & 16 February 2020 at the town's Stantonbury Leisure Centre (MK14 6BN).

More than 30 layouts are booked to appear covering a broad spectrum of scales and eras – including *A Fracking Disaster* (pictured), which was an entry in series two of Channel 5's *The Great Model Railway Challenge*.

Complementing the exhibits will be trade stands catering for a wide range of railway modelling interests, local railway organisation support and a miniature ride-on-railway for children of all ages. Hot and cold refreshments will be

available, together with free parking at the venue. The event has level access throughout.

Opening times will be 1000 – 1700 on the Saturday and from 1000 – 1630 on the Sunday.

A free vintage Routemaster bus service will operate between Milton Keynes Central railway station and Stantonbury Leisure Centre every 30 minutes on both days.

One-day admission will be £8.00 for adults (£7.50 upon production of a valid rail ticket) with children being admitted for £1.00. For further details see Societies & Clubs or go to the society's website:

www.mkmrs.org.uk

Bristol O gauge show

The Bristol O Gauge Group will be staging its annual exhibition devoted to O gauge railway modelling on Sunday 26 January 2020, once again at the UWE Exhibition and Conference Centre, Filton Road, Bristol (postcode BS34 8QZ).

There will be in the region of 80 specialist traders in attendance,

together with a selection of layouts showcasing O gauge modelling (including *Bridgwater* – pictured, see RM October 2019) and test tracks covering Scale Seven, O gauge finescale and O gauge coarse scale. In addition there will be a 'guest' Scale Seven layout; *Love Lane* (which was presented with *The Railway Modeller Award* at the 2018 Warley show). There will also be demonstration stands, modelling demonstrations and a bring and buy stand.

Open 1000 – 1600, admission is priced £9.00 (accompanied children aged under 14 and partners are admitted free) and £7.00 for Gauge O Guild members. Advance tickets are also available to purchase (applications must be received no later than 15 January 2020) via the show website at the reduced price of £7.00.

It is planned to run a vintage bus shuttle between Bristol Parkway station and the venue, however it is advised that visitors check the show website (below) for arrangements nearer the time.

A Dapol O gauge wagon has once

again been commissioned for this year's event; a five-plank open wagon presented in the livery of 'James Durnford & Son Ltd', a lime merchant based at Bristol's Wapping Wharf. Advance ticket holders will have the chance to win examples of these wagons, whilst one paying visitor will also be in with a chance of winning a Minerva O gauge locomotive (choice of either a 57xx/'8750' 0-6-0PT or Manning Wardle K Class 0-6-0ST) with the 'on the door' raffle.

For more details about the event go to: www.bogg7mmexhibition.com

Photo: Tony Wright



Shop News

New model railway retailer in Sussex



Established in 1976, Compass Miniatures of Rotherfield has been supplying electric and live steam models in 5" and 7¼" gauges from its showroom and workshops in the Sussex village since 1982.

However, in July 2019 – following a six-week programme of refurbishment – the business reopened its premises as a new model railway shop. Ranges stocked currently include Peco, Hornby, Bachmann and Woodland Scenics, with more items set to be added as the team continues to develop this side of the business.

The shop is open Tuesdays, Wednesdays, Thursdays (and most Saturdays) from 1000 – 1500. To find out more:

Compass Miniature Railways & Models
Compass House, High Street, Rotherfield, Crowborough,
Sussex, TN6 3LH. www.compass-house.co.uk

Hookhills Viaduct now on display at Kingswear

The N gauge model of *Hookhills Viaduct* (pictured), which Chris White constructed and which was featured in our June 2018 issue, has been placed on display in the Exhibition Coach at Kingswear station. Here it will be seen by those travelling on the Dartmouth Steam Railway – along the route of which the real structure is situated.

To find out more about the railway:
www.dartmouthrailriver.co.uk



In brief

RM Cup prize draw

There's still time to enter the RM Cup Prize Draw and be in with a chance of winning some fantastic prizes – including a first prize of £400 worth of vouchers to spend at your nearest Peco stockist. Entries can be completed using the form in the January issue – all you have to do is choose your three favourite articles published in RM during 2019. You can also email your selection (marked 'RM Prize Draw') to railway-modeller@btconnect.com. The closing date is 31 January 2020 and the results will appear in the April RM.

Junior modelling at Pendon Museum

On 20 February 2020 Pendon will be staging two new 90-minute workshops that introduce junior modellers to building cardboard model kits and modelling realistic scenery. Each participant will leave with a finished model. There will be one course for 7 – 10 year olds and one for 10 – 12 year olds. Eight places available in each session, bookable via the website:

www.pendonmuseum.com

London model engineering show

The annual London Model Engineering Exhibition returns to Alexandra Palace from Friday 17 – Sunday 19 January 2020. The event promises to bring together more than 2,000 models built by individuals, clubs and societies, covering railways, aviation, nautical and military subjects. This year's show will pay special tribute to the emergency services and armed forces. For more information, including admission prices, see Societies & Clubs or the website:

www.londonmodelengineering.co.uk

Accurascale 92 delivery update

Accurascale has advised of a revised delivery schedule for its forthcoming 00 gauge Class 92 electric locomotive models, plans for which were first announced in our April 2019 issue. First stocks are now due to arrive during the fourth quarter of 2020. This is the result of additional development work for the model's innovative pantograph design.

www.accurascale.co.uk

24Trains.tv

24Trains.tv is a new online streaming platform for train-related videos, travel reports, documentaries, tutorials, magazines and books from around the world. It can be accessed on PC, tablet, smartphone, laptop and TV (via Chromecast) and Apple airplay. To find out more, including details of how to subscribe for a two-week free trial:

www.24Trains.tv

Melton Mowbray scoops 'best in show' at Crewe

The Alsager Railway Association staged its annual exhibition on 9 & 10 November 2019 at Bentley Motors in Crewe. Two awards were presented during the course of the weekend and were judged and presented by Dapol Marketing Manager, Neil Morrle.

The first of these – the Chairman's Cup for 'best overall layout' – was won by John Spence and Steve Weston for their N gauge model *Melton Mowbray* (main picture), which was featured in our September 2014 issue and went on to win that year's RM Cup.

The second – the Fred Johnstone Award for 'best scenic layout' – was Chelmsford Model Railway Club for *That Dam Railway* in 009.

For more details about the ARA, which always welcomes new members: www.alsagerrailwayassociation.co.uk

Photo: Steve Flint



▲ Neil Morrle of Dapol presents the Fred Johnstone Award to members of the operating crew for *That Dam Railway*; (from left to right) Paul Benstall, Neil Forkings, Ken Paul and John Pegg.

Top photo: Steve Weston holds the Chairman's Cup with (from left to right); Ian Fraser, John Spence, Neil Morrle and Pete Green.

First look at all-new N gauge open wagons from Peco

As announced in our March 2019 issue, Peco is producing brand new tooling for its five- and seven-plank open wagons. The new versions of these ever-popular N gauge models cater for seven-plank examples with and without end doors, whilst the 9' wheelbase chassis features metal wheels and NEM coupling pockets.

Illustrated here are early tooling examples of each, with some details (including the V-hangers and brake levers) not fitted. Further information including pricing and initial liveries will be confirmed in due course.

www.peco-uk.com



Bookings now being taken for Peco modelling courses



Peco, located in the picturesque coastal fishing village of Beer in Devon, is offering more of its popular two-day modelling courses in 2020.

Intended as practical introductions to core aspects of railway modelling, with expert tuition from the in-house Peco modelmakers, much of the courses are hands-on; Over the duration of the two days students will be guided through

the construction of their own section of baseboard, which can then be taken away at the end.

Courses on the topic of 'Trackwork & Electrics' are planned for 31 March & 1 April, 8 & 9 and 15 & 16 September, whilst courses on the topic of 'Scenic Modelling' are planned for 28 & 29 April and 5 & 6 May. (Note that these dates are Tuesdays and Wednesdays.)

The courses include morning tea/coffee and lunch on both days, a 10% discount voucher to spend in the well-stocked Pecorama model shop and ticket to access the Pecorama attractions (including train ride on the Beer Heights Light Railway).

The courses will be priced £225.00. Bookings can be secured with a 50% deposit (with the balance to be paid no

later than 14 days prior to the course date). Full details are available on the Pecorama website. To make a booking contact:

Pecorama
Beer, Nr. Seaton,
Devon EX12 3NA
Tel: 01297 21542
email: info@peco.co
www.pecorama.co.uk

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Realtrack N gauge PCAs arrive



Realtrack Models has received stocks for its exclusive N gauge models of the PCA bulk cement wagons that have been developed in conjunction with Accurascale (manufacturer of the OO version). Three liveries have been produced, available in triple packs priced £78.00 each; these cover STS, Rugby Cement and Castle cement schemes. To order:

www.realtrackmodels.co.uk

New Class 319 kit from Bratchell Models in OO

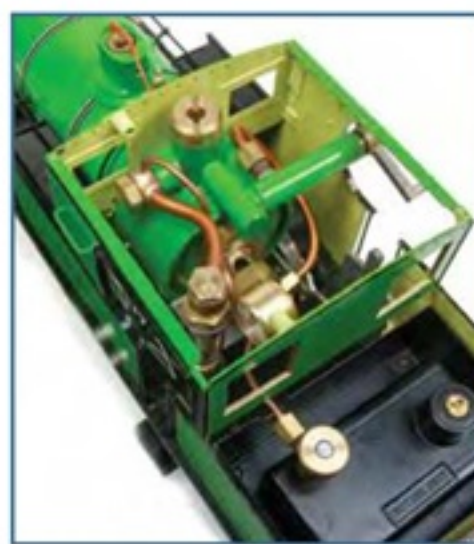
Bratchell Models has produced a kit for a Class 319 four-car EMU in OO, presented as 319 368 in c.1997 Thameslink blue and yellow livery. One of the first Class 319s in this livery, 319 368 carried it for around eight years.

The model is available 'Ready-to-Assemble' priced £360.00 (less wheels and motor). A four-car wheel pack is available priced £72.00 and there is also an option available to have the EMU supplied assembled and ready to motorise, for an additional £72.00. Email orders are now being accepted at:

email: info@bratchellmodels.com



Live steam Thompson B1 and Adams Radial in 1:32



Accucraft UK has launched two new additions to its range of Gauge 1 live steam locomotives models.

Manufactured by Aster Hobby, the Thompson B1 4-6-0 will be available exclusively from Accucraft UK. Alcohol-fired, the model is available as a kit and ready-to-run: three versions are available; No.1306 *Mayflower* in apple green livery (as preserved), No.1264 in LNER black and No.61264 in BR lined black livery with late crests.

The Accucraft Adams Radial is a ready-to-run gas-fired model available in seven livery styles; LSWR Adams lined green, LSWR Drummond lined green, Southern Railway Maunsell Green, SR plain black with 'sunshine' lettering, East Kent Railway lined Ashford green, BR lined black with early emblems and BR lined black with late crests. Prices will range from £1950.00 – £1995.00. The EKR version is only available from Kent Garden Railways.

For further information including full technical specifications of both models:



Accucraft UK Ltd
Unit 4, Long Meadow Industrial Estate, Pontrilas,
Hereford, Herefordshire HR2 0UA
Tel: 01981 241 380
email: info@accucraft.uk.com
www.accucraft.uk.com

Decorated samples for Cargowaggon twins in OO from Revolution Trains

Revolution Trains has received decorated samples for its forthcoming IZA Cargowaggon twins that are being produced in OO in conjunction with Kernow Model Rail Centre.

The ferry vans date from the mid-1980s, and nearly all remain in traffic today. They have been used to carry all

manner of items, including bagged china clay, newsprint, bottled water and so on.

The models are set to feature separately fitted handrails and brake gear, and versions are being produced with a battery operated flashing tail lamp. Liveries available will comprise the original and revised Cargowaggon schemes (the latter with yellow lashing loops and warning signs), with or without tail lamp.

Pre-order prices are £89.99 each for non-lamp versions, and £94.99 each for the versions with lamp. Once the twins have been delivered these prices will increase by £10.00; discounts are available if ordering four twins. Delivery is planned for the second quarter of 2020. To order, and for more details:

www.kernowmodelrailcentre.com
www.revolutiontrains.com



Peter Halliday Dowd

We regret to announce that Peter Dowd, the last surviving founder member of Wakefield Railway Modellers' Society, passed away on 18 November 2019. He was 92 years old and had been President of the society for some years.

As an active member he visited the clubrooms most weeks, in more recent times modelling figures for his 16mm narrow gauge garden line, *The Mogok Ruby Mines Railway* (which featured in the May 1999 issue of *CONTINENTAL MODELLER*). This project commemorated his time in Burma with the Royal Army Service Corps in the late 1940s.

He subsequently worked for 29 years in the fire service, after which he spent 10 years prior to his retirement as a workshop technician at Outwood Grange school where he thoroughly enjoyed being able to pass on his extensive knowledge to children.

Peter had a love of the Midland Railway, modelling this for many years in 4mm scale as an early exponent of EM standards and member of the EM Gauge Society. He built a large

layout in his attic (*Wakefield Northgate*), which was based on a hypothetical terminus at the end of a branch from the Midland main line near Normanton. One of the locos on the layout was a Hornby Dublo A4 painted in Midland red and named *Cuckoo* – a great example of his subtle sense of humour!

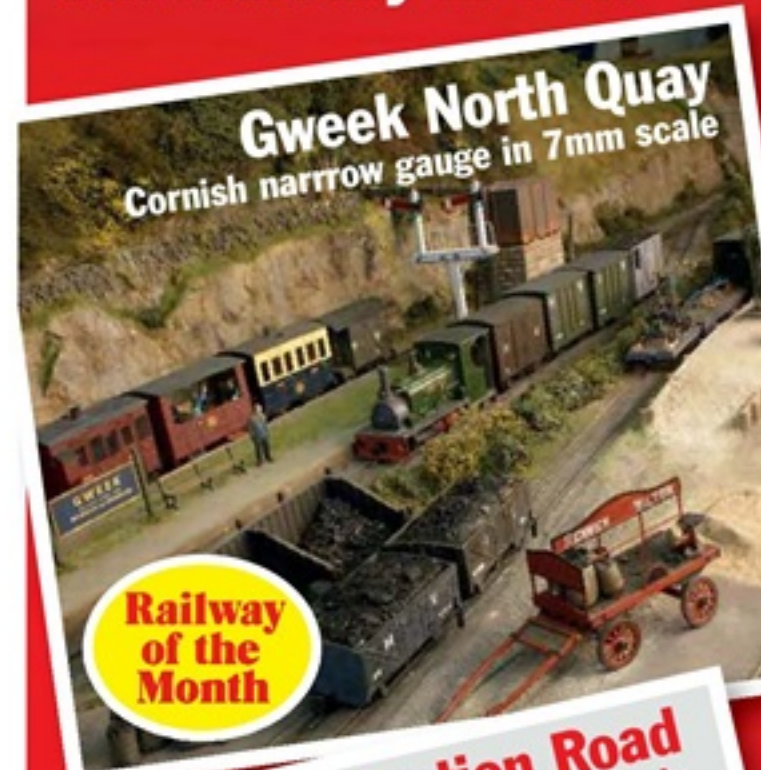
Peter was also an early and active member of the 16mm Association and was involved in the construction of the 16mm system at the Midland Railway Centre at Butterley, which enabled him to satisfy both of his interests. The Yorkshire Area of the 16mm Association maintain a demonstration layout named 'Mount Dowd' in recognition of his contributions.

He will be sorely missed. Our condolences to Peter's family, friends and fellow society members.

Ed – Our thanks to John Farline and Paul Gittins for their help with preparing this obituary.

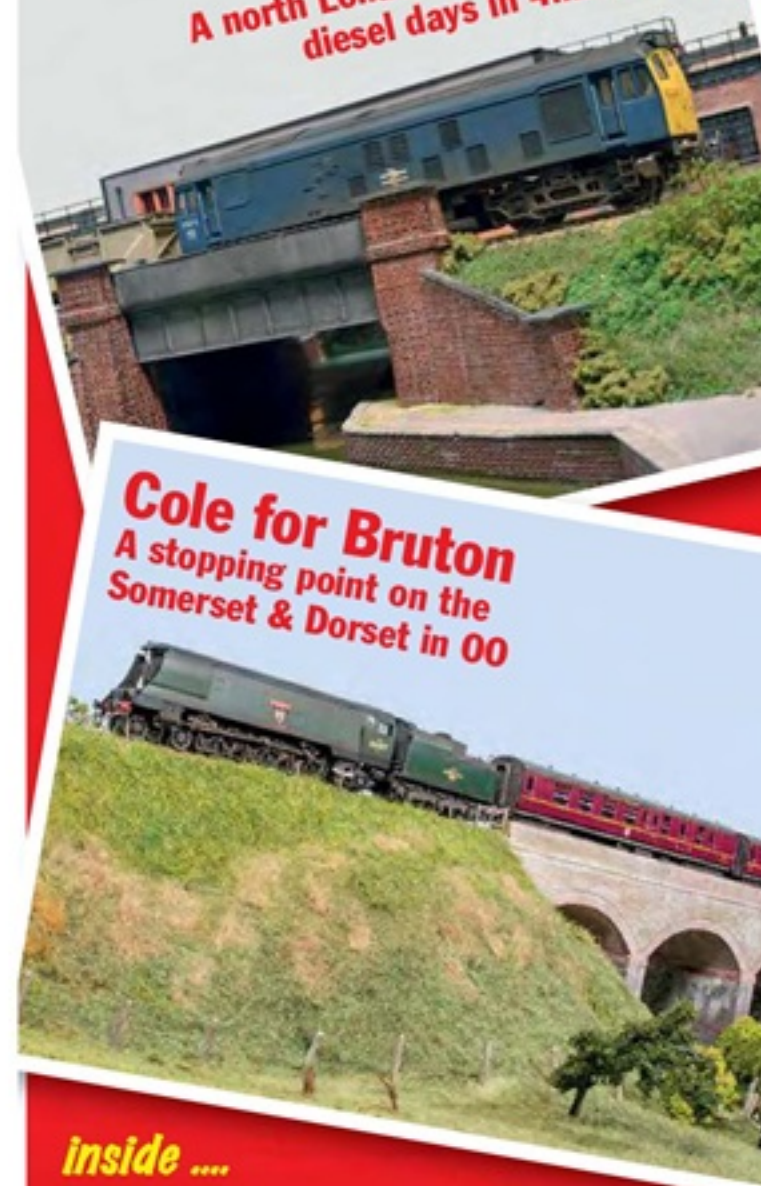
Coming next month

**March 2020 –
Out Thursday 13 Feb.**



**Railway
of the
Month**

Navigation Road
A north London freight scene in
diesel days in 4mm scale



Cole for Bruton
A stopping point on the
Somerset & Dorset in OO

inside

• **ELGIN EAST**
A Scottish layout suggestion based on
the Highland/GNoS junction

• **PAWSON'S PICKLES**
A Micro-marvel layout in O gauge

• **EAST COLNE**
A BR period branch terminus in N
gauge, set in East Anglia

*plus all the
regular features*

Societies & Clubs

The following announcements are included in good faith from information provided by the organisers. As cancellations are sometimes inevitable, anyone travelling a long distance should contact the organiser first. Entries include the organiser's website and/or telephone number. The publishers cannot accept any responsibility for cancellations or errors. RAILWAY MODELLER is published on the second Thursday of the preceding month, and notifications by post or via email to rm-clubs@btconnect.com is required six weeks prior to publication date.

April issue deadline: February 1st

EVENTS

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, Copse 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 (009), Did You Like That! (009), Fort Whiting (009), Pontfadog (2mm NG), Rosehill (009), Woody Lane (009). 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), Dabblingham 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) Obbeke (P87), Orange River & Portland (Fn3), Paradise Mining Co (1:25), Ryders Green Wharf (OO), 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 (OO), 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 (OO), Bitterfield (HO), Brixcombe (P4), Cheffley (OO), Compass Point (OO), 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 Hospicecare. 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), Crockleymouth (OO), Fleetbright 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 (OO), Box Station (N), Digby South Quay (HO), Grunow (TT), Hounslow Sidings (OO), Launceston Steam Railway (OO), 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 Migraïne (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.gscalesocietykent.co.uk

FEBRUARY

Saturday 1 February YATE, Gloucestershire

Organiser: Sodbury Vale MRC.

Venue: St Mary's Church & Church Hall, Church Road, Yate BS37 5BG.

Open: 1000 – 1630

Admission: adults £5.00, accompanied children free.

Amenities: refreshments, disabled access, parking at nearby shopping centre.

Features: 14 layouts, trade stands and demonstrations.

Contact: Tim Crockford 01454 327611
www.sodburyvalemrc.co.uk

Saturday 1 & Sunday 2 February ALTON, Hampshire

Organiser: Alton MRG.

Venue: Eggars School, London Road, Alton, Hampshire GU34 4EQ.

Open: 1030 – 1700 Saturday
1030 – 1600 Sunday.

Admission: adults £5.00, accompanied children under 16 free.

Amenities: refreshments, free parking at the school, wheelchair access with help if required. Free bus service to/from Alton railway station.

Features: FEBEX 2020 – layouts include Aldbourne (OO9), Barrow Street (7mm), Bicsdale (4mm), Burlish Road (7mm), Chalfont (Gauge 3), Gilkerkicker Loop (N), Leicester Belgrave Road (4mm), Much Merkle (4mm), Portwenn (7mm), Project Iraq 2003 (multi scale), Sidmouth (P4), Stodden Hundred (7mm), Teignford (3mm), Winterley Junction (4mm). Trade support, demonstrations including model building construction, society stands.

Contact: R Joel 01420 562619
www.altonmrg.co.uk

Saturday 1 & Sunday 2 February IRVINE, North Ayrshire

Organiser: Kilmarnock & District MRC.

Venue: The Linthouse Building, Scottish Maritime Museum, Harbour Road, Irvine, North Ayrshire KA12 8BT.

Open: 1030 – 1700 Saturday
1030 – 1600 Sunday.

Admission: adults £5.00, concessions £4.00, under 16s free (maximum of two). Entrance to the exhibition covers access to all the exhibits in the museum.

Amenities: parking, full disabled access, buffet, museum café.

Features: layouts, trade support, demonstrations.

Contact: Bill Fitzpatrick 01563 533393
www.kilmarnockmrc.com

Saturday 1 & Sunday 2 February STAFFORD

Organiser: Stafford Railway Circle.

Venue: The Prestwood, Argyle and Sandylands Suites, Stafford County Showground, Stafford ST18 0BD.

Open: 1000 – 1700 Saturday
1000 – 1630 Sunday.

Admission: adults £10.00, accompanied children under 16 free. Admission price includes free show guide while stocks last.

Amenities: venue is three miles east of Stafford town centre on A518 in the Uttoxeter direction. Extended free parking with area for disabled drivers near the entrance doors. Free bus service from Stafford railway station.

Features: layouts include Addison Park (3mm), Aldgate Hill & Norton Folgate (3mm), Appleton Junction (OO), Avyn-a-Llyn (OO9), Bilton Goods (3mm), Bluish (3mm), Burdale Quarry (O), Canalside Ironworks (6mm), Collinton (P4), Daconby Town (3mm), Deadmans Lane (OO), Duncravie Fuelling Point (EM), Effingham Street (OO & OO9), Evington St John (OO), Farmers Drive (N), Foxhampton (OO), Franklin (On2), Friarsgate Depot (OO), Gravelly Oak (N), Harlyn Pier (O), Hewisbridge (OO), Heybridge Wharf (3mm), Hogsmead on Sodor (OO), Hope Under Dinmore (EM), Kinlet Road Shed (OO), Lindhurst (3mm), Neuburg (HO), Nine Mills (N), Portwey – Wessex Trains (OO), Rolleston-on-Dove (EM), Rolvenden (P4), Rossiter Rise (OO), Smallwood (OO), Under the Chandelier (OO/HO), Upper Cwmtywyh (N), Uppingham (3mm), Westcliff Brewery (OO), Whiteacres (OO), Whitecross Street (OO), Wickwar (N). Trade support, demonstrations, society stands.

Contact: www.staffordrailwaycircle.org

Sunday 2 February

BENSON, Oxfordshire

Organiser: NMRA British Region.

Venue: Benson Village Hall, Sunnyside, Benson, Oxfordshire OX10 6LZ.

Open: 1000 – 1600

Admission: adults £5.00, NMRA members £4.00.

Amenities: catering by Too Perfection.

Features: NMRA Winter Meet – layouts include Florence, Iowa (HO), Kamiack Falls (HO), Pickett's Post (On30), Squaw Falls (N), and the Gosport Group N gauge modules. Trade support, bring & buy, raffle.

Contact: Mick Moignard 07774 652504
Keith Webb 01494 528973

Sunday 2 February

MALVERN, Worcestershire

Organiser: Eric & Dave VTC (layout only).

Venue: Three Counties Showground, Malvern, Worcestershire WR13 6NW.

Open: 1030 – 1500

Admission: via Toy Fair only.

Features: vintage Hornby O gauge layout – visitors are welcome to bring something along to run.

Contact: 0121 458 1361 (answerphone)

Saturday 8 February

CLEVELEYS, Lancashire

Organiser: Blackpool & North Fylde MRC.

Venue: Cleveleys Community Centre & Church, Kensington Road (off Beach Road), Cleveleys, Lancashire FY5 1ER.

Open: 1000 – 1600

Admission: adults £3.50, seniors and children 5 – 15 £2.50, family (2+2) £9.50.

Amenities: ample local parking, easy disabled access, light refreshments.

Features: club open day – members' layouts in various scales. Trade support, club sales and magazine stands.

Contact:

www.blackpoolandnorthfyldeMRC.co.uk

Saturday 8 February

EPSOM, Surrey

Organiser: Gauge O Guild Technical Committee with support from Epsom & Ewell MRC.

Venue: Ruxley Church, Ruxley Lane, Ewell, Epsom, Surrey KT19 0JG.

Open: 1000 – 1700

Admission: £2.50 per person.

Amenities: all day buffet, onsite parking.

Features: second GOGTC workshop day. Modellers who have stalled projects can receive assistance; those wishing to move up to O gauge can get help and advice. E&EMRC test track.

Contact: Phil Reid
philreid16124@btinternet.com

Saturday 8 February

HEYWOOD, Lancashire

Organiser: Heywood MRG.

Venue: Club Rooms, Unit 4, Park Works, River Street, Heywood OL10 4AB.

Open: 1000 – 1600

Admission: free. Donations appreciated.

Amenities: light refreshments, ample free parking.

Features: open day – layouts in N to G, bring your own locos to run, dc or DCC.

Contact: www.hmrg.co.uk

Saturday 8 February

LEIGH-ON-SEA, Essex

Organiser: South East Essex Railway Society.

Venue: Leigh Road Baptist Church, Marguerite Drive, Leigh-on-Sea SS9 1NN.

Open: 1015 – 1600

Admission: adults £2.00, concessions £1.00, accompanied children free.

Amenities: tea, coffee and cake; disabled access.

Features: society open day. Layouts from N up to Gauge 3.

Contact: chairman.seers@gmail.com

Saturday 8 February

SOLIHULL, West Midlands

Organiser: West Midlands G Scale Society.

Venue: St Mary's Church Hall, Hobs Meadow, Solihull, West Midlands B92 8PN.

Open: 1000 – 1600

Admission: adults £3.00, accompanied children (5 – 16) £1.00.

Amenities: refreshments, free parking.

Features: G scale indoors with guest layouts in other scales. Trade support.

Contact: Richard Paynter 0121 705 5840
www.gscalesociety.com/westmidlands

Saturday 8 & Sunday 9 February

YENSTON, Somerset

Organiser: Cale Rail and Gartell Light Railway.

Venue: Gartell Light Railway, Common Lane, Yenston, Nr Templecombe BA8 0NB.

Open: 1000 – 1600 both days.

Admission: adults £4.00 (model railway show only, GLR tickets excluded).

Amenities: refreshments from the Pines Buffet.

Features: 15th annual model railway exhibition. Layouts, historical displays of Templecombe, GLR in operation.

Contact: http://newglr.weebly.com

Sunday 9 February

LENHAM, Kent

Organiser: French Railways Society.

Venue: Lenham Community Centre, Groom Way, Lenham, Kent ME17 2QT.

Open: 1000 – 1630

Admission: adults £4.50, children free.

Amenities: car park, refreshments, disabled access except to stage.

Features: model rail show and winter rendezvous – mainly French outline layouts in various scales, sales and society stands, programme of talks and slide shows.

Contact: Roger Allen
roger.allen1@btinternet.com
www.frenchrailwaysociety.org

Saturday 15 February

BIGGLESWADE, Bedfordshire

Organiser: East Beds MRS.

Venue: Stratton School, Eagle Farm Road, Biggleswade, Bedfordshire SG18 8JB.

Open: 1000 – 1630

Admission: adults £5.50, concessions £4.50, children £3.00, family (2+2) £14.00.

Amenities: free parking, light refreshments, wheelchair access to all areas except raised stage in main hall.

Features: layouts include 7th Street Terminal (N), Bärental (HOM), Batcombe (OO), Clone Line (OO), Ellasweet Beet Factory (OO), Engaine-cum-Hardy (N), EU Depot (7mm), Glebe Lane (7mm), Lofthole Oil Terminal (N), Lydham Heath (S), Modbury Torr (3mm), Oakley Green (OO), The Ashurst Brickworks Light Railway (OO9), Tinner's Wharf (OO), Towcester (OO), Yellow Ridge Mine (1:24). Trade support, society stands.

Contact: 01626 864942
www.ebmrs.org.uk

Saturday 15 February

RAINFORD, Merseyside

Organiser: North West Narrow Gauge Show.

Venue: All Saints Parish Hall, Church Road, Rainford, Merseyside WA11 8HE.

Open: 1000 – 1630

Admission: £5.00, children under 15 free.

Amenities: refreshments available all day, free parking at venue and in overflows, nearest station Rainford Junction.

Features: narrow gauge layouts in various scales, trade support, OO9 Society Members' Sales, show you how stands.

Contact: 01744 25361

Saturday 15 February

TONBRIDGE, Kent

Organiser: Tonbridge MRC.

Venue: The Angel Centre, Angel Lane, Tonbridge, Kent TN9 1SF.

Open: 1000 – 1700

Admission: adults £6.00, children 10 – 16 £1.00, children under 10 free.

Amenities: wheelchair accessible, light refreshments. Venue is five minutes walk from railway station.

Features: over 30 layouts in various scales,

extensive trade support, demonstrations.
Contact: Roy Prentice 01892 527199
www.tonbridgemic.org

Saturday 15 & Sunday 16 February HIGHBRIDGE, Somerset

Organiser: Sedgemoor Gauge O Group.
Venue: King Alfred School, Burnham Road, Highbridge, Somerset TA9 3EE.
Open: 1030 – 1700 Saturday
1000 – 1630 Sunday.

Admission: adults £4.00, teenagers £3.00, family (2+2) £10.00.

Amenities: free parking, refreshments, disabled access and facilities.

Features: SEDGGOG exhibition – 11 layouts plus traders and demonstrations.

Contact: 01278 684606 or 07918 979093

Saturday 15 & Sunday 16 February MILTON KEYNES

Organiser: Milton Keynes MRS.
Venue: Stantonbury Leisure Centre, Stantonbury, Milton Keynes MK14 6BN.
Open: 1000 – 1700 Saturday
1000 – 1630 Sunday.

Admission: adults £8.00 (£7.50 with valid rail ticket on door only), children £1.00. Tickets available online via WeGotTickets or on the door (cash only).

Amenities: hot & cold refreshments, level access throughout, free parking at venue, free vintage bus service from Milton Keynes railway station.

Features: 30+ layouts (including first public outing of one of the entries in Series 2 of Channel 5's *The Great Model Railway Challenge*) plus trade support, miniature ride-on railway, societies.

Contact: www.mkMrs.org.uk

Saturday 15 & Sunday 16 February SILEBY, Nr Leicester

Organiser: Syston MRS.
Venue: Sileby Community Centre, High Street, Sileby, Nr Leicester LE12 7RX.
Open: 1000 – 1630 Saturday
1000 – 1600 Sunday.

Admission: adults £4.00, accompanied children free, family (2+2) £8.00. Donation made to charity every year.

Amenities: ample parking nearby, food, refreshments.

Features: layouts include Ashtown (N), Harrowby Hill MPD (OO), Heath Green (OO), Kozel Cement (HO), Karolina Falls (On30), Myton (OO), Netherwood Sidings (O), Power Station (N), Southgate DMU (OO), Tennis Court Sidings (N), Weslo Steels (EM). Trade support, demonstrations.

Contact: 0116 260 5760
www.systonMrs.org.uk

Sunday 16 February Nr BOSTON, Lincolnshire

Organiser: Hubberts Bridge Model Railway Exhibition.
Venue: Hubberts Bridge Community Centre, Langrick Road, Boston PE20 3SG.
Open: 1000 – 1600

Admission: adults £3.00, children under 16 free. Proceeds to the Lincolnshire & Nottinghamshire Air Ambulance.

Amenities: refreshments.

Features: Hubberts Bridge Model Show – model railway and general model exhibition. Trade support.

Contact: Glyn Halgarth
glynhalgarth@tiscali.co.uk

Sunday 16 February MONMOUTH

Organiser: Monmouth Rotary Model Railway Exhibition.

Venue: Bridges Community Centre, Drybridge House, Wonastow Road, Monmouth NP25 5AS.

Open: 1000 – 1600

Admission: adults £6.00, children & seniors £5.00, family £14.00.

Contact: 01600 711889

Sunday 16 February OLDBURY, West Midlands

Organiser: Warley MRC.

Venue: Warkley MRC Clubrooms, Unit 1F, Pearsall Drive, Oldbury B69 2RA.

Open: 1100 – 1600

Admission: free, donations accepted.

Features: open day – see the work of members and gain an update on current projects. Members' bring & buy stand.

Contact: www.warley-mrc.org.uk

Friday 21 to Sunday 23 February GLASGOW

Organiser: Association of Model Railway Societies in Scotland.

Venue: SECC, Glasgow.

Open: 1030 – 1800 Friday
1000 – 1800 Saturday
1030 – 1700 Sunday.

Admission: advance tickets – adults £13.00, children £5.00, family (2+2) £29.00. Advance tickets allow admission 30 minutes in advance of opening times and can be purchased via the event website or by post – to arrive no later than 9 February – from AMRSS, P O Box 9117, Shotts ML7 9AF (online advance ticket orders close 13 February). Please enclose an SSAE and make cheques/postal orders payable to AMRSS. On the door – adults £14.00, children £6.00, family (2+2) £30.00.

Features: Model Rail Scotland 2020 – layouts include 1970 *Triang Hornby Catalogue* (OO), *A Journey in Switzerland* (G), *Alloa* (OO), *Balbirnie Mill* (OO), *Balornock Goods* (HO), *Bankfield Road* (O), *California Surf Line* (N), *Castlebridge* (N), *Castle Morris* (O), *Charliewille* (N), *Cragganmore* (O), *Craig an Torry* (OO), *Dalnottar Riverside* (O), *Dalziel North* (OO), *Dead End Sidings* (OO), *Ebsworth Street* (OO), *Elliott Bridge* (OO), *Forthtal Schmalspurbahn* (HOe), *Garrigill* (P4), *Garty Bridge* (OO), *Glasshouse Loan* (O), *Hallside* (OO), *Hills of the North – the Spirit of Shap* (OO), *Hornsey Broadway* (EM), *Irrgarten* (HO), *Jackson Yard* (O), *Kettlewell* (P4), *Kinlochewe* (OO), *Law Junction* (N), *Mauchline Station & Ballochmyle Viaduct* (N), *Melton Mowbray (North)* (N), *Nae Ware – in Moray* (N), *North Ballachulish* (EM), *Ochtildhu* (G), *Passage Lane TMD* (OO), *Phoenix Lane* (OO), *Rannoch* (OO), *Remagen Bridge 1944* (N), *Sauchenford* (2FS), *Talybont & Llanbrneglwyys Railway* (O-16.5), *The Circle Line* (N), *Thomas* (OO), *Top Yard* (EM), *Towcester* (OO), *Trams of Yesteryear* (OO), *Wardlaw* (OO), *Wormhill* (N). Extensive trade support including RAILWAY MODELLER. Society stands and demonstrations. Free exhibition guide.

Contact: www.modelrail-scotland.co.uk

Friday 21 to Sunday 23 February HOUTEN, Nr Utrecht, Netherlands

Organiser: Rail 2020.
Venue: Eurteco Center, Meidoornkade, Houten, Nr Utrecht, Netherlands.

Open: 1000 – 1700 Friday
1000 – 1700 Saturday
1000 – 1630 Sunday.

Amenities: free parking, shuttle bus from Houten station (charges apply).

Admission: adults €17.00, accompanied children up to 12 free.

Features: Rail 2020 including fifth Proto87 Convention.

Contact: www.rail.nl

Saturday 22 February PRINCES RISBOROUGH, Buckinghamshire

Organiser: Risborough & District MRC.

Venue: Community Centre, Wades Park, Stratton Road, Princes Risborough, Buckinghamshire HP27 9AX.

Open: 1000 – 1700

Admission: adults £4.00, accompanied children £2.00.

Amenities: light refreshments including lots of home-made cakes. Venue is adjacent to Springs swimming pool.

Features: RISEX 2020 – layouts include *Airesby Colliery* (N), *Edgeholme Quarry* (O-16.5), *Fictionville* (45mm), *Garreg Wen* (OO), *Klapping* (HO), *Minnie Bridge* (OO), *Naples Street* (TT), *New Walmington Pier* (OO), *Roadwater* (EM), *Rugby Central* (N),

Trinity Dock Street Bridge (OO). Trade support, demonstrations.

Contact: Mark Bacon 07943 496652

www.rdmrc.org.uk

Saturday 22 February READING, Berkshire

Organiser: Kenavon Railway Society.

Venue: The Warehouse, 1a Cumberland Road, Reading, Berkshire RG1 3LB.

Open: 1000 – 1700

Admission: adults £4.00, seniors £3.00, children £2.00, family (2+2) £9.50. Proceeds in aid of the Chelsey & Wallingford Railway.

Amenities: disabled access, refreshments, limited free parking off Norwood Road (church car park). Venue behind Mr Cod, on several bus routes.

Features: approx 18 layouts, trade support.

Contact: Richard Standing 07760 285383
www.kenavon.btck.co.uk

Saturday 22 February SAFFRON WALDEN, Essex

Organiser: Saffron Walden MRC.

Venue: United Reformed and Salvation Army Halls, Abbey Lane, Saffron Walden, Essex CB10 1AG.

Open: 1000 – 1630

Admission: adults £3.50, seniors £3.00, children £1.00, under 5s free, disabled with carer free.

Amenities: access for disabled to all areas, refreshments, charged-for parking at Swan Meadow CB10 1BX.

Features: layouts include *Brenlyn* (OO), *Gwylb a Gwyntog* (OO), *Lydgate* (OO), *Nene Wharf* (OO), *Nonsuch* (O-16.5), *Questa* (On30), *Saffron Green* (O), *Stanhem Quay* (OO), *Three Mills* (3mm). Trade support, SWMRC second-hand stall.

Contact: Julian Nettle 01799 521029
julian.nettle@btopenworld.com

Saturday 22 & Sunday 23 February CHAPEL-EN-LE-FRITH, Derbyshire

Organiser: New Mills & District Railway Modellers.

Venue: Chapel-en-le-Frith Leisure Centre, Long Lane, High Peak, Chapel-en-le-Frith, Derbyshire SK23 0TQ.

Open: 1000 – 1700 both days.

Admission: adults £6.00 (also admits two accompanied children under 16 free).

Amenities: exhibition and all facilities are on the ground floor, fully wheelchair accessible. Refreshments in leisure centre café. Free parking close to the entrance.

Features: 20+ layouts plus trade support, demonstrations, society and pre-owned models stands.

Contact: Henry Kukiewicz 07895 055321
www.nmdrm.co.uk

Saturday 22 & Sunday 23 February TENTERDEN, Kent

Organiser: Ashford MRC.

Venue: Homewood School, Ashford Road, Tenterden, Kent TN30 6LT.

Open: 1000 – 1700 Saturday
1000 – 1600 Sunday.

Admission: adults £5.00, seniors £4.50, children £3.50, family (2+2) £12.50.

Amenities: free onsite parking, refreshments, disabled access.

Contact: 07394 630328
www.ashfordmrc.com

Saturday 22 & Sunday 23 February YORK

Organiser: Ebor Group of Railway Modellers.

Venue: Heworth Church Hall, Melrosegate, York YO31 0RL.

Open: 1000 – 1700 Saturday
1000 – 1600 Sunday.

Admission: adults £4.00, children £1.00. Proceeds in aid of York Against Cancer.

Amenities: refreshments, disabled access, on-street parking, good bus links with York railway station.

Features: eight layouts in scales from N to O, trade support, demonstrations.

Contact: Tony Walmsley
walmsley_tony@hotmail.com

Sunday 23 February HEANOR, Derbyshire

Organiser: Ilkeston (Woodside) MRC.

New Venue: Heanor Miners Welfare, Ilkeston Road, Heanor DE75 7DT.

Open: 1000 – 1630

Admission: £4.00, accompanied under 16s free.

Amenities: disabled access to all areas, café.

Features: layouts in the main scales, LEGO layout, self-drive Thomas layout, trade support, club stall.

Contact: 07930 909571

Saturday 29 February & Sunday 1 March

FULWOOD, Lancashire

Organiser: Preston & District MRS.

Venue: Sports Hall, Preston College, Fulwood Campus, St Vincent's Road, Fulwood, Preston, Lancashire PR2 8UR.

Open: 1000 – 1700 Saturday
1000 – 1600 Sunday

Admission: adults £8.00, wheelchair users £4.00 (carers free), children £4.00, accompanied children under 15 free.

Amenities: refreshments, ample free parking, easy access.

Features: layouts in various scales including *Purgatory Peak* (On30) and *Ulvaryd Strand* (HOe). Full trade support.

Contact: 07776 438933

www.prestonanddistrictMrs.org.uk

MEETINGS

Saturday 1 February, 1300hrs

Swiss Railways Society – Yorkshire

The Chamonix Valley by Ray Wilkinson.

Venue: Middleton Railway, Engine House, Moor Road, Leeds LS10 2JQ.

Contact:
yorkshire.branch@swissrailsoc.org.uk

Monday 3 February, 1930hrs

Peak Rail Association – Sheffield

West Coast Railways by James Shuttleworth.

Venue: The Harlequin, 108 Nursery Street, Sheffield S3 8GG.

Contact: Dave Sharp 0114 274 5478
www.peakrail.co.uk/sheffieldbranch

Monday 3 February, 1400hrs

RCTS – Birmingham

The Broad Gauge Journey – Part 1 London To Bristol by Revd Canon Brian Amman.

Venue: Christ Church Community Hall, Burney Lane, Ward End B8 2AS.

Contact: Ronnie McAdam 0131 669 7503

Tuesday 4 February, 1900hrs

RCTS – Watford

The 1935 – 1962 Tube Stock Family by Brian Hardy.

Venue: Beechen Grove Baptist Church, Clarendon Road WD17 1JJ.

Contact: Ronnie McAdam 0131 669 7503

Tuesday 4 February, 1930hrs

SEG/LRTA – Eastleigh

Tram Depots In Britain by Stephen Bigley.

Venue: Eastleigh Railway Institute, 2 Romsey Road, Eastleigh SO50 9FE.

Admission: £3.00

Contact: www.lrta.org
www.southernelectric.org.uk

Tuesday 4 February, 2000hrs

The Enfield Transport Circle

The B24 Incident – Cheshunt, Herts 1944 by David Parnell.

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

Tuesday 4 February, 1400hrs

The Leicester Railway Society

Railways Of Northamptonshire – Part 1 by Robin Culpot.

Venue: The Braunstone Civic Centre,

209 Kingsway, Leicester, LE3 2PP.
Contact: Stephen Hewitt 07980 008370
www.leicesterrailwaysociety.com

Wednesday 5 February, 1900hrs
Association of Shrewsbury Railway Modellers
Practical demonstrations by Association members.
Contact: Nick Coppin 01952 884398
www.shrewsburyrailwaymodellers.co.uk

Wednesday 5 February, 1930hrs
Burton Railway Society
A Review Of Steam On The Main Line In 2019 On Blu-ray by Dave Richards & Karl Jauncey.
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 5 February, 1415hrs
RCTS – Ipswich
Modern Traction In The 1960s by Dave Percival.
Venue: Greenfinch Church Hall, Greenfinch Avenue IP2 0SQ.
Contact: Ronnie McAdam 0131 669 7503

Wednesday 5 February, 1330hrs
RCTS – Liverpool
The Black And White Collection Of Bill Ashcroft by John Sloane.
Venue: Haig House Social Club, Woolton Road, Garston L19 5NQ.
Contact: Ronnie McAdam 0131 669 7503

Wednesday 5 February, 1915hrs
Swiss Railways Society – Manchester
8 Day Pass by Brian Petch.
Venue: Friends' Meeting House, 6 Mount Street, Manchester M2 5NS.
Contact: manchester@swissrailsoc.org.uk

Thursday 6 February, 1915hrs
SLS – Kendal
The Lynton And Lynmouth Cliff Railway And Other UK Funiculars by Martin Slader.
Venue: St John Ambulance Centre, Sandes Avenue, Kendal LA9 4LL.
Contact: 01539 725858

Thursday 6 February, 1930hrs
The Great Central Railway Society – Sheffield
Trains In The Snow by Les Nixon.
Venue: The Farm Road Sports & Social Club, Farm Road, Sheffield S2 2TP.
Contact: Bob Gellatly 01909 565763
www.gcrsociety.co.uk

Friday 7 February, 1930hrs
RCTS – Bristol
South Wales In The 1960s by Gerry Nichols.
Venue: St Peter's Church Hall, Church Road, Filton BS34 7BX.
Contact: Ronnie McAdam 0131 669 7503

Friday 7 February, 1930hrs
RCTS – Camforth
Three Decades Of Changes On The Footplate by Lee Peters.
Venue: Station Hotel.
Contact: Ronnie McAdam 0131 669 7503

Friday 7 February, 1900hrs
SLS – Newcastle upon Tyne
The Ballarat Line Upgrade – A Look At Regional Rail Revival In Victoria, Australia by Philip Kirkland.
Venue: The Conference Room, 1st Floor (access via Black Swan Courtyard), Newcastle Arts Centre, 67 Westgate Road, Newcastle upon Tyne NE1 1SG.
Contact: www.slsnewcastle.org.uk

Saturday 8 February, 1430hrs
RCTS/SRPS – Edinburgh
Vintage Photographic Presentation by Bob Cleary.
Venue: Quakers' Meeting House, 7 Victoria Terrace, EH1 2HE.
Contact: scotland@rcts.org.uk

Saturday 8 February, 1900hrs
RCTS – Exeter
Changing Landscapes by Barry Jones.
Venue: Conference Room, Great Western Hotel, by Exeter St David's station, EX4 4NU.
Contact: Ronnie McAdam 0131 669 7503

Saturday 8 February, 1100hrs
Swiss Railways Society – West Of England
Members' day.
Venue: The Keyberry Hotel, 17 Kingskerswell Road, Newton Abbot TQ12 1DQ.
Contact: wofe.branch@swissrailsoc.org.uk

Monday 10 February, 1930hrs
Lincoln Railway Society
Bristol To Didcot by Richard Binding.
Venue: St Hugh's Church, Harewood Crescent, North Hykeham, Lincoln LN6 8JG.
Admission: visitors £3.00
Contact: 01522 698085
grahamlighfoot1948@gmail.com

Monday 10 February, 1915hrs
RCTS – Ipswich
The Alan Valentine Collection – Local Images From The 1960s by David Dyes.
Venue: Greenfinch Church Hall, Greenfinch Avenue IP2 0SQ.
Contact: Ronnie McAdam 0131 669 7503

Monday 10 February, 1400hrs
RCTS – Northampton
The Bank Job by Lester Hilman.
Venue: Weston Favell Parish Hall, Booth Lane South, Weston Favell, NN7 3EP.
Contact: Ronnie McAdam 0131 669 7503

Monday 10 February, 1400hrs
RCTS – Sheffield
A Taste Of Japan by Gordon Davies.
Venue: The Sheffield Scout Headquarters, 60 – 68 Trippet Lane S1 4EL.
Contact: Ronnie McAdam 0131 669 7503

Monday 10 February, 1930hrs
SEG – Sussex
AGM followed by a presentation by Mike Stringer.
Venue: The Deall Room, Southwick Community Centre, BN42 4TE.
Admission: non-members £3.00
Contact: stuart.hicks90@gmail.com

Monday 10 February, 1930hrs
SLS – Ardrossan
Glasgow Underground by Margaret Cowie.
Venue: Lauriston Hotel, 15 South Crescent Road, Ardrossan KA22 8EA.
Contact: 01294 822303

Tuesday 11 February, 1930hrs
Friends of the National Railway Museum
Reels On Rails: Film And Sound Collection At The NRM by Angelique Bonamy.
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 11 February, 1945hrs
Great Western Society – Bristol
The Andrew Hook Memorial Meeting – group annual meeting, followed by a Didcot representative.
Venue: BAWA, 589 Southmead Road, Filton, Bristol, BS34 7RG.
Contact: 01454 324230

Tuesday 11 February, 1945hrs
Pewsey Vale Railway Society
European Railway Travels by Ken Birbeck.
Venue: Woodborough Social Club, SN9 5PL.
Contact: 07899 967221

Tuesday 11 February, 1930hrs
RCTS – Cambridge
Main Line Steam In The 21st Century by Michael Smyth.
Venue: The Swift, Haggis Gap, Fulbourn,

CB21 5HD.
Contact: rctscambridge@gmail.com

Tuesday 11 February
RCTS – Merseyside, Chester and North Wales
West Midlands Day Ranger (To Include Hereford And Nuneaton).
Contact: Alan Turton 01606 854227
Merseyside@rcts.org.uk

Tuesday 11 February, 1930hrs
RCTS – Nottingham
Whose Railway Is It Anyway? by Ted Cook.
Venue: Nottingham Mechanics, 3 North Sherwood Street, NG1 4EZ
Contact: Rodney Allan 0115 972 4184
rodney43allan@hotmail.co.uk

Tuesday 11 February, 1930hrs
Wells Railway Fraternity
The LT Museum And Steam On The Underground by Barry LeJeune.
Venue: Wells Town Hall, Market Street, Wells, Somerset, BA5 2RB.
Contact: Andrew Tucker 01749 830695

Wednesday 12 February, 1930hrs
LCGB – Dorking
Regional Railways by Alex Green.
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 12 February, 1930hrs
RCTS – Cardiff
The Monmouthshire Railway & Canal Company In Newport by Ray Viney.
Venue: Old Church Rooms, Park Road, Radyr CF15 8DF.
Contact: Ronnie McAdam 0131 669 7503

Wednesday 12 February, 1430hrs
SLS – Godalming
Mark Warburton The Black & White Era 1954 – 1959 by Gerry Nichols.
Venue: The Scout and Guide Headquarters, Godalming GU7 1HR.
Contact: 0208 390 5375

Wednesday 12 February, 1900hrs
Swiss Railways Society – London
Members' evening – please bring slides or USB sticks.
Venue: Meditation Room, YMCA King's Cross 1, 120 Cromer Street, London WC1H 8BS.
Contact: london@swissrailsoc.org.uk

Thursday 13 February, 1945hrs
Nuneaton Railway Circle
The Les Hanson Collection by Steve Armitage.
Venue: Chilvers Coton Conservative Club, Bridge Street, Nuneaton CV11 5UD.
Admission: non-members £3.00
Contact: 01827 895961

Thursday 13 February, 1900hrs
RCTS – Newcastle
Prince Of Wales: Brand New Steam For The 21st Century by David Elliott.
Venue: The Arts Centre, 67 Westgate Road, Newcastle upon Tyne NE1 1SG.
Contact: rctsnnewcastle@gmail.com

Thursday 13 February, 1900hrs
RCTS – Peterborough
A Broad Gauge Journey – Bristol To The West by Revd Canon Brian Arman.
Venue: St Luke's Church, Mayors Walk, PE3 6EZ.
Contact: Ronnie McAdam 0131 669 7503

Friday 14 February, 1930hrs
Swiss Railways Society – Bristol & Bath
Sweden And Norway by Paul Balmer.
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@tictimail.co.uk

Saturday 15 February, 1830hrs
Great Western Society – Torbay
Group annual meeting followed by *My Life In Transport* by Graham Hooper.
Venue: Parish Centre, Church End Road, Kingskerswell, Torbay, TQ12 5LD.
Contact: 01803 326329

Monday 17 February, 1930hrs
RCTS – Chester
The Unknown Warrior – The Patriot Rebuild by John Hastings-Thompson.
Venue: The Town Crier, City Road/Station Road, CH1 3AE (opposite station entrance).
Contact: Ronnie McAdam 0131 669 7503

Monday 17 February, 1400hrs
RCTS – Coventry
Steam On The Main Line – 2019 by David Richards & Karl Jauncey, 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 17 February, 1930hrs
RCTS – Didcot
The End Of Steam Around Bristol by Mike Beal.
Venue: Didcot Civic Hall, Britwell Road, OX11 7JN.
Contact: Fixtures Secretary Andrew Jenkins 01793 783749; Tv-fixtures@rcts.org.uk

Monday 17 February, 1930hrs
RCTS – Shenfield
55,000 Miles By Rail by Chris Hurricks.
Venue: Shenfield Parish Hall, 60 Hutton Road CM15 8BL.
Contact: Ronnie McAdam 0131 669 7503

Tuesday 18 February, 1930hrs
RCTS – Cheltenham
Mind The Gap by Jason Cross.
Venue: The Victory Club, Burlington House, Lypiatt Road, GL50 2SY.
Contact: cheltenham@rcts.org.uk

Tuesday 18 February, 1400hrs
RCTS – Scunthorpe
Swindon Works – A Human Story by Revd Canon Brian Aman.
Venue: The Black Beauty Public House, Keddington Road, off Messingham Road DN17 2QH.
Contact: Ronnie McAdam 0131 669 7503

Tuesday 18 February, 1930hrs
The Grimsby & Cleethorpes Railway Group
The Hill Railways Of India by Mike Fish.
Venue: The No.1, Station Approach, Cleethorpes, DN35 8AX.
Contact: Stuart Blackburn 01472 505853
www.gcrsociety.co.uk

Tuesday 18 February, 1930hrs
The Leicester Railway Society
Annual General Meeting.
Venue: The Braunstone Civic Centre, 209 Kingsway, Leicester, LE3 2PP.
Contact: Stephen Hewitt 07980 008370
www.leicesterrailwaysociety.com

Wednesday 19 February, 1930hrs
RCTS/Mid-Hants Railway
CanPac Project by Becky Peacock.
Venue: Eastleigh Railway Institute, 2 Romsey Road, Eastleigh, SO50 9FE.
Contact: Ronnie McAdam 0131 669 7503

Thursday 20 February, 1930hrs
Aln Valley Railway
The Bedlington Iron Works by Barry Mead.
Venue: The Old Waiting Room, Alnwick Station.
Contact: Roger Jermy 01665 606168

Thursday 20 February, 1915hrs
Marlow & District Railway Society
How Time Flies – Another Dip In The Archive Both Ancient And Modern by Bob Sweet.
Venue: Boume End Community Centre,

Bourne End, Bucks. SL8 5SX.
Contact: Keith Gower 01296 710053
www.mdrs.org.uk

Thursday 20 February, 1900hrs

RCTS – Darlington

Photographs By The Late Ray Goad
by Richard Barber.

Venue: Darlington Cricket Club, South
Terrace, Feethams, DL1 1SG.

Contact: Brickjames94@gmail.com

Thursday 20 February, 1930hrs

RCTS – Shipley

The Calder Valley by Steve Armitage.

Venue: Saltaire Methodist Chapel, Saltaire
Road, Shipley, BD18 3HJ.

Contact: Ronnie McAdam 0131 669 7503

Friday 21 February, 1900hrs

SLS – Newcastle upon Tyne

Centre AGM and members' evening; mem-
bers only.

Venue: The Conference Room, 1st Floor
(access via Black Swan Courtyard),
Newcastle Arts Centre, 67 Westgate Road,
Newcastle upon Tyne NE1 1SG.

Contact: www.slsnewcastle.org.uk

Saturday 22 February, 1930hrs

Great Western Society – Taunton

Group annual meeting followed by *Transport*
In The Cold War Era by Chris Penny.

Venue: Village Hall, Stoke St Mary,
Nr Taunton, Somerset, TA3 5DE.

Contact: 01823 334188

Saturday 22 February, 1400hrs

SLS – Manchester

Aspects Of The Origins & Development Of
Monorails Including Behr, Lartigue And The
Manchester To Liverpool Lightning Express
Railway by Tony Wright.

Venue: Friends' Meeting House, 6 Mount
Street, Manchester M2 5NS.
Contact: 0161 973 1165

Monday 24 February, 1930hrs

RCTS – Maidenhead

Clan Line by Chris Meredith.

Venue: Cox Green Community Centre,
Highfield Lane, Cox Green, SL6 3AX.

Contact: Ronnie McAdam 0131 669 7503

Monday 24 February, 1930hrs

RCTS – Northampton

Railways In The Cambridge Area
by David Scudamore.

Venue: Weston Favell Parish Hall, Booth
Lane South, Weston Favell.

Contact: Ronnie McAdam 0131 669 7503

Monday 24 February, 1900hrs

RCTS – Sheffield

The Dukeries Route by Chris Booth.

Venue: The Sheffield Scout Headquarters,
60 – 68 Trippet Lane, S1 4EL.

Contact: Ronnie McAdam 0131 669 7503

Tuesday 25 February

**RCTS – Merseyside, Chester
and North Wales**

Cumbria Day Ranger.

Contact: Alan Turton 01606 854227

Merseyside@rcts.org.uk

Tuesday 25 February, 1400hrs

RCTS – Nottingham

A Taste Of Japan by Gordon Davies.

Venue: Nottingham Mechanics, 3 North
Sherwood Street, NG1 4EZ.

Contact: Rodney Allan 0115 972 4184
rodney43allan@hotmail.co.uk

Tuesday 25 February, 1915hrs

RCTS – Woking

Vivaraill by Adrian Shooter.

Venue: Woking United Reformed Church,
White Rose Lane, GU22 7HA.

Contact: Ronnie McAdam 0131 669 7503

Tuesday 25 February, 1830hrs

SLS Manchester/Newcomen Society

Sticking With Steam – An Examination Of
Why Britain's Railways Stuck With Steam
Into The Space Age by Bob Gwynne.

Venue: Maison Française, 125 Portland
Street, Manchester M1 4QD.

Contact: 0161 973 1165

Wednesday 26 February, 1930hrs

Heart of England Rail Society

More From The Chris Youett Collection 1940
– 1948 by Chris Youett.

Venue: Dormer Conference Centre, St
Peter's Church, Dormer Place, Royal
Leamington Spa, CV32 5AA.

Admission: £3.50 including refreshments.

Contact: Mark Tripé 01926 887499

Wednesday 26 February, 1930hrs

RCTS – Chichester

Island Treasures – The Railways Of The Isle
of Wight by Colin Brading.

Venue: Council Meeting Room 2, County
Hall, West Street, PO19 1RQ.

Contact: Ronnie McAdam 0131 669 7503

Thursday 27 February, 1945hrs

Nuneaton Railway Circle

PSOV Steam On The Main Line

by Dave Richards & Karl Jauncey.

Venue: Chilvers Coton Conservative Club,
Bridge Street, Nuneaton, CV11 5UD.

Admission: non-members £3.00

Contact: 01827 895961

Friday 28 February, 1930hrs

Great Western Society – Oxford

Group annual meeting followed by a
Cotswold Line Promotion Group presenta-
tion.

Venue: Pauling Human Sciences Centre, 58
Banbury Road, Oxford, OX2 6QS.

Contact: 01865 243526

Friday 28 February, 1930hrs

RCTS – Preston

Members' and visitors' digital images (no
slides).

Venue: Fulwood Lawn Tennis Club, Highgate
Avenue PR2 8DY.

Contact: Ronnie McAdam 0131 669 7503

CLUB NEWS

Two former members of the old **Widnes
North Model Railway Group** are aiming to
restart and develop a group in Runcorn
covering all things model railway. Contact
John Horn for more information:
john.horn2@sky.com

David Houghton, secretary of the **Wrenbury
& District MRC**, notes that the club will
celebrate its sixth birthday in January 2020.
Meetings are held every Wednesday in the
village hall in Wrenbury, CW5 8HG between
1900 and 2200. Visitors are always wel-
come. For more details see the website –
www.wrenburymodelrailwayclub.btck.co.uk

**J15 No.65478 at Haverhill on a special in
April 1961, the month Yuri Gagarin
rocketed into space. See the SLS
Manchester/Newcomen Society meeting
on 25 February. Photo: Rail Photoprints**



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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.

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(This column is reserved for readers who are private Model Railway enthusiasts or collectors and require items purely for their own personal use).

TRIX TWIN AND TRIX EXPRESS. Avid collector. TTRCA No26, anything will be considered. Please phone anytime, will collect. Tel: 01736 754 200. Mobile: 07969 499 586.

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 LECTRIC BY PRIVATE COLLECTOR. Good price paid, will travel. Tel: 01980 862 387 or email: hamptonrob1951@outlook.com (Wiltshire).

WRENN 1966 TO 1992-items wanted by collector preferably boxed, single or complete collections. Please telephone: 0773 0957 800/01582 401 053 or visit my website www.wrennspecialist.co.uk

CASH PAID ON COLLECTION OF YOUR UNWANTED MODEL RAILWAYS, small or large collections OO or N gauge. Hornby, Lima, Bachmann, Farish etc. We will come to you and dismantle if needed. Please contact **STEVE** on: 01909 487 938 or send lists to: 27 Prince Charles Road, Worksop, Nottinghamshire, S81 7ES or email: steve37425@hotmail.co.uk

KIT ITEMS, WHITEMETAL, BRASS OO & O, DJH, Wills, Millholme, Alan Gibson etc. Engines, coaches, wagons, unmade, part made, engines working or not. Kit spares - will travel. Tel: 01302 481 274, mobile: 07767 356 890, email: simonecull06@tiscali.co.uk

O GAUGE WANTED - LOCOS, ROLLING STOCK, ACCESSORIES, TRACK/POINTS, SPARES AND BUILDINGS. Large or small collections purchased. Tel: 01302 481274, Mob: 07767 356 890. Email: simonecull06@tiscali.co.uk

G SCALE AND OTHER GARDEN RAILWAYS WANTED. Gauge 1, SM32, Bachmann, LGB, Piko, Accucraft, Roundhouse etc. Locomotives, rolling stock, track, points and accessories all required. Tel: 01302 371623 email: 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

GRAHAM FARISH FOMAWAY TRACK AND POINT WORK OO GAUGE IN GOOD WORKING ORDER, yard lengths in boxes for points and yard lengths. Also trucks in boxes. Telephone: 01623 647 992.

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.

January 2020

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.srp-toy-fairs.co.uk

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.srp-toy-fairs.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

18 January (Sat) 10.30am-2pm

LUDLOW RACECOURSE Bromfield, Ludlow, Shropshire SY8 2BT, (off A49), admission £2. TONY OAKES FAIRS.

Tel: 01270 652 773 & 07825 631 323.

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

19 January (Sun) 9.45am-1.15pm

ORPINGTON, CROFTON HALLS, by Orpington Railway Station, Kent BR6 8PR. Next event: 9th February. SRP TOYFAIRS.

Tel: 01322 662 729 or 0773 999 8012.
www.srp-toy-fairs.co.uk

19 January (Sun) 10am-3pm

NEWTON ABBOT TRAIN & TOY FAIR, Newton Abbot Racecourse, Devon TQ12 3AF. Admission £3. Superb venue, free parking, refreshments. 100+ tables. Organised by RAY HEARD.

Tel: 01823 480 097.
Email: rayheard66@btinternet.com

25 January (Sat) 10.30am-3pm

NORTH BRISTOL TOY & TRAIN SALE, BAWA Health and Leisure Centre, 589 Southmead Road,

Filton, Bristol, BS34 7RG, (close to M4 and M5). BUY*SELL*EXCHANGE. Massive free car park, café, 60 tables. Many top dealers. Admission £2. Enquiries CHRIS DYER FAIRS.

Tel: 01643 702 or 757 07966 694 579
www.chrisdyerfairs.co.uk

25 January (Sat) 10.30am-3pm

WINDSOR INTERNATIONAL TOY AND TRAIN COLLECTORS FAIR, The Windsor Leisure Centre, Clewer Mead, Stovell Road, Windsor SL4 5JB. 160 tables with a huge variety of Old toys and collectables. Established in 1969 and still a premier event.

Tel: 07825 564 960 www.windsortoyfair.co.uk

26 January (Sun) 10am-1pm

ASHINGTON TOY & TRAIN COLLECTORS FAIR, Ashington Community Centre, Foster Lane, Ashington, West Sussex RH20 3PG.

Telephone for further information PETE: 01424 846 676 or DAVID: 07742 609 865.
Email: modelcarmart@gmail.com
Website: www.modelcarmart.com/ashington

26 January (Sun) 10am-1.30pm

GREAT BENTLEY, ESSEX, Village Hall, opposite Railway Station CO7 8LD. R&G TOYFAIRS.

Tel: 01255 473 509.

26 January (Sun) 10.30am-2pm

HAYDOCK PARK RACECOURSE, The Exhibition Centre, WA12 0HQ (M6 Junction 23). Up to 85 tables. Adults £3, Children £1. BARRY STOCKTON.

Tel: 0151 334 3362 www.barrystocktonfairs.co.uk

26 January (Sun) 10.30am-3pm

SHEPTON MALLETT, 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

26 January (Sun) 10.30am-2pm

SHERINGHAM, Sheringham Community Centre, Holway Road, Sheringham, Norfolk, NR26 8NP. Admission £2, under 16 free, early entry 9am - £4pp. Good parking, disabled access and refreshments. JOHN'S TOY FAIRS.

Contact JOHN PARSONAGE, telephone: 07881 555 283, email: john.parsonage@btconnect.com

28 January (Tues) 6pm-8pm

TONBRIDGE, ANGEL CENTRE, Angel Lane, Kent TN9 1SS. Next event: March 24th. SRP TOYFAIRS.

Tel: 01322 662 729 or 0773 999 8012
www.srp-toy-fairs.co.uk

February 2020

1 February (Sat) 9.45am-1.15pm

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: 21st March. SRP TOYFAIRS.

Tel: 01322 662 729 or 0773 999 8012
www.srp-toy-fairs.co.uk

1 February (Sat) 10am-3pm

EXETER TRAIN & TOY FAIR, Matford Centre, Matford Park Road, EX2 8FD. 200+ tables, admission £3. Superb venue, free parking, refreshments. Organised by RAY HEARD.

Tel: 01823 480 097.
Email: rayheard66@btinternet.com

1 February (Sat) 10am-3pm

GATESHEAD INTERNATIONAL STADIUM, Neilson Road, Gateshead NE10 0EF (Just off Felling by pass, A184) Admission £3, Concessions £2. Future date: May 16th 2020. JIM CORR.

Tel: 0750 403 5955 email: jim_corr73@hotmail.co.uk

1 February (Sat) 10.30am-3pm

MERTHYR TYDFIL TOY & TRAIN SALE, Merthyr Tydfil Leisure Centre, The Leisure Village, Merthyr Tydfil, CF48 1UT. BUY*SELL*EXCHANGE. This large and modern building has level and easy access, free parking and café. Merthyr town centre is close by with excellent road and rail facilities on hand. 90 tables, admission £2. Enquiries CHRIS DYER FAIRS.

Tel: 01643 702 757 07966 694 579
www.chrisdyerfairs.co.uk

2 February (Sun) 10.30am-3pm

BOLTON STADIUM - MORE THAN 250 STALLS, The Premier Suite, Bolton Stadium, Bolton, Lancashire BL6 6JW. Adults £4, Senior Citizens £3.50, Children £1. OO and O gauge for sale from dozens of specialist dealers.

Tel: 01604 846 688 www.bpfairs.com

2 February (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

2 February (Sun) 10.30am-3.30pm

KEMPTON PARK TOY AND TRAIN COLLECTORS FAIR, Kempton Park Racecourse, Sunbury on Thames, Middlesex, (M3 junction 1 onto A308). Over 200 stalls of model railways, toys, scale models and collectables. Adults £4, Concessions

£3.50, Children £1, early entry buyers £10 (from 8.30am). London's No1 Sunday Toy and Train Collectors Fair. RM TOYS LTD.
Tel: 023 923 815 29 or 07957 823 507.

2 February (Sun) 10.30am-3pm
MEGA MALVERN - THREE COUNTIES SHOWGROUND WR13 6NW. 200 Stalls selling the best in toy and model collecting. Free parking, café serving light refreshments all day. BULLDOG FAIRS.
Tel: 01373 452 857 or 07917 125 641
www.bulldogfairs.com

2 February (Sun) 9.45am-1.15pm
WORTHING-SUSSEX, The Charmendean Centre, Forest Road, Worthing, West Sussex BN14 9HS. Next event: 8th March. SRP TOYFAIRS.
Tel: 01322 662 729 or 0773 999 8012
www.srptoyfairs1.co.uk

8 February (Sat) 10am-3.30pm
CARLISLE - MILTON HILLTOP HOTEL - NEW EVENT Hilltop Height, Carlisle CA1 2NS.
Tel: 0749 871 1514.

8 February (Sat) 10.30am-2pm
CHESTER, The Cheshire Country Sports Club, Plas Newton Lane, near Upton, Chester CH21 1PR (off A41). Approximately 3 minutes from junction 12 of M53 and junction 41 of A55. Admission £2. TONY OAKES FAIRS.
Tel: 01270 652 773 & 07825 631 323.

8 February (Sat) 9.45-1.15pm
HAWKINGE, Hawkinge Community Centre, Heron Forstal Avenue, Hawkinge, Kent CT18 7FP (off M20). Next event: 9th May. SRP TOYFAIRS.
Tel: 01322 662 729 or 0773 999 8012
www.srptoyfairs1.co.uk

9 February (Sun) 10am-2pm
ASHFIELD - Festival Hall, Kirby in Ashfield NG17 7DJ. Good access, free parking, refreshments. Always a good selection of rail and diecast. Next event: 19th April. Contact MALC.
Tel: 07951 072 790.

9 February (Sun) 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 Toyfair.
Tel: 01604 846 688 www.bpfairs.com

9 February (Sun) 9.45am-1.15pm
ORPINGTON, CROFTON HALLS, by Orpington Railway Station, Kent BR6 8PR. Next event: March 15th. SRP TOYFAIRS.
Tel: 01322 662 729 or 0773 999 8012
www.srptoyfairs1.co.uk

9 February (Sun) 10.30am-3pm
SOUTH DUBLIN TOY & TRAIN SALE, The Talbot Hotel, Stillorgan, Dublin, (alongside N11 Wexford Road). Major Show for trains, cars and commercials and with major dealers. Superb venue with massive free car park and all day catering. Easy & level access at this 4* star hotel. Up to 80 tables. Admission: 4 euros. Enquiries CHRIS DYER FAIRS.
Tel: 0044 1643 702 757 or 0044 7966 694 579
www.chrisdyerfairs.co.uk

11 February (Tues) 7pm-9pm (early entry 5pm £2)
BARNSELY TOY & TRAIN FAIR, Elsecar Heritage Centre, Elsecar S74 8HJ, space for 150 stalls, lots of free parking for stallholders and visitors. Adults £1.50. 5 minutes M1 junction 36.
Tel: 01226 744 425 www.newcomenairs.co.uk
sales@newcomenairs.co.uk

11 February (Tues) 6.30pm-8.30pm
ODIHAM/HOOK, Community Centre, Ravencroft, Hook RG27 9NN. Second Tuesday monthly.
Tel: 01380 725 322, anytime.

12 February (Wed) 6.30pm - 8.30pm
BURTON ON TRENT, Town Hall, DE14 2EB. Always a good selection of rail and diecast. Next event: 22nd April. Contact MALC.
Tel: 07951 072 790.

13 February (Thurs) 7pm-9pm
THEYDON BOIS, Theydon Bois Village Hall, Coppice Row (B172), Theydon Bois, near Epping, Essex CM16 7ER. Close to M25 J26 and M11 J5. Admission £1. Contact JOE LOCK.
Tel: 07866 641 215.

15 February (Sat) 10.30am-2.30pm
BEACONSFIELD - Beaconsfield School, Wattleton Road. (1/2 mile old town Church). M40, J2, close to M25, HP9 1SJ. Adults £1.20, refreshments.
Tel: 020 8205 1518.

15 February (Sat) 10.30am-2.30pm
OXFORD, Exeter Hall, Oxford Road, Kidlington OX5 1AB, M40 J9.
Further details, telephone: 01869 347 489.

15 February (Sat) 9.45am-1.15pm
REIGATE, REIGATE COLLEGE, Rushworth Road, Reigate RH2 0QF. Next event: April 25th. SRP TOYFAIRS.
Tel: 01322 662 729 or 0773 999 8012
www.srptoyfairs1.co.uk

16 February (Sun) 10.30am-3pm
BUXTON - 150 STALLS, The Pavilion Gardens, St Johns Road, Buxton, Derbyshire, SK17 6XN. Adults £3, Senior Citizens £2.50, Children £1. Many stalls full of OO and O gauge trains.
Tel: 01604 846 688 www.bpfairs.com

16 February (Sun) 9.45am-1.15pm
DITTON, Ditton Community Centre, Kilbarn Road, Ditton, Kent. ME20 6AH. Next event: 31st May. SRP TOYFAIRS.
Tel: 01322 662 729 or 0773 999 8012
www.srptoyfairs1.co.uk

16 February (Sun) 10.30am-3pm
EXETER (WESTPOINT) TOY AND TRAIN COLLECTORS FAIR, Westpoint Arena, Clyst St Mary, Exeter. One mile from the M5. Up to 300 stalls selling model railway items, obsolete and new. Hot and cold refreshments and free parking for thousands of cars. For more information and Stall availability contact: BULLDOG FAIRS.
Tel: 01373 452 857 or 07917 125 641
www.bulldogfairs.com

16 February (Sun) 10am-2.30pm
IPSWICH, Copdock Village Hall, London Road, Copdock, IP8 3JN. Light refreshments and bar, good lighting. Adults £2/Concessions £1, early entry £5.
Tel: PHIL COOPER for bookings on: 01787 372 559 or BILL BOURNE on: 01787 280 452.

16 February (Sun) 10am-2.30pm
ST IVES, Burgess Hall Events and Conference Centre, Westwood Road, St Ives, Cambridgeshire PE27 6WU. 125 pitches, Admission £3, Seniors £2.50, 1st Child £2, organised by LORRAINE for J&J FAIRS.
Telephone: 01522 880 383
jandjairs@virginmedia.com www.j-jwebbtoyfairs.com

18 February (Tues) 7pm-9pm
WOOTTON BASSETT, Memorial Hall, Station Road, SN4 7EE. Toy and Train Fair. Third Tuesday monthly.
Tel: 01380 725 322, anytime.

22 February (Sat) 10.30am-2pm
DERBY (TRAINS ONLY) SWAPMEET, Our Lady of Lourdes Parish Centre, 36 Utttoxeter Road, Mickleover, Derby DE3 9GE. Admission £1, free car parking, refreshments available. Contact: PETER STANTON.
Tel: 01773 279 407 or 07798 858 532
Email: pstanton1000@sky.com

22 February (Sat) 9am-2.30pm
MAIDSTONE, at Lockmeadow Market Hall, Barker Road, Maidstone, Kent ME16 8HR. Admission £2.50.
Tel: 01732 840 787 or 01622 298 159.

23 February (Sun) 10.30am-2pm
WIRRAL, Hulme Hall, Bolton Road East, Port Sunlight, CH62 5DH (just off A41). Up to 65 tables. Adults £2.50, Children £1. BARRY STOCKTON.
Tel: 0151 334 3362 www.barrystocktonfairs.co.uk

23 February (Sun) 10am-2.30pm
YORK RACECOURSE, The Knavesmire Stand, York Racecourse, York YO23 1EX. 100 pitches, admission £3, Seniors £2.50, 1st Child £2. Organised by LORRAINE for J&J FAIRS.
Tel: 01522 880 383 jandjairs@virginmedia.com
www.j-jwebbtoyfairs.com

25 February (Tues) 6pm-9pm
GARSTANG TOYFAIR, Kirkland and Catterall Memorial Hall, corner of A6 and A586, refreshments available. JANET PEARSON.
Tel: 01282 439 009.

29 February (Sat) 10.30am-3pm
SANDOWN PARK - 500 STALL, Europe's No1 Toy Collectors Fair, Sandown Exhibition Centre, Sandown Park Racecourse, Esher, Surrey, KT10 9AJ. Adults £6.50, Senior Citizens £6, Children £2. Hundreds of stalls selling everything you want in model railways, come and see why Sandown is Britain's best loved toy show.
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26th January, 1st March,
26th April, 31st May, 5th July,
2nd August, 27th September,
1st November & 13th December

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Henfield, West Sussex, BN5 9DB.

6th June, 17th October, 19th December

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Phone David: 07742 609865

Email: modelcarmart@gmail.com

Opportunity Yours

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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.

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CONDITIONS OF ACCEPTANCE

All copy is subject to our approval. We reserve the right to request amendments.

Scale or gauge should be mentioned when referring to models. Swapmeets and other events must include a telephone number at which the organiser can be contacted.

Advertisers are expected to acknowledge all enquiries that enclose an SAE (even if the item has already been sold).

Advertisers are reminded of the Trade Descriptions Act and must avoid misrepresentation of goods offered. The Business Advertisements (Disclosure) Order 1977 requires all who sell goods in the course of a business to indicate this clearly in the advertisement.

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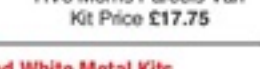
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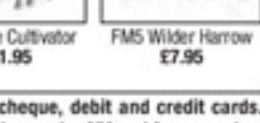
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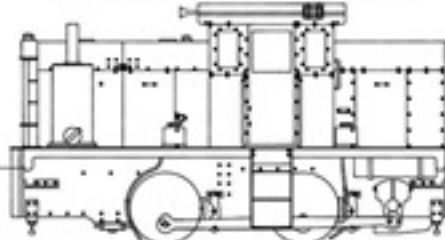
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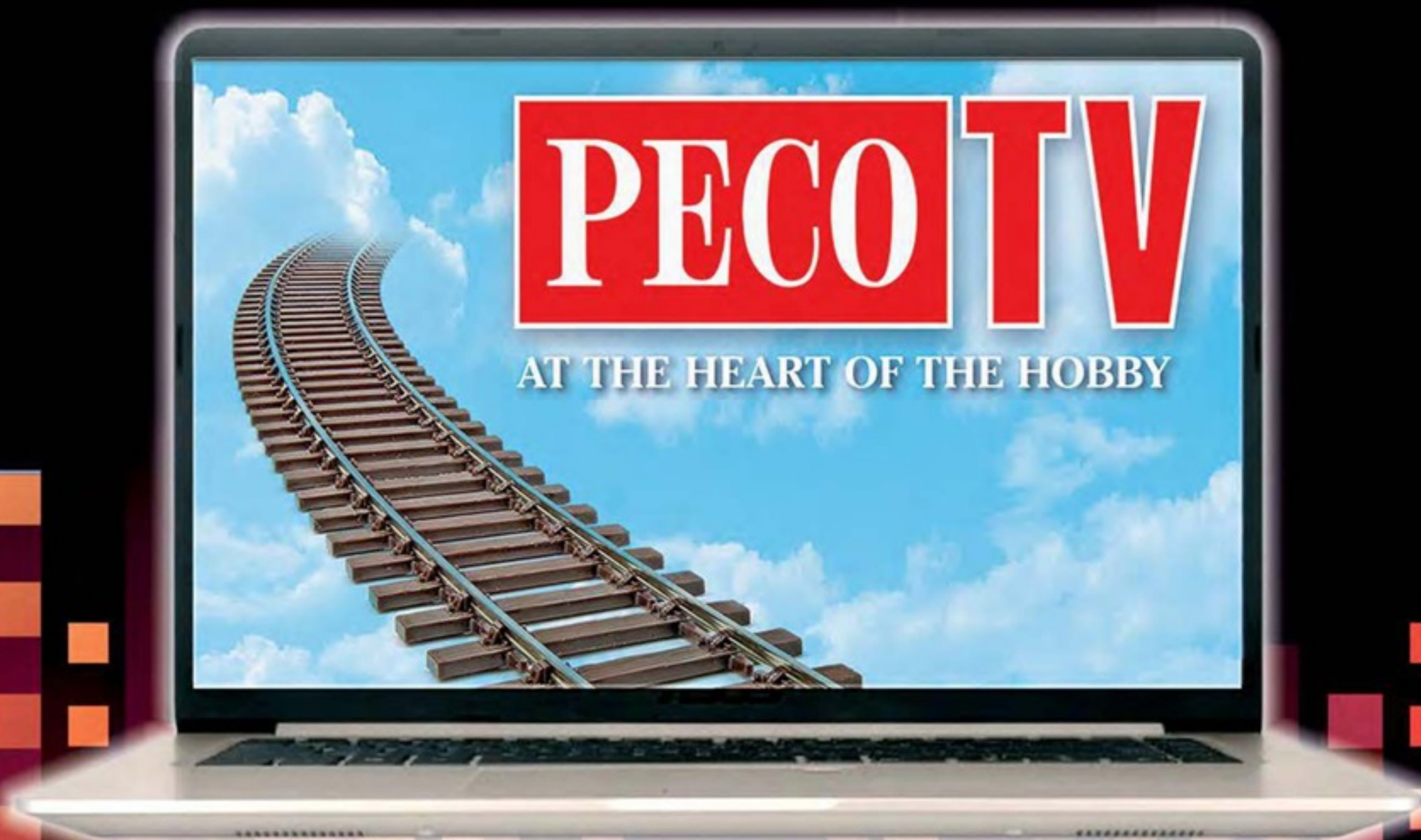
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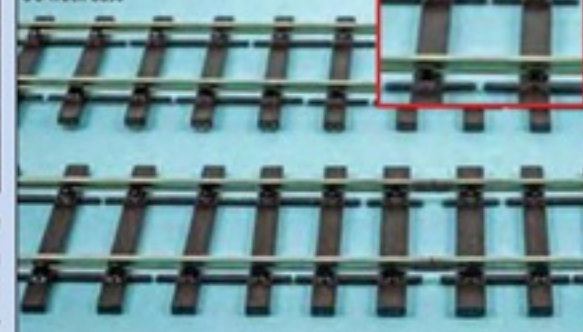
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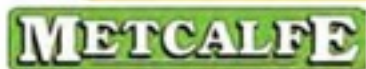
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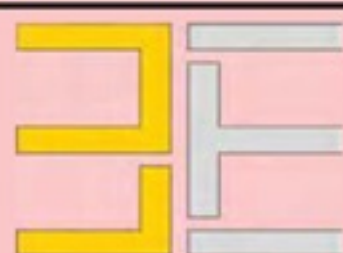
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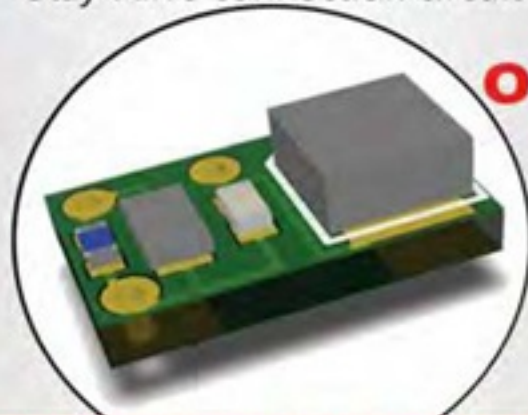
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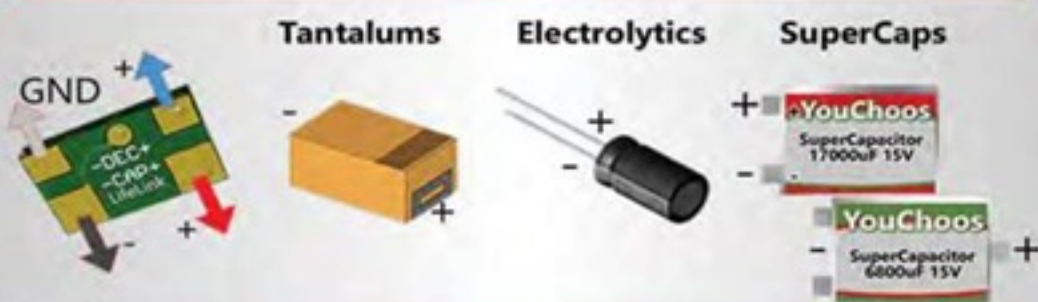
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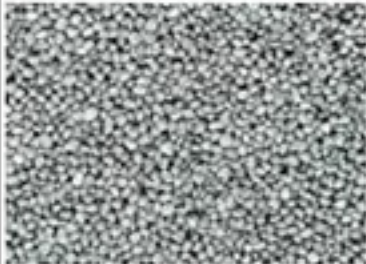
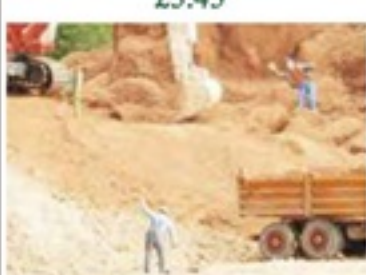
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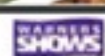
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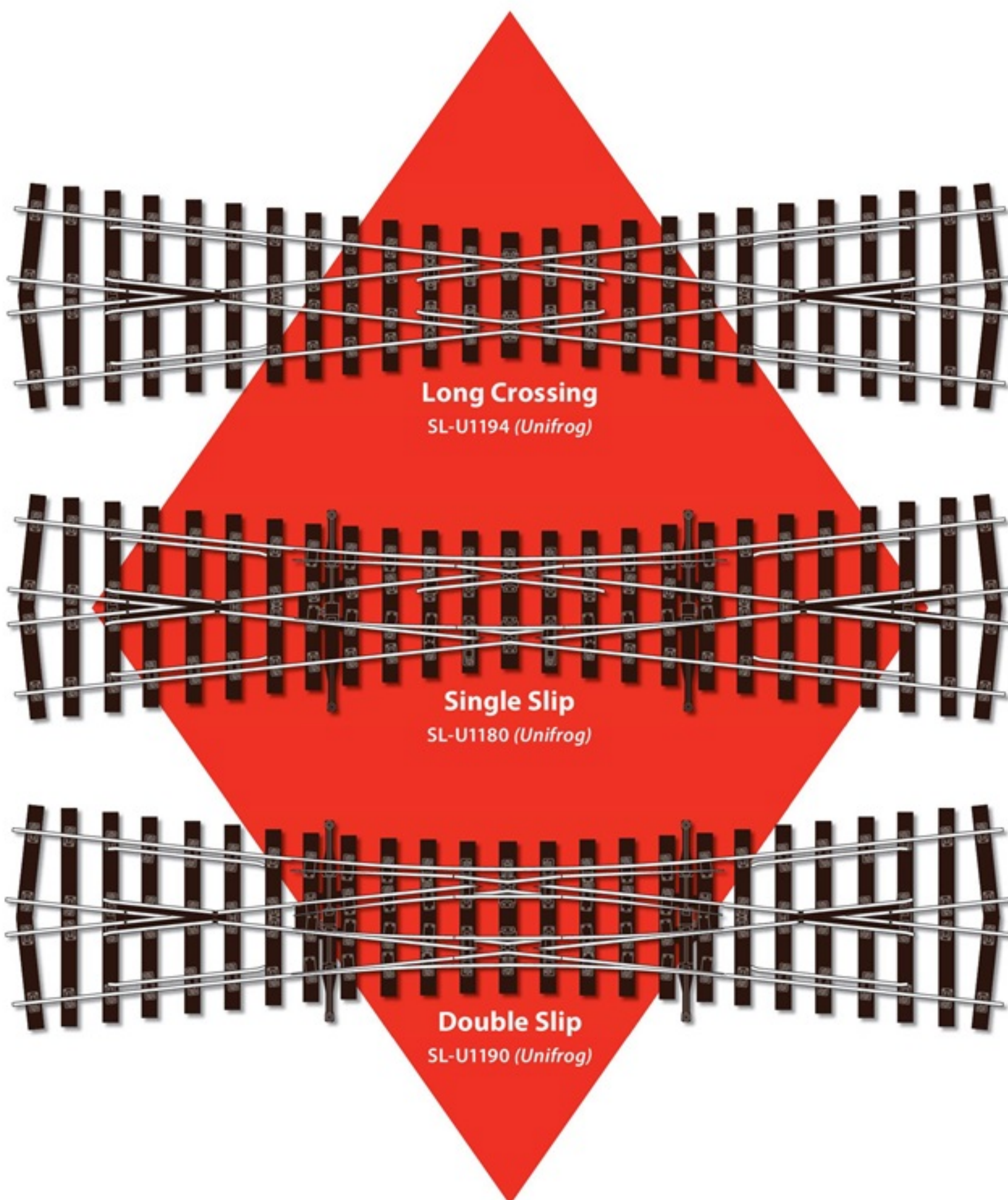
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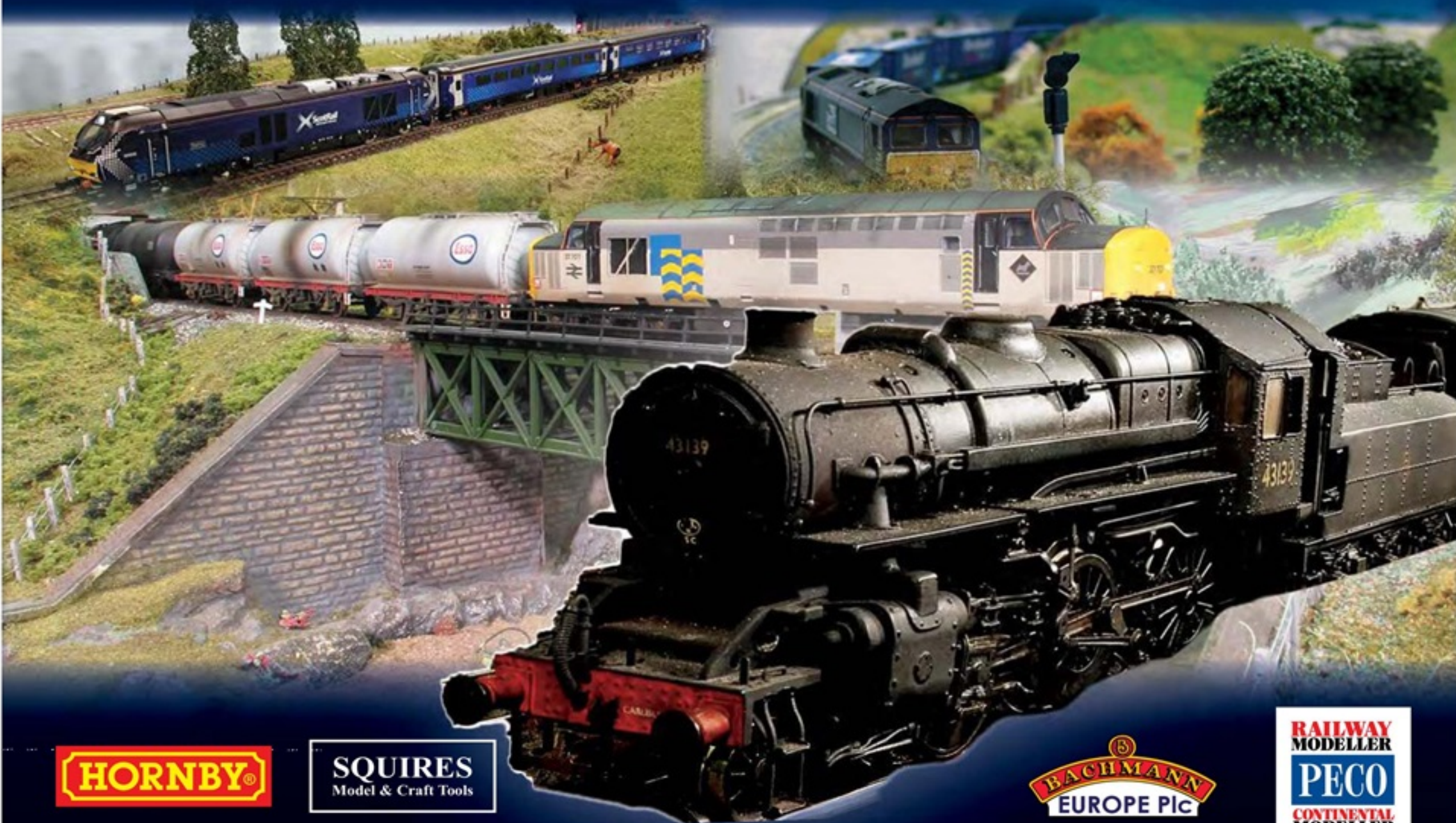
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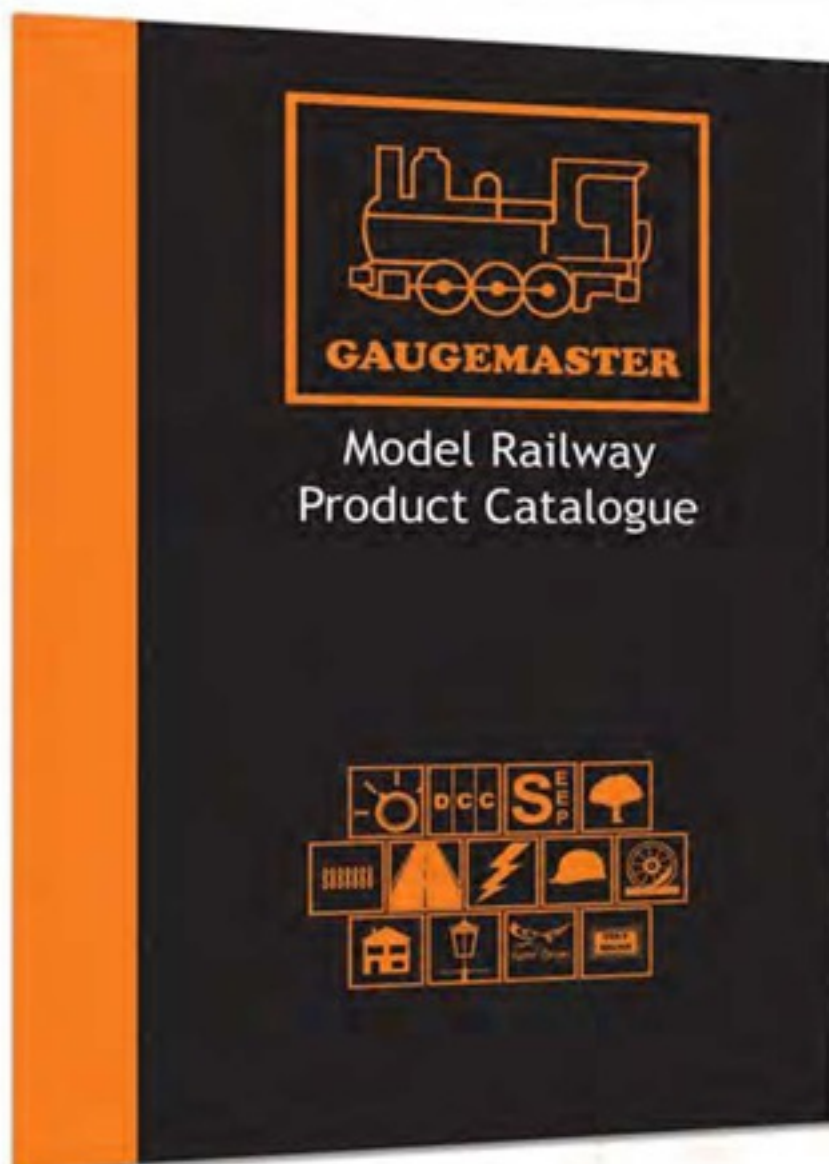


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