

**BRITAIN'S No.1
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AT THE HEART OF THE HOBBY

VOLUME 71 No 835

RAILWAY MODELLER

Liverpool Lime Street

An LMS period magnum opus
in EM gauge

Appledore

A north Devon might
have been in OO gauge

Witham

A joint BR(S) and BR(W) layout
in OO on two levels

Your first brass kit

Advice on building a
Lowmac in O gauge

MoD traffic

Modelling a military station
in OO gauge

The Helston Railway

Layout suggestions based on this
Cornish heritage line

Reviewed inside ...

Bachmann Class 121 DMU in OO
Dapol GWR parcels railcar in OO
Heljan revised Hymek in O

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RAILWAY MODELLER

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41a Societies & Clubs

Please note that, in the light of the health emergency surrounding the coronavirus outbreak, practically all the scheduled exhibitions have been cancelled. Please check with the organisers for the latest situation.

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33-132 35 Ton Bulk Grain Hopper BRT Grainflow Green Weathered.....£29.70

33-133 BR 35 Ton Bulk Alumina Hopper BRT Blue Weathered.....£27.15



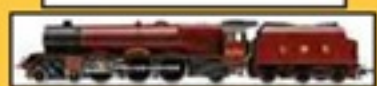
39-600A - SE&CR 60ft Birdcage Brake Composite Lavatory SE&CR Dark Lake.....£72.20

39-610A - SE&CR 60ft Birdcage Composite Lavatory SE&CR Dark Lake.....£72.20

39-620A - SE&CR 60ft Birdcage Brake Third SE&CR Dark Lake.....£72.20



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R4999 - South Eastern Class 395 Highspeed Train 2 car Coach Pack MSO 39134 and MSO 39135.....£71.99

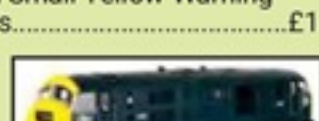


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4D-014-000 - BR Class 29 D6112 BR Green Full Yellow Ends.....£129.15

4D-014-001 - BR Class 29 D6114 BR Green Small Yellow Warning Panels.....£129.15



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2P-000-310 - GW Collett Full Brake Coach GWR Crest Chocolate & Cream.....£22.00

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N Gauge
Limited
Edition

Western Champion

This Limited Edition model is produced by Dapol and is exclusive to Cheltenham Model Centre! It available to pre-order now via phone, email or through our website.

D1015 'Western Champion' was built at Swindon Works in 1963, carrying the unique Golden Ochre livery until 1965 when it was repainted into BR maroon.

On the 30th January 1965 D1015 worked the return trip of Sir Winston Churchill's funeral train back to London Paddington from Oxfordshire.

Special Pre-Order
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DCC Sound Fitted

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DCC Fitted

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Weathering

Add £20.00 to any of the above options

Normal price of loco on arrival into stock £139.95.

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Our website now accepts Pre-orders!

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7S006020 - GW 14xx 0-4-2 Tank 1432 GWR Green.....£191.25

7S006021 - GW 14xx 0-4-2 Tank 1405 BR Black.....£191.25

7S006022 - GW 14xx 0-4-2 Tank 1444 BR Lined Green.....£191.25

7S006023 - GW 14xx 0-4-2 Tank 1426 BR Lined Green Late Crest.....£191.25

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OO Gauge GW Moguls



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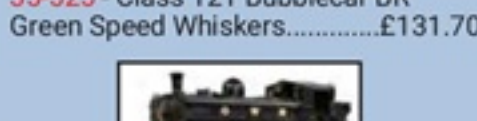
35-500 - Class 117 3 Car DMU BR Green Speed Whiskers.....£267.70



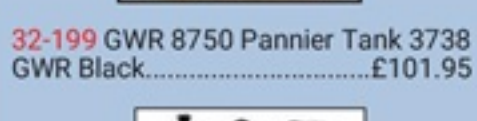
35-501 - Class 117 3 Car DMU BR Blue & Grey.....£267.70



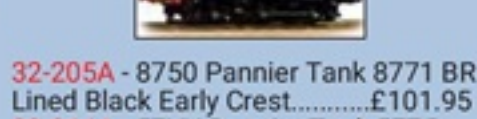
35-525 - Class 121 Bubblecar BR Green Speed Whiskers.....£131.70



32-199 GWR 8750 Pannier Tank 3738 GWR Black.....£101.95



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R3723 - GW 61xx Large Prairie Tank 2-6-2T 6145 BR Early Crest.....£125.95

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Cork Sheeting

36" x 24" (3ft x 2ft) per roll

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

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Most Suited for HO/OO/N Scale Layouts



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

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32-205A GWR 8750 Pannier Tank No. 8771 BR Lined Black E/E	£97.95
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32-486SF Class 40 Diesel Loco Split Headcode No. 40142 BR Blue DCC Sound Fitted	£229.95
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35-502 Class 117 3 Car DMU Set Network SouthEast	£267.95
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35-526 Class 121 Single Car DMU Set No. P125 BR Blue and Grey	£131.95
35-527 Class 121 Single Car DMU Set Revised Network SouthEast	£131.95
38-325A 13 Ton High Sided Steel Wagon BR Bauxite (Early)	£21.95
39-175F BR Mk1 BG Brake Gangwayed BR Blue & Grey, weathered	£45.95
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39-184B BR Mk1 BG Brake Gangwayed Royal Mail Letters	£40.95
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39-422 BR Mk1 POS Post Office Sorting Van Royal Mail Travelling Post Office	£55.99

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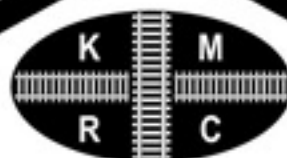
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SB006E EWS YCV Turbot Bogie Ballast Wagon No. DB978105.....	£22.99
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32-777WDC Class 37 "John Tiley" Network Rail, weathered, DCC Fitted £179.95
32-777WDS Class 37 "John Tiley" Network Rail, weathered, DCC Sound Fitted £259.95
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38-140Y 29 Ton (ex VDA) Sliding Door Box Van ADC200666 BR, whrd, NEW LOWER PRICE £24.95
38-260Y Delabole Slate Prestige Wagon Triple Pack, BR Bauxite BARGAIN £49.99
38-326Z High Sided Steel Wagon No. DB479526 "S&T Cable Wagon Guildford", weathered £24.95
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44-097Z GWR Water Tower - St Ives £49.99
44-120Z SR Boom Water Column and Arm £22.99
44-125Z Cornish Terraced Cottages £39.95
44-182Z Bachmann Scenecraft LSWR Ground Frame Hut - Boscarne Junction £19.99
44-500Y Holmans Compressor Twin Pack LOW STOCK £19.99

DJMODELS

K2102 0-4-4T Class O2 No. 16 "Ventnor" BR Black L/C LOW STOCK £124.99
K2103 0-4-4T Class O2 No. 30182 BR E/E & push-pull equipment £124.99
K2104 0-4-4T Class O2 No. 30225 BR Black L/C £124.99
K2105 0-4-4T Class O2 No. 225 Southern Black (1949) £124.99
K2106 0-4-4T Class O2 No. 30193 BR Black E/E BARGAIN £99.99



K2201 0-6-0 1361 No. 1361 BR Black L/C NEW LOWER PRICE £99.99
K2201A 0-6-0 1361 No. 1361 Photographic Grey NEW LOWER PRICE £99.99
K2202 0-6-0 1361 No. 1362 BR Black E/E NEW LOWER PRICE £99.99
K2203 0-6-0 1361 No. 1363 GWR Shirtbutton Emblem NEW LOWER PRICE £99.99
K2204 0-6-0 1361 No. 1364 GWR with GWR Lettering NEW LOWER PRICE £99.99



K2205 0-6-0 1361 No. 1365 BR Black L/C, weathered NEW LOWER PRICE £99.99
SB002U/K/L PBA TIGER China Clay Wagons ECC International blue £44.99 EACH
SB002M/N/O/P JIA TIGER China Clay Wagons ECC International blue, weathered £49.99 EACH
SB004A/B/C/D ZAA PIKE Open Wagons Dutch Civil Engineers £29.99 EACH
SB005A/B/C/D SPA Open Wagons BR Railfreight, weathered £32.99 EACH
SB005E/F/G/H SPA Open Wagons EWS £29.99 EACH

HELJAN

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

HORNBY

R3672 Class 50 Diesel Locomotive No. 50 010 "Monarch" BR Large Logo £169.99
R3672 Class 50 Diesel Locomotive No. 50 010 "Monarch", DCC Sound Fitted £289.99
R3673 Class 50 Diesel Locomotive No. 50 007 "Sir Edward Elgar" GW150 £169.99
R3673DS Class 50 Diesel Locomotive "Sir Edward Elgar", DCC Sound Fitted £289.99
R3674 Class 31 Diesel Locomotive No. D5579 Golden Ochre £169.99
R3674DS Class 31 Diesel Locomotive No. D5579 Golden Ochre, DCC Sound Fitted £289.99
R3675 Class 31 Diesel Loco No. 97 204 BR Research livery £169.99
R3675DS Class 31 No. 97 204 BR Research, DCC Sound Fitted £289.99
R4868A Mk3 Great Western Railway Sleeper Pack £104.99
R4869 Mk3 Driving Van Trailer No. 82124 Network Rail livery £69.99

OXFORD DIECAST

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

N GAUGE

371-465Z Class 37/0 Diesel Locomotive No. 37 207 William Cookworthy £129.95
374-130Z Mk1 GUV No. E86247 BR Maroon with Parcels Express branding £34.99
377-490Z China Clay 5 Plank Wagon Pack, English China Clays, 3 x UCV Wagons £46.99

KERNOW MODEL RAIL CENTRE LIMITED EDITION EXCLUSIVES - UNDER DEVELOPEMENT

OO GAUGE

UNDER DEVELOPMENT / PRE-ORDERS INVITED

Kernow Models with Revolution Trains, Expected 2020:

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



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

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

N GAUGE

UNDER DEVELOPMENT / PRE-ORDERS INVITED

Kernow Models with Revolution Trains, Expected 2020:

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



THIS MONTH AT

Compiled between 28th February and 20th March 2020

Hattons
• MODEL RAILWAYS •

Latest News



OO Princess Royals in Stock

Three variations of Hornby's newly tooled LMS Princess Royal have now arrived in stock! Covering this beautiful locomotive in LMS and BR guises.

www.hattons.co.uk/tmah70



Heljan O Gauge Class 03s in Stock

The full range of Heljans O Gauge Class 03 shunting locomotives are now in stock with 10 liveries to choose from, covering the lifespan of the Class.

www.hattons.co.uk/tmah71



HAND PAINTED SAMPLE SHOWN (NOT FINAL MODEL)

O Gauge Class 47 Painted Sample

Heljan have revealed images of a hand painted sample of their forthcoming O Gauge Class 47. See more online and order yours today.

www.hattons.co.uk/tmah72



New GWR Manor in OO Gauge

Dapol are to produce an all new OO Gauge Manor locomotive. Due to be released in 2021 with seven versions available. Pre-order yours today

www.hattons.co.uk/tmah73



New Batch of O Gauge Mk1 GUVs

Heljan have announced a new batch of Mk1 GUVs which are due later in 2020. Includes several liveries, including: NSE, Intercity Motorail & BR blue and grey.

www.hattons.co.uk/tmah74



More Heljan O Gauge Class 37/4s

Heljan have announced a new batch of Class 37/4 locomotives in a selection of striking new liveries and a further run in popular BR large logo livery.

www.hattons.co.uk/tmah75

Top 5 Best Sellers



Pocketbond
EM76509 - £3



Dapol
4F-027-015



Hornby
R3709 - £171



Oxford Rail
OR76AR007 - £64



Oxford Diecast
76FE001 - £5.50

Forthcoming Releases from Hornby & Dapol

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

HORNBY 2020 Range Announcement - see details at www.hattons.co.uk/hornby2020

LNOR Thompson Class A2/2 & A2/3

Pre-order for £171
Due in Stock December 2020



Class A2/2

R3830 60501 'Cock o' the North' in BR green with early emblem
R3831 60505 'Thane of Fife' in BR green with late crest

Class A2/3

R3832 500 'Edward Thompson' in LNER apple green
R3833 514 'Chamossaire' in LNER apple green
R3834 60512 'Steady Aim' in BR green with early emblem
R3835 60523 'Sun Castle' in BR green with late crest

Standard Class 2MT 2-6-0 78xxx

Pre-order for £162
Due in Stock January 2021



R3836 78047 in BR black with late crest
R3838 78010 in BR black with early emblem
R3839 78000 in BR unlined green with late crest

Class 91

Pre-order for £153
Due in Stock December 2020



R3890 91002 'Durham Cathedral' in Intercity Swallow livery
R3891 91118 'The Fusiliers' in LNER livery
R3892 91111 'For the Fallen' in Virgin Trains East Coast livery
R3893 91117 'Cancer Research UK' in GNER livery

Class W4 Peckett

Pre-order from £99
Due in Stock throughout 2020



R3640 'Niclausse' in Peckett works leaf green
R3702 'Daphne' in Tytherington Stone Co. purple
R3703 No.8 'Bear' in light blue
R3761 'Lady Edith' in Earl of Dudley's works livery
R3825 614 in grey - Centenary Year Limited Edition (£109.99)
R3868 490 in Crawshaw Brothers green

British Rail Mk1 RB

Pre-order for £31.50
Due in Stock November 2020



R4971 W1739 in BR maroon
R4971A W1743 in BR maroon
R4972 S1720 in BR green
R4972A S1757 in BR green
R4973 M1712 in BR blue and grey
R4973A M1627 in BR blue and grey
R4974 IC1667 in Intercity Executive livery
R4974A IC1981 in Intercity Executive livery

Ruston 48DS

Pre-order for £81
Due in Stock Nov/Dec 2020



R3852 417892 'Jim' in DVL industrial green
R3853 GR5090 in GrantRail yellow
R3943 235511 in Express Dairy Co. Ltd blue

dapol Forthcoming Items

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

OO Gauge

GWR Class 78xx Manor 4-6-0

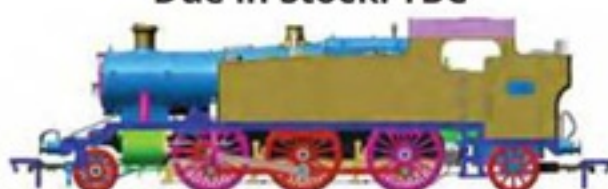
Pre-order from £135.96
Due in Stock: TBC



4S-001-001 7800 'Torquay Manor' in GWR green shirtbutton emblem
4S-001-002 7814 'Fringford Manor' in GWR green with GWR lettering
4S-001-003 7807 'Compton Manor' in GWR green post-war G W lettering
4S-001-004 7823 'Hook Norton Manor' in BR lined black early emblem
4S-001-005 7819 'Hinton Manor' in BR black with early emblem
4S-001-006 7810 'Draycott Manor' in BR lined green with early emblem
4S-001-007 7827 'Lytham Manor' in BR lined green with late crest

Class 5101 'Large Prairie' 2-6-2T

Pre-order from £115.56
Due in Stock: TBC



4S-041-001 5109 in GWR green with Great Western lettering
4S-041-002 6126 in GWR green with Great Western lettering
4S-041-003 5108 in GWR green with shirtbutton emblem
4S-041-004 5150 in GWR green with GWR lettering
4S-041-005 5190 in BR black with BRITISH RAILWAYS lettering
4S-041-006 4134 in BR lined green with early emblem
4S-041-007 6167 in BR lined green with late crest

Class 43xx GWR Mogul 2-6-0

Pre-order from £135.96
Due in Stock: June 2020



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

Class 59

Pre-order from £131.71
Due in Stock: August 2020



4D-005-000 59002 'Alan J Day' in Foster Yeoman livery
4D-005-001 59103 'Village of Mells' in ARC livery
4D-005-002 59206 'John F Yeoman' in DB Schenker livery
4D-005-003 59204 'Vale of Glamorgan' in National Power livery

O Gauge

Class 66

Pre-order from £276.25
Due in Stock: March 2021



7D-066-001 66001 in EWS red and gold
7D-066-002 66504 in Freightliner 'Powerhaul' livery
7D-066-003 66709 'Sorrento' in GBRf / MSC livery
7D-066-004 66421 in DRS plain blue
7D-066-005 66789 'British Rail 1948 - 1997' in BR large logo blue with GBRf branding
7D-066-006 66783 'The Flying Dustman' in Biffa red with GBRf branding

BR Mark 1 coaches

Pre-order for £169.15
Due in Stock: February to March 2020



BSK, SO, SK and CK coaches available in multiple liveries, including: BR crimson and cream, BR green, BR chocolate and cream, BR maroon and BR blue & grey.

All codes start 7P-001-XXX

Tel: 0151 733 3655

Pre-orders accepted
via credit or debit card only
Pre-order prices subject to manufacturer RRP.

00 Gauge (1:76 Scale)

Dapol - Diesel locos



4D-014-000 Class 29 6112 in BR green full yellow ends £129.15



4D-014-003 Class 29 D6107 in BR blue. £129.15



4D-014-001 Class 29 D6114 in BR two tone green small yellow panels £129.15

Heljan - Steam locos



266215 Beyer Garratt 2-6-0 0-6-2 4982 in LMS black revolving coal bunker £212



266222 Beyer Garratt 2-6-0 0-6-2 4986 in LMS workshop photographic grey revolving coal bunker £212

Diesel locos



3440 Class 330 twin pack 33050 'Isle of Grain' and 33051 'Shakespeare Cliff' in Railfreight Construction Sector triple grey NEW £253.30

Man-made scenic structure - railway-related



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

Top 30 Best Sellers

Last 30 Days

Hornby - Steam locos



R3759 Class 3031 'Dean Single' 4-2-2 3031 'Achilles' in GWR green - Railroad range NEW £81



R3711 Class 8P Princess Royal 4-6-2 46206 'Princess Marie Louise' in BR express passenger blue NEW £171
R3711X Class 8P Princess Royal 4-6-2 46206 'Princess Marie Louise' in BR express passenger blue - Digital fitted NEW £184.50



R3713 Class 8P Princess Royal 4-6-2 46207 'Princess Arthur of Connaught' in BR maroon NEW £171



R3709 Class 8P Princess Royal 4-6-2 6201 'Princess Elizabeth' in LMS crimson lake NEW £171
R3709X Class 8P Princess Royal 4-6-2 6201 'Princess Elizabeth' in LMS crimson lake - Digital fitted NEW £184.50

Peco Products - Track - Code 100 Streamline



SL-100 Pack of 25 1 yard (91.5cm) length of Code 100 Wooden-sleeper nickel silver flexible track £76
SL-100 Single £3.10

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

Peco Products - Track - Code 55 Finescale



SL-300F Pack of 30 1 yard (91.5cm) length of Finescale Nickel Silver flexible Wooden Sleeper track £93
SL-300F Single £3.20

0 Gauge (1:43 Scale)

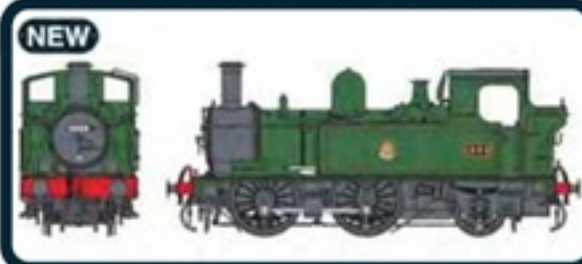
Dapol - Steam locos



7S-006-023 Class 14xx 0-4-2T 1426 in BR lined green late crest NEW £191.25



7S-006-020 Class 14xx 0-4-2T 1432 in GWR unlined green GWR lettering NEW £191.25



7S-006-022 Class 14xx 0-4-2T 1444 in BR lined green early emblem NEW £191.25



7S-006-001 Class 48xx 0-4-2T 4800 in GWR green Great Western lettering NEW £191.25

Heljan - Steam locos



H7-A3-007 Class A3 4-6-2 60103 'Flying Scotsman' in BR green late crest and unstreamlined corridor tender £750

Diesel locos



2071 Class 03 shunter 03107 in BR blue 'flowerpot' exhaust NEW £335.75



4024 Class 50 50007 'Sir Edward Elgar' in GWR green £594.15

Peco Products - Track - Code 124 Bull-head 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

Digital controllers



DCC02 Prodigy 'Advance 2' starter DCC controller package £279

Hattons Originals - Digital decoders



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



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

NCE - Digital controllers



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

Peco Products - Point motors



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

**Customer
Service Quality
Award Winner
2015 - 2019**

British Model Railway Awards 2019

OO Gauge (1:76 Scale)

Corgi Collectables - Buses

OM46316A AEC Type RM, ALM 50B, Heritage Route 15 Tower Hill, 'Mamma Mia' NEW... £35.50
OM46316B AEC Type RM, ALM 50B, Heritage Route 15 Trafalgar Square, 'Mamma Mia' NEW... £35.50

Dapol - Diesel locos

4D-025-004 Class 21 D6111 in BR green small yellow panels... £129.15



4D-025-003 Class 21 D6116 in BR green small yellow panels... £129.15
4D-025-002 Class 21 D6120 in BR green... £129.15



4D-014-000 Class 29 D6112 in BR green full yellow ends... £129.15
4D-014-000D Class 29 D6112 in BR green full yellow ends - DCC fitted NEW... £154.66



4D-014-003 Class 29 D6107 in BR blue... £129.15
4D-014-003D Class 29 D6107 in BR blue - DCC fitted NEW... £154.66



4D-014-001 Class 29 D6114 in BR two tone green small yellow panels... £129.15



4D-014-002 Class 29 D6129 in BR blue... £129.15
4D-003-015 Class 52 'Western' D1034 'Western Dragon' BR maroon small yellow panels... £129.15
4D-022-016 Class 68 68034 in Direct Rail Services blue... £131.71

DMUs

4D-009-006 Class 121 single car DMU 'Bubblecar' 55026 in BR blue and grey Highland Rail stag (RRP £145)... BARGAIN... £79
4D-009-007 Class 121 single car DMU 'Bubblecar' 55032 in BR blue and grey Welsh Dragon emblem (RRP £145)... BARGAIN... £79



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



4D-011-100 Streamlined Parcels Railcar 17 in GWR chocolate and cream Express Parcels branding... £125.76
4D-011-101 Streamlined Parcels Railcar W17W BR crimson Express Parcels branding... £125.76



4D-011-005 Streamlined Railcar 12 in GWR chocolate and cream shirtbutton emblem... £125.76
4D-011-009 Streamlined Railcar 16 GWR chocolate and cream twin cities crest... £125.76
4D-011-007 Streamlined Railcar W11 in BR chocolate and cream... £125.76



4D-011-008 Streamlined Railcar W8W in BR crimson and cream... £125.76



Track Maintenance vehicles

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



Wagons

4F-020-035 8 ton cattle wagon B893460 in BR blue NEW... £9.50
4F-027-014 Silver Bullet bogie tank wagon in NACCO/ECC - 3387 789 8 053-6... £27.16



4F-027-015 Silver Bullet bogie tank wagon in NACCO/ECC - 3387 789 8 064-3 - weathered... £29.71
4F-027-016 Silver Bullet bogie tank wagon NACCO/ECC - 3387 789 8 066-8 - weathered... £29.71
4F-027-013 Silver Bullet bogie tank wagon in NACCO/ECC - 3387 789 8 077-5... £27.16

Signals

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

Gaugemaster - Bridges, Tunnels & Walls

GM438 Dockside walling - plastic kit - 'Fordhampton' range NEW... £13
GM448 Industrial gas / liquid pipeline - plastic kit - 'Fordhampton' range NEW... £21

Golden Valley Hobbies - Diesel locos



GV2020 YEC Janus 0-6-0DE shunter 'Richard Borrett' in ICI maroon (RRP £99.95)... BARGAIN... £49.50
GV2015 YEC Janus 0-6-0DE shunter No.201 Port of London blue (RRP £99.95)... BARGAIN... £72

Wagons

GV6020 Pack of three 7-plank open wagons 'ICI'... £28

Hattons Bundles - Diesel train packs



H4-B-J-002 Janus bundle 0-6-0 Janus diesel shunter in ICI maroon three matching open wagons (RRP £129.90)... BARGAIN... £69.50

H4-AB14-004 Andrew Barclay 0-4-0ST '14' 1863 in Caledonian Railway lined blue... £99
H4-P-015 SECR P Class 0-6-0T 27 in SE&CR full lined green (with polished brass)... £99

Heljan - Steam locos



266219 Beyer Garratt 2-6-0 0-6-2 47988 in BR black early emblem and revolving coal bunker - lightly weathered... £221
266215 Beyer Garratt 2-6-0 0-6-2 4882 in LMS black revolving coal bunker... £212



266222 Beyer Garratt 2-6-0 0-6-2 4986 in LMS workshop photographic grey revolving coal bunker... £212



266213 Beyer Garratt 2-6-0 0-6-2 4993 in LMS black original coal bunker... £212
266216 Beyer Garratt 2-6-0 0-6-2 7973 in LMS black revolving coal bunker... £212
1320 Class 1366 0-6-0PT 1366 GWR green shirtbutton (RRP £159.95) BARGAIN... £99

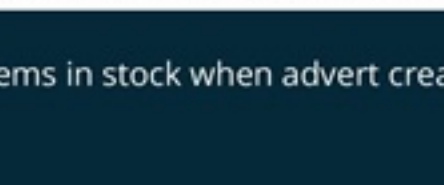


1322 Class 1366 0-6-0PT 1370 in GWR green (RRP £159.95) BARGAIN... £99
4781 Class 47xx 2-6-0 Night Owl 4705 in GWR green Great Western lettering... £154



Diesel locos

1721 Class 17 'Clayton' D6502 in BR green small yellow panels... £118.96
2718 Class 27 27029 in BR blue Highland Rail emblem... £118.96
2716 Class 27 27030 in BR blue Scottie Dog emblem - lightly weathered... £127.45



NEW



3440 Class 330 twin pack 33050 'Isle of Grain' and 33051 'Shakespeare Cliff' in Railfreight Construction Sector triple grey NEW... £253.30

NEW



3361Hel Class 331 33110 in BR blue orange cantrail stripe NEW... £126.65

NEW



3360Hel Class 331 33119 in BR blue white cab surrounds NEW... £126.65

Diesel train packs

NEW



1095 Class 33 trainpack Class 33/0 33010 in BR blue and four 'A' tank wagons in grey fuel oil - weathered NEW... £203.15

NEW



1096 Class 33 trainpack Class 33/0 D6535 in BR green and four 'A' tank wagons in Esso silver NEW... £194.65
1097 Class 33 trainpack Class 33/0 D6560 in BR green full yellow ends and four 'B' tank wagons in Esso - weathered NEW... £203.15

Man-made scenic structure - railway-related



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

Hornby - Steam locos

NEW



R3759 Class 3031 'Dean Single' 4-2-2 3031 'Achilles' in GWR green - Railroad range NEW... £81

NEW



R3423 Class 415 Adams Radial 4-4-2T 30583 in BR black late crest (RRP £140.99)... BARGAIN... £79

NEW



R3804 Class 49xx 'Hall' 4-6-0 5972 'Hogwarts Castle' in Hogwarts Railways red - Harry Potter range... £99

NEW



R3463 Class 52xx 2-8-0 5231 in BR Black early emblem (RRP £139.99)... BARGAIN... £99

NEW



R3805 Class 5MT 'Black Five' 4-6-0 45379 in BR black late crest - as preserved - Ltd Ed of 1000... £157.50
R3616 Class 5MT 'Black Five' 4-6-0 5089 in LMS black... £153



R3409 Class 6000 King 4-6-0 6002 'King William IV' in BR Green late crest (RRP £182.99)... BARGAIN... £129



R3408 Class 6000 King 4-6-0 6016 'King Edward V' in GWR Green shirtbutton emblem (RRP £182.99)... BARGAIN... £129



R3452 Class 6800 'Grange' 4-6-0 6825 'Llanvair Grange' in BR lined green late crest (RRP £155.99)... BARGAIN... £109



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



R3682 Class 8P Princess Coronation 4-6-2 46225 'Duchess of Gloucester' in BR express passenger blue (RRP £204.99) BARGAIN... £144



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



R3715 Class 8P Streamlined Coronation 4-6-2 6224 'Princess Alexandra' in LMS coronation blue... £171



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



R3711 Class 8P Princess Royal 4-6-2 46206 'Princess Marie Louise' in BR express passenger blue NEW... £171



R3711X Class 8P Princess Royal 4-6-2 46206 'Princess Marie Louise' in BR express passenger blue - Digital fitted NEW... £184.50



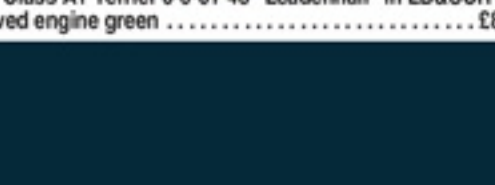
R3709 Class 8P Princess Royal 4-6-2 6201 'Princess Elizabeth' in LMS crimson lake - Digital fitted NEW... £171



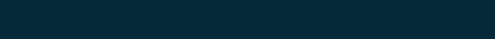
R3617 Class 8P Rebuilt Merchant Navy 4-6-2 35030 'Elder Dempster Lines' in BR green late crest... £144



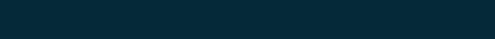
R3756 Class 9F Crosti 92028 in BR black early emblem - heavily weathered - Railroad range... £112.50



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



R3663TTS Class A1 4-6-2 60163 'Tornado' in LNER apple green British Railways lettering - Railroad Range - TTS sound fitted... £122.50



R3811 Class A1 Terrier 0-6-0T 48 'Leadenhall' in LB&SCR improved engine green... £81



UK P&P £4 per order

(free for orders over £175)

£2.75 per single diecast item

£7 guaranteed Next Day delivery

(Orders before 2pm)



R3812 Class A1 Terrier 0-6-0T W10 "Cowes" in Southern Railway olive green... £81
R3738 Class A3 4-6-2 4472 "Flying Scotsman" in LNER green - 1969 USA tour condition two tenders - Gold plated... £234
R3395TTS Class A4 4-6-2 4468 "Mallard" in LNER Garter Blue - TTS sound fitted - Railroad Range... £116



R3737 Class A4 4-6-2 60022 "Mallard" in BR blue early emblem... £162



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



R3545 Class B123 4-6-0 61556 in BR black NEW... £145
R3448 Class B17 4-6-0 61619 "Welbeck Abbey" in BR green early emblem (RRP £160.99)... BARGAIN... £114



R3414 Class J15 0-6-0 5444 in LNER black (RRP £127.99) BARGAIN... £79
R3416 Class J15 0-6-0 65404 in BR Black late crest (RRP £127.99) BARGAIN... £79



R3621 Class J36 0-6-0 722 in LNER black (RRP £139.99) BARGAIN... £99
R3407 Class J50 0-6-0T 68959 in BR Black early emblem (RRP £93.99) BARGAIN... £69



R3417 Class K1 2-6-0 62065 in BR black late crest (RRP £155.99)... BARGAIN... £99



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



R3634 Class LN "Lord Nelson" 4-6-0 851 "Sir Francis Drake" in Southern Railway olive green (RRP £169.99)... BARGAIN... £124
R3456 Class N15 King Arthur 4-6-0 30792 "Sir Hervis de Revel" in BR Lined Green early emblem (RRP £160.99)... BARGAIN... £119.50
R3730 Class O1 2-8-0 63806 in BR black early emblem... £99



R3413 Class S15 4-6-0 30831 in BR Black late crest (RRP £154.99)... BARGAIN... £99



R3412 Class S15 4-6-0 30842 in BR Black early emblem (RRP £154.99)... BARGAIN... £99
R3586 Class V Schools 4-4-0 30935 "Sever Oaks" BR green early emblem - Railroad Range... £81
R3679 Class W4 Peckett 0-4-0ST 74 in Port of London Authority lined blue... £90
R3631 SECR H Class 0-4-4T 31265 in BR black early emblem... £117

Diesel locos

R3473 Class 56 56108 in Railfreight red stripe (RRP £170.99) BARGAIN... £121
R3919 Class 66 66109 "Teasport Express" in DB Cargo/DP Ports NEW... £74.99
R3922 Class 66 66623 in Freightliner/G&W orange NEW... £74.95
R3916 Class 66 66733 "Cambridge PSB" in GBRI NEW... £74.99
R3881 Class 66/7 66727 "Andrew Scott CBE" in GER/First NEW... £74.99



R3774 Class 67 67024 in Belmond British Pullman umber and cream £144



R3707 Ruston 48DS "Queen Anne" in Longmorn Distillery match wagon... £72
R3705 Ruston 48DS 458957 in John Dewar and Sons red match wagon... £72
R3706 Ruston 48DS Army 802 in War Department green match wagon... £72

Diesel train packs



R3750 Belmond Pullman Train Pack Class 67 67021 in Pullman and three pullman coaches... £270



R3697 Northern Belle train pack Class 57/6 57601 "Windsor Castle" and three Mk2D coaches in Northern Belle... £135

HSTs



R3685 Pair of Class 43 HST Power Cars 43041 "Meningitis Trust Support for Life" and 43005 in GWR green (RRP £289.99)... BARGAIN... £229



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

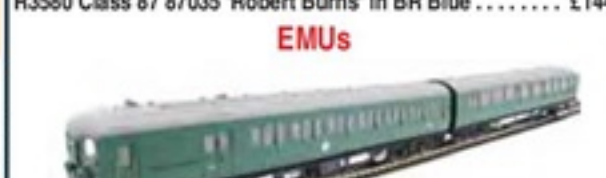
Electric locos



R3739 Class 87 87001 "Royal Scot" and "Stephenson" in BR blue - as preserved... £154



R3751 Class 87 87002 "Royal Sovereign" in Caledonian Sleeper NEW... £153



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

EMUs



R3699 Class 2-HIL 2 car EMU in BR green... £126



R3813 Class 395 "Javelin" 4-car EMU 395013 "Hornby Visitor Centre" in Southeastern - Ltd Ed... £144

Train sets - analogue

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

Train sets - digital

R1236 Starter Digital train set - "Mixed Traffic"... £189

Coaches

R4780B Mk3 TGS trailer guard second 44005 in GWR green NEW... £31.50



R4781H Mk3 TSO trailer second open 42005 Coach D in GWR green NEW... £31.50
R4781L Mk3 TSO trailer second open 42016 Coach F in GWR green NEW... £31.50



R4999 Pack of two centre coaches for Class 395 Javelin in Southeastern NEW... £72

Wagons

R6861 Railroad Breakdown Crane NEW... £28
R6928 Triple pack of MHA "Coalfish" Ballast wagons in EWS... £54.89

Man-made scenic structure - railway-related

R083 Buffer Stop... £2
R083 Pack of 6... £10

Track - Code 100 Setrack

R607 2nd radius double curve track (8 make a circle)... £2.50
R607 Circle of 8... £18
R601 Double straight - 335mm... £2.20
R601 Box of 24... £48



R070 Electrically Operated Turntable... £64
R7277 Layouts made easy - large corner layout complete track pack... £618
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... £66
R600 Standard Straight... £1.50
R600 Box of 24... £34

Metcalfe - Bridges, Tunnels & Walls

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

Oxford Diecast - Cars

76ESC001 Ford Escort Mk2 Tango NEW... £5.50

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)... £6

Model railway spares

SL-11 Insulated rail joiners/fishplates (for OO, HO & O gauge code 100 rails incl. Hornby, Peco & Peco Streamline) - Pack of 12... £1.60
SL-10 Metal rail joiners/fishplates (for code 100 rails incl. Hornby, Peco & Peco Streamline). For OO, HO & O gauge - Pack of 24... £2.20

Buildings - railways

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

Track - Code 100 Setrack

ST-245 Setrack curved double radius left handed point insulfrog... £14.50
ST-244 Setrack curved double radius right handed point insulfrog... £14.50
ST-241 Setrack No.2 radius left handed point insulfrog... £9.50
ST-204 Setrack Quad Straight (670mm)... £3.50
ST-204 Box of 24... £82

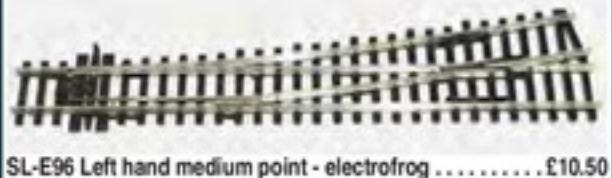
Track - Code 100 Streamline



SL-100 Pack of 25 1 yard (91.5cm) length of Code 100 Wooden-sleeper nickel silver flexible track... £76
SL-100 Single... £3.10
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-E89 Left hand large point - electrofrog... £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... £10
SL-E86 Right hand curved point - electrofrog... £12.50



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

Track - Code 75 Finescale

SL-108F 1 yard (91.5cm) length of Code 75 Wooden-sleeper nickel silver bullhead rail flexible track... £4
SL-108F Box of 25... £98



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



SL-E190 Finescale double slip - electrofrog... £38
SL-E189 Finescale left hand large point electrofrog... £12.50
SL-E192 Finescale left hand small point - electrofrog... £10.50
SL-E186 Finescale right hand curved point - electrofrog... £13
SL-E188 Finescale right hand large point - electrofrog... £12.50
SL-U1189 Left hand large radius bullhead rail point - unitfrog... £26

N Gauge

Dapol - Diesel locos



2D-028-004 Class 26 26037 in Railfreight grey red stripe NEW... £112.76



2D-028-001 Class 26 D5316 in BR green NEW... £112.76



2D-007-011 Class 66/0 66002 in EWS DB branding and six megafret container wagons... £194.64
2D-007-011D Class 66/0 66002 in EWS DB branding and six megafret container wagons - Digital fitted... £220.15

Coaches



2P-000-310 Collett full brake 101 in GWR chocolate and cream NEW... £22.91
2P-000-320 Collett full brake W110W in BR maroon NEW... £22.91

Wagons



2F-027-010 Silver Bullet bogie tank wagon in NACCO/ECC - 3387 789 8 053-6 NEW... £26.27
2F-027-011 Silver Bullet bogie tank wagon in NACCO/ECC - 3387 789 8 064-3 - weathered NEW... £28.89



2F-027-012 Silver Bullet bogie tank wagon in NACCO/ECC - 3387 789 8 066-8 - weathered NEW... £28.89
2F-027-009 Silver Bullet bogie tank wagon NACCO/ECC - 3387 789 8 077-5 NEW... £26.27

Lighting equipment

2A-000-042 Light Bar coach lighting unit for modern coaches and multiple units (cool white) NEW... £8.50
2A-000-041 Light Bar coach lighting unit for modern coaches and multiple units (warm white) NEW... £8.50

Gaugemaster - Buildings - general

GMKD1006 Brick-built brewery main building - plastic kit - "Fordhampton" range NEW... £21

Oxford Diecast - Commercial vehicles

NTRAIL010 Mobile Trailer AA NEW... £4.50
NTCAB008 Scania T Cab Curtainside "J H Yates & Sons" NEW... £13

Peco Products - Model railway spares

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

Track - Code 80 Setrack

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... £93
SL-300F Single... £3.20
SL-302F 1 Yard of Nickel Silver Flexible Track Concrete Sleepers... £3.50
SL-302F Pack of 30... £91

Looking for that perfect second-hand model?

www.hattons.co.uk/latestpreowned



SL-E392F Finescale left hand small point electrofrog ... £9.50
SL-E388F Finescale right hand large point electrofrog ... £12
SL-U395F Finescale right hand medium point unifrog ... £10.50
SL-E383F Finescale scissors crossover electrofrog ... £63

OO9 Narrow Gauge

Heljan - Steam locos

9953 Lynton & Barnstaple 2-6-2T E760 "Eve" in intermediate Southern Railway (1927-29) (RRP £209.95) ... **BARGAIN** ... £154

Peco Products - Coaches

NEW



GR-551 4-wheel Ffestiniog "Bug Box" first class coach No.2 in 1950s "early preservation" green and white **NEW** ... £24
GR-561 4-wheel Ffestiniog "Bug Box" observation coach No.1 in 1950s "early preservation" green and white **NEW** ... £24

NEW



GR-556A 4-wheel Ffestiniog "Bug Box" third class coach No.3 in 1950s "early preservation" green and white **NEW** ... £24

Track - Code 80 Streamline



SL-400 Box of 25 1 yard length of OO9 narrow gauge flexible track worn wooden sleepers ... £83
SL-400 Single ... £3.50
SL-404 1 yard length of OO9 narrow gauge track 'mainline' wooden sleepers ... £3.50
SL-404 Pack of 25 ... £92

O Gauge (1:43 Scale)

Corgi Collectables - Cars

VA03407 Ford Consul Capri 335 (109E) - Lime Green & Ermine White **NEW** £27

Commercial vehicles

NEW



VA03306 Ford 300E Thames Van - Gates Ford Dealers **NEW** £27

Dapol - Steam locos

NEW



7S-006-021 Class 14xx 0-4-2T 1405 in BR black early emblem **NEW** ... £191.25

NEW



7S-006-023 Class 14xx 0-4-2T 1426 in BR lined green late crest **NEW** ... £191.25

NEW



7S-006-020 Class 14xx 0-4-2T 1432 in GWR unlined green GWR lettering **NEW** ... £191.25
7S-006-022 Class 14xx 0-4-2T 1444 in BR lined green early emblem **NEW** ... £191.25
7S-006-021U Class 14xx 0-4-2T in BR black early emblem - unnumbered **NEW** ... £191.25
7S-006-022U Class 14xx 0-4-2T BR lined green early emblem - unnumbered **NEW** ... £191.25
7S-006-023U Class 14xx 0-4-2T BR lined green late crest - unnumbered **NEW** ... £191.25
7S-006-020U Class 14xx 0-4-2T GWR unlined green GWR lettering - unnumbered **NEW** ... £191.25

NEW



7S-006-001 Class 48xx 0-4-2T 4800 in GWR green Great Western lettering **NEW** ... £191.25
7S-006-002 Class 48xx 0-4-2T 4871 GWR unlined green shirtbutton logo **NEW** ... £191.25
7S-006-001U Class 48xx 0-4-2T GWR green Great Western lettering - unnumbered **NEW** ... £191.25



2073 Class 03 shunter in BR blue conical exhaust - unnumbered ... £335.75
2058 Class 03 shunter in industrial yellow wasp stripes - unnumbered ... £335.75
2006 Class 20 in BR blue full yellow ends, 1980s style warning flashes and headcode discs - Exclusive to Hatton's (RRP £599) ... **BARGAIN** ... £395



2558 Class 25/3 in BR blue - unnumbered ... £446.25



2555 Class 25/3 in BR green small yellow panels - unnumbered ... £446.25



3400 Class 33/0 33012 in BR blue - weathered ... £466.65



3403 Class 33/0 33035 "Spitfire" in Network SouthEast blue ... £466.65



3396 Class 33/0 in BR blue - 1970s condition - unnumbered ... £466.65



3586 Class 35 "Hymek" in BR green small yellow panels - unnumbered ... £421



4024 Class 50 50007 "Sir Edward Elgar" in GWR green ... £594.15
4026 Class 50 50008 "Thunderer" in BR Lairo blue (1990s Railtour condition) - Exclusive to Hatton's ... £594.15



4020 Class 50 in BR blue - unnumbered ... £594.15



4023 Class 50 in revised Network Southeast - unnumbered ... £594.15



5286 Class 52 D1061 "Western Envoy" in BR maroon small yellow panels ... £509.15



5506 Class 55 "Deltic" D9001 "St Paddy" in BR green full yellow ends - weathered ... £509.15



5503 Class 55 "Deltic" in BR green small yellow panels - unnumbered ... £509.15

Peco Products - Track - Code 124 Bullhead Streamline



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



SL-E790BH Double slip (8 degree angle). Electrofrog ... £85



SL-E792BH Left hand point bullhead rail and electrofrog ... £43
SL-E791BH Right hand point bullhead rail and electrofrog ... £43
ST-725 Setrack Bullhead 2nd radius standard curve 410mm (16") ... £6
ST-U751 Setrack second radius Unifrog left hand point ... £43
ST-U750 Setrack second radius Unifrog right hand point ... £43

Any or Multiple Scales

DCC Concepts - Digital decoders

DCD-ZN68-5 ZEN 6-pin Versatile 2-function 1.1A Decoder Stay Alive (13.5x8.5x3mm) (5 Pack) ... £85

Digital control accessory decoders

DCD-ADS-2SX 2 output Accessory Decoder for all Solenoids and other point motors needing momentary power ... £26

Digital control accessories

DCD-PWRAUK Alpha power upgrade bundle - 5 amp booster and Alpha control box ... £129
DCD-AEC Cobalt Alpha Central - 12-way switch control panel ... £111

Electronic components

DCD-AVA-1 Alpha Meter - current draw meter for analogue or digital layouts ... £51

Expo Drills & Tools - Steam locos

AB501 Replacement filters for AB500 spray booth **NEW** ... £6

Gaugemaster - Analogue controllers



D Double/Twin track power controller ... £86



Q Quadruple 4 circuit power controller ... £149

Digital controllers



DCC02 Prodigy "Advance 2" starter DCC controller package ... £279



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

Point motors

BPPM20 Pack of five Surface mounted seep point motors ... £36
PM-2 Seep point motor ... £3.50
PM-2 Pack of 6 ... £20
PM-1 Seep point motor accessory switch ... £5
PM20D Surface mounted seep point motor - digital fitted **NEW** ... £21.50

Switches and levers

GM530 Toggle switch toppers - pack of 36 assorted colours **NEW** ... £4.50

Hattons Originals - Digital decoders

DCR-21Pin-DirectV2 21-pin 6-function 1.1Amp direct plug decoder back EMF ... £16.50
DCR-6PIN-Direct 6-pin 2-function 1.1Amp direct plug decoder back EMF ... £17
DCR-8PIN-HarnessMini 8-pin (harness) 2-function 1.1Amp small & thin (mini) decoder back EMF ... £16
DCR-8PIN-HarnessMini Box of 5 ... £72
DCR-8PIN-HarnessMini Box of 10 ... £128



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

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

Hornby - Digital decoders

R8249 8-pin 4-function 2-sided 0.5A (1A peak) decoder ... £16
R8249 Box of 6 ... £92
R7150 Standard 6 pin Decoder ... £23.50
R8121 TTS DCC Sound Decoder 8 pin plug - Class 66 diesel ... £38

NCE - Digital controllers



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

Peco Products - Point motors

PL-10 Point Motor (Switch Machine) ... £6
PL-10 Bag of 6 ... £34



PL-10E Bag of 6 Point Motor Extended Pin (use PL-9) ... £34
PL-10E Single ... £6
PL-1000 Twistlock turnout point motor ... £11.50
PL-1000 Pack of 6 ... £66
PL-1001 Twistlock turnout point motor microswitch ... £16

Scenic tools & materials

PSG-1 Static Grass Micro Applicator ... £42

Woodland Scenics - Scenic tools & materials

FS646 Accent Shakers **NEW** ... £3
FS645 Spray-Tac **NEW** ... £6

Publications - model and prototypical railways

C1208 The Complete Guide to Model Scenery - 248 page manual **NEW** ... £15



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'O' BR CLASS 35



3585 BR Green (unnumbered)

3586 BR Green with small yellow panels (unnumbered)

3587 BR Green with full yellow ends (unnumbered)

3588 BR Blue with full yellow ends (unnumbered)

Available Now!

SRP £495.00

'O' BR CLASS 33/0



3393 BR green

3394 BR green with small yellow panels

3395 BR green with full yellow ends

3396 BR Blue

3400 BR Blue 33012 (faded and weathered)

3401 BR 'Dutch' grey / yellow

3402 EWS red / gold 33030

3403 Network SouthEast 33035

3404 DRS Blue

3405 Railfreight Construction grey

3406 BR heritage green 33008

Eastleigh

Available Now!

SRP £549.00

'O' BR Class 03



Available Now!

SRP £395.00

2051 V1 conical exhaust, D.2011 green

2052 V1 flowerpot exhaust, green

2055 V1 flowerpot exhaust D2033 green

2057 V1 flowerpot exhaust, green

2058 V1 conical exhaust, industrial yellow

2059 V1 flowerpot exhaust, industrial blue

2070 V2 flowerpot exhaust 2096 blue

2071 V2 flowerpot exhaust 03107

2072 V2 flowerpot exhaust, blue

2073 V2 conical exhaust, blue

'OO' BR Class 27



Available Now!

SRP £139.95

*SRP weathered versions £149.95

2715 BR blue 27104 with full yellow ends

2716 BR blue 27030 with Eastfield Terrier emblem weathered*

2717 BR blue 27012 with Haymarket castle emblem

2718 BR blue 27029 with Inverness stag emblem

2719 BR two-tone green 5380 with full yellow ends (LMR) lightly weathered*

2730 BR green 27001 with full yellow ends heavily weathered*

2731 BR green D5369 with small yellow panels

2732 BR blue 5357 with full yellow ends



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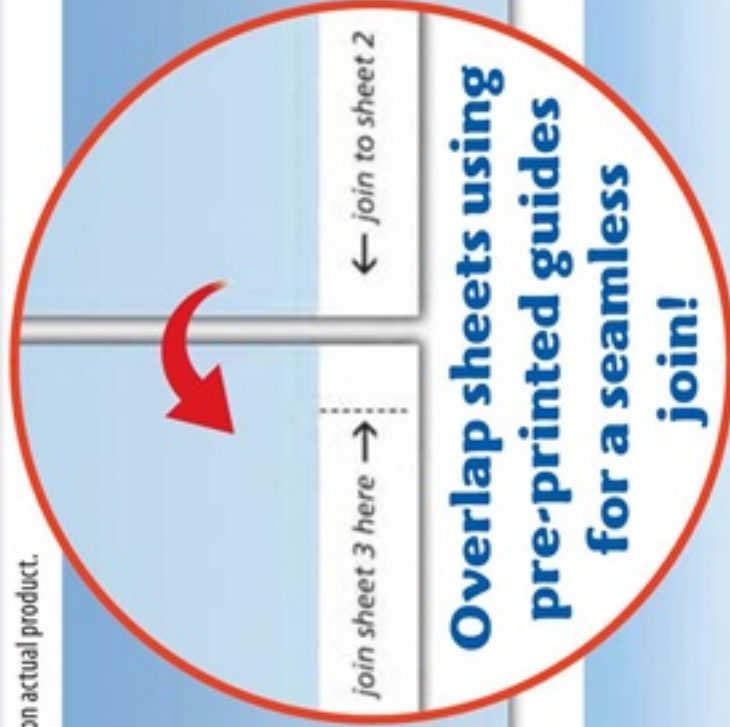
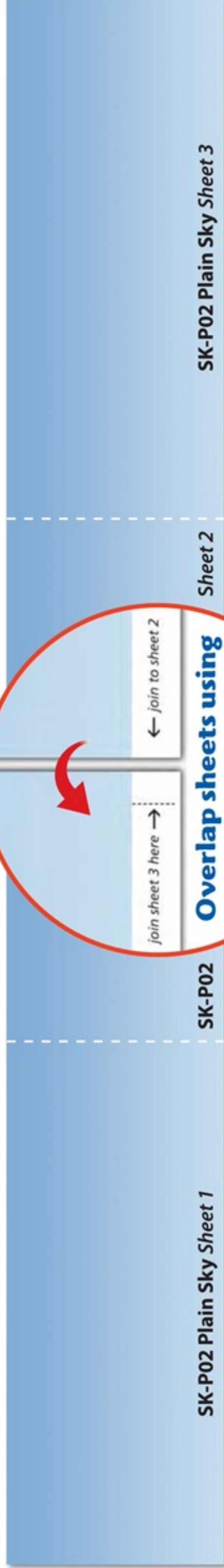


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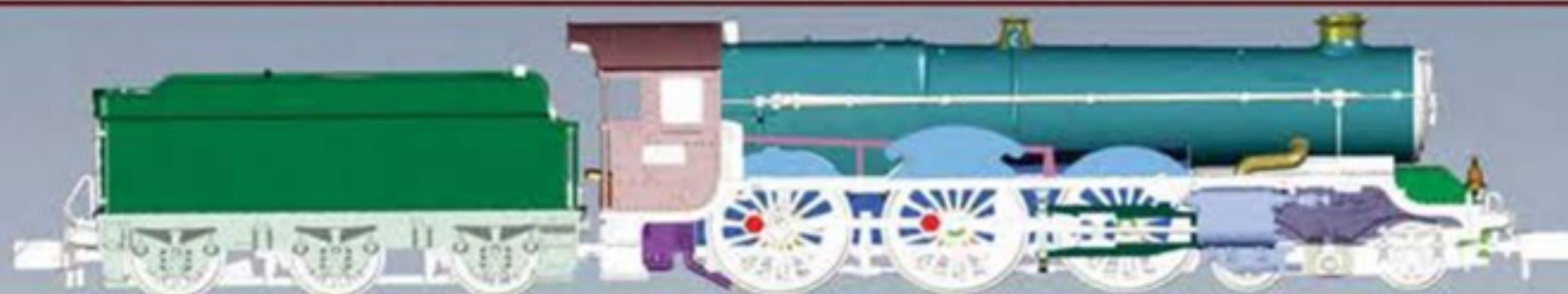
KR Models resurrects 'King' and 'Shark' for 'N' Gauge

After months of negotiating KR Models is expanding its business into 'N' gauge with models of the GWR 'King' 4-6-0 and BR 'Shark' ballast plough. These products are being developed using the CAD drawings originally developed by DJ Models to allow KR Models to expand its business into 'N' gauge and deliver this scale to these much-requested models.

Both are at an advanced stage of CAD drawing work. We are liaising with our factory in China to ensure that these models would be as accurate as possible. Names and numbers are to be confirmed, but we expect to offer GWR and BR colours on the 'King', while the 'Shark', which has a much broader spectrum of liveries to choose from, will be available to suit different eras from the 1950s to the early 2000s.

Expressions of interest/pre-orders are open now for the 'Shark', and the 'King' will be open soon. We are currently working towards delivery in 2021, depending on the level of interest. The addition of these new 'N' gauge products doesn't divert our interests away from 'OO' gauge with work continuing on GT3 and the Fell diesel.

Keith Revell commented: "The GWR 'King' is a missing link from the 'N' gauge market and the opportunity came for us to be able to take on the near-complete CAD drawings. These were originally developed for DJ Models by a factory in China and we are working with our factory to see the model through to completion. It is an exciting addition to our portfolio and one which will allow us to move forward promptly with the final phases of the models development as well as the 'Shark'. We welcome constructive feedback about the CAD drawings as this will help us to provide the most accurate model possible, please send to research@krmodels.co.uk



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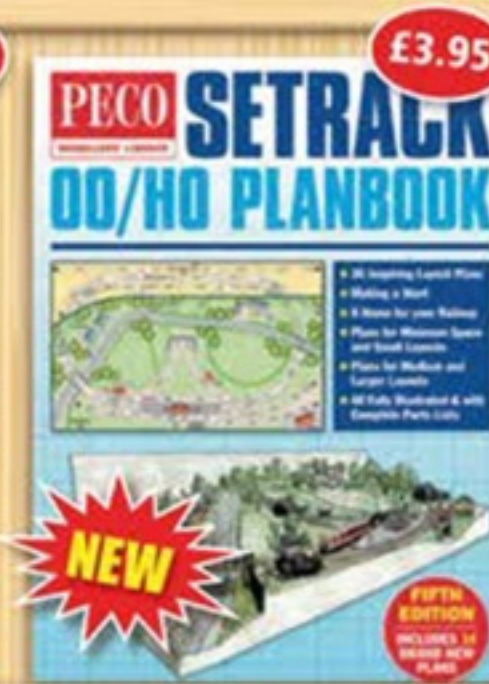
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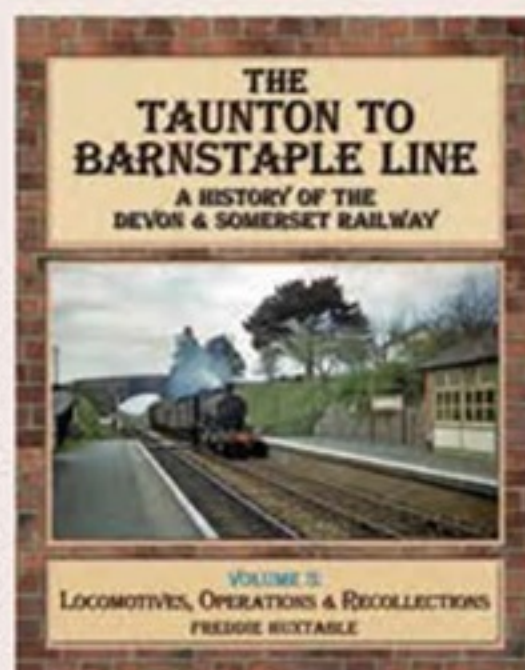
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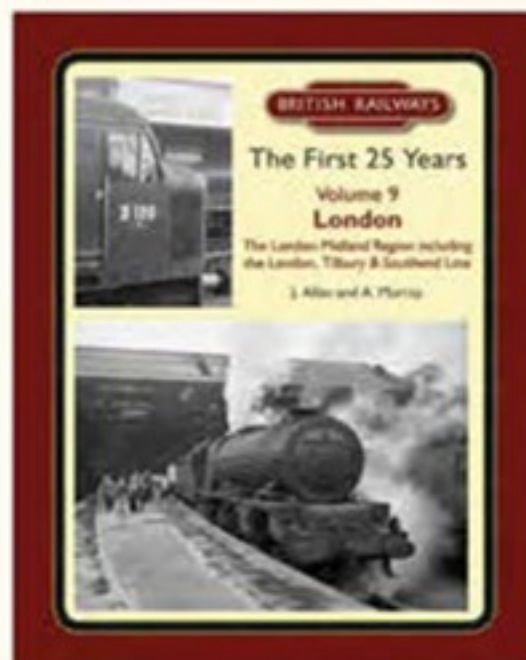


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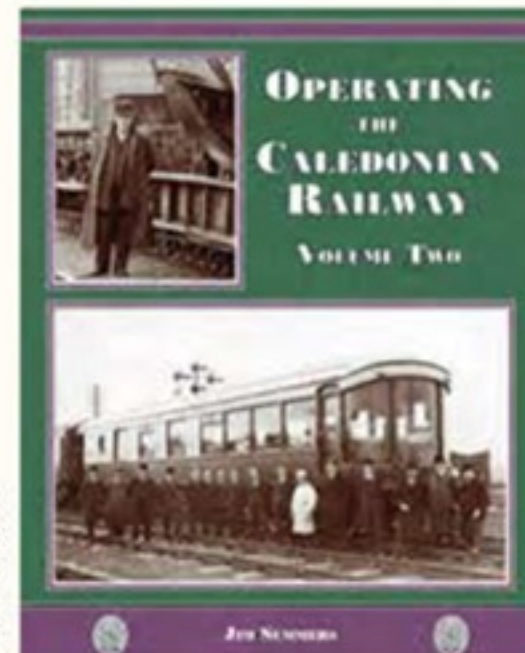
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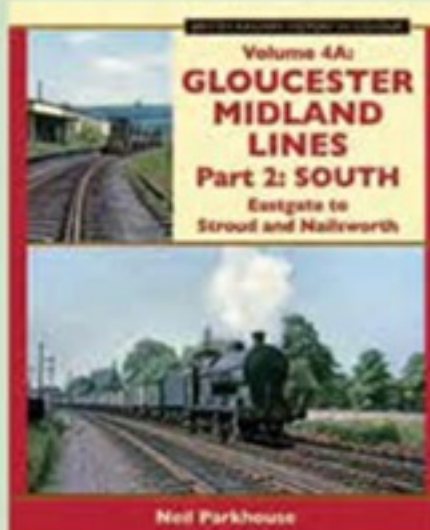
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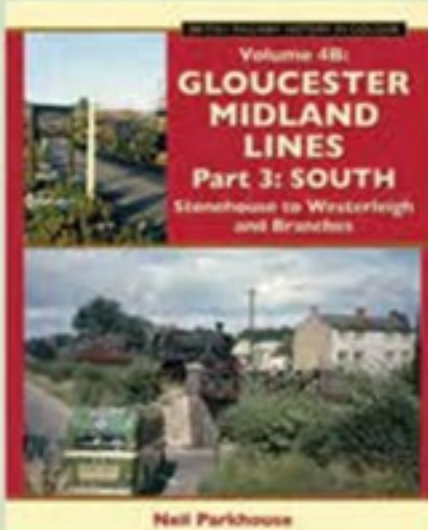


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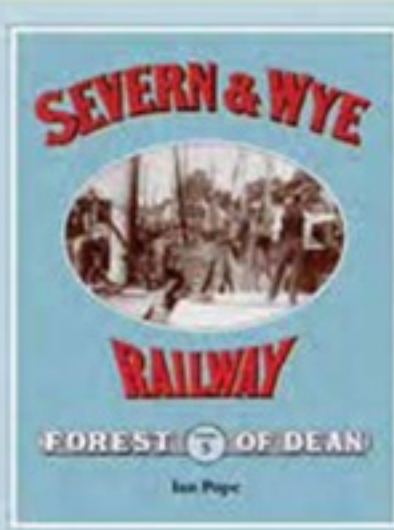
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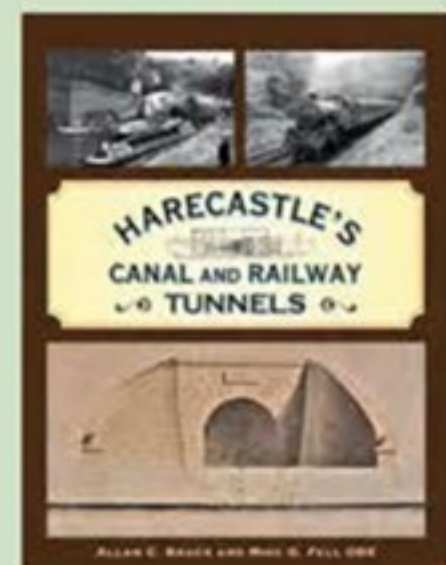
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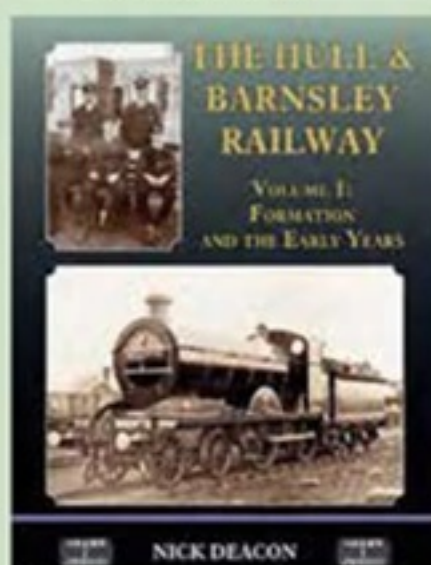
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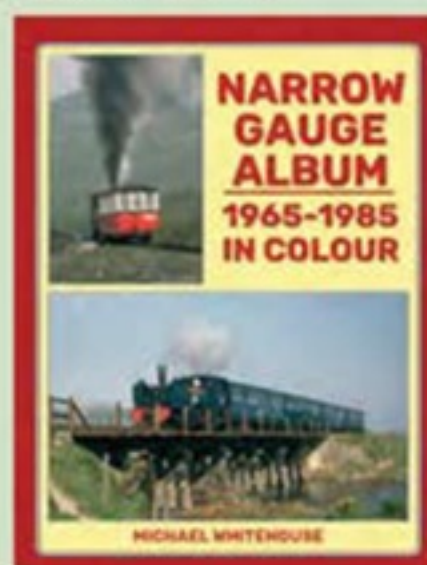
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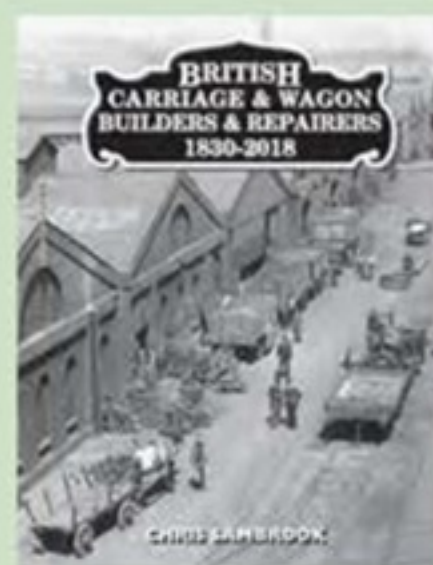
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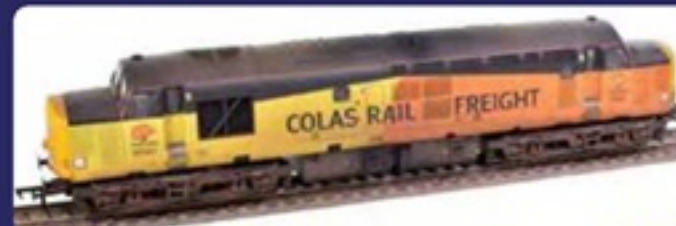
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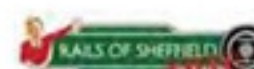
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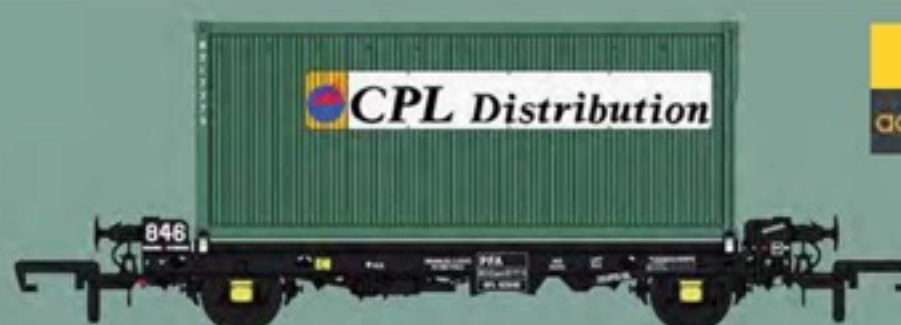


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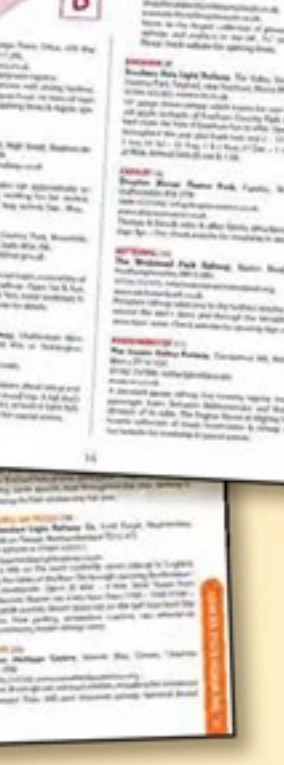
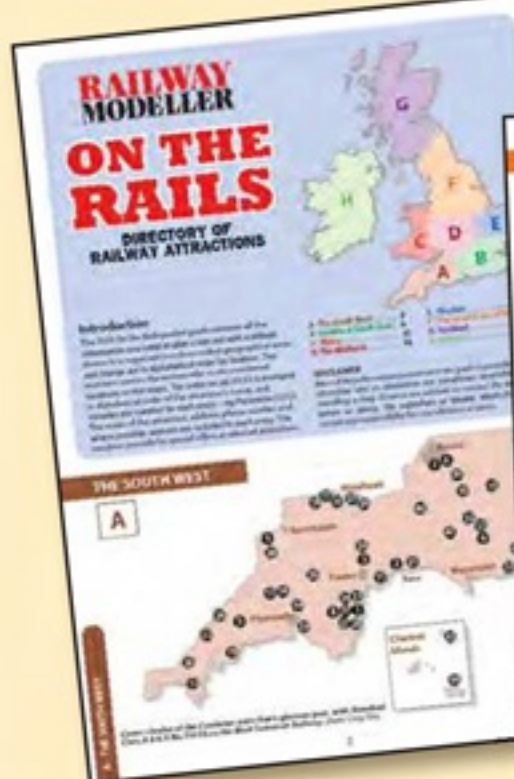


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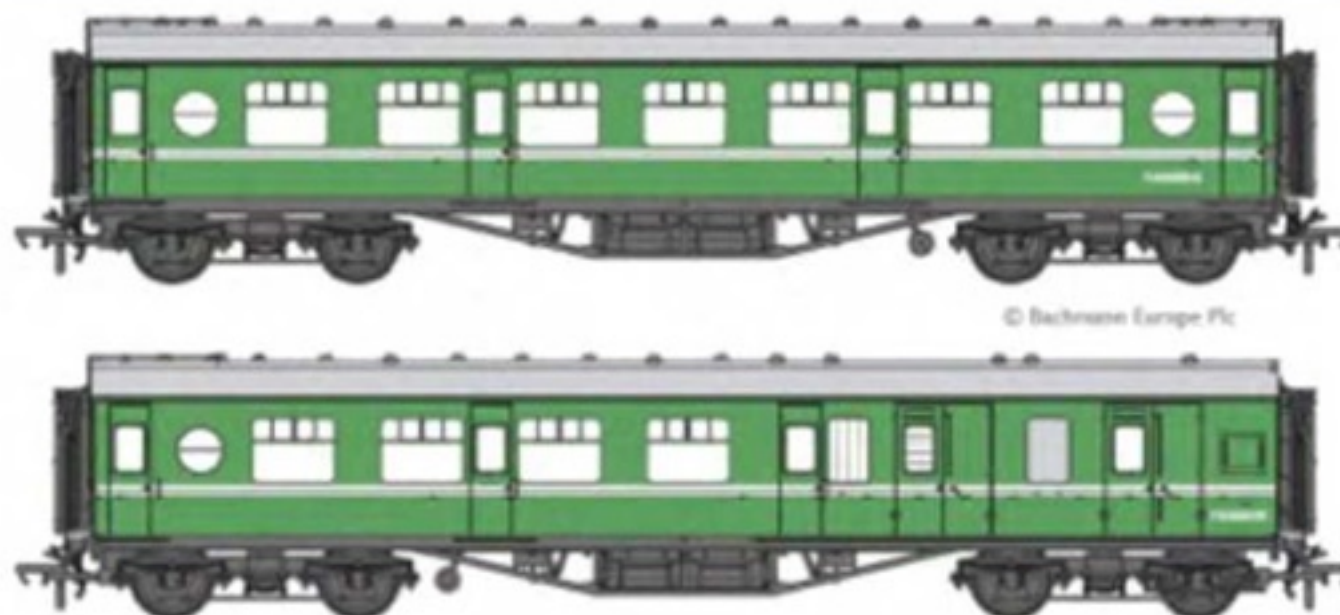
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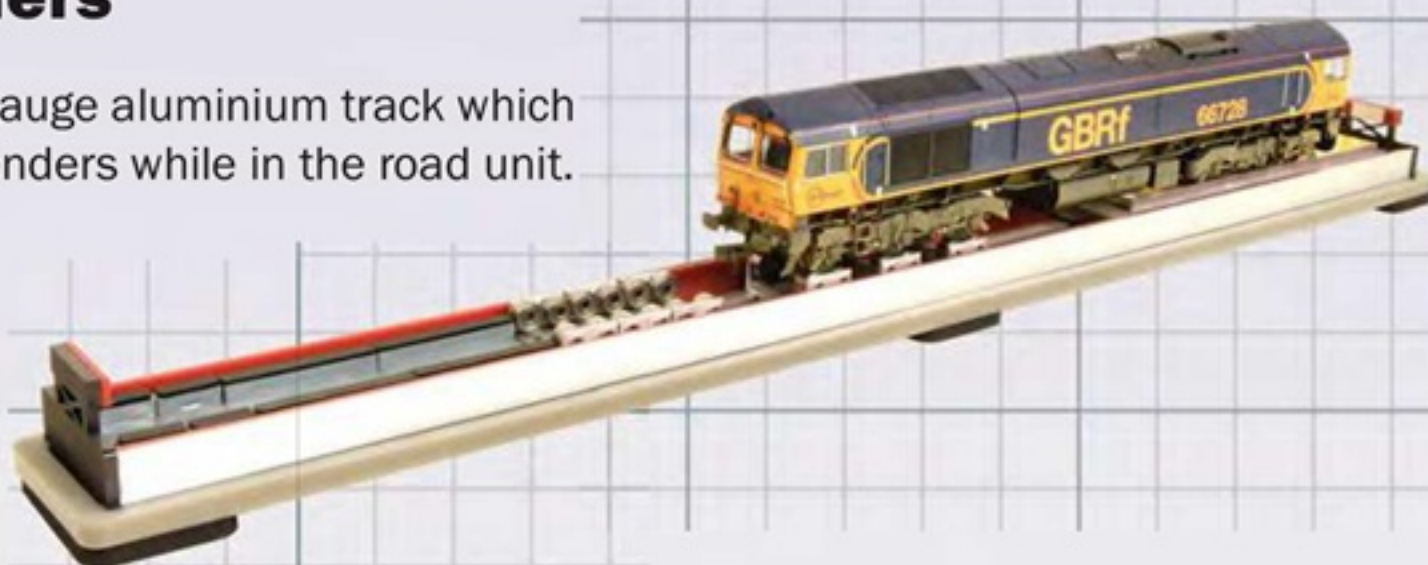
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Art Director
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Review Photographer
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Nicole Charlton

Direct Subscriptions
Tel. 01297 626203
Alicia Flint

Chairman
C.M. Pritchard

Editorial Office:
Tel. 01297 21542

Website:
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Welcome from the Editor

Against the odds

In the midst of these unfamiliar and very anxious times, it may seem rather blithe to continue a commentary on the model railway hobby, but something to provide a little respite from a seemingly unending onslaught of bad news must be worthwhile for morale.

Firstly though, a bit of essential housekeeping as we are a little unsure as to exactly how magazine production will pan out. As HQ office-based editorial staff we have implemented home working where possible and are on schedule with this (May) issue.

It is a little unclear as to how the printing and distribution of the paper magazine could be affected by the ongoing health emergency, but our printers and distributors are aiming to operate as normally as possible within government guidelines.

Restrictions on shopping may be in place, but at the time of going to press, newsagents, major supermarkets and many WH Smith outlets remain open. Existing subscribers should be mostly unaffected so long as postal services continue to operate. New subscribers and renewals may unfortunately be delayed as it is not yet possible to fully operate that process away from the HQ office.

We hope that readers and our much valued subscribers will be understanding in this exceptional period until some semblance of normality returns.

Under the latest government restrictions announced on the 23 March, the manufacturing activities of Peco Model Railways have also been suspended for the duration.

Updates on products, publications and activities at Pecorama will be posted from time to time on our two main websites; www.peco-uk.com and www.pecorama.co.uk respectively.

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



We are also not intending to produce our free 2020 On The Rails guide to heritage railway attractions with the June issue. Its preparation is well under way and should matters in the country ease, and travel restrictions to these places of interest be allayed, we hope to include it free with either the July or August 2020 issue.

And so to the current issue, which again takes a look at model railways large and small, and modelling activities across the spectrum.

The magnificent and ongoing project to build a replica of Liverpool Lime Street station by John Holden and his team takes our Railway of the Month slot. This is another of the hobby's Grand Designs: truly atmospheric and authentic and entirely portable as well!

For readers with average sized spaces in which to model, keen-eyed Myles Munsey takes a look at the embryonic heritage railway site being developed along the former Helston branch line in Cornwall. He proposes three different 'micro-sized' layouts

that could be built using off-the-shelf equipment.

Peter Osborne, who has been showing us how to convert the roof space of a double garage into a railway room, concludes his series by getting his layout up and running once again. Peter carried out the structural work as a DIY project, but sought advice from structural engineers and his local building regulations office as he went along.

As many of us are 'confined to barracks', kit building is again to the fore: Craig Tiley shows how to tackle your first brass wagon kit in O gauge, whilst Callum Willcox demonstrates techniques with a plastic structure kit in OO.

We hope that you all keep safe and well in these most difficult of days. Take care.

Steve Flint



Some summer sunshine this month is provided by Ben Siddons' N gauge depiction of the Keighley & Worth Valley Railway on page 392.

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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 Karl Crowther



The heart of the LMS on the banks of the Mersey

Liverpool Lime Street

From small beginnings – Tri-ang at age eight – **JOHN HOLDEN** has progressed this mammoth project to model Lime Street station in the immediate post-war period in EM gauge. The highlight for this Southport native was arriving at the station by taxi, and boarding trains for onward destinations beneath its cavernous and smoky overall roof. Editor Steve Flint asked John to reveal the story so far.

Liverpool Lime Street was opened in August 1836 and, by the time of the model, was the gateway to the bustling city on the banks of the River Mersey. I began by asking John about his modelling beginnings.

Steve Flint: *Making a scale model of this famous Liverpool terminus is a huge undertaking for any modeller, irrespective of experience. So, from your earliest endeavours, can you tell us about the model making journey you made before arriving at the start of this monumental project?*

John Holden: My first attempt at Lime Street at the age of eight was a pretty poor affair using my Tri-ang train set as the basis. It relied heavily on imagination, my 'American Transcontinental Diesel' being the prototype

Deltic in my eyes! My Dad was very supportive; he bought me my first trainset (with a Graham Farish Black Five, remember them?!) when I was aged two. It was kept on top of the wardrobe and I was only allowed to touch it when he was around!

Fast forward 20 years; a marriage, and the opening of a model shop in my local area, and old memories surface! The time was now right for *Lime Street II*.

I became a founder member of a local model railway club in Blackpool where I met my now long-time friend Brian Pickersgill. Between us we converted both our lofts for our respective layouts. My loft could in no way accommodate anything approaching the scale of Lime Street, so a representation was begun, and to avoid any confusion was known as 'Liverpool Line Street.' It was

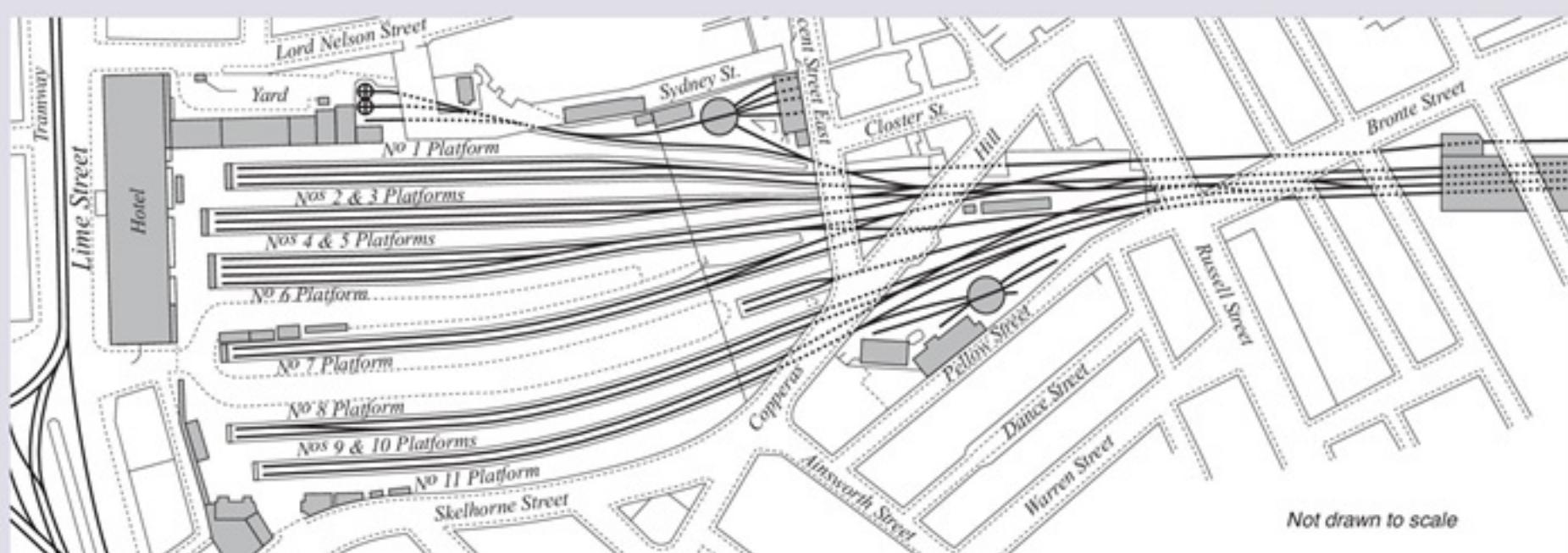
Left

Suburban and semi-fast trains prepare to depart under the two spans of the overall roof. Alongside Compound 4-4-0 No.1189, Royal Scot No.6164 *The Artists' Rifleman* is in charge of LNER stock bound for Newcastle.

Right

A view to the stop blocks and behind them the compact concourse along platform 3. LNER stock occupies platform 4.





basically an out and back layout from a small terminus. Although in hindsight it was very crude, it was a great learning platform from which I gathered many railway modelling skills; not only the practical ones, but also those such as layout planning, train formations, railway history etc. I can offer no better advice to new modellers than to visit as many model railway exhibitions as possible, read all the magazines you can, and best of all join your local model railway club.

Fast forward another seven years and a house move was on the cards. Seven years' hard work was destroyed in four weeks!

The silver lining to the house move was a much bigger loft, so a third loft conversion beckoned. Enter *Liverpool Lime Street III*!

SF: Can you explain the reasoning behind your choice of location and period and how you persuaded others to join you?

JH: This all began back in the early 1950s believe it or not. My mother had a small hotel in Southport where I was born. To maximise the business she used to open for the Christmas period; I had to surrender my room for extra guests (I'm not sure how that would play out these days!). To make up for this I was taken on a short break

to London every year over the New Year period. We would catch the electric train from Southport to Liverpool Exchange, then take a taxi ride across to Lime Street for the trip up to London.

My most indelible memory of these trips was the arrival at Lime Street in a taxi. It would drive right down the platform (Nos.7 and 8), and even stop adjacent to our allotted carriage. For an eight year old boy these experiences were overpowering, and the die was cast for the rest of my life!

I am a devout LMS man and as – at the time the layout was being planned – there were very few if any postwar layouts on the exhibition circuit I decided to plum for the years 1945 to 1947.

SF: How did you go about planning the model, including where it was going to be housed, and what sort of research did you have to undertake to assist with the planning process?

JH: Using a standard size (4' x 2'6"), a modular approach was used to build the baseboards. I had by now obtained a track plan for the period I wanted to model so transferring this onto a very large sheet of graph paper I was able to determine the number and disposition of baseboards. I was very lucky as it turned out, I only had

Right

The Artists' Rifleman gets to grips with the 1:83 climb at the start of the run up to Edge Hill. This viewpoint will be familiar to all who know the work of the famous lensman Bishop Eric Treacy.

Below

The LMS's pioneer main line diesel, No.10000, arrives at Lime Street. The model just fits the time frame of the layout.





Below right
Looking back from the Russell Street bridge (seen in the photo below) towards the terminus. The 135-lever signal box was given protection against enemy action during WW2 due to its importance in such an exposed location.

to slew the tracks slightly to one side a little within the station to avoid any issues with baseboard joints.

The boards were duly built and stored in the garage with only four of them ever being able to be erected in the cellar at any one time. To store the boards I came up with the idea of steel frames on wheels; they are used to transport the layout to shows. This idea I got from seeing bread delivered to shops in a similar manner.

One thing that became obvious at an early stage was the fact that as Lime Street is a terminus, the layout would inherently be out and back. The question was

how to configure the fiddle yard end. After much deliberation a kick-back fiddle yard was decided on using a sector plate to provide access. This I felt was a perfect solution as the fiddle yard would sit perfectly behind the cutting section. And this configuration would also minimise the total length of the layout. The weak point in this system is that the sector plate has to be ultra-reliable. To this end it has three back-up stages that can be deployed in the event of a failure in operation of the electronics or stepper motor that drives it.

Once the basic track plan was in place attention was



turned to the construction of that cavernous cutting and retaining wall. Videos, photographs in books and on the internet, site visits taking lots of pictures, and talking to people over a number of years have given me a good 'feel' for the area. Also I was lucky enough to obtain a stack of drawings of the station roof and of course the hotel.

With regard to a home for the layout, it lived in the garage in the frames I had made; my wife made some covers to keep the damp and dust off, and these proved very effective. When we were due to attend a show I hired an industrial unit and the lot was transferred, set up and tested, altogether a most tedious exercise!

A (hopefully) final house move came along, bringing with it the space to build a proper home for the layout, a 70' heated building. This has proved to be a godsend, and progress has increased immeasurably.

SF: How did the layout construction progress? Was it all built as one from the completed baseboards up, or have you built it in sections and joined them together as each one reached a particular stage?

JH: I was lucky enough at the early stage of planning to have access to a supply of timber for the baseboards and a joiner friend who was able to cut the timber to the required sizes, so all the baseboard frames and legs were built first.

The layout naturally breaks down into three main sections; the sector plate, the cutting/fiddle yard,

and the station proper. I started with the sector plate as that had to work if the operational concept was to be achieved. By now the 'I' had become 'we' as Chris Hewitt and my pal Brian had become involved. Although the sector plate operating system initially was not totally successful we carried on with the cutting, swapping baseboards one for one as we moved ever closer to working on the station end. We had just about completed the trackwork on the station when the final house move came.

Following this and the building of the layout's permanent home – 'the shed' – my other friends Les Green, Steve Hewitt, Rob Harrison, and Geoff Peters had become involved, so things really started to move on apace!

SF: With regards to the permanent way, what track have you used and what devices are deployed for changing points and signals?

JH: I had from the outset decided that the layout would be built to EM standards so that meant handbuilt pointwork, and Scaleway plain track. As mentioned I had

Below
The northerly of the two train sheds, both of which in reality are curved longitudinally. The modern station began in 1865 with this shed, its southerly sister being completed in 1879. They were, when built, the largest iron roofs of their time, and stood up to 70' above the platforms.



Right

The southern edge of the northerly roof was carried across to the hotel masonry by a girder which spanned the vehicular access to the central platforms – such as the taxi fondly remembered by the author as a part of the trips to London.

Below right

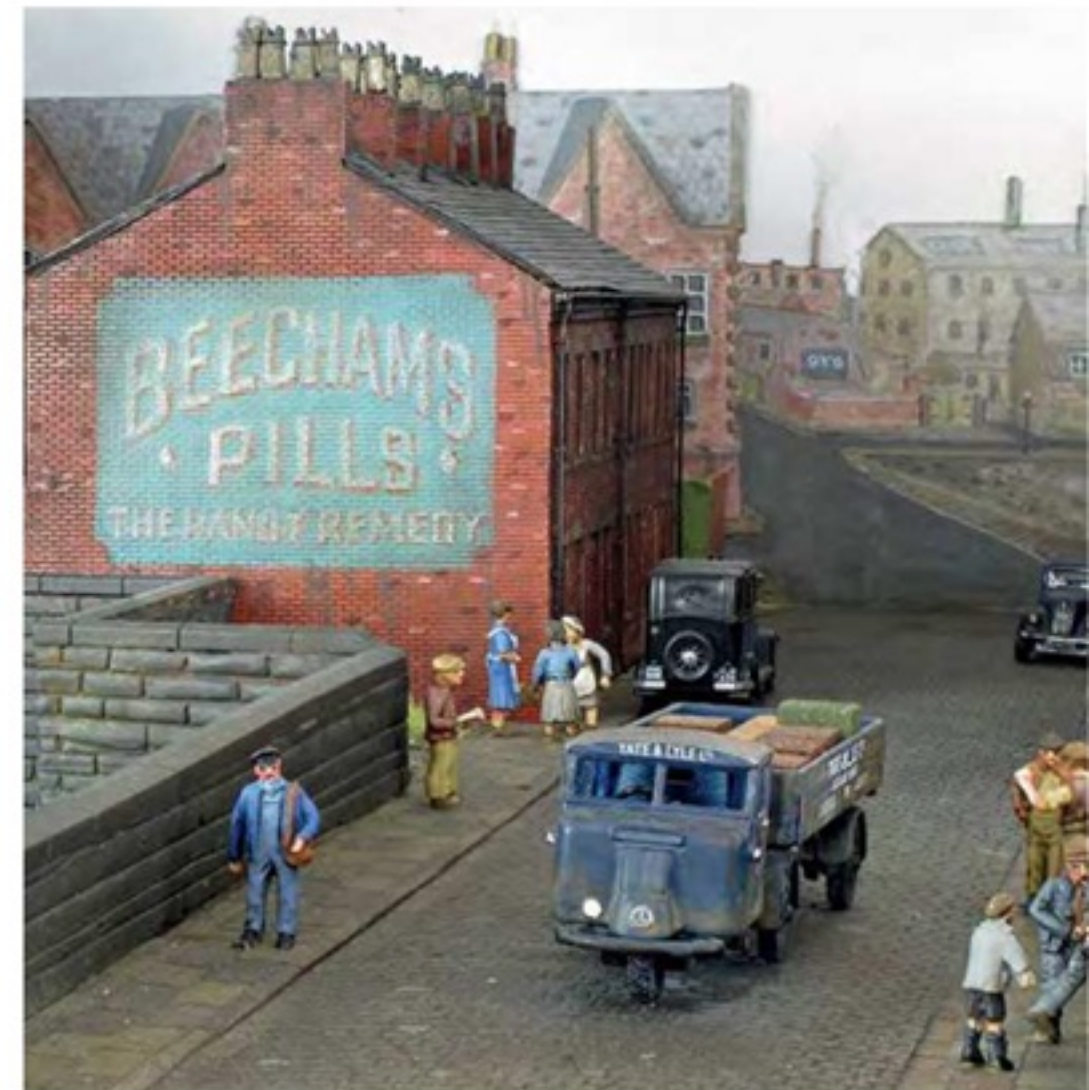
Great Newton Street is one of several thoroughfares which bridge the lines as they lead away from the terminus. The fiddle yard kick-back is hidden by the urban landscape.



a track plan so from that we were able to 'scale up' the plan onto the baseboards using a system we (tongue in cheek) called 'Tram-plot'. This was simply a 6' long length of thin square section Perspex that was held at strategic points along the boards. It would naturally form the curves needed for the trackwork, then a pen/pencil was used to draw lines on the pre-laid cork underlay. Pointwork was then built using tracings made from the plan drawn on the cork. This is where Chris Hewitt really came into his own, he has great experience in track building and has constructed the most complex pointwork including many double and single slips, and we even have one scissors crossover hiding behind the signal box.

Points are controlled by Fulgurex point machines, which I have found to be reliable, and like other motors of this type give a smooth action when the point is changed. This helps extend the life of the point blade/tiebar joint.

Signals are worked by servos which are controlled by our computer system.





Left
The station hotel opened as the Lime Street Hotel in 1871 and was designed by Alfred Waterhouse, the architect most famous for the Natural History Museum in London. The taxi emerging onto Lime Street itself from the station has actually run downhill, as can be gauged by the horizontal stonework courses.

SF: *What elements of the model fall within your modelling strengths and experience, and what aspects have you had assistance with?*

JH: Having been employed by BT for all my working life the electrics have always been my forte, so the wiring of the baseboards was always going to fall to me; however my friend Geoff Peters has been instrumental in bringing the electronic wizardry to the layout, he too is ex-BT. Geoff refined the sector plate operating system, transforming it into something that has worked every time, bearing no resemblance to what went before.

Chris Hewitt, along with his track making skills, also built the majority of the structures you see today on the layout. Steve Hewitt has built all the working signals (including a double ground signal), and Les Green is making his mark more and more as time

goes by, constructing both 3D printed buildings and some brilliant rolling stock and locos.

SF: *There are some spectacular buildings on the layout; can you describe the construction of the hotel?*

JH: The hotel was the biggest building project we undertook, and along with the station roof was led by Les Green. It took a number of years to complete, and for quite some time a conceptual mock-up in white featherboard was to be seen on the layout.

The building was made in a number of modules that by design all locked together to form the complete building. It was mostly built from laser-cut MDF; the smaller parts were either 3D printed or etched in nickel silver. All of the design work was undertaken by Les on his computer and the finished files were mailed to the



relevant manufacturers to produce the parts. I remember Les having a mountain of components to put together: I don't know how he knew where to start but eventually he managed to complete it!

Eventually the hotel began to take shape and was then soon complete. From Les the hotel was moved to Rob's where the massive job of painting and weathering took place.

One major problem we had to solve was how to transport and lift the hotel onto and off the layout. This was eventually solved by Les building an enormous crate with a drop-down front. Inside a plinth on casters holds the hotel in place during transit. When the front is dropped down, the hotel is slid out and two specially designed brackets are used to lift the hotel onto the layout. It's definitely a two-man job!

SF: The control panels look as if they belong in NASA's mission control headquarters, with CCTV surveillance of the tracks, intercom communications and route selection of tracks. What control principles have you adopted for the layout, and what electrical methods and equipment have you utilised?

JH: Firstly it must be remembered that this layout – at 40 years in the building – was started before DCC was available so the basic wiring principles were analogue. Having my background in telecoms I wanted a certain level of automation; my idea being that we would drive the trains and the automation would do the rest. The idea is that all inbound trains and station moves are under the control of the station operators, and all outbound trains are controlled from the sector plate operator, who also handles the fiddle yard moves. With that basic concept the control system was designed.

It is at this point that my good friend Geoff Peters came into his own; we both speak the same language when it comes to matters electrical. We would bounce ideas off each other many times until in the end the systems you see now were developed. Geoff's expertise in matters electronic leave me standing, so a simple rule applied; Geoff designed and built the control equipment and my area was the baseboard wiring. All the electronic 'clever' stuff was homemade by Geoff including the controllers, video switches, sound system, route setting, and signal control and sector plate. We have about eight microcomputers that control all these functions.

SF: Stocking such a huge layout is a challenge, not only the sheer quantity of items required, but ensuring common standards with track, wheels, couplings etc. What standards did you adopt, and how is reliable auto coupling and uncoupling achieved?

JH: At about the time I was starting this project I went to Expo EM. The event was held in Leeds, I was very impressed with what I saw and consider EM gives the best compromise between good running and true scale for a layout of this size.

I experimented with several coupling systems, my requirements being for a remote-controlled system that is 100% reliable. Due to the limited viewing angles available to the public, compromise could be accepted on authenticity. I eventually settled on the Kadee system of magnetically operated buckeye couplings, and this has proved to be very successful.

SF: Can you explain what happens in a typical operating session. Do you follow a timetable, or just run to a sequence?

JH: The layout is run on a sequence system which is based on a copy of part of the working timetable for 1947 which I obtained from the NRM. All the principal trains are given in the timetable, and I made educated guesses as to the local services. Steve Hewitt and Noel Coates are currently working on a full 24-hour sequence based on the full 1947 timetable which Noel purchased, so that will be fun!

SF: How long has the project taken to reach the current state and what jobs remain to be completed?

JH: The layout has been under construction now for 40 years. There were periods when not much happened such as when almost rebuilding a Victorian house took precedence, but since our last move when the layout gained its own permanent home, things have come on in leaps and bounds.

Like all layouts it will never be finished, but in terms of major work, point rodding and ballasting around the station remain to be done. I'm sure once that is achieved I'll find a host of other things I want to alter or improve. (I do have some ideas, but they are still on the secret list, so watch this space!)

Below

Trams are operational, as are the road vehicles, the latter using the Faller Car System. During the timeframe of the model, the hotel was titled the North Western Hotel.

Below right

The station's title was emblazoned on the southerly train shed, which loomed over the buildings on Lime Street. In BR days the titling was much more modest...



Talking Points

Topical issues from the world of model railways

The show *will* go on.

Steve Flint considers what the future holds for model railway clubs and exhibitions

The swiftness at which the Covid-19 outbreak has extended its grip on communities around the world has been astonishing to everyone.

Whilst I recall living through many previously disturbing episodes, from threats of nuclear war to the destruction of the World Trade Centre towers, this situation is very different. In the UK we have been fortunate, mostly, to be bypassed by such dreadful misadventures, but this unprecedented global plight affects us all.

Reassuringly, amongst the hobby groups and individuals we here in the editorial office have been in touch with, everyone has rallied to the call of the health experts and the government, and adopted the guidelines in sensible and practical ways so as keep friends and families safe.

Moreover, as a social species, we are usually very good at putting the needs of our communities above those of ourselves, and this has been so well demonstrated by the civility and understanding that came our way from show managers and exhibitors as our monthly Societies & Clubs events pages (41a) steadily changed into a forlorn catalogue of cancellations and postponements.

It was bitterly disheartening to see all our favourite shows closed so abruptly after all the hard work and effort put in by organisers and



▲ Under the social distancing guidelines, model railway shows would become unmanageable. Many older visitors would stay away anyway.

participants, not to mention the funds laid out by clubs, societies and individuals, much of which may be irredeemable.

It all, of course, comes amidst the wider worldwide backdrop of this crisis which is having a grievous effect on lives, businesses and commerce, especially in sectors like the hospitality, travel and leisure and industries.

The health and safety of everyone has to be paramount; disappointment at missing a show, or not being able to visit your local model club, pales into insignificance.

Precautions

Disbelief was probably the first sentiment I felt as the story began to unfold. In our modern world we are so used to being in control of our destiny: coming to terms with what we are now facing has been a particularly difficult journey for many people and with a great deal of speculation, cynicism and sensationalism circulating across all forms of media,

◀ Sharing knowledge and modelling advice and on a face-to-face basis is another of the delights of live exhibitions. Far more personalised than via electronic media.
Photography by Craig Tiley and Steve Flint



finding a balanced and truthful overview has been arduous.

What is now broadly understood is that scientists and medical experts consider the pathogen to be 'new' and little understanding is available (other than historic observations on similar agents) about how virulent it is, and how it is most likely to propagate through the population.

Until the authorities know more about those key facts we are compelled to adhere to their stringent guidelines. Indeed, the situation can change at any moment: by the time this little discourse appears in print, a new set of precautions above and beyond social distancing and self isolation could well be in place.

Readers I have spoken to are all stoically resigned to the state of affairs but in good spirits. Some are in the at-risk groups, due to the hobby's demographic, and are likely to choose to stay at home anyway, rather than venture out to busy shows, with or without government orders!

Going forward

It may appear slightly absurd in this precarious situation to even consider the effect it is having on the model railway hobby. But the hobby, as with all creative pastimes, can be a positive force during periods like this.

I've lost count of the number of times I've heard modellers talking about having "...plenty of kits to build..." whilst confined to the house, and social media is brimming with photographs and stories of models already completed.

We have previously expounded within these pages the benefits that railway modelling can bring to our mental wellbeing, self esteem and sense of purpose. Those tenets are clearly being tested in the present circumstances, but as railway modelling usually involves long periods of concentrated activity, what better use of enforced solitude could there be than to do some modelmaking?

With time on our hands we might make inroads into that pile of kits we have stashed away for a rainy day, and as mentioned in my editorial comment on page 353, the production team here are striving to keep RAILWAY MODELLER widely available as the foremost must-have model railway periodical.

An antidote to isolation

With the internet now acting not just as a communications platform, but as a proxy for human to human contact, group pages, forums and blogs have become a pivotal means of keeping in touch with friends. That doesn't necessarily mean being logged on continuously, you can just dip in once a week if you like, rather like the weekly trip to the clubrooms, just not in person.

It's not for everyone, of course, and I do know modellers who have eked out a solitary existence happily at home, never having belonged to a club, society or electronic chat room. But if you are a club animal living alone, and will miss that regular social contact with like minded



▲ "We are here, we are here." Children appreciate and understand the importance of involvement in real life experiences.



▲ The best way to experience a model railway has got to be in the real-world arena of an exhibition venue. Virtual viewing on an internet site will never be as captivating. We must hope that shows will soon be back on the agenda.

▲ It's fingers crossed for the UK's biggest show at the NEC every November.

modellers, joining a Facebook group, forum, or club email circular, will go some of the way to help in the meantime. Evidence suggests that for many younger railway modellers, this kind of 'virtual club' activity and interaction is routine anyway, so it can't be so bad.

Long term consequences

If the health crisis and movement restrictions were to last a crucial length of time – perhaps months into years – this temporary internet community solution may result in long term changes.

On line activity might overtake traditional face-to-face clubroom recreation and the related collaboration on model railway layout projects, and that's not to even mention the social implications.

Firstly, a lot of clubs have rent to pay to secure the roof over their members' heads: if access is denied for weeks on end, it might not be too long before the available cash dries up. Many clubs rely on weekly members' contributions to support their finances and some clubs can be teetering on the brink anyway, so any flight to a 'virtual' model railway cloud-based community could hasten closure.

Secondly, with clubs folding, exhibitions and shows would suffer significant knock on effects as the vast majority of such events are organised by those very clubs. Moreover, many of the large layout displays we enjoy seeing at shows are developed, tested and honed in society clubrooms up and down the land.

In the current situation, with events cancelled and, as yet, no clarity over the end of the crisis, I can't see an answer. Clubs might collapse, their provincial shows might disappear, and the spectacular layouts created by their members in collaboration could vanish.

That is a bleak picture, and is in stark contrast to my editorial last month in which I argued that the hobby was wholly sustainable: the Coronavirus emergency has certainly thrown some unexpected checks and balances at my beliefs, though my optimism remains steadfast.

It would be a very sad state of things if, in the aftermath of the pandemic, clubs and shows as we know them were to be lost.

However, many I speak to are optimistic and positive. Even while the outcome for the health and wellbeing of everyone is far from certain, there is an undercurrent of confidence that normality will return sooner rather than later.

Whilst the new era of the internet keeps us informed and connected, everyone, especially children born in the digital age, treasure and cherish real life activities and human to human contact.

Model railway events are wondrous and exciting meeting places in which this great hobby is showcased as a real-world live-action experience. The show has to go on, the show *will* go on.

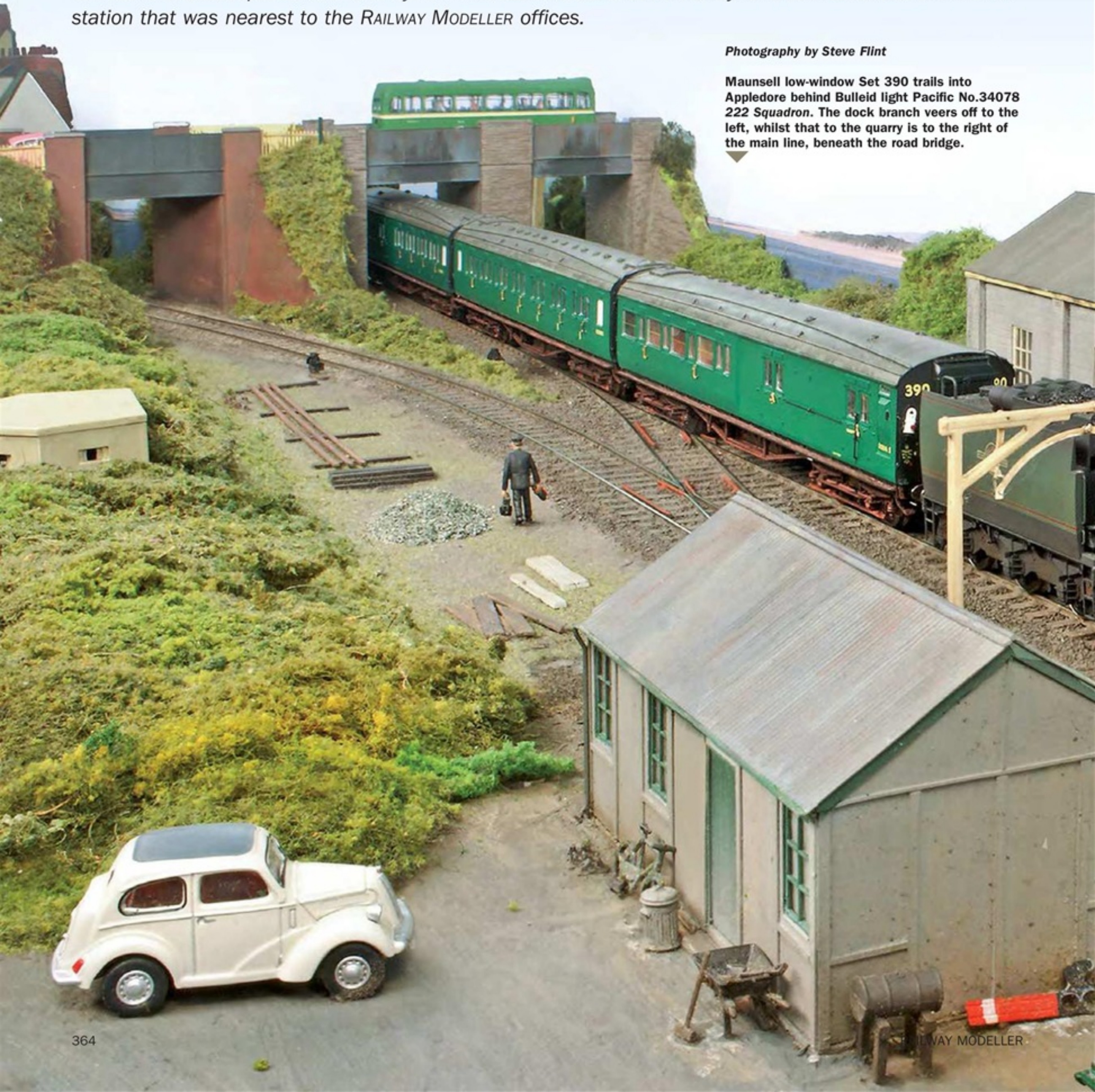
A north Devon 'what if' in OO gauge

Appledore

This 1960s-period Southern Region layout was built by **IAN LAMPKIN** but has spent the last few years on the exhibition circuit in the care of one of the regular operators, **BOB HAWES**, who has revised and extended it. Bob explains how the layout came about and reveals the layout's connection to the former station that was nearest to the RAILWAY MODELLER offices.

Photography by Steve Flint

Maunsell low-window Set 390 trails into Appledore behind Bulleid light Pacific No.34078 222 Squadron. The dock branch veers off to the left, whilst that to the quarry is to the right of the main line, beneath the road bridge.



Appledore, in north Devon, was originally served by the Bideford, Appledore & Westward Ho! Railway but this closed in 1917, during WW1; the rolling stock and track were recovered for the war effort. Unfortunately, the railway was never put back after the war as the ship carrying it all to France was torpedoed and sunk. Possibly the most unusual end to a railway in history?

The layout is based upon a fictitious history whereby the London & South Western Railway (LSWR) built a new line from its Bideford station to Westward Ho! and Appledore, mainly to tap in to the shipbuilding traffic to and from Appledore. Later on, the LSWR added a direct link towards Great Torrington, allowing clay trains from Meeth and passenger trains from Halwill Junction to run directly to Appledore.

The Southern Railway rebuilt the station in concrete in its 'Nouveau' style to cater for increased holiday passenger traffic.

Scenery

Most buildings are models of real structures from Devon and Cornwall, and were



scratchbuilt from plastic sheet. The station building is the 1930s concrete one from Seaton, and the engine shed and water tower are the SR precast concrete units from the same site. The goods shed is from Halwill Junction and the signal box is based on the one at Bude.

The use of real buildings from the local area, rather than generic structures, helps to give an authentic look to something that is a complete fiction, although some of the street side buildings have been kitbashed from Dornaplas building kits.

Likewise, using a track plan that is at least based upon a prototype (Seaton) ensures

▲ View through the modernised station canopy in typical SR style. Concrete was used for pre-cast buildings and fencing alike.

that you have a layout that is operable, since the real one must have worked too.

As built, Ian handpainted the backscene with a representation of the view across the bay. Shortly before lending me the layout, he replaced this with an actual image from Appledore. He created the new backscene by stitching together digital images he took from the supposed site of the station using his inestimable skills with all this digital witchcraft.

Control

Ian is seriously into DCC and converted *Appledore* to digital to run sound fitted locos. This was achieved by wiring a Digitrax





system into the existing analogue cab control wiring. Fortunately for me, all the electrical sections were retained, as I run it with 12V dc. At the moment, I just don't have the time or the money to convert my locos to DCC sound. Something for the future maybe? Analogue control is from two positions with cab control for the two controllers. The fiddleyard controller is installed in a fixed position on the layout. The station controller is a hand-held unit, as this is so much more ergonomic when shunting.

Our friendship group has developed a standardised power supply unit (PSU), with four 16V ac, two 6V ac and one 24V ac outputs through a standard nine-pin D-plug and socket. These power the controllers, miniature lights on the layout and a CDU for

the points respectively. Not all these outputs are used on all our layouts, but a standard interface between layout and PSU means there are compatible spare PSUs available in the event of a major failure.

Points were originally all operated by H&M motors with built-in switches to take care of the frog polarity. Inevitably, after nearly 40 years in service, these have all now expired and the points are now operated by a motley collection of various manufacturers' point motors. SEEP are the current standard units and now dominate said motley assemblage.

The signals are fully functional and are operated by servos, set by Ian for the arms to rise at a nice realistic speed, and also to bounce when they drop. Control is by an idiot-resistant, three-position switch, wired so

▲ The Class 22 hydraulics were drafted onto the former Southern branches in the 1960s, as the lines had become Western Region territory in the few years before most were closed.

that only one signal can ever be off, but both can be on.

Operation

I operate the layout according to a slightly modified version of a sequence, drawn up by Ian, based on the working timetable at Torrington. The assumption is that all services were extended from Torrington to Appledore. The sequence is run alternately in 1961 mode with steam locos and 1964 mode with diesel hydraulic locos. This provides a little variety for my layout



▼ The station pilot, Class 02 No.30225, takes a short train of supplies for the shipyard along the inlaid street trackwork. The low relief buildings hide the fiddle yard.



Development of the layout

Appledore was built by Ian Lampkin in the early 1980s and since then has undergone numerous changes including an increase in length from the original size. It is set in the early 1960s era. A line serving the shipbuilders has been located to the front of the fiddle yard along with a street scene, with the clay unloading point served by the track going off-scene at the rear of the layout.

The layout was successfully exhibited in its various guises all over southern England by Ian and his team of operators (sometimes including myself) for about 20 years. Eventually, the invitations dried-up, as it had been everywhere and seemed to have travelled more miles than the *Starship Enterprise*. Other than Barrow-in-Furness, *Appledore* had never been exhibited 'north of Watford' so I had asked Ian if he would sell me the layout to show on the northern circuit, as I now live in Warrington. After much pestering, he said I could borrow the layout to exhibit, until invitations ceased, whereupon it will be returned to its owner.

So, this is where we are today. I have been exhibiting Ian's layout using my rolling stock with the aid of my layout operators for a few years now.

Appledore is 18' long and 15" wide overall. Construction of the baseboards is conventional, with chipboard supported by 2" x 1" timber. The baseboards are quite small at 36" x 15", so the problem of warping often associated with chipboard tops has not materialised. All board joints are aligned with brass dowels and held together with just a single coach bolt.

The boards are supported on 2" x 1" legs that plug into pockets under the baseboard end. The legs are braced with plywood, rather than more 2" x 1" timber, as this reduces the weight and allows the legs to nest together more closely to take up less space during transport.

Plain track is by SMP Scaleway, with points being scratchbuilt.

Anybody interested in the history of the layout can find it all online under the *Appledore* thread on RMweb.co.uk



General view of the station, firmly in the Western Region period. A Class 117 DMU ticks over in the bay as a Class 22 arrives with a set of three Mk.1s.

operators who complained when the layout was initially run solely with Class 22 'Baby Warships' and a DMU. The thing is, in 1964 that's pretty much all there was on the erstwhile SR lines in north Devon. Steam traction is largely BR Standard 3MT tanks (*à la* Bude) with N Class moguls working the goods and clay trains, with the inevitable Bulleid light Pacific on the through workings of the Atlantic Coast Express.

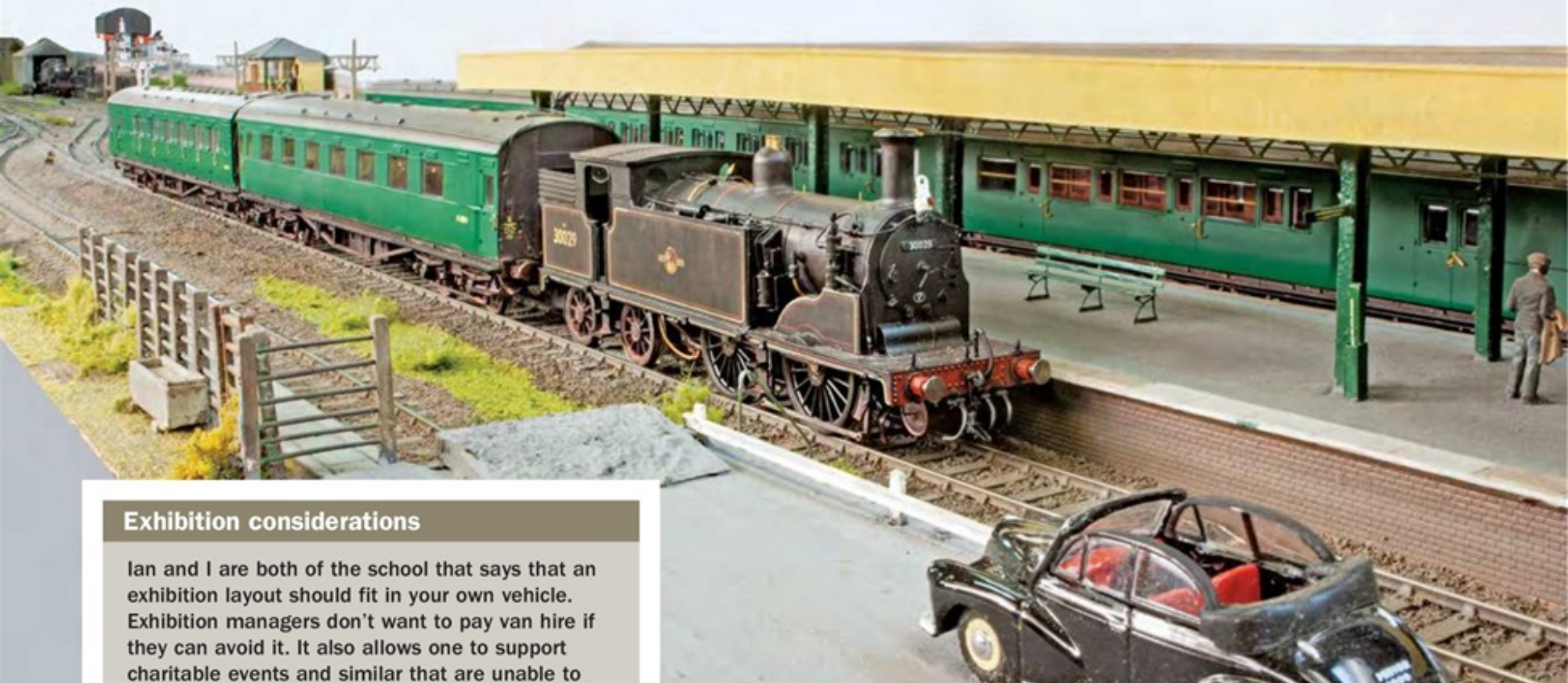
Rolling stock is a mixture of kitbuilt and

modified ready-to-run. All rolling stock is fitted with Kadee couplers and there are magnets hidden within the track. This allows hands-free uncoupling and permits a more authentic-looking close coupling of all the rolling stock compared to tension-lock couplings. The coaching stock faithfully replicates the numbered sets used by the Southern, a practice that carried on until the mid-1960s. All coach rakes are close-coupled using Fleischmann Profi couplers. These are

either fitted into the NEM box on coaches already fitted with a close coupling mechanism, or attached to a Keen Systems close coupling mechanism fitted by me to the (generally older or kit-built) rolling stock that lacks this refinement.

The rolling stock includes two matching rakes of china clay wagons, one full and one empty. This permits realistic operation of full trains from the quarry to the dockside and empty return working back to the quarry.





Exhibition considerations

Ian and I are both of the school that says that an exhibition layout should fit in your own vehicle. Exhibition managers don't want to pay van hire if they can avoid it. It also allows one to support charitable events and similar that are unable to pay expenses, without having to pay out for van hire oneself. With this in mind, the baseboard 'coffins', stacked legs, rolling stock boxes, lighting pelmet etc are all designed with an eye to keeping their volume to the minimum, to save space in the car. Even the trolleys used to wheel it all to and from the vehicle fold up for storage.

Ian and I are also both agreed on the need for some comfort when operating a layout all weekend. Consequently, standard equipment includes a set of unbreakable plastic tea mugs (each a unique colour to aid identification), a tray, foam mats for the floor behind the layout – foot heaven! – folding stools with cushions and some small electric fans for when the hall is a bit too warm. When space permits, I also have a portable fridge and an inflatable sofa to allow my operators to chill-out between operating sessions. *Appledore* even features built-in trays, just big enough for a tea mug and your mobile phone. Model railways are a hobby; it's all about having fun. Life's more fun when you're comfortable.

Much use has been made of Velcro-type hook and loop fastening material to attach things temporarily to the layout, such as the signs and drapes. Every possible effort has been made to minimise set-up and knock-down times at shows. To that end, for example, the electrical mains leads are permanently attached to certain legs rather than carried separately. It's all about minimising the number of things that have to be carted to and from the car.

The less time you spend setting up, the more time you have in the pub with your layout operators when you've finished! Likewise, the best way to get home soonest after the show ends is to spend the least amount of time packing-up.

Lighting at shows is provided by a modular, folding, overhead pelmet of my own design that fits all my exhibition layouts. The lamps are 'daylight balanced' with a colour temperature of about 6500K, housed in a white, open-bottomed box to provide a diffuse light. The idea is to give the best possible colour rendition and a natural look with no shadows on the sky!

All the rolling stock is weathered: most of it badly, by me, some of it superbly by Grimy Times Model Railways, which just happens to be about three minutes walk from my house. Personally, I feel that one owes it to the paying customers at a show to do something to everything on one's layout. After-all, they can go to their local model shop and see pristine R-T-R models for free.

The audience at a show wants movement. As soon as the trains stop moving, the crowd starts to drift away. So, the name of the game is to keep things running. Ian's sequence helps enormously in that regard, as the layout operators should always be ready for the next move and no time is wasted trying to arrange what's going to happen next.

One thing we have learnt over the years is that it's wise to arrange fiddle yard-to-layout moves so that the operator always drives towards themselves. The fiddle yard operator drives all trains departing the terminus, whereas the layout operator takes care of arrivals and shunting moves. Judging where to stop a train when the loco is about 16' away can be very difficult, but it's easy to do so when it's right under your nose.

A buzzer in the fiddle yard, triggered by the station operator, is used to

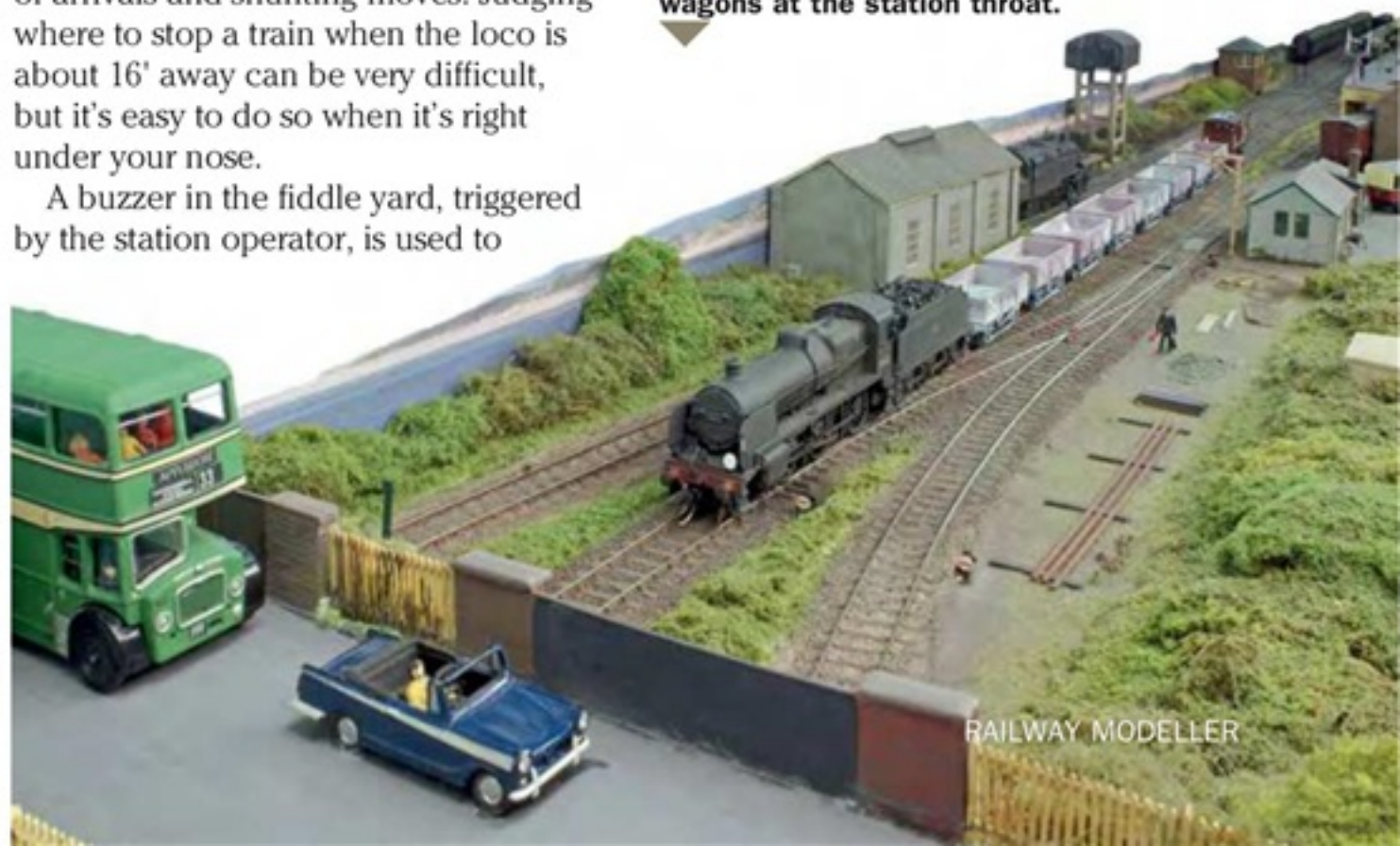
▲ A long-frame Class M7 0-4-4T, working in pull-push mode with a set of Maunsell coaches, ready to depart.

communicate when the fiddle yard operator should send or receive the next train. Rather than use prototypical bell codes, a single 'dash' and two 'dots' suffice, in order to minimise any irritation to other exhibitors exposed to our noise pollution all weekend.

Conclusion

Acknowledgements go to Ian Lampkin for building the thing in the first place and my layout operators – Jamie Mitchel, Peter Dibben, Robin Grubba, Robin Parker, Paul Moxham, Paul Watkinson, Andy Olier and Chris Tungate – for their invaluable assistance. Thanks also to Grimy Times Model Railways for providing so much of the wherewithal. Special thanks to the Warrington MRC for use of their clubroom for the photoshoot for this article.

▼ A staple of the Southern's 'withered arm', the N Class 2-6-0, with empty china clay wagons at the station throat.



The Helston Railway

Although this Cornish branch line closed in 1962, a segment is slowly being retored for passenger use.

MYLES MUNSEY ventured to the far south-west to take a closer look at the line's three stations, all of which will be ideal for a starter project or diorama.

Photographs taken by the author on Wednesday 8 August 2019.



Two of the recently acquired flat wagons are in the foreground with the beautifully restored pagoda hut alongside at Truthall.

Helston-bound shoppers provide custom for Prairie No.4588 at Truthall, on 17 August 1961. Photograph: Peter W Gray/Transport Treasury

The Helston Railway – the most southerly heritage railway in Britain – aims to restore part of the original 8¾ mile Gwinear Road to Helston branch line which closed to passengers in November 1962. Sadly not much of the original railway survives other than a number of bridges and viaducts which being of granite were very much built to last.

Their realistic ambition is to resurrect the stretch between Nancegollan (5¼ miles from Gwinear Road) and the northern edge of Helston, on the intriguingly named industrial estate Water ma Trout. Fortunately the HR has managed to reopen a 1¼ mile stretch of the original branch line south of Nancegollan along which there are three stations at Prospidnick, Trevarno and Truthall.

There is a lot of character at each of these three stations and any would make a worthwhile small model, especially for the budget conscious.

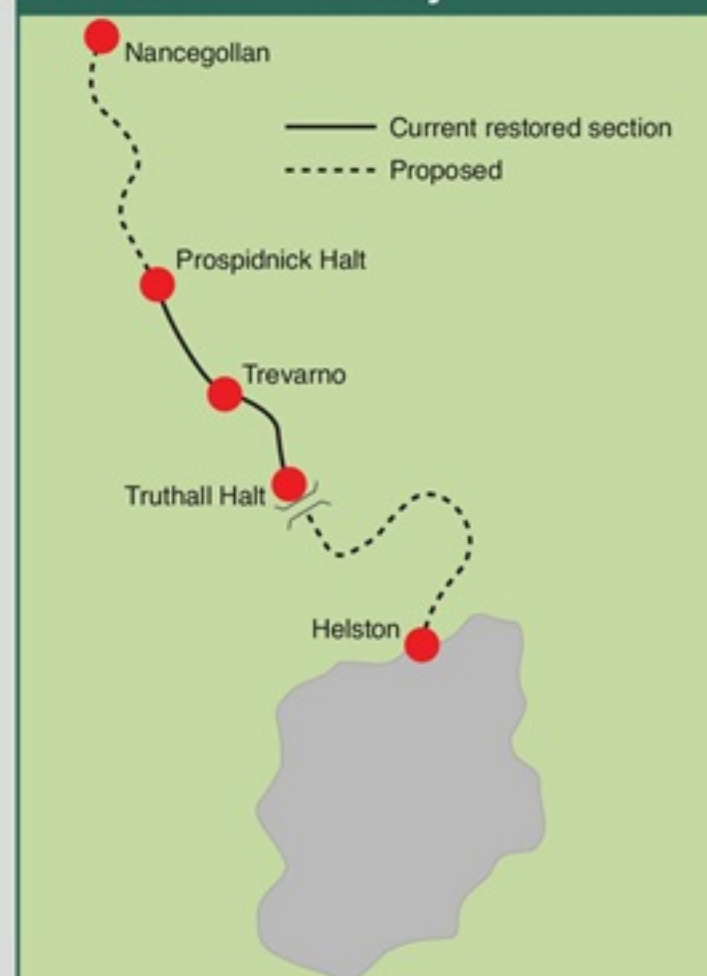
The coloured plans are not to scale but are based on my research and aided by aerial surveys.

Prospidnick Halt

This is the current headquarters of the railway and fully staffed, though no longer the operations base. It is the natural starting point for a trip as it possesses a large free car park and ancillary facilities. (A new station called Trevarno Farm may be built here to replace Prospidnick.)

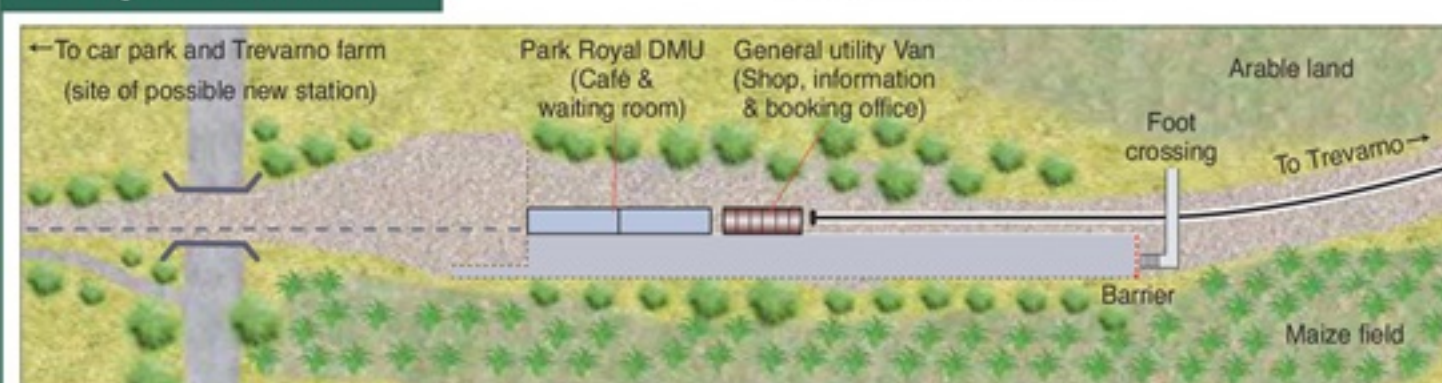
The station is located south of a substantial overbridge underbridge beneath which is the Crowtown to Prospidnick minor road. Passengers have to cross this bridge on foot to reach the station.

The Helston Railway



Prospidnick Halt

Track plans not to scale





▲ **Kilmersdon receives attention at Prospidnick before the run back to Truthall.**



▲ **The sylvan setting of Prospidnick is home to the line's currently unusable Class 103 Park Royal DMU. This is currently in use as the buffet coach and waiting room.**

Prospidnick came into being in October 2012 replacing Trevarno as the starting point for trains, for reasons which will become clear. The railway starts about 100 yards south of the bridge and here may be found a Park Royal Class 103 DMU and a Parcels liveried General Utility Van. Both vehicles are static, being trapped behind the station's stop block. The rear carriage of the DMU (W50413) houses the café whilst the leading vehicle (W56169) is used as a waiting room. The GUV (94148) is a combined shop, booking office and information point.

Beyond the GUV is the usable part of the platform, and it is from here that the train departs on the 10 minute run to Trevarno and Truthall Halt.

Trevarno

Train services started from Trevarno in 2011 with the agreement of the Trevarno estate, the land of which the railway crosses and which gave permission for initial site clearing to take place. At that time Trevarno was the HQ and operations base and passengers could alight here to view the Trevarno

Gardens. The station then was well equipped with car parking and booking facilities. However, circumstances change and the house and gardens were sold in 2012. At that point access to the station was curtailed and a fence now borders the site making egress to the outside world impossible.

It is still possible to alight here (as I did) quite legitimately as Trevarno is an unstaffed request stop but there really is nothing to do but inspect the rolling stock kept here, take photos and get back on the next train.

Of the three stations, Trevarno – despite being a ghost station – has many possibilities for a small diorama as it has a private road overbridge which makes a perfect scenic break whilst at the other end the recent

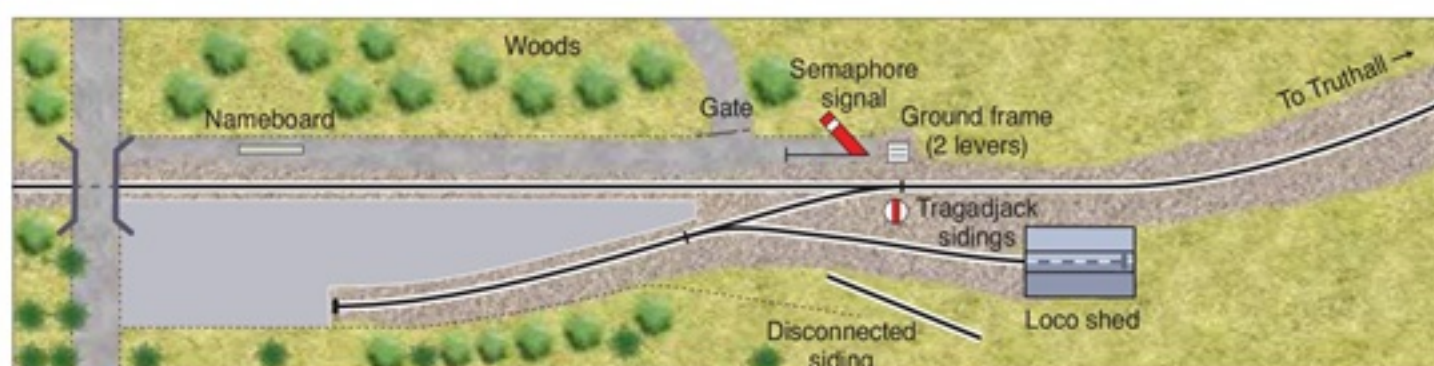
addition of a loco shed is an ideal view blocker and would disguise trains entering the scene.

The loco shed effectively makes Trevarno the centre of operations for the start of the day's work.

It is a pretty site bordered by woodland with the attractive stone overbridge at one end. There is a splendid name board on a grass bank in amongst the hydrangeas.

The presence of a bay platform here together with the line's only points, controlled

Trevarno



▲ **At Trevarno looking towards Truthall. In the far distance is the new loco shed with brake van *Daisy* under the tarpaulin.**



▲ **Kilmersdon pulls into Trevarno with the 1130 Prospidnick to Truthall. The private road crosses the line by this bridge.**

At Truthall an old fashioned barrow and trunk are framed by the authentic nameboard which uses correct lettering.

from a ground frame, would add operational interest with the loco coming off shed to start the day's timetable. A degree of shunting to and from the sidings – known as Tregadjack – could be invoked to swap a steam operated train with diesel and brake van.

The siding nowadays is equipped with a shed for safe loco storage plus there are plans to erect a water tank here for filling steam locos. Next to the locomotive shed is a short disconnected piece of track currently occupied by brake van *Daisy* and a flat wagon. This could easily be reconnected in model form to add some variety.

By the ground frame is a permanently lowered semaphore stop signal.

Truthall Halt

At the site of the original Truthall Halt this station was rebuilt during 2016/7, following which train services recommenced in March 2017 at Truthall after a gap of 55 years. It was formally reopened in 2018 by HRH the Duke of Gloucester. It is the only Helston Railway station that existed on the former branch. Set amidst charming agricultural land with wide ranging views, Truthall has been faithfully restored and is very close in appearance to the original.

The platform may be very short but oozes character. The pagoda hut here is especially impressive. Constructed from scratch with the aid of detailed plans and photos, the pagoda houses a small museum showing construction phases of the hut and line diagrams setting out the railway's firm intent to reach Helston. A member of staff is on hand to give brief talks about the pagoda.

The pagoda is about as close as you can get to a genuine GWR example hut and has won the Cornish Small Buildings award, whilst the station itself has won the National Railway Heritage award.

Also noteworthy are the replica gas lamps and the name board where the font style and colouring scheme I gather is completely authentic.

As with Prospidnick there is just a single line entering the platform with the current running line finishing just short of the overbridge.

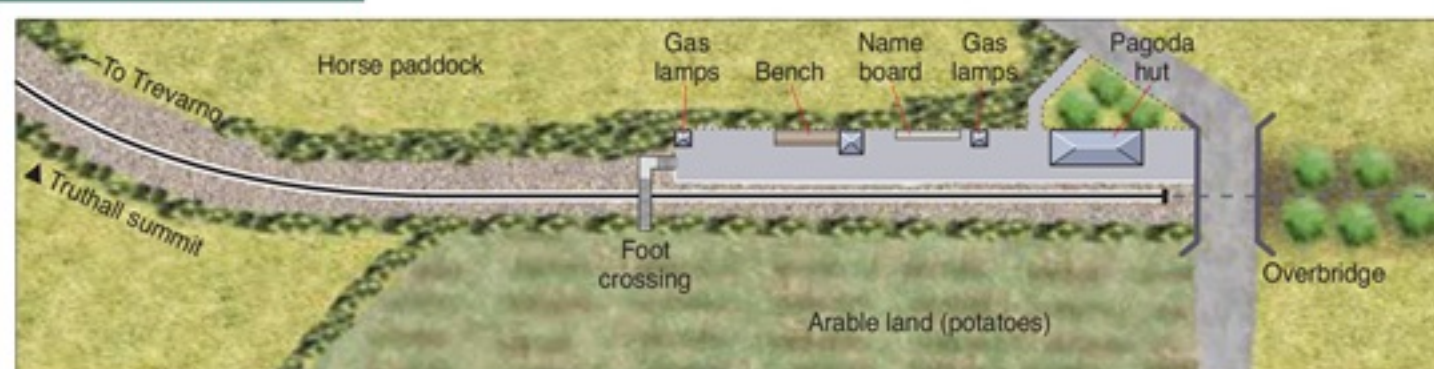
Truthall lays claim to being the most southerly station in Britain, being slightly south of both Penzance and Falmouth. The Helston Railway naturally wishes to keep extending southwards beyond the overbridge and has gained access to the next ¼ mile of railway formation which predictably is choked with undergrowth.

Operating notes

Trains run on Thursdays, Sundays and Bank Holiday Mondays plus Wednesdays in August. Services are divided equally between steam hauled and diesel operated. Six trains depart from Prospidnick hourly from 1030 to 1530 for the 10 minute run to Truthall. Trevanno is still available as a request stop. At



Truthall Halt



Truthall a nominal 10 minutes to inspect the pagoda and nip round to the overbridge for photo opportunities is allowed. At busy times though the 10 minute 'rule' is relaxed somewhat whilst people jockey for space during picture taking!

In August 2019 steam trains were in the hands of *Kilmersdon*, a Peckett 0-6-0ST on loan from the Somerset & Dorset Railway Trust. The single carriage was E43147, a Mk.I non-gangwayed compartment coach equipped for push-pull working. This coach is only 57' long and ideal for this sort of operation.

Diesel trains are worked by one of the line's resident Ruston & Hornsby locos and a 20T BR standard brakevan.

Some modelling ideas

It is not always easy to source models that replicate the prototype exactly and in this instance some variation from fidelity is required. Nevertheless some suggestions are advanced here.

No exact equivalents of working steam loco *Kilmersdon* are available but a good representation could be achieved by using the Hornby Peckett Loco 1455 which is in NCB livery and fairly compatible.

Passenger coach E43137 creates a slight problem as it is a hybrid vehicle. Ideally a

vehicle equipped for push-pull working would be more suitable in model form or an outright auto trailer.

There is no problem sourcing a 20T brake van for the diesel train. In the Bachmann range there are around half a dozen examples of a BR brake van in bauxite but the one with yellow warning panels, produced as commissions for the Kernow Model Rail Centre (ref.37-537Y/Z) would be particularly apposite for replicating *Daisy*.

The Ruston & Hornsby diesel loco though is a bit more difficult. Either the Hornby 0-4-0 green example or the Heljan Class 07 in blue with wasp stripes would fit the bill admirably, but again these are always going to be acceptable alternatives.

Station infrastructure is very simple but for authenticity the Gauguemaster gas lamps (triple pack, ref.GM810) would be ideal for Trevanno or Truthall, whilst at the latter either the pagoda hut available as a Wills kit (ref.SS35) or the Bachmann Scenecraft ref.44-0055 which is a combined pagoda hut and store would be correct.

Acknowledgments

My thanks to all the staff at the Helston Railway who made my visit very enjoyable. For more information, visit the website – www.helstonrailway.co.uk

Part 3: the layout returns

Somewhere to call home

PETER OSBORNE brings the epic transformation of his garage to a conclusion with the re-installation of his Langdon Beck 00 gauge layout in the newly created 'loft' space, as described in the previous instalments in the March and April editions of *RAILWAY MODELLER*.

Photography by the author or as credited

At last, it was now time to bring *Langdon Beck* out of storage and begin to reinstate it in the new railway loft room. This third phase of the project was effectively a layout rebuilding exercise, as opposed to phases one and two that had definitely been DIY activities: but it wasn't time yet to put the power drill and hammer away.

The railway was originally constructed in sections as one

would if building a portable layout, with the board units built using pattern makers' dowels for alignment, though the final scenic treatments and the tracks and ballast had been laid across the joints.

Dismantling involved cutting the rails with a disc, whilst the scenery was carefully cracked apart (ouch!). The sections were built into crates for the move and for later storage.

Our re-location was only 400 yards away, in the same village, but it may as well have been 400 miles so far as the railway was concerned!

The various sections were lifted through the trapdoor (see April RM, page 313 photo 5) and re-assembled as the photographs in this instalment describe.

Modifications were made to the fiddle yard to accommodate the revised space available and

extensions added to the scenery as appropriate, to fill the slightly larger new space. An access hatch was also built into the lower corner of the layout above the tunnel, ensuring that the fiddle yard tracks and points were accessible for maintenance and repair.

After a period of several months, the layout was once again operational.

Mission accomplished!



▲ The first task was to install the backboard for the backscene. This was simply hardboard nailed to the plywood wall with grip nails. The hardboard was curved around the corners.



▲ A trip to Teesdale to take photographs and time on the computer stitching and 'Photoshopping' them produced a high-resolution backscene. The image was printed and suspended with double-sided tape along the top edge.



▲ Layout supporting brackets were made from plywood offcuts from the loft conversion and 2" x 1" timber from the layout-moving crates. This saved the obstruction of too many legs beneath the layout.

The corner viaduct section was the first to be positioned – railway modelling at last! Further sections were hauled up through the trapdoor.



▲ Section by section the railway was installed. Substantial re-wiring followed, as the space beneath the layout was more accessible than previously, and a tidier job could be executed.

As work progressed the fiddle yard was added, together with modifications to track work at the end of the yard.

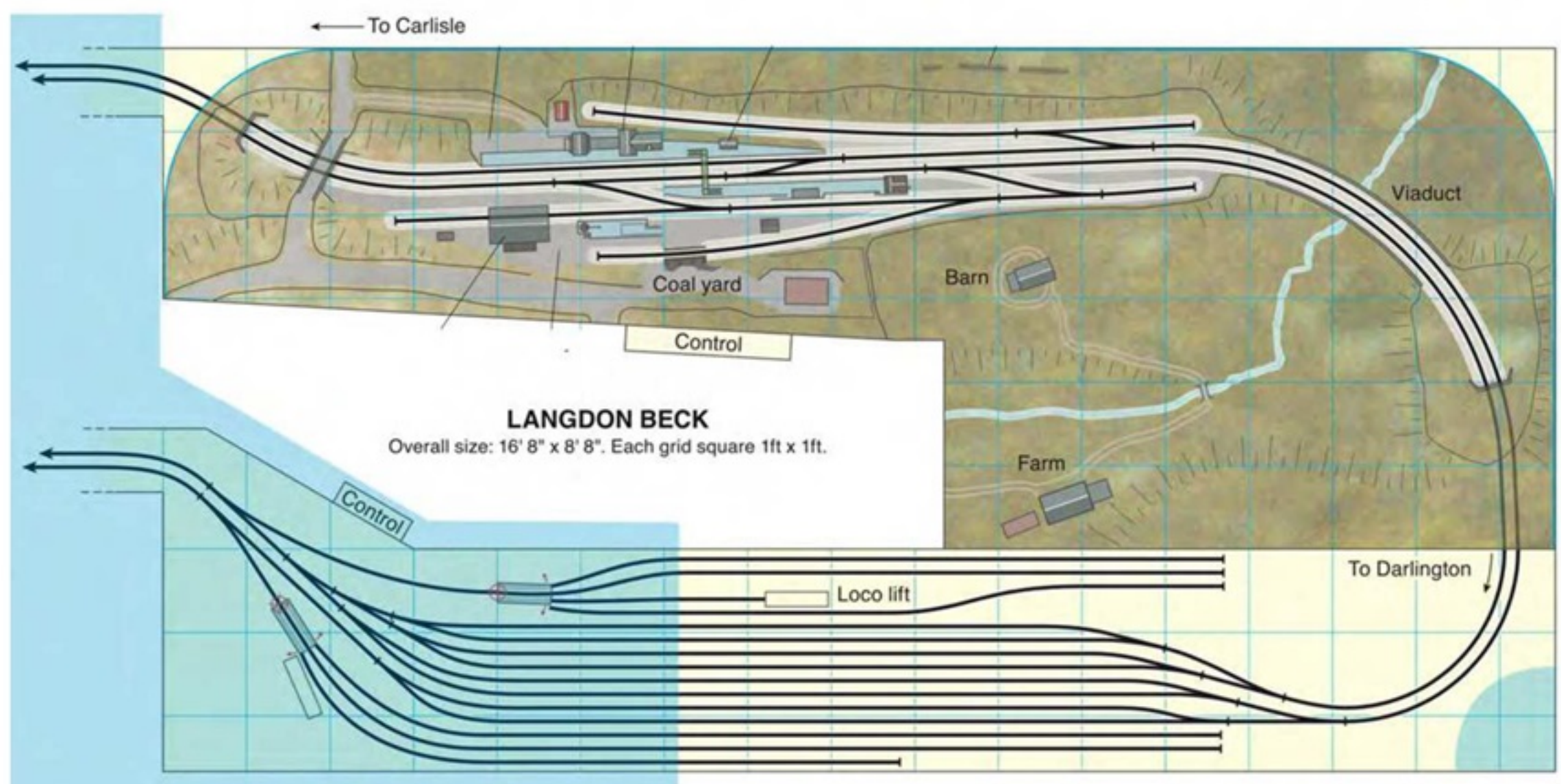
A board was erected beneath the layout to take all mains equipment including the dimmable LED lighting system; layout building and platform lighting controllers; home made transformer unit and spare 13A outlets.



All the boards in place showing the changes to the top end of the fiddle yard, in comparison to the original layout plan shown in Fig. 1. (areas shaded in blue indicate alterations).



Fig. 1





▲ The layout sits behind a lighting canopy and fascia. Here the extension to the scenery can be seen, built out of hot-glued woven strips of mount board, yet to be covered in torn up squares of newspaper.



▲ That's it – just a trip up the new stairs from the modelling room and we're in the railway room proper!



11



Operations are up and running again. A fully laden coal train heads across the viaduct over Langdon Beck bound for Darlington and beyond.

The access hatch built into the scenery at the top of the tunnel. You can see just how high the landscape is at this point – Peter's feet were on the floor!

12



The panoramic end of the layout with Langdon Beck viaduct and the new backdrop. V2 No.60903 heads a train of Pullman cars over the viaduct on a Carlisle bound service.

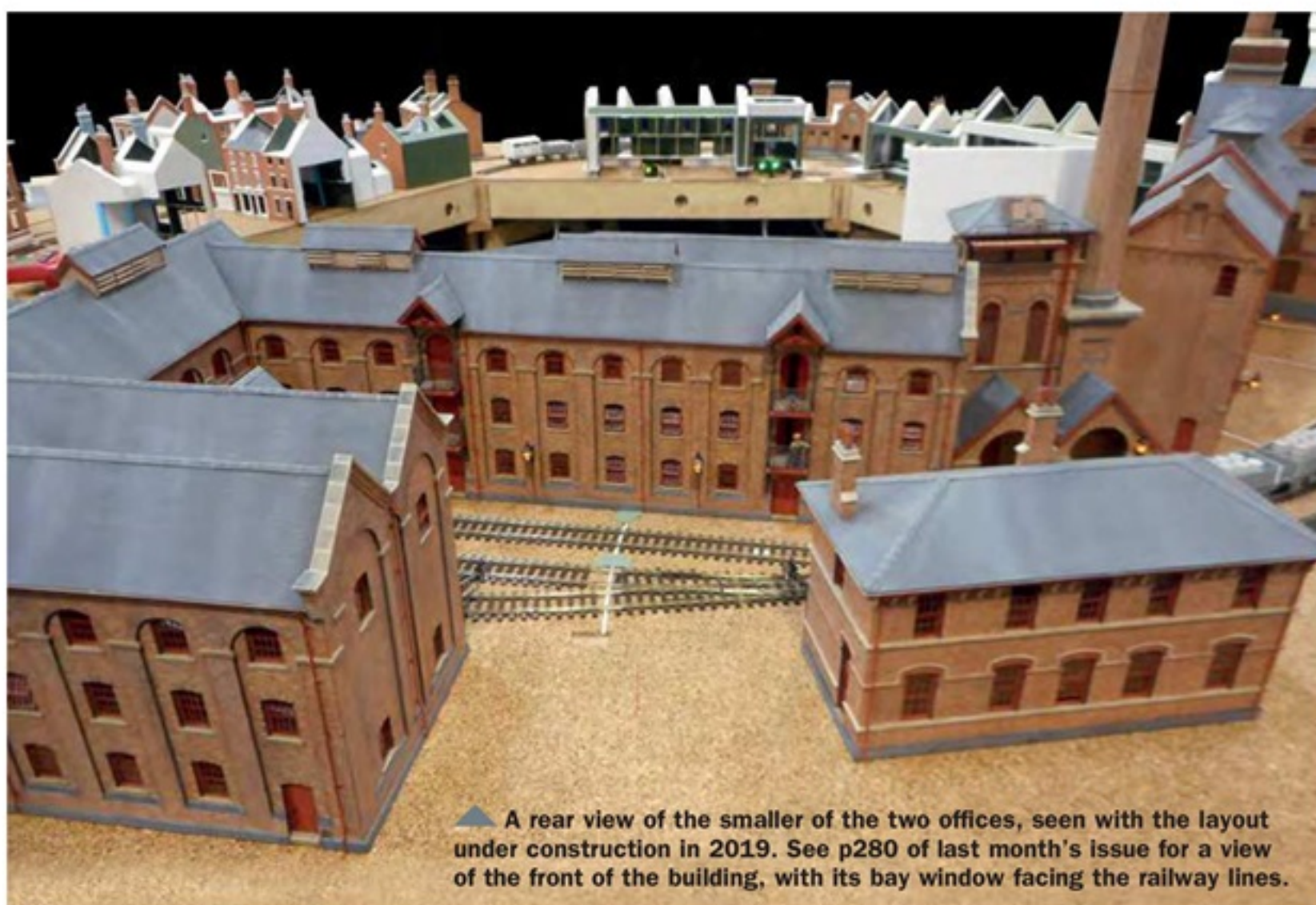


Copper, Wort & Co Ltd

Additional drawings from **PETER GOSS'** Burton on Trent brewery railways layout as introduced last month. The drawings are reproduced to 2mm/ft and can be enlarged for use in other scales.

Photography by the author

In this second instalment I have included drawings, details and descriptions of the maltings, offices and ale stores. The drawings are again only front elevations and can be adapted by the modeller for half and low relief models.



▲ A rear view of the smaller of the two offices, seen with the layout under construction in 2019. See p280 of last month's issue for a view of the front of the building, with its bay window facing the railway lines.

Small offices

There are two brewery offices on the layout. The smaller one (as drawn here) is on the maltings board and could be deemed to be the yard control offices for day to day running of the railway. It is based on the Peter Walker Brewery offices on Clarence Street. The building is still in existence. I mirrored the design to suit model orientation with the observation bay window facing the railway. This building also features a few internal illuminated rooms for added interest. The fancy eaves corbelling details were created with blocks of plain plasticard cut and sanded in groups to ensure continuity before gluing individually in place.

The second offices building is the large Worthington's head office located at the High Street road crossing and is still standing today. As I have modelled the building arrangement at the crossing location almost identical to the Edwardian arrangement I was able to include the Worthington's offices building with its grand front entrance arrangement of portico, gravel driveway and gated entrances complete with gas lamps on top of the brick built gate piers. This is the Copper Wort head office building on the layout and very grand it looks too. *Ed. - we shall hope to feature plans of this building in a future instalment.*



FT 0 2 4 6 8
Scale

The Bass Maltings off Wetmore Road are four storeys high. I developed a three storey version into two wings including a three storey link and arched opening between the wings for double track running through to the fiddle yard area behind.

Sack hoist locations were designed into the building. These are timber built, metal bracketed, external landings serving each floor, with a dormer covered roof at the top housing a block and tackle. Sacks are raised to each level from ground level. A cast metal handrail and inward opening gated balustrade detail surrounds the landings at each floor level. Brass diesel grille mesh was soldered to thin brass wire forming the model balustrade. The landing gallows bracket supports were laser cut by Julie at York Modelmaking.

At one end of the maltings I required steam for the steeping and kilning process. A boiler house, large chimney and coal store are provided on the model. At the rear of the Wetmore Road

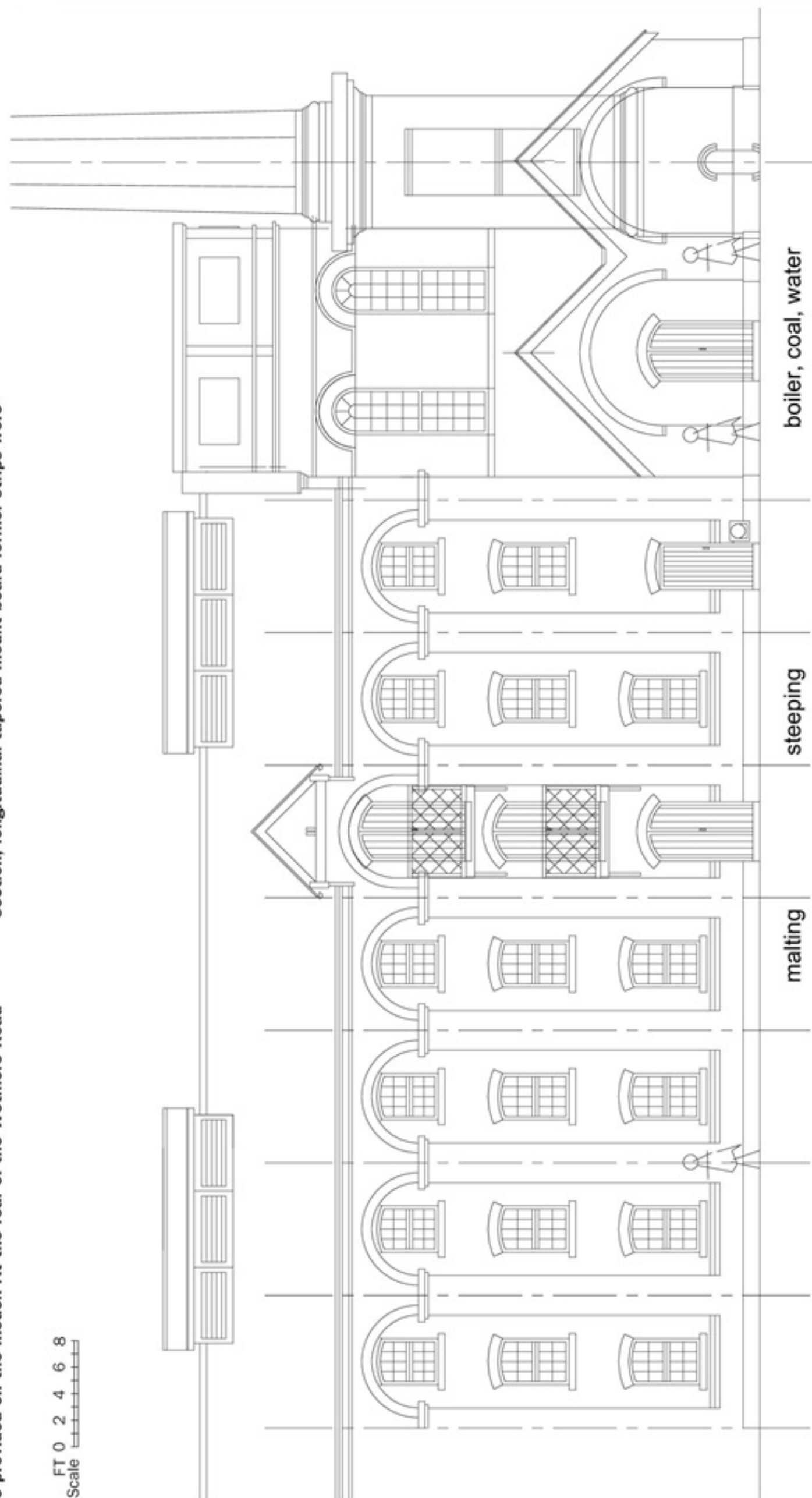
maltings there still exists a boiler house and very large octagonal section chimney. Both are included in model form. The chimney was eventually repeated three times on the layout and the model boiler house is located opposite the cooperage. I measured what I could of the chimney base whilst stood on the ground next to it, took horizontal and vertical brick joint dimensions before interpolating the rest of the detail from photographs. I estimated it to be 100' high which sounded right. I modelled the three chimneys using rectangular section timber dowels full height which gave them a solid central spine. Towards the bottom of the chimneys the dowels have been left exposed and are designed to slot into housings on the layout when exhibiting. They are too high to be attached to the layout permanently.

The chimneys taper inwards as they get higher so after working out the dimensions taking into account the dowel section, longitudinal tapered mount board former strips were

glued lengthwise to the dowels before facing each facet in mount board tapered strips with inward sloping chamfered long edges. The slightly chamfered inward long edge ensured a very close fit at each octagonal corner. Once formed each mount board face could be measured exactly and precisely before cutting the final brick plasticard strip sides. Extensive use of fine emery paper ensured clean and crisp octagonal joints at each stage. The height of the chimney meant the plasticard sheets were not long enough to face in one piece, so a horizontal stone detail joint was invented two thirds of the way up to hide the sheet join.

The coal store was originally served by a siding extension, but because the High Street board had been relocated to this point after the buildings had been constructed I had to remove the siding spur, and now rely on horse and cart and a coal stockpile nearby to serve the boiler house.

FT 0 2 4 6 8
Scale



A just supposing 2' gauge railway in 4mm scale

Shipmeadow

Photography by Andrew Burnham

*A house move to the Suffolk market town of Beccles – to a cottage that was originally part of an ink factory complex – provided the inspiration for **RICHARD DOE**'s first venture into OO9 modelling.*

I have always liked OO9 but it's not a scale I had modelled in until a few years ago. It was an inspirational visit to the 40th Anniversary convention of the OO9 Society (in 2013) that proved to be the turning point, providing the catalyst to make a start.

I developed an idea for a layout scheme that would incorporate the ink factory at Barsham Hill (in Beccles, Suffolk), which would be set in the summer of 1944, during the latter part of WWII. Thus, The Beccles & Bungay Railway (B&BR) was born. (A railway south of the Waveney had in fact been proposed in the late 1800s but was never built, although there was a standard gauge railway north of the River Waveney

► **A Model Engine Works by David Hurst Donegal railbus (on a Kato chassis) departs towards Bungay. The model is 3D printed.**



▲ **Narrow Planet Bagnall side tank (on a Minitrains chassis) awaits a train from Bungay before leaving the station. The passenger coaches are a rake of repainted and close coupled Peco Glyn Valley four-wheel coaches.**



▲ Repainted Minitrains
Bagnall wing tank arrives
on a freight from Bungay.



▲ A Consolidated B-24
Liberator bomb aimer's
view of the station, having
just left the Bungay airfield
destined for Europe.

that ran from Beccles to Tivetshall).

It is supposed that the B&BR was formed mainly by local printers W H Clowes & Sons and a few other local businessmen. To keep costs down 2' gauge was chosen and the seven mile line had five stations: Beccles, Barsham Hill, Barsham, Shipmeadow (also serving Mettingham) and Bungay.

Shipmeadow is situated about halfway along the line and is a small rural halt with a siding. The main purpose of the station is to serve the old workhouse located higher up above the station which was now being used by a local farmer.

As it was my first venture into OO9 I decided to keep the track plan simple; a continuous run with a loop and siding.

Baseboards

The layout measures 49" x 20". I have used planed 2" x 1" softwood glued and screwed together for the frame with a piece of ½" chipboard for the top. It gives a good sturdy board. Cork tiles were glued on the top for the track bed, with 6mm MDF used for the backscene, ends and front fascia.

Trackwork and electrics

Trackwork is all Peco using a combination of Setrack curves, main line points and flexible track.

The hidden sidings started off with just a loop but I found that when

operating the layout I had to keep taking stock off and on. After some thought I worked out that by using OO9 setrack points and an N gauge diamond crossing I could accommodate a loop and four dead-end storage sidings. This is often a source of amusement at exhibitions when visitors take a peek behind the backscene; they are amazed at the relative complexity of the trackwork in the hidden sidings compared to the viewing side of the layout!

Points are operated using Peco point motors equipped with auxiliary frog switching.

Control takes the form of a hand-held Gaugemaster analogue controller.

Scenery

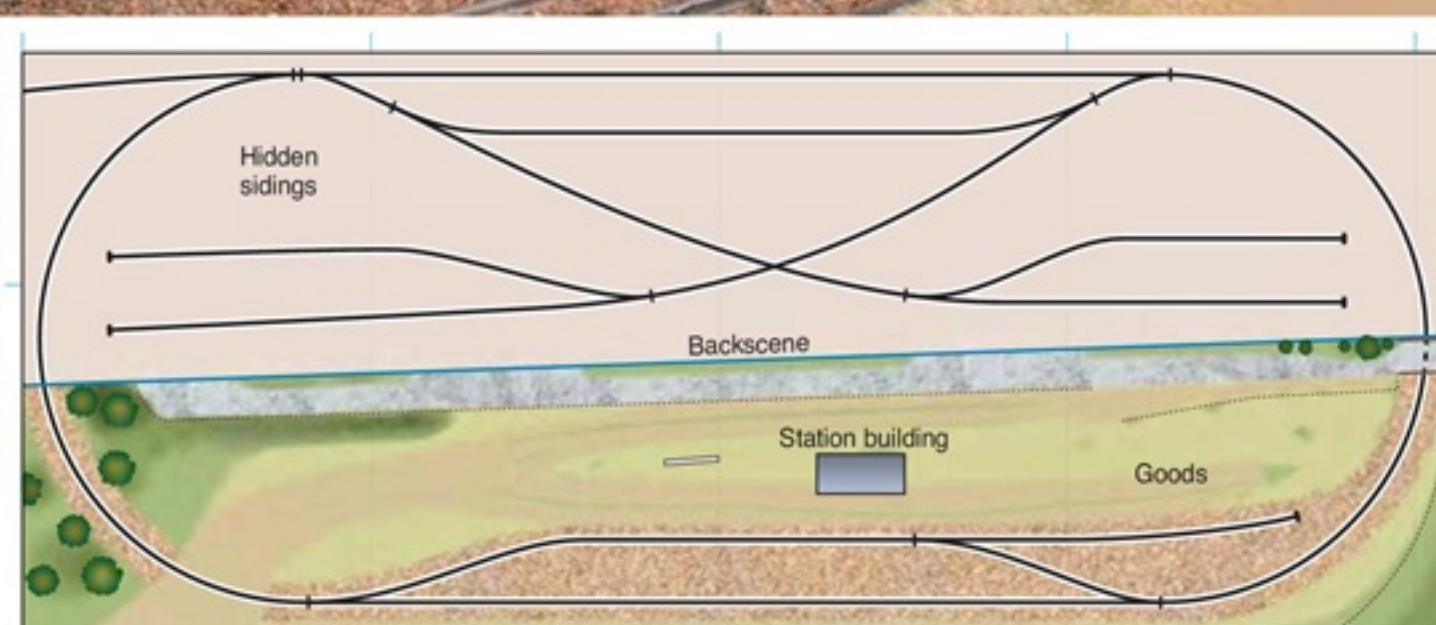
A mixture of Peco and Woodland Scenics N gauge ballast was used. This was brushed into position, then wetted and Woodland Scenics scenic cement dropped onto the ballast granules. I opted for a deep ballast layer to give the track a 'set into the scenery' look.

Polystyrene was used to create the higher land section which was then covered with decorating filler with some PVA added to strengthen it. Brown powder paint was also added to the mix creating an earth colour.

Thin cardboard was used for the road surface, with carpet underlay providing the long grass on the bank. Brambles are represented using hanging basket



▲ Rushby Resin Deutz diesel (on a Kato chassis) arrives with a freight consisting of a Colin Ashby open carrying ink barrels, a Model Engine Works by David Hurst 3D printed cattle wagon with Saddleback pigs, and a Dundas freelance brake van.



Shipmeadow Overall layout size 4' 1" x 1' 8". Each grid square = 1' x 1'.

liner covered with Woodland Scenics green scatter. Static grass was used in the corner where the cattle are grazing.

The dirt scatter material used for the lane, station area and platform surface is stuff I swept up off the roadside next to a building site. It was dried and sieved before use.

The platforms are made from cork with

▼ **Panoramic view of Shipmeadow. A relettered Bachmann Baldwin has arrived on a passenger train from Beccles.**

wooden edging scribed into it which has been painted a creosote colour. A Hornby Skaledale wooden bus shelter is used for the passenger shelter with a wartime advertising poster on each end. The station sign has been painted black and the road sign has had the fingerboards removed, replicating how such items were treated during wartime in case of invasion.

The fencing along the roadside is lineside fencing by Model Railway Scenery, dry brushed with a little brown so it looks like

timber that has been bleached by the sun.

The layout is sparsely populated. The farmer is loading his wagon (Ancorton Models) with supplies. An American airman from Chicago, now based at the nearby Bungay airfield, has stopped his Jeep (an Airfix kit) to take a look at these curious little trains. The Modelscene lady is the only passenger waiting for a train.

There are animals in abundance on the layout, with pheasants, rabbits, a squirrel, a hedgehog, a stoat, a heron, crows, doves, a





▲ Relettered Bachmann Baldwin in the station with Chivers Five 79 tramway coaches.

donkey and cows etc, mainly from Langley Models. A list is usually attached to the front of the layout at exhibitions for visitors to refer to if they wish to try and find them all!

The backscene is from ID Backscenes; I opted to use the firm's 'Overcast' scene to add a little to the atmosphere.

Locomotives and rolling stock

Locos and stock have been sourced either from kits or ready-to-run, as described in the captions.

At the start of the B&BR project I wanted to come up with a slightly different but realistic livery for the stock; for the coaching stock I have used Humbrol No.15 Midnight Blue, No.41 Ivory and No.66 Roof Dark Grey. Freight stock is No.133 Brown and No.66 Roof Dark Grey.

Most of the locos are painted in the wartime black livery, although a few have evaded repainting and are still in pre-war brown livery. Railroad Roman waterslide decals from Microscale have been used for

lettering on the locos, wagons and coaches.

The rolling stock has been fitted with Graham Farish coach wheels and Greenwich couplings. The Peco GVT coaches have been close coupled using Peco GR-105 close couplers with Greenwich couplings on the outer ends. Stock can be uncoupled in four locations on the layout with small magnets set into the track.

Conclusion

I have thoroughly enjoyed building my first OO9 layout and am looking forward to working on the next B&BR layout, which will be called *Barsham Hill*.

Shipmeadow has been shown at a number of exhibitions around the country over the past couple of years. The layout has been well received with many complimentary remarks and I have really enjoyed sharing it. The highlight of my exhibiting so far was being awarded the Reinier Hendriksen Award at Expo Narrow Gauge in Swanley in 2018. I was both surprised and honoured to receive it.

It's also a pleasure to be a part of the Norfolk & Suffolk Narrow Gauge Modellers

group; it's a really friendly collection of people and I always look forward to the large variety of modelling on show at each monthly meeting.

I would also highly recommend anyone interested in the scale joining the OO9 Society. You can be assured of a warm welcome!

Finally I'd like to thank my wife Sarah for her support, assistance and accompanying me around the country to the various shows we've been to. Also I'd like to thank fellow members of the Norfolk & Suffolk NGM group who have assisted me at exhibitions.

Norfolk & Suffolk NGM

The Norfolk & Suffolk NGM has monthly meets, an annual open day exhibition and various other meetings and activities. Anyone interested in coming along please refer to the website – www.nsnngm.org.uk – or make contact via email (nsngm@yahoo.co.uk) or telephone (01502 471760).



A narrow gauge adventure in 009

The Clyre Valley Railway – part 2

TIM COULING continues his account of this imagined 2'6" gauge railway, set in Cornwall, with a look at the operation and stock for this extensive 4mm scale exhibition layout, which was introduced in the April issue.

Photography by Craig Tiley

The layout has been constructed for 12V dc analogue control, with two control panels, one at each station. There is full cab control allowing any one of the four Gaugemaster hand-held controllers to operate any section of track. Fiddle yards at each end of the layout use a cassette system to reduce stock handling and allow the loaded and empty rakes of china clay wagons to be swapped.

The design, with two stations separated by the long climbing run, gives a purpose to the trains – they travel on a journey to somewhere. This achieves the 'train lost in the scenery' objective but a consequence is that there needs to be a regular up and down movement of trains between the stations to keep the viewing public entertained. The sequence looks to achieve this but also allow time for shunting at the two stations.

There is healthy passenger and freight traffic both ways. China clay is the main bulk traffic and the primary reason for the line's existence and loaded trains are worked uphill, disappearing into the main line fiddle yard, ostensibly to the standard gauge interchange with the GWR at Nanstallon. The branch proper starts at Buckland Newton and disappears immediately off-stage on its journey to Blissland Abbey. There is a regular branch passenger service, which runs to/from St Breock where passengers change



▲ No.1 King Arthur heads a down passenger train through Buckland Newton, bound for St Breock, whilst 2-8-0T No.10 Grenville stands in the adjacent loop, having worked up-grade with a loaded china clay train. In the background the single-coach branch train awaits a clear road.

trains. Freight traffic is exchanged in the loops at Buckland Newton. There is a brewery on the branch allowing grain to be shipped in and ale out, specialist wagons giving a bit of colour to the freight scene.

The china clay trains are a maximum of 12 wagons in length (as are other freight workings) and as I was building the layout it became clear that the locos would struggle somewhat to get up the hill with trains of this length. The line climbs about 8" in the rise to Buckland Newton, starting at 1:30 easing to 1:60 and the 18' distance tests locos. I didn't want to stress the chassis unnecessarily so looked initially at adding pilot locos at St Breock, detaching them at Buckland Newton. As built, the sections were arranged for this purpose, it being possible to add or



◀ Cassettes are used for train storage in the fiddle yards. The system is based around aluminium angle and is designed with a little lateral movement so as to allow a tight fit. Here the cassette has not been butted up completely to the running rails. The cassette is only powered when it is fully tight to the brass angle, at which point it is aligned with the track gauge. This caused some issues during trials and a plasticard stop, out of view on the opposite side, ensures alignment is maintained when the cassette is in position. The cassette can easily be slid out of the way and replaced for the next move in the sequence. Power to the track in the fiddle yards is controlled from the control panel.

◀ There are two fiddle yards; this is the Buckland Newton one with the right hand entrance being the branch, the left hand the main line. The cassettes minimize stock handling and allow the empty and full rakes of china clay wagons to be swapped between fiddle yards as required. The yard at St Breock is essentially the same, but with only one access line. The board at the back shows the working sequence and during exhibitions a magnetic marker is used to keep track of progress.





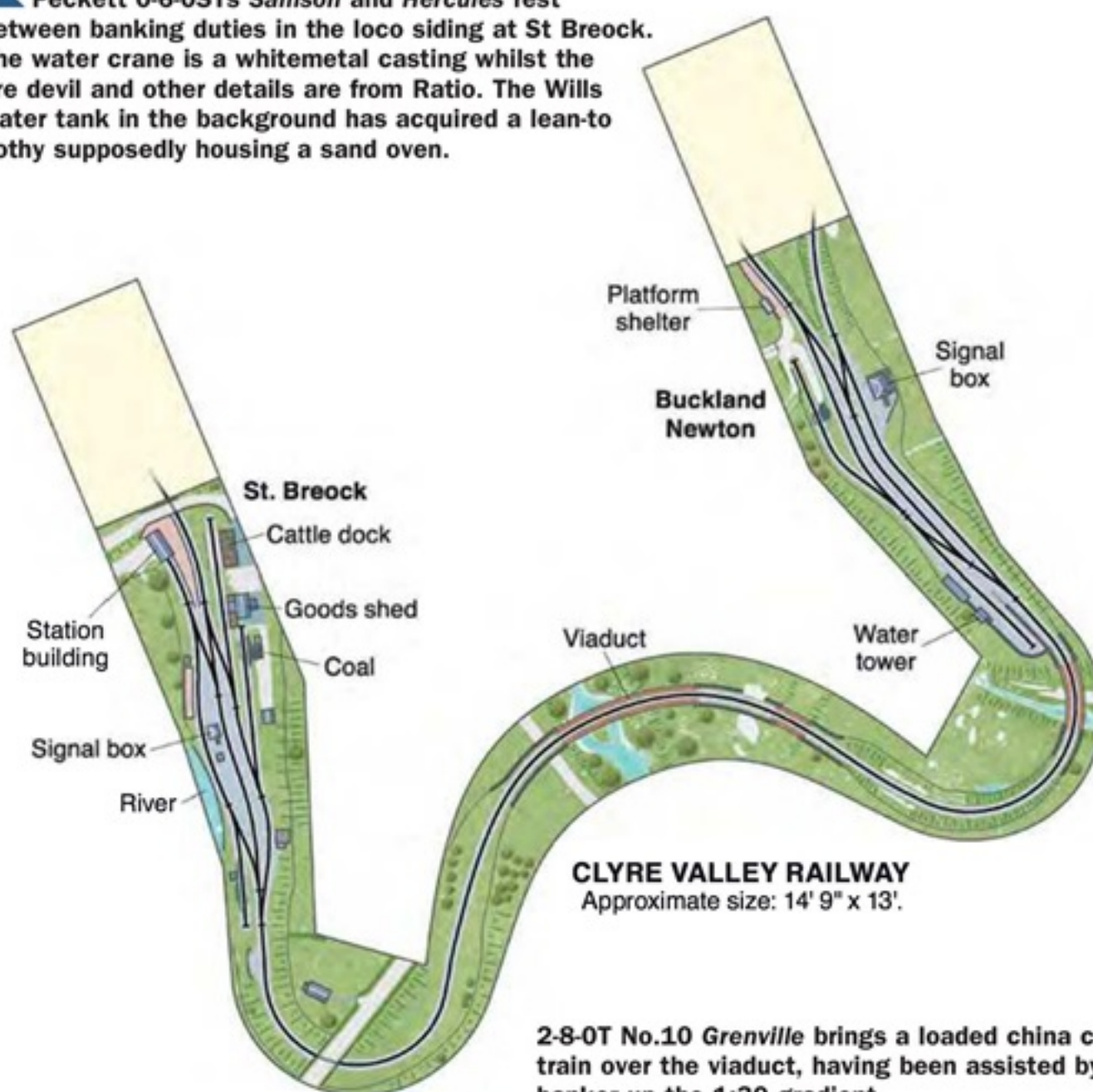
▲ The control panels (this one is for Buckland Newton) differ only in track plan. The mimic track diagram has miniature DPDT centre-off section switches (yellow); point switches (black); and latching push-to-make switches for signals (red). The switches in the outlined boxes on the top of the panel give cab control, such that either of the hand-held units at this location can control any part of the layout. 12V dc power is fed in from a Gaugemaster twin unit together with power for the point motors. The two panels are wired together to give the cab control. All the external connections use DIN plugs and all components are common to either control panel. Power is fed from the panels to the boards using SCART plugs underneath.

detach pilot locos in various locations at the stations. However, a chance discovery during an early operating session before the scenery was complete allowed the now signature move of the layout to be introduced; banking trains up the hill!

I've never seen banking a train successfully accomplished in OO9 and rarely in other scales, but I can achieve the move regularly on the *Clyre Valley* due to a couple of coincidences which I have to admit were not planned at the start. Firstly, the stock is only lightly weighted but it is just sufficient to load the locomotive. Secondly, all the various locos on the layout use the same manufacturer's chassis. Despite using differing wheel arrangements and chassis types they all run at the same speed at the same controller setting – ie they can be run in tandem (remember the layout is dc, not DCC). Thirdly the combination of train length and weight allows the banking loco to take some of the train weight on the hill but not so much as to push the leading loco (thus compressing the train and potentially derailing the stock). Finally, I made certain the track was laid and ballasted to the highest standard I could achieve – there are no poor track alignment issues to contend with and despite the curvature of the line, no curve is tighter than 22" radius other than at pointwork.



▲ Peckett 0-6-0STs *Samson* and *Hercules* rest between banking duties in the loco siding at St Breock. The water crane is a whitemetal casting whilst the fire devil and other details are from Ratio. The Wills water tank in the background has acquired a lean-to bothy supposedly housing a sand oven.



2-8-0T No.10 *Grenville* brings a loaded china clay train over the viaduct, having been assisted by a banker up the 1:30 gradient.



2-6-0T No.6 *Excalibur* eases a freight out of the loop at St Breock. The banking loco at the rear doesn't have much to do just yet, until the heavy train is clear of the station limits. The loads in the wagons are removable which gives variety and allows for better stock utilisation. This shot also gives a good overall view of the station, with the river curving close by the loop siding which serves both the showground loading bank and loco servicing road.

Having tested the theory extensively (up to 18 wagons) I took the plunge and modified the sections to permit the attaching and detaching of the banking locomotives at the stations and this became the main way of running freight trains. It is rare for a derailment to occur and the sequence allows for frequent demonstrations of the move. So far it has proven a very successful experiment and certainly makes the layout stand out operationally.

Signalling

Introducing banking locomotives also meant a slight adjustment to the signalling which is the minimum needed to be effective but helps the operators to

manage the sequence. It is good for the viewing public too and although not yet complete the installation at St Breock works well. The signals are Dapol products modified to be operated by servos using a Megapoints control board. At the time of writing, Buckland Newton's signals are being prepared for installation and the first of these are visible in some of the images.

Stock

If I was to follow the theme of up-sizing the railway to 2'6" gauge I needed to replace all the old stock, starting with the locomotives. I also wanted as many as possible to be outside framed. I settled on the Farish 08 as a good base chassis (it is outside framed) and taking the Dundas Models kit of Sierra Leone No.85 (W&L No.14) as the basis, I developed a tank engine of believable outline that resembled products from Hunslet Locomotive Works.

The first examples emerged as 2-6-0Ts, with three now in service. I also have a larger pair from the same kit, built as 2-6-2Ts. I think there will be further examples to the theme, though as the kit is essentially a 1950s prototype I want to turn the clock back 50 years to the earlier Sierra Leone versions in the next models. To start this process, I have added four 2-8-0Ts on Bachmann (Graham Farish) WD chassis with bodies by Paul Windle, who created an inside framed version of the earlier engines. These ostensibly arrived in two batches, which give variety, but maintain the Hunslet family likeness with the six-coupled locos. I wanted to add some variety and for banking locos I use Fourdees 0-6-0 Atlas Class Peckett saddle tanks (with as much additional weight as possible), three being in traffic. To this fleet I have a couple of additional locos; an ancient Paul Windle Sharp Stewart tram (the only survivor from *Port St George* days) and an RT Models Baguley-Drewry 0-6-0 diesel.

All the locos are painted in Midland crimson from Phoenix Precision Paints and are weighted; with the larger locos tipping the scales at about 110 grams or so. The weight improves running considerably with most only needing a wheel-clean once a day at an exhibition but I have a large enough fleet now to cover for emergencies if need be. All locos are named, either from the Tales of King Arthur or from Elizabethan seafarers of Armada fame, nameplates and numbers being by Narrow Planet.

Coaching stock is scratch-bashed from Ratio Midland coach sides with parts from a variety of kits held together with copious quantities of Evergreen strip. They all run on Peco L&B archbar bogies and I have added gas lamps and piping, end steps, handrails etc. Once the basic formula was established I was able to batch build them and have 20 in service covering a typical range of types. All are panelled with hand-painted white panels on a Somerset & Dorset Prussian Blue base. They are only lightly weighted and I can run seven-coach trains comfortably, which look rather satisfying as they wind their way up the hill.





▲ The station building at St Breock is a combination of at least two Wills kits: the wayside station (ref.SS67) and the station platform shelter (ref.SS60); both much bashed about. Ratio GWR Spear Fencing gates (ref.435) give exit from the station to the showground on show days. The road vehicles are Oxford models but are really too modern for the period of the layout.

Wagon stock is largely kitbuilt. The china clay wagons are a mix of Nine Lines W&L or Southwold Railway opens and additional examples have been constructed as the basis of the company's open wagon fleet. There are two rakes of china clay wagons, one modelled loaded with tarpaulin covers, the other empty. These are painted a nondescript bauxite, weathered and bashed about a bit. They have seen better days but soldier on. The company wagon fleet, in contrast, is kept in much better order and to complement the opens there are a range of vans from Nine Lines parts.

Cattle traffic is catered for by some OO9 Society cattle van kits, a couple of which have been modelled without roofs – there being only some roof bars to support a canvas cover. The latter are finished as ale wagons and work to and from the brewery somewhere down the branch. One of the vans is finished as a grain van and there is also a pair of bolsters.

Some engineering vehicles make an occasional appearance too, including a rake of Snailbeach hoppers doing duty as ballast wagons. There are removable loads for the open wagons, mainly coal and a variety of sacks, barrels, timber etc; to give evidence of healthy local freight traffic.

▶ A freight train rolls onto the viaduct having climbed the steepest part of the bank. Woodland Scenics materials have been used extensively to create the undergrowth on the cutting sides. The signal is a fixed distant – a permanent warning to down trains on the steepest section that St Breock station is not far away.

To round off the wagon fleet there are several brake vans in service, including a couple of six-wheel vans for the heavy china clay trains. The brake vans are again based on Nine Lines kits, though much modified.

Exhibitions

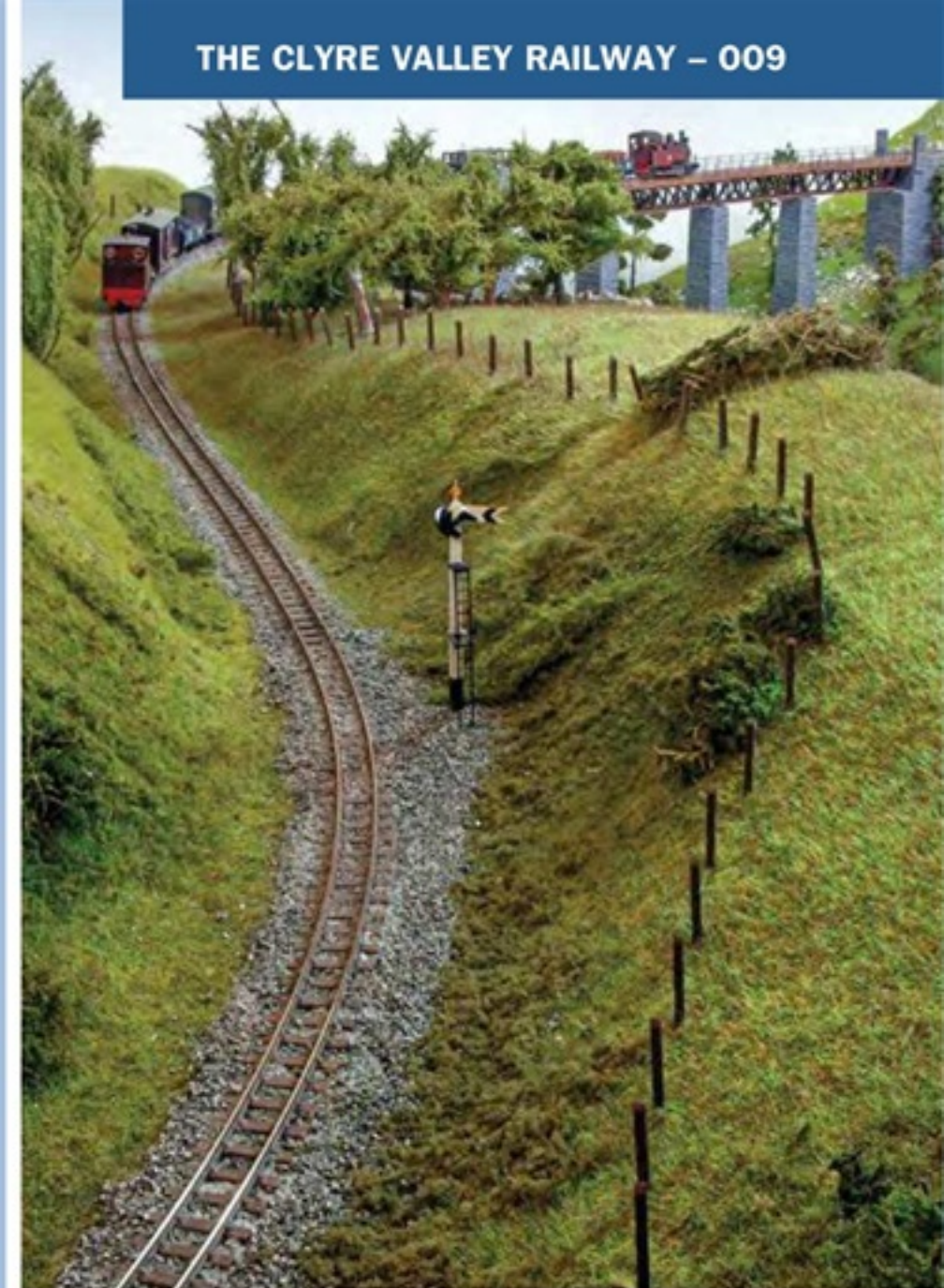
The layout takes about an hour to set up from start to ready to run, with four people, but does need a large van to move it about. Once set up the layout operates to an untimed sequence which is designed to finish with all the stock back at the start point and there is opportunity to rotate stock and ring the changes in the make-up of both passenger and freight trains. The sequence takes about an hour and a half to work through which is about the right length of time to swap the team over.

Ideally the layout needs eight operators at shows, with four on duty at any time. This

enables the sequence to be kept going and for the off duty operators to stand down for a break or to be 'front of house' answering questions from viewers. It can be done with a smaller team, but it is not so enjoyable for the operators and there is inevitably less time to speak to the public.

Any layout of this size needs a good team to support it at exhibitions and I'm very lucky to be able to draw on a great group of friends, whose tireless good humour makes talking to the viewing public very easy. You know who you are – Thank You!

▶ At Buckland Newton 2-8-0T No.10 Grenville waits time with a loaded china clay train as No.1 King Arthur passes with a down passenger train. As the leading vehicle is a luggage van this train will probably connect with a steamer at Port St George. The red square on the brake third indicates that this coach has a strong-box for the Royal Mail.



Parcels Traffic for Dentdale

Part 2: GWR, SR and LNER parcels vehicles

In part one I had focussed, deliberately, on the traffic generated on home soil, that of the parent LMS and previous Midland Railway Company. I had also stated on page 303, in my bullet point list, that parcels traffic offered a broad range of livery choices. Well, of course the offerings last month defied and contradicted that claim, since, to plagiarise Henry Ford, "You can have any colour you like as long as it is crimson lake." Crimson Lake being the norm for LMS parcels vehicles in my chosen historical span.

All is now about to change. Prepare to broaden your palette as the colour spectrum widens when traffic from the other 'Big Four' companies comes into play.

Southern Railway vehicles

Bring to mind parcels traffic associated with the Southern Railway and the term 'Utility Van' immediately enters your thoughts, both in 4-wheel and in bogie form. Early models of these were produced for many a years; the 4-wheel PMV by Hornby Dublo (which became Wrenn and latterly Dapol) whilst Tri-ang's bogie offering, long part of the brand's output, even featured opening doors, albeit at some cost to finescale features.

Southern Railway vans are also associated with the unusual combination of 3½" and 6" horizontal body planking, although not exclusively, but it's this feature which make them instantly recognisable as 'Southern Railway' vehicles.

The classic utility van profile owes its roots to a batch of 45 built for the SECR in 1919-22. The SR perpetuated this design, maintaining the same basic dimensions and introducing their combination planking, although they did seem to begin with three 6" planks at the bottom, no doubt for practicality, but exactly why I'm not sure.

Some vans were equipped with stoves (book reference 4 pp.10 & 12; Ref 5 p.110 – see panel page 391) on both the 4-wheeled and bogie types, and these were easy to spot as orange panels were painted below the guard's window and in the top end section of either side. I haven't modelled this variant as I believe they didn't venture away from home turf. They would be appreciated by the southern guards since some trains didn't have their steam heating pipes connected, and, if the utility van was acting as a traditional brake van on an unfitted goods train, there weren't any to connect anyway.

The bogie brake/luggage vans (Ref 3 p.33; Ref 4 pp.77-86; Ref 5 pp.109-10 & pp.119-21) appeared in both corridor and non-corridor versions totalling 120 and 130 respectively.

4 wheel luggage vans with were more numerous (Ref 3 p.32; Ref 4 pp.10-20 & pp.31-60); those with a guard's compartment totalled 250, built in four batches to diagram 3092 between 1936 and 1941, whilst plain luggage vans were by far the most numerous, a staggering 673 by comparison, coming into use from 1937-47. 140 had also been built by the Southern Railway from 1925-33 to the original SECR design, albeit with a few detail differences.

Not only were the plain luggage vans the most numerous, they were also the most widely travelled, roaming nationwide as they weren't restricted to set operating diagrams in the way that those with guard's compartments were.

Also there was a bizarre batch of ten luggage vans turned out in 1943-4 with plastic

If variety is the spice of life then look no further; parcels traffic provides it in spades. A veritable mixture of vehicles threads its way south through Dentdale. Photos by the author



Southern Railway parcels vehicles



No.442 (photo 14). Parkside had done so much to enhance the possibilities of broadening the range of parcels stock, and here is the range's 4-wheel luggage van with guard's compartment (PC34). My example was part of a batch built at Ashford in 1936. Should you want one with a stove fitted, opt for 400-19. Roxey Mouldings offer the grille behind the windows as an etched sheet, whilst end hoses, brake gear rodding, handrails and replacement buffers lift the detailing a notch or two. Olive green livery, HMRS transfers, extra weight and weathering complete the picture.

No.444 (photo 15). Hornby's take on the 4-wheeled luggage van with guard's facilities (not in the current catalogue). I was able to separate the body from the chassis to add the Roxey Mouldings etched grilles plus some extra weight. Commendably Hornby fits fine, scale handrails, though not steam heating or vacuum brake pipes. I also chose to replace the moulded lamp irons with lengths of fine brass strip to make them stand off the body.

Comparing the Hornby and Parkside offerings they are the same dimensionally and sit comfortably next to each other. Hornby painted the oval plates on each side grey to represent slate for chalk destinations. Hornby also painted the frames an orange brown (varnished wood?), yet I can't spot this feature in the prototype photos I have, although I don't doubt that Hornby has done its research properly. Dry brushing gave a weathered finish.

No.1736 (photo 16). Another Parkside kit (PC39) finished to the same detail specification and weathering as my others; I very rarely do 'ex-works'. 1736 is from the last batch of Southern Railway built utility vans from 1938. The white painted shelving across the windows stands out, but it does on the SR era photos I have; but you may prefer to tone it down.

No.369 (photo 17). In his fascinating study of SR Passenger Vans David Gould pronounces the Bogie Guard's Van to be the handsomest of the range; who am I to argue particularly when bedecked in olive green, albeit a tad less than pristine on my model built from the Ratio kit. The extra detailing I sourced are:- end pipes, 0.31mm brass handrails and the Roxey etched grilles behind all windows bar the guard's one. Many of these versatile vehicles were rostered on rigid, regular trains within the SR timetable, but as time elapsed, flexibility intervened and they did travel off home territory, though not in droves.



bodies – anything to support the war effort – (Ref 4 pp.61-65). I felt they lacked grace and style when compared to the more traditional ones, so have overlooked them. Apart from

this batch of ten, all the above are available in 4mm scale, either in kit form or as ready to run, via Hornby, Bachmann, Ratio or Parkside.

The first type was available in the Chivers Finelines range, whilst the latter is currently in the Parkside kit range, and also off the shelf from Hornby. (Ref 3 p.58 for the CCT).



GW Luggage brake (photo 18). Spotting my 'anchor chain' 3-link couplings means that I built this GWR Dia. 16 luggage brake in the very early 1970s from an injection moulded plastic K's kit of the time. 30 real ones were built in total, all of which ran on American bogies and had no corridor connections. Some survived into BR days, although with full length side footboards. Mine is turned out in its earlier days and probably should have shorter, central footboards.

I found the multi-radiused end handrails a challenge too and I do believe I lettered the 'GUARD' and 'LUGGAGE' words on the side doors with a mapping pen; heady days and sharp eyesight. Gas tanks, brake gear and end hoses provide further detail.

No.1547 (photo 19). A second K's offering in plastic was their Siphon F, a compact bogie vehicle 40' in length. Because it was dual fitted with both Westinghouse and vacuum brakes it was a versatile, useful van capable of being used on parcels traffic in addition to its originally intended milk churn transportation. Again I've opted for an American bogied vehicle (although more recent research shows I should have chosen No.1546 or No.1548), adding bogie footboards, and suspended ones amidships, from milled brass angle. I've tried to replicate all the cylinders/brake gubbins beneath the solebar. Also I am conscious that the title 'Siphon F' may not have appeared on the side until BR days; *mea culpa*. Since the photo was taken I have painted it out and adjusted the number!

No.1217 (photo 20). Siphon Js, of simple outline, will be less common on layouts as they have never been available as ready to run or, as far as I am aware, in kit form. Mine was a gift, a Christmas present no less, from long standing... or should that be long suffering...mate Roger Ellis. Roger scratch built the body, solebars and trussing from plasticard and used whitemetal 7' bogies, appropriate for the first batch from 1931/2 of which my 1217 is an example. This van is now over 45 years old yet still looks and performs as good as new; top man Roger.

No.1363 (photo 21). Airfix produced both the outside framed Siphon G and Siphon H. Here is the former, upgraded using the old Hayes Development kit which turns it into a finer model running on American bogies. I provided further detail of my own, particularly the corridor connections and individual brass handrails. The real No.1363 survived until 1958.

No.1440 (photo 22). Definitely not an Airfix Siphon H! 1440 is from an etched brass kit – Mallard Models, I believe – built by Tony Reynolds, now a highly respected professional loco builder in 7mm scale. Personally I would repaint and weather the roof, but to alter the work of this master craftsman will be viewed as sacrilege! So I've left it as Tony intended. It still runs sweet and true.

No.2887 (photo 23). The first of my Fruit Ds and, being of Hornby Dublo origin, makes it a minimum of 50 years old. Though to be fair, only the body is original, I built a replacement chassis from Plasticard, whitemetal axleguards and buffers in the early 1970s. The various chalked destinations recall its days on our Butcombe Junction Group Nempnett Thrubwell layout (*Ed - Railway of the Month April 1984 and RM Cup winner that year*).

No.2885 (photo 24). This is the Parkside version (PC74), and a fine model it is. I supplied replacement whitemetal buffers, extra brake gear, rodding and gas lighting cylinders, together with a weathered finish.

No.2277 (photo 25). Another Parkside gem (PC44); this time the GWR Bloater Fish Van, upgraded with individual handrails and a comprehensive underframe kit, commissioned by Pendon Museum from Masokits. All pipework is there, I can assure you, even though far from all is





visible, and whilst fully emblazoned with the lettering 'FOR FISH TRAFFIC ONLY' this was not adhered to universally; indeed in 1935 and 1941 a significant number of these vans were allocated to parcels services.

No.569 (photo 26). This is my Parkside model (PC37) of a GWR Python CCT. Again enhancements include end hoses, separate handrails and full brake gear. The weathered GWR Brown livery is complete with GWR roundel and yellow numbering.

No.250 (photo 27). Small scale kit producer Mailcoach, offered a 57' Toplight Full Brake which attracted me. An unusual feature of the kit was that the plastic sides were clear mouldings and thus could incorporate prototypically flush windows with ease, though intricate use of a fine paintbrush to keep paint off the glazed areas needed a steady hand and sustained concentration.

Great Western Vehicles

There are two elements, 'Brown Vehicles' and 'Siphons', that are synonymous with parcels traffic on the Great Western Railway; both seemingly an integral part and the railway would be lost without them.

They were built to carry milk churns, but as time elapsed, they proved very versatile and capable of handling parcels traffic in their spacious, well ventilated accommodation. Some were even branded

'For Fish Traffic Only' not that this was adhered to strictly, I believe. (See Ref 1 for full details on all siphons)

Those of us of a certain vintage will recall the venerable K's white metal low roofed 6-wheel siphon, and I do still have mine lurking in the darker recesses of my stock box, whilst their Siphon F kit (Ref 2 pp.42-43), being a plastic injection moulding, offered a sharper level of detail and was more appropriate for upgrading. Both the

outside framed Siphon G (Ref 2 pp.73,111, 123 and 135) and rounded roofed Siphon H (Ref 2 pp.94-95) are today in the Hornby catalogue (ex-Airfix), whilst Lima offered the inside framed Siphon G (Ref 2 pp.180, 262), one version of which was released in the attractive Palethorpe's Sausages livery.

40' Bogie Full Brakes (Ref 2 pp.11-12; Ref 3 pp.24-26) appeared to Dia. K15 and 16 between 1903 and 1917, some of which lasted until nationalisation, whilst later

No.6821 (photo 28). This LNER 32' Passenger Brake Van is built from a Chivers Finelines plastic injection moulded kit, which are sadly now unavailable. The body mouldings are sharp, whilst the torpedo vents are the finest I have encountered. I added the handrails (0.31mm brass), end pipes (ABS), brake rodding (brass wire) and door handles. I also added offcuts of lead flashing inside the body to aid stability and road holding. To achieve the weathered teak finish I apply a base layer of cream followed by Precision Paints LNER Teak (dull) stroked on parallel with the wood grain, topped off with dry brushing for the weathering. A vehicle of character which will have accessed my part of the S&C via the Wensleydale Branch at Garsdale.

No.1269 (photo 29). Long wheelbased vehicles with compound arc roof profiles are notoriously difficult to scratch build; there is so much that can go wrong, particularly with warping. Hence well done Parkside for including this little cracker - the extra long LNER CCT (PC30). 60 of these extra long CCTs were built at York in 1939; I do like them, despite not being Midland/LMS. The basic kit is spot on and I was encouraged to add fine handrails, end hoses, brass lamp irons and full brake rodding to enhance its level of detail. The weathered teak finish was applied as per No.6821.

No.222518 (photo 30). The Parkside (PC62) LNER Fruit Van is typical of the many 12T fitted vans from all of the 'Big Four' which were pressed into parcels service when necessary. Upgrades include my usual end pipes, lamp irons, full brake gear, extra weight and weathering as few, if any, railway items retained cleanliness for long.

No.4210 (photo 31). As I compiled this article I was conscious I had further parcels vans stacked away in their boxes so I retrieved a few from the depths beneath my layout and set to work. The Hornby 61' 6" Gresley Full Brake needs little doing to render it fit for service. Unable to detach the bogies to remove the proprietary couplings I was forced to snip off the latter, whilst I regauged the wheels slightly to come within my 14.5-14.8mm back to back acceptable range. The door handles were replaced with brass ones and a belt drive was added to the dynamo, whilst I changed the number using my HMRS transfer sheet. The bright teak finish was dulled down with a wash of general grot and some dry brushing.

No.1270 (photo 32). I'd spotted the Hornby R-T-R version of the extra long LNER CCT at a ridiculously cheap price, even less than the Parkside kit, so I snapped one up for comparison. Dimensionally they are both accurate, the only obvious difference being that Parkside have all openings at cantrail level glazed whereas Hornby portrays the four central ones as non-glazed. My photos of the prototype and scale drawing are inconclusive on this point to my eyes; no doubt a knowledgeable reader can adjudicate on this. Anyway, usual detail upgrades completed. A couple of chalk destinations using a soft light grey crayon, and some significant weathering make this a fitting companion to my Parkside versions.



offerings, all to 57' designs (apart from one lot of five 60' vans to Diagram K34) came into service between 1916 and 1945. (Ref 2 pp.92, 121-22, 153, 202 & 257)

GWR 4-wheel CCTs were code named 'Python'; 60 were constructed in three groups of 10, 30 and 20 respectively from 1906 to 1914. (Ref 2 pp.7, 71, 86 & 251-2; Ref 3 pp.59) There were minor dimensional variations, but, despite their age, made it through to BR days, including No.580, the one example strengthened to carry elephants which was photographed in my home village of Kingswear in 1947! Parkside by Peco, offer

the Python (PC37) in their extensive range.

I musn't forget the Fruit Cs and Ds (Ref 2 pp.134, 242 & 244; Ref 3 p.117) which saw frequent service on parcels trains. The Fruit C was available as a David Geen kit, whilst the Fruit D has been available ready-to-run for over 50 years, originally from Hornby Dublo, then Wrenn and, more recently, via Dapol. It is still the same moulding which, although not as detailed as modern trade offerings, is ready for upgrading.

Once again Parkside by Peco has the Fruit D (PC74) in their range; what would we do without them? The kit is dimensionally

accurate and ripe – no pun intended – for super detailing.

London and North Eastern vehicles

In my era, for LNER coaching stock the varnished teak finish ruled supreme and its passenger rated parcels vehicles also appeared in this quality livery.

As the Settle-Carlisle is connected to the LNER via its Wensleydale branch at Garsdale, and LNER vehicles even formed part of the prestigious Thames-Forth Express I felt comfortable justifying the presence of teak liveried stock on *Dentdale*. Just a few

examples, though.

The type most akin to the coach design is the 61' 6" panelled full brake which sits naturally with the Gresley teak carriages although, as with all brake sections, it is 6" narrower in width. I do have an MTK kit of one of these. For those who recall MTK kits, they were a tough build, and mine still waits its turn in the 'to be started tomorrow' box.

Since buying the kit many moons ago Hornby released its version and when Hatton's advertised a batch at well under £30 I couldn't resist; see the accompanying photograph for details. (Ref 6 p.57: and if you want an in depth, belt and braces definitive article seek out *Model Railway Journal* No.130 where Steve Banks has delivered a comprehensive article).

Two milk traffic related LNER vans, both built from the D&S stable, featured in my *Milk Traffic For Dentdale* article (RM June 2017), but I was also attracted to the company's 4-wheel passenger brake vans, a total of 95 of which were constructed between 1928-35; and also the extra long CCT, 117 of which saw the light of day, though I can only consider an example from the first 60 that were turned out in the LNER period in 1939.

Summary

I don't claim that this two-part survey of parcels stock is exhaustive; it was never intended to be, just a way of highlighting how I have been able to include some examples of the non-LMS 'Big Four' companies on my Dentdale Settle-Carlisle layout.

I hope that my copious reference sources will help other interested parties, they helped me enormously with my quest for accuracy and detail, and I hope my lengthy photo captions give a greater insight into how I have created my models. I am always happy to share my knowledge, and, indeed, be educated by those more learned than me. We should all strive to improve.

Even though I am well stocked with parcels vehicles I continue to derive much satisfaction from building more, and there are still plenty of options in my veritable pile of kits yet to see the daylight: a situation familiar to most, if not all, modellers I suspect. If this article encourages you to tackle some previously deeply hidden, forgotten parcels van kit I would be delighted. *Carpe diem!*



Acknowledgements

Here is my relatively shorter bibliography should you wish to seek accurate, prototype information on the vehicles featured.

Reference 1: *GW Siphons* by J. Slinn & B. Clarke, published by HMRS 1986 ISBN 0-902835-10-6

Reference 2: *A Pictorial Record Of Great Western Coaches Part II (1903-47)* by J.H.Russell, published by OPC 1973. ISBN 0-902888-03-X

Reference 3: *Historic Carriage Drawings Vol. 3 Non-Passenger Coaching Stock* by P. Tatlow, published by Pendragon 2000. ISBN

1-899816-09-7

Reference 4: *Southern Railway Passenger Vans* by B. Gould, pub Oakwood Press 1992. ISBN 0-85361-428-8

Reference 5: *A Pictorial Guide To Southern Wagons Books and Vans* by Terry Gough, published by Kestrel Railway Books 2007. ISBN 978-1-905505-04-3

Reference 6: *Historic Carriage Drawings in 4mm Scale Vol.1 LMS & LNER* by D. Jenkinson and N. Campling, published by Ian Allan 1969. ISBN 7110-0053-0.

A room full of preservation in N gauge

Along the Worth Valley

As with many before him, **BEN SIDDONS** has been captivated by the preservation scene, and decided to model a small section of the Keighley & Worth Valley Railway, due in part to childhood memories of the line. But it hasn't stopped there: the layout has grown to include several of the railway's locations, and Ben now volunteers on the real thing too!

Photography by Derek Shore

As with most modellers my interest in trains started at a young age watching a certain little blue engine on the TV. I have very fond memories of my parents taking me up to the Keighley & Worth Valley Railway to see Santa at Christmas time but as I grew older and both school and sporting commitments grew, my interest in steam trains dwindled.

When I finally left school and my sporting career came to an end I decided it was time to get back into the hobby I loved. This all started with a very small OO gauge layout in my bedroom, but when I finally moved out

of my parents' house into a home of my own I very quickly commandeered the spare room with the aim of building my own proper layout. It took a number of attempts but eventually I ended up with what I would call my first model railway in the loft of our rented property.

Unfortunately when we purchased our first house and moved out I realised I hadn't taken into consideration the size of the hole in the loft when building the layout! It quickly became apparent that it was not coming out in even small sections, let alone one piece! As such, I salvaged what I could

and I started again in the new house, taking over the spare bedroom once more.

By this point I had sold all my OO gauge stock and purchased a number of N gauge items. I wanted to run some decent sized trains in my limited amount of space, so N gauge seemed the obvious choice. I was also attracted to the challenge of getting detail into something so small, but what could I base my layout on?

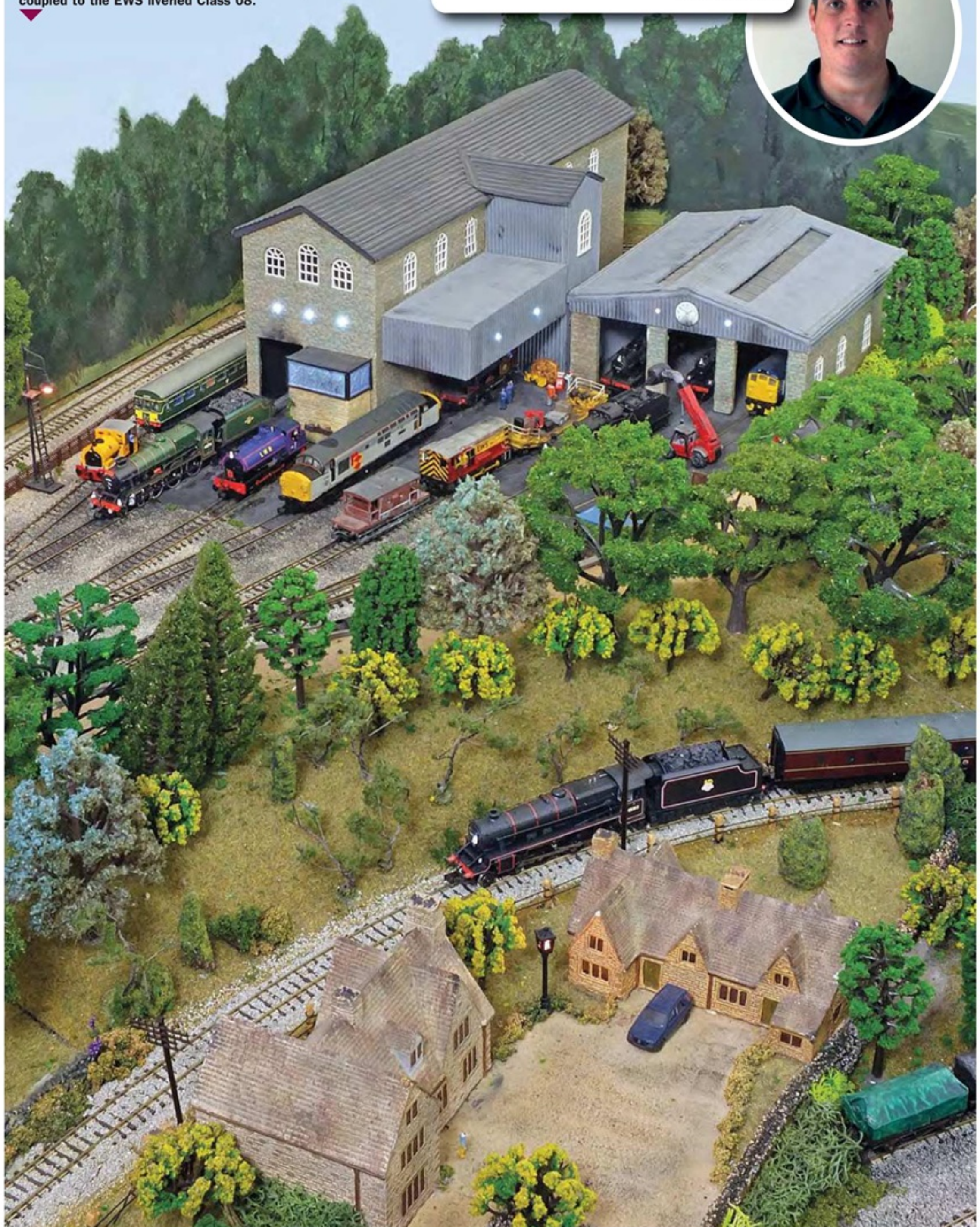
Bulleid light Pacific City of Wells displays its full Golden Arrow regalia as it runs past Haworth Mills (in the background of the shot).



The hub of the railway's locomotive facilities is the depot at Haworth, with an eclectic mix of motive power on display, including a Port of Par saddle tank. The model of the railway's modified Lowmac (see text) can also be seen, coupled to the EWS liveried Class 08.

“ – The pride of the fleet has to be Ivatt 2-6-2T No.41241 – ”

Ben Siddons





▲ Oakworth station, with the railway's USA tank, was immortalised in *The Railway Children*; the model is a Bachmann Scenecraft product.

Maximising the available space

I set out my baseboards to maximise the space available and started planning. I wanted some sort of oval so I could sit and watch trains go by, but I also wanted some shunting options. In addition I wanted to be able to display all my locos on the layout when they weren't in use as opposed to in a fiddle yard like I had previously, so an MPD was essential.

I looked at a number of buildings available

in kit form but nothing was screaming at me, that was until I was introduced to a gentleman by the name of Terry Otley on social media. Terry specialised in custom making just about anything in any scale, and the quality and accuracy of his buildings were brilliant. After a brief conversation it was agreed: Haworth Yard on the Keighley & Worth Valley would be my base.

At the risk of the facilities taking over my entire layout we decided to cut the buildings in half and sit them in the corner of my layout. This would still give me plenty of space to stable locos and give me enough room to include the loop just outside

Haworth. Engine shed down, what next to include? I had my loop planned, but I couldn't fit Haworth station behind the MPD as it is in real life, so instead I decided to move it round the layout and have it on the other side. Some sidings for coaching stock was included as well as Oakworth station, thanks to the Bachmann Scenecraft off-the-shelf station building which was released about the same time I was constructing the layout. These would then be linked by a scenic section representing the wonderful Brontë countryside that the Worth Valley is known for.

Extensions, to layout and loco fleet

Once this was complete, I wasn't content with just running trains round in ovals, so a spur with an incline was added that would become Keighley station. Unfortunately there wasn't room for a turntable, but the station allows me to shunt and run trains round whilst others circle the main line.

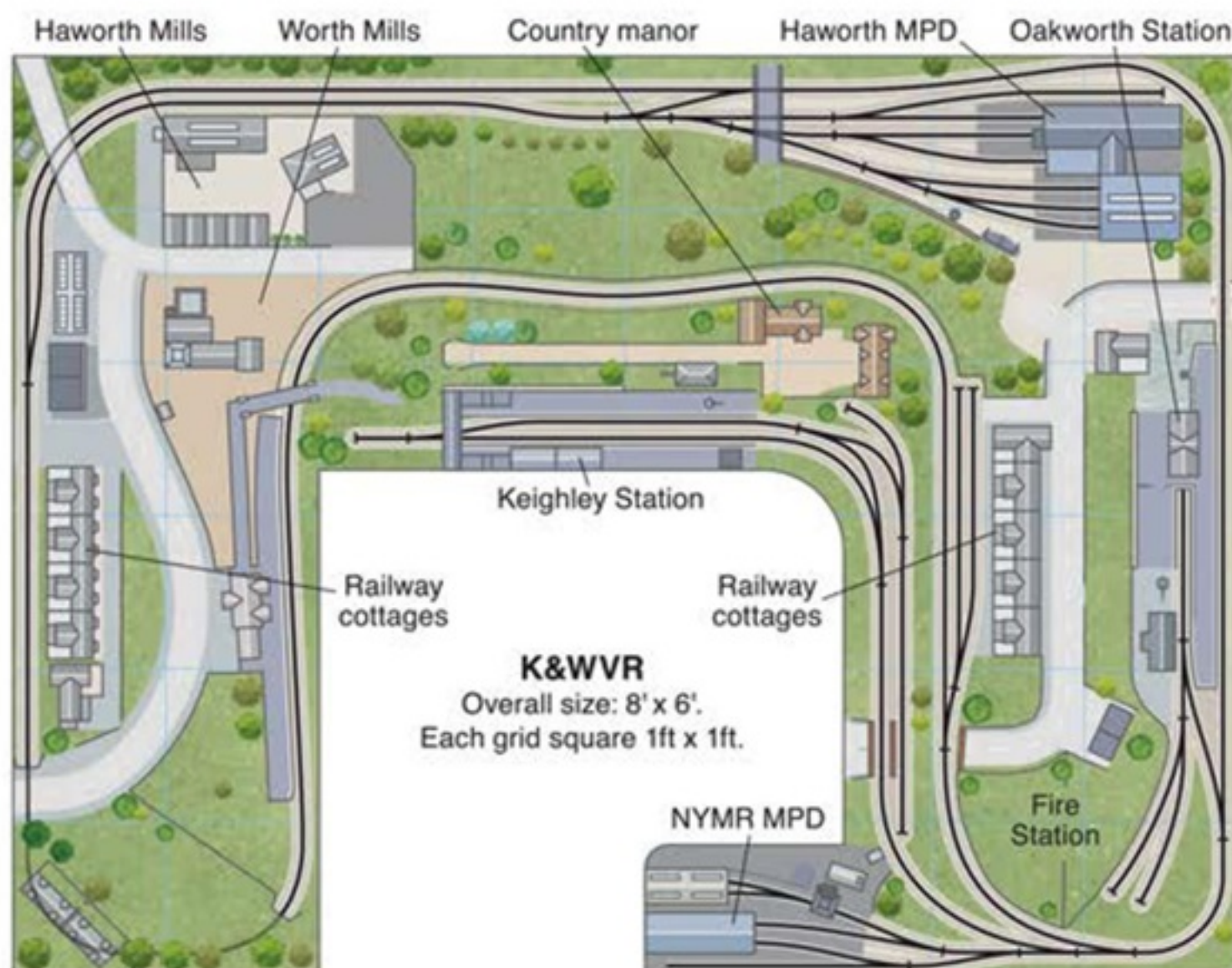
As my enthusiasm grew so did my collection of locos. I started purchasing a number of locos that ran on the Worth Valley. A 4F and a Jinty were first, both renumbered to match the stalwarts of the railway. Then came WD No.90733 and the BR Standard Class 4. As I became more comfortable with renumbering locos I decided to go one further and have a go at a kitbuilt engine. I purchased a Langley L&Y 0-6-0ST, and – using some homemade lining printed off the computer – No.752 made it into the fleet. This started my passion for having locos that weren't readily available to purchase, and with 3D printing becoming increasingly popular I purchased an L&Y Pug and a USA Tank, and before you knew it I had Nos.51218 and 72.

More complex conversions

When the K&WVR cosmetically overhauled its GWR Pannier Tank in its *Railway Children* livery I knew that a model was a must, and instantly bought myself a Pannier Tank and had my first go at repainting an entire loco. Again I designed the lining myself on the computer, printed these out on transfer paper and No.5775 was born.

Now I had the bug for something different: an Atlas model of an Indiana Harbor Belt 0-8-0 soon became a representation of the S160 'Big Jim', and a Merchant Navy Class Pacific became *City Of Wells*. Whilst not entirely accurate I was happy enough that these locos represented some of my personal favourites. Momentum gathered, as it seemed that every time a new loco entered service on the railway I had to have a model of the same loco too.

Next in line was the Taff Vale tank No.85. Knowing that there was nothing like this out there I enquired with a few different people



▲ A Black Five and train rounding the sharp curve away from Oakworth station and yard, as the Ivatt crosses the bridge outside Keighley. The Oakworth yard is stabling the USA tank, an L&Y 0-6-2T and the Class 68.



▲ The flagship Ivatt 2-6-2T in its unique and eye-catching livery as applied to the real thing for the line's golden jubilee in 2018.

and before long I had a CAD drawing of the 'Taffy Tank'. 3D printed and mounted on a Jinty chassis, with my own lining once again, this was another one added to the fleet.

A number of locos continued to make their way onto the scene including Black Five No.45212; another Langley kitbuild to

produce No.75078; and a green Ivatt 2-6-0 was converted into a BR Standard Class 2, representing No.78022.

Pièce de resistance

The pride of the fleet however has to be Ivatt 2-6-2T No.41241. When the loco returned to service in 2018 for the railway's 50th Anniversary in its preserved KWVR livery I just had to have this one. I purchased a Dapol Ivatt and, whilst working with the team



▲ Team LNER on shed at Haworth: two blue Pacifics and a B1, pictured under the coaling stage (built from a Ratio kit).

at the KWVR I managed to obtain the artwork for the tanks and a small pot of the red paint used on the actual loco. Being a volunteer at the KWVR by this time I was able to get many reference pictures as the loco neared completion.

Knowing however that the lining might be



a bit beyond my capability I was referred to Mark Seward who made all the decals I needed including the KWVR lettering and crest. A Keighley & Worth Valley Railway headboard from Narrow Planet completed the look. The loco is very much the flagship of the layout and has visited other layouts at exhibitions. Many have asked me to replicate this loco for them but right now I'm quite happy being the only person to own an N gauge Ivatt in this livery.

Other stock

My kitbashing skills don't stop at locos however. I've also had a go at making some

L&YR coaching stock and The Old Gentleman's Saloon from *The Railway Children*, and most recently I have had Phil Timms make me the modified Lowmac wagon used by the KWVR's p-way gang.

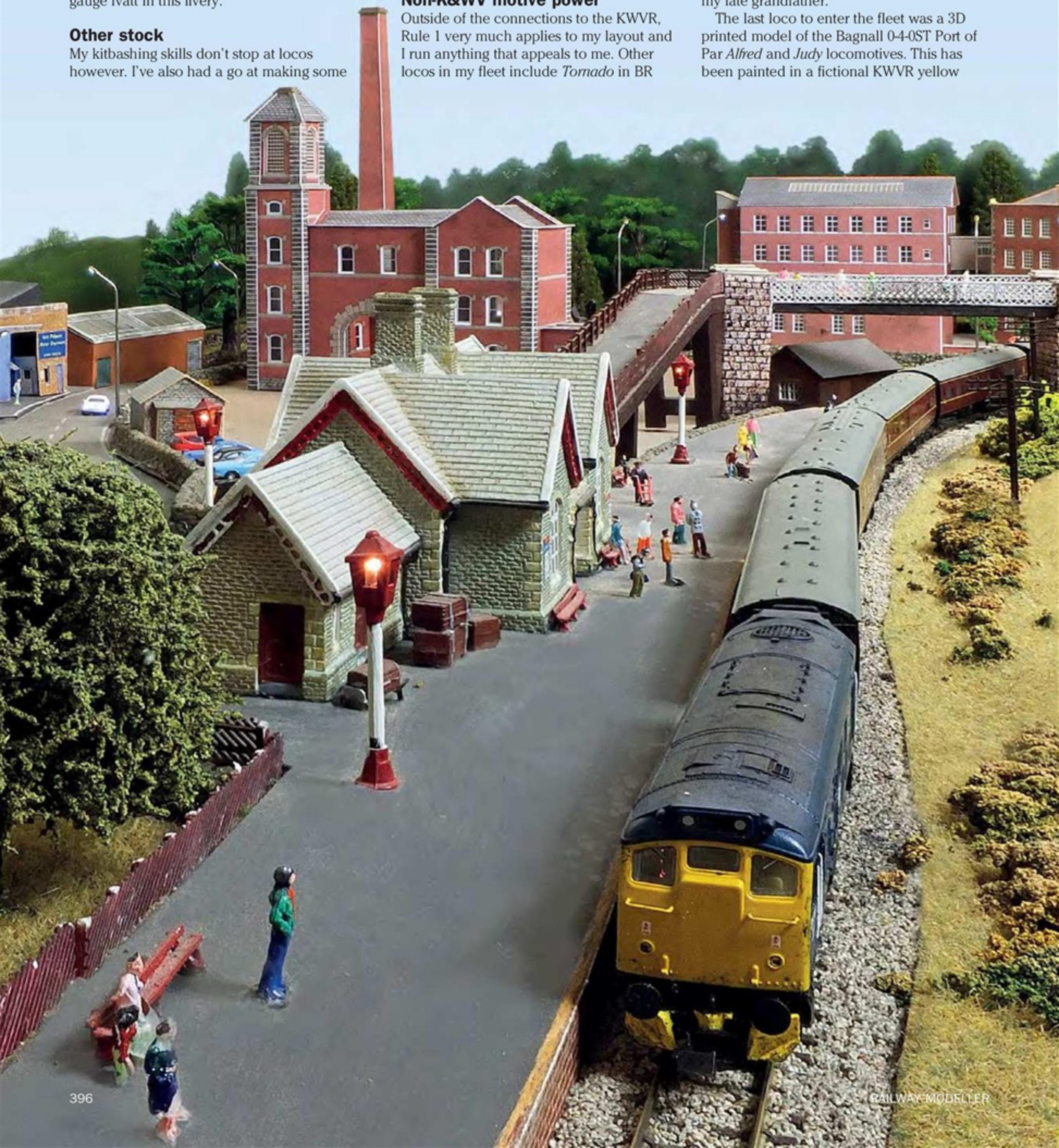
I also have a bright yellow Yorkshire Air Ambulance that hovers over the skies of Haworth; this was another repaint with custom made decals made by myself.

Non-K&WV motive power

Outside of the connections to the KWVR, Rule 1 very much applies to my layout and I run anything that appeals to me. Other locos in my fleet include *Tornado* in BR

Express Blue complete with A1 Steam Locomotive Trust headboard; *Flying Scotsman* in LNER Livery, and B12 *Huddersfield Town* (being a Huddersfield Town season ticket holder this was another must!). I also have A4 *Sir Nigel Gresley* which was a gift for my 30th, and the NYMR's B1 No.1264 in LNER livery. Finally there is a Class 68 in DRS livery that I have affectionately named *Lawrence Gledhill* after my late grandfather.

The last loco to enter the fleet was a 3D printed model of the Bagnall 0-4-0ST Port of Par *Alfred* and *Judy* locomotives. This has been painted in a fictional KWVR yellow



▲ A Class 25 draws its rake of Mk.I coaches into Haworth station. The mill buildings in the background were made from Metcalfe kits.

livery using some of the decals left over from the Ivatt project. This one was created just for fun, but I was really pleased with the result.

Conclusion

I am always looking at ways of improving my layout, continually working on the little bits of detail that make all the difference. Future projects including the LYR Ironclad Class 25 No.957.

I'd like to thank Terry, Phil, Mark and all the other people that have helped contribute towards my layout. Thanks must also go to my wife for her support and for putting up with the endless supply of tiny parcels that get sent to the house!

Last but certainly not least I'd like to thank my grandma Rita. She has always been so supportive of my model making and every time she comes round she tells me how wonderful my layout is and that I should have it put in a magazine – so this one is for you Rita, I hope you enjoy this little read.



▲ The local garage at Haworth, at the top left-hand corner of the layout.

Close-up of the building that started it all: the MPD at Haworth.



Witham

Photography by Paul Bason

Well, 1977 was a memorable year. In addition to it being the Queen's Silver Jubilee and the year I decided to aim towards a career in the RAF, it was also when I sold all my model railway items as I desperately tried to raise funds to purchase a motorcycle for my 17th birthday. This sale was the culmination of nine years involvement with railway modelling, starting with a Christmas present Hornby OO gauge train set which was extended onto an 8' x 4' baseboard.

I sold my OO gauge items in my early teens as I changed to N gauge, in an attempt to build a more ambitious layout within the limited size of my bedroom. This resulted in

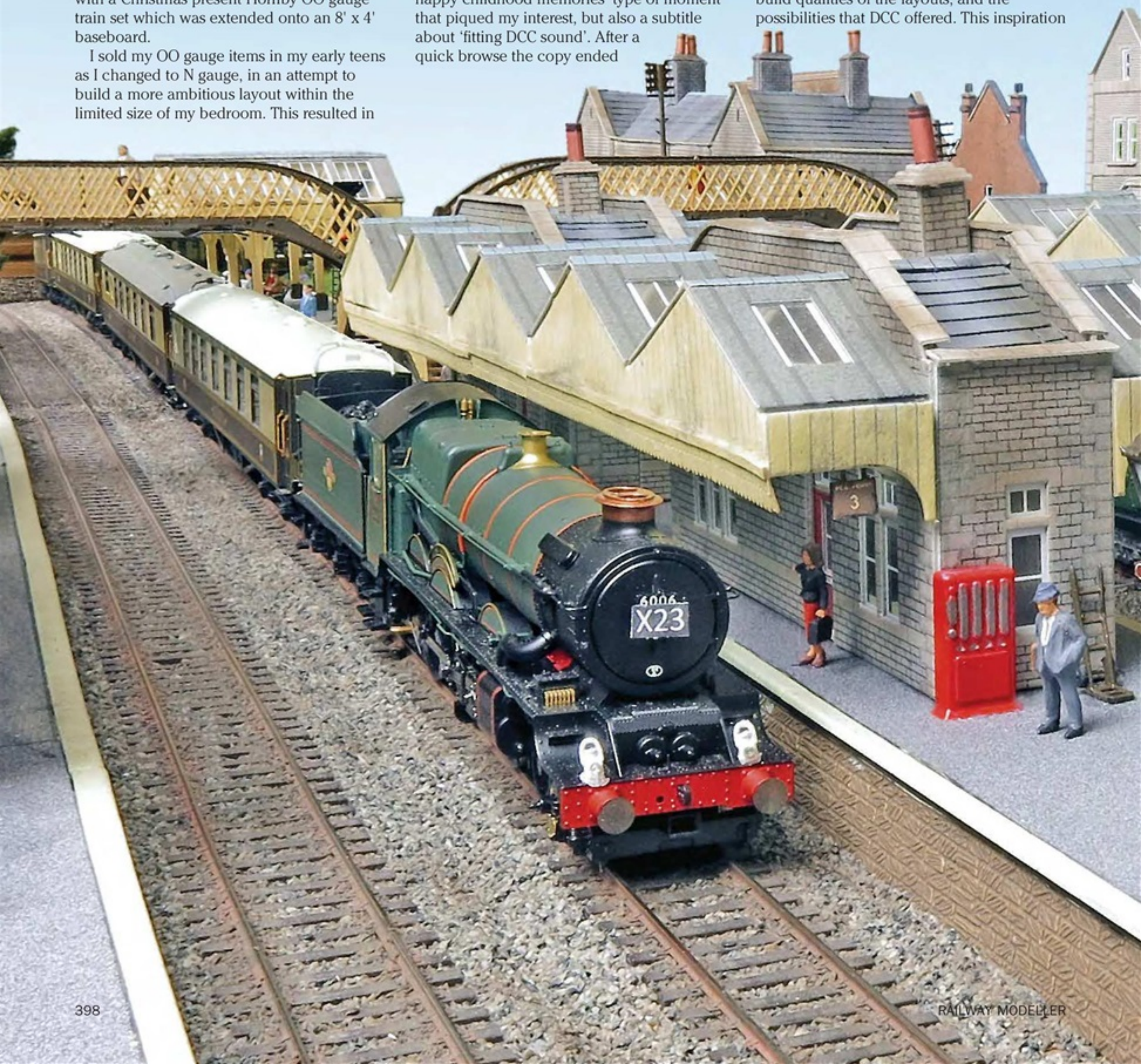
a 9' x 11' L shaped layout along two walls, with a terminus at one end to a fiddle yard at the other.

Fast forward to late 2015. Whilst killing time in the supermarket magazine area whilst my wife Andree conducted the shopping, I had a nostalgic reunion – I came face to face with a copy of the RAILWAY MODELLER. It was not just the desire to have a retro, 'back to happy childhood memories' type of moment that piqued my interest, but also a subtitle about 'fitting DCC sound'. After a quick browse the copy ended

*A chance encounter with a copy of RAILWAY MODELLER led newly-retired **MARTIN REYNOLDS** back into the railway modelling fold. He has combined traditional scenic techniques with the technology that has come to market whilst he was absent from modelling, such as DCC, to create this OO gauge layout.*

up on the conveyor belt behind the weekly shop!

Having read the article on DCC sound and looked at videos and articles online, I decided to attend a forthcoming model railway exhibition at Peterborough. I was impressed by the detail of R-T-R stock that the manufacturers were producing, the modern scenery techniques, realism and build qualities of the layouts, and the possibilities that DCC offered. This inspiration



Martin Reynolds

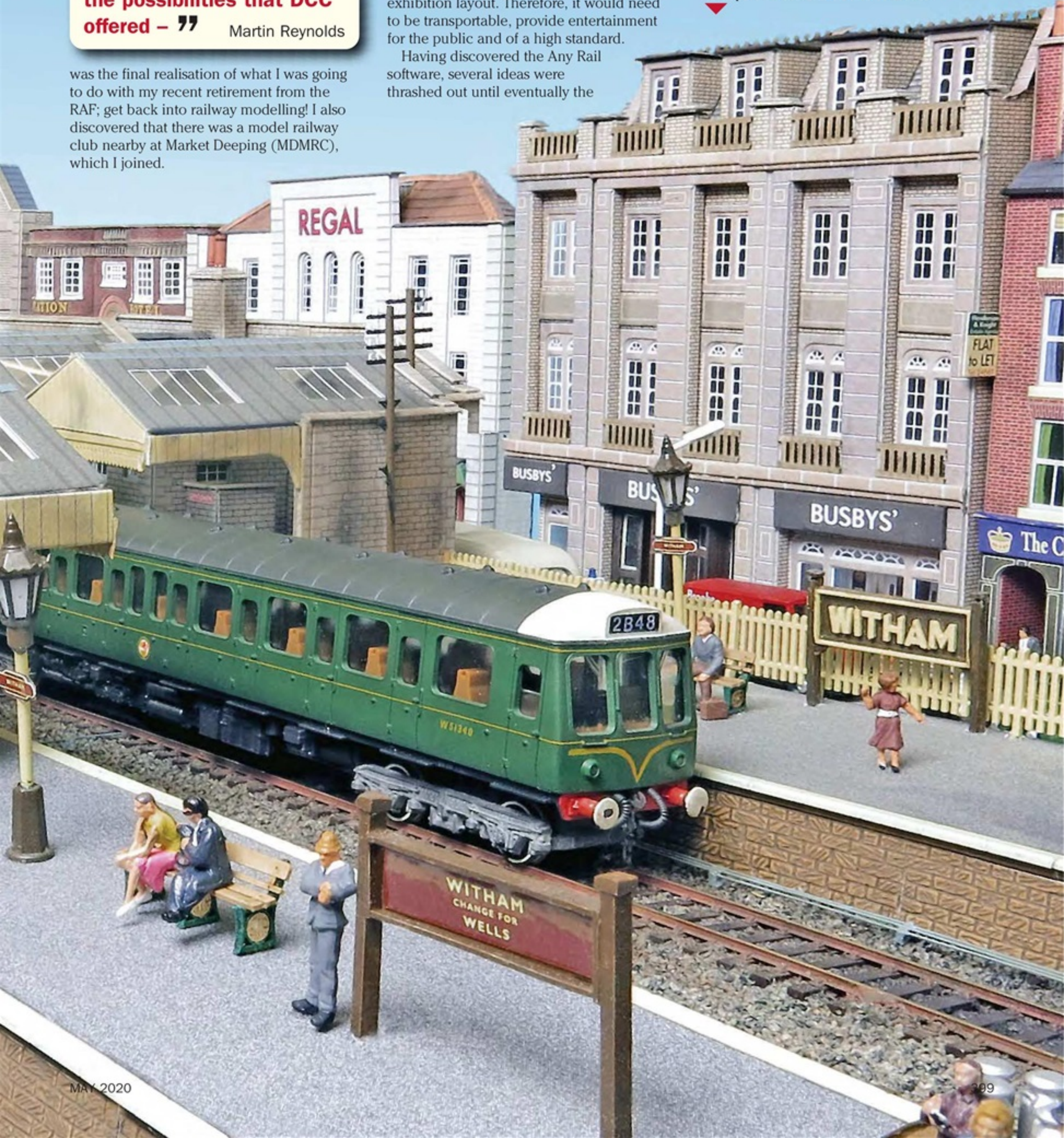
What to build?

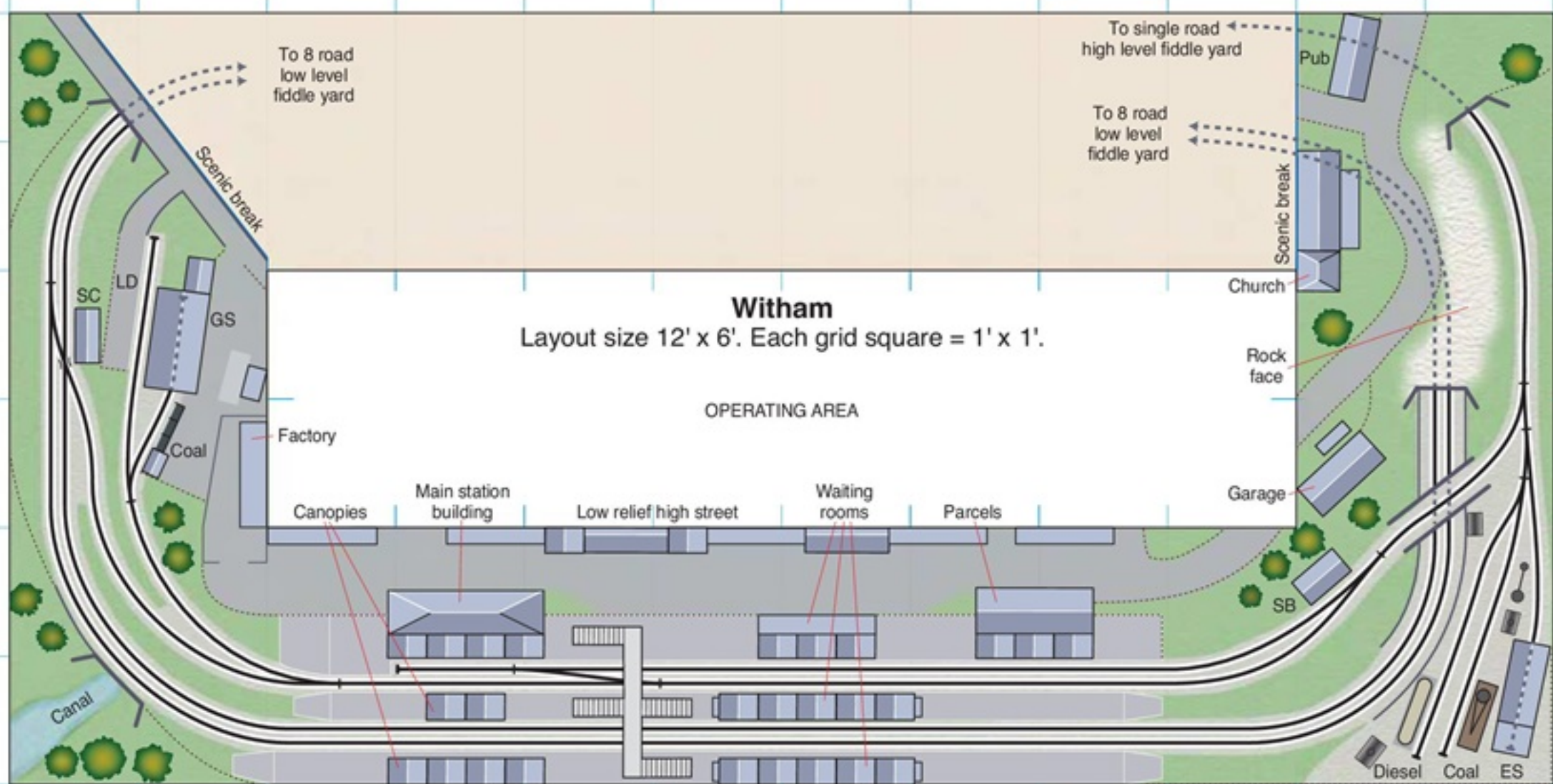
My initial leaning was to N gauge as I knew space would be limited and I wanted a reasonable running length. However, with eyesight not as good as it was in my teens and wanting DCC sound, OO seemed the way to go. Around this time, I was invited to assist with exhibiting a layout at Doncaster. The experience of the show and chatting with like-minded members of the public made me realise that I would aim to build an exhibition layout. Therefore, it would need to be transportable, provide entertainment for the public and of a high standard.

Having discovered the Any Rail software, several ideas were thrashed out until eventually the

plan of seven 4' x 2' baseboards arranged to give me a 12' x 6' layout with an operating well in the middle and fiddle yard at the back took shape. It would feature a continuous main line, a branch line, small goods yard and small loco depot. To help create interest I decided to use gradients,

King Class No.6006 King George I passes through Witham with a Pullman special whilst, in the bay platform, a Class 117 DMU prepares to depart on the branch line to Wells.





multiple levels and tunnels. The layout size would allow it to be used in my double garage but enable it to be stored away in the winter months when the car takes precedence.

Finally I needed a location, era and name? The era choice was easy – early 1960s, allowing me to run late steam and early diesels; whilst a location of the south-west of England would mean Western and Southern Region stock, plus any visitors I wished pulling holiday specials! Opening an atlas on SW England and using a trusty pin, it landed on Witham in Somerset, so that was the name sorted.

Construction begins

The baseboards were constructed from 9mm plywood with 6mm tops. I worked out the number and sizes of tops, sides, ends and

Class 35 Hymek No.D7062 gets an acknowledgement from the signalman as it passes with a local passenger train to Bristol.

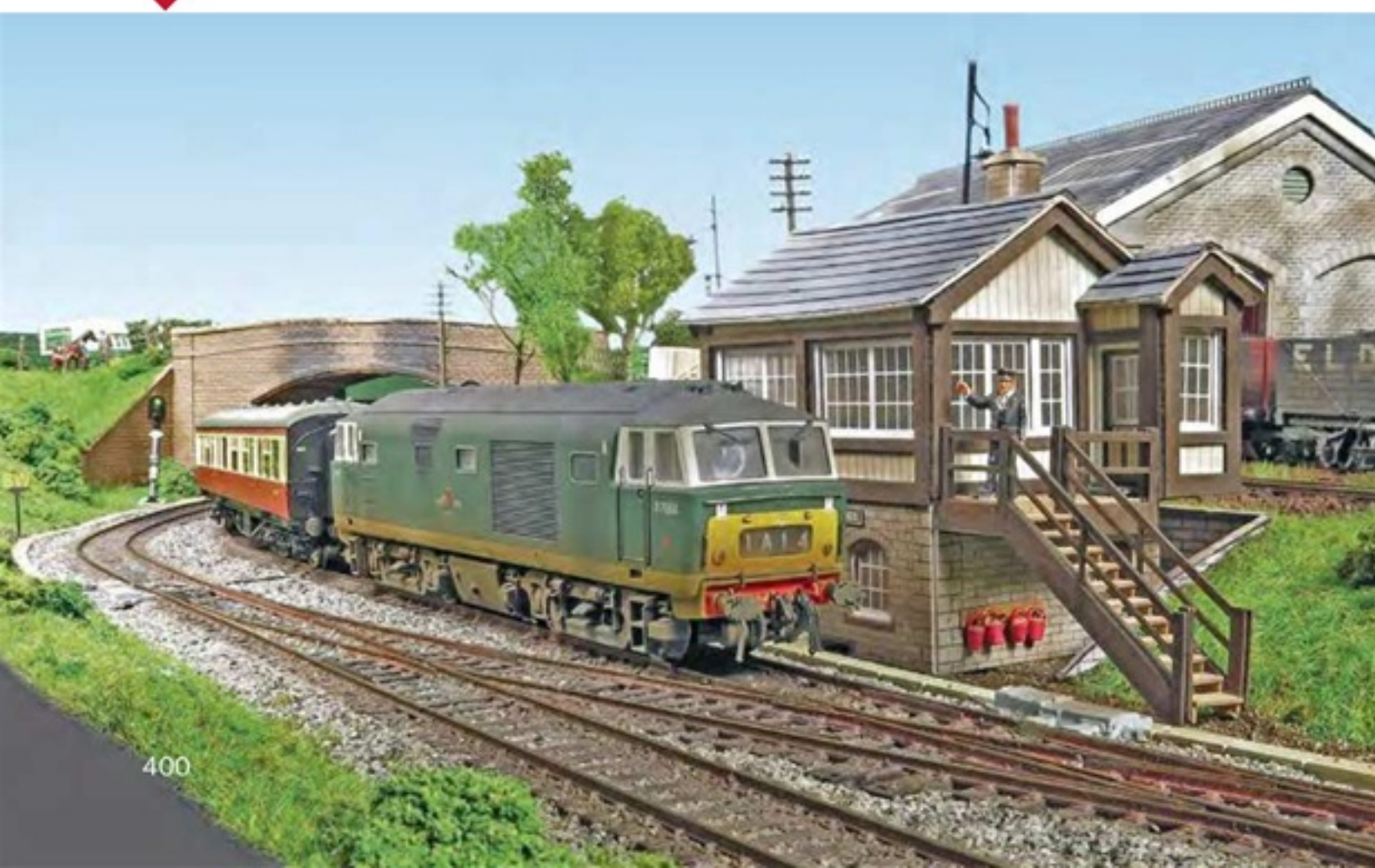
cross-members and set about devising a cut list for my local timber merchant. A few days later I arrived home with a car full of baseboard parts, a bottle of waterproof PVA wood glue, a box of panel pins and a large dose of enthusiasm! Using my basic DIY skills I had the seven identical baseboards complete quickly, and also built an additional baseboard. This extra one was for transportation, giving me four pairs of boards that can be faced scenic side inwards, for protection, and then bolt on transit end boards. The legs are detachable with adjustable feet.

The trackwork is all Peco code 75 with wooden sleepers and electrofrog points within the scenic area. For the main line fiddle yard and branch line cassettes I used Peco code 100 but with concrete sleepers, as I had acquired 15 yards on an auction website for £10. Code 100 in the fiddle yard also makes it easier for railing stock. For point motors I used SEEP PM1 which have built in frog polarity switching. Every rail

section has dropper wires soldered on and connected to the main DCC bus.

Now for scenery

The scenery used the same technique I'd employed in childhood, namely; layers of polystyrene foam carved to the required contours before covering with plaster bandage. Once dry, earth-coloured acrylic paint was applied, followed by flock. However, the next step was a new one for me – static grass. Having seen the technique demonstrated by Martyn of WWS, I purchased some of its applicator tools and started on the layout. I used a variety of different lengths of summer shades and in addition to the main scenery also applied grass on some of the rail sidings, for that 'slightly neglected' look. The rock face for



the cutting was created using plaster moulds, painted with acrylic paints and a number of washes to achieve the desired effect.

For the trees on the layout, some were ready-made, but the majority handmade using sea foam, twisted wire armatures or even white metal tree kits. All were spray painted before a final application of fine static foliage.

The majority of the buildings are Metcalfe card kits with additional detailing in the form of roof tile strips, guttering and downpipes. The station platforms were constructed using Peco platform edging covered in textured plasticard, with tarmac effect cardboard tops. For the canal tunnel, goods platform and coaling stage, cardboard covered in stone textured paper was employed. Throughout the layout LED lighting for yard lights, street lighting, belisha beacons and traffic lights have been added. There are a number of sound modules added to provide background noises. The final touch was the addition of vehicles and people, a number of which are in cameo situations.

Rolling stock

All my stock is R-T-R from the major manufacturers and DCC sound fitted. With non-DCC stock this was enabled by hardwiring an eight-pin socket to allow fitting

of decoders. Although for my personal running sessions, sound adds that extra dimension, having exhibited club layouts where the layout next door has been running on full volume sound, after seven hours solid for two consecutive days it can be a bit wearing. Therefore for exhibitions I think I will use sound sparingly and mainly to demonstrate to any members of the public as it might even whet their appetite to take up this wonderful hobby.

Finishing off

For signalling I employed Dapol semaphores on the branch line and a mix of Berko/Eckon light signals on the main line. All I had to do now was devise a way of controlling all the points and signals. I had purchased Digitrax

▲ Ex-SR 4-6-0 No.30850 *Lord Nelson* working over Western Region metals passes Witham with an up holiday season special.

equipment for the digital control of the locomotives and layout, using the Loconet facility for multiple operator handsets.

Having experimented with Train-Tech point control and found them easy to connect up and programme, I ended up using the firm's products for all static decoders. Although I can dial up accessory decoders on the handsets, it was a case of

▲ A hive of activity at Witham as a 9F with a fitted goods train passes a summer excursion hauled by ex-SR Battle of Britain Class No.34077 603 Squadron.





◀ An engineer emerges from the water crane after fixing a sticking valve whilst the coaling team prepare to see to a Pannier and Prairie.

the point direction or signal position/light colour changes to show the selection made. Early signs are showing promise for someone to play signalman during the layout's operation.

Conclusion

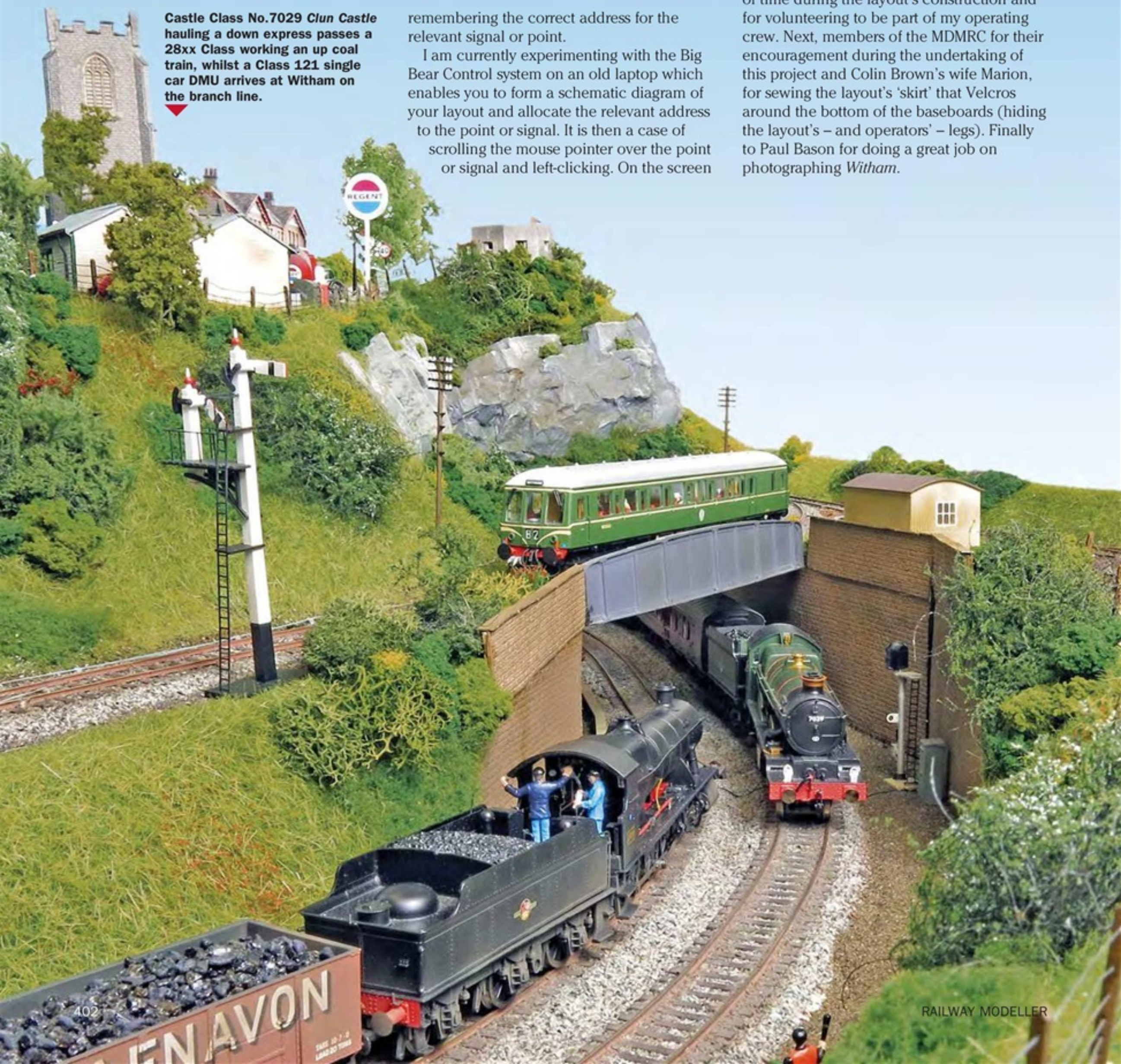
If any exhibition managers would like Witham to attend their exhibition, then you can contact me at withamlayout@hotmail.com

Finally, I must thank firstly my long suffering wife who has put up with me disappearing to the garage for long periods of time during the layout's construction and for volunteering to be part of my operating crew. Next, members of the MDMRC for their encouragement during the undertaking of this project and Colin Brown's wife Marion, for sewing the layout's 'skirt' that Velcros around the bottom of the baseboards (hiding the layout's – and operators' – legs). Finally to Paul Bason for doing a great job on photographing *Witham*.

◀ Castle Class No.7029 *Clun Castle* hauling a down express passes a 28xx Class working an up coal train, whilst a Class 121 single car DMU arrives at Witham on the branch line.

remembering the correct address for the relevant signal or point.

I am currently experimenting with the Big Bear Control system on an old laptop which enables you to form a schematic diagram of your layout and allocate the relevant address to the point or signal. It is then a case of scrolling the mouse pointer over the point or signal and left-clicking. On the screen



Building your first etched brass kit

CRAIG TILEY guides you through the assembly of a Connoisseur Models LNER Lowmac wagon in 7mm scale, which is marketed as an ideal entry point for modellers trying their hand at soldered metal construction for the first time.

Photography by the author

Do the words 'metal' and 'soldering' fill you with a sense of trepidation? They certainly did for me before I embarked on this project. However, the process of building my first etched kit has provided me with a basic grasp of soldered metal construction techniques, arming me with the confidence to go on and tackle etched kits of greater complexity.

Although I wouldn't recommend an etched kit for the absolute beginner, I would suggest that if you have a number of plastic rolling stock kits under your belt, and can manage some degree of electrical soldering, then there is no reason why a straightforward etched kit – such as the one featured here – is not within your capabilities.

The subject of this article is a Connoisseur Models LNER 20T MAC-L (ref.PMK-10), one of the manufacturer's range of 'skill builder' etched locomotive and rolling stock kits for 7mm scale, which are designed specifically for modellers of lesser experience.

The kit is complete with a fully-illustrated instruction booklet, which includes detailed notes on soldering, information on recommended tools and materials, together

with helpful guidance on construction techniques. (A set of sample instructions can be downloaded via the manufacturer's website:

www.jimmcgeown.com).

Although the kit comprises a relatively small number of parts, the assembly covers many of the facets of etched kit construction, including punching out rivet detail, folding parts, adding detail overlays, forming fittings from wire and attaching whitemetal castings.

The process of transforming a flat sheet of brass into a satisfying three-dimensional model proved to be a very fulfilling experience. I wouldn't say it was easy, but neither was it as difficult as I feared it might be. I think the trepidation people experience with soldering is due to unfamiliarity with the tools, materials and techniques, all of which can be addressed with a bit of patience, practice and perseverance – as I hope to have demonstrated here.



The completed model, ready for painting and lettering.

Kit components



The kit comprises a single etched brass sheet for the main components, together with a number of cast whitemetal fittings including axleguards and buffers. Brass hooks and links for couplings are provided, plus various lengths of brass wire and rod. Wheelsets are required to complete (Slater's ref.7129 eight-spoke 2'9"), together with paint and transfers.

Tools required for construction

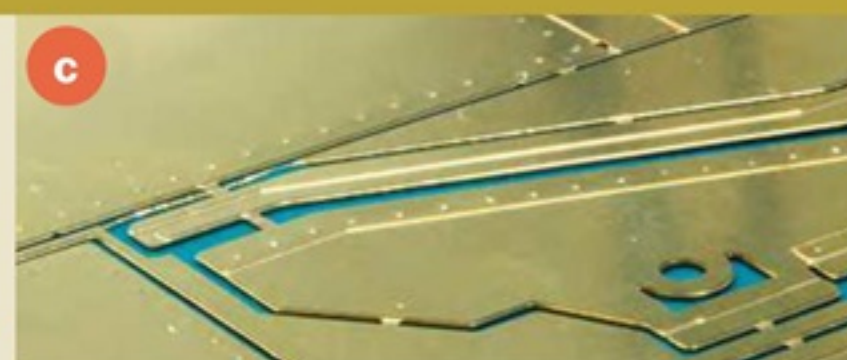
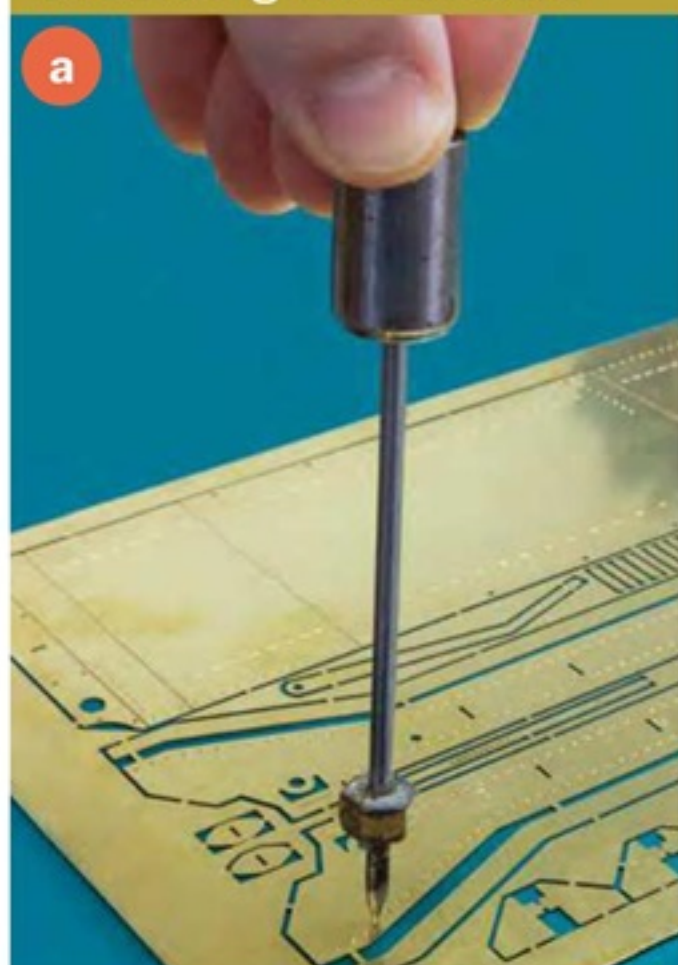
A basic tool kit is required for cutting, forming, cleaning and drilling the parts (pictured from left to right); a selection of needle files, pin vice with 2.1mm drill bit, fine-nosed pliers, side cutters, flat smooth-jaw pliers, centre-punch (or riveting tool), fibreglass brush, scalpel with curved blade and heavy-duty knife.



The manufacturer recommends a Weller 40 watt soldering iron for the main assembly together with an Antex 25 watt iron (with 3.2mm bit, pictured) for the smaller details. 145° solder is suggested for all joints (such as Carr's) and Carr's green label flux. However, I used rosin multicore electrical solder and Gaugemaster brass flux. Also needed is soldering paste (such as Fluxite) for cleaning the soldering iron tip and low-melt 70° solder (for attaching whitemetal parts).



1. Punching out rivet detail



The first task is to punch out the rivet detail, the locations for which are half-etched into the rear of the parts. A sprung centre-punch can be used (see tools photo – previous page), but I used a device made by Peco modelmaker Andrew Beard (photo a); this operates with a cast sliding weight that is dropped down a shaft (b), which presses the pointed end into the brass and embosses the rivet detail (c). Repeating the action will deepen the rivet. The brass sheet should be supported on a soft piece of wood when doing this, although the process may still cause some distortion to the components, but this can be corrected by gently bending them back by hand. With the benefit of hindsight, I should have embossed these rivets much more heavily than seen in the accompanying pictures.

2. Cutting out and cleaning parts

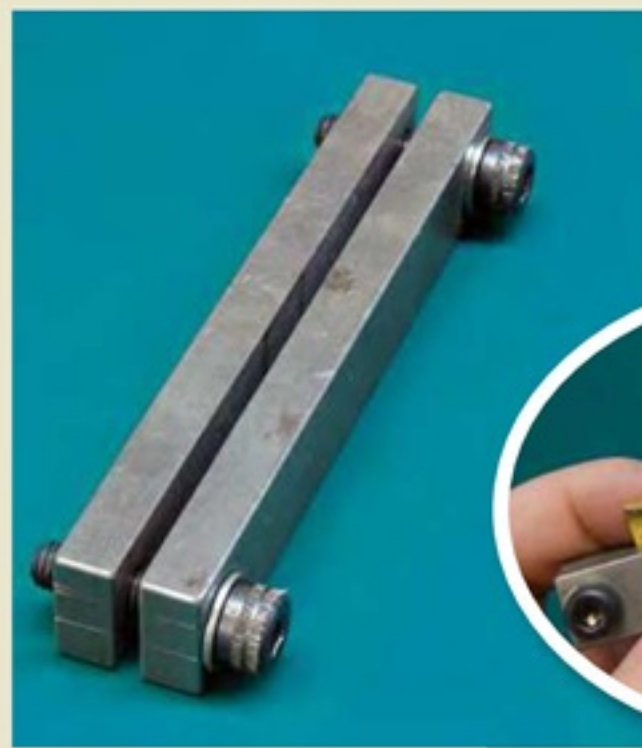


Assembly starts by first removing the main wagon deck from the rest of the sheet; use a heavy-duty knife to cut through the brass tags, remaining traces of which can be removed using a flat file (*inset*). Cut out the parts on a hard surface (such as a sheet of hardboard) to avoid causing distortion.

3. Folding parts

Fold lines are etched into the underside of the deck to assist with forming the part to the correct profile. The right-angle bend above each bufferbeam can be achieved by securing the bufferbeam in the jaws of a vice (sandwiched between two steel rules if the jaws are not smooth) and then bending the part over gently by hand. An alternative is to use a set of

folding bars, as demonstrated here. (A variety of tools and jigs for holding and folding parts are available from specialist modelmaking suppliers.)



4. Folding parts at shallow angles



To create the shallower angles in the deck, the fold line can be placed along the edge of a piece of wood, then using gentle finger pressure to create the fold (*inset*). Checks and adjustments can be made until the profile of the deck matches the corresponding valances on the brass sheet.



5. Forming longer folds



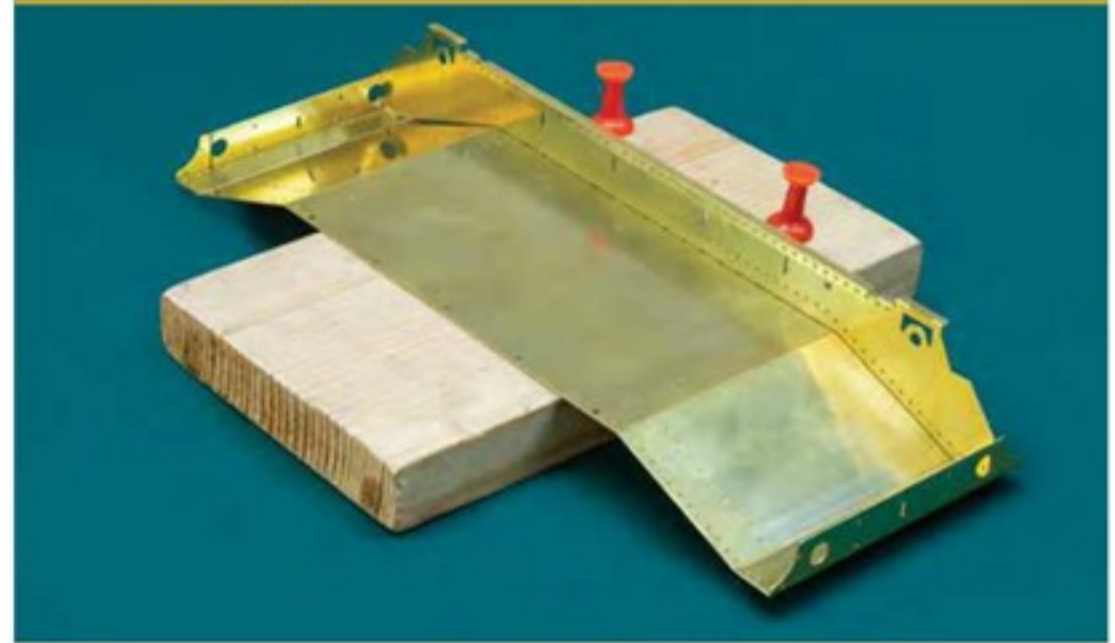
The two sideframes are next removed from the sheet and the bottom angles formed. Firstly the fold lines are scored on the rear using a heavy-duty knife until a witness line appears on the front. This assists with creating the fold. The angle is then clamped in the jaws of a vice and a large flat file is used to ease the sideframe over (a). The fold is created in small increments, working back and forth along the part two or three times (b) until the right-angle is achieved (c). The smaller sections of angle beneath each of the axleguard positions can be achieved by bending up using a pair of flat smooth-jawed pliers (d).

6. Cleaning the surfaces



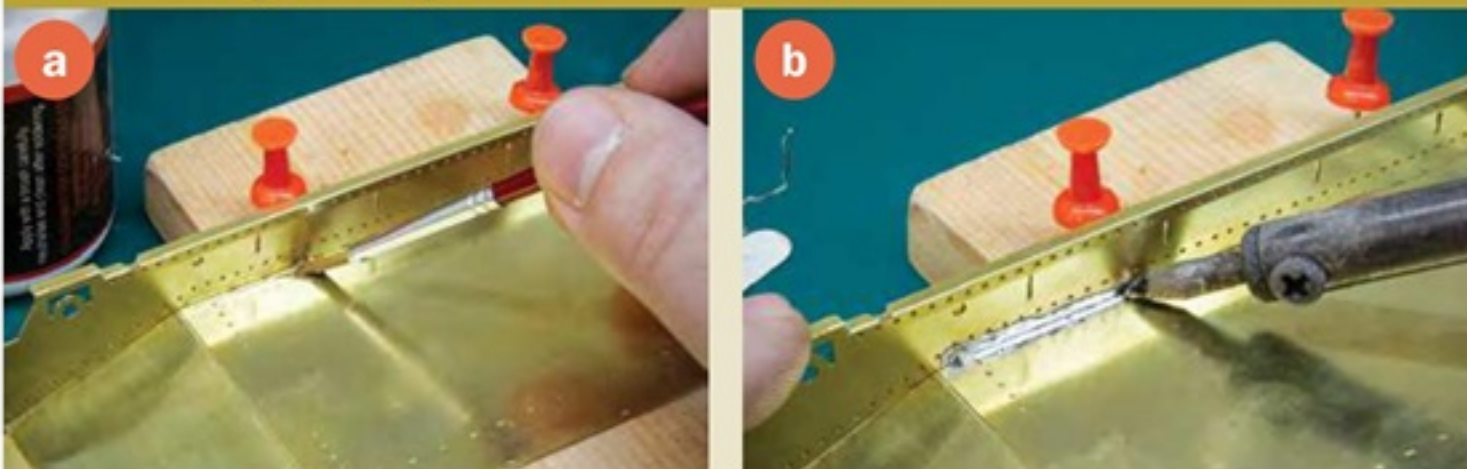
Before soldering parts together the surfaces first need to be cleaned using a glass fibre brush (two examples of which are pictured here). I find it best to clean components on a piece of disposable kitchen towel to contain any stray glass fibres. The cleaned surfaces should exhibit a bright shine, devoid of any grease marks or finger prints.

7. Supporting the assembly

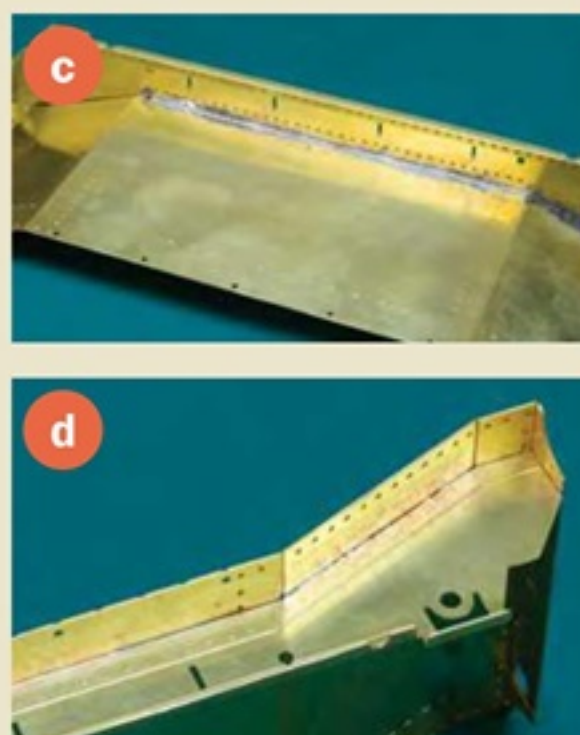


When soldering two parts together it is best to support the assembly on the workbench such that a hand is kept free to hold the iron. Here a piece of wood and pair of drawing pins have been used to support the upturned deck, with one of the sideframes positioned in the slots etched into the underside.

8. Soldering a fillet joint



It is desirable to create soldered joints on the inside of parts where possible, such that the minimum of solder is visible on the exterior of the finished model. Firstly, ensure that there is good contact between the parts being joined. Next brush some flux along the joint (a). Then pick up a quantity of solder on the tip of the iron (40 watt), carry it over and place the tip at one end of the joint. Hold the iron against the joint just long enough for the solder to flash between the parts. To run a fillet of solder along a joint (as here), when the solder flashes between the parts, draw the iron and molten solder along the joint (b). Work in increments no more than an inch at a time, gradually moving along to create the joint (c). If the parts fail to join then clean the tip of the iron, add more flux to the joint, pick up more solder and then try again. Problems usually arise because the parts are not clean, there is insufficient flux, or there isn't enough heat from the iron. The finished joint is all but invisible from the outside (d).



9. Fixing bearings to the frames



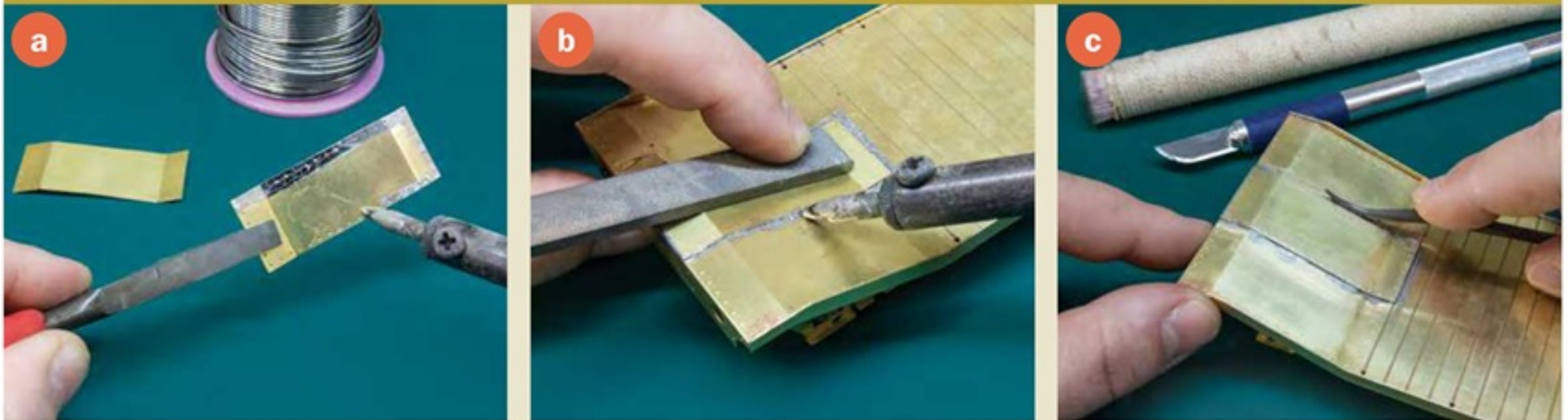
Once the first sideframe has been securely soldered to the deck along its length, the second sideframe can then be attached. The wheelsets and bearings are then inserted. As the sideframes are wider apart than the normal distance between axleguards, the bearings need to be pushed inwards to centre the wheelsets. The bearings then need to be fixed in place by soldering them from the outside against the sideframes; this requires flux to be brushed around the bearing and then the tip of the iron (loaded with solder) to be placed on the joint. As the solder becomes molten capillary action will draw the solder into the hole in the sideframe around the bearing, forming a solid joint.

10. Supporting parts whilst soldering in place



It was found that the etched slots running along the rear of each valance (a) enabled these parts simply to be 'clipped' into place along the edges of the main deck. Attaching each valance in turn, the part was held in position with a large flat file sandwiched between it and my fingers (to protect them from the heat of the iron!). The centre section of the valance was then soldered in place from the underside (b). With the centre part joined, the end sections of the valance were then soldered in place by supporting the parts against a piece of wood (c).

11. Attaching overlays



It is not always possible to solder parts together from the inside. One example of this is when overlaying parts need to be added to build up surface detail, such as here with the reinforcing plates located each end of the deck. To attach these the underside of the plates are first 'tinned' around the edges (a). Tinning refers to the application of solder to a part before attaching it to another component. The tinned part is then held in position (b) as the iron (without solder on the tip) is placed against the joint; after a few seconds molten solder is seen to bubble from underneath the edge of the tinned part as the joint is made. After working around the whole of the part, the joint is left to cool. Traces of solder can then be scraped off using a combination of needle files and a modelling knife fitted with a curved blade.

12. Slot and tab joints



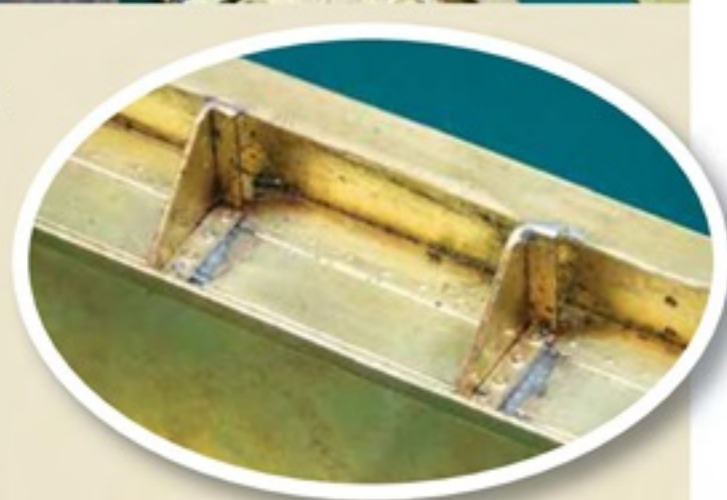
There are four triangular gusset plates on each sideframe that fold up and have tabs to engage with slots in the sideframes (*inset*). These tabs can be used to solder the plates securely in place from the back, with the top angles then soldered to the valances. Finally, a needle file is used to dress the edges back flush as illustrated.



13. Attaching small detail overlays



For small overlays such as these riveted strips, it is easier to tin them before detaching from the fret. The point of a curved needle file was then used to hold them in position whilst soldering to the sideframes. For smaller details like this a fine-tipped 25 watt iron can be used.

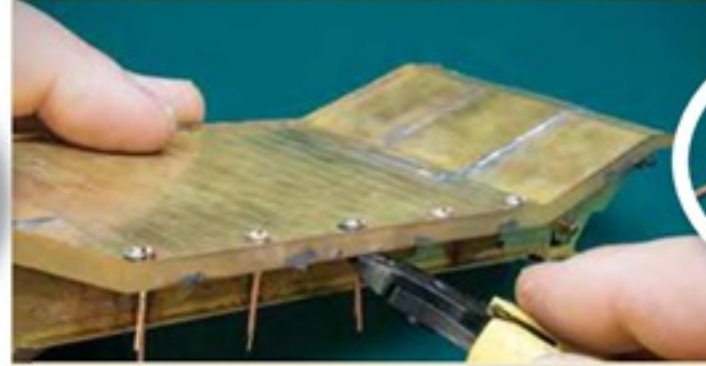


14. Fabricating details from wire



The coupling hook reinforcing plates were added to the bufferbeams in a similar manner to the riveted strips. Next the rails for the buffer beam securings rings were added, forming the U-shapes from the 0.7mm brass wire provided using fine-nosed pliers. The rings were made by winding the supplied 22 swg soft tinned copper wire around the shaft of a 2.5mm drill bit, cutting the resultant coil into individual rings using side-cutters (*inset*).

15. Hiding soldered joints



10 further rings were fabricated in the same way for the securing points on the main deck. Each of these rings (closed by adding a touch of solder) was threaded onto a copper split-pin, the tail of which was then fed through its corresponding pre-drilled hole in the deck. With the pin pulled tight, a soldered joint was made from the underside of the deck, with the excess part of the pin trimmed using side-cutters; the resultant soldered joints are fully hidden from view.

16. Attaching whitmetal castings

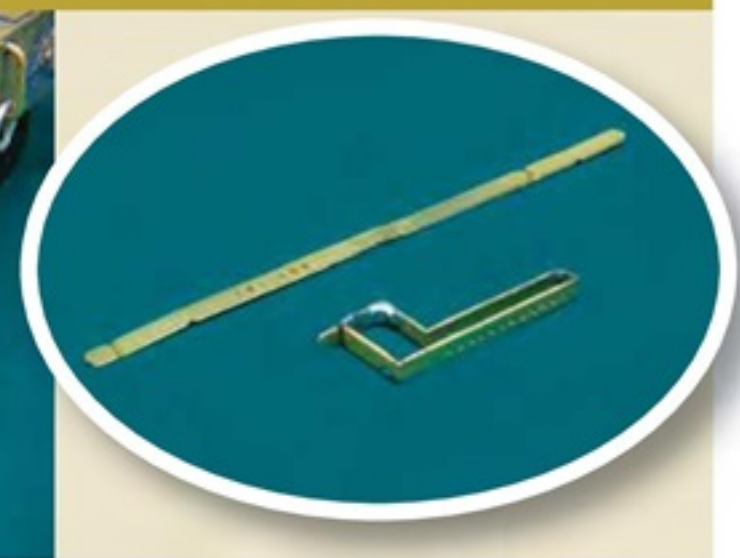


A low-melt (70°) solder is needed for soldering whitmetal castings in place (whitmetal having a very low melting point). Using one of the axleguards as an example, the back face of the casting was first filed so that it had a bright clean finish and sat flush against the sideframe. The area of the sideframe beneath the casting was then tinned using some of the regular electrical solder. With the casting held in position, flux was next brushed along the joints down each side of the axlebox. Then, using the 25 watt iron a small quantity of the low-melt solder was picked up. The tip of the iron will melt the castings, so running the iron along the join needs to be a quick, momentary action. If you linger or hesitate for just a second, the casting will become damaged. Fortunately, there are spares of most of the castings provided with the kit, which allows for a bit of practice, and the odd mistake! (For joining whitmetal a temperature-controlled soldering iron would be more suitable than the 25 watt one used here, but this can represent a significant financial investment for a first etched kit. Alternatively, castings could be attached to the brass using a two-part epoxy or impact adhesive.)



17. Strengthening delicate parts

The brake pin guides (*inset*) may appear to be rather intricate assemblies but were in fact quite straightforward to fold up using fine-nosed pliers. The folds were then reinforced with solder because the location of the pin guides leave them vulnerable to damage on the finished model. The brake levers were folded up by eye using fine-nosed pliers, before slotting through the pin guides and soldering in place.



18. Sprung buffers and hooks

The cast buffer housings have blind holes that need to be drilled through (using a 2.1mm bit in a pin vice) to accept the (sprung) buffer head/shank castings. The cast collars were secured on the tails of the shanks using spots of low-melt solder and then the buffer housings were soldered to the bufferbeams from the back. A length of hardened steel wire was then slotted through the back of the coupling hook and across the slots in the collars; this holds the buffer heads and coupling hook in place under tension, whilst also providing a small amount of springing.



19. Final details and cleaning

The last items to add were the small cast builder's plates on the sideframes. With construction complete, the model was thoroughly washed using a multi-purpose household cleaning cream and an old toothbrush. This removes any traces of residual flux and dirt, thereby preventing further tarnishing/corrosion whilst also ensuring the model is ready for painting.



Through the railway room door

Mulberry Halt

ADRIAN BOOTS will be familiar to some readers as a member of the *Railway Video Division* team – series one finalists of The Great Model Railway Challenge. Here he shares with us his *Marchwood Military Railway* inspired layout in OO.

Photography by Craig Tilley

It's all Peco's fault! Everything was ready: I had the plan drawn out, the track purchased and all the buildings completed for my 1930s era GWR layout based on Wells Tucker Street. And then the new OO gauge Bullhead range was announced...

Once I saw this I knew that *Tucker Street* had to be constructed using the forthcoming Bullhead range. But what was I going to do with all of the previously-purchased code 75 track?

The answer (naturally!) was to use it for a small layout project that would keep me occupied whilst awaiting the release of the Bullhead system.

A chance acquisition of a DJ Models Austerity 0-6-0ST in Army green livery led me to

choose the Marchwood Military Railway in Hampshire as a suitable prototype. This just happened to be laid mainly with flat-bottom rail – as represented by the code 75 track.

The Marchwood Military Railway

Why the Marchwood Military Railway? Well, it was a small military railway located near my childhood home on the edge of the New Forest in Hampshire. I can recall seeing the steam and diesel engines on the line in the late 1970s and thought for some time that it could make for a good subject to model. One particular attraction was that the system carried on using steam well after its demise on the BR network, continuing until the late 1970s.

The railway system serving Marchwood Military Port was established during the Second World War, connecting with SR metals via a junction on the Totton to Fawley



“ – I hope the layout has inspired others to contemplate a military railway – ”

Adrian Boots



branch. The system comprised at one time 30 miles of track and was used to convey personnel from the living quarters at Mulberry Halt to various parts of the MMR complex. In the 1970s there were stopping points at Port Gate Halt, Jetty Halt and – the rather aptly named – Model Room Halt!

Motive power was supplied from the nearby Longmoor Military Railway, with steam traction in the form of Austerity 0-6-0STs. The last of these to arrive was *Waggoner* in 1973 (which went on to become the last steam locomotive to operate on the MMR in 1979). The MMR also had an eclectic range of diesel locomotives (introduced from 1960), together with examples of former Longmoor Military Railway rolling stock (the LMR closed in 1969), a converted steam crane and a custom-made water wagon built on a carriage chassis.

The filming of the 1978 Enid Blyton children's film *Five Go Off to Camp* took place on the railway, whilst a number of enthusiast specials have run onto the system over the years and – up to the mid-1990s – there were occasional open days.



Mulberry Halt was created using a modified Bachmann Scenecraft wooden platform, with access ramp and fencing added. The LMR coach (Bachmann) is an Invicta Model Rail exclusive.

Track plan

The MMR was quite a complicated network, so I have selected a number of key features (two halts, an engine shed and set of exchange sidings) and adapted these to create a model that captures the overall look

A Class 33 is seen running round its train of box vans, brought in off of BR metals. An eclectic stud of army locos is seen 'on shed'.





The collection of army locomotives includes a Bachmann Class 03 and Hornby Ruston & Hornsby 48DS. The latter has been named *Pluto* using custom-etched plates from Narrow Planet.

and feel of the railway system – effectively condensing a few miles of running line onto a single 6' x 2' board. My thinking was that, by bringing all these elements together in this way, it would provide the basis of a fun and engaging layout. Furthermore, this would fit comfortably in my railway room and enable *Wells Tucker Street* to be built on the adjacent side of the attic space, with them ultimately connected together.

The track plan is chiefly based on the set of mirrored points at the Mulberry Halt end of the

MMR. The layout is actually set across three levels; the engine shed and coal stage area are on the highest level, an exchange siding is on the middle level, with the through line and passing loop on the lowest level.

Trackwork and point control

Pointwork is all medium radius Peco code 75, with Streamline flexible plain track. Point actuation is the 'wire in tube' method, installed underneath the baseboard; basically piano wire running through net curtain cabling, secured to the underside of the board using electrical connector blocks. This has proven to work well and I enjoy manually setting the points for train movements. My wife, Renee, was most upset to find that her net curtain wire was missing; she doesn't know to this day that the rest of it was actually used on our team's *Melton Down* layout for the final of the TGMRC!

Structures and scenery

The landforms were made from layers of foam sheet, sculpted to the rough shape and then

A personnel train arrives at the aptly-named Model Room Halt. The collection of military rolling stock includes the loaded Warflat (Hatton's) visible in one of the sidings.



A separate backscene module gives the impression when looking through the exit to the fiddle yard that the scenery and line continues on.

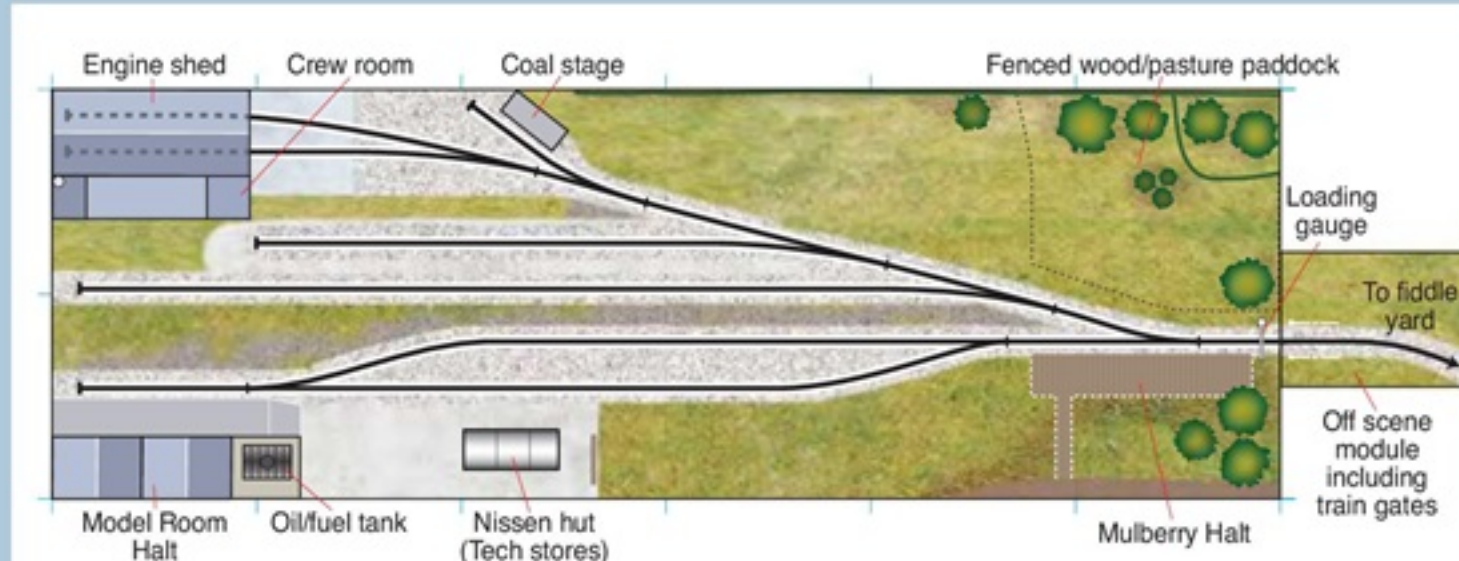


The layout is the first of three scenic modules that will form a continuous run around the loft space. Stage two will be a model of *Wells Tucker Street*.



covered with Woodland Scenics plaster cloth to provide a hard outer shell. The surface was then painted with brown and grey poster paint. Ballast is fine grade light grey by Woodland Scenics, weathered in places using various Lifecolor Rail Weathering paints. I have used these for all weathering on the layout to help tie it all in together. The manual ground frame levers are adapted white metal items from the Knightwing range.

Model Room Halt just had to be included on the layout. I couldn't find a suitable ready to plant building or kit to bash, so this was built from scratch using Ratio sheets on a foam board structure. The platform is Metcalfe, faced with Scalescenes brick paper. The adjacent fuel tank is an old Airfix kit, adapted and mounted on a scratchbuilt base using foam board and brick paper. The



Mulberry Halt Overall size of scenic section 6' x 2'. Each grid square = 1' x 1'.

Nissen hut is a weathered Bachmann Scenecraft model.

The engine shed is an adapted Gaugemaster kit. The lifting jacks inside are from Bachmann; I have no idea if they were used in the 1970s but they look the part. The attached crew room is a modified Bachmann model, which has been extended at both ends. The shed and crew room are equipped with Scenecraft working lights. The coaling stage is also a Metcalfe platform, once again covered with Scalescenes brick paper.

Mulberry Halt itself is a Bachmann Scenecraft wooden platform that has been modified with an access ramp, constructed using Ratio sheets for the decking and Plastruct parts for the fencing. The army figures and station signs are from Model Scene, the entrance gates Peco and the loading gauge is a

heavily weathered Southern Railway item by Ratio.

Trees are a mixture of Model Tree Shop, WWS Scenery and Woodland Scenics products, whilst ground cover is made up of burnt grass/earth scatters by Woodland Scenics, finished off with tufts and long summer meadow grass by Peco. My approach was 'less is more'.

Backscenes and fiddle yard exit

The backscene behind the shed yard is a modified ID Backscenes photographic print of Brighton Port. A bit of trial and error was required to set the horizon at a level that looked convincing.

I was keen to do something to disguise the transition between the



▲ The shed features interior detail (including loco lifting equipment) and lighting.



scenic section and the fiddle yard, so I made a separate backscene module such that when looking through the exit to the fiddle yard there is the impression that the scenery and line continues on. The loading gauge and set of gates were also located to try and further disguise the hole in the backscene. The backscene was created using woodland images, printed onto paper.

Operation

In essence, *Mulberry Halt* is a simple shunting puzzle. Typically, a BR blue Heljan Class 33 brings in five wagons, depositing these in the loop before then running round and picking up its outgoing wagons from the exchange siding. It then departs, bound for BR metals.

One of the MMR shunters is then called upon to collect the newly-arrived wagons

from the loop, moving these across to the exchange siding before rearranging the vehicles as required to form a new outgoing train.

Meanwhile, the Austerity runs an internal passenger service using the ex-LMR BR Mk.I suburban coach. Once clear, the Crompton returns (with a new set of wagons) and leaves again with the reformed rake. Things can be made more interesting with the occasional introduction of a longer wheelbase wagon!

Analogue – and digital!

The layout is controlled using a Gaugemaster DCC75 Tech 6 controller, which enables me to switch easily between using my sound fitted DCC locos and analogue locos. The layout is not wired up with droppers or a bus

wire for DCC, just the two wires from the controller to the track. It works! Eventually I plan to fit digital sound to all of my locos, which might prompt an upgrade of the control system once this is complete.

And finally...

I hope the layout has inspired others to contemplate a military style railway; there are a number of advantages to modeling such a prototype, including no need for point rodding or signalling – and you can run pretty much what you want...

The creation of this layout would not have been possible if it wasn't for the excellent Disused Stations website – www.disused-stations.org.uk. I cannot stress enough what a valuable source of information this has proven to be.

And finally, with *Mulberry Halt* complete and the first items of Bullhead trackwork now available, it's back to my *Wells Tucker Street* project – watch this space...

Austerity 0-6-0ST Waggoner was used at the MMR until 1979 to haul the internal passenger trains. The model is a DJ Models product, fitted with etched plates from Narrow Planet.





RAILWAY MODELLING *Explored*



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

THIS MONTH • A family layout in OO • ARP signal box • An illusion of depth

The tracks of our years

CAROL FLAVIN, captain of the Loco Ladies team in series two of The Great Model Railway Challenge TV show, describes Edge Hey & Strines, the home based OO gauge model railway system that has been created with the involvement of family members from three generations.

Layout photography by Derek Shore.

The creation of a model railway can be realised in many ways. In my case it was through my grandchildren. A good friend, Dave Hodgson, enthused our eldest grandchild, Joshua, when he allowed him to drive the locos on a narrow gauge exhibition layout at a local show. Following this, my brother David Smith helped him to build his first model locomotive, whilst my husband David took him to various local model railway exhibitions. Incidentally, our helpful local model railway shop owner is also called David

– you may notice a theme here regarding certain names!

Josh's interest continued to the point of wanting a OO gauge layout of his own. However, his parents were renovating a house and space was an issue. He asked if he could build what he had and make it into a railway at our house. Handling small objects can be a problem for my husband David because he has Parkinson's, so rather than disappoint Josh, I said I would help him. And that's how my involvement started.

Carol and two of the grandchildren for whom she built the model railway, admiring the passing of Merchant Navy Class No.35020 Bibby Line and the camper van (a new addition). Josh Pottinger is in the middle and his brother James Pottinger is on the right.



▲ Carol Flavin is from Yorkshire and was the Loco Ladies team leader in The Great Model Railway Challenge.



▲ The original trestle table layout with a diorama in each corner.

Getting started

Using a trestle table to begin with, I helped Josh – together with his brother James and cousin Jody – to lay the track and run the locos. However, we looked at it and realised that the layout needed more than that. We needed stations, hills, tunnels, houses, scenery... plenty of things to start bringing the surroundings to life.

Once I started to look around, I realised what a wealth of items and ideas there are available to those starting out. However, model railways can be an expensive hobby as anyone knows who has looked at the cost of buying everything brand new. Therefore certain items were sourced second-hand from specialist traders at exhibitions.

By this time we were beginning to outgrow the trestle table top; the layout had a number of tracks with a complex arrangement of points, a station, bridge, tunnel, a small village and four dioramas one in each corner including a signal box, two farm scenes and a ruined castle with a waterfall on it. This was the beginning of my love for making scenic dioramas which has never left me.

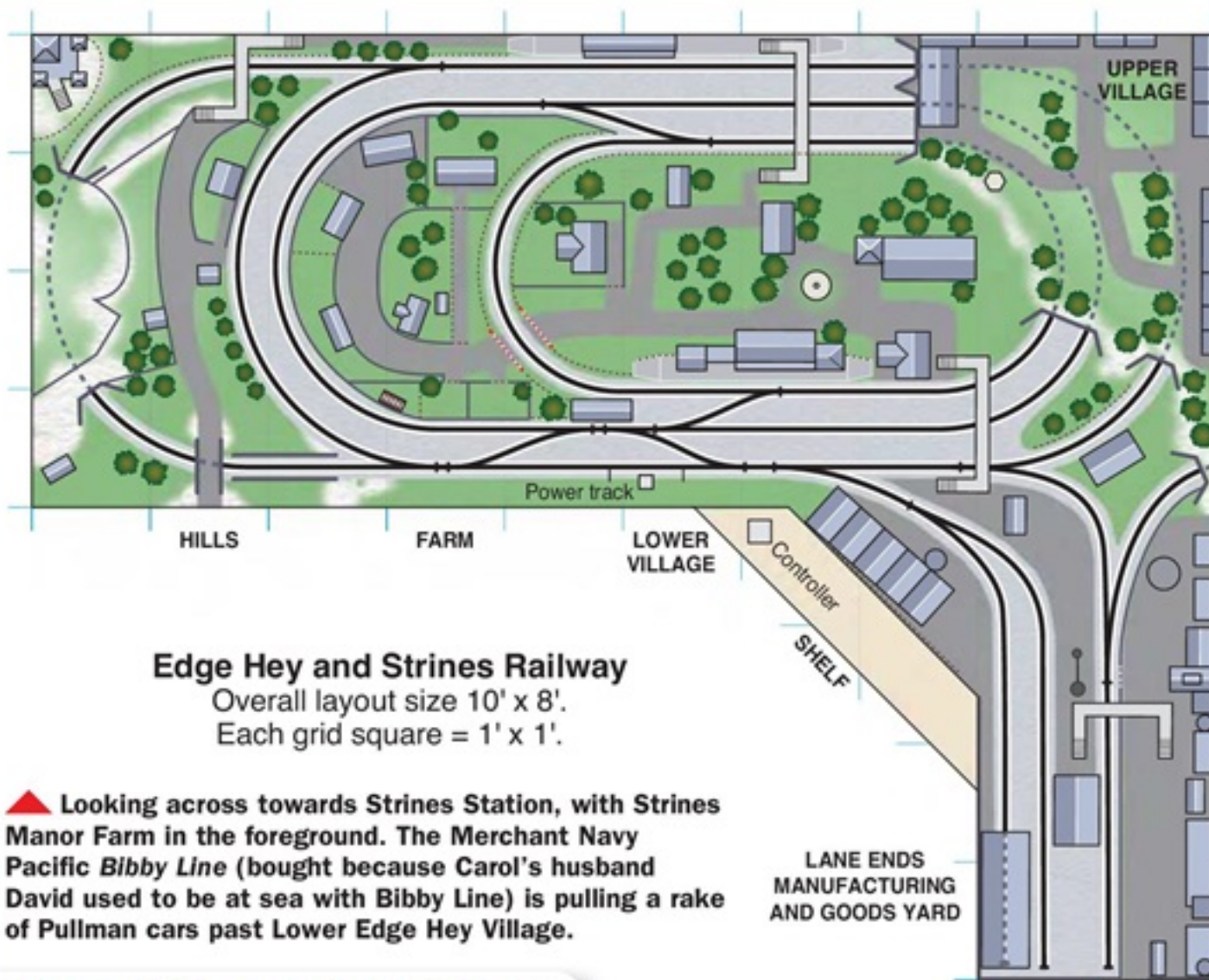
A dedicated room and baseboard

The kids and I persuaded my husband that we needed to transfer into one of the spare bedrooms. He helped me to build a 10' x 4' baseboard with an L-shaped extra 4' x 2' section, which functions as Lane Ends Manufacturing and Goods Yard (see plan). We used Oriented Strand Board (OSB) on a firm base, covering the surface with cork.

I wanted the layout to represent places that David and I had lived in over the years so one village is called Lower Edge Hey and the other is Higher Edge Hey. The farm and its surrounding hills are called Strines and the factory area is Lane Ends. Each of these areas have their own station.

One of my son in laws, Rob, suggested we called the layout 'The Tracks of Our Years' which I still think is very clever and funny and my talented brother David made us a series of signs for the railway.

Once Josh and I had finalised the design of the track we painted underneath where the track was to go with dark grey (the surrounding scenic areas were painted a dark



green). From then onwards the way that we designed the layout was, probably to most model railway aficionados, an anathema.

The track is laid out in four loops, with pointwork installed to enable trains to move from one loop to the next as required. Metal rail joiners provide the electrical connections, this to avoid any need to work on the underside of the baseboard.

Young imaginations

As the scenic aspects of the layout grew to fill the space available, the boys had their own take on what should be included. Josh thought there should be a swimming pool, so one was placed into a suburban garden. He also wanted a castle with snow, so we made that together (I do appreciate the contrast but decided it didn't matter that much!).

James' interest is with cars rather than trains so I made roads for him to 'drive' his



▲ The EH&SR Company layout looking across from Strines Mountain to Strines Manor Farm, the village school, and Lower and Higher Edge Hey Villages.

In the background the SE&CR Terrier arriving at Edge Hey station with fire crews dealing with a burning factory in the foreground. ▶

now extensive range of OO vehicles along; he even packed up a selection of these vehicles, and gave them to me before I took part in The Great Model Railway Challenge and said, "Grandma, you can use these on the TV layout if you want." The vehicles also went to last year's Warley National Model Railway Exhibition with us too!

Jody was determined we should have lakes so that there could be boats on them. None of the stretches of water are very big, but he got his wish. Two of our other grandchildren, Finn and Hebe, wanted to see lighting added so I have used individual battery lights as well as LEDs to illuminate some of the features on the layout.

Running trains

We have three different sets of trains that we run on the layout. Firstly, we have a collection of stock that the children are allowed to use; these are all analogue control and some items are of quite a venerable age having been given to us.

Secondly, there are the models that David likes to use, all of which he has bought to represent an era that he is interested in – because his great grandfather worked as a station master for the Southern Railway.

The Class E4 in Southern green is leaving Lane Ends station pulling two clerestory carriages. The station services the Lane Ends Manufacturing Yard. The fiddle yard is in the foreground. ▼



Thirdly, I have a number of DCC fitted models that I learnt how to program, and which I can run on the layout by attaching a digital controller. I have also installed decoders in four 'DCC ready' locos, as well as purchasing some new ones.

What's next?

The layout hasn't stood still since these photographs were taken; having made the mistake of using some second-hand points, I have since replaced these with brand new

ones. The bed and the rest of the furniture has also been removed from the railway room to make way for the addition of another 4' x 8' baseboard – ready for lots more fun to be had planning and building!

This layout provides tremendous enjoyment for three generations of the same family (the boys' parents having a go from time to time!) and – horror of horrors – the children even get to play with it when I am not there to supervise...



Constructing the Ratio ARP Signal Box



CALLUM WILLCOX demonstrates how to paint and assemble this new 4mm scale plastic kit, following pictures of the prototype at Town Green.

Photography by the author

Britain's railways were a vital lifeline during WWII, which made them a prime air raid target for the German Luftwaffe. Infrastructure such as signal boxes were crucial in keeping the network moving. However, many of these were of wooden construction, which made them susceptible to damage. The Air Raid Precaution (ARP) Signal Box was designed as a counter measure to reduce the risk of such damage, with the majority of the box being of a brick and concrete construction. Around 45 ARP design signal boxes were built

during the course of the war, with further examples being built to a similar design by British Railways post war.

The new Ratio Wartime ARP Flat Roof Signal Box (ref.554) is loosely based on Town Green box, which was located near Ormskirk on the London Midland Region. A basic set of modelling tools is all that is required to construct the kit, together with a small selection of paints and powders to bring the model to life. Assembly is very straightforward, making it an ideal starter project for beginners.



▲ The set of kit components as supplied. (The clear plastic packaging is used to provide the glazing.) The completed model has a footprint of 100mm x 54mm.

Assembling the model



First the blue brick strips were painted using Humbrol Enamel Matt Oxford Blue No.104. I used the bricks themselves as a guideline, counting the number of bricks in height for each strip (eight bricks for the bottom strip and three bricks for each of the middle bands), based on images of the prototype box at Town Green (see RM March 2020 p249). This was done whilst the parts were still attached to the sprue, making them much easier to handle. The remaining exposed brown plastic provides an ideal base colour for the overall red brick colour of the box.



The parts that make up the concrete steps are moulded in grey plastic. Humbrol Enamel Matt Pale Stone No.121 is dry brushed over these parts, to build up more of a beige concrete colour. Don't worry too much about achieving an even coverage, as it will be disguised with weathering at a later stage. The same dry brushing technique is used for the raised concrete sections around the windows, roof and door frames on the main structure too (inset), whilst the interior walls also received a coat. Allow 24 hours for the enamels to harden.



A wash consisting of Humbrol Acrylic No.RC417, thinned down with water was used to pick-out the brickwork. The wash was applied with a brush (main picture), then quickly rubbed off using a tissue, which gives the effect of the mortar courses (inset). Acrylic thinned with water is ideal for this step, as thinners might damage the blue enamel layer below.



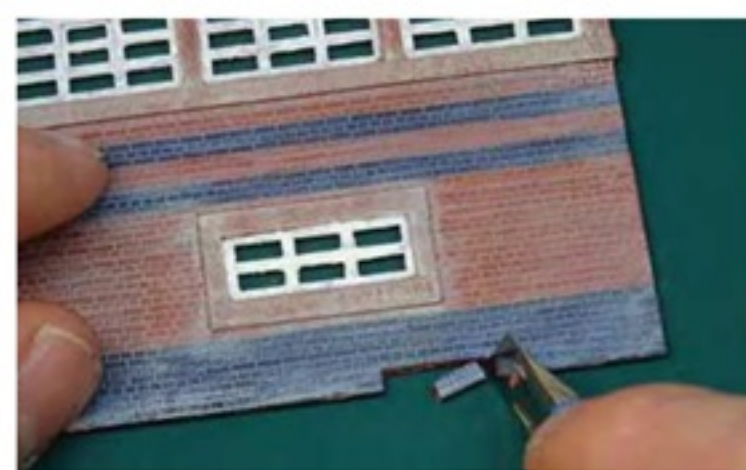
Referring to pictures of the prototype, individual details were picked out and painted; Humbrol Enamel Matt White No.34 was used for the window frames, Matt Wine No.73 for the box name boards and guttering, and Matt WW1 Blue No.109 for the doors. A fine brush was used on these parts to avoid overspill.



The clear plastic packaging in which the kit comes in is used for the glazing. Using a steel ruler and a craft knife, a number of strips were cut. The instructions suggest using single strips across multiple windows, however I chose to cut and fit individual pieces of glazing for each window. Each frame has a recess into which the piece of glazing can be seated. Once in position the glazing was then secured in place using small amounts of Plastic Weld (inset).



Prior to assembly, provision for the point rodding was made with a steel ruler and craft knife; the aperture for the rodding on the Town Green box was offset to the right, just below the right corner of the locking room window; once again images of the prototype were used for reference.



With all the glazing fitted, the box was then assembled. The wall pieces were attached to the main floor using Deluxe Materials Roket Max Super Glue, taking care to ensure all corners were square and flush. The glue was applied sparingly along the inside of each join to avoid damage to the paintwork on the outside. Once dry, any gaps that had appeared were filled using a small amount of Humbrol Filler (inset).



The inside walls were painted once again using Humbrol Enamel Matt Pale Stone No.121, this time for a more uniform finish. The floor also received a coat of Humbrol Enamel Matt Khaki No.26, to represent the wooden planking.



Assembly of the staircase required some patience, with each step having to be individually glued into position. With one of the side pieces laid flat, each step was carefully put into position using a pair of tweezers, and secured in place with Roket Max. Small adjustments were made before gluing the other side into position. Once complete, the staircase was attached to the main structure (inset).



The roof pieces come moulded in the same grey plastic as the steps. The grey makes a good base colour for representing roofing felt, which many of these boxes were lined with. With the stove pipe glued into position, Humbrol Smoke Weathering powders were generously used to build up this effect, with the textured surface holding the powders well. The powders were then sealed with a quick spray of matt varnish.

The main structure also received a light dusting of weathering powders; the windows were masked beforehand to avoid misting up the glazing. A large soft brush was used to apply the smoke powder; to keep the weathering subtle, I used a piece of tissue to remove the majority of powders from the brush first, before drawing the brush across the surfaces of the model in downward strokes. The powder instantly transformed the look of the concrete sections, giving them a suitably dull and drab look. With the weathering complete the roof was clipped into position (not glued), to allow for the future installation of interior details and lighting.



Creating the illusion of depth

CALLUM WILLCOX demonstrates how the careful use of printed photographs can make even the smallest of layouts appear much bigger than they really are.

Construction photographs by the author

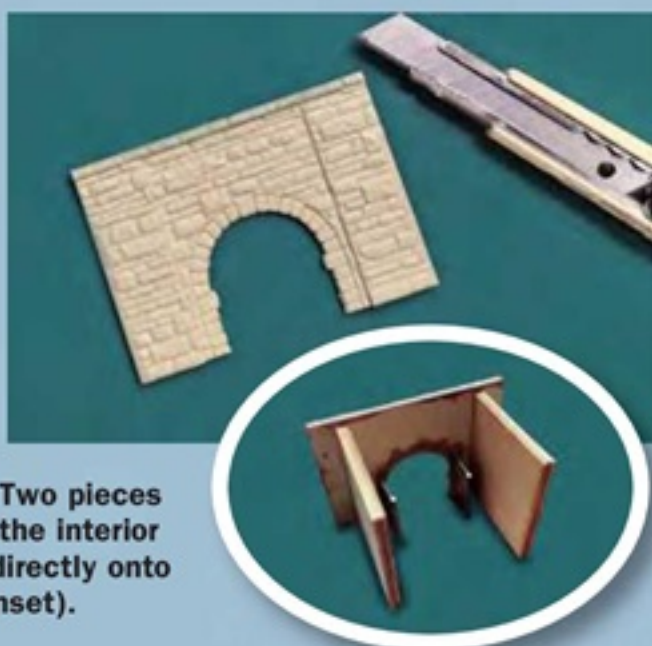
When constructing a micro layout, I often try to find the best way to maximise the space I have, which can mean tricking the eye into seeing something that isn't physically there. This is

very much the case on my under-construction WW1 OO9 micro layout, the scenic area of which is only 730mm x 207mm.

The layout incorporates a pair of rail served ammunition bunkers; these are set in close

proximity to the backscene, but with careful use of printed photos these have the illusion of being long tunnels running deep under ground. The following step-by-step sequence shows how I did it...

1 Wills Cattle Creep Arches (ref SS38) made an ideal bunker entrance for the project, being of similar stone construction to those I was basing the bunkers on. These were dry-brushed with Humbrol Enamels No.70 Red Brick and No.64 Light Grey, to bring out the desired stone effect. Two pieces of MDF were cut to form the interior walls, which were glued directly onto the back of the arches (inset).



2 For the bunker interior I used a photo that I took during a visit to the Jersey War Tunnels Museum; the island's former German WW2 hospital complex. I took the photo (inset) from chest height looking straight down the centre of the tunnel. The image was then pasted into a Word document, multiple times at slightly different sizes, before printing and cutting out.



3 The printed images were each tested in position to find the one that was the best match for the scene; this proved a bit of a challenge, as not only did the floor and walls have to line up, but also the rails which run into the bunker complex. The arches were then placed in front to see if the illusion worked (inset); the distance between image and arch being only about an inch.



4 With the printed images then glued in position against the backscene, details such as figures and lighting were added into the small physical part of the bunker. The arches and walls were then fixed into place, with the landforms built up around them.



5 The completed scene demonstrating the illusion. A mixture of Woodland Scenics foliage has been used to blend the bunkers into the hillside, with figures and trench items added to the surrounding areas, creating a busy military scene with plenty of depth.



Elizabeth Thompson



Interacting with your audience

I'd never built my own model railway until relatively recently. However, I have regularly worked with my husband, Angus, on his (our?) layouts over the last 20 years, as well as having attended numerous model railway exhibitions throughout the UK, in the mixed capacities of 'wife of passionate railway enthusiast', 'mother of devoted Thomas fan (now adult and still railway-devoted)' and 'steam engine lover in my own right'.

All this model railway activity has provided me with opportunities to meet so many railway modellers and to observe their interaction with visitors. I tend to be quite curious, so often ask modellers – mostly male – questions regarding their work.

I have learned a great deal by doing this, not least that the vast majority of railway modellers, and certainly just about all those whom I have met, could not be more helpful. They have always been very willing to talk about their layouts, discussed ideas, have shared a joke and modelling tips with me, shown me how to work with brass kits, often assumed (frequently correctly!) that I 'probably don't know about this bit'. If I'm sure that I do, I will say so; if I don't, I will ask...and I have never felt patronised or put-down. Of course, it's important to pick the moment to ask, as they may be concentrating on the running of their layout or on, for example, wiring a decoder correctly...

I have, however, seen a few modellers who seem to avoid interaction with visitors

deliberately. A smile goes a long way, but only if it's offered. The visitor may have simply said, "Excuse me, could I ask you...", but the modeller's stony look says "No, I'm busy" and the message becomes "I represent an unfriendly bunch". Thus the opportunity to bring another person into this wonderful hobby may be lost for good.

Of course, that sort of behaviour occurs in all walks of life – we've all wished sometimes that we could be elsewhere – and perhaps the modeller just wasn't having a good day him/herself.

Regarding the Talking Points article in the March 2020 issue by Carol Flavin on her railway club visits, in which she suggests that women may feel intimidated in a men-only environment, I wonder if the opposite might be the case; the male members might have felt a little bit intimidated themselves? After all, women are

renowned multi-taskers with many transferable skills! Or maybe they just didn't know what to say. Seriously though, I do realise that a single woman could feel very awkward in that situation and I definitely would sympathise with that. I wouldn't feel inclined to go back either.

Angus became a member of the Double O Gauge Association (DOGA) two years ago. DOGA has also recently introduced a spouse membership scheme so that I am now a member too. This innovative scheme may boost DOGA membership in the future. One of the major benefits of DOGA membership is the free access to its online forum. All railway-related modelling questions are treated seriously and, as expected, there will always be someone who is able and willing to respond. This welcoming online

All this model railway activity has provided me with opportunities to meet so many railway modellers and to observe their interaction with visitors.

community is thus a major information resource and, in the words of the DOGA slogan, you can 'meet the friends you didn't know you had'. Exhibition staffing and attendance can also be arranged beforehand via the forum, which is important and helpful.

I believe that the forum forms part of the positive hobby-promoting force which Carol wants to see.

I built *Muckstan Hollow* to help the DOGA stand attract more people, as well as to

suggest what might be worth a try on a OO mini-layout (*MH* measures 16" x 36"), since space is often at a premium at home. *MH* has a combination of scratchbuilt items, including a platform; a kitbashed engine shed; card kit properties; laser-cut signal box and interior; whitemetal and plastic figures and items; cast rocks; brass kit sheep vans (complete with sheep and a lift-off roof to prove that they are there!); road vehicles, as well as other small coaches and trucks. The vans are hauled by a steam tram, while three other steam locomotives

perform the other railway duties as they run along on Peco OO track, obeying working signals. *MH* has its own yard lights and the street lights, which illuminate the pond and waterfall at 'night'. It also has its own story to tell – an essential, I think. The layout is DCC, thanks to Angus.

Several DOGA members, including myself, have completed three exciting days at Model Rail Scotland 2020 in Glasgow, where we have had a constant stream of visitors to the DOGA stand and some new member sign-ups (Thank you!).

I am delighted to report that numerous children have taken up my offer to drive the engine of their choice and, without exception, have done really well! The layout is unscathed, families have photos to remind them of their day out. A number of adults have commented that they have some new ideas for a layout and have photographed

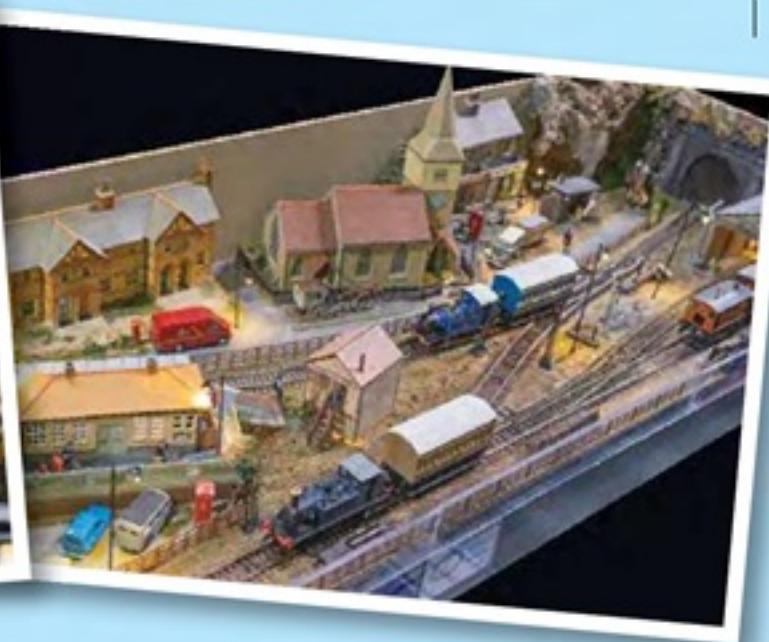
MH to help them. I hope that visitors have enjoyed their visit to *MH*. If you were one of them, thank you for coming!

As for me, I have to get on with the building of the next mini-layout.

Now... where did I put the PVA?

Elizabeth Thompson is one half of a railway modelling married couple from Scotland.

Elizabeth and Angus Thompson (far left), seen with *Muckstan Hollow* and its wealth of details and lighting at Model Rail Scotland 2020.



Readers' Letters

SECR memories rekindled

South Eastern & Chatham Railway Spotlight
Modelling the pre-war scene - 12
March 2020 Issue

Modelling the SE&CR
The SE&CR was a unique railway, with its own identity and character. It was a railway that was built for the people of the South East of England, and it was a railway that was built to serve the needs of the people of the South East of England. The SE&CR was a railway that was built for the people of the South East of England, and it was a railway that was built to serve the needs of the people of the South East of England.

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I just had a bit of a surprise, browsing through the March 2020 RM, when I came across the article on pages 232 and 233 about the SE&CR and the photo of Adisham. Allow me to tell you a tale about this station.

After World War Two and following his Fleet Air Arm service flying Fairey Barracudas, my father returned to live with his parents at Wingham, a village about three miles from Adisham. Every day he cycled to Adisham to get the train to Dover where he worked in an insurance office. Come rain or shine or howling gale, he battled the weather on his bicycle and every morning a beautiful girl would appear on the platform, always immaculately turned out, never wet or windswept.

He couldn't figure out how she did it; no car or bus ever dropped her off. And even stranger, if the train was running late, she would still appear just moments before the train arrived; she never missed it.

In those days they were still using compartment stock and when the train arrived, they would both board in different compartments, and that would be the last he saw of her before they got off the train going home, when she would walk into the station building and... disappear!

It took my dad months to figure out

that she was the station master's daughter and therefore lived in the station building. But eventually he got talking to her, and in time they got married; she is my mum!

DICK CLARK

With reference to the photo of Polhill signal box on p233 of the March RM, a friend of mine used to be a signaller there; he told me of an incident when, on duty, he halted the steam-hauled Golden Arrow while it was in full flight climbing up to Polhill Tunnel. The up 'slow' service, like the one in the photograph, had passed the box but not cleared the section so he rightly kept his signal, shown in the photograph, at danger.

The driver must have been thinking that the signal will be pulled off, as you don't halt the 'Arrow' without good cause! When he had to stop he was not very happy, and when the signal was cleared a while later he had problems releasing the brakes. Also, as the train was on an up grade this caused quite a delay.

The signaller was summoned to an inquiry afterwards, but was exonerated because he had carried out his duties to the book!

Thank you for a great magazine!

KEITH TOMLINSON

Halve the task, double the effort

I quite agree with Craig Tiley's Comment piece (April); firstly we wish to make our hobby fun but it can become monotonous at times. So by halving the task, we can double our efforts. In like manner, when I scratch-build or make kits, I add different sides on the vehicles, so I can have something like a first class express run off scene, then rotate the entire fiddle yard ready for a 'different' third class local to emerge: or at very least the stock is numbered differently.

PETER CADMAN



A process of improvement

Being 'confined to barracks' gave me a fresh chance to look at old magazines and start doing some railway stuff. I finally decided to replace the footbridge at Natow Junction, on my Robertstown layout - see RAILWAY MODELLER March 2015.

The chunky Dapol bridge (right) never looked appropriate and as can be seen the support legs extended right up to the edge of the island platform. So I built and painted the Ratio footbridge kit.

Attached is the photo I took on my phone of the new bridge (below). The bases had to be raised a little to provide sufficient track clearance.



I hope readers will agree it is an improvement.

OWEN EDIS



The Deane fiddle yard concept

Ian Stock's mention of the Deane fiddle yard concept [in *Elgin East, March RM*] brought back many memories. I had used this basic design in the 1970s for a model railway that I built in a garden shed. My fiddle yard had through roads rather than terminating ones. The layout gave me many hours of pleasure and was fun to operate.

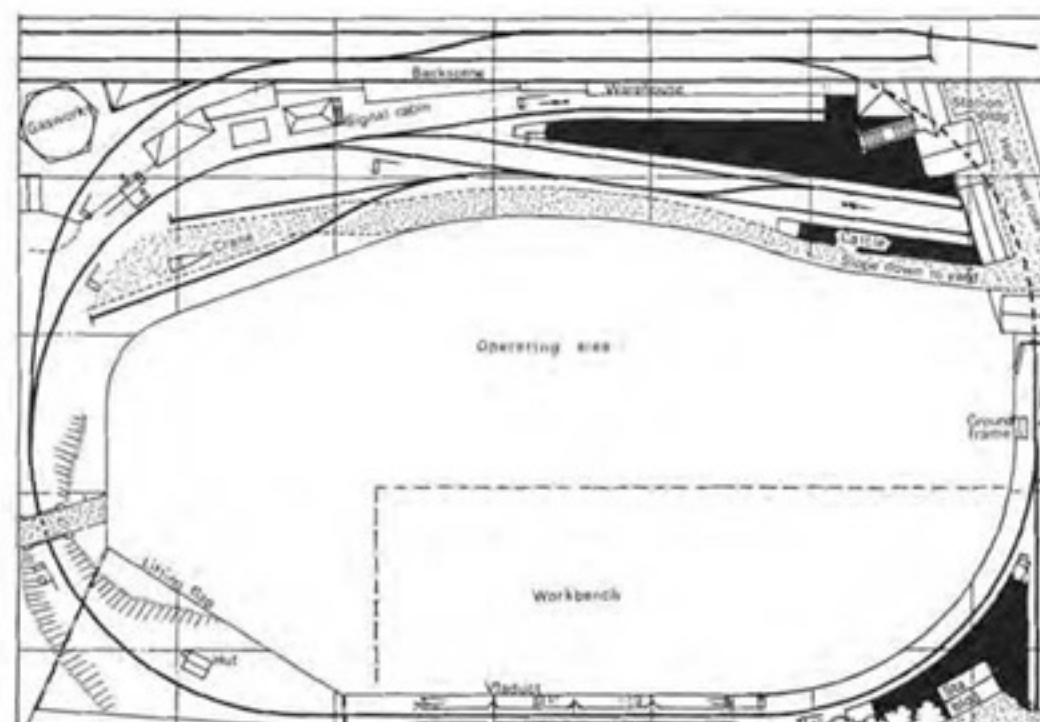
One source of fun was to have duplicate goods trains - one with open wagons empty and the other with them loaded (with coal). The empty one could run around the layout from the fiddle yard and disappear into it again

at the other end. Then it could reappear fully loaded.

It just meant having two identical locos - great times!

JOHN DINNING

Editor's note - for readers unfamiliar with the concept, the Deane fiddle yard, so named after Maurice Deane, its instigator, was popular in the 1950s and was frequently employed by erstwhile RM editor Cyril Freezer in many of his plans, such as the one shown from November 1971. The industry on the continuous run is a gasworks.



The younger generation – don't write us off yet!

In response to Ian Nuttall's letter in RM March 2020, I feel he may have missed the point of my opinion.

Last year, my team, *Railmen of Kent* became winners of *The Great Model Railway Challenge*! I was far from the most important team member – kudos to Uncle Chris and Great Uncle Nik – but I learnt heaps of modelling skills from the experience.

Since then, I have finally finished my layout at home – see photos – and although there are plenty of pre-packaged scenery items on it, it required plenty of engineering and artistic endeavour to complete it.

I did virtually everything myself, from creating the design and building the baseboard, to adding trackwork, scenery, weathering and most of the electronic components. Dad helped me with some tricky wiring.

With that, I'm afraid Ian is wrong to suggest I don't appreciate the artistic and craft-like nature of the hobby: just how many of those aspects of model-

ling are considered 'out-of-the-box'?

I was simply making the point that, presently, I am more content buying a nicely detailed R-T-R loco, than spending long hours and maybe more money on a scratchbuilt model or kit that I might not be able to finish.

To Ian's other point about forestalling 'evil problems' in later life. At the tender age of 20, they are not things I have experience of, but I can see why the arts and crafts side of railway

modelling is important in that context.

I am still considered a young modeller and hopefully my best years are yet to come. I have just begun to delve into the world of customising R-T-R models. In time, as my experience develops, perhaps I will attempt to scratchbuild a Class 375, we all know how much I want one.

A plea to Ian: please don't write off the younger generation of just yet!

NICK GARNER



Making the hobby a welcoming experience

In response to Carol Flavin's article regarding the hobby welcoming newcomers (March), I am inclined to agree with her comments about the life expectancy of traditional clubs.

As team captain of Team Muddle And Go Nowhere in Channel 5's *The Great Model Railway Challenge*, we firmly fell into the category of using social media to communicate with our somewhat disparate group of friends.

In our case, half the group lived locally and the others in another cluster some 45 miles away. We used predominantly Facebook Messenger to swap ideas, sketches and pictures and used the video-calling feature to meet 'virtually' on a regular basis.

We boasted two female team members within our ranks, including my daughter Lucy who, at 16, was the youngest competitor in the show. As a team we have continued to work on the layouts since filming, meeting up regularly and have been exhibiting them at local shows.

Following on from the show we did canvas interest in setting up a local club, with the layouts forming the starting point for construction of a club layout. Unfortunately we received only a few expressions of interest and they came from mostly older men!

Perhaps the era of the weekly evening 'club' is passing into history and a new approach is needed to share skills and interact socially while enjoying our hobby. This is not to say that the hobby



community is not particularly welcoming to newcomers – regardless of age or gender. The recent explosion in the variety of models, scenery and technology; and, if I might blow our own trumpet, the success of *TGMRC*, has more than ever before, encouraged a wider audience to consider railway modelling as a hobby.

I mentioned during the TV show that we needed not only great modellers to join us, but also artists and creative minds. Not everyone just wants to play trains, they want to create beautiful moving pieces of art as well!

I must also commend publications including *RAILWAY MODELLER* for featuring not only the stunning and aspirational layouts created by the true modelling gurus within our midst but articles on the simpler layouts that rely more on ready-built components and simpler

skills and are thus more in reach of the majority of us mere mortals! This has shown to be true by our attendance at exhibitions where a real mix of visitors of all ages, skill levels and interests is displayed side by side. We welcome anybody who would like to have a go at operating our layouts and we're always willing to share our experiences of not only making the TV show but our personal modelling interests.

In a modern world swarming with virtual reality, social media and instant online gratification, 'real' hobbies still have an important place in forming lasting friendships and sharing skills and experience at a personal level. The thorny question is just how we adjust to embrace the best of online capability and keep the hobby relevant to the wider population.

MATT JARVIS

In praise of the Keighley show

I just wanted to say a late thanks for a wonderful show at Keighley a few weeks ago. My six and eight year old sons loved it and we stayed for over four hours. My older son already models in British OO but my younger son has been begging to start an N gauge layout for two years. We decided that day to begin this endeavour, inspired by the especially good N gauge layouts there, (our family's fourth gauge and scale) and I want to share with you the kindness he received as we went from trader to trader.

Without fail they were kind, patient and very generous, and seeing his genuine deep passionate excitement gave him frankly amazing deals so he walked away from the show with a box full of track and his first van for checking running. The chap who was demonstrating kitbuilding was especially kind and gave him a set of Metcalfe terraces to construct. He has astounded me in how he has done with these and we have since ordered £50-worth more from two shops by mail order for both my boys to build as home-school craft projects. In fact they are both now building new micro layouts. They are also engaged in frantic help around the place, to order more kits and materials with extra pocket money earned.

All this is directly from our visit. It has been a big step up in their already keen interest. So much of what the organisers did was at kids' level of interest and their height. Fun-themed railways, loads of kids activities, and having the outdoor ride-on miniature engineering stuff was brilliant too. The excellent LEGO layout in the entrance was such a great kid-friendly welcome. The Keighley club aced the whole show. I was kept equally absorbed with some stunning finescale layouts.

If ever show organisers wonder if it's worth all the effort, let me assure you that it is: it is the way to ensure the future of the hobby, and other exhibitions could learn a lot from what you have achieved and how you offer it.

Through the pages of *RAILWAY MODELLER* I would like to pass my deep thanks to everyone involved. That will no doubt be our last outing for a while for all of us, but it left this small currently isolated family well stocked up for a good while to come.

ANDY PAXTON

Layout histories

I enjoyed the Talking Points article in the April RM about having the right name for layouts.

I have inherited a half-built layout which will be a main line loop with a branch line connecting to a narrow gauge industrial line.

As is the nature of these things, I have a long way to go before it gets completed and ready for running days, however, in much the same way as giving a layout the right sort of name, I created the line's (fictitious) history in order to give the modelling and running a realistic framework or context.

It gives me freedom to model almost any given era, and is also a creative and enjoyable part of this hobby.

NIGEL COLVERSON

FROM **RAILWAY MODELLER** BY OUR EDITORIAL STAFF AND CONTRIBUTING MODELLERS



Pressed Steel Class 121 DMU

Newly tooled in OO from Bachmann

In the November 2015 issue (see News, p956) we reported on the Bachmann plans to produce OO gauge replicas of the long-lived Pressed Steel DMUs of classes 117 (three-car) and 121 (singles). The latter have been released to traffic in a selection of liveries: original green with white roof domes and 'speed whiskers'; late 1970s blue & grey; and the Mk.II Network SouthEast scheme, as here worn by No.55024. The model represents the vehicle – later converted to a departmental unit with bodysheet alterations – in its early 1990s guise, although it is missing its Network SouthEast lettering and Thames route

branding. (All photos we could find of the fleet taken at this time had them.)

The model in detail

The unit is a fine match to published dimensions and plans (as found in *British Railways Diesel Multiple Units* by Brian Golding – Cheona Publications, ISBN 1-900298-00-7); the underfloor equipment is especially well represented. The position of the mechanism allows the full interior detail to be modelled, including mesh across the windows in the van area, and full cab detail visible through the flush glazing. Lamp irons, major handrails and grabs are formed of wire and springy engi-

neering plastic as appropriate; the door handles are neatly picked out in silver, but are part of the bodysheet for ease of manufacturing and durability. Buffers are sprung, softly too, and top marks to Bachmann for the pair of speedometer drives, formed from a flexible rubber tube for realism.

The livery – notwithstanding the above comments – is reproduced very well indeed, with even shades and crisp definition between the shades – although some fuzziness was noted on our sample. Lettering is excellent, down to the OC (Old Oak Common) depot brandings. Destination blinds read Paddington at the van end and

Greenford at the other; a regular haunt for these units back in the day.

Supplied with the packaging are neat mouldings for the buffer beam pipework and working scale screw couplings, which have been fitted to one of the model's ends for photography. Note that the tension-lock coupling must be removed if some/all of these parts are to be added.

Electrical sophistication

Weighing in at 192g, the 121 might appear light, but in truth it only needs to move itself and at most a trailer vehicle, so this is adequate. The fly-wheel-fitted motor drive seen on the Bachmann 158 (see Reviews, March) reappears here, in the position of one of the two 150hp Leyland engines of the real thing. All wheels collect current. Drive is smooth but a tad 'grumbly' from the box; those of us who can summon up the rasping noise of the actual units will find this realistic...

The model is equipped with no fewer than six tiny switches on the underside of the chassis close by the bogie at the non-van end. They control the lighting on 12V dc as follows:

- 1 directional head/tail and headcode lights on/off, non-van end;
- 2 ditto, van end;
- 3 interior lights;
- 4 cab lights on/off, both ends;
- 5 destination blind lighting, non-van end;
- 6 ditto, van end.

These effects are mirrored as function outputs for DCC, it meaning that the cab lights can either both be on or off; those operating the unit 'at night' might have preferred the trailing cab to be in the dark.

Regarding DCC, the model is equipped with a Plux22 blanking plug, enabling a compatible decoder to be installed easily. Further, the factory-fitted speaker, mounted amidships on the



▲ The presence of four-character headcode panels (a distinguishing feature of these single units compared to the Gloucester Class 122s) meant the exhaust pipes needed to be bent around them.



▲ Head/tail lighting, plus interior and destination blind illumination, is fitted to the model.

Lighting is controlled on 12V dc by a bank of six switches.

underframe, means that the raspy sound can be installed for those who wish to bring the unit fully to life.

First generation DMUs are perennially popular in model form, and Bachmann has delivered a first-rate 121 for today. Other classes to the quality of this would be warmly welcomed.

Tim Rayner



VINTAGE VIEW Pressed Steel Class 121 DMU



▲ The London commuter scene of so many years, shown to smoky perfection at Reading on 5 April 1991: No.55024 is ticking over along with a sister unit, sandwiching a trailer car and about to set sail for the capital – no doubt in a cloud of white exhaust...

Photograph: Colour Rail

Prototype history

One of the many classes of first generation diesel multiple unit, the Class 121s were built at the Pressed Steel plant at Linwood, on the outskirts of Glasgow, and the 16 examples of the breed were introduced in September 1960. They were allocated for use on Western Region lines, and to cope with surges in demand, 10 driving trailers – uniform with those in the company's Class 117 units – were also delivered.

The single units accommodated 65 passengers in high-density 3+2 seating; this was similar to the 68-seat Gloucester Class 122s. Whereas, however, the latter's exhausts had only to clear the destination blind at the van end of the unit, provision of roof-mounted four-character headcode panels on the 121s meant a more convoluted arrangement of pipework, which has led them to be described as 'antlers'! (The panels provide a useful spotting feature between the PS and Gloucester units.)

Originally delivered in green with white roof domes, the 121s have carried a multiplicity of colour schemes since then, some even lasting in service long enough to have door locking systems retro-fitted. Several of these characteristic DMUs have been preserved, their utility being of great benefit for heritage railways.



See this model in action on our website!
bit.ly/Bachmann121



▲ The Plux22 socket and blanking plug is positioned low down in the van area.

The tiny motor drives both axles of the bogie at the van end. A speaker is factory-fitted.



Sample supplied by

BACHMANN EUROPE Plc,
Moat Way, Barwell, Leicestershire LE9 8EY.
www.bachmann.co.uk

PRICE
ref.35-527 – £154.95

Such was the popularity of the Great Western railcar project from Dapol (first announced in RM September 2012) that the initial releases passed us by. Thus this is the first time we have seen one in the flesh, in the shape of the unique streamlined parcels car, No.17, in BR crimson as No.W17W. Also available are passenger versions in GWR livery with crest (No.16); with 'shirtbutton' as Nos.10 and 12; in chocolate & cream with no company crest as No.W11; and carmine & cream as No.W8W. No.17 is also offered in GWR livery.

The real thing dated from 1936, the last of 10 of its batch and the final one with the streamlined body shape and vestigial 'buffers'. All future iterations were able to haul trailing loads thanks to conventional buffing gear and draw-hooks. Intended initially to run between Oxford and the London suburb of Southall, the machine lasted until 1959. One of the streamlined passenger cars made it to preservation; it is on static display at the Railway Museum in York.

The 1:76 scale replica matches exactly the bound of the drawing on No.17 in *The History of Great Western AEC Diesel Railcars*, which was compiled by Colin Judge and published by OPC (ISBN 0 86093 139 0). The relatively short wheelbase (7') compared to the 63'7" overall length has been captured perfectly. The distinctive



shape of the ends – where the angled windscreens meet the continuous radius of the cab front – has been achieved very well, notwithstanding that injection moulding technology cannot replicate to absolute perfection the thin glazing and sheet metalwork of the real thing in a mass-production model.

The railcar weighs 385g, which is ample given that it just has to move itself. Drive is to one bogie of the two, the other being a dummy unit; all axles collect current. The fully enclosed motor (non-user serviceable) is equipped with a flywheel on the transmission shaft for smoothness. The interior moulding is in light brown self-coloured plastic – to replicate the hinged shelves installed in the actual No.17 – but this means that the false floor covering the motor is conspicuous through the large sliding door windows positioned amidships. Purchasers might wish to blacken this raised section of motor cover to reduce its visibility. Similarly, toward the non-powered end, the false floor moulding is solid across the space in the underframe where Dapol has positioned the 21-pin MTC socket and blanking plug for DCC users; some of it might need to be drilled/filed to allow a decoder to fit if it and any associated speaker cannot nestle in the space provided. The section of underframe adjacent to the non-powered bogie is perforated for sound if desired.

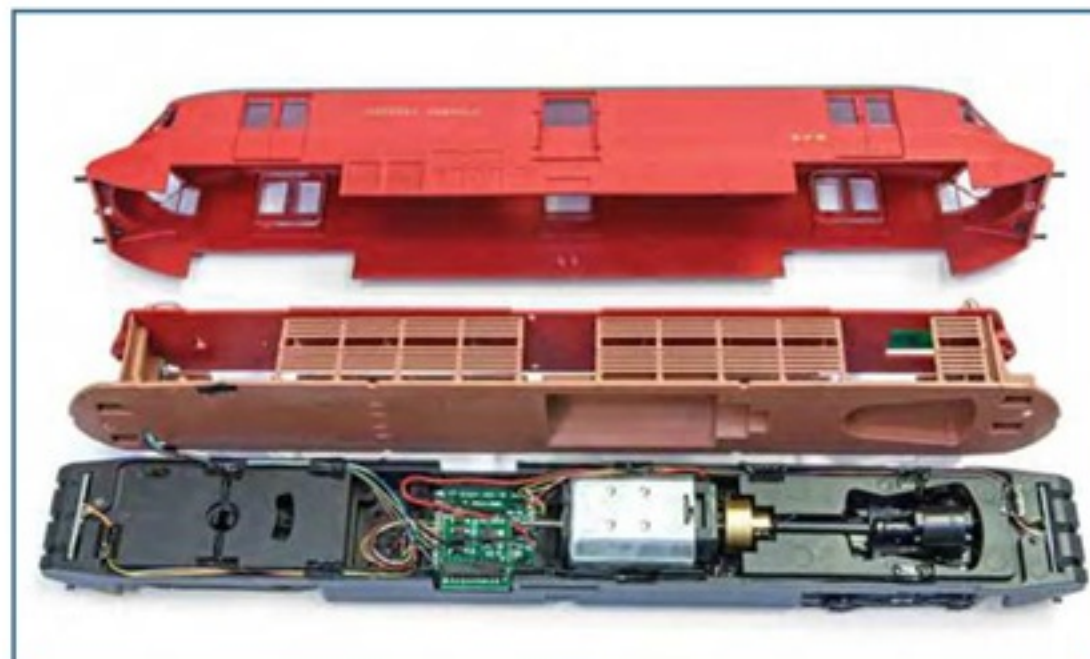
Directional head and tail lighting is fitted – two white and one red marker respectively – which under 12V dc is adjustable thanks to a bank of four-switches mounted on the light bar



which nestles inside the railcar's ceiling. The first switches the white running lights on/off; the second brings up express mode, as explained in the instruction sheet; the third extinguish-

es the trailing cab light as per direction of travel; and the last governs the interior lights, on or off.

The detail parts amount to the tiny 'buffers' plus a lamp bracket and con-



ventional tail lamp for the purpose of 'train complete' formality. (The lamp moulding does not illuminate in place of the red marker light.) Spares of both are included in the packaging.

Although enthusiasts with long memories have operated the angular GW railcars for years since the introduction of the Lima original of 1980, 40 years on Dapol has served up a proper treatment in model form of these early developments in diesel-powered passenger conveyances.

Tim Rayner

Sample supplied by

DAPOL Ltd,
Gledrid Industrial Park, Chirk,
Wrexham LL14 5DG.
www.dapol.co.uk

PRICE
DCC ready – £148.70



See this model in action on our website!
bit.ly/Dapolrailcar17

Heljan revises Class 35 Hymek diesel hydraulic

0



We last encountered the Heljan model of these handsome Beyer Peacock Type 3 diesels just over 14 years ago (see Reviews, April 2006); now the Danish manufacturer has revised the specification for these handsome hydraulics, including enhanced capability for digital command control.

The first and most noticeable change over the original is the near 1kg shaving of weight, from 2.9 to a shade over 2kg. The two-motor drive and all-axle pickup remain, as do the supplied mountings for NEM couplings. Two other changes relate to the factory-fitted headcodes – notwithstanding the unchanged instruction sheet, there are no alternatives provided – and the loco's identity, which as with current Heljan production is left to the purchaser to determine. Hymeks being what they are, this was achieved by individual alloy numerals and D prefixes, which can be obtained in model form in this scale from Severn Mill Nameplates. The first 45 Hymeks had Stone Vapor train heating boilers, and

the rest the Spanner Mk.III type; Heljan has chosen the latter so this will limit the free rein for renumbering.

Of the liveries available – plain green, green with yellow warning panels, green with full yellow ends and blue with full yellow ends, we illustrate the earliest, dating from the machines' introduction in 1961. Yellow panels arrived swiftly thereafter; the latest date we ourselves found was D7019, still panel-less in 1964.

The DCC-friendly PCB sits amidships of the model, in between the mecha-



nism's flywheels. Directional head and tail lighting is now by means of LEDs, rather than the bulbs of 2006. The roof fan is powered by its own motor.

This is a very worthy upgrade for the Danes' first ready-to-run foray into O gauge diesels.

Tim Rayner



Sample supplied by

HELIAN A/S,
Rebsagervej 6, DK-5471
Søndersø, Denmark.
www.heljan.dk

UK Office for spares and retailer
returns – Gaugemaster House,
Ford Road,
Arundel,
West Sussex BN18 0BN.
www.gaugemaster.com

PRICE
£495.00

New Freightliner Class 70 from Graham Farish

N

Just as with its 1:76 scale stablemates in the Bachmann range, the N gauge Graham Farish Class 70s were designed to incorporate modifications which have been made to the real things since they entered traffic in 2009. These comprise, most visibly, extended air intakes, cleaner cab lines and modified inspection windows on one of the doors at the electrical cabinet end of the locomotives.

Thus when the Bachmann 70 (see Reviews, March 2011) was altered to reflect the introduction of the newer Colas Rail examples (see Reviews, July 2018), so the GF ones (see Reviews, June 2013) have been changed to acknowledge the fact that the Freightliner-operated 70/0s have had the same upgrade as applied to the Colas 70/8 machines as built at the

General Electric factory in Erie, PA. Thus the tiny square extensions to the air intakes and so on are properly represented, in 1:148 scale (circled in our comparison shot with the older 70).

Otherwise the model is uniform with its predecessor, right down to the fine application of the freight operating company's 'Powerhaul' version of the smart green & yellow house colours,



excellent printing, and sophisticated electrics. Performance is good, smooth and quiet; we hope modellers will get more use out of these engines than the 1:1 scale versions, as of the 19 Class 70s in existence only Nos. 70 001, '002, '003, '005 to '008, '010, '015 and '020 are listed as operational in the latest printed source we have to hand.

Graham Farish has a Colas Rail yellow & orange example in its range too.

Tim Rayner

Samples supplied by

GRAHAM FARISH,
Bachmann Europe Plc,
Moat Way,
Barwell,
Leicestershire LE9 8EY.
www.bachmann.co.uk

PRICE
ref.371-640 – £159.95





The Peco range of ready-to-run narrow gauge coaches has been increased with models of three types of four-wheel vehicles known by the railway as 'Small Birminghams' – they were constructed by the city's firm of Brown Marshall in the early 1860s – but which are widely referred to as 'bug boxes' (a nickname ascribed to the legendary LNER driver Ken Hoole).

Three versions are illustrated; from left the open observation third, a rebuilt third, and first. The real railway operated/operates 10 in all, of several configurations, not all of which would have been seen together – a replica was constructed in 2012 from parts of one of the 'boxes'. The surviving originals share the distinction (with the first for the Talylyn) of being the oldest

coaches in regular use in the world.

The models represent the condition of the coaches in preservation, with red/brown ends and cream panels on the side. Versions representing the earlier years will also be produced, complete with lamp tops in place of the plain roofs as here. The tooling will also be changed on the third class 'box' to reflect its original lack of the additional four narrow windows per side.

The attractive little models match the real things, especially in respect of their close proximity to the rail head. They traverse pointwork with ease, and given that lineside items such as the ref.SL-428 dummy point levers have to be a certain distance away from the track these coaches should not foul

anything too close to the sleepers.

The bodysells are finely moulded and finished, and the observation coach includes a representation of the fine mesh installed on the original in order to protect occupants from the zero-clearance loading gauge of the real railway. This mesh is printed very crisply on clear plasticard, a ruse hardly detectable except when the light catches the side of the coach in a certain angle.

The 'boxes' roll smoothly on the chassis developed by Peco for its Glyn Valley Tramway coaches, and are fitted with the firm's detachable clip-fit ref. GR-102 couplings. Roofs are removable if the addition of passengers is required; the interior roof supports are well replicated in miniature.

These little replicas will be an ideal accompaniment to the forthcoming Kato/Peco England 0-4-0ST+T project (see News, RM September 2019).

Tim Rayner

Samples supplied by

PECO,
Underleys, Beer, Seaton, Devon
EX12 3NA
www.peco-uk.com

PRICES
First (ref.GR-550A)
Third (ref.GR-555A)
Observation (ref.GR-560A) –
£27.50 each

Train Controller Systems UWT-100 universal wi-fi throttle

multi

New from Train Control Systems (TCS) is the UWT-100 universal wi-fi throttle, a cable-free handheld controller for DCC with an impressive specification.

It is well made and boasts an ergonomic shape which makes it comfortable to hold, and is designed to be equally easy for either hand.

It is 190mm long, 60mm wide (maximum), and c.25mm thick, and weighs c.190g (with batteries installed), so should not become a burden during a long operating session. A wrist strap is provided.

The soft buttons are positive and provide tactile feedback, and the thumb wheel is smooth. The backlit LCD screen is quite large (52mm x 31mm) and very clear. The text is legible, and the messages are in complete words and sentences – no jargon or mysterious abbreviations (well, not many). There is useful help on screen at the touch of a button when required, for example to guide you when making a network connection.

The UWT-100 has multiple connection modes, offering maximum compatibility with existing DCC systems.

How easy it is to connect and set up the unit for the first time will depend on just what other hardware and software is employed. At best, it is virtually plug and play, following the prompts on the screen; at worst, it can be difficult to navigate and test the many options.

Note it does not work as a direct controller, but operates through either the planned LCC (Layout Command Control) or current WiThrottle software



on a compatible digital central unit or a computer running JMRI software.

Although its menus include a very wide range of brands and specific devices, JMRI software does not yet recognise the increasingly popular Digikeijs units. The website does suggest possible work-arounds but even our digitally experienced tester found these far from straightforward to implement.

We did test the unit successfully using an ESU Ecos unit, connected via a standard router, with JMRI software incorporating WiThrottle running on a laptop computer. We have not yet been able to try iTrain or Railroad & Co.

Entering numeric values (using the buttons) is simple; entering text (eg for passwords) requires scrolling through an alphabet menu on screen, which can be time consuming.

There does not seem to be any provision for graphic representation of accessories (points, signals, etc) which must be addressed by a number – therefore even on a small layout remembering them all, without reference to a list or diagram, may tax the operator's memory!

The unit runs on two AA batteries (supplied). Battery life will obviously depend on use; no typical figure is quoted. The display includes indicators for battery condition and wi-fi signal.

The wi-fi connection can also be used to keep the unit updated in future.

Other features:

- eight customisable function buttons

(four with on-screen labels, four on the arrow keys);

- interaction with JMRI roster information;
- complete 'function map' dashboard;
- yard mode for precise switching (shunting);
- multi-stage Emergency Stop facility;
- built-in bright LED torch.

An illustrated 'quick start guide' booklet (approx A5 size, 16 pages) is supplied, giving good clear instructions. More detailed information is available in an online 'wiki', but we could find no explanation of a couple of error codes encountered during attempts to set up the unit.

We understand TCS is developing its own digital central control unit, for which this handset should be an ideal partner.

Note that TCS now has an office in the UK (see News). Andrew Burnham

Sample supplied by

TRAIN CONTROL SYSTEMS,
P O Box 341, Blooming Glen,
Pennsylvania 18911, USA.

UK office – P O Box 17749,
Bromsgrove,
B60 9NJ.
www.tcsdcc.com

PRICE
£TBA, US\$299.95.

Upon its inception in March 1909 to bring a semblance of order and control to the bustling docks on the UK's capital city, the Port of London Authority inherited a network of railways which connected the quaysides to the surrounding main line companies. It operated a fleet of industrials from a variety of private builders, including the full-size muse for the latest Hornby Peckett W4 0-4-0ST to pass across our desk, seen here. The locomotive was purchased 'pre-loved' in 1943 and lasted until 1957; the retirement of the Authority's steam fleet occurred in 1963, and the PLA ceased rail operations completely in 1970.

The little charmer – see Reviews, RM March 2017 – is crisply outshopped in a blue-with-gold-lining livery that, without visible evidence of company ownership, will prove too tempting for many to add their own lettering.

No sooner had the above been typed than another Hornby W4 landed on your reviewer's desk, in the shape



of Forest No.1, as used from 1889 in a south Wales-based steel and tinplate works. It later worked at a colliery, but its history following the closure in 1924 of its workplace is not listed.

As mentioned in the initial review, the locomotives are fitted with a four-pin DCC socket and blanking plug; Hornby has reclassified its specially adapted decoder, previously only avail-

able from the Margate firm's spares department, with an R number (R7274, £15.99) to reflect its status as a regular product. It is of a suitable size to be fitted to the Sentinel diesels.

Four more of these super little locomotives are in the firm's 2020 catalogue. These are two more winners, in short, and excellently finished as ever.

Tim Rayner

Samples supplied by

HORNBY HOBBIES Ltd,
Westwood Industrial Estate,
Margate, Kent CT9 4JX
www.hornby.com

PRICES

PLA No.74 (ref.R3679),
Forest No.1 (ref.R3680) –
£99.99 each



Great Eastern locomotive details from Pacific Models

00 & 0

New to the range of locomotive embellishments from Pacific Models is a sheet to suit the Oxford Rail N7 0-6-2T and one for its 7mm scale equivalent from Connoisseur Models and ACE Products. The sheets provide all the characteristic destination boards and headcode/route discs a modeller could want, cleanly printed on good quality self-adhesive paper.

The use of discs and destination boards grew out of the intensive 1920s commuter services out of Liverpool Street station in London, which due to its almost rhythmic frequency became known as 'jazz' services, due to the simultaneous rise in popularity of the musical style. Travellers needed to know where their trains were headed in an instant, and signalmen and other railway staff needed to know the same, especially in the event of timetable disruption. In the end a quite bewildering array of codes were used and the practice was only displaced by electrification of the routes in the 1960s.



Pacific Models has concentrated on the second design of destination board – the LNER type with integral handhole – and covered all the relevant destinations with eight to each station. The red smokebox number plates were a Stratford hallmark; black alternatives are also available in the Pacific Models range in both scales.

All that's really needed now is a quint-art or several... any takers?

Tim Rayner

Samples supplied by

PACIFIC MODELS,
2 High Street, Corby Glen,
Lincolnshire NG33 4LX.
www.pacificmodels.co.uk

PRICES

4mm scale – £5.40
7mm scale – £9.00
Prices include P&P.

Book Reviews

Class 37s in the Far West

Stephen C Marshall and Roger Geach

On 9 February 1978 a Class 37 diesel made its first-ever run into Cornwall, with newly-transferred No.37 142 working on a crew training run from Plymouth Laira depot to Goonbarrow Junction, deep in china clay country. Thus started a long-term association with the county, the locomotives initially being used to usurp the Sulzer Class 25s from their duties operating china clay trains. The locos were also very rare in Devon at the time too, but over the subsequent years numerous members of the class made their appearances on a variety of traffic. Not just the occasional passenger train or rail tour, but on a wide range of freight services including Speedlink wagonload traffic, china clay, ball clay, engineers' ballast trains and stone, and weed killing trains on the branches, to name just a few.

This book is the combined efforts of the authors aiming to illustrate all known operations of the class in an area defined as being west of Taunton on the former Great Western main line, and west of Yeovil on the ex-Southern West of England main line. Starting with an introduction to the class and details of some of the earliest known workings, the authors then go on to explain how the locomotives gradually took a foothold in Devon and Cornwall to become the predominant type operating many of the freight services into the 1990s and early 2000s.

The illustrations just show how wide and varied their workings were, not just on the predictable freight traffic, but also on some of the more unusual and unexpected passenger services that occasionally occurred, such as rescuing failed HSTs and even substituting for booked power on the ex-Southern route (a perfect example of which is shown in the image of No.37 010 arriving at Axminster towing a failed Class 47 towards Exeter!). Tabulated records document hundreds of individual passenger workings, from the 1960s up until 2004. It's certainly been a labour of love for the authors and no doubt this will be invaluable to historical researchers, and for modellers aiming to justify an improbable working on their layouts!

This is a fascinating insight into the workings of a popular class of locomotive in a beautiful part of the country. Although not uncommon today nevertheless their appearances west of Taunton are nowadays quite noteworthy, and even west of Yeovil the Class 37 can be seen fairly regularly on Network Rail measurement trains. But the heydays have passed and this book records those times, not just the documentary evidence, but by the excellent photographs that show the class at work all over the region.

And what about locomotive 37 142, the one that kicked off this longtime relationship with the south-west over 40 years ago? Happily it is now enjoying retirement on the Bodmin & Wenford Railway in Cornwall, a fitting outcome for this pioneering locomotive.

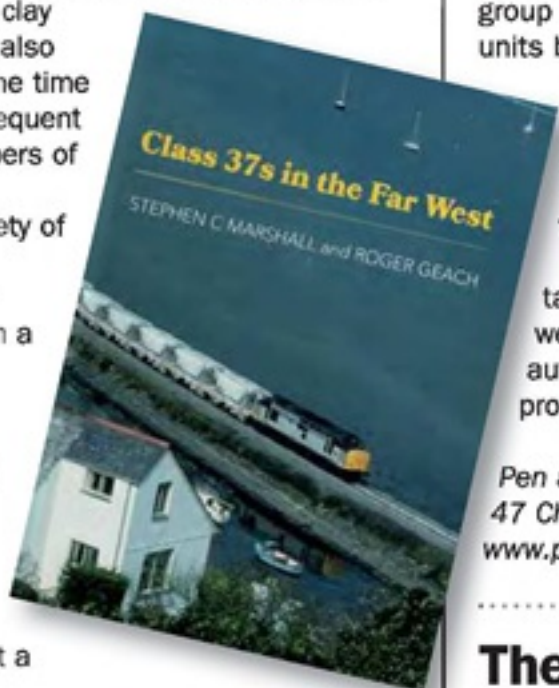
York Publishing Services Ltd,
64 Hallfield Road, Layerthorpe, York YO31 1ZQ.
www.yps-publishing.co.uk

215mm x 302mm, 148pp

Hardback £30.00

(£22.00 if ordered from www.ydpbooks.com/travel-and-adventure/2081-cl-YPD02353.html)

ISBN 978 099556 6514



The North British Type 2 Bo-Bo Diesel-Electric Classes 21 & 29 – Design, Development and Demise

Anthony P Sayer

The Glasgow-based North British Locomotive Company was noted for its success in steam locomotive production, much of which was exported all around the world. Where its success is not so fondly remembered is in its involvement in the development of the diesel. Numerous classes were created and built in Glasgow, but almost invariably they were doomed to a short life, either due to ongoing issues of reliability and the consequent high running costs, or simply because once produced they were already obsolete thanks to the changing requirements of British Railways. A case in point is this group of locomotives, an electric transmission development of the previous hydraulic units built for the Western Region.

The Class 21 locomotives were built between 1958 and 1960. The 58 locomotives were originally supplied with German MAN engines rated at 1000hp. But they were troublesome from the start and by 1968 38 had been withdrawn, the remaining 20 then being rebuilt into Class 29 with Paxman engines with a higher rating of 1350hp. But that was not going to save them, and by 1971 they were all out of traffic, having spent their lives north of the border in Scotland.

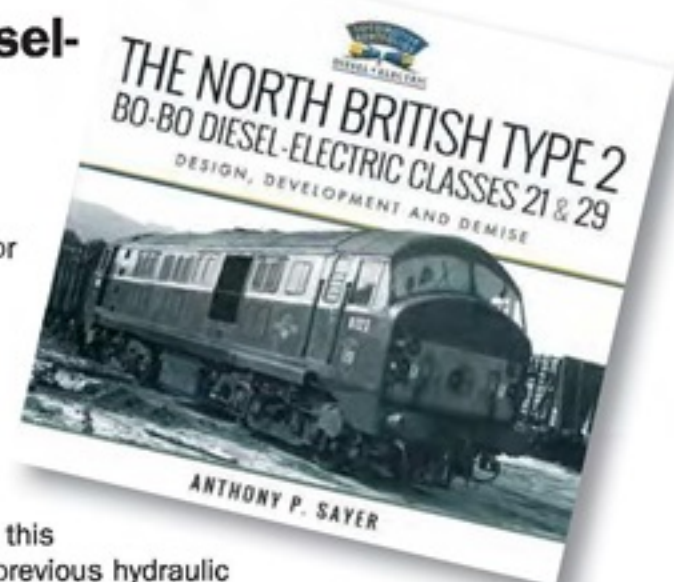
This weighty tome is a very detailed study of the technical aspects of these little-known engines, and takes a thorough look at their workings, careers (one by one) and subsequent withdrawal. Backed up by a wealth of photographs in both black & white and colour this book will clearly be respected as being the authoritative account of these locomotives, and completes the story of a type that on reflection should probably have never been built.

Pen and Sword Books Ltd,
47 Church Street, Barnsley, South Yorkshire S70 2AS.
www.pen-and-sword.co.uk

260mm x 248mm, 296 pages

Hardback, £40.00

ISBN 978 152674 2773



The Southern After Steam – A Vision in Blue and Grey

Don Benn

The Southern Region of British Rail had an aura all of its own. With much of the region covered by 750V dc third rail electrification and a number of high-profile expresses, its motive power was distinctively different. From the overcrowded conurbations surrounding the capital, to the most isolated rural spots you could imagine in far-flung Kent and Sussex, the variety on offer to an enthusiastic photographer was amazing and wide-ranging.

This is an album containing a selection of over 260 images from the photographic collection of the author, who turned his attention to the modern era, as it was then, after the end of steam in 1967. The majority of images are in colour, but with some earlier black and white shots mixed in. Numerous

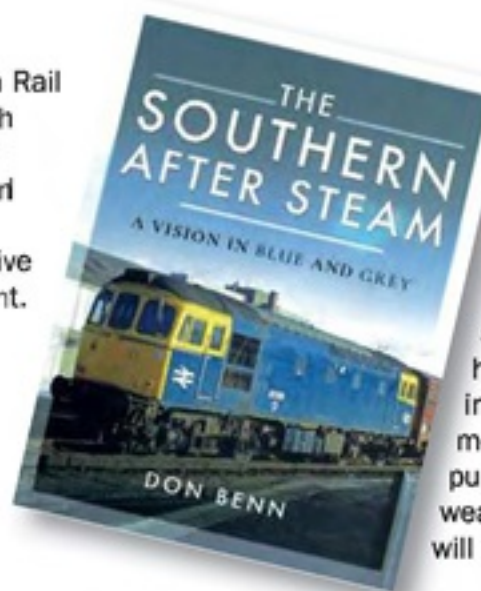
types of first-generation electric multiple units dominate, but the many, often unique to the area, diesel, electro-diesel and electric locomotives complete the story. BR blue is the most dominant livery and there are some delightful scenes to treat the eyes. You are reminded as you scan the pages that much of what you see has now disappeared from the network, and indeed the region has undergone significant modernisation since, rendering many views as purely historical. Modellers will delight in the wealth of material available in this book and will undoubtedly be inspired.

Pen and Sword Books Ltd,
47 Church Street, Barnsley, South Yorkshire S70 2AS.
www.pen-and-sword.co.uk

198mm x 254mm, 184pp

Hardback, £25.00

ISBN 978 152670 0087



Lost Tramways of Scotland – Dundee

Peter Waller

This slim landscape format volume is another in the collection of tramway 'biographies' which cover selected locations in England and Wales, and is the second to go north of the border after the one concerning the Aberdeen network.

Initially a horse-drawn tramway, which opened on its first route in 1877, steam power took command in the later decades prior to electrification of the routes, beginning in 1902. Further expansion included the takeover of the Dundee, Broughty Ferry & District Tramways company in 1930 – trams of which were allowed into the city centre from 1905 – but gradual replacement of buses saw the final trams running in 1956.

The author has a family connection to the system, his father being one of the engineers involved with track relaying in 1950; his captions accompany old photos and postcard views of the city and its tram network. Enthusiasts' specials are included, such as the one by the T&LRS in 1947 that saw one of the route-restricted Lochee cars – due to their width – making rare forays to other parts of the system. Residents of the city of a certain age will recall fondly the lineup of tram football specials to the Dundee FC ground of Dens Park – and by extension their city rivals Dundee United.

In short, a fine addition to the collection.

Graffeg Ltd,
24 Stradey Park Business Centre, Mwrwg Road, Llangennech,
Llanelli, Carmarthenshire SA14 8YP.
www.graffeg.com

160mm x 205mm 64pp

Hardback £8.99

ISBN 978 1 912654420



Western Region non-passenger trains

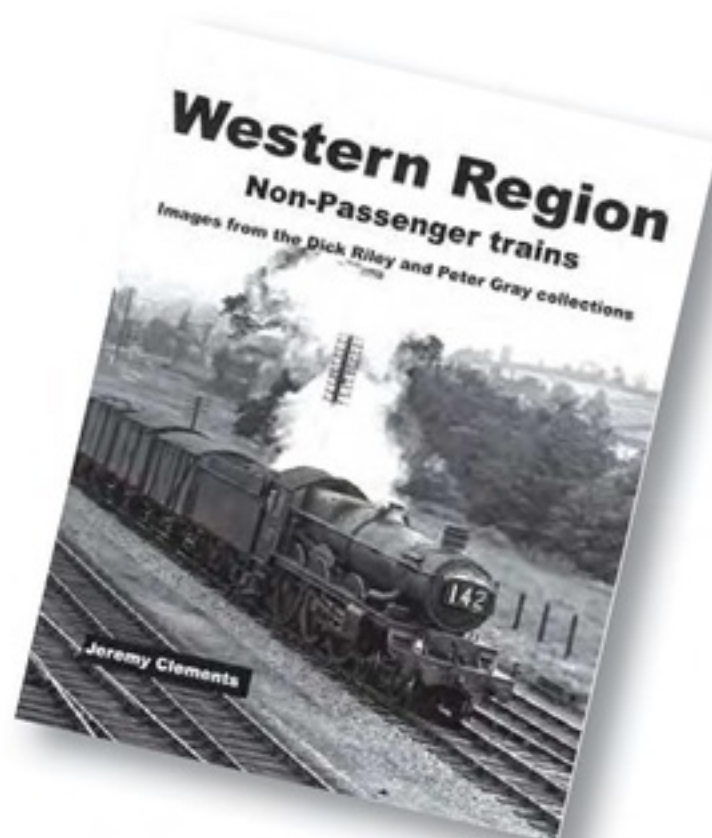
Jeremy Clements

The subtitle "Images from the Dick Riley and Peter Gray collections" provides a suitable clue to the quality of the photographs in this album, the latest from the Transport Publishing arm of the Transport Treasury photo library. The cover is an intriguing view of Collett 4-6-0 *Corfe Castle* at the head of what is definitely not the Torbay Express, but a repositioning move on a freight train for the Castle on a busy stretch of line with no time to remove the headboard and train reporting numbers. The book is packed with such operational details of the busy steam railway that will be of great help to modellers.

Right at the start the author makes reference to the 'elephant in the room' when it comes to goods trains: the sheer failure on the part of several interests to move with the times post-WW1. Thus unlike continental and (especially) North American systems, developments in chiefly continuous brakes and increased carrying capacity were sidestepped in the UK, such that the wagon of 1950 was scarcely different from that of 1850. This was to have an impact of train speeds and makeup; the practice of pinning down wagon brakes – on the move in some cases – is explained at length.

The chapters cover main line freights; parcels; dedicated trains such as milk traffic; local goods; china clay; minerals, and closes with a section on bankers and pilots, and finally loose ends such as a sparkling new Castle on a running-in turn, breakdown and departmental workings, and more.

The captions are extensively researched, and include train formation information which will be of great value to modellers (especially in the cosmopolitan makeup of parcels trains). Where information from the photographers is not forthcoming, the compiler has made astute



guesses, all of which have proved correct in your reviewer's eyes. The captions point out much more in the photos than the trains themselves; Dick Riley was particularly adept at showing the wider picture, which the publishers have not cropped, to fine effect.

Further volumes from this fine collection of material are eagerly awaited.

Transport Treasury Publishing,
16 Highworth Close, High Wycombe,
Buckinghamshire HP13 7PJ.
www.ttpublishing.co.uk

272mm x 215mm, 112pp
Softback £14.50
ISBN 978-1-913231-08-6

The story of Stephenson's Rocket

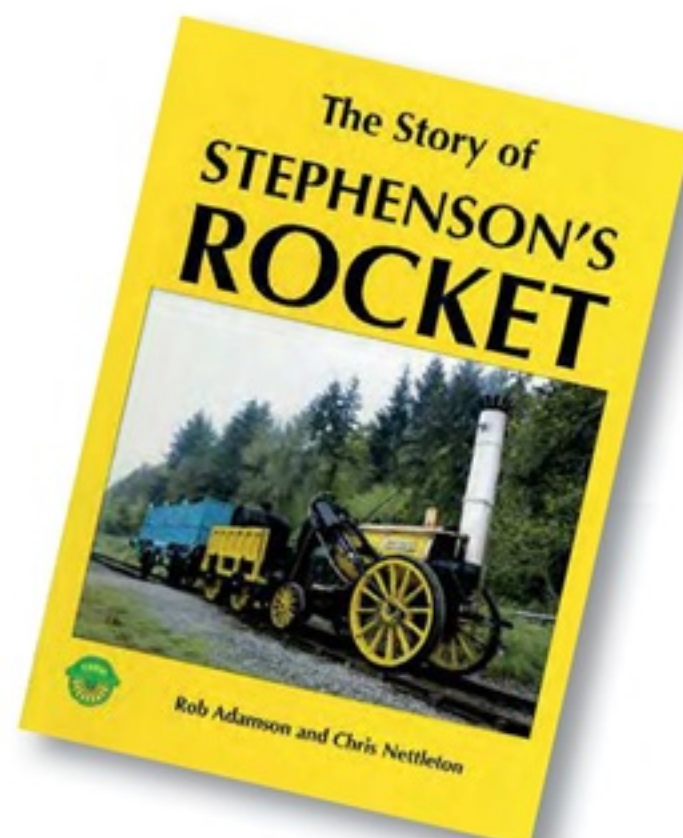
Rob Adamson & Chris Nettleton

As we approach, in only a few years' time, the 200th anniversary of the coming of the public railway age, this is a timely release by the authors and publisher, given the popularity of the real thing and the Rainhill replicas – and the Hornby 4mm scale model, by all accounts...

The authors put the story of the trials and the coming of the Liverpool & Manchester Railway into context, showing how the development of the canal network first linked the two cities of the railway's title, but tied businessmen's hands; the principal protagonists of the story are given brief biographies, before the second chapter which concentrates on George Stephenson, and how he came to be involved in the railway. The development of the contender locomotives – and the more modern replicas which have been built – come next, allowing for colour photography to enliven the illustrations, which perforce have to rely chiefly on contemporary engravings and artwork.

The trials at Rainhill are described in detail, noting that although Novelty – the entrant built by John Braithwaite and John Ericsson – lost out to Rocket its fame is assured as the world's first tank engine. The well-known tale of how William Huskisson met his untimely end is also given a page. Appendices give the particulars of Rocket, as described by Robert Stephenson in 1831 (and suitably annotated and expanded by the authors), the stipulations for the trials, and similar locomotives of the Rocket type.

The text is very well written, allowing easy comprehension by non-engineers, especially where the way things were done at the dawn of



railways differed from more recent experience. It's a fascinating tale, told well in this fine book. It can be purchased online or by visitors to the National Railway Museum's shop.

Friends of the National Railway Museum, Leeman
Road, York YO26 6XJ
www.nrmfriends.org.uk/shop.html

240mm x 170mm 60pp
Softback £6.50
ISBN 978 0 9576 7888 0

DVD Reviews



Big Freight 22

Running for 150 minutes there is a lot to see in this programme. The UK freight scene is wide and varied but essentially the main areas of growth have been in intermodal services (container trains) and aggregates. Traditional traffics such as coal have been in freefall decline in recent years, but the freight companies have not allowed this development to stop their innovation and flexibility. Nowadays Network Rail provides the private freight companies with plenty of traffic for track renewal projects, and this requires a considerable amount of flexibility and planning.

The railways have also grasped new opportunities such as moving biomass, the replacement for coal for a number of power stations, and GBRf's services between Lynemouth and North Blyth in Northumberland are a leading feature of this programme. Seeing modern heavy freight trains running on a traditional mechanically-signalled railway network is certainly interesting.

The programme covers a varied selection of freight traffic, including stone trains along the West Coast Main Line, intermodal and oil trains through Lincoln and those venerable Class 86 electrics still working hard for Freightliner. Their time is due to end soon, as Class 90s are cascaded away from East Anglian passenger trains, so 2020 will likely be their last year.

It's always pleasing to see freight trains running through spectacular scenery, and so it's lovely to be able to enjoy Class 37s operating ballast trains on the Far North Line to Wick and Thurso, with some stunning dawns and sunsets to add colour to an already colourful railway.

This series of programmes are packed with material and it would be difficult to sit and view everything in one sitting, but thankfully each section is selectable from the main chapter menu, so is perfect for dipping in and out as necessary. For modellers there are lots of scenes that could inspire a new layout and the information given in the upbeat and well-researched narration is entertaining.

The programme ends with a few odds and ends ('The Last Wagon') that don't fit into a chapter of their own – and would you believe it, 'our very own' Colas Rail Class 56 No.56 302 *PECO The Railway Modeller*, makes a cameo appearance: on a ballast train at Glasgow Queen Street! Nothing should surprise you nowadays on the railways.

Train Crazy, Videoscene
PO Box 243, Lytham FY8 9DE
www.videoscene.co.uk

DVD, 85 minutes £19.95

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RAILWAY MODELLER shortlisted for National Magazine Award

In our April issue we were delighted to report that our audited circulation figures for 2019 showed a 5% rise in readership over the previous year, which consolidated our position as the number one model railway magazine in the UK. 2019 was a milestone year for RAILWAY MODELLER; not only did the periodical celebrate its 70th anniversary (RM November), but it was also book-ended with features on high-profile celebrity railway modellers Jools Holland OBE (RM January) and Sir Rod Stewart (RM December) – the publication of both of these attracting extensive media interest.

The Association of Circulation Executives – a trade organisation founded in 1951 to bring together members of the newspaper and magazine publishing industry – has recognised these achievements by shortlisting RAILWAY MODELLER for 'Magazine of the Year' in the Specialist Interest category at the ACE National Magazine Awards 2020. RM is one of six titles to be shortlisted for the award, with the winner set to be announced at a special ceremony in Kensington, London on 10 September.

www.acecirculation.com



RM covers from 2019; November (left), December (centre) and January (right).

Music mogul Pete Waterman set to make tracks at Chester Cathedral!

It has been revealed that the pop impresario and railway modeller Pete Waterman OBE is working in conjunction with Chester Cathedral to create a 100' 00 gauge model railway as part of a special exhibition titled *Making Tracks – Trains Through the Ages*.

The bespoke layout, which will demonstrate the history

of train travel, has been designed by Pete and is to be built at his home (near Chester). Assistance with the construction will be provided by the team of modelmakers behind his O gauge *Leamington Spa* project (see RM December 2008), whilst the model manufacturer Hornby has also promised its support.



The model railway is set to go on display in the cathedral between 18 July and 29 August 2020. Entry to the event will be free, with donations welcomed. See the Chester Cathedral website for more details:

www.chestercathedral.com

◀ Chester Cathedral and Pete Waterman (far left) meeting with Hornby Marketing & Product Development Director Simon Kohler.



Widespread model railway event cancellations in response to health crisis

In the weeks leading up to this issue going to press, the evolving global health emergency prompted multiple cancellations of model railway exhibitions, club open days and society meetings that were planned to take place across the UK and further afield during the coming months.

Adhering to the Government guidelines to avoid mass gatherings, event organisers also cited the health interests of visitors, exhibitors, traders and stewards as reasons behind the decisions to cancel, whilst the likelihood of significantly reduced attendance numbers – and consequential financial shortfalls

– was also a determining factor in many cases.

Our listing (see p41a) indicates the status of events at the time of going to press. Readers are advised to check the status of events before travelling by referring to the relevant websites.

Hornby shows progress with BR Standard Class 2MT 2-6-0

Hornby has revealed a tooling sample for its forthcoming all-new model of the BR Standard Class 2MT 2-6-0, plans for which were first announced as part of the manufacturer's 2020 range (see RM

February 2020).

Derived from the outwardly-similar Ivatt Class 2MT 2-6-0, a total of 65 Riddles 78xxx moguls were constructed at Darlington between December 1952

and November 1956. The mixed-traffic machines saw widespread use across the rail network, operating on the Western, London Midland, Eastern and Scottish regions of BR. All were withdrawn by the end of May 1967, with four examples surviving into preservation.

Hornby is to produce a trio of versions initially, presented as; No.78010 in BR lined black with early emblems (R3838), No.78047 in BR lined black with late

crests (R3836) and class pioneer No.78000 in plain BR green with late crests and yellow tender axlebox covers (R3839).

The three models, which will feature a diecast running plate and boiler, will be supplied DCC ready with eight-pin decoder sockets. Power will be provided from a five-pole skew-wound motor in the locomotive. For more details:

www.hornby.com



Heljan reveals livery artwork for L&B *Lyn* in 009 and new trio of Class 37/4s in O



The Danish model manufacturer Heljan has published livery artwork for its forthcoming model of Lynton & Barnstaple Railway Baldwin 2-4-2T *Lyn* in OO, plans for which were first announced in our January 2019 issue. Six versions have been confirmed; ref.9980 undecorated black, ref.9981 L&BR dark green *Lyn* (pre-1906), ref.9982 L&BR dark green *Lyn* (1906-22), ref.9983 SR dark green E782 *Lyn* (1923-29), ref.9984 SR Maunsell green E782 *Lyn* (1929-32) and ref.9985 SR Maunsell green E782 *Lyn* (1932-35). Decorated samples are currently under preparation.

The models are set to feature a working LED headlamp, six-pin DCC decoder interface, detachable couplers and etched metal cowcatchers. There will also be numerous parts specific to different periods/liveries, including; coal rails, chimneys, smokebox doors, water tank filler hatches, whistles and safety valves.

More Class 37/4s announced

The manufacturer has also announced a second batch of its O gauge Class 37/4s – as reviewed in our September 2019 issue. Due for release later this year there will be further runs of models in BR large logo blue and BR sectorisation freight grey liveries (both un-branded), together with three new liveries; Direct Rail Services blue (un-branded), 37 421 in Colas Railfreight scheme and Royal Scotsman maroon (un-branded). Prices have been held at the original RRP of £599.00 for all five new models, which are expected to be released in late-2020. Pre-orders can be placed through Heljan stockists.

Heljan spares now managed by Gaugemaster

The manufacturer has also informed us that its spare parts service has been transferred to Gaugemaster (having previously been undertaken by Howes Models of Oxford).

Gaugemaster is offering a 24/7 online and seven-days-a-week telephone service for Heljan spares. Available parts are listed on the Gaugemaster website (there is a direct



link from the web address below), including replacement gears for some of the early Heljan O gauge releases, namely the Class 26, 33 and early split headcode 37/0.

The contact information for all UK spares and returns enquiries is as follows:

Heljan UK

Gaugemaster Controls Ltd, Gaugemaster House, Ford Road, Arundel, West Sussex BN18 0BN

email: heljanuk@gaugemaster.com

Tel: 01903 884 321

www.heljan.uk

Accurascale Deltic delivery update

Accurascale has advised that the projected delivery date for its forthcoming Class 55 Deltic in OO has been revised to late November 2020. This is a result of certain details on the model being amended following assessment of the tooling sample (see News, RM December 2019). The firm also advises that CAD work has been completed for its Mk.V Caledonian Sleeper coaches. For details about all forthcoming Accurascale projects: www.accurascale.co.uk

No go for ExpoNG

The Greenwich & District Narrow Gauge Railway Society has advised that it will not be staging an Expo Narrow Gauge (ExpoNG) event in October 2020. This follows formal notice that redevelopment of the current venue (White Oaks Leisure Centre in Swanley) is due to start this year. Exploration of new venues for future ExpoNG events is underway. The organisers wish to thank all who have supported ExpoNG in the past and look forward to welcoming them to future events. www.gdngrs.com

Modelu opens new Bristol premises

Alan Buttler has relocated his 3D scanning and printing business to a new premises in Bristol, where visitors are welcome for product sales and 3D scanning appointments. (Alan requests that customers please email/phone in advance.) The firm's continually expanding range of figures (covering a wide variety of scales) includes further additions to its Pendon Collection, together with a new 'Ragged Victorians' range.

Modelu, Unit 43, Meriton Foundry, Meriton Street, Bristol BS2 0SZ
Tel: 07887 803737
www.modelu3d.co.uk

Further reading on brewery railways

Readers following the series of articles by Pete Goss describing his brewery railway project in OO (see RM April and p376 this issue), may be interested to know that details of another brewery railway system are available in a book titled *Good Honest Beer – The Story of a Midlands Dynasty*. This work chronicles the history of the Cape Hall (Smethwick) based brewers Mitchells & Butlers. Written by Mark Young, the 186-page paperback includes a short chapter describing the railway system, accompanied by a map and small selection of archive photos. Copies of the book (published by Broad Street Publishing, ISBN 978-0-955-7019-7-9) can be obtained through high street book retailers and online stockists.

Bespoke T gauge box models

Jim Rusk is marketing a modelling service for the construction of bespoke T gauge dioramas presented in portable oak boxes. The 1:450 scale (3mm gauge) models are aimed at people who would like to have a layout at home but don't have the space for a traditional set up.

The two demonstration models illustrated here each took between four and six weeks to create. The models are designed to be removed from the box with the controller

attached by a short wired connection.

Jim is accepting commissions for small scale landscapes based in a variety of housings including coffee tables, wooden boxes and suitcases – with other ideas also in development. To find out more contact:

Jim Rusk
Tel: 07931 870 890
email: james.rusk@ntlworld.com



Dapol announces Collett Manor in OO

A press release was received on 3 March 2020 from Dapol, which detailed the the Chirk-based model manufacturer's plans to develop an all-new GWR/BR(W) Collett Manor 4-6-0 in OO. This represents a logical progression from the firm's existing projects to produce models of a GWR large Prairie and Mogul, plans for which were announced in RM February 2018.

The Manor was a versatile 4-6-0 that was designed with a lighter axle loading than the Grange class that preceded it, which enabled a wider field of operation. In all, 30 examples were constructed at Swindon in two batches; 20 between 1938 and 1939 and then a further 10 in 1950. In all nine examples of the class have survived into preservation.

The specification for the model includes a slide-in PCB in the boiler for DCC 'Next18' decoder installation, together with a sugar cube speaker enclosure for sound-fitting. There will also be a conductive drawbar providing tender wheel pick-up and connections for a high bass speaker mounted inside the tender body.

Other features are set to include fire-box glow, a diecast compensated chassis and sprung front bogie. The model is being designed to negotiate second radius curves.

Seven versions have been announced, which will be available via Dapol stockists; No.7800 *Torquay Manor* in green with GWR 'shirtbutton' roundel, No.7814 *Fringford Manor* in



▲ BR-built Collett Manor No.7827 *Lydham Manor* (wearing pseudo-GWR lined green livery) stands alongside GWR-built No.7808 *Cookham Manor* at Didcot Railway Centre in 2010. A further seven examples are preserved. Photo: Craig Tiley

green with GWR tender lettering, No.7807 *Compton Manor* in green with G-crest-W on the tender, No.7823 *Hook Norton Manor* in BR lined black with small early emblems, No.7819 *Hinton Manor* in BR black with large early emblems, No.7810 *Draycott Manor* in BR lined green with small early emblems and No.7827 *Lydham Manor* in BR lined green with late crests.

Each version will be available DCC ready (£159.95), DCC fitted (£189.95) and DCC sound fitted (£259.95). It should be noted that the DCC sound fitted versions will only be available direct from Dapol.

In addition, an eighth version is to be produced as No.7820 *Dinmore Manor* in BR lined black livery with early emblems. This model will only be available to purchase direct from Dapol or from the Toddington station shop on the Gloucestershire Warwickshire Railway (www.gwsr.com), which is the locomotive's current operating base. Contributions from the sale of each model of No.7820 will go to the GWSR and Dinmore Manor Locomotive Ltd.

Expected delivery dates are still to be advised. For more information, see the manufacturer's website:

www.dapol.co.uk

Train Control Systems opens UK office

The American company Train Control Systems (TCS) has opened a new office in Bromsgrove, England to better serve the needs of UK customers. This expansion of TCS will handle order fulfillment and direct shipments for its DCC products to the UK and EU as well as warranty repair.

Train Control Systems has been manufacturing digital decoders for over 20 years. Recently, the company added control systems to its product lineup

with the introduction of the UWT-100 Universal WiFi Throttle (see review, p426), a handheld controller that is designed to be compatible with most DCC systems.

For further information:
Train Control Systems UK
PO Box 17749,
Bromsgrove B60 9NJ
Tel: 07497 389 826
email: uk_sales@tcsdcc.com
www.tcsdcc.com



Embossed printed card sheets from Noch



The German scenic specialist has released a new range of 3D cardboard sheets for covering surfaces including walls and roofing. These are intended for European HO and N scales, but will be suitable for applications in British OO and N.

The sheets are printed on thick card in realistic colours with a matt finish, and then press formed. The sheets (each measures 250mm x 125mm) can be cut with scissors or a craft knife and formed or curved to shape.

For HO scale there is Lime Stone Walling (ref.56642) and

Industrial Walling (56669), whilst the eight designs for N comprise; Clinker (56910), Quarystone Walling (56940, pictured), Timber Walling (56964), Roof Tiles (56965), Plain Tiles – red (56970), Plain Tiles – grey (56971), 'Old Town' paving (56981) and 'Modern' paving (56982).

For more details about the firm's range of scenic materials and accessories:

www.noch.com

New industrial locomotive body kits for OO



Hardy's Hobbies has expanded its range of 3D printed industrial locomotive body kits with four new releases – all of which are designed to fit proprietary OO gauge locomotive mechanisms.

Two variants of the Hudswell Clarke 1800 Class 0-6-0T have been released. The design found favour in heavy industry with a number being used by the National Coal Board. These kits cover both the standard and stovepipe chimney variants and are designed to fit on the Electrotren/Jouef outside cylinder chassis.

In addition is a kit for the 0-4-0VBT 100hp pre-war Sentinel vertical boilered locomotive. The prototype locomotives were built during the 1920s and 30s for use in industrial settings with many surviving well into the diesel era. This kit is designed to fit on the Hornby Ruston 48DS chassis.

Completing the quartet of releases is a kit for a Manning Wardle H Class 0-4-0ST, which is designed to fit on the Hornby Peckett W4 chassis. These locomotives were built in a number of different configurations for contractors, industrial and light railway use; several of these options (such as different cabs and smokebox types) are to be made available in due course.

The kits comprise a 3D printed body, separately printed parts, handrail knobs and wire, nuts, bolts, couplings and footplate crew. The donor chassis, together with glue, paint, transfers and plates (where appropriate) are required to complete. Orders can be placed via the website:

Hardy's Hobbies

email: management@hardyshobbies.co.uk

www.hardyshobbies.co.uk

Vintage railway map prints for your modelling room wall

Squark Interiors specialises in vintage (pre-1965) map artwork and is now offering prints of railway locations around Britain. Centred on a specific postcode or town, vintage style prints can be produced of a requested railway line, junction or depot – whether it's a section of the Somerset & Dorset Joint Railway (pictured), the Lynton & Barnstaple, York or St Pancras or even a lost railway line on your doorstep. Framed artwork can also be supplied upon request.

These maps can also be produced as bespoke paper or vinyl wallpaper. For more information:

www.squarkinteriors.co.uk



Digital control for Dapol semaphores from Train-Tech



Train-Tech has released a new product that is designed to provide a means of powering and digitally operating Dapol 4mm and 7mm servo-fitted semaphore signals (as reviewed in our January 2020 issue).

The Train-Tech SC4 can be used to control either one or two signal arms, which can take the form of two individual single-arm signals or a twin-arm (e.g. bracket) signal – the SC4 can be configured to control the arms independently, or in tandem.

Installation of the SC4 entails connecting the two power wires and three switch wires from the Dapol signal directly to the screw terminals on the SC4 housing, and then connecting two wires from the SC4 to a 16V ac supply (either directly to the DCC track supply, a power bus bar or auxiliary output on a controller).

In conjunction with the SC4 Train-Tech has released its SC400, which can be used to achieve automated control from a track sensor. For further information including pricing:

www.train-tech.com



Pecorama makes provisions for 2020 season

Thursday 27 February 2020 saw all serviceable members of the 7¼" gauge Beer Heights Light Railway locomotive fleet at Pecorama in steam for their annual boiler inspection. Pictured here (from left to right) are John Edmonds' Otter, which is a regular visitor to the BHLR, together with BHLR locos: No.5 Linda, No.8 Gem and No.12 Jools. Not pictured, but also in steam, was No.3 Dickie, No.9 Claudine, and No.7 Mr.P.

The railway's 2020 running season was due to be under way by the time this issue went to press. However, there continues to be much uncertainty as to what extent the Pecorama 2020 season will be impacted by the evolving Covid-19 coronavirus health emergency. Would-be visitors are being advised to check the Pecorama website – before travelling – for the latest information regarding the opening of the gardens, restaurants, model shop and exhibition, together with operations on the Beer Heights Light Railway.

www.pecorama.co.uk



More coverage from Nürnberg 2020 Toy Fair

Our sister magazine CONTINENTAL MODELLER will be publishing the second part of its customarily extensive report from the annual Nürnberg trade fair in the May 2020 issue, which will be on sale from Thursday 16 April. This installment provides coverage of new scenic items and structure kits (that will have wider interest to UK modellers). For more details about obtaining copies of CM:

www.pecopublications.co.uk



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Norfolk shop unveils Hornby centenary window display



The Norwich-based retailer Great Eastern Models is fast gaining a reputation for its eye-catching shop window displays. Following a Brexit-themed display earlier in the year (see News, RM July 2019), the retailer recently unveiled its latest display, which celebrates the 100 year history of Hornby Hobbies.

The display includes artefacts that illustrate different

periods of the manufacturer's history, from early tin-plate, through to Hornby Dublo, Tri-ang and the latest releases.

The display also includes a working layout, together with newspaper headlines from each decade to complement the theme – and there is even a scale version of the Hornby headquarters at Margate!

The retailer reports that the display has already attracted much attention from customers and passers by. For more details about the retailer:

Great Eastern Models
199 Plumstead Road, Norwich, Norfolk NR1 4AB
Tel: 01603 398 163
www.greasternmodels.co.uk

Rodney Bellis

We regret to announce that Rodney Bellis, a well-known railway modeller in Doncaster and the surrounding area, passed away on 10 December 2019.

Born in 1948, Rod (as he was known) developed his interest in railway modelling from a young age. In later life he went on to make his hobby his career by working

as a model railway specialist at TAG Models in Doncaster (which subsequently became part of the Modelzone chain, later becoming a second outlet for Barnsley Models & Games).

He offered technical advice to modellers, a locomotive repair service and undertook layout design. He was

well liked and was a friend to many – as evidenced by the turnout at his funeral service, which took place on 30 January 2020.

Ed – Our condolences to Rodney's family and friends. Our thanks to John Searle for providing the information for this obituary.

Gauge 1 live steam aboard Royal Navy warship!

On the weekend of 29 February – 2 March the live steam model manufacturer Accucraft UK joined the A1 Steam Locomotive Trust aboard Britain's newest warship, the super-carrier *HMS Prince of Wales*. The occasion was an open weekend held by the Royal Navy whilst the ship was berthed at Liverpool.

The A1SLT is linked to the ship through the construction of its new-build Gresley Class P2, which is to be named *Prince of Wales*. Graham Langer, who is a director of the A1SLT and also managing director of Accucraft UK, brought along a live steam Gauge 1 model of the A1SLT's locomotive No.60163 *Tornado*, which was operated on a rolling road during the weekend.

The live steam A1 is one of many locomotive models produced by Accucraft UK. For more details about the manufacturer's range:

www.accucraft.uk.com



▲ The Royal Navy's newest warship, the super-carrier *HMS Prince of Wales*, pictured at Liverpool docks. Photo: A1SLT



◀ Graham Langer (far left – director of the A1SLT and managing director of Accucraft UK) is pictured alongside other members of the A1SLT. Photo: A1SLT

The open day attracted visitors of all ages. Here Collin McCaffy (aged six) watches the model of *Tornado* in action with his grandmother. Photo: UK Ministry of Defence, courtesy A1SLT



Digital sound for Gresley A4 from Locoman Sounds



See this model in action on our website!
bit.ly/LocomanA4

In our June 2018 we reported on the new digital sound project that had been developed by Locoman Sounds for installation in models of Gresley A4 Pacific models in OO and O.

As a result of our increased capability to publish online video content as part of expanded RM coverage, we were recently offered the opportunity to run a sound-fitted Hornby A4 for this purpose. A video of the model, which was loaned to us by

Locoman Sounds with sound decoder and speakers pre-fitted, is available to view via the accompanying web link published here.

For more details about Locoman Sounds products, including options and specifications for decoders and speakers, together with price information, refer to the website:

Locoman Sounds
www.locomansounds.com

LED lighting bars for N gauge coaching stock

The Dutch model railway company Tramfabriek is marketing a range of LED lighting strips for installation inside a variety of coaching stock models. These include a light bar (with three-pin plug) intended for use in Dapol N gauge coaches – such as the Mk.III HST trailer pictured here.

The light bar, which measures 120mm x 6mm, is available with either yellow/warm white or cold/bright white LEDs. Two capacitors are supplied (measuring 6.5mm x 12mm). A small amount of soldering is required for installation.

The lighting strips are suitable for use with analogue and digital control systems. For more information, including prices:

www.tramfabriek.nl



Special wagons produced in OO to fund steam restoration projects

The two OO Dapol boxvans pictured here are the first to be commissioned jointly by the General Steam Navigation Locomotive Restoration Society (which is restoring Bulleid Merchant Navy Pacific No.35011 on the Swindon & Cricklade Railway), and the Medway Queen Preservation Society (which is restoring the Medway Queen paddle steamer at Gillingham Pier).

Sales of the models will help fund both projects; they are available in two

colours and can be purchased from either society priced £12.90 per wagon (plus £3.30 per order for UK P&P). Two wagons with UK P&P totals £29.10.

Orders can be placed via the websites or by post (please make cheques payable to 'R Halton') from: Richard Halton (for MQPS), 2 Drury Close, Hook, Royal Wootton Bassett, SN4 8EL.

For some years now the Medway Queen has benefitted from income generated by the sales of specially commis-



sioned wagons, with an estimated £12,000 raised so far. It is hoped that this and future joint projects will reach a wider market and generate much needed

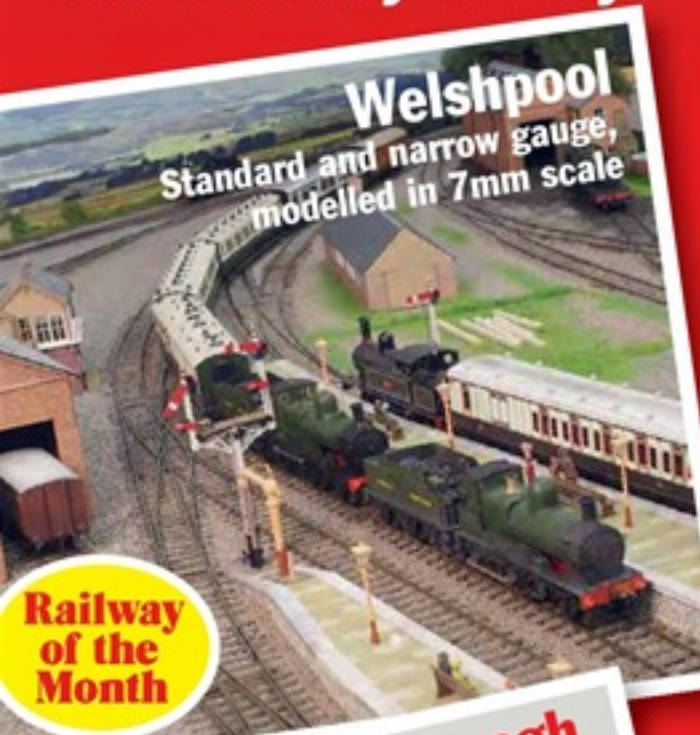
income for both organisations. For more information:

www.35011gsn.co.uk
www.medwayqueen.co.uk

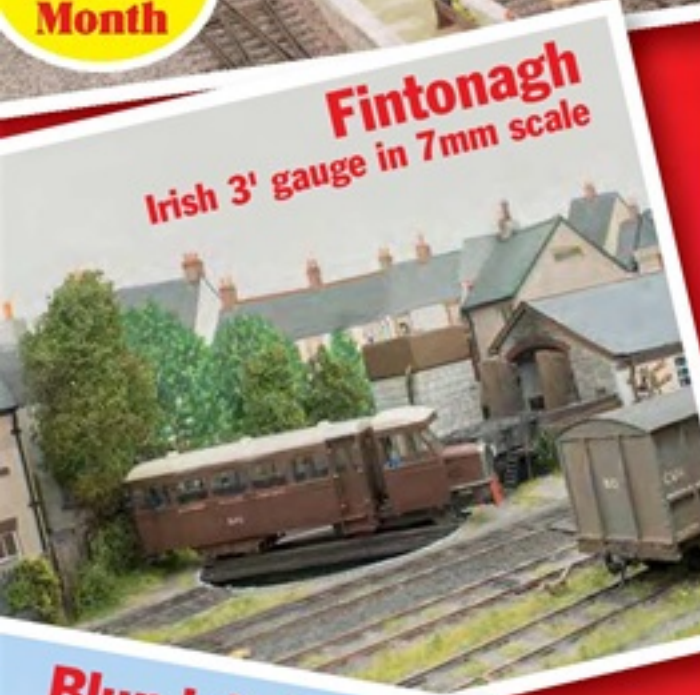
Coming next month

June 2020

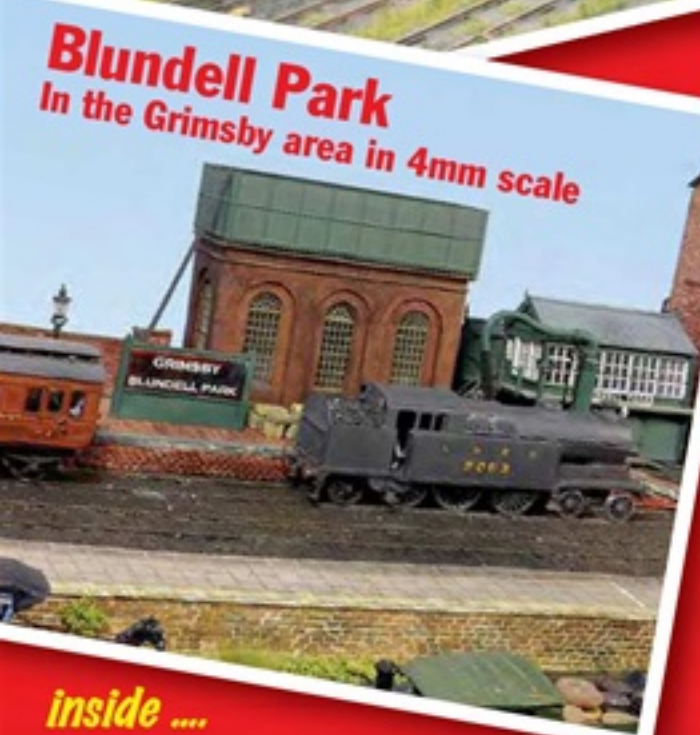
Out Thursday 14 May



Welshpool
Standard and narrow gauge,
modelled in 7mm scale



Fintonagh
Irish 3' gauge in 7mm scale



Blundell Park
In the Grimsby area in 4mm scale

inside

• **SEATON STATION**
An example of 'Southern Nouveau' architecture – with scale drawings

• **CHILD OKEFORD**
A Somerset & Dorset 'might have been' in 4mm scale

• **SANDY SHORES**
An award-winning layout in 009 set beside the sea (held from May RM)

plus all the regular features

New brass wheelsets for 009 rolling stock

The Greenwich & District Narrow Gauge Railway Society has commissioned non-magnetic wheelsets specifically for 009 modellers to complement the Greenwich Coupling range. They are designed to be compatible with existing Peco ready-to-run wagons.

The wheelsets, which are insulated on one side only, are available in 8.0mm, 6.2mm and 5.6mm diameters. The wheelsets are manufactured from brass and have a narrow tyre and fine flange. The back-to-back dimension is 7.8mm. The design of the web allows for spokes to be simulated by an etch overlay.

All the wheelsets have a common brass shouldered pin-point axle. The centre of the axle is 2mm diameter and the pinpoints 1.5mm diameter. This design is intended to facilitate the use of a Tenshodo gear without a shaft adaptor.

All the brass components are blackened with an electrical conductive coating.



The wheelsets are available through Narrow Planet and Dundas Models:

www.narrowplanet.co.uk

www.dundasmodels.co.uk

3mm modelling on the up!



Following the spectacle of no fewer than eight 3mm layouts in action together at the Stafford Railway Circle's show back in February, the 3mm Society is looking to build on the interest shown in the scale by visitors to the event.

Supported by the society's own demonstration stand, the layouts included *Addison Park* (RM 2017 Special), *Aldgate Hill & Norton Folgate*, *Bilton Goods*, *Bluish*, *Daconby Town*, *Heybridge Wharf*, *Lindhurst* and *Uppingham*.

Society representatives reported that the reception received from the general public at Stafford was, "Enthusiastic

to say the least", with many enquiries about membership. Many visitors were drawn to the space saving potential of 3mm in comparison to OO.

The 3mm Society was founded in 1965, just when Tri-ang was phasing out its TT range; the society has been supporting 3mm modellers ever since.

Joining the 3mm Society has never been easier; just go to the website (below) and download a membership application form:

www.3mmsociety.org.uk

Fred Blackman

We are saddened to announce that Fred Blackman – who will be known to many of our older readers as the founder of Mallard Models – passed away on 22 January 2020.

Fred was born in Bow, East London in 1935, but his family soon moved to Romford where he spent many hours at Romford station.

In the 1950s, Fred was involved with the design, development and manufacture of printed circuit boards, working with people who had developed the techniques during the Second World War. When the chemical milling process subsequently became available and the ability to double side etch, this gave Fred – by then a keen railway modeller – the idea to apply the techniques to model railways.

In the late 1960s, Fred came to a weekly South East Essex Railway Society meeting in Leigh-on-Sea with the basic parts for an etched brass 4mm scale LNER Class N7 0-6-2T and some

Gresley coach sides, however these ideas did not progress very far, until a move from Essex to Surrey in 1971.

Moving to Surrey resulted a meeting with Pendon Museum including Guy Williams, Tony Reynolds and Paul Karau who saw the potential of what Fred had produced. His very first 4mm scale etched brass locomotive kit was for a GER/LNER Class D16/3 4-4-0. The design included a new concept of a separate chassis to the mainframes which pivoted within them, with the aim of keeping the driving wheels in constant contact with the track.

Numerous other kits subsequently became available under the Mallard Models brand in both 4mm and 7mm scale, such as SE&CR 'Birdcage' stock, Gresley stock and LMS panelled stock, together with GWR passenger carriages and brown vehicles (the GWR items in the range reflecting the involvement of Pendon Museum).

Mallard Models was very much a

'cottage' industry. The bedroom of Fred's youngest daughter doubled up as his design studio with drawing board, whilst the tiny spare room was the packing room, where his daughters together with his late first wife Stella packed the kits. The loft space was used as the dark room. Later, he opened a model shop in Camberley where he also transferred the kit production to.

After a period of ill health in the 1980s, Fred decided to close the business, which was sold to his friend Dave Smith and the kits subsequently became available under the Blacksmith Models label (this brand name was an amalgamation of 'Blackman' and 'Smith'). Martin and Annette Breakspear subsequently acquired the business, trading as Coopercraft. It is believed that the kits are no longer available.

Ed – Our condolences to Fred's friends and family. Our thanks to Paul Goldsmith for his help with preparing this obituary.

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.

July issue deadline: May 1st

SPECIAL NOTICE – Due to the continuing health emergency regarding the coronavirus/COVID-19 outbreak, readers are strongly advised to check the status of all events and meetings. RAILWAY MODELLER closed for press several weeks before its on-sale date, and the situation will have changed after the issue was printed. Where we have been advised of cancellations these have been noted.

CANCELLATIONS

Saturday 11 April
HEYWOOD, Lancashire
Organiser: Heywood MRG.
Contact: www.hmrg.co.uk

Saturday 11 to Monday 13 April
GAINSBOROUGH, Lincolnshire
Organiser: Gainsborough MRS.
Venue: Florence Terrace, Gainsborough, Lincolnshire DN21 1BE.
Exhibition Closed.
www.gainsboroughmodelrailway.co.uk

Saturday 11 to Monday 13 April
YORK
Organiser: York Model Railway Show.
www.yorkshow.org.uk

Saturday 18 April
CHELMSFORD, Essex
Organiser: Members & Friends of Chelmsford & District MRC.
www.cdmrc.co.uk

Saturday 18 April
EASTLEIGH, Hampshire
Organiser: Wessex Narrow Gauge Modellers.
Contact: www.narrowgaugesouth.org.uk

Saturday 18 April
LUTON, Bedfordshire
Organiser: Luton MRC.
Contact: www.lutonmodelrailwayclub.org.uk

Saturday 18 & Sunday 19 April
BANGOR, North Down
Organiser: North Down MRS.
www.ndmrs.co.uk

Saturday 18 & Sunday 19 April
HANWORTH, Middlesex
Organiser: Kempton Steam Museum & Railway.
Site Closed.
www.hamptonkemptonrailway.org.uk

Saturday 25 April
FAREHAM, Hampshire
Organiser: Rotary Club of Fareham.
www.rotarail.webs.com

Saturday 25 April
HEMEL HEMPSTEAD, Hertfordshire
Organiser: Hemel Hempstead MRS.
Contact: www.hhmrs.org

Saturday 25 April
STOURPORT-ON-SEVERN, Worcestershire
Organiser: Wyre Forest MRC.
Contact: www.wyreforestmrc.com

Saturday 25 April
WELWYN GARDEN CITY, Hertfordshire
Organiser: De Havilland MRS.

www.dhmrs.co.uk

Saturday 25 & Sunday 26 April
BRAMPTON, Ontario, Canada
Organiser: The Platelayers Society.
Contact: www.theplatelayers.org

Saturday 25 & Sunday 26 April
EWELL, Nr Epsom, Surrey
Organiser: Epsom & Ewell MRC.
www.eemrc.org.uk

Saturday 25 & Sunday 26 April
POOL, Redruth, Cornwall
Organiser: Helston & Falmouth MRC.
Contact: www.hfmrc.com

Saturday 25 & Sunday 26 April
ROMFORD, Essex
Organiser: Ilford & West Essex MRC.
www.iwemrc.org.uk

Saturday 25 & Sunday 26 April
SUTTON COLDFIELD, West Midlands
Organiser: Sutton Coldfield Railway Society.
Contact: www.scrs.club

Friday 1 to Sunday 3 May
THORNBURY, South Gloucestershire
Organiser: Association of Model Railway Clubs Wales & West of England Ltd.
Contact: www.bristolmodrail.co.uk

Saturday 2 May
BIRMINGHAM
Organiser: Birmingham MRC.
Contact: bobbbrueton@yahoo.co.uk

Saturday 2 May
BUSHEY, Hertfordshire
Organiser: South West Herts MRS.
www.southwesthertsmrs.org.uk

Saturday 2 May
HAYWARDS HEATH, West Sussex
Organiser: Haywards Heath Model Railway Show.
<https://haywardsheath2020.wixsite.com>

Saturday 2 May
LUDLOW, Shropshire
Organiser: Craven Arms & District MRC.
Contact: David Gotliffe 07867 752301

Sunday 3 May
BREDGAR, Kent
Organiser: Bredgar & Wormshill Light Railway open day and model railway show.
Contact: www.bwlr.co.uk

Saturday 9 May
READING, Berkshire
Organiser: Association of Larger Scale Railway Modellers.
Contact: www.alsrm-events.co.uk
www.gscalesociety.com

Saturday 9 May
SKELTON, Cleveland
Organiser: Cleveland MRC.
Contact: www.clevelandmrc.club

Saturday 9 May
SWALLOWFIELD, Berkshire
Organiser: Loddon Vale MRC.
Contact: www.lvmrc.co.uk

Saturday 9 & Sunday 10 May
DERBY
Organiser: Mickleover MRG.
Contact: www.mmrg.org.uk

Saturday 9 & Sunday 10 May
HEYWOOD, Lancashire
Organiser: Heywood MRG.
Contact: www.hmrg.co.uk

Saturday 9 & Sunday 10 May
SCUNTHORPE, North Lincolnshire
Organiser: Scunthorpe Modern Image Railway Group.
www.smirg.co.uk

Saturday 9 & Sunday 10 May
WEXFORD, Co Wexford
Organiser: Wexford MRC.
Contact: www.wexfordmodelrailwayclub.ie

Sunday 10 May
BROXBORNE, Hertfordshire
Organiser: Hoddesdon Model & Railway Club.
Contact: www.hoddesdonmrc.org.uk

Sunday 10 May
LONG MELFORD, Suffolk
Organiser: Sudbury MRC.
www.sudburymrc.org.uk

Saturday 16 May
ELY, Cambridgeshire
Organiser: Ely & District MRC.
www.elymrc.org.uk

Saturday 16 May
LUTTERWORTH, Leicestershire
Organiser: Lutterworth Railway Society.
Contact: www.lutterworthrailwaysociety.co.uk

Saturday 16 May
THORNCOMBE, Dorset
Organiser: Thorncombe Rail Activities Club.
Contact: www.sites.google.com/site/traclubsite

Saturday 16 & Sunday 17 May
BRACKNELL, Berkshire
Organiser: EM Gauge Society.
Contact: www.emgs.org

Saturday 16 & Sunday 17 May
IMMINGHAM, North East Lincolnshire
Organiser: Immingham Museum.
www.imminghammuseum.org

Saturday 16 & Sunday 17 May
MANCHESTER
Organiser: L&Y DCC MRG.
Contact: www.lydcc.org.uk

Saturday 16 & Sunday 17 May
SALISBURY, Wiltshire
Organiser: Salisbury & South Wilts Railway Society.
www.sswrs.org.uk

Saturday 16 & Sunday 17 May
STAMFORD, Lincolnshire
Organiser: Market Deeping MRC.
Contact: www.mdmrc.org

Sunday 17 May
STOW ON THE WOLD, Gloucestershire
Organiser: STOWRAIL 2020.
Contact: www.stowrail.org.uk

Saturday 23 May
BARNWELL, Northamptonshire
Organiser: Chris Leigh.
Contact: Chris Leigh 01832 274857

Saturday 23 May
BRIDLINGTON, East Yorkshire
Organiser: Bridlington (Area) Railway Modellers And Train Enthusiasts Society.
www.bridmodelrail.org.uk

Saturday 23 & Sunday 24 May
BALA, Gwynedd
Organiser: Bala Lake Railway.
Contact: www.bala-lake-railway.co.uk
Saturday 23 & Sunday 24 May
BROCKENHURST, Hampshire
Organiser: New Forest MRS.
Contact: www.nfmrs.org

Saturday 23 & Sunday 24 May
HAYLE, Cornwall
Organiser: Hayle MRC.
haylemodelrailwayclub1993@gmail.com

Saturday 23 & Sunday 24 May
PRINCES RISBOROUGH, Buckinghamshire
Organiser: Risborough & District MRC.
www.railex.org.uk

Saturday 23 & Sunday 24 May
SHEFFIELD, South Yorkshire
Organiser: Neepsend (Sheffield) MRS.
Contact: www.neepsendmrs.weebly.com

Sunday 24 May
THIRSK, North Yorkshire
Organiser: Bob Dawson.
Contact: 07779 436652

Friday 29 & Saturday 30 May
BANGOR, Co Down
Organiser: First Bangor MRC.
www.firstbangormrc.co.uk

Saturday 30 May
ABINGDON, Oxfordshire
Organiser: Pendon Museum.
Exhibition Closed.
Contact: www.pendonmuseum.com

POSTPONEMENTS

Saturday 18 & Sunday 19 April
CORSHAM, Wiltshire
Organiser: Bentley MRG.
Postponed to: 17 & 18 October
Contact: www.trainwest.org.uk

Sunday 19 April
CANVEY ISLAND, Essex
Organiser: Castle Point Transport Museum.
Postponed to: 20 September
Contact: www.castlepointtransportmuseum.co.uk

Saturday 30 May
LLANGOLLEN, Denbighshire
Organiser: Llangollen Garden Railway Festival.
Postponed to: 3 October
Contact: www.lgrf.co.uk

EVENTS

The following events were not cancelled as of the time RAILWAY MODELLER closed for press. Please check the current status.

Saturday 11 April
RYE, East Sussex
Organiser: Dakota Dibben.
Contact: info@dakotadibben.co.uk

Saturday 11 & Sunday 12 April
BISHOP'S LYDEARD, Somerset
Organiser: Taunton MRG.
Contact: Simon Ford 07879 8523736

Sunday 12 April
MALVERN, Worcestershire
Organiser: Eric & Dave VTC (layout only).
Contact: 0121 458 1361 (answerphone)

Wednesday 15 April
BISHOP'S LYDEARD, Somerset
Organiser: Taunton MRG.
Contact: Simon Ford 07879 8523736

Saturday 18 & Sunday 19 April
HORSHAM, West Sussex
Organiser: Crawley MRS.
Contact: www.crawleymrs.org.uk/exhibition

Friday 24 to Sunday 26 April
BISHOP'S LYDEARD, Somerset
Organiser: Taunton MRG.
Contact: Simon Ford 07879 8523736

Saturday 25 April
BAWDESWELL, Norfolk
Organiser: 32A MRC.
www.32amrc.co.uk

Saturday 25 April
BIRCHINGTON, Kent
Organiser: East Kent MRS.
Contact: Nick Evans
ekmrswhitstable@gmail.com

Saturday 25 April
LEIGH, Lancashire
Organiser: North West O Gauge Modellers.
Contact: www.nwogm.org.uk

Saturday 25 April
NEWPORT, South Wales
Organiser: NEWGOG Team.
Contact: Fred Lewis 07896 977526

Saturday 25 April
WYKEN, Coventry
Organiser: Coventry & Warwickshire O Gauge Modellers.
Contact: Pete Clifton 024 7631 3221

Sunday 26 April
STOWMARKET, Suffolk
Organiser: Stowmarket Railway Club.
Contact: www.stowrailclub.org.uk

Friday 1 to Sunday 3 May
MALDEGEM, Belgium
Organiser: Stoomcentrum Maldegem.
Contact: www.stoomtreinmaldegem.be/en

Saturday 2 May
SELBY, North Yorkshire
Organiser: Selby Salvation Army.
Contact: Ian Kerrison 01757 701169

Saturday 9 & Sunday 10 May
GLENROTHES, Fife
Organiser: Glenrothes MRC.
Contact: Angus Stewart 01334 475311

Saturday 9 to Monday 11 May
BISHOP'S LYDEARD, Somerset
Organiser: Taunton MRG.
Contact: Simon Ford 07879 8523736

Saturday 16 May
BILSTON, Wolverhampton
Organiser: West Bromwich Rail Model Club.
Contact: www.facebook.com/WestBromrailmodelclub

Saturday 16 May
LEICESTER
Organiser: Trix Twin Collectors Association.
Contact: Colin Lindley 01455 823473

Saturday 16 & Sunday 17 May
TROON, South Ayrshire
Organiser: Kyle MRC.
Contact: <https://kyle-model-railway-club.business.site>

Saturday 23 May
PORT SUNLIGHT, Wirral
Organiser: World of Motion.
Contact: www.worldofmotion.co.uk

Saturday 23 & Sunday 24 May
BISHOP'S LYDEARD, Somerset
Organiser: Taunton MRG.
Contact: Simon Ford 07879 8523736

Sunday 24 May
SWAFFHAM, Norfolk
Organiser: 32A MRC.
Contact: www.32amrc.co.uk

Sunday 24 & Monday 25 May
COSSINGTON, Leicestershire

Organiser: Leicester MRG.
www.lmrg.co.uk

Monday 25 May
FARNHAM, Surrey
Organiser: Farnham & District MRC.
Contact: www.farnhammrc.org.uk

Saturday 30 May
BILLERICAY, Essex
Organiser: Billericay MRG.
Contact: www.billericaymrg.org

Saturday 30 May
SLEAFORD, Lincolnshire
Organiser: Sleaford & District MRC.
Contact: www.sites.google.com/site/sleafordmrc

Sunday 31 May
DISS, Norfolk
Organiser: Bressingham Steam Museum.
Contact: www.bressingham.co.uk

MEETINGS

Friday 1 May, 1930hrs
RCTS – Bristol
The Vale Of Berkeley Railway Project
Contact: Ronnie McAdam 0131 669 7503

Friday 1 May, 1900hrs
SLS – Middlesbrough
The Grimsby & Immingham Tramway
Contact: 01429 270591

Saturday 2 May, 1100hrs
Launceston Railway Circle
Visit to the Lynton & Barnstaple Railway.
Contact: Roger Webster 01566 779896

Saturday 2 May, 1300hrs
Swiss Railways Society – Yorkshire
Switzerland Parts E, F & G **Contact:** yorkshire.branch@swissrailsoc.org.uk

Monday 4 May, 1930hrs
Peak Rail Association – Sheffield
West Coast Railways
Contact: Dave Sharp 0114 274 5478

Tuesday 5 May, 1930hrs
Gravesend Railway Enthusiasts Society
Colonel Stephens
Contact: Henry Harryman 01322 370148

Tuesday 5 May
RCTS – Merseyside, Chester and North Wales
Observations In South Wales.
Contact: Alan Turton 01606 854227

Tuesday 5 May, 1900hrs
RCTS – Watford
Mangapps – The First 30 Years
Contact: Ronnie McAdam 0131 669 7503

Tuesday 5 May, 1930hrs
SEG/LRTA – Eastleigh
More From My Tramway DVD Series
Contact: www.lrta.org
www.southernelectric.org.uk

Wednesday 6 May, 1930hrs
Burton Railway Society
Around Britain And Ireland In Steam Days
Contact: Mark Ratcliffe 01283 221537

Thursday 7 May, 1930hrs
RCTS – Milton Keynes
High Speed Testing In The UK Since 1970
Contact: Ronnie McAdam 0131 669 7503

Thursday 7 May, 1930hrs
The Great Central Railway Society – Sheffield
A Century Of Doncaster Station
Contact: Bob Gellatly 01909 565763

Friday 8 May, 1930hrs
RCTS – Carnforth
Scenes From The 80s On Ciné Film
Contact: Ronnie McAdam 0131 669 7503

Friday 8 May, 1930hrs
Swiss Railways Society – Bristol & Bath
This And That, Here And There, Now And Then – But Mainly Switzerland
Contact: henderson@timicomail.co.uk

Saturday 9 May, 1400hrs
SLS – Kidderminster
82045 – New Build
Contact: 01905 749526

Monday 11 May, 1930hrs
Lincoln Railway Society
A Journey From Washington To Memphis
Contact: 01522 698085

Monday 11 May, 1930hrs
Plymouth Railway Circle
Members' photos and video evening.
Contact: garethm.harrison@hotmail.com

Monday 11 May, 1930hrs
RCTS – Croydon
Around The World With 155 Hunslet 4-6-0Ts
Contact: Ronnie McAdam 0131 669 7503

Monday 11 May, 1915hrs
RCTS – Ipswich
A Taste Of Japan
Contact: Ronnie McAdam 0131 669 7503

Monday 11 May, 1930hrs
SEG – Sussex
The Railways Of Mid Sussex
Contact: stuart.hicks90@gmail.com

Tuesday 12 May, 1930hrs
Aln Valley Railway
Annual quiz.
Contact: Roger Jermy 01665 606168

Tuesday 12 May, 1945hrs
Great Western Society – Bristol
Titans Of The Tracks (Sound Ciné Films)
Contact: 01454 324230

Tuesday 12 May, 1945hrs
Pewsey Vale Railway Society
Railway Memories
Contact: 07899 967221

Tuesday 12 May, 1930hrs
RCTS – Cambridge
By The Midland To Cambridge
Contact: rctscambridge@gmail.com

Tuesday 12 May, 1930hrs
RCTS – Hitchin
Steam In The 1940s On 16mm Film
Contact: Ronnie McAdam 0131 669 7503

Tuesday 12 May, 1930hrs
Wells Railway Fraternity
To Scotland For Steam – Part 2
Contact: Andrew Tucker 01749 830695

Wednesday 13 May, 1900hrs
Association of Shrewsbury Railway Modellers
The LMS Patriot Project
Contact: Nick Coppin 01952 884398

Wednesday 13 May, 1930hrs
LCGB – Dorking
Scottish Steam In The 50s And 60s
Contact: terryrichards@onetel.com

Wednesday 13 May, 1930hrs
RCTS – Cardiff
The Last Days Of Steam In The Valleys
Contact: Ronnie McAdam 0131 669 7503

Thursday 14 May, 1900hrs
RCTS – Newcastle
The Photography Of Gerry Pierson
Contact: rctsnwcastle@gmail.com

Friday 15 May, 1930hrs
Great Western Society – Taunton
Travels With A Cornishman
Contact: 01823 334188

Friday 15 May, 1900hrs
SLS – Newcastle upon Tyne
Lakeshore Railroad: Jennings, Burgoyne And The 9½" Gauge

Contact: www.slsnewcastle.org.uk

Monday 18 May, 1400hrs
RCTS – Coventry
The Talylyn Railway
Contact: Derek Morris 01926 855069

Monday 18 May, 1930hrs
RCTS – Didcot
Around The Western Region With Diesel Hydraulics
Contact: Andrew Jenkins 01793 783749

Monday 18 May, 1930hrs
RCTS – Maidenhead
The Famous Artist Terence Cuneo
Contact: Ronnie McAdam 0131 669 7503

Monday 18 May, 1930hrs
RCTS – Shenfield
Two London Railways
Contact: Ronnie McAdam 0131 669 7503

Tuesday 19 May, 1915hrs
RCTS – Woking
Brighton Belle Restoration
Contact: Ronnie McAdam 0131 669 7503

Tuesday 19 May, 1930hrs
The Grimsby & Cleethorpes Railway Group
The B17 Spirit Of Sandringham Project
Contact: Stuart Blackburn 01472 505853

Tuesday 19 May, 1930hrs
The Leicester Railway Society
A Trip Around Leicestershire In The 1960s
Contact: Stephen Hewitt 07980 008370

Wednesday 20 May, 1900hrs
RCTS – Ashford (Kent)
That Was The Year That Was – 1962
Contact: southeast@rcts.org.uk

Wednesday 20 May, 1930hrs
RCTS/Mid-Hants Railway
Hollycombe Museum
Contact: Ronnie McAdam 0131 669 7503

Thursday 21 May, 1930hrs
Gravesend Railway Enthusiasts Society
Driving – Hazard Awareness
Contact: Henry Harryman 01322 370148

Thursday 21 May, 1900hrs
RCTS – Darlington
Building The Unknown Warrior
Contact: Brickjames94@gmail.com

Thursday 21 May, 1930hrs
RCTS – Shipley
Marylebone Out And Back
Contact: Ronnie McAdam 0131 669 7503

Friday 22 May, 1930hrs
Purbeck Railway Circle
A Ninth Colour Rail Journey
Contact: mhwalshaw@talktalk.net

Tuesday 26 May, 1400hrs
RCTS – Welwyn Garden City
London's Two New Railways
Contact: Ronnie McAdam 0131 669 7503

Wednesday 27 May, 1930hrs
RCTS – Chichester
Volk's Electric Railway
Contact: Ronnie McAdam 0131 669 7503

Thursday 28 May, 1900hrs
Swiss Railways Society – East Midlands
Whiskers On Kittens
Contact: east.mids@swissrailsoc.org.uk

Friday 29 May, 1930hrs
Great Western Society – Oxford
The North Staffs Part 2
Contact: 01865 243526

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Wanted (Trade)

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Suffolk, CO10 7SA. Tel: 01787 280 452, email:
bill.railwayroundabout@gmail.com

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01935 424165 email russelltrains@aol.com

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Woodcote, Reading, RG8 0QE. 01491 681 262 email:
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WANTED-MODEL RAILWAY ITEMS, FROM ANYWHERE IN THE UK, single items to whole collections, any gauge, we pay cash and will beat any genuine offer on collections. We also buy diecast models + vintage toys. Tel: 01209 718 562 or 07876 457 114, email: harvey.instance@sky.com

HORNBY DUBLO WANTED – LOCOS, COACHES, WAGONS AND ALL RELATED ITEMS. From single items to whole collections, cash paid, distance no object. DARREN COOPER. Tel: 01254 234 017 & 07900 824525.

MODEL RAILWAY COLLECTIONS URGENTLY REQUIRED – SMALL & LARGE, any scale and any condition. British, European and American collections all required. Nationwide collections, distances no object. Contact us today for a quick and friendly service. Telephone: 01302 371 623, mobile: 07526 768 178, email: anoraksanonymous@googlemail.com

WANTED WANTED MODEL RAILWAYS, ALL MAKES, ALL SIZES from N Gauge, OO scale to G Scale and larger, will travel all UK. We also dismantle layouts, over 35 year's experience. Send lists to DEREK BARNETT, 6 Vale Gardens, Penkridge, Staffs, ST19 5LQ. Tel: 01562 750 076 daytime, or text me 07721 333 521 anytime and I will ring you back, email footplate@btconnect.com

WANTED TOP PRICES PAID! BUY-SELL-EXCHANGE ANY GAUGE, MAKE OR AGE. Also Specialists in diecast Lorries, cars, buses and railwayana. Friendly, fast, professional service from our family run business, established for over 40 years. "We are a real shop not just a phone number" Distance no object, from single items to lifetime collections, instant settlement by your preferred payment method. See our main advert. Deal with confidence from a name that you can trust. Rails of Sheffield 21/29 CHESTERFIELD ROAD, SHEFFIELD, S8 0RL. Tel: 01142 551 436. www.railsofsheffield.com

WANT TO SELL YOUR TRAINS – ALL GAUGES, ALL MAKES? Hornby/Bachmann, OO, O, and N gauge. Top cash prices paid, collected, layouts dismantled. Please send list to CLAIRE CLARKE: 14 Stourbridge Road, Lloyd Hill, Wolverhampton WV4 5NE email: claireaclarke@aol.com telephone: 01902 342 722.

DIESELS WANTED – OO, N GAUGE, O GAUGE, HELJAN, LIMA, DAPOL, HORNBY, FARISH, PLUS ROLLING STOCK. KEITH'S MODEL RAILWAYS, telephone: 0116 277 8634 email: shak.marge@yahoo.co.uk

WE BUY ALL YOUR MODEL RAILWAY COLLECTIONS – ANY GAUGE, LOCOS, ROLLING STOCK, KITS ETC. For a fast friendly professional service telephone VINCENT: 07721 087 810 or email vincelonergan@hotmail.com or send your list to VINCENT – DORSET RAILS, 5 Conway Walk, Dorchester, Dorset, DT1 2EJ.

Holiday Accommodation

HOLIDAY LET AVAILABLE IN BEER, DEVON NEAR PECORAMA. Portland Heights is a stunning property offering a balcony with spectacular views overlooking Lyme Bay. Sleeps 6. Available all year round. All bookings made through JEAN BARTLETT COTTAGE HOLIDAYS. Website: www.jeanbartlettcottageholidays.co.uk or telephone: 01297 23221.

Private

Private Sales

WEBB'S WHARF O gauge end-to-end exhibition model. Two articles *Railway Modeller* 2016-17. Three modules, 14ft x 2ft 8ins overall. Peco bullhead trackwork, Cobalt point-motors, 2-cab Helmsman power supplies, Bachmann and Skytrex buildings. Michael Watts, Oxfordshire, 01869 331181, michael.watts01@btinternet.com

RAILWAYS OF THE I.O.W (BR 1950'S) Engines £395, coaches £250, wagons from £35. Excellent condition. Light weathering. Full list available, substantial discount if purchased as a lot. Mobile: 0781 409 7403 or email: 12beaconcourt@gmail.com

UNMADE KITS 1980'S K'S, COTSWOLD, GEM, Wills, MTK, EAMES, ANBRICO, AIRFIX. Also some locos built or partly built. Tel: 07801 669 779.

FREE – HUGE BACK CATALOGUE OF RAILWAY MODELLER MAGAZINES AVAILABLE. Years 1968 through to 2019 - only a few months missing. Free to a good home - please contact mjkworldwide@hotmail.com for list of available issues. Excellent condition.

PRIVATE FOR SALE: - Hornby Dublo clockwork Greeley set £2,000, southern goods set, £2,000, GWR goods set £1,200. Telephone: 01279 505306.

Property for Sale

Cut the expense of moving house by advertising your property in the RAILWAY MODELLER or CONTINENTAL MODELLER for just 15p a word its great value for money!!

Wanted Clubs and Societies

NARROW GAUGE STOCK WANTED BY THE 009 SOCIETY, collections, loco's, rolling stock, readymade BEMO, LILLIPUT, ROCO etc or kit and scratch-built. Contact: 009 Society, 5 Quarry Road, Colehill, Wimborne, BH21 2NP. Email: members-sales@009society.com for society details see www.009society.com

Wanted Private

(This column is reserved for readers who are private Model Railway enthusiasts or collectors and require items purely for their own personal use).

TRIX TWIN AND TRIX EXPRESS. Avid collector. TTRCA No26, anything will be considered. Please phone anytime, will collect. Tel: 01736 754 200. Mobile: 07969 499 586.

RAILWAY PHOTOGRAPHS-original 35mm slides (or negatives) any railway subject, steam to blue diesel era. Good price for quality material. JOHN TURNER, 01482 227 777 or 01652 632 370 (evenings).

N OR OO GAUGE, British outline Model Railways sought by collector, Wrenn, Hornby, Bachmann, Farish etc. Will travel to collect. Tel: 01702 461 214 after seven, 07399 73 44 94, daytime. Send lists to: psdavis17@talktalk.net

HORNBY O GAUGE LMS Princess Elizabeth & Southern L1. Both 20 volt electric. Tel: 01993 840 064 (Oxon) or 0797 991 0760.

RAILWAY RELICS LOCOMOTIVE PLATES. Station signs, clocks, posters, hand lamps, signalling, would collect. Top prices. Dale, East Barn, Loads Road, Holymoorside, Chesterfield, S42 7HW. Tel: 01246 569 263.

HORNBY DUBLO & WRENN RAILWAYS WANTED, LOCOS, COACHES AND WAGONS. Single items or whole collections, distance no object. Immediate cash settlement. DARREN COOPER, 26 Warnden Avenue, Baxenden, Accrington, Lancs BB5 2PR. Tel: 01254 234 017 & 07900 824525.

WANTED TRIANG TT AND LONE STAR TREBLE O ELECTRIC BY PRIVATE COLLECTOR. Good price paid, will travel. Tel: 01980 862 387 or email: hamptonrob1951@outlook.com (Wiltshire).

WRENN 1966 TO 1992-items wanted by collector preferably boxed, single or complete collections. Please telephone: 0773 0957 800/01582 401 053 or visit my website www.wrennspecialist.co.uk

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

NORTH WEST ENGLAND - Collector wants to buy all makes of model railways in OO/N-gauge for own collection. Email list to dunsmoreerly@gmail.com or call Rodney on 07742 805487

PARKER BUILT Og COAL FIRED LOCOS – 1940/50/60's – any condition. Tel: 01253 852 897 (Blackpool).

WANTED R6158-R6158A – HORNBY SIX WHEELED PALETHORPES ROYAL CAMBRIDGE SAUSAGE VAN in brown with GWR with shirt button motif, good order and not damaged on sides. Tel: 01623 647 992.

HORNBY R2954 ADVENZA FREIGHT, R2650 MEDITE, CLASS 66S MINT, NEAR MINT, ALSO BOXES. Phone: PAUL, 0787 132 1921.

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.

April 2020

18 April (Sat) 10am-2.30pm
DIDCOT TOY TRAIN & COLLECTORS FAIR, Didcot Civic Hall, Britwell Road OX11 7JN. £2.50 admission, under 16's free. Contact RONNIE. Tel: 077 083 850 61.

18 April (Sat) 10.30am-2pm
NORWICH, The Willow Centre, 1-13 Willowcroft Way, Cringford, Norwich, NR4 7LL. Adults £2, under 16's free. Contact: JOHN'S TOY FAIR. Tel: 01603 255 555. **CANCELLED**
JOHN PARSONAGE, telephone: 07881 555 283, email: john.parsonage@btconnect.com

19 April (Sun) 10am-2pm
ASHFIELD - Festival Hall, 16-18 Ashfield Road, Ashfield, Nottingham NG10 1JL. Adults £17, children £10. Contact: MALC. Tel: 07951 072 790. **CANCELLED**

19 April (Sun) 10.30am-3pm
BUXTON - 150 STALLS, The Pavilion Gardens, St Johns Road, Buxton, Derbyshire SK2 8JL. Adults £3, children £2. Contact: BULLDOG FAIRS. Tel: 01604 846 688 www.bpairs.com **CANCELLED**

19 April (Sun) 10am-2pm
CARLISLE - NEW EVENT Richard Rose, Merton Academy, Winton Road, Carlisle CA4 4JL. To Merton Academy, Winton Road, Carlisle CA4 4JL. Free parking. Adults £3, Seniors & U16s £2. Early entry £5. JIM CORR. Tel: 0750 403 5955, email jim_corr73@hotmail.co.uk **CANCELLED**

19 April (Sun) 9.45am-1.15pm
RAYLEIGH, ESSEX The Swayne, Park School, Sir Walter Raleigh Drive, off London Road SS6 9BZ. Next event: May 17th. SRP TOYFAIRS. Tel: 01322 662 729 or 0773 999 8012 www.srpoyfairs1.co.uk

19 April (Sun) 10.30am-3pm
READING - TOYFAIR AND EXHIBITION (INCORPORATING READING VINTAGE), Rivermead Leisure Complex, Reading RG1 8EP. Adults £5, children £2.50. Also model railway layouts and displays. Admission £5, accompanying Children under 16 free, early entry 8.30am £10, 9.30am £7. TONY OAKES FAIRS. Tel: 01270 652 773 & 07825 631 323. **CANCELLED**

19 April (Sun) 10.30am-2.30pm (Early Bird 8.30am)
SWINDON TOY & TRAIN FAIR, County Ground, County Road, Swindon SN1 2ED. Adults £3, 12-16 £1, under 12 free. Contact RONNIE. Tel: 077 083 850 61.

22 April (Wed) 6.30pm-8.30pm
BURTON ON TRENT, The Connexion, Burton on Trent. Adults £3, Seniors £2.50, Children £1. Tel: 01604 846 688 www.bpairs.com **CANCELLED**

25 April (Sat) 10.30am-2pm
LUDLOW RACECOURSE, Ludlow, Shropshire SY8 1LW. Adults £5, children £2.50. Tel: 01270 652 773 & 07825 631 323. **CANCELLED**

25 April (Sat) 9.45am-1.15pm
REIGATE, REIGATE COLLEGE, Rushworth Road, Reigate RH2 0QF. Next event: June 13th. SRP TOYFAIRS. Tel: 01322 662 729 or 0773 999 8012 www.srpoyfairs1.co.uk

26 April (Sun) 10am-2pm
CATTERICK FAIR, Catterick Leisure Centre, Gough Road, Catterick Garrison, Easingwold YO21 1AD. Adults £5, children £2.50. Early entry £5. Free parking. JIM CORR. Tel: 0750 403 5955 email: jim_corr73@hotmail.co.uk for further information. **CANCELLED**

26 April (Sun) 10.30am-3pm
EXETER (WESTPOINT) TOY AND TRAIN COLLECTORS FAIR, Westpoint Arena, Clivst St Mary, Exeter. One mile from Exeter city centre. Adults £5, children £2.50. 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

May 2020

2 May (Sat) 10am-4pm
BLUEBELL RAILWAY COLLECTORS FAIR, Horstead Keynes Station, Station approach, Horstead Keynes, East Sussex RH17 7BB. Admission by platform ticket, or free with train travel ticket or Bluebell membership card. Contact Phil Cooper 07752 867427 / 01787 372559 or email sudburymodelrailways@hotmail.com

2 May (Sat) 10.30am-3pm
BRECON TOY & TRAIN SALE, The Market Hall, Town Centre, Brecon, Powys, Mid Wales, LD3 7LG. BUY*SELL*EXCHANGE. Café, top dealers. 80 tables. Admission £2. CHRIS DYER FAIRS. Tel: 01643 702 757 & 07966 694 579 www.chrisdyerfairs.co.uk

3 May (Sun) 10.30am-3pm
COVENTRY - 160 STALLS, The Connexion, Burton on Dunsmore, Coventry CV3 5JL. Adults £3, Seniors £2.50, Children £1. Tel: 01604 846 688 www.bpairs.com **CANCELLED**

3 May (Sun) 1pm-4pm
FALKIRK - Graeme High School, Falkirk, Scotland FK11 1LW. Adults £5, children £2.50. Tel: 07483 260 915, www.mclaren-models.com **CANCELLED**

3 May (Sun) 9.45am-1.15pm
WORTHING-SUSSEX, The Charmendean Centre, Forest Road, Worthing, West Sussex BN14 9HS. Next event: 21st June. SRP TOYFAIRS. Tel: 01322 662 729 or 0773 999 8012 www.srpoyfairs1.co.uk

3 May (Sun) 10am-2.30pm
YORK RACECOURSE - The Knavesmire Stand, York Racecourse, York YO1 1PB. Adults £5, children £2.50. Tel: 01522 880 383 Email: jandfairs@virginmedia.com Website: www.j-jwebbtoyfairs.com **CANCELLED**

8, 9 & 10 May (Fri-Sun) 9.30pm-5pm
LLANDUDNO TRANSPORT FESTIVAL, Bodafon Fields, LL30 1BW. Contact: JIM/VICCI RICKETTS. Tel: 01492 517 004 email: vicci.ricketts1@gmail.com

9 May (Sat) 9.45am-1.15pm
HAWKINGE, Hawkinge Community Centre, Heron Forstal Avenue, Hawkinge, Kent CT18 7FP (off M20). Next event: 28th July. SRP TOYFAIRS. Tel: 01322 662 729 or 0773 999 8012 www.srpoyfairs1.co.uk

10 May (Sun) 10am-2pm
CARNFORTH, Crag Bank Village Hall, LA5 9UH. Refreshments, free parking, wheelchair friendly. Tel: 0161 620 0321, 0779 279 5512 Email: quadsquad0@gmail.com Website: www.cragbanktoyfair.webs.com

10 May (Sun) 9.45-1.15pm
COLCHESTER, LANGHAM COMMUNITY CENTRE, School Road, Colchester, Essex CO4 5PA. Next event: 27th September. SRP TOYFAIRS. Tel: 01322 662 729 or 0773 999 8012 www.srpoyfairs1.co.uk

10 May (Sun) 10.30am-2.30pm
POTTERS BAR, Elm Court Centre, Mutton Lane, M25 J24, EN6 3BP. Adults £1.20. Refreshments. Tel: 020 8205 1518.

10 May (Sun) 10am-2.30pm
SPALDING, Springfields Events Centre, Cameloate, Spalding, Lincolnshire PE11 1JL. Adults £5, children £2.50. Tel: 01522 880 383 Email: jandfairs@virginmedia.com website: www.j-jwebbtoyfairs.com **CANCELLED**

10 May (Sun) 10.15am-3pm
WIMBORNE MODEL TOYS & TRAIN COLLECTORS FAIR, Wimborne Model Railway Club, Wimborne, Dorset BH21 3JL. Adults £5, children £2.50. Admission: £1.50. Enquiries to DAVE. Tel: 01202 590 158 or 07808 484 414. **CANCELLED**

12 May (Tues) 7pm-9pm (early entry £2, 5pm)
BARNSELY TOY & TRAIN FAIR, Elsecar Heritage Centre, Elsecar S74 8HJ, space for 150 stalls, lots of free parking for stallholders and visitors. Adults £1.50. 5 minutes M1 junction 36. Tel: 01226 744 425 www.newcomenfairs.co.uk sales@newcomenfairs.co.uk

12 May (Tues) 6.30pm-8pm
HOOK, Community Centre, Broomfield, Hockley, Essex SS16 5JL. Adults £5, children £2.50. Tel: 07936 441 381. Email: clementsairs@aol.com **CANCELLED**

16 May (Sat) 10am-3pm
GATESHEAD INTERNATIONAL STADIUM, Neilson Road, Gateshead NE11 9SS. Adults £5, children £2.50. Tel: 0750 403 5955, email: jim_corr73@hotmail.co.uk **CANCELLED**

16 May (Sat) 9.45 – 1.15pm
HERNE BAY, High School, Bullockstone Road, Herne Bay, Kent CT6 7TL. Large free car park, 10 minutes walk from Herne Bay Station. Next event: 5th September. SRP TOYFAIRS.
 Tel: 01322 662 729 or 0773 999 8012
www.srpoyfairs1.co.uk

16 May (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 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

16 May (Sat) 10.30am-2.30pm
OXFORD, Exeter Hall, Oxford Road, Kidlington OX5 1AB, M40 J9.
 Further details, telephone: 01869 347 489.

17 May (Sun) 10.30am-3pm
DONCASTER RACECOURSE, The Lazarus Exhibition Centre, Leazes Road, Doncaster BB. Models, scale models, etc.
CANCELLED
 Tel: 01604 846 688 www.bpfairs.com

17 May (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.

17 May (Sun) 10am-3pm
NEWTON ABBOT TRAIN & TOY, Newton Abbot Racecourse, Devon TQ12 3AF. Next event: 14th June. SRP TOYFAIRS.
CANCELLED
 Tel: 01823 480 097
 Email: rayheard66@btinternet.com

17 May (Sun) 9.45am-1.15pm
RAYLEIGH, ESSEX, The Swayne, Park School, Sir Walter Raleigh Drive off London Road, SS6 9BZ. Next event: 14th June. SRP TOYFAIRS.
 Tel: 01322 662 729 or 0773 999 8012
www.srpoyfairs1.co.uk

17 May (Sun) 10.30am-3pm
WALSALL WOOD – Oak Park Active living Centre, Coppice Road, Walsall Wood.
 Details: TRANSTAR PROMOTIONS.
 Tel: 01922 643 385.

19 May (Tues) 6.30pm-8pm
WOOTTON BASSETT, Memorial Hall, Wootton Bassett, SN4 9EF. Next event: 14th June. SRP TOYFAIRS.
CANCELLED
 Email: clementsairs@aol.com telephone: 07936 441 381.

23 May (Sat) 10.30am-3pm
MERSEYSIDE HOBBIES & MODEL RAIL SHOW, Hulme Hall, Bolton Road, Port Sunlight, Wirral CH62 5DH. Adults £5, Children £1. BARRY STOCKTON.
 Tel: 0151 334 3362 www.barrystocktonfairs.co.uk

23 May (Sat) 10.30am-3pm
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 Tel: 01604 846 688 www.bpfairs.com

24 May (Sun) 9.45am – 1.15pm
ORPINGTON, CROFTON HALLS, by Orpington Railway Station, Kent BR6 8PR. Next event: June 28th. SRP TOYFAIRS.
 Tel: 01322 662 729 or 0773 999 8012
www.srpoyfairs1.co.uk

26 May (Tues) 6pm-9pm
GARSTANG TOYFAIR, K...
CANCELLED
 Tel: 01282 439 009.

30 May (Sat) 10am-2.30pm
BRENTWOOD, The International Hall, Brentwood Centre, Dodinghurst Road, Brentwood, Essex CM15 9NN. 200 pitches. J...
CANCELLED
 Tel: 01272 680 383
 Email: jandfairs@virginmedia.com
 website: www.j-jwebbtoyfairs.com

30 May (Sat) 10am-2pm
GLOUCESTER & CHELTENHAM, ...
CANCELLED
 Email: clementsairs@aol.com telephone: 07936 441 381.

31 May (Sun) 10am-3pm
CHESTER LE STREET TOY & TRAIN FAIR, Lord Lawson Academy, Birtley, Chester Le Street DH3 2LP. Opposite Kamatsu, follow A167, A1 junction 63, bus route 21. Adults £5, Children £2, £5 for 2 adults & 1 child. Good parking. BU... Diecast, trains, model soldiers, Sci-fi, Scalextric and Lego etc. Spares available for Dinky and Corgi toys.
 Tel: 0750 403 5955 for table hire and further information.

Opportunity Yours

RM Classified Advertisement Order Form — last date for receiving copy for July 2020 issue is 27th April.
 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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Advertisements without a box number must include your name, address or telephone number. Standard abbreviations (LMS, META, 0-6-0), normal hyphenations (O-gauge, 2-rail, pre-war) and prices count as one word. Telephone numbers, whether exchange or all figure, count as two words.

CONDITIONS OF ACCEPTANCE

All copy is subject to our approval. We reserve the right to request amendments.
 Scale or gauge should be mentioned when referring to models. Swapmeets and other events must include a telephone number at which the organiser can be contacted.
 Advertisers are expected to acknowledge all enquiries that enclose an SAE (even if the item has already been sold).
 Advertisers are reminded of the Trade Descriptions Act and must avoid misrepresentation of goods offered. The Business Advertisements (Disclosure) Order 1977 requires all who sell goods in the course of a business to indicate this clearly in the advertisement.

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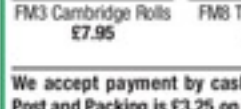
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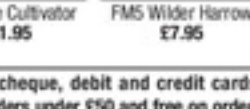
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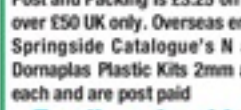
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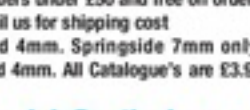
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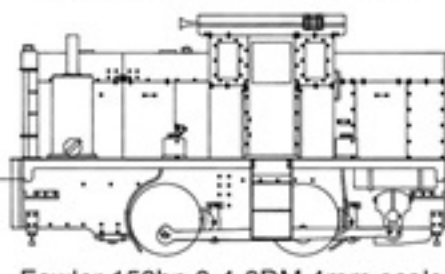
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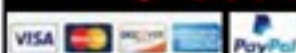
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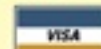
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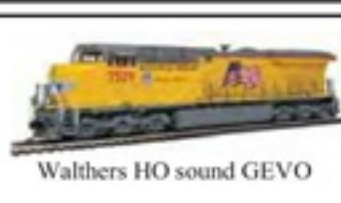
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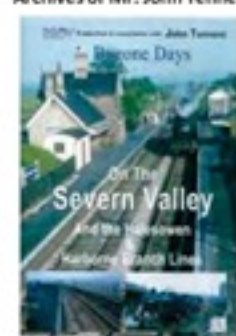
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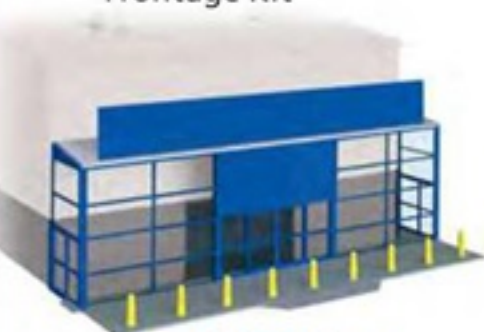
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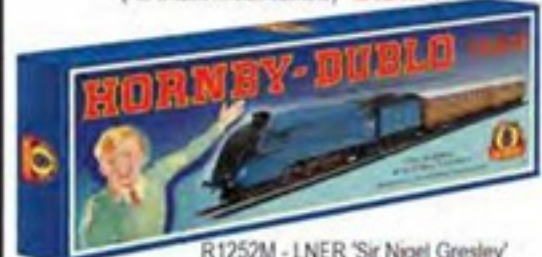
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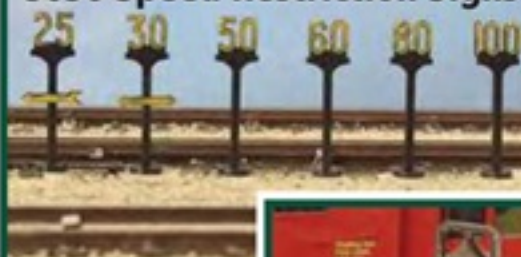
5048 Platform Accessories - Steam Era

Note: Some photographs include items not included in these kits

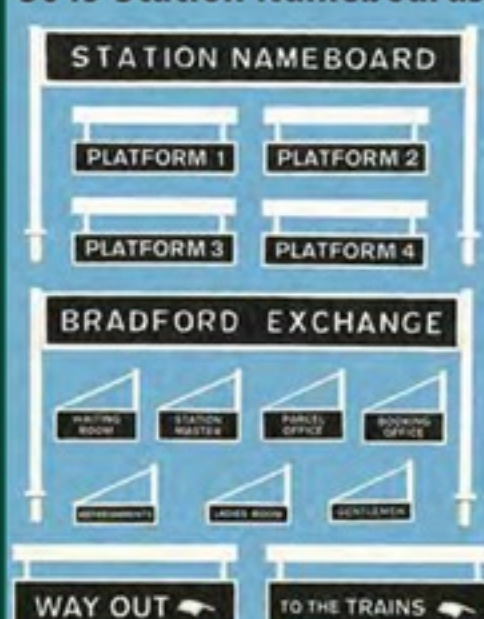


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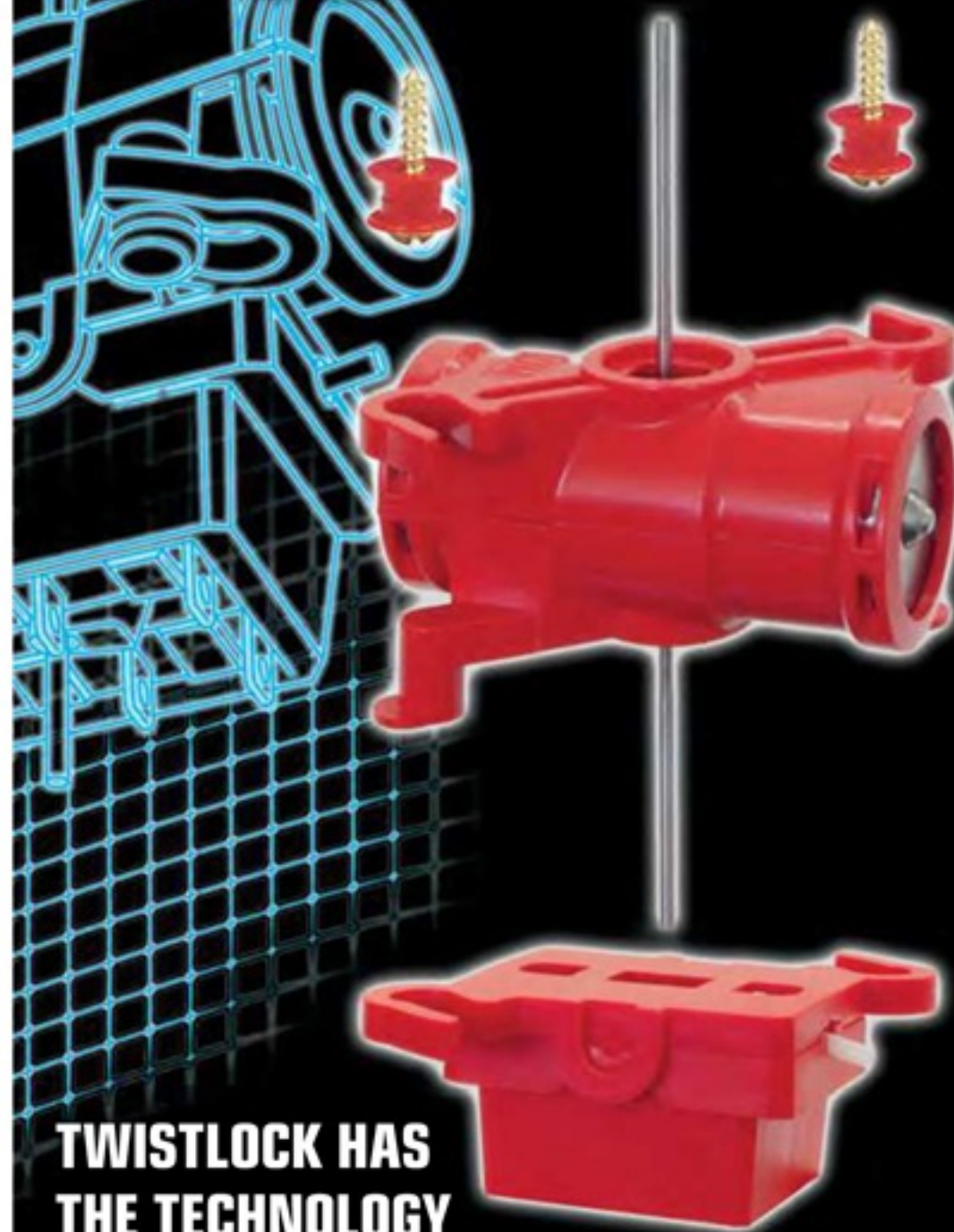
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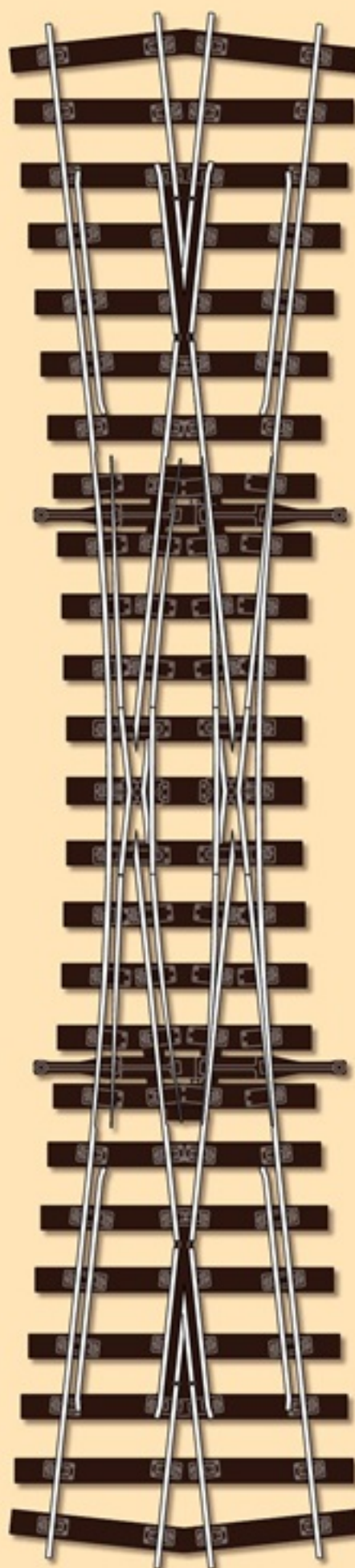
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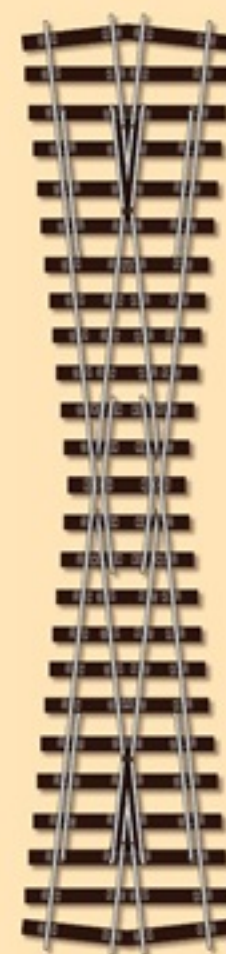
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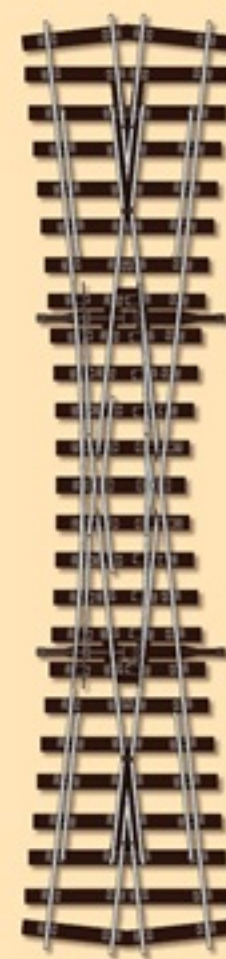
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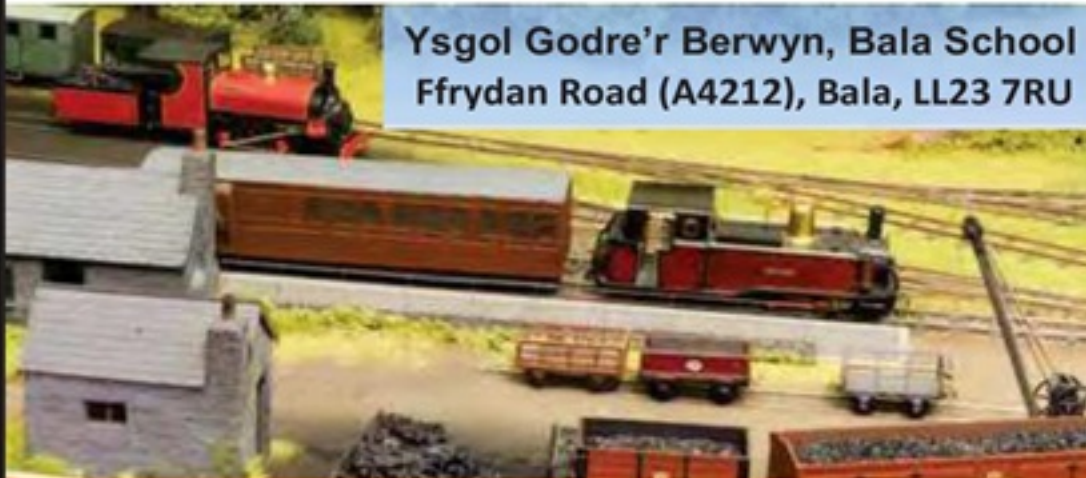
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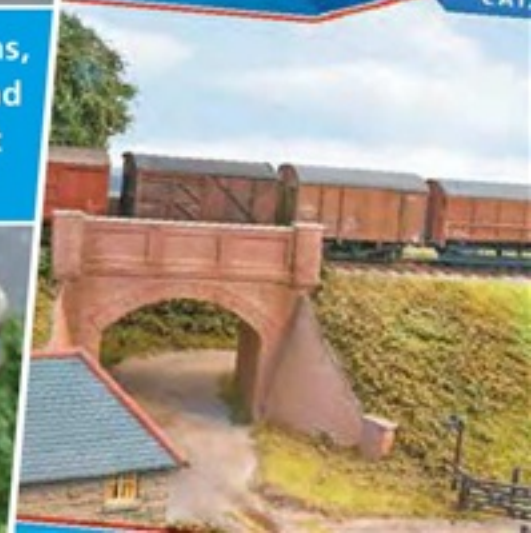
A scene on Mick Clarke's atmospheric layout Crazyby Castle. Photo: Steve Flint.

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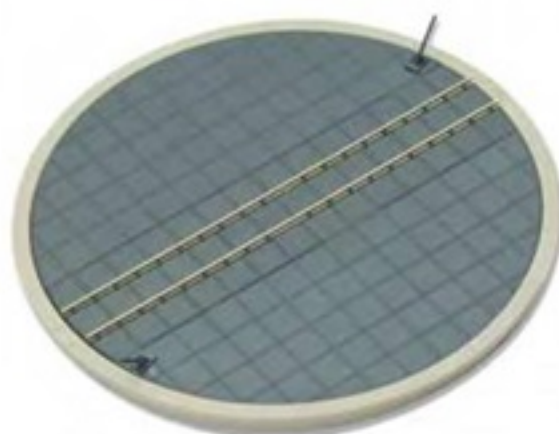
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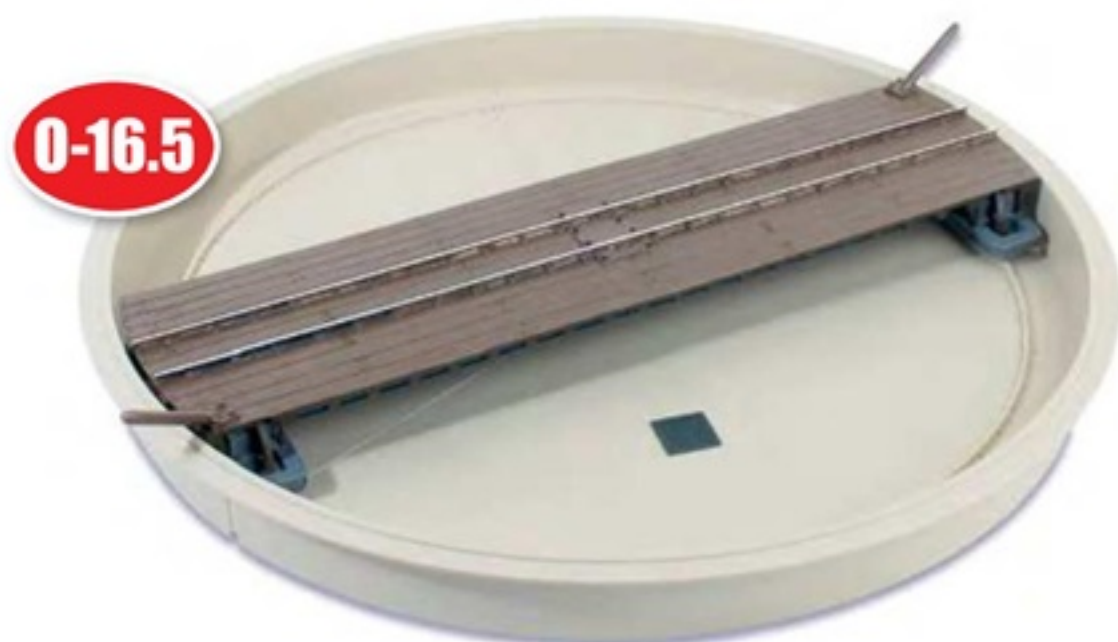
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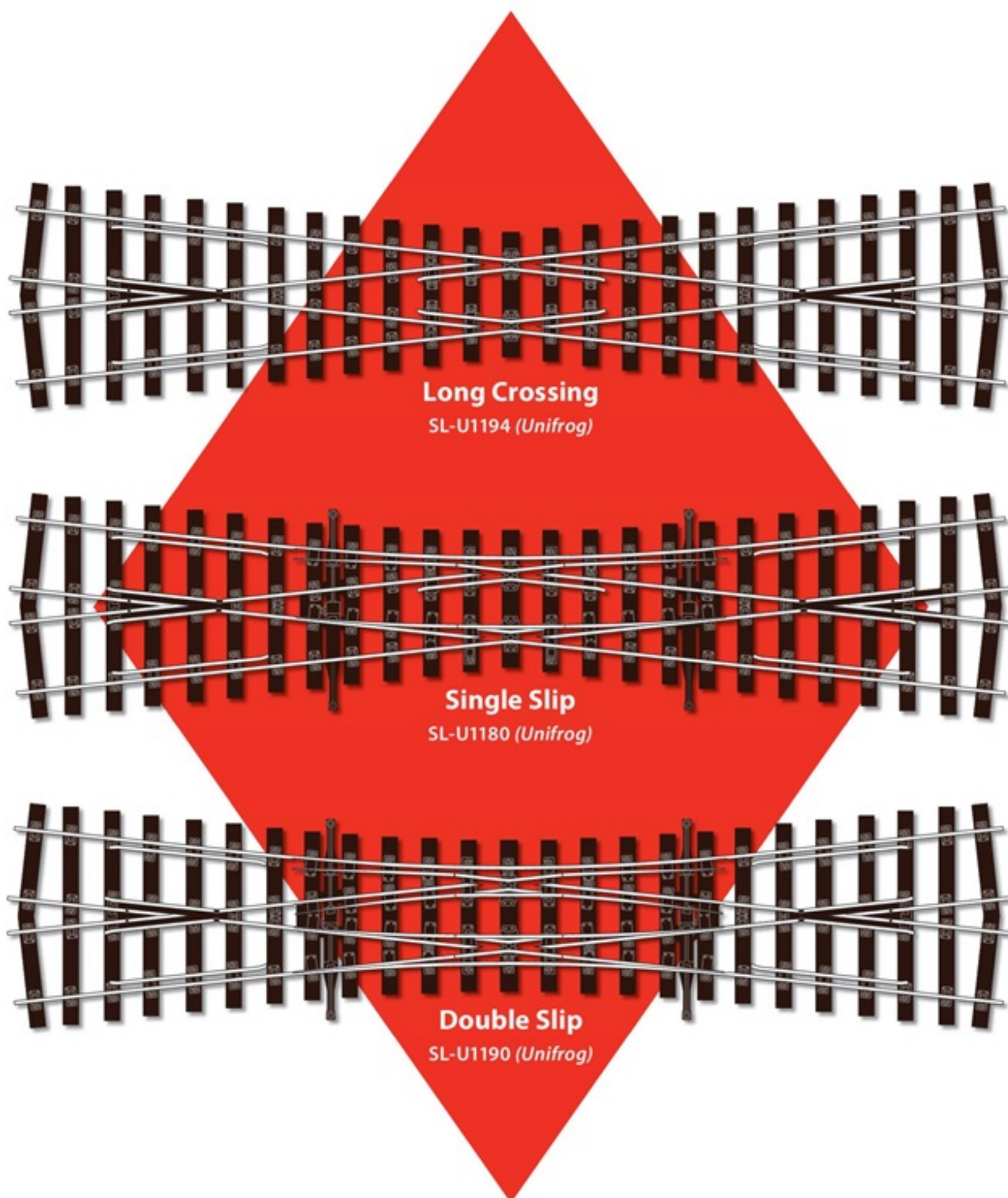
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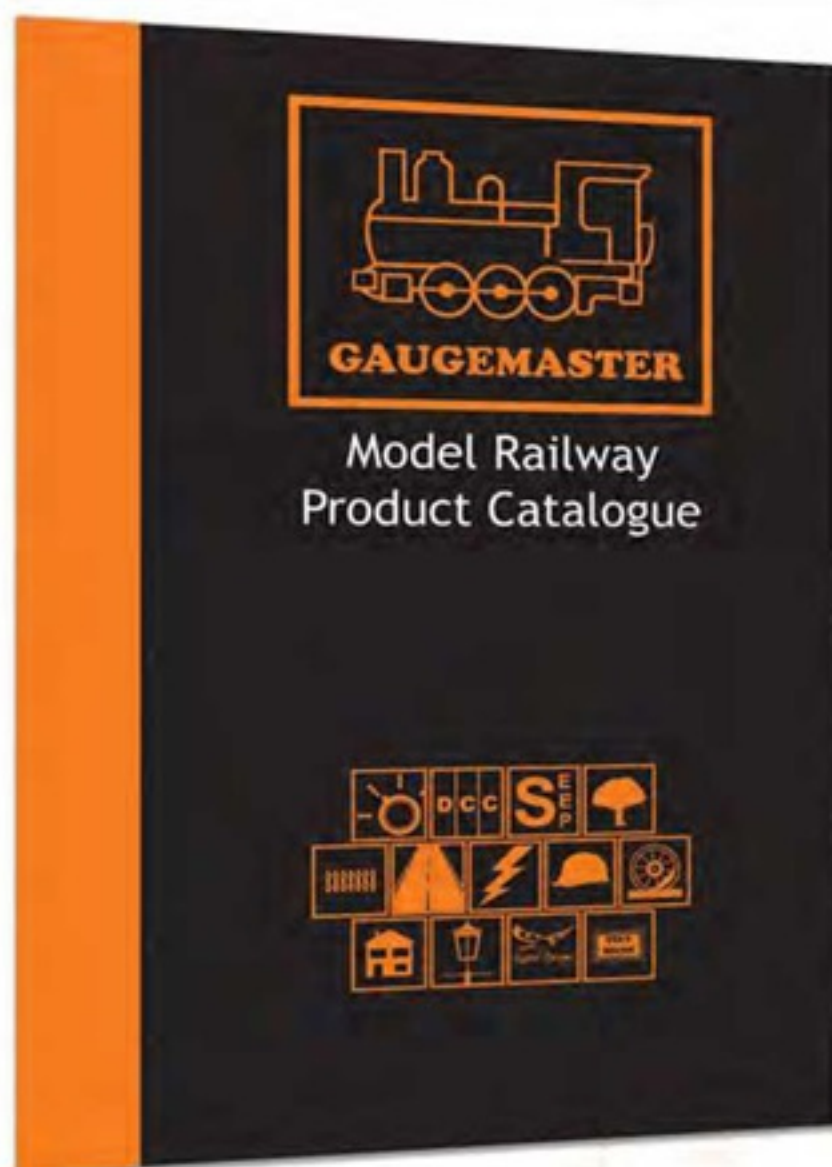
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